

PROJECT HISTORY

In September of 2010, the Kentucky Transportation Cabinet completed the Feasibility Study for the Mountain Parkway (KY 9000) Interchange Project. The primary goal of the study was to determine if the existing interchange, with its connection to Interstate 64 to the west, warranted the construction of interchange ramps connecting the Mountain Parkway (KY 9000) to Interstate 64 to the east. Improved safety, mobility and capacity were key factors looked at during the study. Multiple interchange types were studied and upon completion of the study, three alternates (Alternate 1, Alternate 3, and Alternate 4) were deemed feasible to move into the next phase of design. The project is now in Phase I design and the three alternates (and options) are in the process of further study prior to the selection of a preferred alternate. Upon completion of this phase, an alternate will be selected and move forward to Phase II or final design.

ALTERNATE DESCRIPTIONS

Alternate 1

Alternate 1 is known as a trumpet interchange due to the way it's layout appears to mimic the bell of a trumpet. A new overpass bridge would carry two directions of traffic, replacing the old bridge. Access to the Rest Area is provided to Interstate 64 and Mountain Parkway (KY 9000) traffic by constructing a collector-distributor road between the interstate and the rest area. This Alternate would require approximately 21.7 acres of right-of-way to construct, including the relocation of the Seventh Day Adventist Church.

Alternate 3

Alternate 3 would construct what is known as a flyover ramp by building a bridge over the top of the existing overpass bridge. The existing bridge is being evaluated and could remain in place or it could be reconstructed. Similar to Alternate 1, access to the Rest Area is provided by a collector-distributor road. This alternate would require approximately 10.1 acres of right-of-way to construct.

Alternate 4

Alternate 4 provides the same ramp configuration as Alternate 3. Instead of building a high flyover bridge, the ramp is shifted to the west allowing the new overpass to be constructed lower and only over I-64. The ramp grade would not be as steep with this Alternate as it would be in Alternate 3. Similar to Alternates 1 and 3, access to the Rest Area is provided by construction of a collector-distributor road. This alternate would required approximately 39.8 acres of right-of-way to construct.

Option A

Option A may be referred to as a Bypass Ramp, with Option A a ramp would be constructed behind the Rest Area to allow for the northbound Mountain Parkway to eastbound Interstate 64 movement. This would eliminate the need for a collector-distributor road between Interstate 64 and the Rest Area. Option A can replace the collector-distributor road and ramp in the southeast quadrant of the interchange that is shown in all 3 alternates. Some benefits of Option A are the elimination of the collector-distributor road and a small retaining wall; thus allowing the Mountain Parkway (KY 9000) traffic wishing to go east on Interstate 64 an independent ramp as opposed to sharing a collector-distributor road with Interstate 64 traffic exiting to the Rest Area. It is also anticipated to cause less environmental impact to a stream in the area. Conversely, the Option A ramp would require more right-of-way and it does not allow the Mountain Parkway (KY 9000) traffic access to the Rest Area. Approximately 13.9 acres of additional right-of-way would be required to construct Option A.

TRAFFIC SIMULATIONS

A short video of the traffic simulations is available for your viewing tonight. These simulations are prepared with a traffic modeling program called VISSIM and depict the existing (2010) and expected (2035) traffic volumes. Please take the time to view a simulation and ask any questions you have.



3D Snapshot of Traffic Simulation from Alternate 1

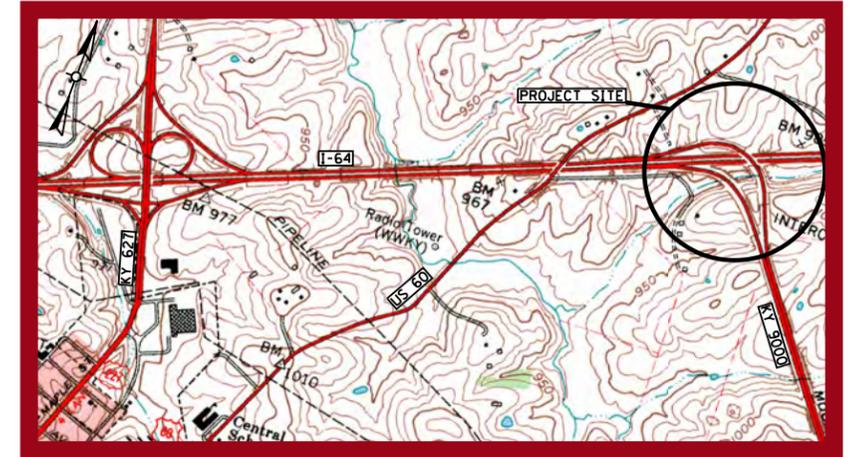
PROCEDURE FOR SUBMITTING COMMENTS

Representatives of the Kentucky Transportation Cabinet and selected engineering consultants are available to answer questions you may have regarding this project. In addition, exhibits are on display to assist you in understanding the facets of this project. You are encouraged to make an official comment 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 one of the representatives or mail it by February 1, 2012 to the address listed below.

Robin Sprague, P. E.
Kentucky Transportation Cabinet - District 7
763 W. New Circle Road
P.O. Box 11127
Lexington, Kentucky 40512-1127

I-64/Mountain Parkway (KY 9000) Interchange Modification Phase I Design Item No. 7-8506.01 Public Informational Meeting



January 17, 2012
5:00 pm - 7:00 pm ET

William G. Conkwright Middle School
Winchester, Kentucky

TONIGHT'S MEETING

This public meeting is the first public input opportunity in the preliminary engineering and environmental assessment for this project. Preliminary engineering and environmental studies will include evaluations for a full range of improvement alternatives within the project limits discussed below and illustrated by the graphics included with this document.

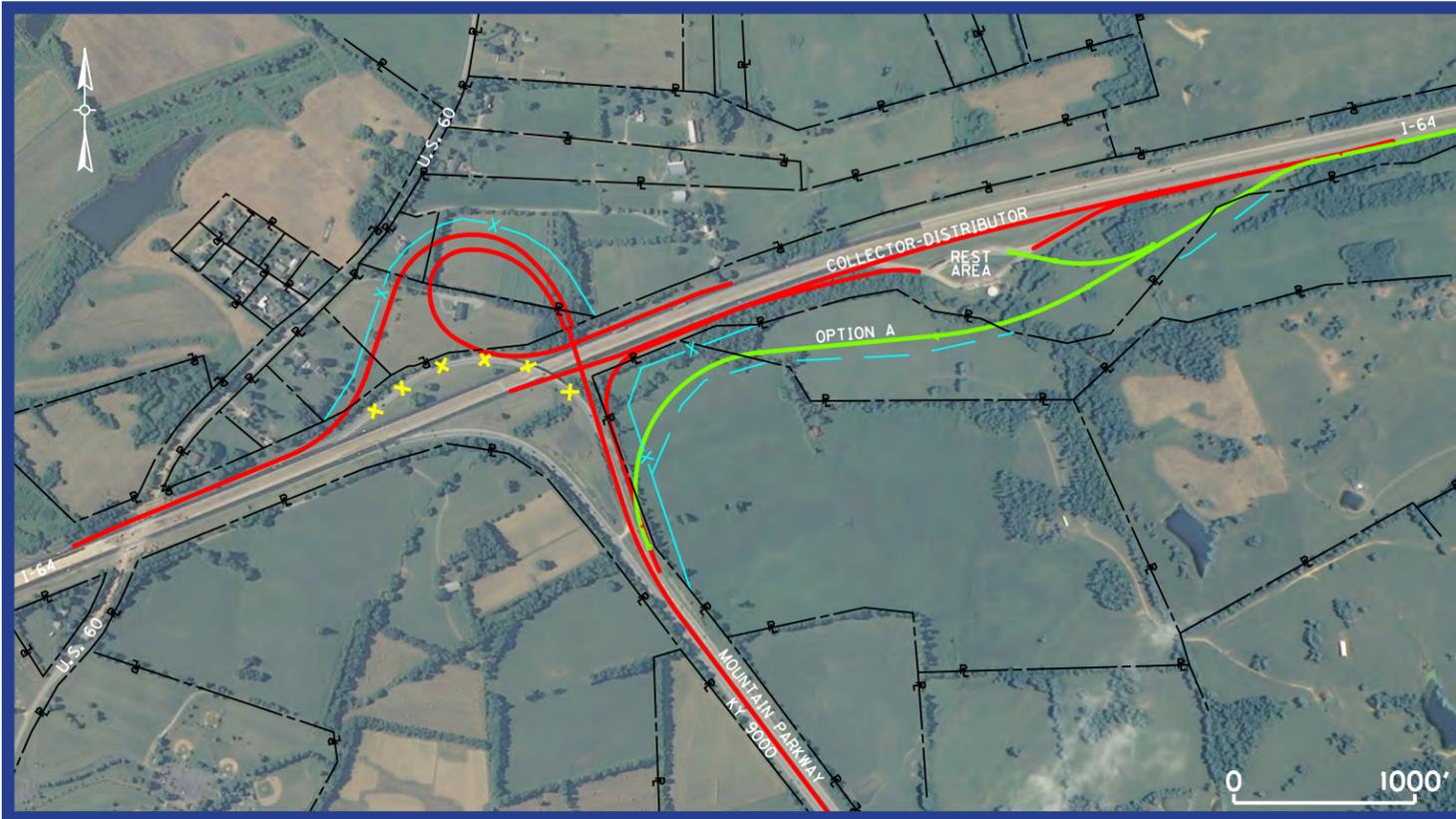
Materials presented at this public meeting illustrate the proposed alternates.

Your input is very important in developing this project. We will consider your input in developing the preliminary design and environmental assessment for this project. Please feel free to discuss your ideas and concerns with representatives of the design team and/or complete the questionnaire / comment sheet.

Thank you for your assistance and participation.

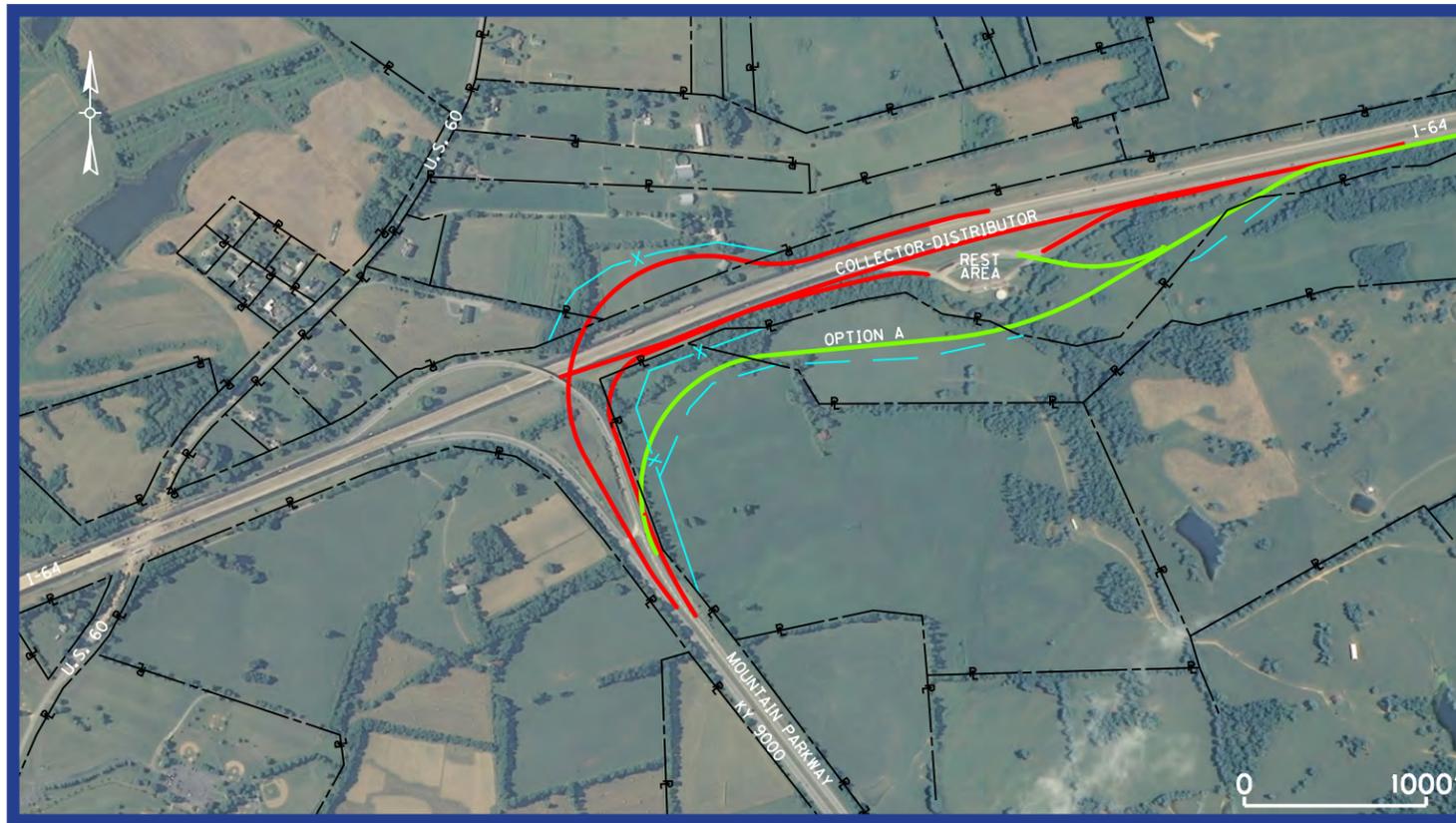


ALTERNATE LAYOUT EXHIBITS

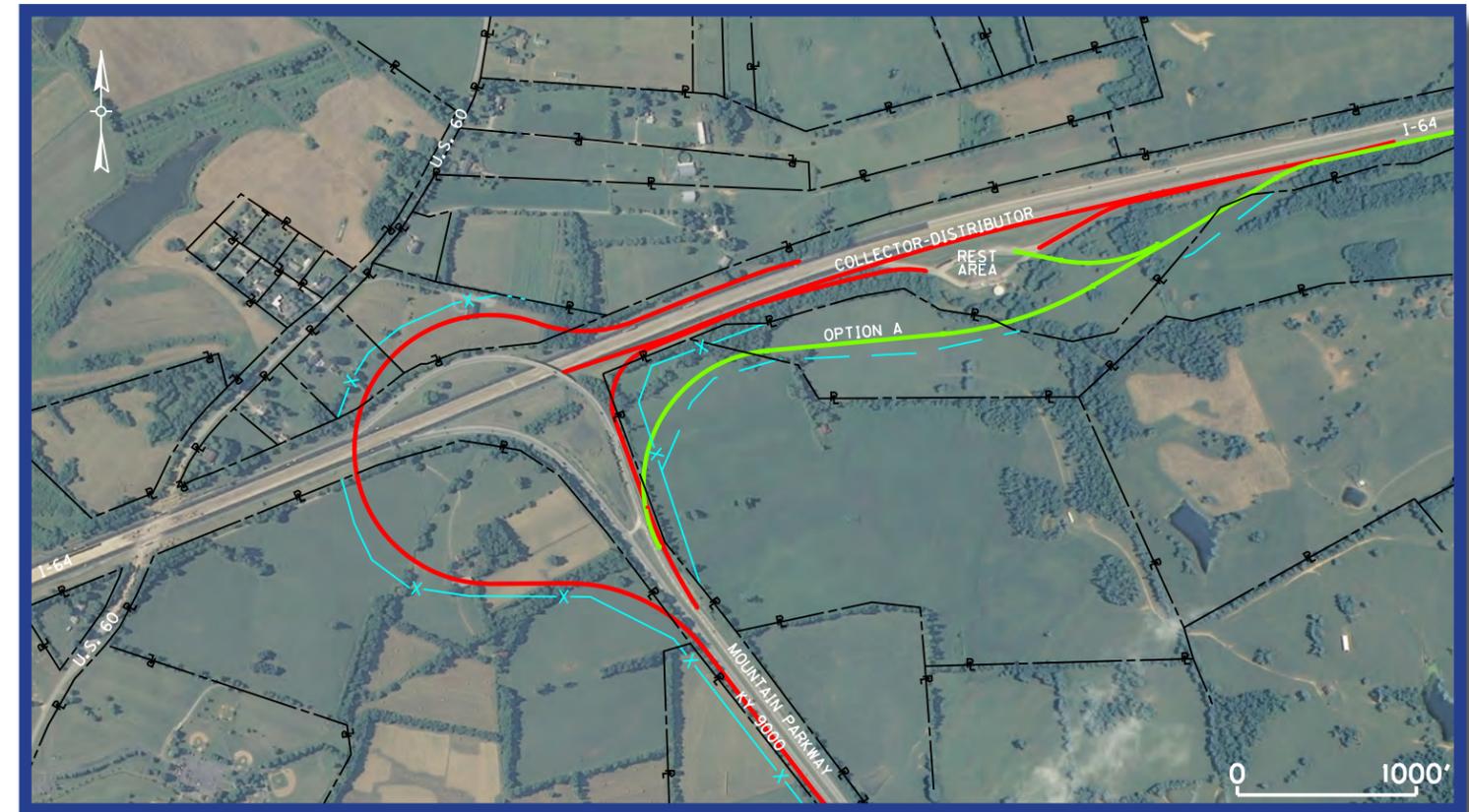


ALTERNATE 1 AND 1A

LEGEND	
Existing Property Line	
Proposed Right-of-Way Line	
Proposed Alternate	
Proposed Option A	
Proposed Right-of-Way Option A	



ALTERNATE 3 AND 3A



ALTERNATE 4 AND 4A