

TONIGHT’S MEETING

The purpose of tonight’s meeting is to present the alternatives that have been developed to date and to accept public comments on the various alternatives and options. These alternatives and options have been developed through a series of meetings with neighborhood mayors, local citizens, Louisville Metro representatives, and elected officials.

Your input is very important as we complete the preliminary design phase for this project. Please feel free to discuss your ideas and concerns with representatives of the design team. Please also provide written comments using the questionnaire/comment sheet.

Thank you for your assistance and participation.

PROJECT DESCRIPTION

This project includes improvements to I-264 (Watterson Expressway) between the Westport Road and I-71 interchanges as well as reconstruction of the US 42 (Brownsboro Road) interchange. I-264 will be widened to provide three basic through lanes in each direction, as well as auxiliary lanes between interchanges. Two-lane ramps will be added from I-264 eastbound to I-71 northbound and at the I-264 westbound off-ramp to Westport Road. A two-lane on-ramp will be provided from any of the three interchange alternatives at US 42 to I-264 westbound.

Three interchange reconstruction alternatives have been developed for the US 42 interchange at I-264. The three interchange alternatives are illustrated on the inside of this handout and are the emphasis for gaining your input tonight. Descriptions of each interchange are as follows:

Alternative 1 – Single Point Urban Interchange (SPUI)

The SPUI has one signalized intersection for all the through and left-turning movements of the interchange. The single signal replaces the two existing signals and creates additional spacing between the intersections at Rudy Lane and Old Brownsboro Road. The opposing two-lane left-turning movements operate simultaneously, providing for a more efficient use of green time when high left-turn volumes are present. Due to the heavy peak hour volume, a triple left turn will be needed from US 42 westbound to I-264 westbound. An example of a similar SPUI interchange would be the Poplar Level Interchange at I-264.

Alternative 2 – Diverging Diamond Interchange (DDI)

The DDI is a unique form of diamond interchange that uses signals at the ramp terminals to cross over through traffic and left-turning traffic to the left side of the roadway between the signals. This crossover allows left-turning movements within the interchange to be unopposed movements. Right-turning movements onto the entrance ramps occur just prior to the signals and are also unopposed movements. By crossing left-turns to the other side, two-phase signals are used, which improves signal efficiency. The signalized intersections on US 42 at Rudy Lane, the interstate ramps, and at KY 22 would remain at approximately the current locations. The only DDI interchange in Kentucky is located at Harrodsburg Road and New Circle Road in Lexington.

Alternative 3 – Flyover Interchange

The flyover interchange is configured to separate the grade for the westbound US 42 to westbound I-264 movement so as not to cross opposing traffic. The existing and forecasted traffic movements at the US 42/I-264 interchange have very heavy left-turning volumes for the westbound US 42 to westbound I-264 movement throughout much of the day, and especially in the AM peak hour. This option would develop a two-lane flyover ramp from westbound US 42 to westbound I-264. With this heavy movement separated, very little additional work would need to be completed on US 42 across the existing bridge.

NOISE WALL LOCATIONS

An extensive noise analysis study has been performed as part of the environmental analysis for this project. Based on comparisons between existing noise measurements and models of proposed wall locations with variable wall heights, tonight’s exhibits illustrate where noise wall construction has been found to be both feasible and reasonable pending the consideration of the desires of the benefited residences and businesses. The determination of feasible and reasonable locations is based on the current KYTC Noise Policy.

Before noise wall locations can be finalized, a specific Noise Meeting will be held with all of the benefited residents and businesses to determine if a majority of those benefited residents and businesses want a noise wall. This Noise Meeting will be held during the Final Design phase of the project after a preferred alternative has been selected and more detailed information is gathered. At that time, all benefited residents and businesses will be mailed an invitation to the Noise Meeting along with a ballot.

PROJECT SCHEDULE

The I-264 Widening and US 42 Interchange Reconstruction project is nearing the completion of Preliminary Design. Below are the tentative major milestones for completing this project.

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| Select Preferred Alternative | Fall 2014 |
| Approval of Environmental Document | Fall 2014 |
| Approval of Interchange Modification Report | Winter 2014 |
| Begin Final Design | Winter 2014/15 |
| Noise Meeting | Summer 2015 |
| Final Right of Way Plans | Summer 2015 |
| Right of Way Acquisition | 2015-2016 |
| Utility Relocation | 2016-2017 |
| Construction | 2018-2020 |

PROCEDURE FOR SUBMITTING COMMENTS

Representatives of the Kentucky Transportation Cabinet and their engineering consultants are available to answer questions and accept your comments. In addition, exhibits are available to assist you in understanding the range of proposed improvements for this project. You are encouraged to make comments that will be incorporated into the project summary.

To make a written statement, complete one of the comment sheets provided and leave it tonight with a representative or mail it by August 8, 2014 to the address listed below:

Travis Thompson, PE
Kentucky Transportation Cabinet – District 5
8310 Westport Road
Louisville, Kentucky 40242

I-264 and US 42
Interchange Improvements
PUBLIC MEETING
Item No. 5-594.00 and 5-804.00



July 24, 2014
5:00 PM – 7:00 PM
Christ Church United Methodist

