



Interstate 71

Gallatin County Public Information



Information and Exhibits can be found on the KYTC District 6 website:
[http:// transportation.ky.gov/DistrictSix/Pages/default.aspx](http://transportation.ky.gov/DistrictSix/Pages/default.aspx)

Comments will be accepted between September 1, 2020 to September 30, 2020

Welcome:

The Kentucky Transportation Cabinet (KYTC) welcomes you to review and comment on the re-alignment and widening of Interstate 71 in Gallatin County. You can help us better understand your transportation problems, issues, concerns and the potential impacts of the Interstate 71 re-alignment project. The project begins just north of the I-71 and US 127 interchange at M.P. 62 and continues north to M.P. 65 in Gallatin County. The project will re-align the interstate corridor and add a lane in each direction making I-71 six lanes wide with a concrete barrier in the median. The Kentucky Transportation Cabinet will use your comments to further evaluate the project.

Purpose and Need:

The purpose of this project is to improve safety by reducing the number of crashes and relieving congestion created by the large number of trucks. The high number of crashes are a result of the geometry, traffic volume, and traffic mix.

Trucks are accelerating on the 4 percent down grades to try to maintain speed on the 4 percent up grades that lead to a horizontal curve with a tight radius of 1,432 feet combined with back-to-back spiral curves. Speed combined with the substandard geometry contributes to the number of crashes. Platoons of trucks occur on a continuous basis in both lanes as the faster trucks try to maintain speed using the inside lane to pass slower moving trucks. This creates other issues as smaller vehicles get caught behind the trucks and don't have an opportunity to change lanes and go around the slower moving trucks before truck speeds change. Even worse, smaller vehicles create dangerous weaving actions to get around trucks lingering at slower speeds in the inside lane.

The I-71 Corridor Study (March 2014) recommended improving the geometrics of this segment of I-71 as the number one priority. The study shows that in a 3-year time period from January 1, 2009 to December 31, 2011 there were 63 crashes along this I-71 segment with the Critical Crash Rate Factor (CCRF) ranging from 1.01 to 2.72 on various segments of I-71 in the proposed project corridor. The critical rate factor is a measure of crash frequency along a given roadway and a CCRF over 1.00 indicates a statistically higher crash rate when compared to similar roads that may not be occurring randomly.

Alternatives:

KYTC has studied 4 alternates. A description of each is below and exhibits of each alternate can be found on the KYTC website for your viewing.

Alternate 1: Beginning at the US 127 interchange, this alternate shifts west and is the western most alignment studied. The alignment goes west of the Sugar Creek Church of Christ Cemetery and over Tapering Pointe Road. It then ties back to I-71 where it tapers back to a 4-lane north of the vertical crest curve at approximate M.P. 65.

Alternate 2: Beginning at the US 127 interchange, the alignment shifts west of I-71 and east of the Sugar Creek Church Cemetery before it ties back to I-71 similar to Alt. 1.

Alternate 3: Beginning at the US 127 interchange, this alternate shifts east of I-71 and crosses Tapering Pointe Road before it ties back to I-71 where it tapers back to a 4-lane road north of the vertical crest curve at approximate M.P. 65.

Alternate 4: Beginning at the US 127 interchange, the alignment shifts to the west then crosses over existing I-71 prior to crossing Tapering Pointe Road and stays on the east side until it ties back to I-71 north of the vertical crest curve at approximate M.P. 65. **Preferred**

A summary of the alternates showing the estimated cost for utility re-location, right-of-way (ROW), and construction is shown below in Table 1.

| Table 1 Alternative Alignment Cost Comparison | | | | | |
|--|---------------------|----------------------|---------------------|---------------------|---------------------|
| | 2020 Highway Plan | Alt 1 | Alt 2B | Alt 3 | Alt 4 |
| Design | \$1,200,000 | \$1,200,000 | \$1,200,000 | \$1,200,000 | \$1,200,000 |
| ROW | \$1,740,000 | \$1,740,000 | \$1,106,632 | \$1,740,000 | \$134,415 |
| Utilities | \$570,000 | \$100,000 | \$52,125 | \$100,000 | \$0 |
| Construction | \$37,720,000 | \$104,004,000 | \$38,992,000 | \$51,606,400 | \$38,746,000 |
| ESTIMATED TOTAL PROJECT | \$41,230,000 | \$107,044,000 | \$41,350,757 | \$54,646,400 | \$40,080,415 |

Environmental:

An environmental study is being conducted during this phase of design and although it is not completed, all alternatives avoid cemeteries in the corridor, the preliminary historical baseline report shows no eligible properties or features are impacted, and no hazardous materials were identified in the project area. The presence of archaeological features is still being studied; however, no results are available at this time.



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Comment Sheet



Please provide comments using this form. Mail or email the form to the KYTC Project Manager identified below. All responses will be reviewed and taken into consideration prior to the next phase of design. Please comment *no later than September 30, 2020*.

Name: _____

Representing what organization (if any): _____

Address/City/State/Zip Code: _____

Email: (optional) _____

Your Comments: _____

Thank You!

Written comments can be mailed or emailed to:

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