

Next Steps

The purpose of tonight's public meeting is to present the proposed project to the public and to collect public comments on the initial interchange designs. After tonight's meeting, the following steps are planned for the project:

1. Continue to collect public comments for 15 days after this public meeting.
2. Compile the comments received about the new interchange alternatives and tabulate the preferences expressed by the public.
3. The KYTC Project Development Team will meet to review all of the comments received within the comment period, to review the preference tabulation, and to make a recommendation for the Preferred Alternative for the Project.
4. If a Build Alternative is selected, complete a Categorical Exclusion (CE) for the project and preliminary plans for the Preferred Alternative.
5. Proceed with development of final roadway and right-of-way plans.
6. Acquire the necessary additional right-of-way.
7. Relocate any utilities that are in the way of construction.
8. Advertise and let the project to construction.
9. Inspect the construction.
10. Open the new interchange to traffic.

Thank you for your attendance and the input you have provided for this important highway project..

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KENTUCKY
TRANSPORTATION CABINET

Bullitt County

New I-65 Interchange Near Mile Point 114

Item No. 5-527.00

June 2, 2016



BURGESS & NIPLE
Engineers ■ Surveyors ■ Planners

PARSONS



New I-65 Interchange Near Mile Point 114

Welcome!

Welcome to the New I-65 Interchange Near Mile Point 114 public meeting!

The Kentucky Transportation Cabinet (KYTC) continues to move forward with design of two roadway improvement projects in your community – **reconstruction of the existing KY 480 interchange** (Item No. 5-391.30) and **construction of a new interchange near Mile Point 114** (Item No. 5-527.00) in central Bullitt County. **This informational brochure addresses the New Interchange Near Mile Point 114 project.** The New I-65 Interchange Project is one of many transportation projects approved for design and construction by the Kentucky General Assembly in the State's Biennial Highway Plan. The Biennial Highway Plan has the project scheduled as:

- Design FY 2016
- Right-of-Way FY 2017
- Utility Relocation FY 2017
- Construction FY 2018

The Project's Purpose and Need

Significant commercial development such as the Cedar Grove Business Park, Salt River Business Park and Love's Travel Stop has occurred within the past 13 years around the I-65/KY 480 interchange. According to data supplied by the Bullitt County Economic Development Authority, the Cedar Grove area employs over 8,000 people on a normal day. Many of the businesses located in the Cedar Grove Area are large warehouse distribution centers and large internet order fulfillment centers housed in office/warehouse type buildings with up to 1.3 million square feet under roof. Employment almost doubles during the seasonal peak from November through January. The I-65/KY 480 interchange is the only means of access to the residences and businesses in the area, and the interchange is projected to be severely congested during peak travel times.

Future commercial development plans near the interchange such as the expansion of the Cedar Grove Business Park are expected to further contribute to increased traffic congestion at the I-65/KY 480 interchange. By 2040, traffic volumes on KY 480 are projected to grow by 59 percent over existing volumes with a high percentage of trucks. Level of service (LOS) is a measure of operational performance of a roadway ranging from A (best) to F (worst) that is used to evaluate the performance of roadway segments and intersections. In 2040, the signalized ramp intersections on either side of I-65 are projected to operate at LOS F in the PM peak periods. In the AM peak period the western intersection is projected to operate at LOS D, while the eastern is projected to operate at LOS E.

The purpose of the project is to improve access and mobility between I-65 and the rapidly growing commercial development in the area.

Proposed Project

To address the purpose of the project, the KYTC proposes to construct a new interchange on I-65 between the existing I-65 interchanges at KY 245 (Exit 112) and KY 480 (Exit 116). The new interchange near Mile Point 114 and its east-west crossroad would connect KY 61 west of I-65 and Ohm Drive and Alpha Way east of I-65 to the interstate system, thereby improving access for the growing commercial development in the area. Traffic circulation and connectivity in the Shepherdsville area south of Salt River would also be enhanced, and trip length and duration would be



shortened, by construction of the proposed interchange and connecting roadway.

Nearby Roadway Projects Underway:

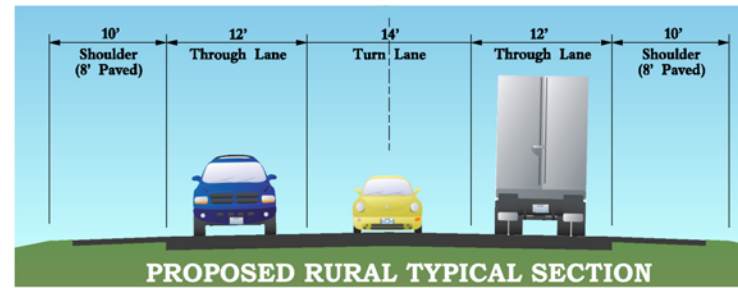
Other roadway improvement projects are currently underway in the KY 480 corridor. The project that is most pertinent to the Mile Point 114 interchange is Alpha Way. The City of Shepherdsville is managing construction of Alpha Way from KY 480 south to Ohm Drive. Alpha Way is planned to be open to traffic in October 2016. This pending project has been accounted for during the development of the Mile Point 114 interchange alternatives.

East-West Roadway Alternates Considered:

Twelve east-west roadway alternates were studied between KY 61 and Ohm Drive in the Cedar Grove Business Park. The two most promising routes were developed as conceptual stage plans. Both east-west roadway alternates are designed as three-lane roadways with one travel lane in each direction and a center turn lane. A 45 mph design speed and rural typical section (paved shoulders and ditches) is used on both sides of I-65. For the more developed area east of Alpha Way, the design speed drops to 35 mph and an urban typical section (curb and gutter type design) is used.

Northern Connector:

The Northern Connector begins at KY 61 slightly north of the southern intersection of Cooper Run Road with KY 61. Traveling east, the roadway crosses Cooper Run Road, ascends to cut through a north-south oriented ridge, crosses I-65 on an interchange bridge, continues east by passing north of a cell tower knob, skirts the south side of a large warehouse/distribution center planned by Browning Investments and an LG&E transmission tower, and connects to Ohm Drive east of the Alpha Way intersection. Three-lane Alpha Way would be turned



to meet the east-west roadway as a tee intersection. Turn lanes would be added along KY 61 at the new intersection.

Southern Connector:

The Southern Connector has more of a southwest to northeast orientation. The Southern Connector begins at KY 61 approximately 400 feet south of the Mary Foster Road intersection. It passes south of the East Kentucky Power Cooperative substation, turns and ascends toward the northeast, cuts through a saddle of a ridge between two knobs, crosses I-65 at a skew, passes north of the cell tower knob, stays south of the Browning building and LG&E electric tower, and connects to Ohm Drive east of Alpha Way. Similar to the Northern Connector, Alpha Way would be turned to meet the east-west roadway as a tee intersection. Turn lanes would also be added along KY 61 for this alternate.

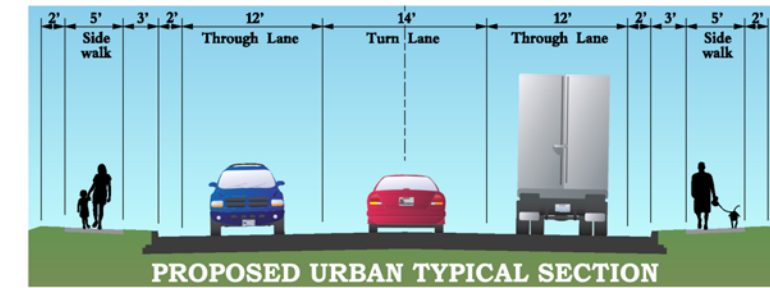
FINALIST ALTERNATIVES:

No Build Alternative:

Under this alternative, the new interchange near Mile Point 114 would not be constructed, and traffic would continue to use the existing interchanges at KY 245 (south) and KY 480 (north).

Northern Connector:

A diamond interchange alternative, dubbed Option 1, and a Double Crossover Diamond interchange alternative (Option 2) were considered for use on the Northern Connector. The KYTC Project Development Team elected to retain Option 1, the



traditional diamond design, as the recommended interchange alternative for the Northern Connector.

Southern Connector:

For the Southern Connector, two interchange options were considered – a partial cloverleaf design (Option 3) with a loop ramp in the northwest quadrant and a traditional diamond interchange design (Option 4). The KYTC Project Development Team determined that Option 4A (Option 4's diamond interchange that includes an auxiliary lane between the southbound entrance ramp and the rest area / welcome center exit ramp) was the preferred interchange for use on the Southern Connector.

Maintenance of Traffic during Construction:

Since most of the proposed construction is new cross-country type construction, traffic impacts would be limited to along KY 61, I-65, Alpha Way and Ohm Drive. At KY 61, the posted speed limit would be reduced to 45 mph during construction, and lane closures with flaggers would need to be implemented at low-volume traffic times to enable construction activities immediately adjacent to the existing pavement. Lane width reductions would be required on I-65 to enable temporary concrete barrier walls to be erected along the outer edges of pavements. Construction of ramp tapers and the bridge abutments would be accomplished behind the barrier walls. Similar temporary concrete barrier walls would be used for the median bridge pier construction. Bridge beams would be set during very low volume hours using rolling lane closures or by temporarily detouring I-65 traffic to KY 61. At Ohm Drive, the

posted speed limit would be reduced to 25 mph, and lane closures with flaggers would enable construction near the existing pavement to be completed.

We Need Your Input

Please review the conceptual stage roadway designs for the New Interchange near Mile Point 114, and feel free to ask questions to KYTC staff or to representatives of Burgess & Niple, Inc., the KYTC's prime consulting engineering on the project, or to representatives of Parsons Transportation Group, the consulting engineering firm that prepared the designs for the new interchange project. After you have reviewed the KY 480 interchange designs, **please complete a New I-65 Interchange Near Mile Point 114 questionnaire.** You are encouraged to complete a public meeting questionnaire and leave it at the sign-in table or take it with you to complete at your leisure. The questionnaire can be folded and mailed to the Kentucky Department of Highways Office at the address provided. Comments will be accepted for 15 days following the public meeting. Your comments, driving experience and local knowledge are always valuable to our efforts. All comments received will be considered by the Project Team.

All exhibits, displays, and materials presented at this meeting are available to the public upon their request from the District Office. A nominal charge may be made for the reproduction of these displays.

Thank you for your participation in helping the Kentucky Transportation Cabinet develop the best design for a new interchange on I-65!

