



Public Meeting Handout

I-265/I-64 Interchange Reconstruction

Jefferson County

Item No. 5-549.00 | January 10, 2019

Project Background

The traffic delays and safety concerns associated with the I-265/I-64 interchange are issues KYTC has been actively studying for over a decade. A previous project, Item No. 5-21.00, developed an alternative that involved multiple flyover structures and collector-distributor (C-D) lanes. The proposed design generated impacts and project costs that were not feasible and could not be appropriately funded. KYTC has developed alternatives under Item No. 5-549.00 that are fundable, reduce the project footprint and provide improvements to address the purpose and need of the project. All design, traffic and safety analysis have been coordinated with a current project, Item No. 5-537.00, that adds a lane in both the northbound and southbound direction of I-265 through the interchange.

Project Objectives

Improve operations and safety

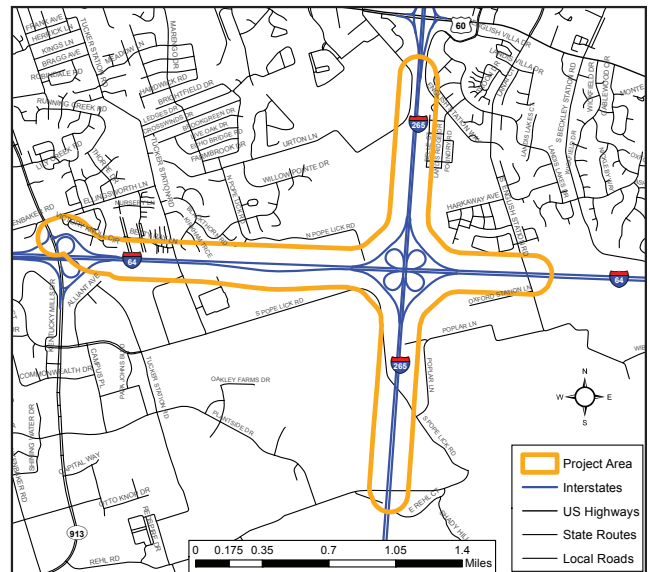
- Address short weaving segments
- Improve acceleration/deceleration lengths
- Eliminate significant speed differentials

Minimize project impacts

- Reduce footprint of previous design project
- Avoid utility impacts to the extent possible

We need your Input

Four finalist alternatives are on display at this public meeting. Please review the alternatives and feel free to ask questions to KYTC staff or to representatives of the consulting engineering firms that developed the designs. After you have reviewed the I-265/I-64 interchange alternatives, **please complete the project survey**. You are encouraged to complete the survey and leave it at the sign-in table or you can complete the survey at: www.bit.ly/I64atI265survey



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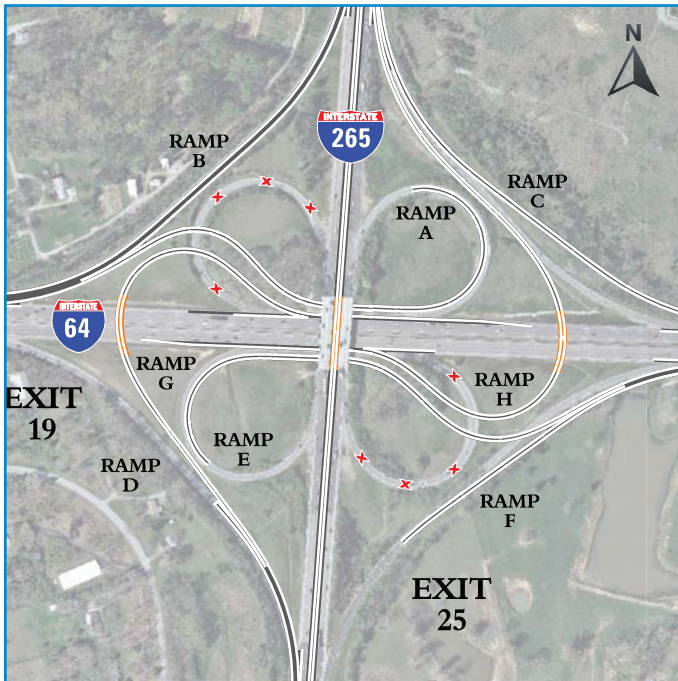
INTERCHANGE ALTERNATIVE SUMMARY

Criteria	No Build	Alternative 1	Alternative 1A	Alternative 3	Alternative 3B
Predicted Operational Improvement*	-	low	high	high	high
I-64 % Reduction in crashes*	-	16.3%	17.0%	10.6%	16.0%
I-265 % Reduction in crashes*	-	12.3%	12.7%	13.7%	14.0%
Predicted Safety Improvement*	-	medium	low	medium	high
30 MPH Ramps	(4) - A, E, G & H	(4) - A, E, G & H	(4) - A, E, G & H	(2) - G & E	(2) - G & E
40 MPH Ramps	none	none	none	(2) - A & H	(2) - A & H
50 MPH Ramps	(4) - B, C, D & F	(4) - B, C, D & F	(4) - B, C, D & F	(4) - B, C, D & F	(4) - B, C, D & F
Ramps with 2 lanes	none	(1) - B	(4) - A, B, D & H	(4) - A, B, D & H	(4) - A, B, D & H
I-265 Lanes through Interchange	3	3	2	3	2
I-64 Lanes through Interchange	3	3	2	3	2
# of R/W Parcels (minor Impacts)	none	8	13	24	23
Utility Impacts	none	low	low	low	low
Construction Estimate	\$0	\$16,800,000	\$24,200,000	\$31,200,000	\$29,200,000

Note: * based on 2045 traffic volumes.

Description of Alternatives are on back of page for reference ->

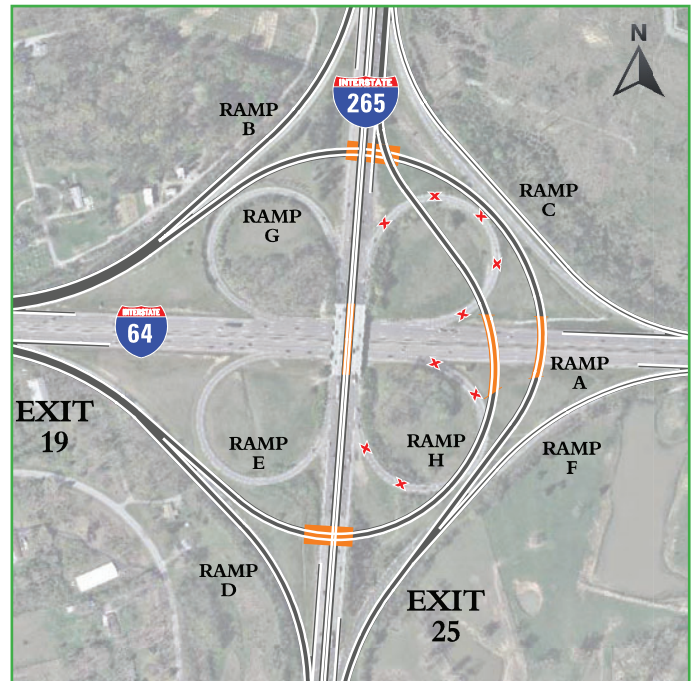
Alternative 1 - Spill thru Flyover



Construction Estimate: \$16,800,000

Alternative 1 realigns existing loop ramps G and H as directional to remove the short weaving segments within the interchange. This alternative constructs a two-lane Ramp B. All other ramps will remain one lane. Alternative 1 requires the construction of two new structures.

Alternative 3 - Partial Turbine



Construction Estimate: \$31,200,000

Alternative 3 realigns existing loop ramps A and H as directional with a 40 MPH design speed. The high volume ramps A, B, D and H will have two-lanes for increased capacity. Alternative 3 will require the construction of four new structures.

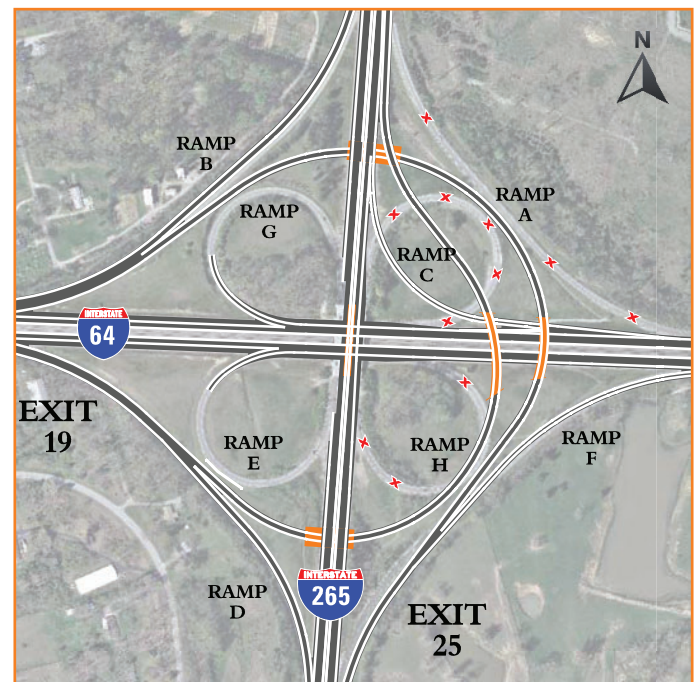
Alternative 1A - 1 with added capacity



Construction Estimate: \$24,200,000

Alternative 1A is a build-out of Alternative 1 to provide two-lane ramps for high volume ramps A, B, D and H. 1A reduces the mainline lanes through the interchange from three lanes to two. The reduction in mainline lanes allows 1A to utilize the existing I-265 structure over I-64 to construct an extra lane for Ramps A and H.

Alternative 3B - Braided Ramp C



Construction Estimate: \$29,200,000

Alternative 3B is similar to Alternative 3 with the exception of braiding Ramp C under Ramps A and H. The advantage of this alternative is improved lane assignments along NB I-265 to reduce traffic weaving between I-64 and US 60. 3B reduces the mainline lanes through the interchange from three lanes to two.