APPENDIX

H PUBLIC INVOLVEMENT

I-65/I-264 Interchange
Planning Study

KENTUCKY TRANSPORTATION CABINET

Public Involvement Notebook

Prepared December 2020

I-65/I-264 Interchange Planning Study
Public Meeting

Existing conditions for the I-65/I-264 interchange

Jefferson County

Item # 5-559

KYTC District 5

Stakeholder Meeting

May 14, 2020

3:00 to 4:00 pm (EST)

Online via Zoom

Public Involvement Round 1

May 20 to June 20, 2020

Online: KYTC District 5 Website

Endorsement: To the best of my knowledge the meeting summary is accurate and representative of the meetings held on May 14 and May 20, 2020.

Amanda Desmond, PE

KYTC Project Manager

I-65/I-264 Interchange Planning Study
Public Meeting

Proposed improvement strategies for the I-65/I-264 interchange

Jefferson County

Item # 5-559

KYTC District 5

Stakeholder Meeting

October 20, 2020

3:00 to 4:00 pm (EST)

Online via Zoom

Public Involvement Round 2

October 21 to November 22, 2020

Online: KYTC District 5 Website

Endorsement: To the best of my knowledge the meeting summary is accurate and representative of the meetings held on Oct. 20 and Oct. 21, 2020.

Amanda Desmond, PE

KYTC Project Manager

I-65/I-264 Interchange Planning Study
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I-65/I-264 Interchange Planning Study

Meeting Summaries

- Stakeholder Meeting 1 (May 14, 2020)
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- Stakeholder Follow Up Meetings (June to August 2020)
- Stakeholder Meeting 2 (October 20, 2020)
- Public Involvement Round 2 (October 21, 2020)

I-65/I-264 Interchange Planning Study
Stakeholder Meeting Summary
Online via Zoom
May 14, 2020 from 3:00 to 4:00 PM

Overview
The Kentucky Transportation Cabinet (KYTC) and project consultants (Project Team) held a virtual stakeholder meeting on Thursday, May 15, 2020 from 3 to 4 p.m. The meeting was held using the Zoom video conference platform due to public health restrictions limiting in-person meetings due to COVID-19. The purpose of the meeting was to present existing conditions for the I-65/I-264 interchange and gather stakeholder input on project considerations.

Prior to the Meeting
Stakeholders were invited by email on Monday, April 27, 2020 of the meeting. A meeting guide was sent the day before the meeting (Wednesday, May 13, 2020) to provide briefing materials and ensure stakeholders could access the Zoom platform.

Welcome
Attendees were greeted by members of the Project Team and KYTC. Briefing materials (pgs. 77-85) were provided in advance to print or download.

Presentation
The Project Team led a formal PowerPoint presentation (pgs. 42-67) that included an overview of the study, project timeline, existing conditions and plans for public involvement. It concluded with a question and answer session with attendees. Stakeholders were briefed on public involvement opportunities and notified that a questionnaire for public feedback would be available May 20, 2020.

Meeting Results
45 people attended the stakeholder meeting that included 21 members of the Project Team and 24 elected officials and stakeholders.

The meeting concluded at approx. 4:00 p.m.

I-65/I-264 Interchange Planning Study
Public Involvement Round 1
May 20 to June 20, 2020

Overview
The Kentucky Transportation Cabinet (KYTC) and project consultants (Project Team) held public involvement virtually from Wednesday, May 20 to Saturday, June 20, 2020. An in-person public meeting was not held due to public health restrictions related to the COVID-19 pandemic. The purpose of the public involvement round was to present existing conditions for the I-65/I-264 interchange and gather public input.

Prior to the Public Involvement
Notice of the public involvement opportunity distributed on social media platforms including KYTC District 5's Facebook and Twitter pages, on the KYTC District 5 website, through a project email newsletter, and through a press release sent to local news outlets.

Presentation
No formal presentation was given. Instead, a project overview video was created by the Project Team. The 3 minute and 41 second video explained the parameters of the project area, project goals, project timeline, existing conditions, and presented how to submit feedback in the online questionnaire.

Public Involvement Results
More than 1000 viewers watched the project overview video on KYTC social channels and website (watch here: https://www.youtube.com/watch?v=4cnI2DhcD5c). There were 360 unique responses to the MetroQuest online questionnaire and 0 returned hard copy questionnaires. Results are included in this notebook. Responders used an interactive map of the project area to pinpoint 1131 issues related to traffic, safety, roadway design, accessibility, and other factors. The public also ranked their priorities for the project and provided additional comments.

The survey was made available May 20 and closed June 20, 2020.

Stakeholder Follow Up Meeting (June 17, 2020)

MEMO

TO: Amanda Desmond, PE, Project Manager, KYTC – District 5

FROM: Robert Hans, PE, Project Manager, WSP

SUBJECT: I-65/I-264 Interchange Planning Study

DATE: **July 7, 2020**

A conference call was held June 17, 2020, to gather input from UPS regarding the Kentucky Transportation Cabinet's I-65/264 Interchange Planning Study, in District 5. UPS was identified as a key stakeholder, because their Worldport facility is located at the Louisville Muhammad Ali International Airport. Since this facility is adjacent to the project area, traffic generated from employees and trucks at this facility regularly travel in and around the interstate system. The following were in attendance:

NAME	REPRESENTING	E-MAIL ADDRESS
Amanda Desmond	KYTC – District 5 – Design	amanda.desmond@ky.gov
Steve De Witte	KYTC – CO Planning	stephen.dewitte@ky.gov
Beth Niemann	KYTC – CO Planning	elizabeth.niemann@ky.gov
Jeff Wafford	UPS – Public Affairs Manager	jwafford@ups.com
Tom Foote	UPS – Airport Property	tfoote@ups.com
Rob Hans	WSP	robert.hans@wsp.com
Anne Warnick	WSP	anne.warnick@wsp.com
Corrin Gulick	WSP	corrin.gulick@wsp.com

A list of questions was developed to guide the conversation. The following is the list of these questions, responses, and other information discussed during the call.

Project Manager Amanda Desmond welcomed participants on the call, introduced project team members, and introduced the Project Manager on the consultant side, Rob Hans.

Rob provided a brief summary of the project, purpose and need, and work performed to date on the Study. Rob then stated each question and provided an opportunity for discussion.

1. What is your daily attendant to your facility?

    a. Jeff Wafford responded that regular operations (non-peak months), there are approximately 10,000 employees at Worldport and 400 employees at the Global Operations Center, east of I-

65. Guest and visitors comprise an inconsequential portion of additional traffic to and from the facility.

b. In addition to the employee traffic, the truck traffic generated from their facility includes approximately 200-300 trips during the day, and approximately 200-300 trips at night.

c. Tom Foote noted that this increases during peak season (early November through December).

2. Does this attendance fluctuate based on time of year?

    a. Jeff responded that peak season is typically November through December. During this time, truck trips increase 50%-75%, and the number of employees increases to 12,000.

3. Do you have any plans for expanding operations at your facility?

    a. Tom responded that the existing employee parking would be targeted for expansion, if needed. However, route options to access the employee parking lot are limited. He asked if KYTC could consider a direct access from I-65 into the parking lot. Steve De Witte stated that FHWA would make KYTC take ownership and be responsible for maintenance of any roadway with new, direct access to the interstate.

    b. Rob asked if UPS had additional capacity at the existing parking lot, or if it typically full.

        i. Jeff responded that he did not have that information handy, but he will send it to the project team.

4. Which area do most of your employees come from (North, South, West, East)?

    a. UPS does not track employee addresses.

    b. Rob asked if UPS kept data on the percentage of employees that use public transit to travel to and from work. Jeff will follow up with that information.

    c. Jeff discussed employee parking. The parking lot is located off of Marigold Avenue, a side road to the east of I-65, and south of the I-65 interchange with KY 61 (Preston Highway)/Grade Lane. Employees take a shuttle to the facility. From the north, employees take the KY 61 (Preston Highway)/Grade Lane exit from I-65, and from the south employees take the Fern Valley Road exit from I-65.

    d. Jeff and Tom also discussed truck routes to and from the facility. Trucks leaving the facility turn right from Grade Lane to access I-65. Trucks entering the facility from the north take the KY 61

(Preston Highway)/Grade Lane exit from I-65, and from the south trucks take the Fern Valley Road exit from I-65.

e. Jeff discussed the distribution of trucks that travel north/south/east/west in relation to their operations. Although they do not have exact numbers, most of the freight volume is air-to-air. However, there is some ground freight traffic that goes to nearby major areas. Most of these are to the north. However, there are many distribution facilities located to the south of Louisville. Therefore, he believes there is more inbound traffic traveling from the south and more outbound traffic traveling to the north.

f. Amanda mentioned the recent reconfiguration Grade Lane, near the UPS facility. She asked if UPS had thoughts on the improvements.

    i. Jeff considered the work an improvement, and all concerns were addressed. The only issue now is speeding on Grade Lane. UPS would like to consider solar speed limit signs or other traffic calming measures, to reduce speeding in the area.

    ii. Tom mentioned that there was some initial concern about the turn radius constructed with the recent project. However, he said that this is operating well, and the radius is working.

5. What time of day do most of your employees arrive to work and head home? Do your guests/visitors arrive at a specific time or equally spaced throughout the day?

    a. Jeff discussed typical shift changes and noted that most shifts are part time. Day shift employees typically arrive between 9:00 and 11:00 am and leave between 3:30 pm and 4:30 pm. At night, employees arrive between 10:00 pm and 11:00 pm, and leave between 3:30 and 5:00 am.

    b. Rob asked if shift times were intentional to avoid peak traffic hours on the roadway. Jeff responded that shift times are based on flight schedules. The business operates with the goal of allowing package drop off's as late as possible, in order to be on an airplane early the next morning.

6. Have you received comments/concerns from your employees about travel to and from work? Also from guests/visitors?

    a. Jeff stated that most of the concerns are related to the side streets. However, there are some rough areas including westbound I-264 to southbound I-65 and northbound I-65 to I-264.

7. Have any of your employees been involved in a crash within the study area in the past?

    a. UPS does not have this data.

8. Although there is uncertainty with COVID-19 do you anticipate traffic volumes increasing to and from your facility in the future?

    a. Jeff responded that COVID-19 has increased the demand of e-commerce. Currently their facility is operating with demand and employee volumes similar to what is observed in the peak season, from November through December. After COVID-19, e-commerce is expected to continue to be in high demand. The expected impact is for peak seasons to last longer. Additionally, package cars have more stops as they are delivering to multiple residences rather than one store.

    b. Tom also expects the demand for e-commerce to grow. Additionally, he expects e-commerce related development (such as distribution centers) to grow in this area, due to the proximity of the Worldport facility.

    c. Amanda asked if there is a growth rate that they use. Tom and Jeff will look into the data that is available, and provide a response.

9. What movements through the interchange do your trucks use most often? Which one's would you want to see improved?

    a. Jeff and Tom reiterated that they observe the hot-spots mentioned previously: westbound I-264 to southbound I-65 and northbound I-65 to I-264.

Amanda thanked UPS for participating in the call and concluded the meeting.

cc: All Attendees

Stakeholder Follow Up Meeting (June 10, 2020)

MEMO

TO: Amanda Desmond, PE, Project Manager, KYTC – District 5

FROM: Robert Hans, PE, Project Manager, WSP

SUBJECT: I-65/I-264 Interchange Planning Study

DATE: **July 7, 2020**

A conference call was held June 10, 2020, to gather input from the Louisville Regional Airport Authority/Louisville Muhammad Ali International Airport (Airport) regarding the Kentucky Transportation Cabinet's I-65/264 Interchange Planning Study, in District 5. The following were in attendance:

NAME	REPRESENTING	E-MAIL ADDRESS
Amanda Desmond	KYTC – District 5 – Design	amanda.desmond@ky.gov
Steve De Witte	KYTC – CO Planning	stephen.dewitte@ky.gov
Beth Niemann	KYTC – CO Planning	elizabeth.niemann@ky.gov
Brian Sinnwell	Airport	brian.sinnwell@flylouisville.com
Darrell Watson	Airport	darrell.watson@flylouisville.com
Dwight Clayton	Airport	dwight.clayton@flylouisville.com
Rob Hans	WSP	robert.hans@wsp.com
Corrin Gulick	WSP	corrin.gulick@wsp.com

Prior to the meeting, the Airport was provided a list of questions to familiarize the project team with vehicular traffic operations, future for the Airport, COVID-19 impacts to traffic, and other issues regarding the I-65/264 interchange and how it impacts their facility. The Airport provided responses to these questions via email, prior to the call. A copy of the questions with responses is attached to this memorandum.

Project Manager Amanda Desmond welcomed participants on the call, introduced project team members, and introduced the Project Manager on the consultant side, Rob Hans.

Rob provided a brief summary of the project, purpose and need, and work performed to date on the Study. Rob then summarized each question, the response and provided an opportunity for discussion.

1. What is your daily attendant to your facility?

a. In addition to the provided response, the Airport sees a big increase in passenger air traffic on the Thursday before and the Sunday after the Kentucky Derby. This increases the volume of vehicles accessing the airport, particularly for taxi and ride-share drivers.

b. Rob and Amanda noted that although we design for typical traffic conditions, we would also consider this in our alternative development. For example, the project team may consider components like full depth/width shoulders or special signage that can be used during event traffic.

2. Does this attendance fluctuate based on time of year?

    a. Passenger traffic at the Airport typically decreases between January and March. UPS has different peaks.

    b. The Airport publishes reports and statistics on their website. The Airport will provide the project team with a link to this information.

    c. Freight related air travel typically ramps up between October and Thanksgiving, with a peak in December. Peaks are observed when popular products are released, as shipments arrive (such as I-phones).

3. Do you have any plans for expanding operations at your facility?

    a. The Airport's current plan was developed Pre-COVID-19 and includes expansion of the terminal and parking. The Airport expects travel to resume to pre-COVID-19 levels. Planned expansions are expected to be needed but may be implemented on a less aggressive schedule. FAA is in the process of reviewing the Airport's forecast. The forecast will be shared with the project team, upon approval.

    b. The Airport is currently developing their master plan. The plan is approximately 80% complete, and is expected to be completed within eight months, with FAA approval.

    c. Amanda asked if any changes are anticipated in flight patterns that may impact air surfaces, and ultimately the elevations of proposed bridges and light poles. Airfield geometry is set in the Airport's master plan. The Airport will supply the project team with the information from the existing master plan. Although no change is currently expected, the latest FAA guidance should be reviewed and considered, as FAA requirements are subject to change. The project team will coordinate with the airport to identify controlling airfield surfaces, to avoid proposing alternatives that are not compliant with FAA regulations. The Airport may be able to provide drawings of these surfaces. The Airport provided the project team with the contact information for Tom

Rainey with FAA for additional coordination (tom.rainey@faa.gov, 502-375-7365 or 502-664-9639).

d. The Airport expressed a desire to brighten the entrance to their facility.

e. The Airport is reviewing circulation roadways and parking improvements as part of the master plan. Kimley Horn is preparing the master plan for the Airport.

f. As a separate study, the Airport is developing concepts to improve the entrance to their facility, including wayfinding signage. the Airport is working with the District 5 Permitting section on signage improvements. Additionally, Amanda provided Jason Hyatt's contact information, from KYTC Central Office for interstate signage (jason.hyatt@ky.gov, 502-564-3020).

4. Which direction do most of your employees come from (North, South, West, East)?

    a. The Airport does not track the travel patterns of employees. Additionally, employees of the Airport itself make up a small proportion of personnel in comparison to employees of airlines or UPS.

    b. UPS has changed where employees park. They now park on the east side of I-65, near the KY 61 (Preston Highway) interchange. UPS provides a shuttle from this parking lot, across the bridge, to the UPS facility. The Airport has observed an increase in traffic on local roads as a result of this change.

    c. Many employees from Indiana have changed their routes to work, to avoid tolls.

5. What time of day do most of your employees arrive to work and head home?

    a. There was no discussion beyond the provided response.

6. Have you received comments/concerns from your employees about travel to and from work?

    a. The Airport showed the project team where Airport employees park, noting that guests and employees park in different locations.

    b. Access to the Airport and the Fairgrounds is tied together. When there are events at the Fairgrounds, access to the Airport is inhibited.

7. Have any of your employees been involved in a crash within the study area in the past?

    a. The Airport is not aware of any crashes.

8. Although there is uncertainty with COVID-19 do you anticipate traffic volumes increasing to and from your facility in the future?

    a. The Airport expects traffic to fully recover from the COVID-19 impacts and grow from there.

9. Is there uncertainty regarding Right-of-Way (ROW) limits and maintenance responsibilities between the interstate and the airport?

    a. The Airport would like clarification on ROW limits.

    b. Rob stated that ROW limits are not clear at this time but are scoped to be determined as part of this study. Due to the COVID-19 related shutdown of courthouses, ROW research has been delayed.

    c. The Airport provided the contact information for Adam Thomas and Matt Nolan for coordination of ROW limits between KYTC and the Airport (adam.thomas@flylouisville.com, matt.nolan@flylouisville.com, and both Adam and Mat can be reached at 502-363-8508). Additionally, copy Dwight Clayton on ROW correspondence.

10. How do airspace restrictions and current/future flight patterns affect the Airport based on close proximity to the Airport?

    a. There was no additional discussion beyond the provided response.

Following the discussion of questions, Rob summarized the schedule for the study. Rob noted that the survey developed to gather public input had received responses, but the rate of participation has slowed. He emphasized the importance of sharing the survey whenever possible. Amanda thanked the Airport for participating in the call and concluded the meeting.

cc: All Attendees

Attachment 1 – “Stakeholder Discussion – KYTC Interchange Reconfigurations I-264/I-65” – Questions and responses

Stakeholder Follow Up Meeting (August 10, 2020)

MEMO

TO: Amanda Desmond, PE, Project Manager, KYTC – District 5

FROM: Robert Hans, PE, Project Manager, WSP

SUBJECT: I-65/I-264 Interchange Planning Study – Key Stakeholder Meeting - Kentucky Venues

DATE: **August 19, 2020**

A meeting was held in person on August 10, 2020 at the Kentucky Fair and Expo Center (Freedom Hall), to gather input from Kentucky Venues staff regarding the Kentucky Transportation Cabinet's I-65/264 Interchange Planning Study, in District 5. Kentucky Venues was identified as a key stakeholder, because their Kentucky Fair and Exposition Center facility is located adjacent to I-65 and I-264 in the northwest quadrant of the interstate interchange. Since this facility is adjacent to the project area, traffic generated from employees and visitors/guests attending events at this facility regularly travel in and around the interstate system. The following were in attendance:

NAME	REPRESENTING	E-MAIL ADDRESS
Amanda Desmond	KYTC – District 5 – Design	amanda.desmond@ky.gov
Rob Hans	WSP	robert.hans@wsp.com
David S. Beck	President & CEO, Kentucky Venues	david.beck@kyvenues.com
Kevin Moore	General Manager, Kentucky Venues	kevin.moore@kyvenues.com
Kevin McCoy	Executive Director, Facilities, Planning & Management, Kentucky Venues	kevin.mccoy@kyvenues.com

A list of questions and PowerPoint presentation was developed to guide the conversation. The following is the list of these questions, responses, and other information discussed during the meeting.

Project Manager Amanda Desmond thanked everyone for allowing KYTC and the Project Team the opportunity to discuss the project and introduced the consultant Project Manager, Rob Hans.

Rob provided a brief summary of the project, purpose and need, and work performed to date on the study. Rob then stated each question and provided an opportunity for discussion. The majority of the discussion focused around question 2 with Mr. Beck, Mr. Moore, and Mr. McCoy providing details.

1. What is your daily /seasonal attendance to your facility?

    a. Mr. Beck said in normal years, there are approximately 200 shows/events held annually at the Kentucky Fair and Exposition Center facility. Two of the largest events, the Kentucky Fair has

over 600,000 visitors attend during the 12 day period and the Farm Machinery show/event has over 300,000 visitors attend.

2. What plans are programmed for expanding operations at your facility? Master Plans currently in place? If expansion is programmed, will this be within the current boundaries of your property, and is there a scheduled timeframe? What is the plan for Phillips Lane east of Freedom Way?

    a. The current site contains approximately 550-600 acres. There has been Master Plans prepared in the past, but currently, an update to the Master Plan has not been completed. The site currently has approximately 1.2 million sq. ft. of climate-controlled buildings. The property also includes 9 parcels along Crittenden Drive that are currently leased to businesses.

    b. A high-end hotel is being considered for the southeast area of the property along Phillips Lane at the site of the old KYTC District 5 Office. This could be a 400-500 room hotel. Lot C could be used/expanded for future outdoor events.

    c. The site south of Phillips Lane to the east of Gate 1 will be used for Festivals for at least the next 9 years.

    d. Currently Phillips lane east of Freedom Way will remain open, but Kentucky Venues would like to evaluate possible options for either closure or some type of grade separation for pedestrians to go from the south side of Phillips Lane (Festival area) to the north side Lot C area.

    e. A site plan for the current configuration of the entire area was provided by Kevin Moore and has been incorporated as part of these minutes.

3. Which areas/gates do most of your employees come from (North, South, West, East)? Visitors?

    a. Gate 1 receives approximately 50% of all traffic visiting site. Gate 1 is currently being expanded from 8 inbound lanes to 10 lanes. The second highest use gate is Gate 4 at approximately 20-25%. Gate 6, located along Preston Highway receives the 3rd highest use. Discussion about possible dynamic message board use to properly direct traffic to the best gate depending on the event was covered. This is something that needs further discussion as this type of signage on the Interstate system would need FHWA review and approval.

    b. Amanda asked what gates are currently not in use. Gate 3 is a service gate. Other gates maybe closed depending on the what are of the property is being used for an event.

4. Have you received comments/concerns from your employees about travel to and from work? Also, from guests/visitors? Have your employees been involved in a crash with the study area in the past?

a. Mr. Moore mentioned that there have been accidents by staff in the past, but Kentucky Venues does not keep specific records/documentation to this affect. Kentucky Venues also receives concerns from visitors/guest about traffic congestion from time to time, but again does not keep specific records.

5. Although there is uncertainty with COVID-19 do you anticipate traffic volumes increasing to and from your facility in the future?

    a. For the future, and with uncertainty of COVID, events may be different. There may be lower attendance per event, but possibly more events. The goal for the future is for the total # of guests per year to grow.

Amanda and Rob thanked Mr. Beck, Mr. Moore, and Mr. McCoy for participating in the meeting and indicated that the team would continue to work with Kentucky Venue staff as improvement strategies are considered.

Amanda also let the group know that the area north of this project area along I-65 is also being studied. The project manager for that project, Elizabeth Niemann, will be reaching out to Kentucky Venues for their input.

cc: All Attendees

KENTUCKY
EXPOSITION CENTER
Maintenance Building
Shipping & Receiving
Arm-2
Armory Complex
Lot G-2
Lot G-1
Lot F
GATE 4
ARMORY DRIVE
CIRCLE OF CHAMPIONS
I-65
Lot E-2
Lot E-1
Lot H-2
Lot H-1
Central Ave.
Crittenden Drive
GATE 4 DRIVE
Lot E-3
Lot J
Horse Barns
Horse Walk
North Wing
Freedom Hall
East Hall
New Market Hall
Pavilion
West Wing
Lot M
Lot D
GATE 6
Preston Highway
Lot K
GATE 3
South Wing A
Lot C-3
West Hall
South Wing B
Lot L
WEST HALL DRIVE
Lot A
Lot C-2
Lot U
Pond
Lot N
South Wing C
GATE 2 DRIVE
GATE 2
Lot C-1
Kentucky Kingdom
Lot B-1
Lot B-2
Lot W
Lot B-3
Lot P
GATE 1
Phillips Lane
Lot V
Lot Q
Lot R
Lot T-4
SENECA AVENUE
Lot T-3
Lot S
Lot T-2
Lot T-1
I-264
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I-65/I-264 Interchange Planning Study
Stakeholder Meeting Summary #2
Online via Zoom
Oct. 20, 2020 from 3:00 to 4:00 PM

Overview
The Kentucky Transportation Cabinet (KYTC) and project consultants (Project Team) held a virtual stakeholder meeting on Tuesday, Oct. 20, 2020 from 3 to 4 p.m. The meeting was held using the Zoom video conference platform due to public health restrictions limiting in-person meetings due to COVID-19. The purpose of the meeting was to present proposed improvement strategies for the I-65/I-264 interchange and gather stakeholder input.

Prior to the Meeting
Stakeholders were invited by email on Tuesday, Oct. 6, 2020 to the meeting. A meeting guide was sent the day before the meeting (Monday, Oct. 19, 2020) to provide briefing materials and ensure stakeholders could access the Zoom platform.

Welcome
Attendees were greeted by members of the Project Team and KYTC. Briefing materials (pgs. 140-154) were provided in advance to print or download.

Presentation
The Project Team led a formal PowerPoint presentation (pgs. 86-132) that included an overview of the study, long-term improvement strategies, short-term improvement strategies, and plans for public involvement. It concluded with a question and answer session with attendees. Stakeholders were briefed on public involvement opportunities and notified that a questionnaire for public feedback would be available starting Oct. 21, 2020.

Meeting Results
48 people attended the stakeholder meeting that included 21 members of the Project Team and 27 elected officials and other stakeholders.

The meeting concluded at approx. 4:00 p.m.

I-65/I-264 Interchange Planning Study
Public Involvement Round 2
Oct. 21 to Nov. 22, 2020

Overview
The Kentucky Transportation Cabinet (KYTC) and project consultants (Project Team) held a second round of public involvement virtually from Wednesday, Oct. 21 to Sunday, Nov. 22, 2020. An in-person public meeting was not held due to public health restrictions related to the COVID-19 pandemic. The purpose of the public involvement round was to present proposed improvement strategies for the I-65/I-264 interchange and gather public input.

Prior to the Public Involvement
Notice of the public involvement opportunity was distributed on social media platforms including KYTC District 5's Facebook and Twitter pages with 15000+ followers, on the KYTC District 5 website, through a project email newsletter with 384 subscribers, and through a press release sent to local news outlets. KYTC District 5 also utilized Facebook Ads to extend the reach of the public involvement opportunity on the social platform. The Facebook Boost area spanned from Southern Indiana to Elizabethtown to capture daily commuter traffic input. Results of those paid advertisements are included in this notebook.

Presentation
No formal presentation was given. Instead, a series of video segments were created by the Project Team to explain the three long-term and seven short-term improvement strategies that were proposed. The full 11 minute and 2 second video (watch here: https://youtu.be/BBJfXSKr9aY) explained the strategies proposed in depth with map graphics and a voiceover.

Public Involvement Results
More than 3100 viewers watched the improvement strategies video on KYTC social channels and website. There were 106 unique completed survey responses to the QuestionPro online questionnaire and 0 returned hard copy questionnaires. Results are included in this notebook.

The public was asked to give a thumbs up or thumbs down on each of the 10 proposed improvement strategies. Video segments explaining each strategy were embedded in the questionnaire for the public to be able to read and watch an explanation of each strategy before giving their feedback. The questionnaire also included opportunities to rank their top priority for the three long-term improvement strategies and top three priorities for the 10 short-term improvement strategies.

The survey was made available Oct. 21 and closed Nov. 22, 2020.

Notifications and Invitations

- Invitation to Stakeholder Meeting (May 14, 2020)
- Invitation to Stakeholder Meeting (October 6, 2020)
- Stakeholder Meeting Invite List
- News Release Round 1
- News Release Round 2
- Project Web Page
- Social Media Posts
- Paid Social Media Results

Invitation to Stakeholder Meeting (May 14, 2010)

If there are problems with how this message is displayed, click here to view it in a browser.

I-65/I-264 Interchange Planning Study

KENTUCKY TRANSPORTATION CABINET

You're invited to participate in a

Stakeholder Meeting

Learn more and share your feedback

You have been identified as a key stakeholder and are invited to a meeting **Thursday, May 14 from 3 to 4:00 p.m. (EST)** to learn about and give feedback on the **Kentucky Transportation Cabinet's I-65/I-264 Interchange Planning Study**.

The study of this critical interchange will identify short and long-term solutions to address congestion, unreliable travel times and safety concerns.

Virtual Meeting: I-65/I-264 Interchange Stakeholders
Hosted by KYTC and Project Team
Thursday, May 14 from 3-4 p.m. on Zoom

- 40-minute overview of project details, existing conditions, public involvement opportunities and potential improvements
- 20-minute feedback session with Q&A

RSVP NOW

We want your opinions – on behalf of your organization – as we consider community input and desires as the study moves forward. If you are not the best contact at your organization to attend this presentation, forward this invitation to the preferred contact. This is the first of two stakeholder and elected official meetings for this planning study.

Please confirm your attendance by **submitting your RSVP**. Once you RSVP, details to access the virtual meeting and additional project materials will be emailed to you in advance of the event.

We look forward to seeing you (virtually) May 14. Thank you for your involvement and support in this important project.

As a key stakeholder in the project area, the Project Team wants to meet with you and members of your organization at a later date to further discuss items of particular interest to you and the Cabinet. Your feedback is important, and we'll be following up with you soon to discuss further.

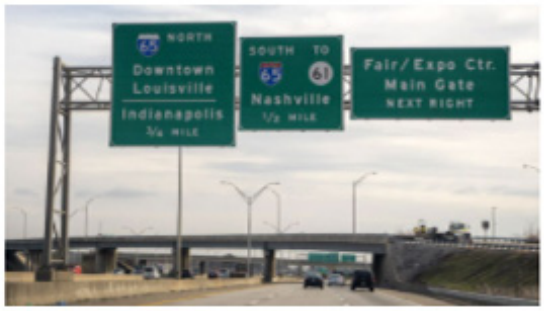
Sincerely,

Matt Bullock
Chief District Engineer
Department of Highways District 5

RSVP NOW

If you have any questions, please contact KYTC Project Manager Amanda

*If you have any questions, please contact KYTC Project Manager Amanda Desmond (**Amanda.desmond@ky.gov** or 502-210-5400) or Consultant Project Manager Rob Hans (**robert.hans@wsp.com**).*



Read more about the I-65/I-264 Interchange Planning Study on KYTC's website

KENTUCKY TRANSPORTATION CABINET

Follow KYTC District 5 on Facebook for the latest updates on this and other projects

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Invitation to Stakeholder Meeting (October 6, 2020)

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I-65/I-264 Interchange Planning Study

KENTUCKY TRANSPORTATION CABINET

You're invited to participate in a

Stakeholder Meeting

presenting proposed improvement strategies for this study

Our Project Team has reviewed existing conditions along with public input and is ready to present proposed improvement strategies for the I-65/I-264 interchange to key stakeholders for the second phase of the public involvement process.

You are invited to join our virtual meeting **Tuesday, Oct. 20 from 3 to 4 p.m. (EST)** to learn about our proposed improvement strategies and give feedback for the **Kentucky Transportation Cabinet's I-65/I-264 Interchange Planning Study**.

We have identified several short and long-term solutions to address congestion, unreliable travel times and safety concerns that will be outlined at this meeting.

Virtual Meeting: I-65/I-264 Interchange Stakeholders

Hosted by KYTC and Project Team

October 20 from 3-4 p.m. on Zoom

- 40-minute overview of proposed improvement strategies, public involvement opportunities and timelines
- 20-minute feedback session with Q&A

RSVP NOW

Your input, and the input of your organization or community, is important as the Project Team finalizes and prioritizes the proposed improvement strategies. This is the second stakeholder and elected official meetings for the planning study.

Please confirm your attendance by **submitting your RSVP**. Once you RSVP, details to access the virtual meeting and additional project materials will be emailed to you in advance of the event.

We look forward to seeing you (virtually) Oct. 20. Thank you for your involvement and support in this project.

Sincerely,

Matt Bullock
Chief District Engineer
Department of Highways District 5

RSVP NOW

*If you have any questions, please contact KYTC Project Manager Amanda Desmond (**Amanda.desmond@ky.gov** or 502-210-5400) or Consultant Project Manager Rob Hans (**robert.hans@wsp.com**).*

Read more about the I-65/I-264 Interchange Planning Study on KYTC's website

KENTUCKY TRANSPORTATION CABINET

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Stakeholder Meeting Invite List (Page 1)

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Stakeholder Meeting Invite List (Page 2)

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Stakeholder Meeting Invite List - Project Team (Page 3)

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Randall	Embry	randall.embry@kipda.org

FOR IMMEDIATE RELEASE

Contact: Stephanie Caros
(502) 210-5400
stephanie.caros@ky.gov

Public Feedback Sought on Improvements to I-65/I-264 Interchange

Planning study will identify short-term and long-term solutions

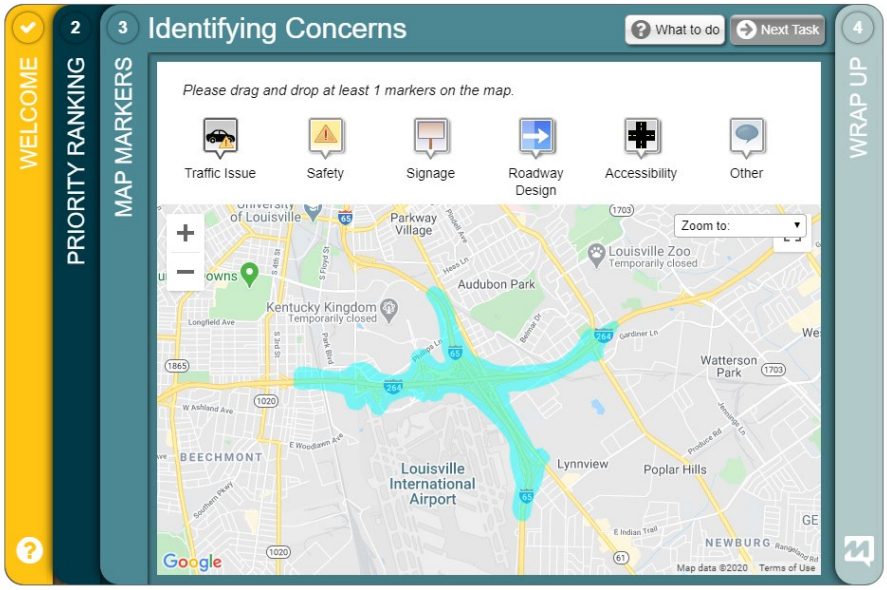
Louisville, Ky. (May 20, 2020) --- The Kentucky Transportation Cabinet (KYTC) is seeking public input for a planning study of the I-65/I-264 interchange in Jefferson County. The I-65/I-264 interchange had the highest crash rate in the region when ranked by the Kentuckiana Regional Planning & Development Agency (KIPDA), which serves as the metropolitan planning organization for Louisville Metro and eight surrounding counties.

The public is encouraged to watch a short project overview video and fill out an interactive questionnaire to help identify problem areas of the interchange. Responses will be accepted through June 20. To view the video, see project maps and submit a questionnaire, visit bit.ly/AirportInterchange.

KYTC initiated the I-65/I-264 Interchange Planning Study in fall 2019 to identify short-term and long-term solutions to increase safety, manage and reduce roadway congestion, ensure timely and efficient movement of freight, and decrease and/or mitigate negative environmental impacts to the interchange. Proposed improvements

will address severe congestion, unreliable travel times, and safety concerns in the heavily traveled area.

The public can easily weigh in on priority areas for improvements with an interactive questionnaire, which includes the ability to zoom to a specific location on a map and pinpoint suggestions. Public feedback, meetings with stakeholders, and the analysis of traffic, safety, and roadway data will guide the Project Team as it looks for solutions. The public will have a second opportunity later this year to review, rank, and comment on proposed improvements.



Those unavailable to access the online questionnaire may request a print copy by contacting Amanda Desmond at amanda.desmond@ky.gov or 502-210-5400.

In addition to the public involvement questionnaire, KYTC has uploaded briefing documents, including an overview video, area maps, and a project fact sheet to its website (bit.ly/AirportInterchange). The public can also sign up for an e-mail newsletter to receive quarterly updates on the planning study.

The I-65/I-264 interchange facilitates movement throughout the region, including access to Louisville Muhammad Ali International Airport, UPS Worldport, Kentucky Air National Guard, Kentucky Fair and Exposition Center and Kentucky Kingdom.

###

***NOTE:** Project maps, photos and video available for download here.*

FOR IMMEDIATE RELEASE

Contact: Stephanie Caros
(502) 210-5400
stephanie.caros@ky.gov

Public Feedback Sought on Proposed I-65/I-264 Interchange Improvement Strategies

Planning study outlines short-term and long-term solutions

LOUISVILLE, Ky. (Oct. 21, 2020) --- The Kentucky Transportation Cabinet (KYTC) is seeking public input for a planning study of the I-65/I-264 interchange in Jefferson County. The Project Team has proposed seven short-term and three long-term improvement strategies to be reviewed and prioritized.

The public is encouraged fill out a questionnaire sharing their comments and priorities at bit.ly/AirportInterchange. Responses will be accepted through Nov. 22.

Proposed long-term improvement strategies for the I-65/I-264 interchange include:

- Changes in access from Preston Highway and I-65 to I-264 eastbound
- Changes to the I-264 westbound to I-65 loop ramp
- Changes to I-65 southbound exits

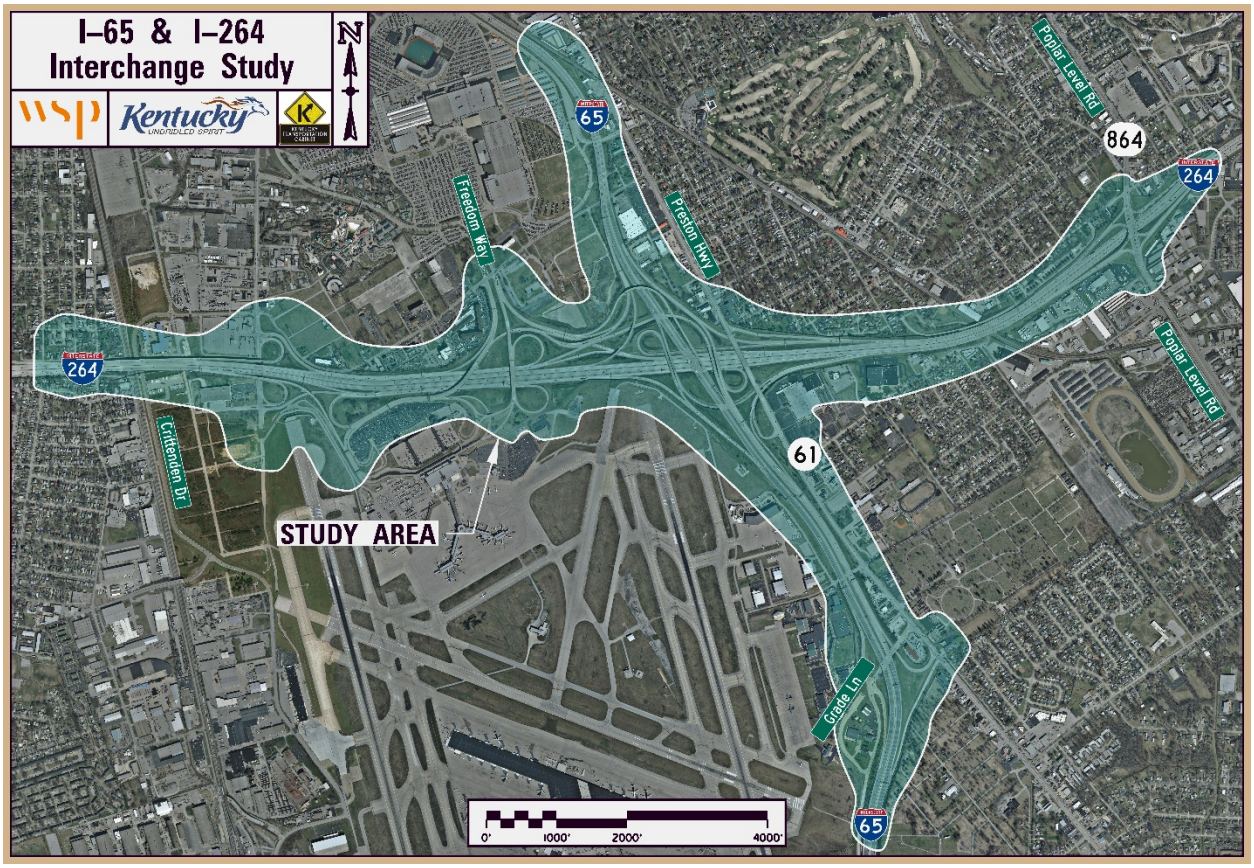
The Project team also outlined several lower-cost, short-term improvement strategies for consideration including:

- Installing pavement tattoos
- Improving guide signage
- Enhancing striping at decision points
- Installing high visibility striping
- Upgrading current lighting
- Applying high friction surface treatment
- Upgrading guardrails

Full explanations of each improvement strategy with map graphics, videos, fact sheets and other briefing materials are available at bit.ly/AirportInterchange. Those unavailable to access the online questionnaire and briefing items may request print copies by contacting Amanda Desmond at amanda.desmond@ky.gov or 502-210-5400.

KYTC launched the I-65/I-264 Interchange Planning Study in fall 2019 to identify strategies to increase safety, manage and reduce roadway congestion, ensure timely and efficient movement of freight, and decrease and/or mitigate negative environmental impacts to the interchange. In-depth data analysis of existing conditions along with public input collected in May and June and feedback from area businesses and community leaders guided the selection of the proposed improvement strategies presented in this round of public involvement.

About the I-65/I-264 Interchange:



The I-65/I-264 interchange facilitates movement throughout the region, including access to Louisville Muhammad Ali International Airport, UPS Worldport, Kentucky Air National Guard, Kentucky Fair and Exposition Center and Kentucky Kingdom. This interchange had the highest crash rate in the region when ranked by the Kentuckiana Regional Planning & Development Agency (KIPDA), which serves as the metropolitan planning organization for Louisville Metro and eight surrounding counties.

# # #

NOTE: *Project maps, photos and video available for download here.*

Coronavirus Alert - For the latest information on the Coronavirus in Kentucky, please visit kycovid19.ky.gov (https://kycovid19.ky.gov)

For the latest updates on driving and motor vehicle services, please visit drive.ky.gov (https://drive.ky.gov)

For the latest updates on KYTC office and facility closures and reopenings, Click Here (/Pages/In-Person-Service-Closure-Updates.aspx)

I-65/I-264 Interchange Planning Study

KYTC District 5 Webs

I-65/I-264 Interchange Planning Study

The Kentucky Transportation Cabinet (KYTC) launched a planning study in fall 2019 to identify improvements to reduce congestion and improve safety at the I-65/I-264 (Watterson Expressway) interchange in Jefferson County. The interchange has the highest number of crashes in the Kentuckiana Regional Planning & Development Agency (KIPDA) region.

The project team has identified short-term and long-term improvement strategies to address severe congestion, unreliable travel times and safety concerns for the heavily traveled area. Peak traffic in the corridor creates large queues that extend into mainline I-65 and I-264, impeding traffic.

The I-65/I-264 interchange facilitates movement throughout the Louisville Metro area including access to Louisville Muhammad Ali International Airport, UPS Worldport, Kentucky Air National Guard, Kentucky Fair and Exposition Center and Kentucky Kingdom.

Goals of the project are to increase safety for all users, manage and reduce roadway congestion, ensure timely and efficient movement of freight, and reduce and/or mitigate negative environmental impacts.

The final report is expected in late 2020. The project team's report will include an inventory of existing conditions, presentation of alternatives, public involvement notebook, and final recommended improvement strategies.

Review Proposed Improvement Strategies & Share Your Feedback

KYTC is seeking public input on three long-term and seven short-term improvement strategies to the I-65/I-264 interchange. Analysis of existing conditions, traffic, safety and roadway data, public feedback, and meetings with stakeholders guided the project team as it outlined the solutions presented.

Submit Questionaire (https://i65-i264interchange.questionpro.com/)

Responses to the questionnaire will be accepted Oct. 21 through Nov. 22, 2020. Those unable to access the online documents may request print copies by contacting Amanda Desmond at amanda.desmond@ky.gov (mailto:amanda.desmond@ky.gov) or 502-210-5400.

I-264/I-65 Interchange Improvement Strategies

Long-term Improvement Strategies

A: Changes in access from Preston Highway and I-65 to I-264 eastbound

Collected data and public feedback showed that access to I-264 eastbound from the Preston Highway, I-65 northbound, and I-65 southbound ramps is problematic during peak hours and heavy traffic flow. These three ramps must merge into two lanes in a short distance, resulting in queuing onto the I-65 northbound collector-distributor (C-D) road and mainline interstate. Modifications to I-264 eastbound access from these ramps, as well as changes to the C-D road for I-264 eastbound were evaluated and narrowed down to three potential improvement strategies to address these issues.

A-1: Remove Preston Highway On-Ramp + Reconfigure I-65 Southbound On-Ramp

A-2: Reconfigure Preston Highway On-Ramp

A-3: Reconfigure I-65 Southbound On-Ramp

B: Changes to the I-264 westbound to I-65 southbound loop ramp

Collected data and public feedback showed that due to the tight radius of the I-264 westbound to I-65 southbound ramp, slow vehicle traffic occurs on a regular basis with heavy congestion. This improvement strategy would include improving the radius of the loop ramp from I-264 westbound to I-65 southbound and moving the traffic using this ramp from Exit 12 (I-65 / KY 61) to Exit 11 (Crittenden Dr.). The widened loop ramp would become an added lane of traffic to I-65 southbound just north of the bridge over I-264. By changing the width and shape of the loop ramp and separating this exit from the Preston Highway and I-65 northbound exit, sight distances will be improved. This would also improve the weave between Poplar Level Road and I-65, reducing driver confusion and improving traffic flow. Additionally, the I-65 southbound to I-264 eastbound ramp will use the bridge from the I-264 westbound to I-65 southbound loop ramp to improve the radius and sight distance for motorists making that movement.

C: Changes to I-65 exits

Collected data and public feedback showed that the orientation of the two exits for I-65 southbound to the fairgrounds and I-264 cause driver confusion. This improvement strategy would include reconfiguring the I-65 southbound exits to I-264 westbound and I-264 eastbound. This will be done by separating the I-264 westbound exit from Exit 131 B and joining with the I-264 eastbound exit just north of its existing location. This would result in two exits: 131 B to the Fair/Expo Center; 131 A to I-264 westbound and I-264 eastbound. This will allow for more time and distance to improve driver decision making for ramp movements.

Short-term Improvement Strategies

1: Installing pavement tattoos

2: Improving guide signage

3: Enhancing striping at decision points

4: Installing high visibility striping

5: Upgrading current lighting

6: Applying high friction surface treatment

7: Upgrading guardrails

For project updates and to be notified when public involvement opportunities are available, sign up for the I-65/I-264 Interchange Planning Study e-newsletter (http://eepurl.com/gNBmSf (http://eepurl.com/gNBmSf)).

Supporting Documents

Short-Term Improvement Strategies (https://transportation.ky.gov/DistrictFive/Documents/AirportInterchange_ShortTermFactSheet.pdf)
Long-Term Improvement Strategies (https://transportation.ky.gov/DistrictFive/Documents/AirportInterchange_LTS-QuickFacts.pdf)
Long-Term Strategies Map (https://transportation.ky.gov/DistrictFive/Documents/AirportInterchange-LongTermStrategyMaps.pdf)
Stakeholder Presentation (https://transportation.ky.gov/DistrictFive/Documents/AirportInterchange-Presentation10-20-2020%20(1).pdf)

Contact Information:

District 5
8310 Westport Road
Louisville, KY 40242
Phone: (502) 210-5400
Fax: (502) 210-5494
Hours: 8:00 a.m.-4:30 p.m. EST, M-F
Email Us (mailto:KYTC.District5Info@ky.gov)
Map It (http://maps.google.com/maps?f=q&source=s_q&hl=en&geocode=&q=8310+Westport+Road+Louisville+KY.+40242&aq=&sll=37.704755,-85.871522&sspn=0.006986,0.016512&ie=UTF8&hq=&hnear=8310+Westport+Rd,+Louisville,+Jeffers

Construction (/Construction/Pages/default.aspx)
Construction Procurement (/Construction-Procurement/Pages/default.aspx)
Equipment (/Equipment/Pages/default.aspx)
Environmental Analysis (/EnvironmentalAnalysis/Pages/default.aspx)
Highway Design (/Highway-Design/Pages/default.aspx)
Highway Safety (/HighwaySafety/Pages/default.aspx)
Maintenance (/Maintenance/Pages/default.aspx)
Materials (/Materials/Pages/default.aspx)
Planning (/Planning/Pages/default.aspx)
Professional Services (/ProfessionalServices/Pages/default.aspx)
Program Management (/Program-Management/Pages/default.aspx)
Right of Way & Utilities (/RightofWay/Pages/default.aspx)
Structural Design (/StructuralDesign/Pages/default.aspx)
Traffic Operations (/TrafficOperations/Pages/default.aspx)

Department of Aviation

Kentucky Department of Aviation (/Aviation/Pages/home.aspx)
Airport Zoning Commission (/Aviation/Pages/airportzoning.aspx)

Department of Rural and Municipal Aid

Local Programs (/LocalPrograms/Pages/default.aspx)
Local Public Agencies (/LPA/Pages/default.aspx)
Rural and Municipal Aid (/RuralandMunicipalAid/Pages/default.aspx)

Department of Vehicle Regulation

Drive.ky.gov (https://drive.ky.gov)

Cabinet Offices and Services

Audits (/Audits/Pages/default.aspx)
Budget and Fiscal Management (/BudgetFiscalManagement/Pages/default.aspx)
Civil Rights and Small Business Development (/Civil-Rights-and-Small-Business-Development/Pages/default.aspx)
Conference Center (/SupportServices/Pages/Conference-Center.aspx)
Education (/Education/Pages/default.aspx)
Human Resource Management (/HumanResourceManagement/Pages/default.aspx)
Information Technology (/InformationTechnology/Pages/default.aspx)
Inspector General (/InspectorGeneral/Pages/default.aspx)
Legal Services (/LegalServices/Pages/default.aspx)
Office of the Secretary (/Secretary/Pages/default.aspx)
Public Affairs (/PublicAffairs/Pages/default.aspx)
Support Services (/SupportServices/Pages/default.aspx)
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Central Office Contact

(502) 564-4890

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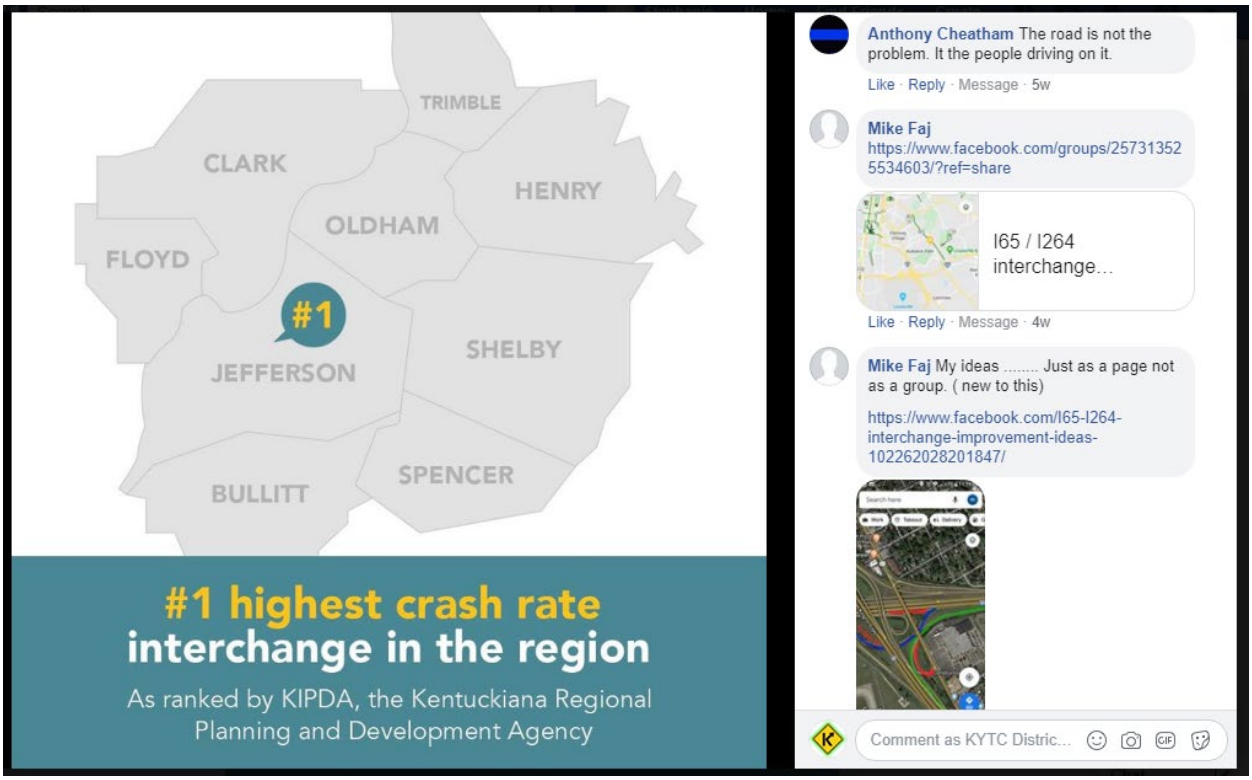
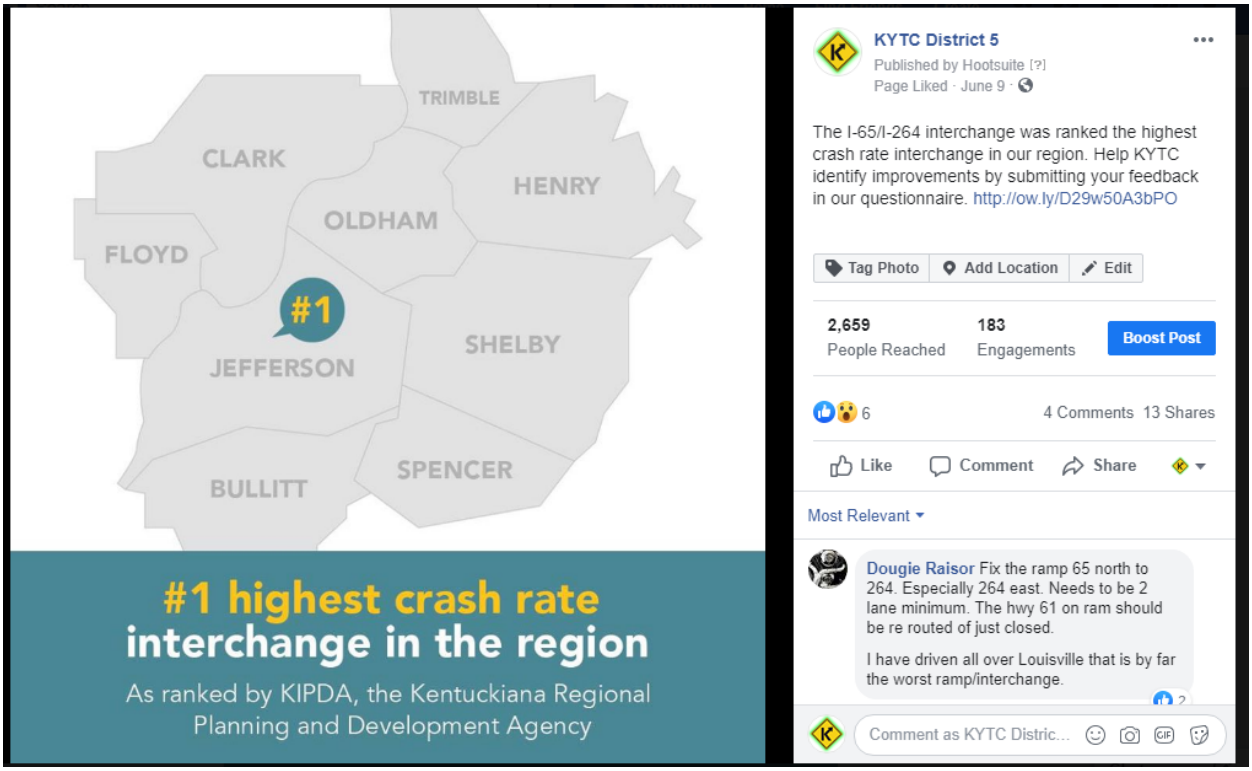
Facebook Posts





KYTC District 5
Published by Hootsuite [?] · May 20 ·

What is the I-65/I-264 Interchange Planning Study? Watch this short video for a project overview and then visit our website to share your input today.
http://ow.ly/8KBa50zJypm

2,147 People Reached | **174** Engagements | Boost Post

13 | 1 Comment 13 Shares 711 Views

Like | Comment | Share

Most Relevant

2,147 People Reached | **174** Engagements | Boost Post

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Most Relevant

Comment as KYTC District 5

Mike Faj My ideas as a page not as a group. (new to this)
https://www.facebook.com/I65-I264-interchange-improvement-ideas-102262028201847/

1

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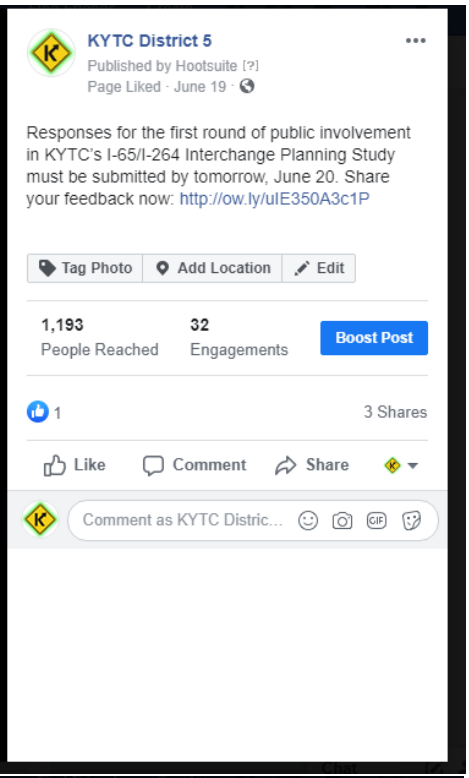
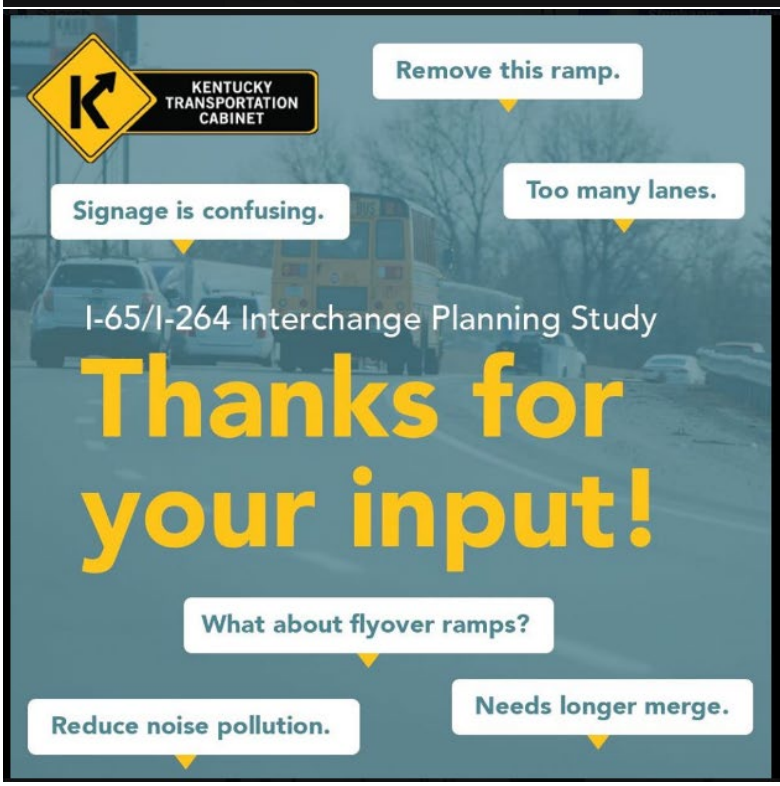
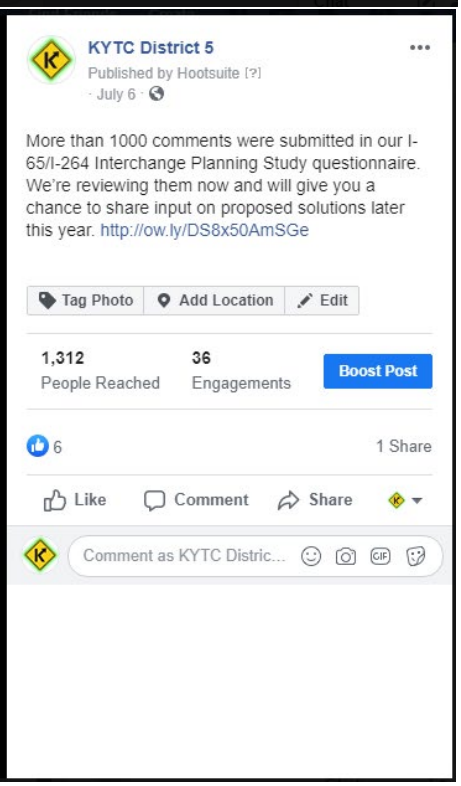
SHARE YOUR
FEEDBACK
JUNE 2020
Sunday Monday Tuesday Wednesday Thursday Friday Saturday
1 2 3 4 5 6
7 8 9 10 11 12 13
14 15 16 17 18 19 20
21 22 23 24 25 26 27
28 29 30
June 20 is the last day
to submit questionnaires.


KYTC District 5
Published by Hootsuite [?]
Page Liked · June 19 ·
Responses for the first round of public involvement in KYTC's I-65/I-264 Interchange Planning Study must be submitted by tomorrow, June 20. Share your feedback now: http://ow.ly/uIE350A3c1P
Tag Photo
Add Location
Edit
1,193
People Reached
32
Engagements
Boost Post
1
3 Shares
Like
Comment
Share
Comment as KYTC Distric...


KENTUCKY TRANSPORTATION CABINET
Remove this ramp.
Too many lanes.
Signage is confusing.
I-65/I-264 Interchange Planning Study
Thanks for your input!
What about flyover ramps?
Reduce noise pollution.
Needs longer merge.


KYTC District 5
Published by Hootsuite [?]
· July 6 ·
More than 1000 comments were submitted in our I-65/I-264 Interchange Planning Study questionnaire. We're reviewing them now and will give you a chance to share input on proposed solutions later this year. http://ow.ly/DS8x50AmSGe
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Edit
1,312
People Reached
36
Engagements
Boost Post
6
1 Share
Like
Comment
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KYTC District 5
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Page Liked · May 27 ·

We need your input! KYTC is conducting a planning study to identify short-term and long-term improvements to the I-65/I-264 interchange. Map problem areas and tell us your thoughts in this interactive questionnaire. https://transportation.ky.gov/DistrictFive/Pages/I-65_I-264_Interchange_Planning_Study.aspx

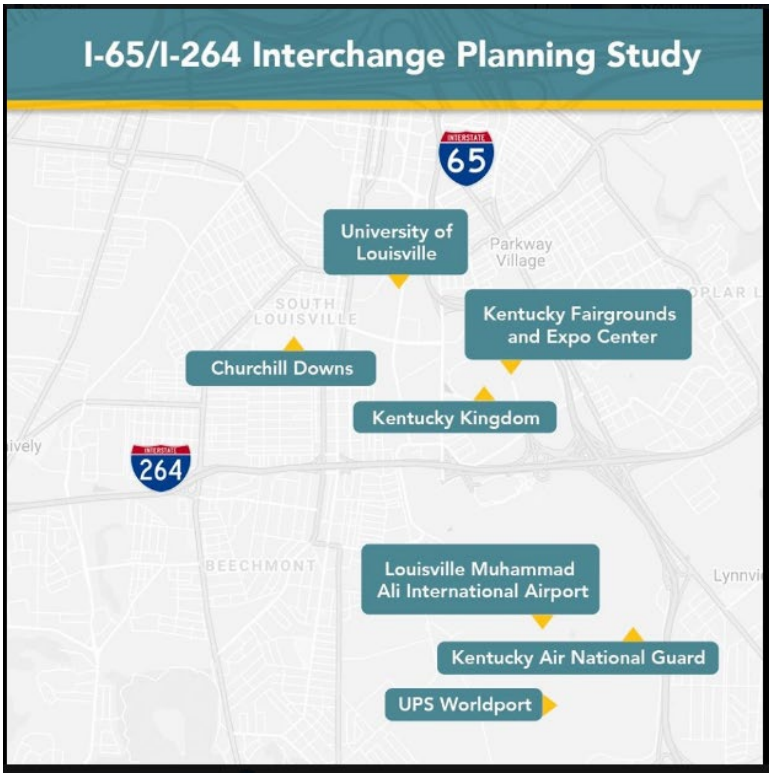
Tag Photo | Add Location | Edit

1,402 People Reached | 51 Engagements | Boost Post

3 | 7 Shares

Like | Comment | Share

Comment as KYTC Distric...



KYTC District 5
Published by Hootsuite [?]
· June 15 ·

The I-65/I-264 interchange facilitates movement throughout our region. Help us pinpoint problem areas by sharing your feedback in our questionnaire before June 20. http://ow.ly/CZ2850A3cil

Tag Photo | Add Location | Edit

1,456 People Reached | 48 Engagements | Boost Post

4 | 6 Shares

Like | Comment | Share

Comment as KYTC Distric...

KENTUCKY TRANSPORTATION CABINET
Get project updates!
I-65/I-264 Interchange Planning Study
SIGN UP
KYTC District 5
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Page Liked · May 18 · Edited ·
Coming soon: Public involvement for the I-65/I-264 Interchange Planning Study begins May 20. Sign up now for our project e-newsletter to get access to the questionnaire as soon as its available.
http://eepurl.com/gNBmSf
Tag Photo
Add Location
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1,140
People Reached
32
Engagements
Boost Post
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5 Shares
Like
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Share
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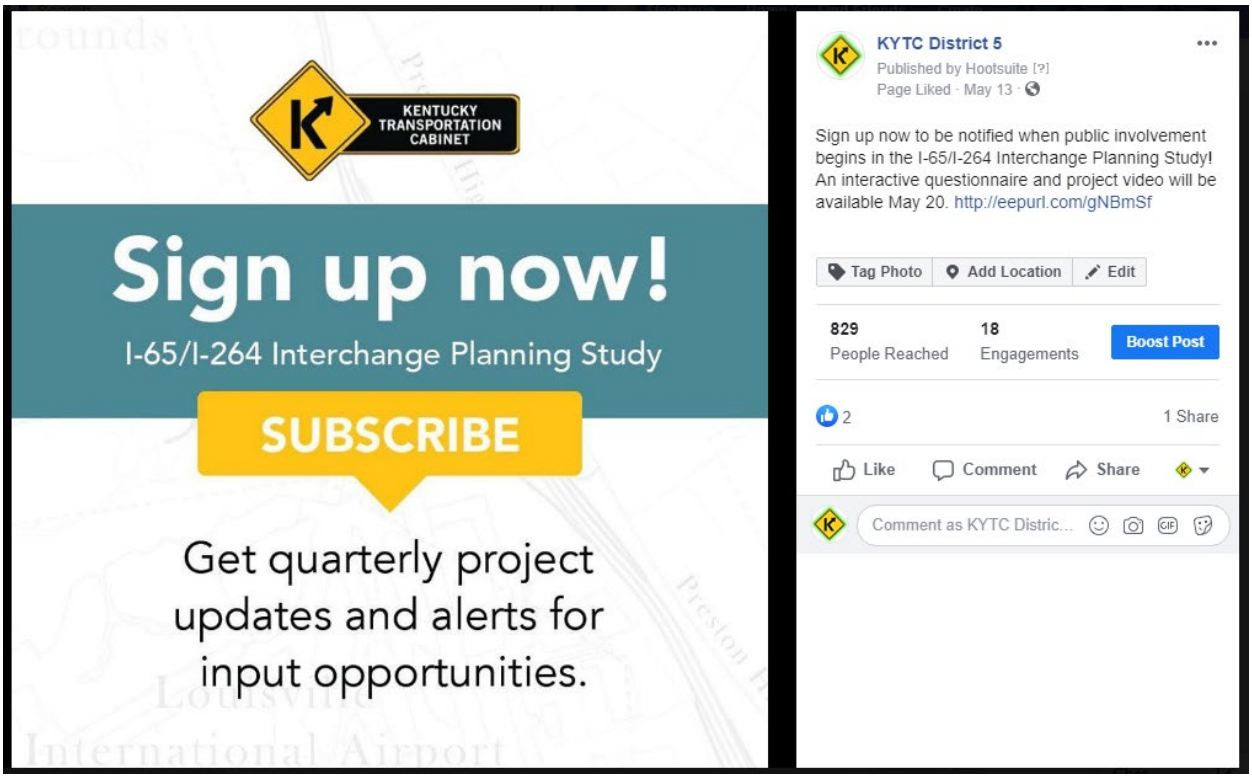
KENTUCKY TRANSPORTATION CABINET
Sign up now!
I-65/I-264 Interchange Planning Study
SUBSCRIBE
Get quarterly project updates and alerts for input opportunities.
KYTC District 5
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Page Liked · May 13 ·
Sign up now to be notified when public involvement begins in the I-65/I-264 Interchange Planning Study! An interactive questionnaire and project video will be available May 20. http://eepurl.com/gNBmSf
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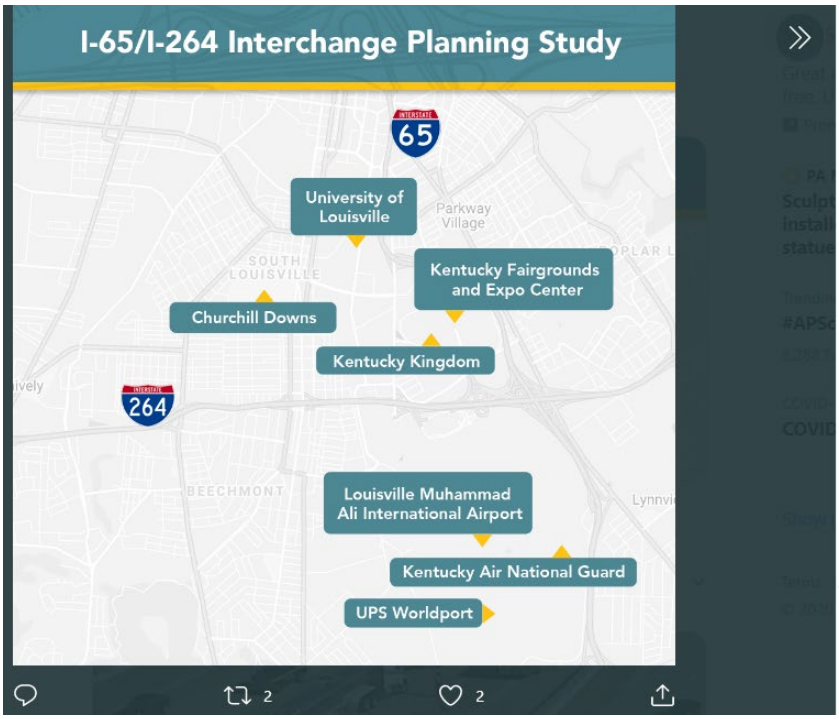
Add Location
Edit
829
People Reached
18
Engagements
Boost Post
2
1 Share
Like
Comment
Share
Comment as KYTC Distric...

Twitter Posts



KYTCDistrict5
@KYTCDistrict5

The I-65/I-264 interchange facilitates movement throughout our region. Help us pinpoint problem areas by sharing your feedback in our questionnaire before June 20. ow.ly/L9RR50A3cik

10:06 AM · Jun 15, 2020 · Hootsuite Inc.

View Tweet activity

2 Retweets **2** Likes

interchange in the region

As ranked by KIPDA, the Kentuckiana Regional Planning and Development Agency

5:45 PM · Jun 9, 2020 · Hootsuite Inc.

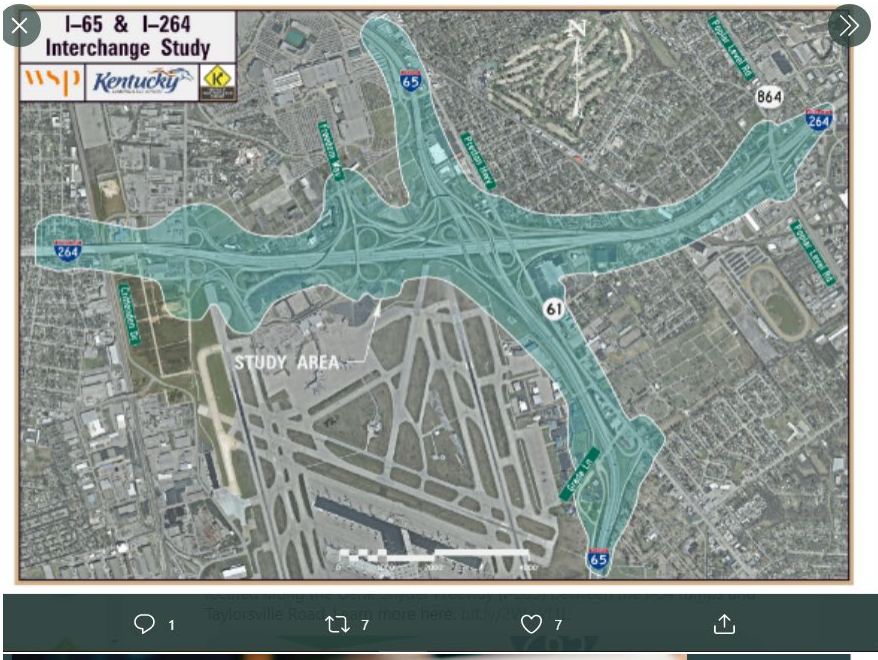
View Tweet activity

3 Retweets and comments

JC Stites @JohnClayStites · Jun 12
Replying to @KYTCDistrict5
Suggestion #1: Change the mindset that "improvements" means expanding lanes and increasing speeds. Those aren't improvements, they are temporary "fixes" that lead to more problems in the future. Instead, right-size the roadways, improve signage, and consider slowing traffic.

1 1 2

John J. Guthrie @jjguthrie · Jun 12
What he said. How many millions have been spent to expand a flawed roadway?



We want your feedback! A questionnaire is now available for the I-65/I-264 interchange planning study. Click here to watch a project video and give us your input: ow.ly/9WMi50zLrvF

9:30 AM · May 20, 2020 · Hootsuite Inc.

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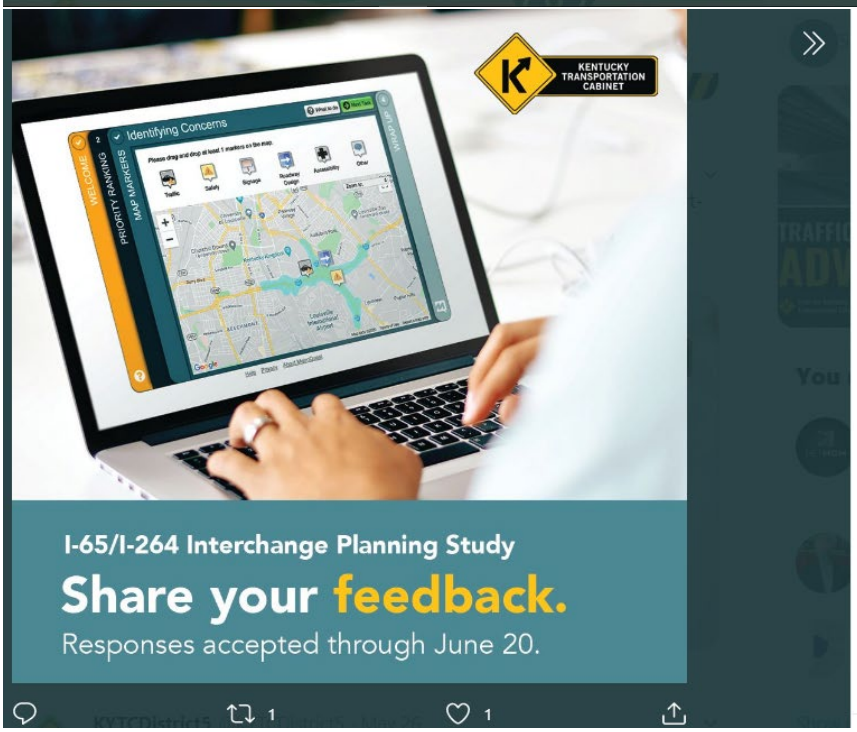
7 Retweets and comments **7** Likes

More replies

mister @HeHateUK · May 20
Replying to @KYTCDistrict5
Leave it alone.



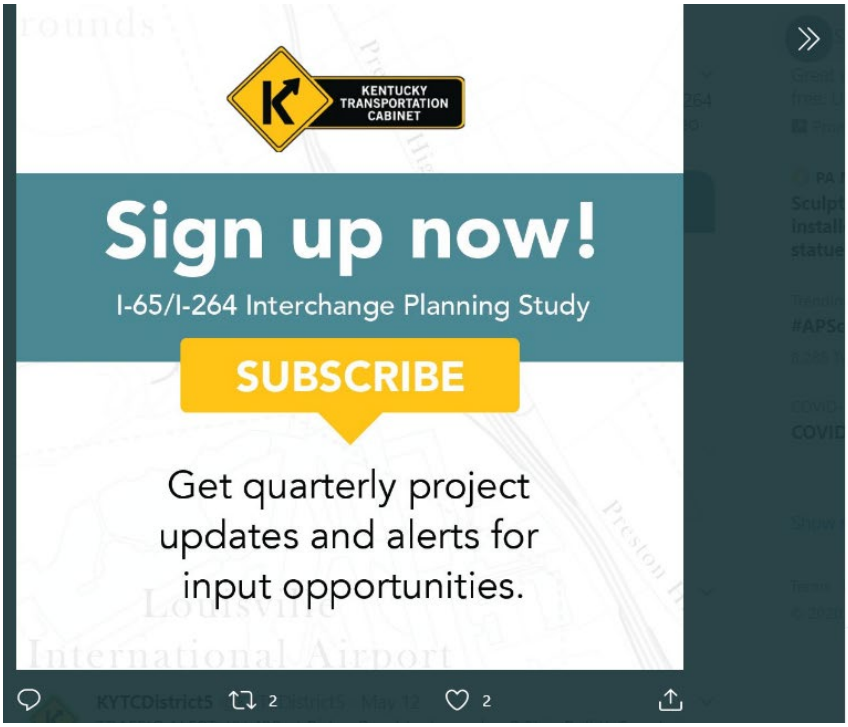
KYTCDistrict5
@KYTCDistrict5

We need your input! KYTC is conducting a planning study to identify short-term and long-term improvements to the I-65/I-264 interchange. Map problem areas and tell us your thoughts in this interactive questionnaire. transportation.ky.gov/DistrictFive/P...

9:10 AM · May 27, 2020 · Hootsuite Inc.

View Tweet activity

1 Retweet **1** Like



KYTCDistrict5
@KYTCDistrict5

Sign up now to be notified when public involvement begins in the I-65/I-264 Interchange Planning Study! An interactive questionnaire and project video will be available May 20. eepurl.com/gNBmSf

9:10 AM · May 13, 2020 · Hootsuite Inc.

View Tweet activity

2 Retweets **2** Likes

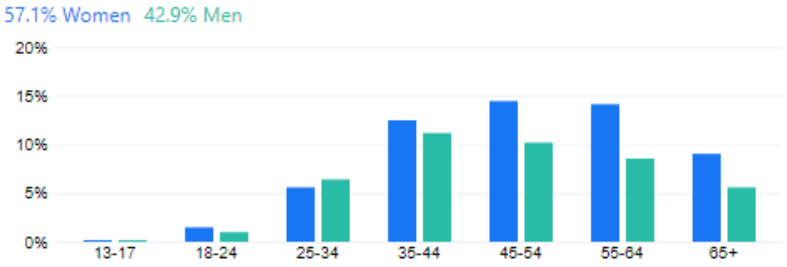
I-65/I-264 Interchange Planning Study

Social Media Paid Ad Results

Audience

This ad reached **614** people in your audience.

People Placements Locations

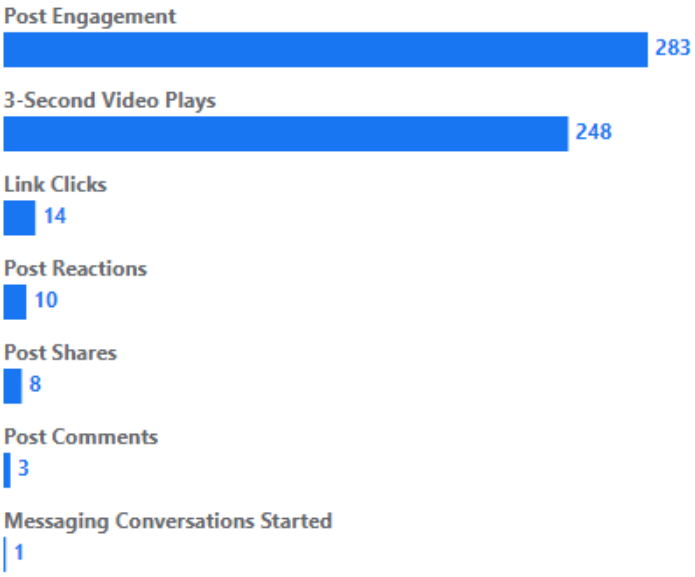


Audience

This ad reached **614** people in your audience.

People Placements Locations

Activity



Audience

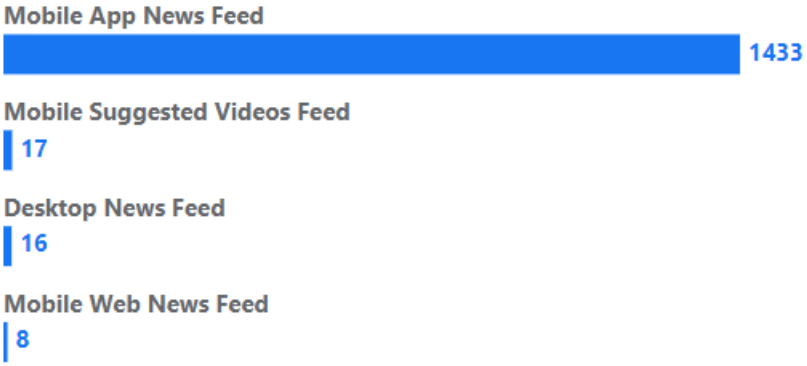
This ad reached **1,466** people in your audience.

People Placements Locations

Audience

This ad reached **1,466** people in your audience.

People Placements Locations



Section 3

I-65/I-264 Interchange Planning Study

Sign-In Sheets, Handouts and Presentations

- Stakeholder Meeting 1 Presentation (May 14, 2020)
- Stakeholder Meeting 1 Attendee List (May 14, 2020)
- Stakeholder Meeting 1 Guide
- Stakeholder Meeting 1 Recap
- Round 1 Handouts:
    - Project Area Map
    - Project Fact Sheet
    - Public Involvement Flyer
    - Congested Segments Map
    - Crash Heat Map
    - Level of Service Map
    - Interchange Complexity Map
    - Roadway Deficiencies Map
    - Segments Contributing to Crashes Map
    - Speeds Map
    - Project Overview Video
- Stakeholder Meeting 2 Presentation (October 20, 2020)
- Stakeholder Meeting 2 Attendee List (October 20, 2020)
- Stakeholder Meeting 2 Guide
- Stakeholder Meeting 2 Recap
- Round 2 Handouts:
    - Public Involvement Flyer
    - Short-Term Improvement Strategies Fact Sheet
    - Long-Term Improvement Strategies Fact Sheet
    - Long-Term Improvement Strategies Quick Fact Sheet
    - Proposed Improvement Strategies Video
- Project E-Newsletters
    - Existing Conditions and Public Involvement (May 20, 2020)
    - Proposed Improvement Strategies (October 20, 2020)
    - Final Report (March XX, 2021)

Welcome!

Only our Project Team presenters will have audio and video sharing capabilities during this meeting.

We encourage you to submit questions at any time. To do this, look for the Q&A button in your Zoom window that looks like this:

If you'd rather discuss your questions in a separate session with our Project Team, email us at interchange65@gmail.com.

Presentation slides along with all maps and briefing materials you see today will be available on KYTC District 5's website. If we aren't able to answer your questions today, we are sending a meeting recap tomorrow with links to download materials. All questions and answers will also be summarized.

I-65/I-264 Interchange Planning Study

Elected Officials and Stakeholders Meeting

Existing Conditions

5/14/2020

KENTUCKY TRANSPORTATION CABINET

wsp

MEET THE PROJECT TEAM

Project Manager:

Amanda Desmond, PE

Kentucky Transportation Cabinet District 5

Project Team:

Rob Hans, *WSP (Existing Conditions)*

Anne Warnick, *WSP (Existing Conditions)*

Corrin Gulick, *WSP (Existing Conditions)*

Rachel Nix, *C2 Strategic (Public Involvement)*

TODAY WE'LL COVER

- **Study Overview**
- **Project Timeline**
- **Existing Conditions**
- **Potential Improvements**
- **Public Involvement**
- **Questions & Answers**

Submit questions at any time by clicking the Q&A button in your Zoom window. We'll review as we go and anything that isn't covered will be answered at the end of the presentation.

This presentation is being recorded. The PDF of the presentation along with all maps and briefing materials will be available on KYTC's website and emailed to you.

PROJECT AREA

PROJECT GOALS

Kentucky Transportation Cabinet is studying the I-65/I-264 Interchange for short-term and long-term improvements to:

Reduce Congestion

Improve Safety

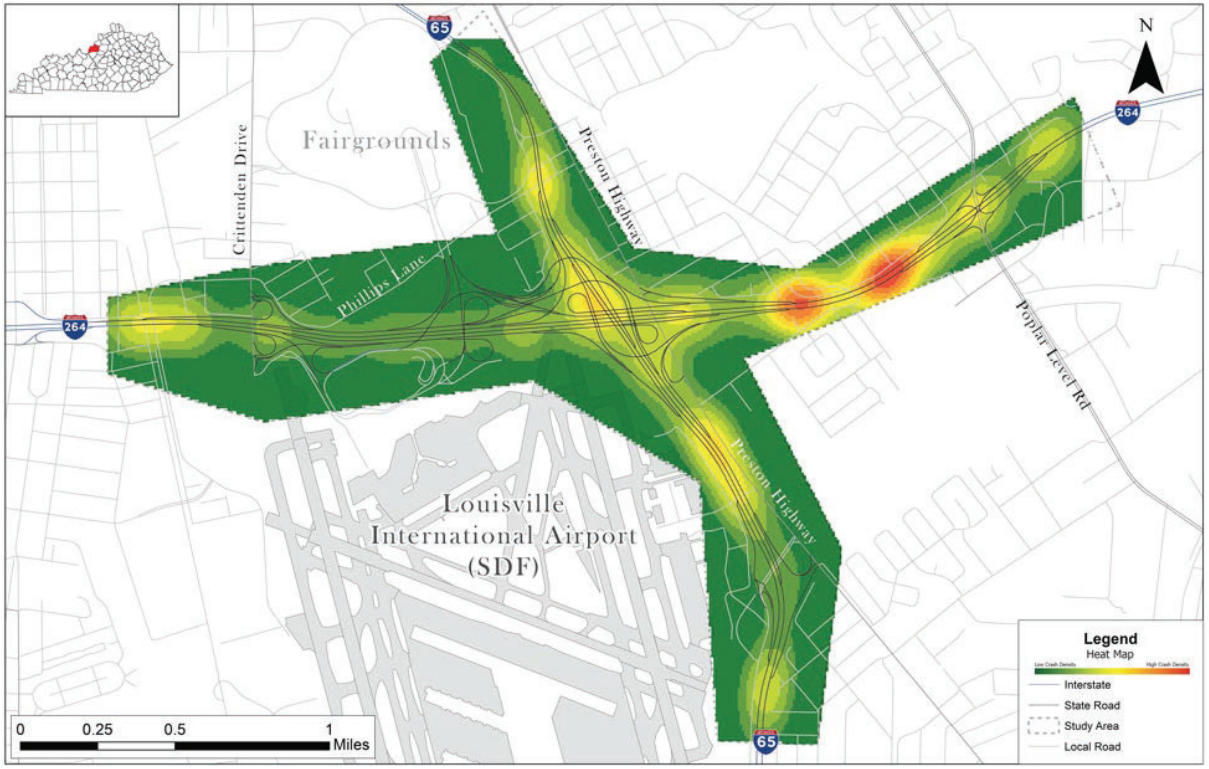
Improve Access

Ensure Reliable Freight Movement

Mitigate Environmental Impacts

Project goals are to increase safety for all users, manage and reduce roadway congestion where appropriate, ensure timely and efficient movement of freight within, departing, and entering the region, and reduce and/or mitigate negative environmental impacts, including climate change.

PURPOSE & NEED



The purpose of the I-65/I-264 Interchange Planning Study is to identify the short-term and long-term improvements to the interchange system that could reduce congestion and improve safety. Peak hour traffic creates large queues that extend onto mainline I-65 and I-264 causing extreme speed differentials.

The I-65/I-264 interchange was ranked as the number one highest crash interchange in the Kentuckiana Regional Planning & Development Agency (KIPDA) MPO region. KIPDA serves as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY – IN urbanized area.

PROJECT HISTORY

Fall/Winter 2019: Project Team begins collecting and analyzing safety, roadway characteristics and traffic data.

Spring 2020: Stakeholder meeting is held and public involvement begins.

WHAT'S NEXT

Spring/Summer 2020: Project Team analyzes feedback and data, develops proposed improvements.

Fall 2020: Hold second stakeholder meeting and public involvement round.

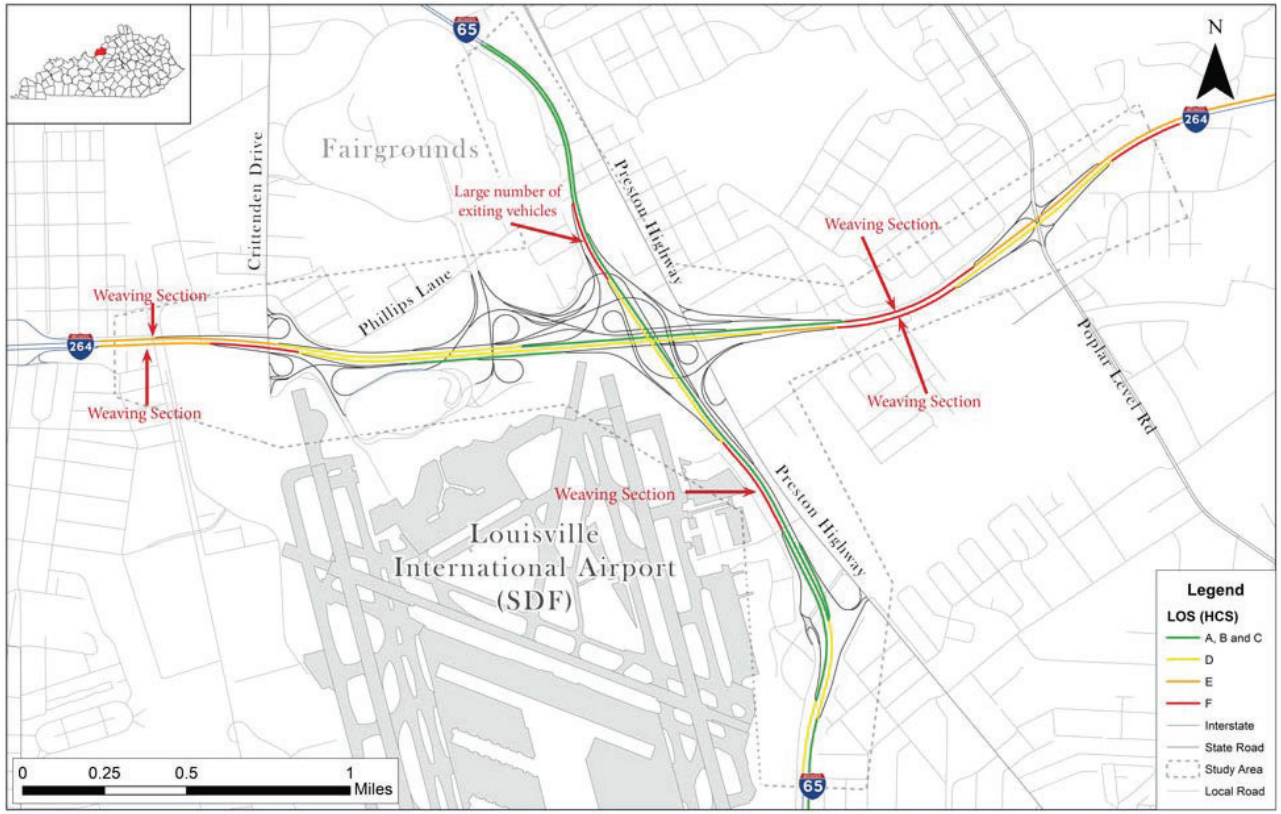
Winter 2020: Project team analyzes feedback to write and submit final report.

DEFINING EXISTING CONDITIONS

DATA ANALYZED

- Traffic
- Roadway characteristics
- Safety
- Other factors

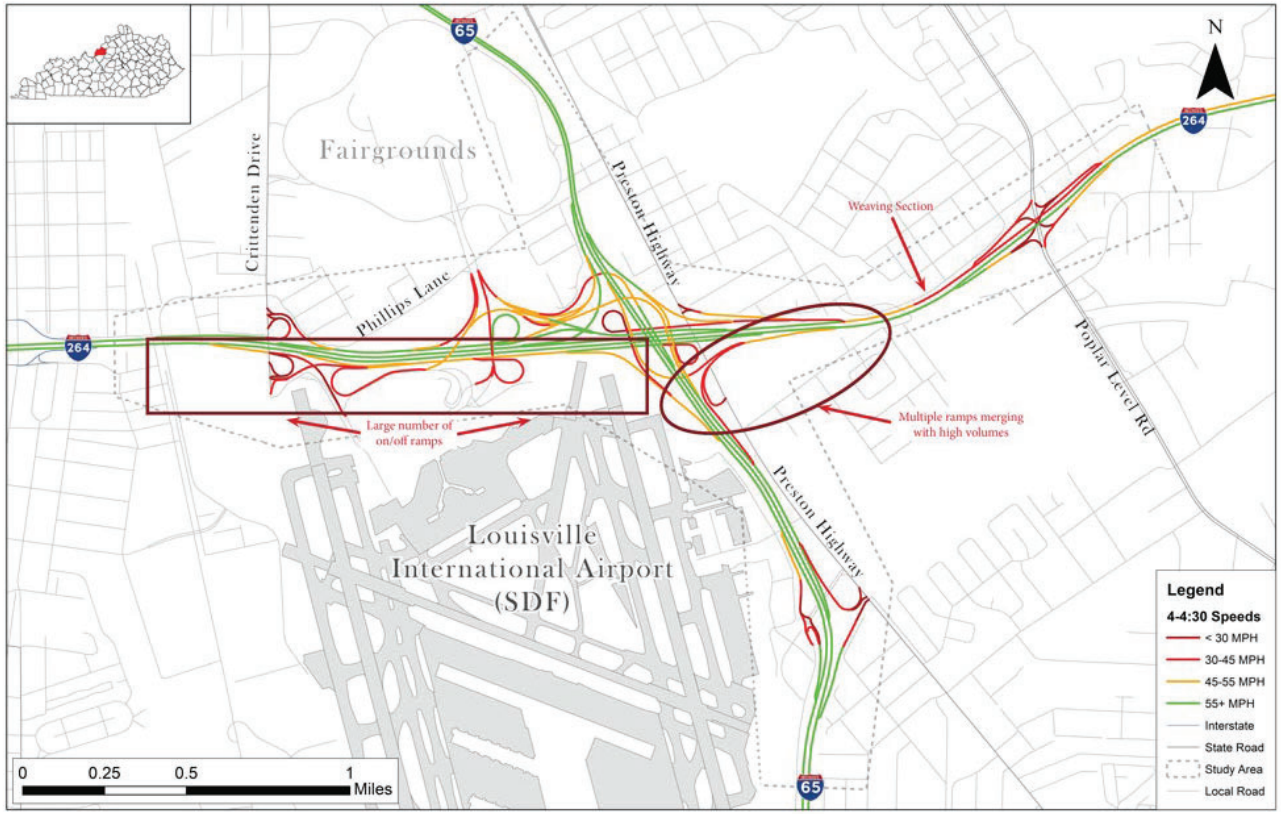
EXISTING CONDITIONS: TRAFFIC



DATA COLLECTED

- Traffic counts
- Speed data
- Origin destination data

EXISTING CONDITIONS: TRAFFIC

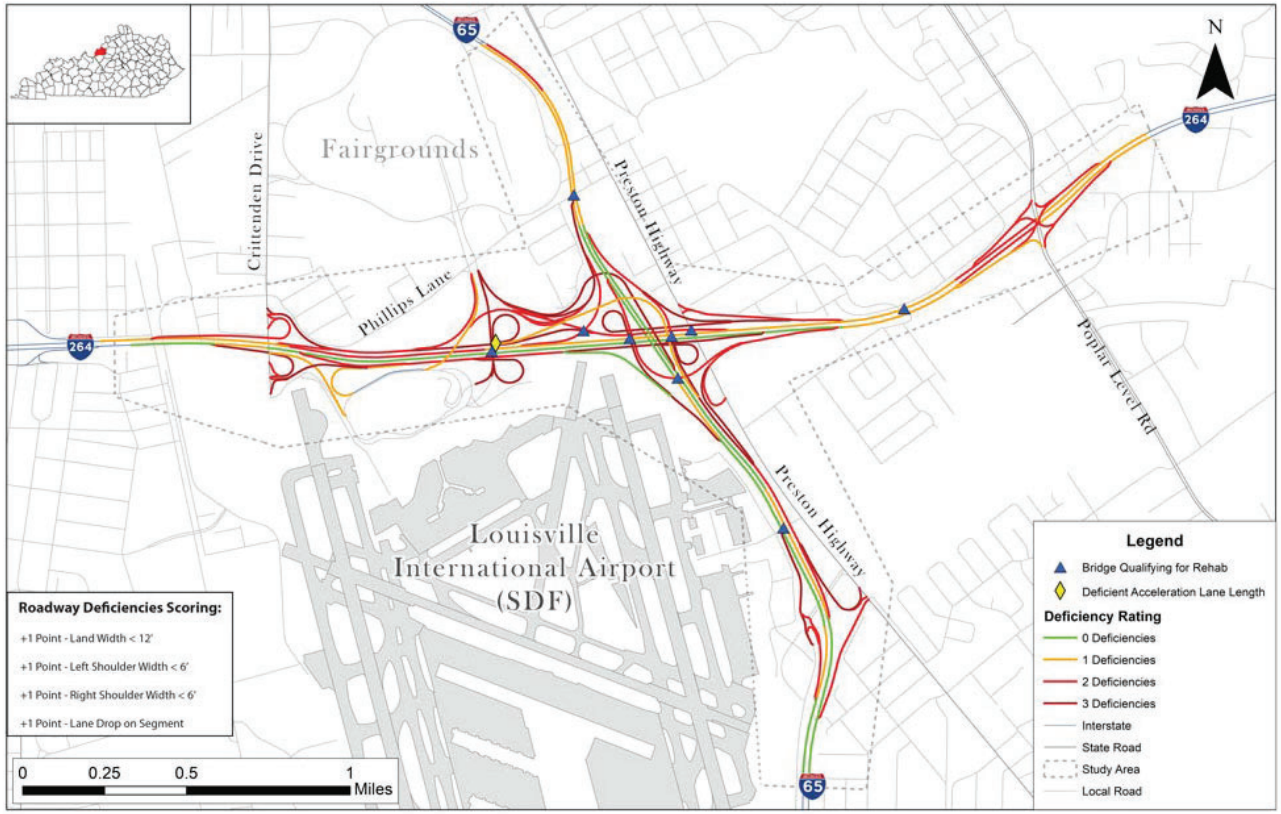


DATA COLLECTED

- Traffic counts
- Speed data
- Origin destination data

EXISTING CONDITIONS: TRAFFIC

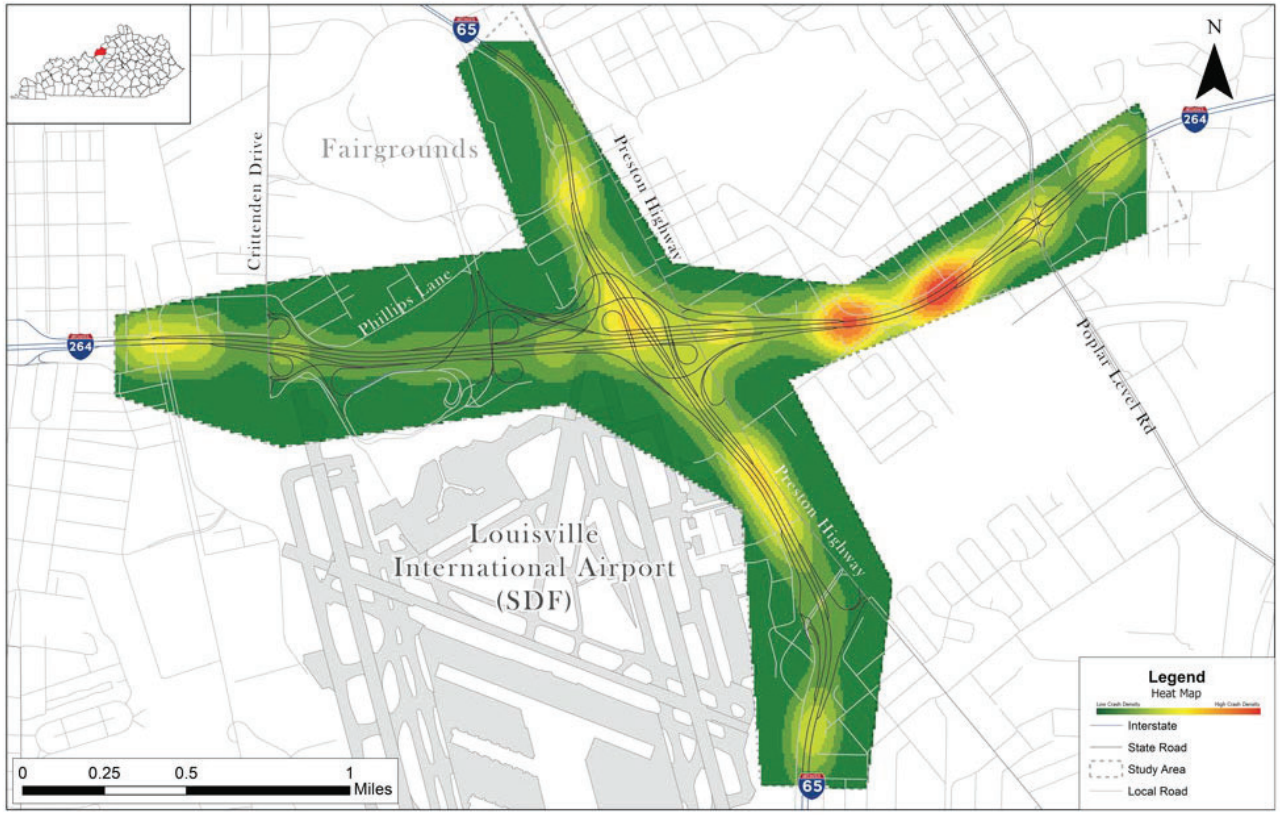
EXISTING CONDITIONS: ROADWAY



DATA COLLECTED

- Lane / shoulder widths
- Structural deficiencies
- Signage
- Road markings & stripes
- Lighting
- Guardrail

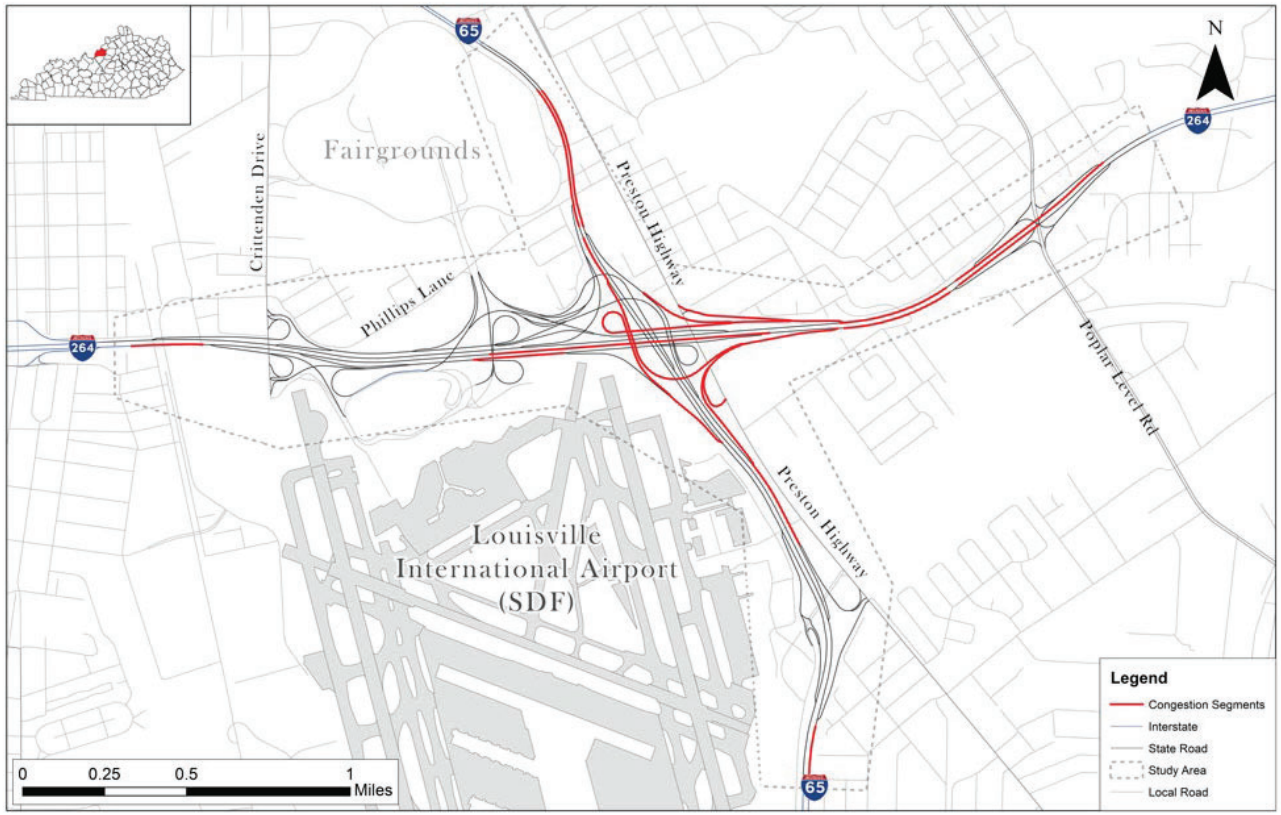
EXISTING CONDITIONS: SAFETY



FACTORS ANALYZED

- Entire project area
- Segment analysis
- Statistical analysis
  - Considered volumes / roadway characteristics

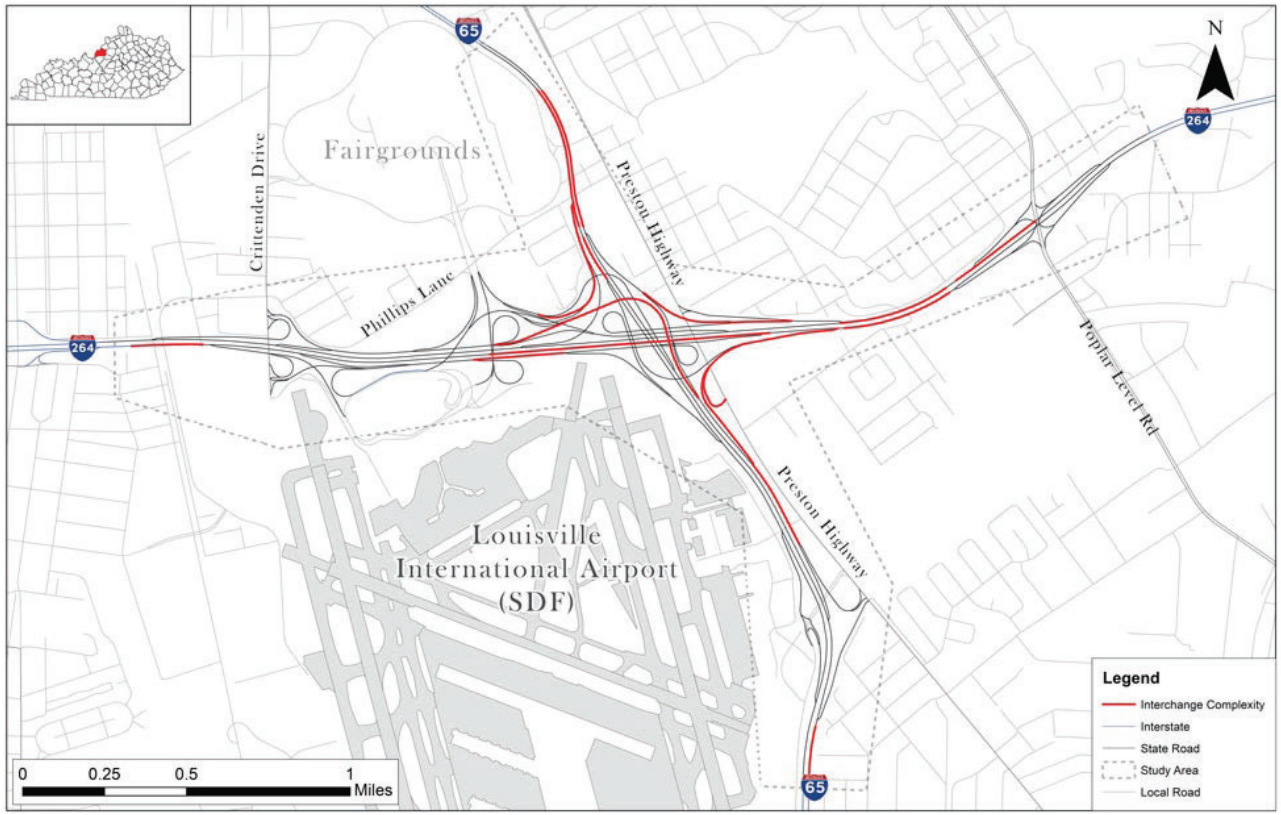
EXISTING CONDITIONS: SAFETY



FINDINGS

- Congestion
- Top contributing factor:
  - 19 of 21 top crash segments
- Associated crash types:
  - Rear end and side-swipe

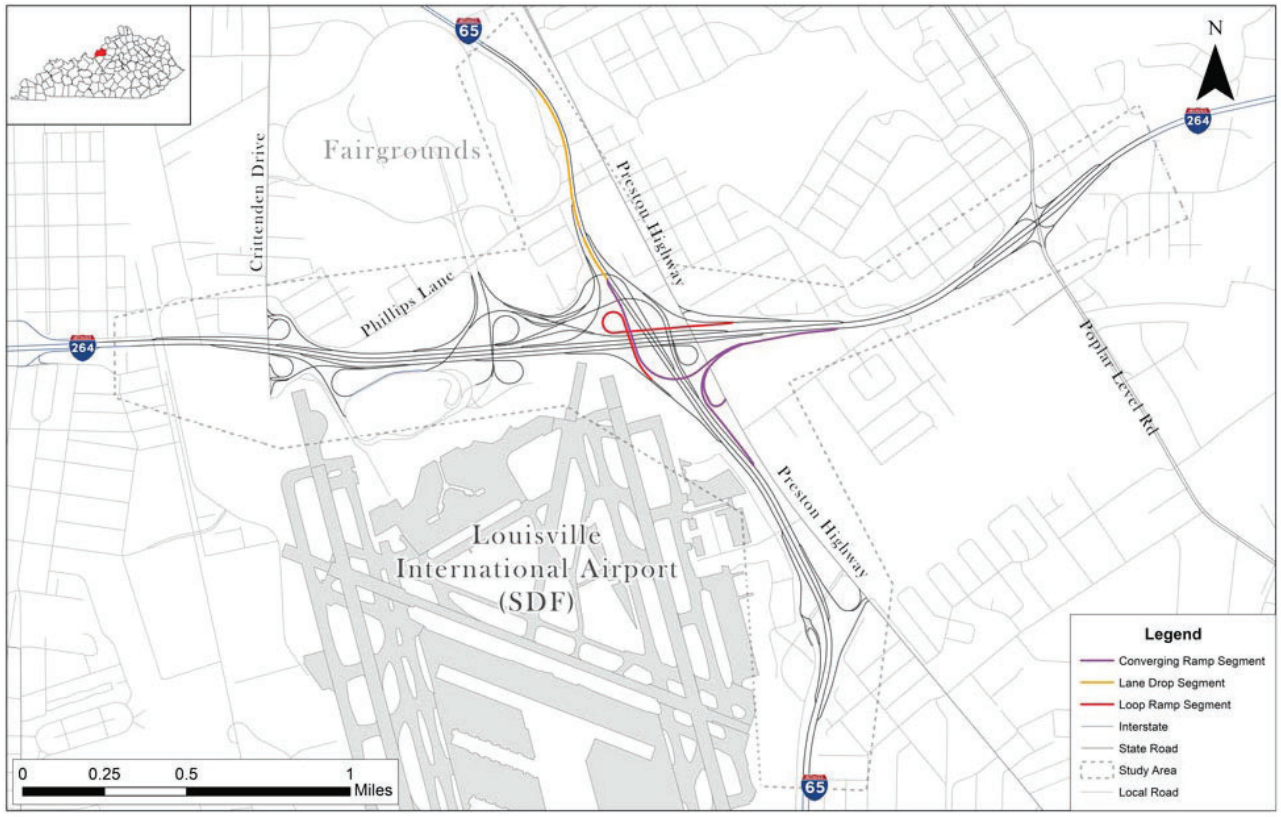
EXISTING CONDITIONS: SAFETY



FINDINGS

- Interchange complexity
- Multiple destinations
- Changing lane configurations

EXISTING CONDITIONS: SAFETY



FINDINGS

- Conditions at Specific Locations
  - Loop ramp WB I-264 to SB I-65
  - SB I-65 lane drop to EB I-264
  - Converging ramps before EB I-264 weave

EXISTING CONDITIONS: OTHER FACTORS

FACTORS ANALYZED

- Environmental/Socioeconomic
- Geotechnical
- Utilities
- Right of way limits
- No-build modeling

POTENTIAL IMPROVEMENTS

Project: Example Project

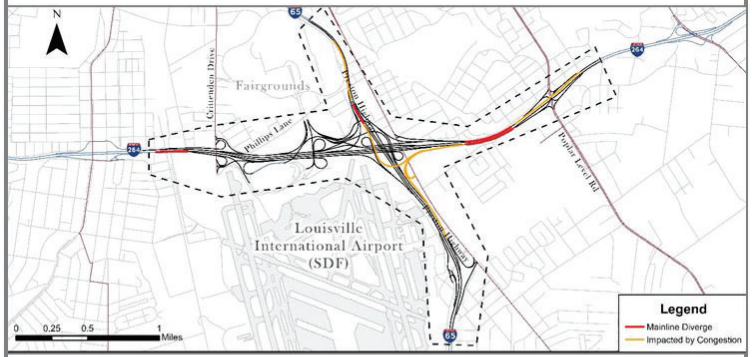
Location:

Description:

Cost Estimate:
D
U
R
C
Total:

Identified Needs:

- Description of needs identified
- Description of supporting data
- Applicable supporting figures



Countermeasure:

- Description of proposed countermeasures
- Applicable Supporting Data

- CMF*:
  Type of Crash Modified: % Reduction, +/- std. deviation

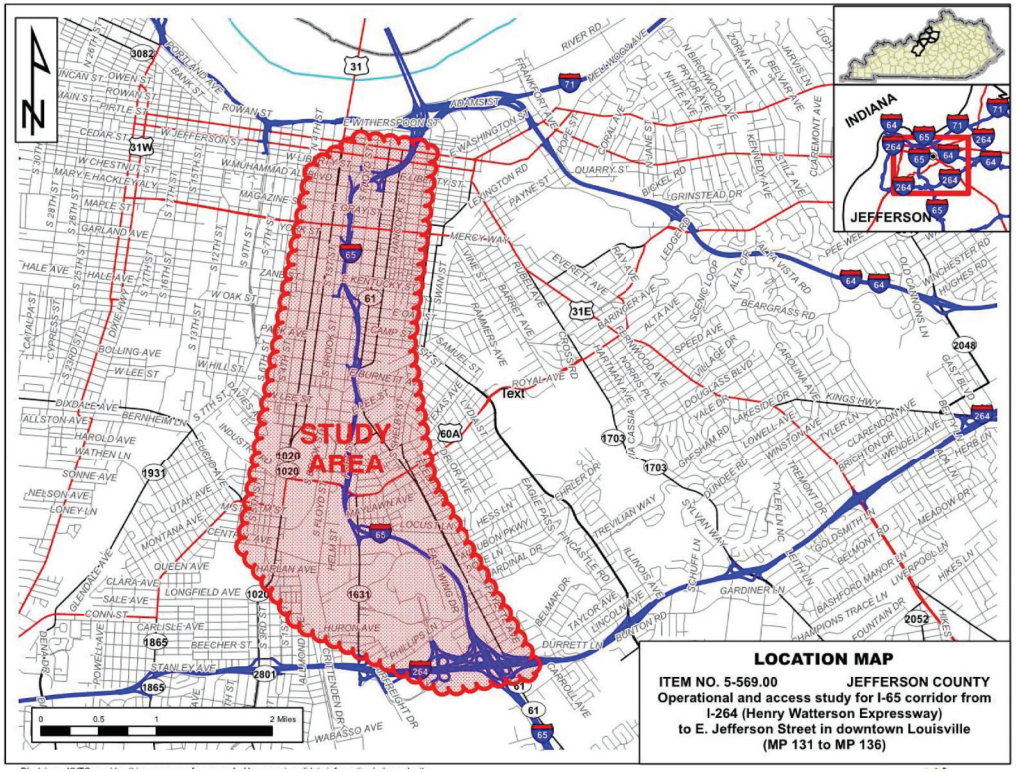
Benefit/Cost Ratio: ____

Page 1

PROJECT SHEETS

- Will identify a short-term or long-term improvement
- Will assist the district in planning for the next highway plan

NEARBY I-65 CORRIDOR STUDY

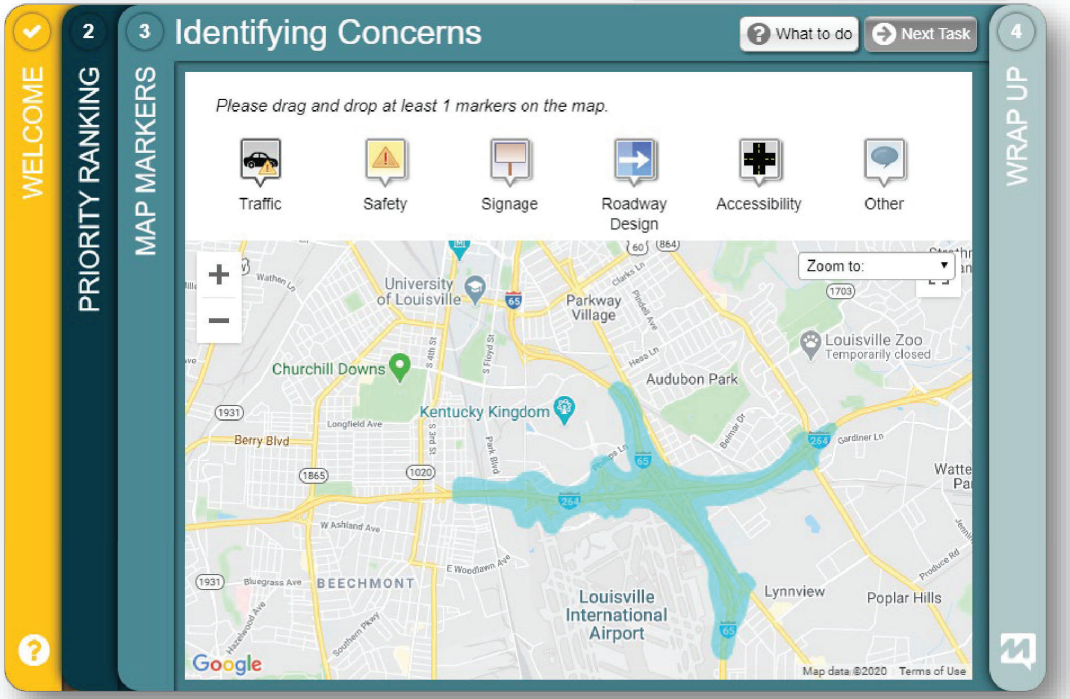


The Transportation Cabinet is about to begin a study on an adjacent section of I-65, north of this interchange, in between I-264 and E. Jefferson Street (KYTC Item No. 5-569).

The purpose of this study is to develop strategies to improve traffic flow, safety and access along this corridor of I-65.

Additional information on this study will be forthcoming on the KYTC District 5 website.

PUBLIC INVOLVEMENT



WE NEED YOUR HELP!

- Help us reach more people virtually
- Open **Wednesday, May 20** until June 20
- Includes:
  - Email newsletter
  - Project overview video
  - Questionnaire with map to pinpoint problem areas
  - KYTC web page with project maps and materials

PUBLIC INVOLVEMENT

KENTUCKY TRANSPORTATION CABINET

I-65/I-264 Interchange
Planning Study

SHARE YOUR FEEDBACK

The Kentucky Transportation Cabinet (KYTC) is conducting a planning study to identify short-term and long-term improvements to the I-65/I-264 interchange.

MAY 2020

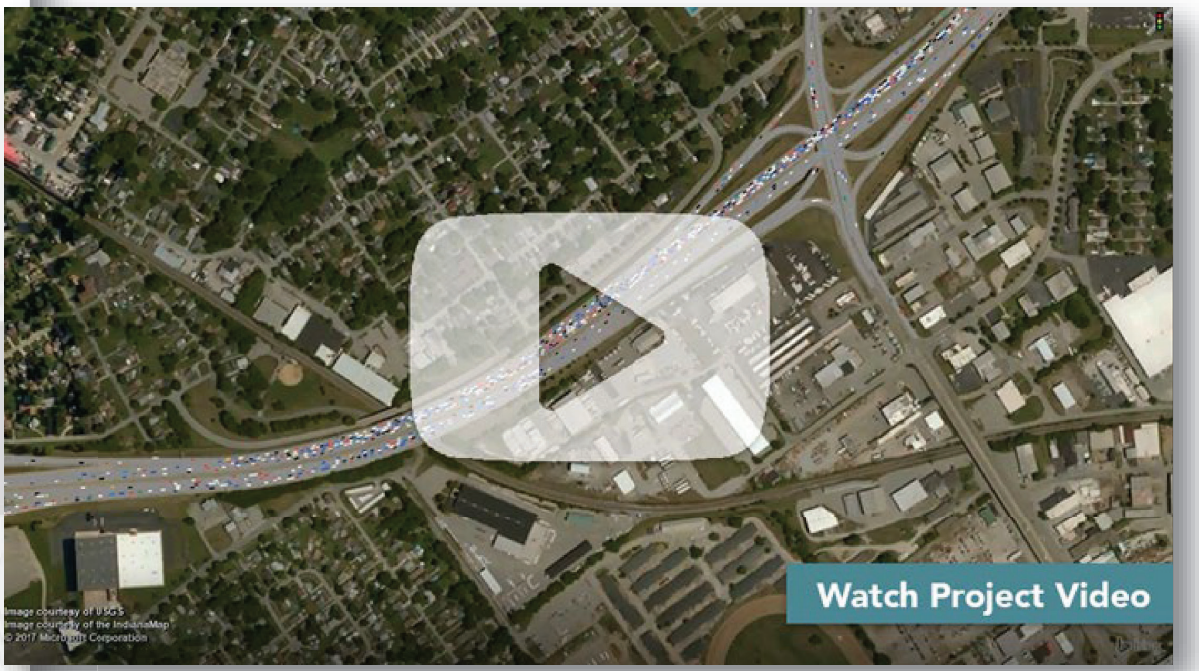
PUBLIC INVOLVEMENT

MAY 20 TO JUNE 20

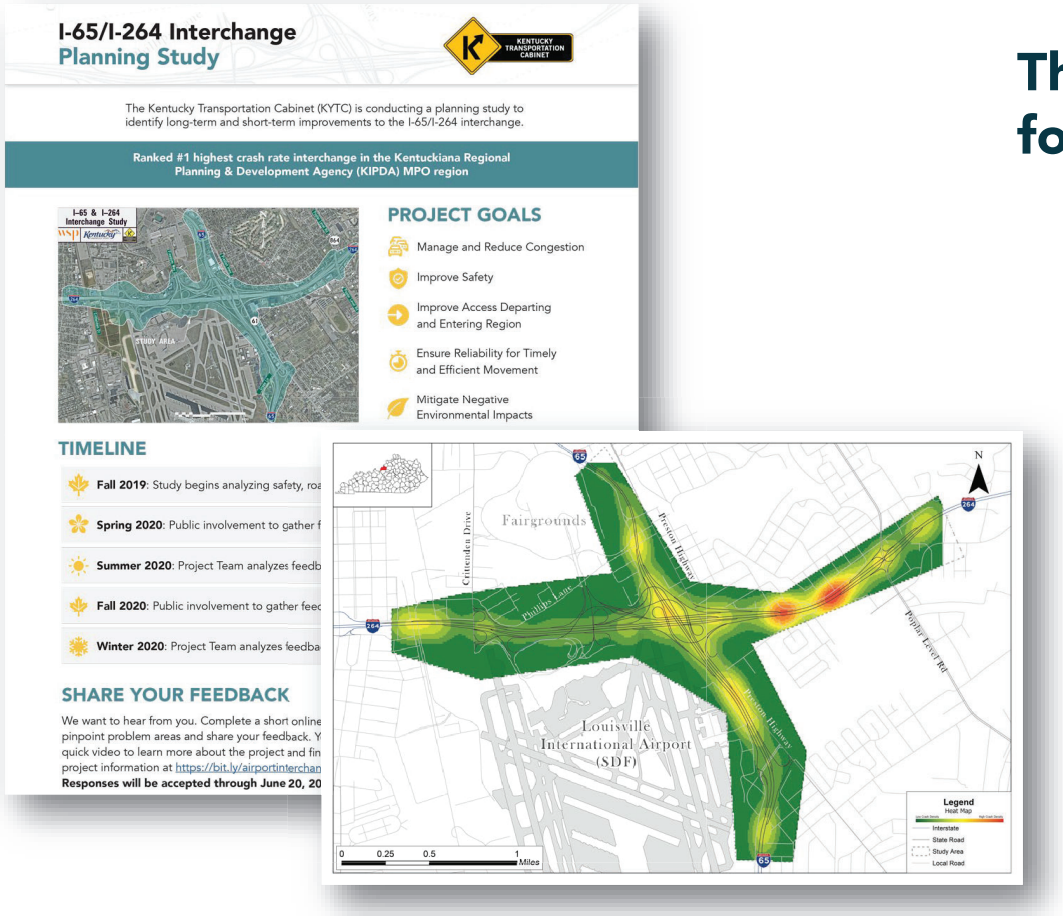
JUNE 2020

Visit https://bit.ly/AirportInterchange to:

- Watch project overview video
- See maps of project areas
- Fill out questionnaire
- Sign up for email updates



DOWNLOAD & SHARE



This presentation will be available for download plus:

- Project fact sheet
- Public involvement flyer
- Project area maps
- Early access to questionnaire

Q&A

Submit your questions now.

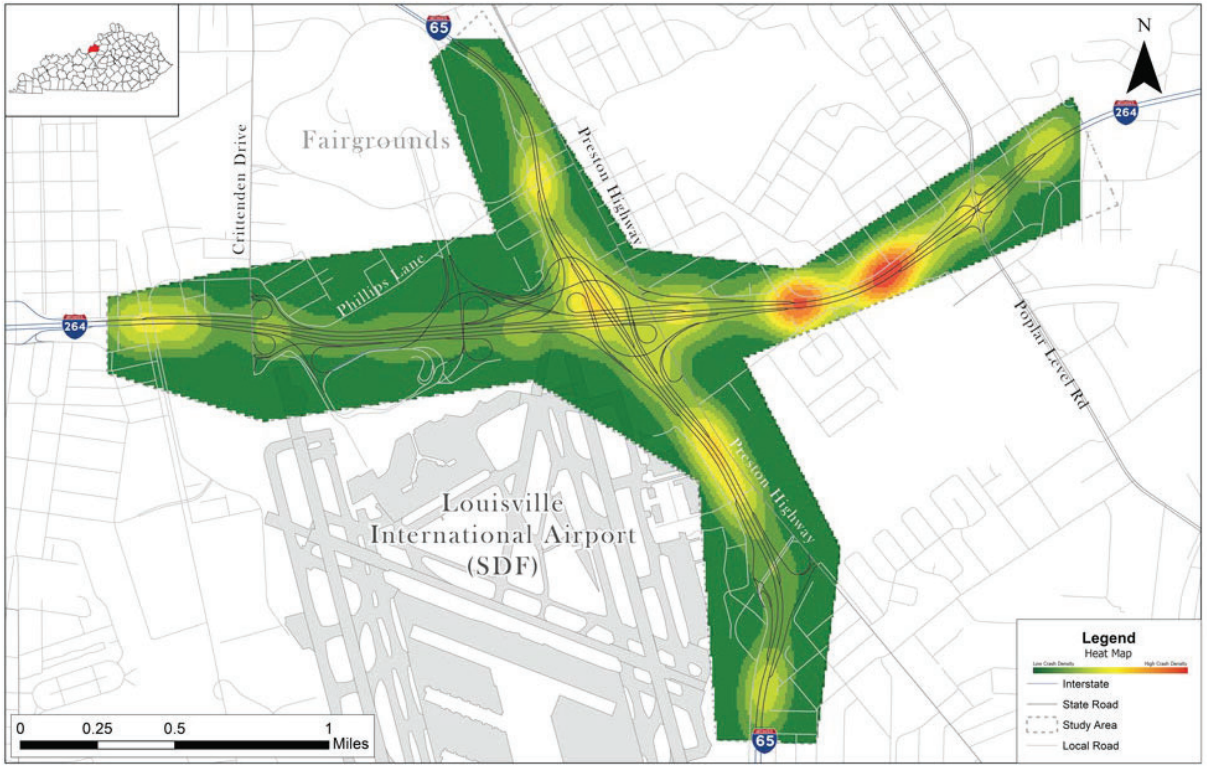
For further questions after presentation:

- interchange65@gmail.com

KENTUCKY TRANSPORTATION CABINET

wsp

PURPOSE & NEED



The purpose of the I-65/I-264 Interchange Planning Study is to identify the short-term and long-term improvements to the interchange system that could reduce congestion and improve safety. Peak hour traffic creates large queues that extend onto mainline I-65 and I-264 causing extreme speed differentials.

The I-65/I-264 interchange was ranked as the number one highest crash interchange in the Kentuckiana Regional Planning & Development Agency (KIPDA) MPO region. KIPDA serves as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY – IN urbanized area.

Stakeholder Meeting 1 Attendee List (5/14/2020)

First	Last	Organization	Email/Call-In
Nicole	Ares	C2 Strategic Communications	nicole@c2strategic.com
Kevin	Bailey	KYTC	KEVIN.BAILEY@KY.GOV
David	Beck	Kentucky Venues	David.S.Beck@kyvenues.com
Matt	Bullock	KYTC D5	Matt.bullock@ky.gov
John	Callihan	AECOM	john.callihan@aecom.com
McKenzie	Cantrell	Commonwealth of Kentucky	mckenzie.l.cantrell@gmail.com
Stephanie	Caros	KYTC	stephanie.caros@ky.gov
Aida	Copic	TARC	15027759072
Stephen	De Witte	KYTC	stephen.dewitte@ky.gov
Amanda	Desmond	KYTC-D5	amanda.desmond@ky.gov
Randall	Embry	KIPDA Area Development District	Randall.embry@kipda.org
Nicole	George	Louisville Metro Council	nicole.george@louisvilleky.gov
Dirk	Gowin	Louisville Metro Government	dirk.gowin@louisvilleky.gov
Corrin	Gulick	WSP	corrin.gulick@wsp.com
Tom	Hall	KYTC District 5 Planning	tom.hall@ky.gov
Rob	Hans	WSP USA Inc.	robert.hans@wsp.com
Donna	Hardin	KYTC District 5	donna.hardin@ky.gov
Judi	Hickerson	KYTC	judi.hickerson@ky.gov
Tonya	Higdon	KYTC - Central Office - Division of Planning	tonya.higdon@ky.gov
Jimmy	Higdon	State Senate	12704022609
Kim	Irwin	Kentucky Transportation Cabinet	kim.irwin@ky.gov
Tracy	Lovell	KYTC - D-5	tracy.lovell@ky.gov
Patrick	Matheny	KYTC	patrick.matheny@ky.gov
Brian	Meade	AECOM	brian.meade@aecom.com
Jerry	Miller	Kentucky Legislature	jerry.miller@lrc.ky.gov
Mike	Nemes	State Senate	mike.nemes@lrc.ky.gov
Beth	Niemann	KYTC	elizabeth.niemann@ky.gov
Rachel	Nix	C2 Strategic Communications	rachel@c2strategic.com
Lisa	Payne	LGE and KU Energy	lisa.payne@lge-ku.com
Mindy	Peterson	C2 Strategic Communications	mindy@c2strategic.com
Josie	Raymond	State Representative	josie.raymond@lrc.ky.gov
Kevin	Riggs	KY ANG	redriggs@outlook.com
Arnold	Rivera	LMPD	15026642043
Andy	Rush	KIPDA	andy.rush@kipda.org
Brian	Sinnwell	Louisville Regional Airport Auhority	Brian.sinnwell@flylouisville.com
Maria	Sorolis	KY House 48th District	maria.sorolis@lrc.ky.gov
Scott	Thomson	KYTC	scott.thomson@ky.gov
Scott	Thomson	KYTC	18599481316
Jeff	Wafford	UPS	jwafford@ups.com
Anne	Warnick	WSP	anne.warnick@wsp.com
Darrell	Watson	Louisville Muhammad Ali International Airport	darrell.watson@flylouisville.com
Russell	Whatley	KYTC	russell.whatley@ky.gov
Lisa	Willner	KYHouse of Representatives	Lisa.Willner@lrc.ky.gov
Tom	Wright	KYTC	Tom.wright@ky.gov

If there are problems with how this message is displayed, click here to view it in a browser.

I-65/I-264 Interchange Planning Study

KENTUCKY TRANSPORTATION CABINET

We're excited to have you join us for the

Stakeholder Meeting

to learn more and share your feedback

We're looking forward to having you attend our stakeholder meeting for the **Kentucky Transportation Cabinet's I-65/I-264 Interchange Planning Study** tomorrow, May 14.

In this guide, you'll find briefing materials to review in advance of the meeting, tips on accessing and using the Zoom virtual meeting platform, and more information from our Project Team.

To ensure privacy and security, this virtual meeting requires an approved registration to enter. RSVPs will be accepted up until the time the meeting starts. **If you have not already, RSVP now to be sent a unique link to enter the meeting.**

We look forward to seeing you (virtually) at 3:00PM on May 14. Thank you for your involvement and support in this important project.

Sincerely,

Matt Bullock
Chief District Engineer
Department of Highways District 5

Briefing Materials

Project Fact Sheet

Maps of Existing Conditions

New to Zoom meetings?

Here are some helpful links to get started. If you have not used Zoom before, you can download the Zoom app to your desktop or mobile device. It is free to download and use.

- **Download Zoom App**
- **Guide for New Zoom Users**
- **How to Join a Zoom Webinar**
- **How to Submit Questions During Webinar**

If you are unable to access the meeting online, you can call-in at (312) 626-6799. The webinar ID is 921 6498 1328. **Download the presentation here.**

JOIN THE MEETING

Meet the Presenters

Project Manager

Amanda Desmond, PE

Kentucky Transportation Cabinet

Transportation Engineer

Project Team

Rob Hans, WSP

Anne Warnick, WSP

Corrin Gulick, WSP

Rachel Nix, C2 Strategic

Learn More

Read more about the I-65/I-264 Interchange Planning Study on KYTC's website

KENTUCKY TRANSPORTATION CABINET

Follow KYTC District 5 on Facebook for the latest updates on this and other projects

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Stakeholder Meeting Recap (May 16, 2020)

If there are problems with how this message is displayed, click here to view it in a browser.

I-65/I-264 Interchange Planning Study

KENTUCKY TRANSPORTATION CABINET

Thank you for joining us for the

Stakeholder Meeting

and giving your valuable feedback

Thank you for attending our first stakeholder meeting for the **Kentucky Transportation Cabinet's I-65/I-264 Interchange Planning Study**. We hope that you will join us again this fall to hear proposed improvement strategies developed taking your feedback into account.

We encourage you to share information about this project with your community. You've gotten a preview of what will be available when public involvement launches **next Wednesday, May 20**. All materials including the **fact sheet**, **public involvement flyer** and **project overview video** will be available to the public on the **KYTC website** for this important project.

Questions and answers from the stakeholder meeting have been summarized here.

Thank you for your involvement and continued support.

Sincerely,

Matt Bullock
Chief District Engineer
Department of Highways District 5

Briefing Materials

All materials included in the presentation are available for download in a **shared project DropBox**. A **PDF of the presentation** is also available.

Project Fact Sheet

Maps of Existing Conditions

SEE ALL BRIEFING MATERIALS

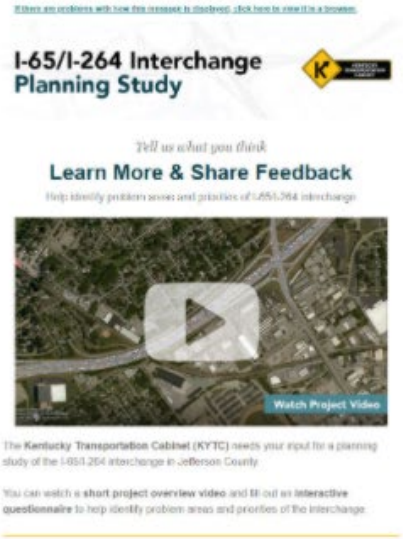
Spread the Word

Please feel free to forward these quick links to groups and individuals you think may have an interest in I-65/I-264 Interchange Planning Study.

Project Overview Video

Interactive Questionnaire

Public Involvement Flyer



E-Newsletter

Responses to the questionnaire will be accepted May 20 to June 20.

Those unable to access the online questionnaire may request a hard copy by contacting **Amanda Desmond** at 502-210-5400.

SHARE PROJECT WEBSITE

Learn More

Learn More

Read more about the I-65/I-264 Interchange Planning Study on KYTC's website

KENTUCKY TRANSPORTATION CABINET

Follow KYTC District 5 on Facebook for the latest updates on this and other projects

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mailchimp

I-65 & I-264
Interchange Study
N
Kentucky
UNBRIDLED SPIRIT
65
Freedom Way
Preston Hwy
Poplar Level Rd
864
264
Poplar Level Rd
264
Crittenden Dr
61
STUDY AREA
Gragle Ln
65
0'
1000'
2000'
4000'

I-65/I-264 Interchange
Planning Study

KENTUCKY TRANSPORTATION CABINET

The Kentucky Transportation Cabinet (KYTC) is conducting a planning study to identify long-term and short-term improvements to the I-65/I-264 interchange.

Ranked #1 highest crash rate interchange in the Kentuckiana Regional Planning & Development Agency (KIPDA) MPO region

PROJECT GOALS

- Manage and Reduce Congestion
- Improve Safety
- Improve Access Departing and Entering Region
- Ensure Reliability for Timely and Efficient Movement
- Mitigate Negative Environmental Impacts

TIMELINE

Fall 2019: Study begins analyzing safety, roadway characteristics and traffic data.

Spring 2020: Public involvement to gather feedback on existing conditions.

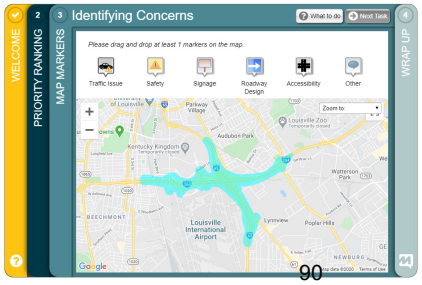
Summer 2020: Project Team analyzes feedback and data and develops proposed improvements.

Fall 2020: Public involvement to gather feedback on proposed improvements.

Winter 2020: Project Team analyzes feedback and submits final report to KYTC.

SHARE YOUR FEEDBACK

We want to hear from you. Complete a short online questionnaire to pinpoint problem areas and share your feedback. We suggest watching a quick video to learn more about the project while reviewing maps and other project information at https://bit.ly/airportinterchange. **Responses will be accepted through June 20, 2020.**



KENTUCKY TRANSPORTATION CABINET

I-65/I-264 Interchange Planning Study

SHARE YOUR FEEDBACK

The Kentucky Transportation Cabinet (KYTC) is conducting a planning study to identify short-term and long-term improvements to the I-65/I-264 interchange.

MAY 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

PUBLIC INVOLVEMENT

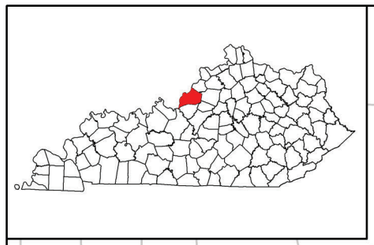
MAY 20 TO JUNE 20

JUNE 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

Visit https://bit.ly/AirportInterchange to:

- Watch project overview video
- See maps of project areas
- Fill out questionnaire
- Sign up for email updates



N

INTERSTATE 65

INTERSTATE 264

Fairgrounds

Crittenden Drive

Phillips Lane

Preston Highway

Poplar Level Rd

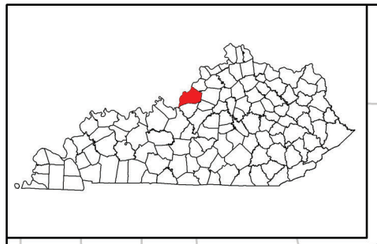
Louisville
International Airport
(SDF)

Congested Segments Map

0 0.25 0.5 1 Miles

Legend

- Congestion Segments
- Interstate
- State Road
- Study Area
- Local Road



N

Fairgrounds

Crittenden Drive

Phillips Lane

Preston Highway

Preston Highway

Poplar Level Rd

Louisville
International Airport
(SDF)

INTERSTATE 65

INTERSTATE 264

INTERSTATE 264

INTERSTATE 65

Crash Heat Map

0 0.25 0.5 1 Miles

Legend

Heat Map

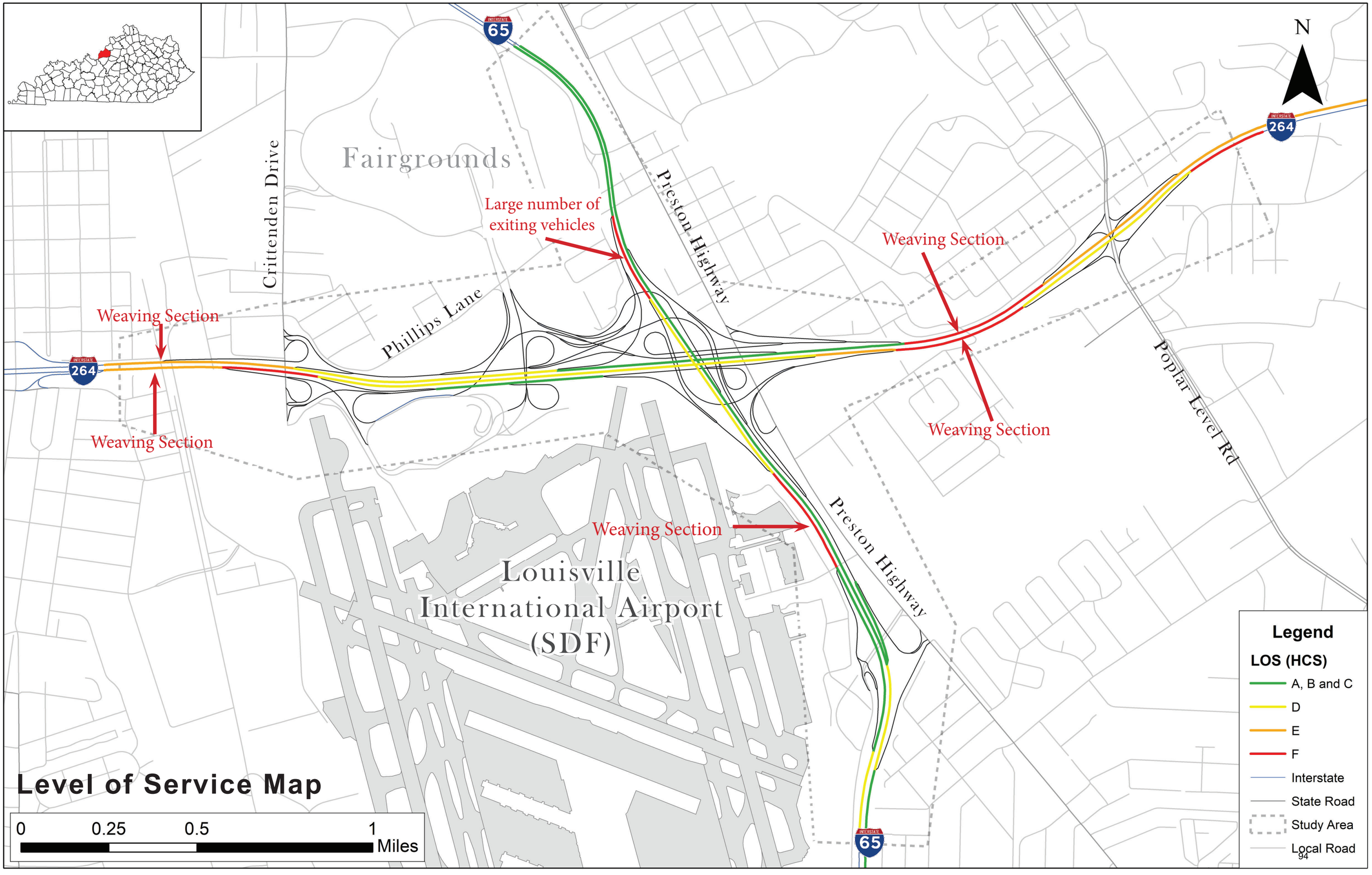
Low Crash Density — High Crash Density

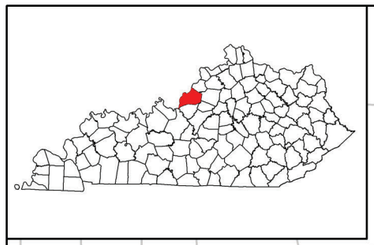
Interstate

State Road

Study Area

Local Road


N
Fairgrounds
Crittenden Drive
Phillips Lane
Preston Highway
Large number of exiting vehicles
Weaving Section
Weaving Section
Weaving Section
Weaving Section
Weaving Section
Poplar Level Rd
Louisville International Airport (SDF)
Preston Highway
INTERSTATE 65
INTERSTATE 264
INTERSTATE 264
INTERSTATE 65
Level of Service Map
0 0.25 0.5 1 Miles
Legend
LOS (HCS)
A, B and C
D
E
F
Interstate
State Road
Study Area
Local Road



N

INTERSTATE 65

INTERSTATE 264

Fairgrounds

Crittenden Drive

Phillips Lane

Preston Highway

Poplar Level Rd

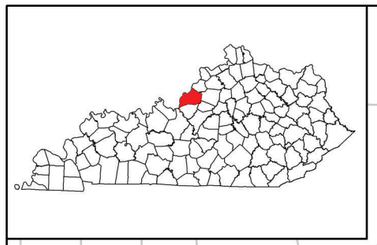
Louisville
International Airport
(SDF)

Interchange Complexity Map

0 0.25 0.5 1 Miles

Legend

- Interchange Complexity
- Interstate
- State Road
- Study Area
- Local Road



Roadway Deficiences Map

Roadway Deficiencies Scoring:

+1 Point - Land Width < 12′

+1 Point - Left Shoulder Width < 6′

+1 Point - Right Shoulder Width < 6′

+1 Point - Lane Drop on Segment

0 0.25 0.5 1 Miles

N

Fairgrounds

Louisville International Airport (SDF)

Crittenden Drive

Phillips Lane

Preston Highway

Poplar Level Rd

INTERSTATE 65

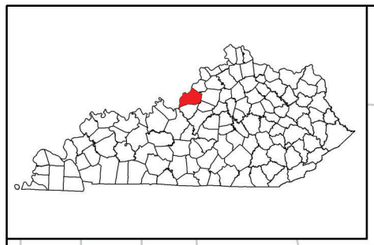
INTERSTATE 264

Legend

- Bridge Qualifying for Rehab
- Deficient Acceleration Lane Length

Deficiency Rating

- 0 Deficiencies
- 1 Deficiencies
- 2 Deficiencies
- 3 Deficiencies
- Interstate
- State Road
- Study Area
- Local Road



N

Fairgrounds

Crittenden Drive

Phillips Lane

Preston Highway

Poplar Level Rd

Louisville
International Airport
(SDF)

INTERSTATE 65

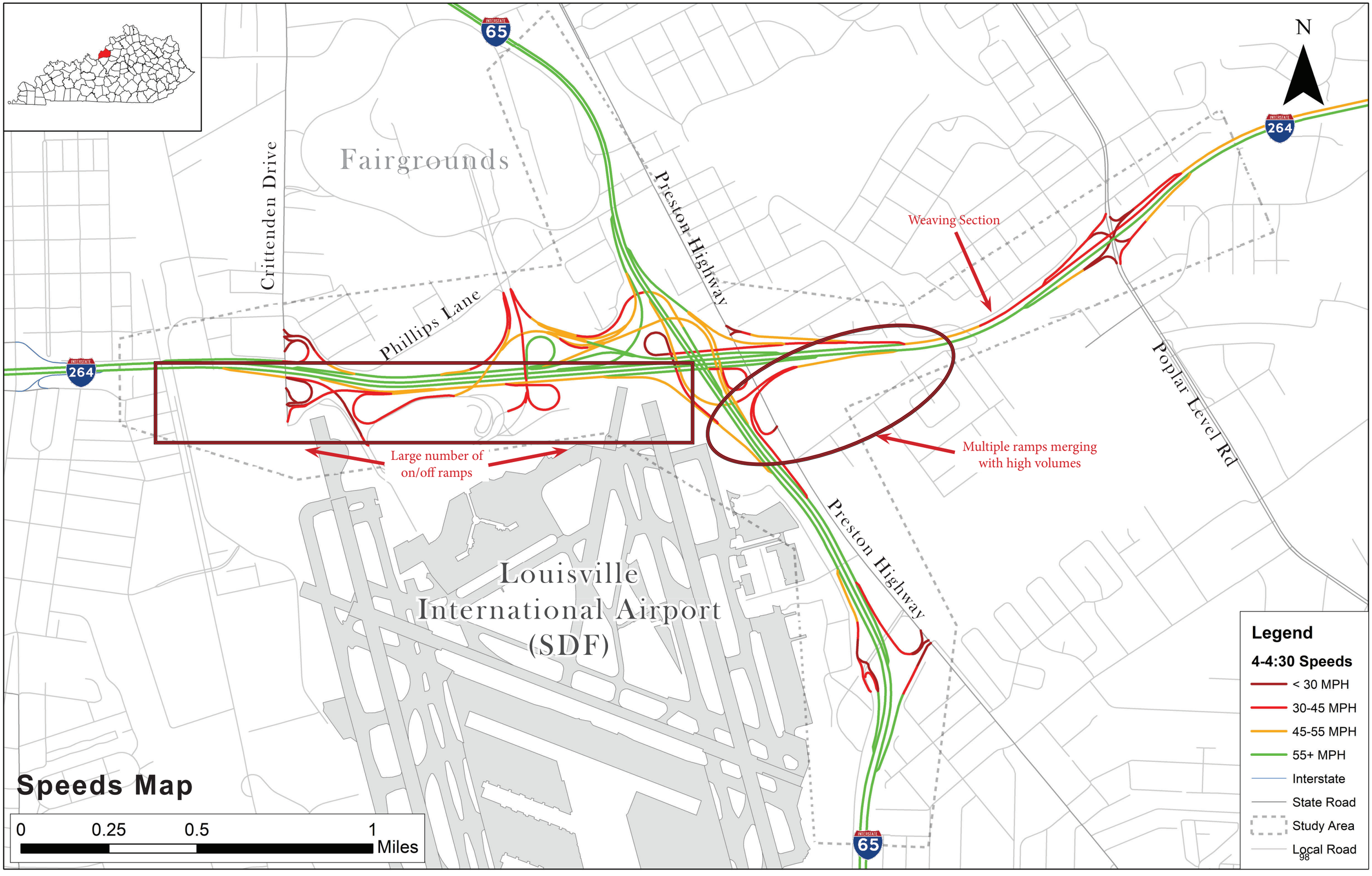
INTERSTATE 264

Segments Contributing to Crashes Map

0 0.25 0.5 1 Miles

Legend

- Converging Ramp Segment
- Lane Drop Segment
- Loop Ramp Segment
- Interstate
- State Road
- Study Area
- Local Road


N
Fairgrounds
Crittenden Drive
Phillips Lane
Preston Highway
Weaving Section
Poplar Level Rd
Large number of
on/off ramps
Multiple ramps merging
with high volumes
Louisville
International Airport
(SDF)
Preston Highway
Speeds Map
0
0.25
0.5
1
Miles
Legend
4-4:30 Speeds
< 30 MPH
30-45 MPH
45-55 MPH
55+ MPH
Interstate
State Road
Study Area
Local Road

Welcome!

Only our Project Team presenters will have audio and video sharing capabilities during this meeting.

We encourage you to submit questions at any time.
To do this, look for the Q&A button in your Zoom window.

If you'd rather discuss your questions in a separate session with our Project Team, email us at interchange65@gmail.com.

Presentation slides along with all maps and briefing materials you see today will be available on KYTC District 5's website.
If we aren't able to answer your questions today, we are sending a meeting recap tomorrow with links to download materials.
All questions and answers will also be summarized.

I-65/I-264 Interchange Planning Study

Elected Officials and Stakeholders Meeting

Proposed Improvement Strategies

10/20/2020

KENTUCKY TRANSPORTATION CABINET

wsp

MEET THE PROJECT TEAM

Project Manager:

Amanda Desmond, PE

Kentucky Transportation Cabinet District 5

Project Team:

Rob Hans, *WSP (Proposed Improvements)*

Anne Warnick, *WSP (Proposed Improvements)*

Corrin Gulick, *WSP (Proposed Improvements)*

Rachel Nix, *C2 Strategic (Public Involvement)*

TODAY WE'LL COVER

- **Project Goals**
- **Purpose & Need**
- **Long-Term Improvements**
- **Short-Term Improvements**
- **Public Involvement**
- **Questions & Answers**

Submit questions at any time by clicking the Q&A button in your Zoom window. We'll review as we go and anything that isn't covered will be answered at the end of the presentation.

This presentation is being recorded. The PDF of the presentation along with all maps and briefing materials will be available on KYTC's website and emailed to you.

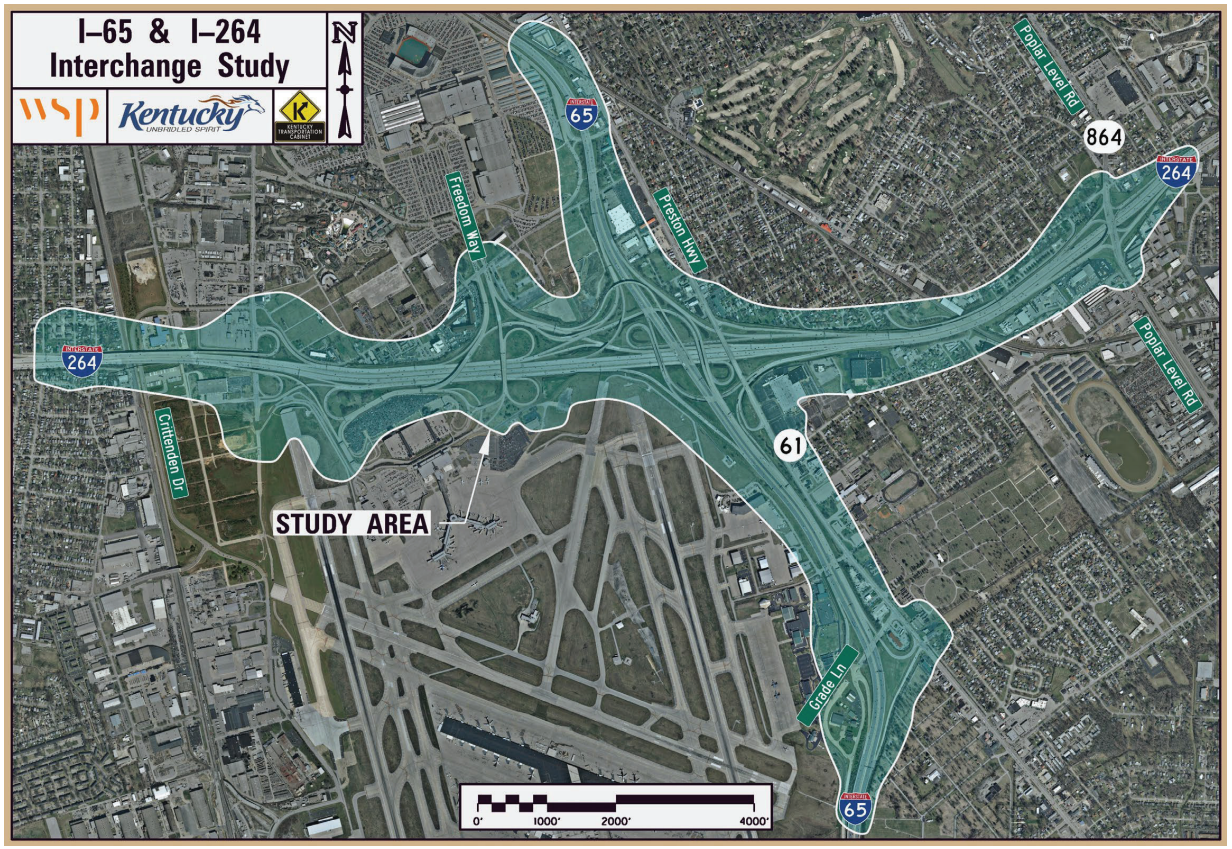
PROJECT GOALS

Kentucky Transportation Cabinet is studying the I-65/I-264 Interchange for short-term and long-term improvements to:

- **Reduce Congestion**
- **Improve Safety**
- **Improve Access**
- **Ensure Reliable Freight Movement**
- **Mitigate Environmental Impacts**

Project goals are to increase safety for all users, manage and reduce roadway congestion where appropriate, ensure timely and efficient movement of freight within, departing, and entering the region, and reduce and/or mitigate negative environmental impacts, including climate change.

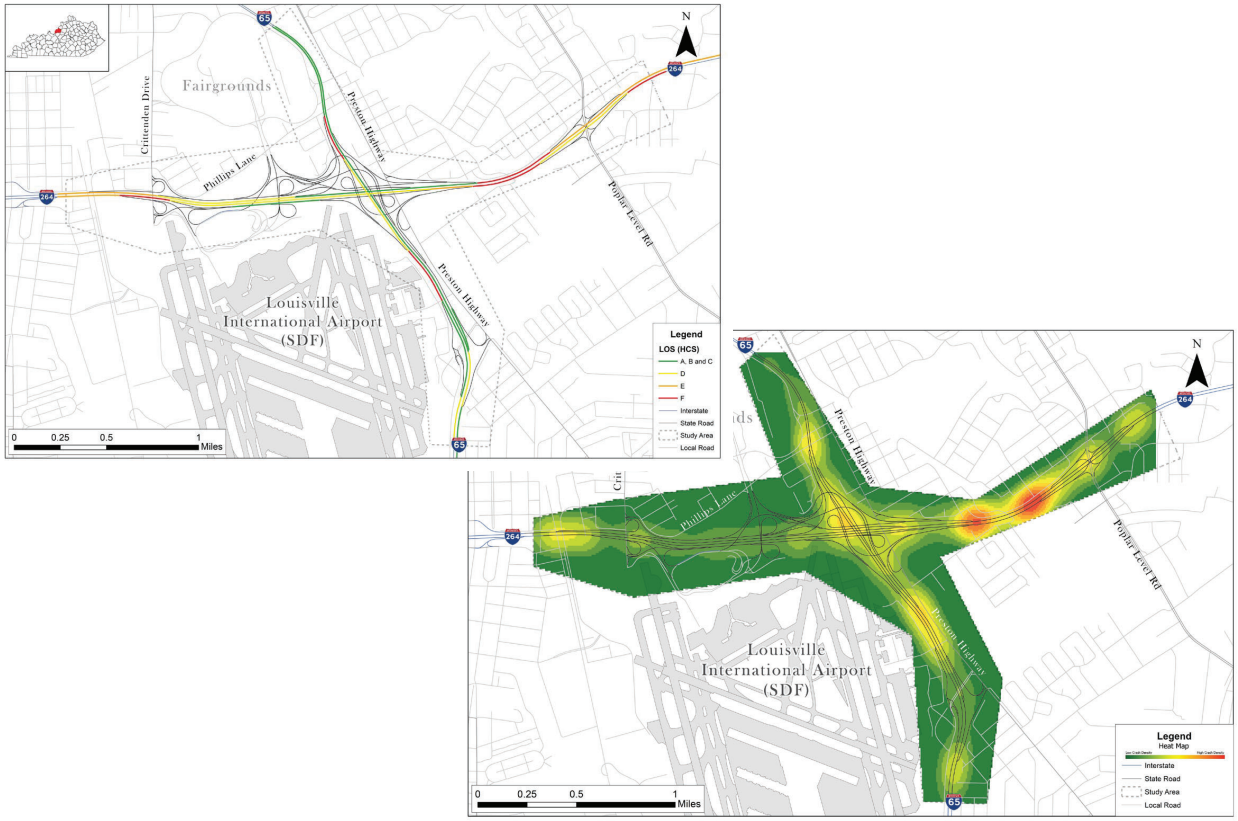
PURPOSE & NEED



The purpose of the I-65/I-264 Interchange Planning Study is to identify the short-term and long-term improvements to the interchange system that could reduce congestion and improve safety. Peak hour traffic creates large queues that extend onto mainline I-65 and I-264 causing extreme speed differentials.

The I-65/I-264 interchange was ranked as the number one highest crash interchange in the Kentuckiana Regional Planning & Development Agency (KIPDA) MPO region. KIPDA serves as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY – IN urbanized area.

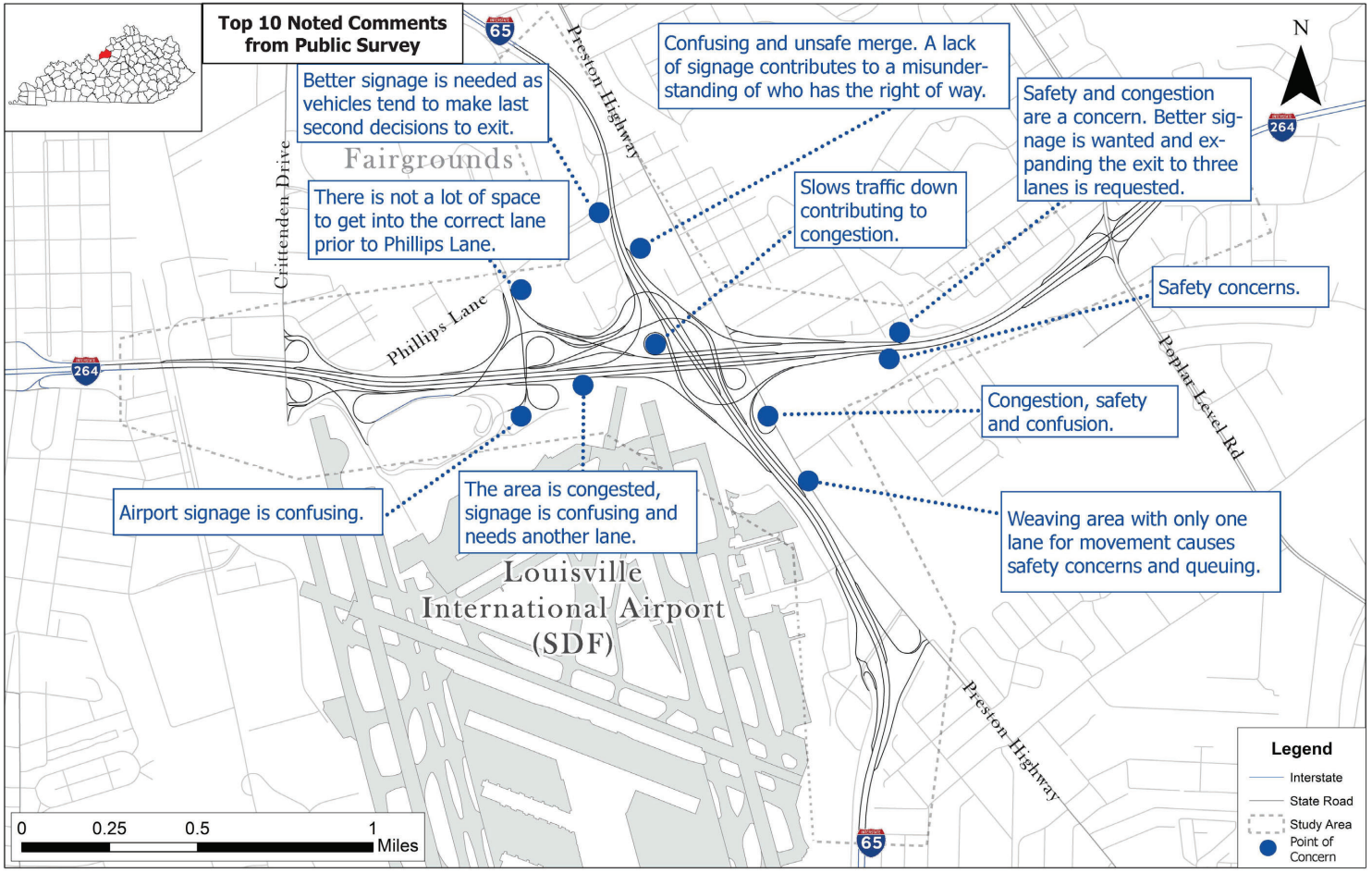
PROPOSED IMPROVEMENT STRATEGIES



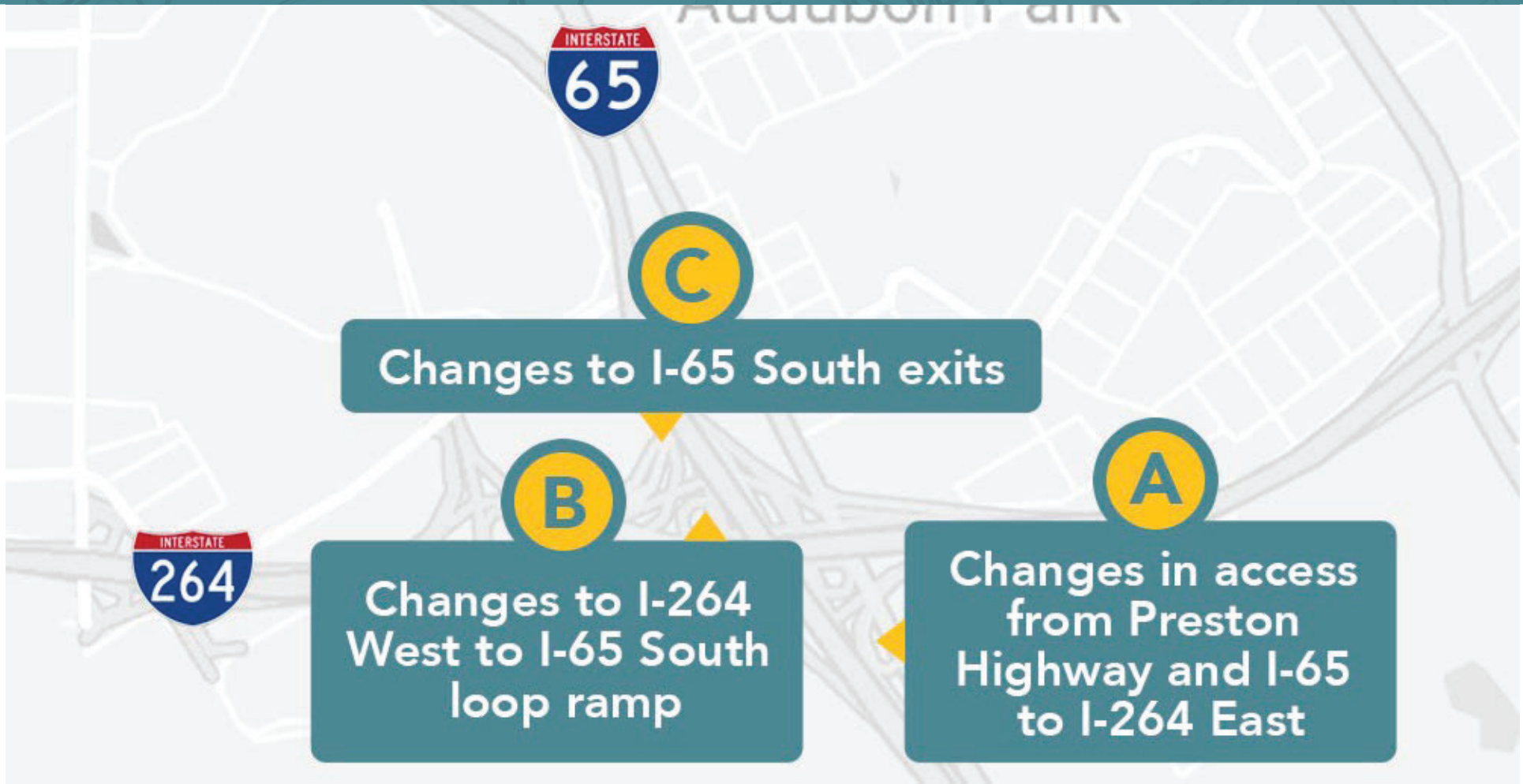
DATA ANALYZED

- Traffic
- Safety
- Existing Roadway Conditions
- Public Feedback

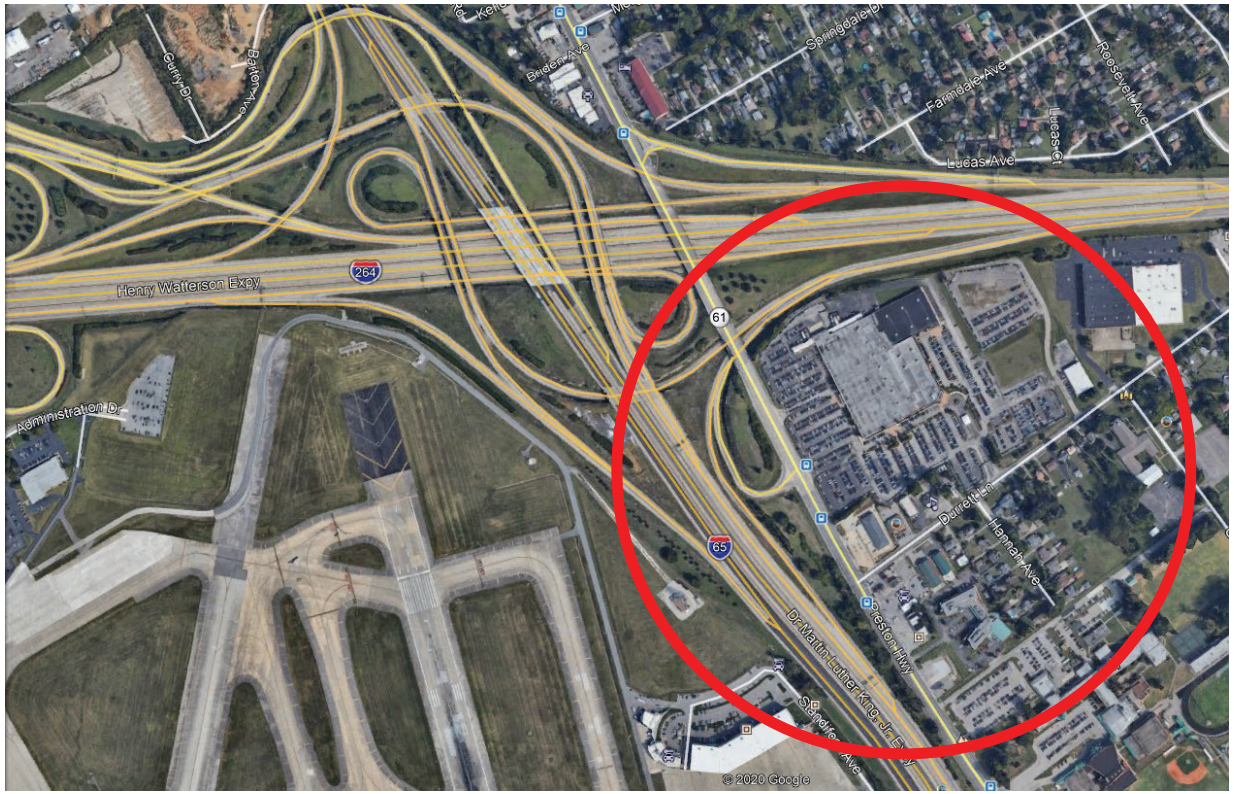
PUBLIC FEEDBACK



LONG-TERM IMPROVEMENT STRATEGIES



LONG-TERM IMPROVEMENT STRATEGIES



IMPROVEMENT STRATEGY A

- **Problem:** Access to I-264 eastbound from Preston Highway and I-65 causes heavy congestion

A-1
COUNTY OF
JEFFERSON
ITEM NO.
SHEET NO.
EXIT 12
EXIT 131 A
Preston Hwy
INTERSTATE
65
INTERSTATE
264
Power InRoads v8.11.8.397
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USER: gwatsonb
DATE PLOTTED: October 8, 2020
FILE NAME: J:\187492 - I-65-I-264 INTERCHANGE\8.0 CAD\DALTERNATES\SHEET A1-1.DGN

A-1

A-1

COUNTY OF
JEFFERSON
ITEM NO.
SHEET NO.
INTERSTATE
264
EXIT 12
Preston Hwy
INTERSTATE
65
EXIT 131 A
A-1
Power InRoads v8.11.9.397
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USER: garrisonj
DATE PLOTTED: October 8, 2020
FILE NAME: J1187432 - I-65-I-264 INTERCHANGE\8.0 CADD\ALTERNATES\SHEET A1-1.DGN

IMPROVEMENT STRATEGY A-2

COUNTY OF
JEFFERSON
ITEM NO.
SHEET NO.
INTERSTATE
264
EXIT 12
Preston HWY
INTERSTATE
65
EXIT 131 A
A-2
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USER: garrisonj
DATE PLOTTED: October 8, 2020
E-SHEET NAME:
Power InRoads v8.11.9.397

IMPROVEMENT STRATEGY A-3

EXIT 12
INTERSTATE 264
INTERSTATE 65
Preston Hwy
EXIT 131 A
COUNTY OF
JEFFERSON
ITEM NO.
SHEET NO.
FILE NAME: J:\187432 - I-65-I-264 INTERCHANGE\8.0 CADD\ALTERNATES\SHEET A3-1.DGN
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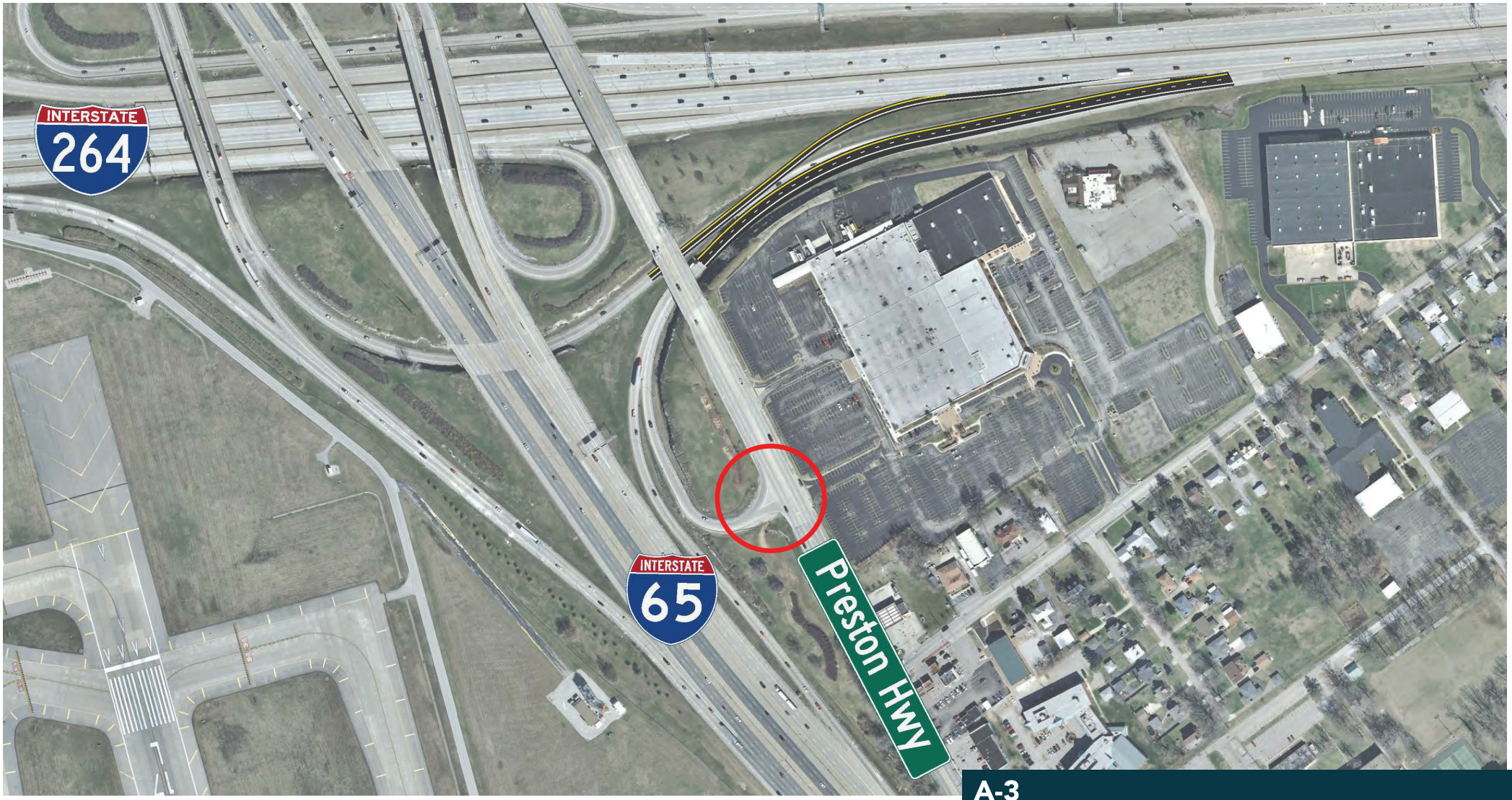
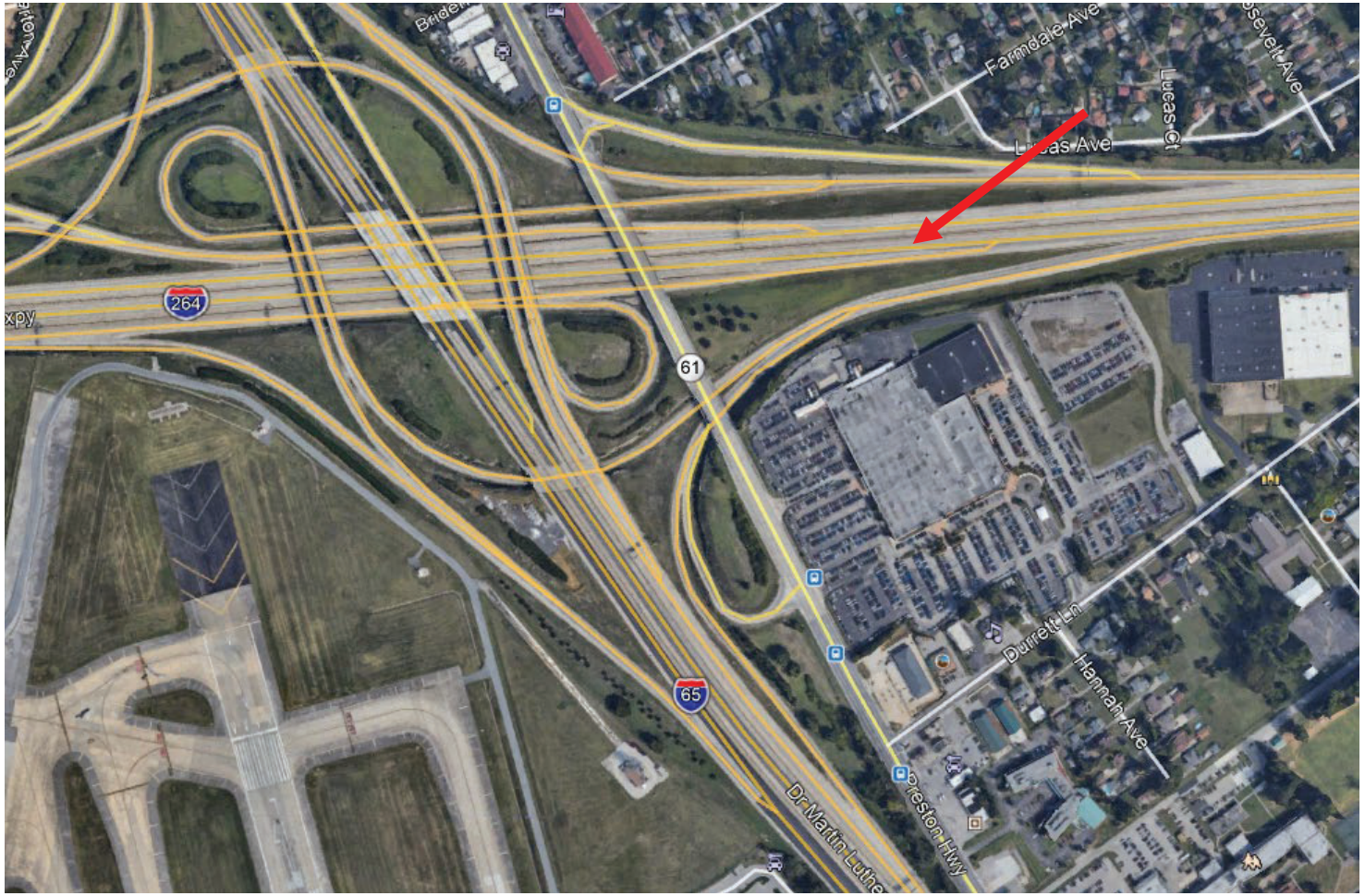
Power InRoads v8.11.9.397

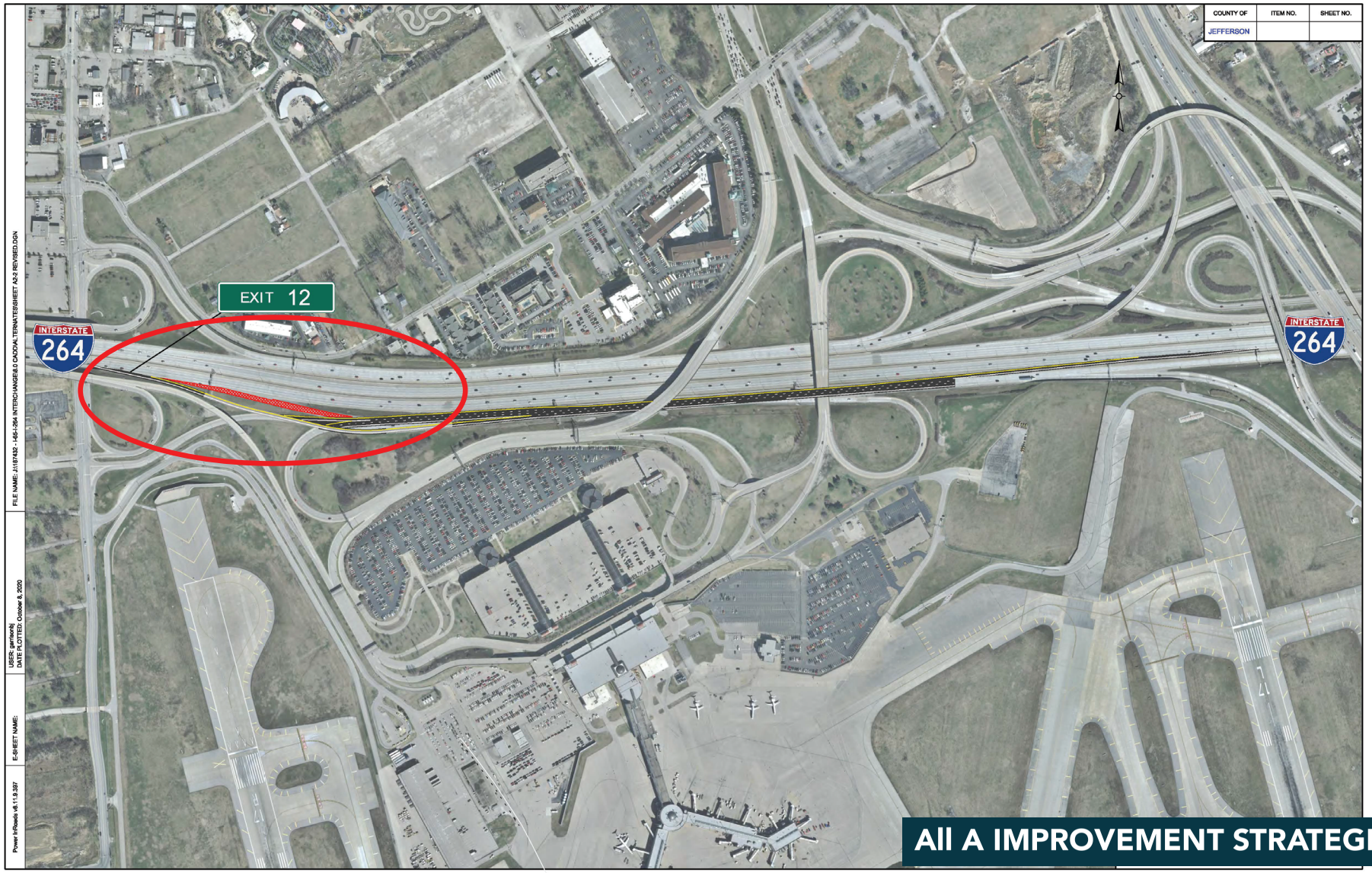
A-3



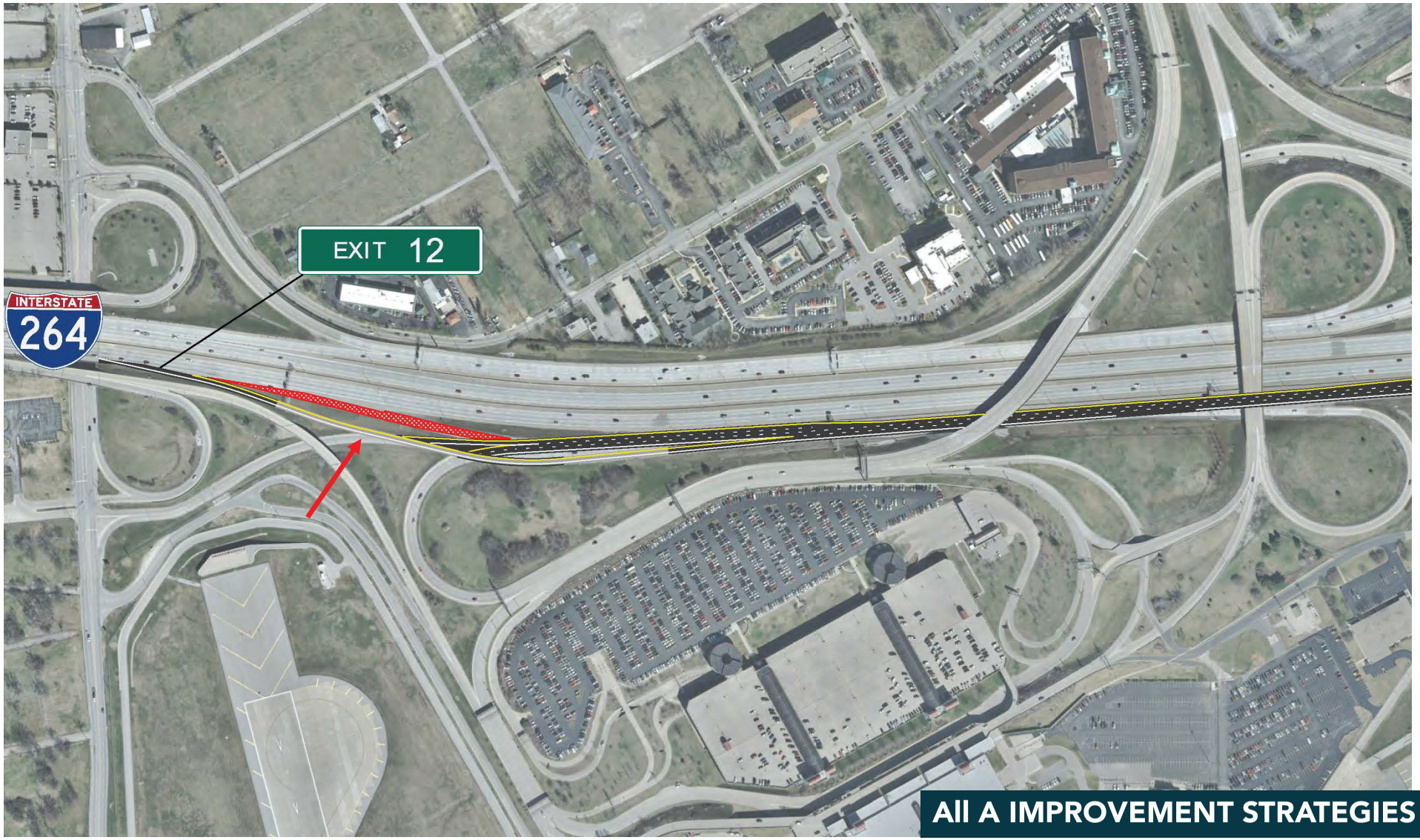
A-3

ALL A IMPROVEMENT STRATEGIES





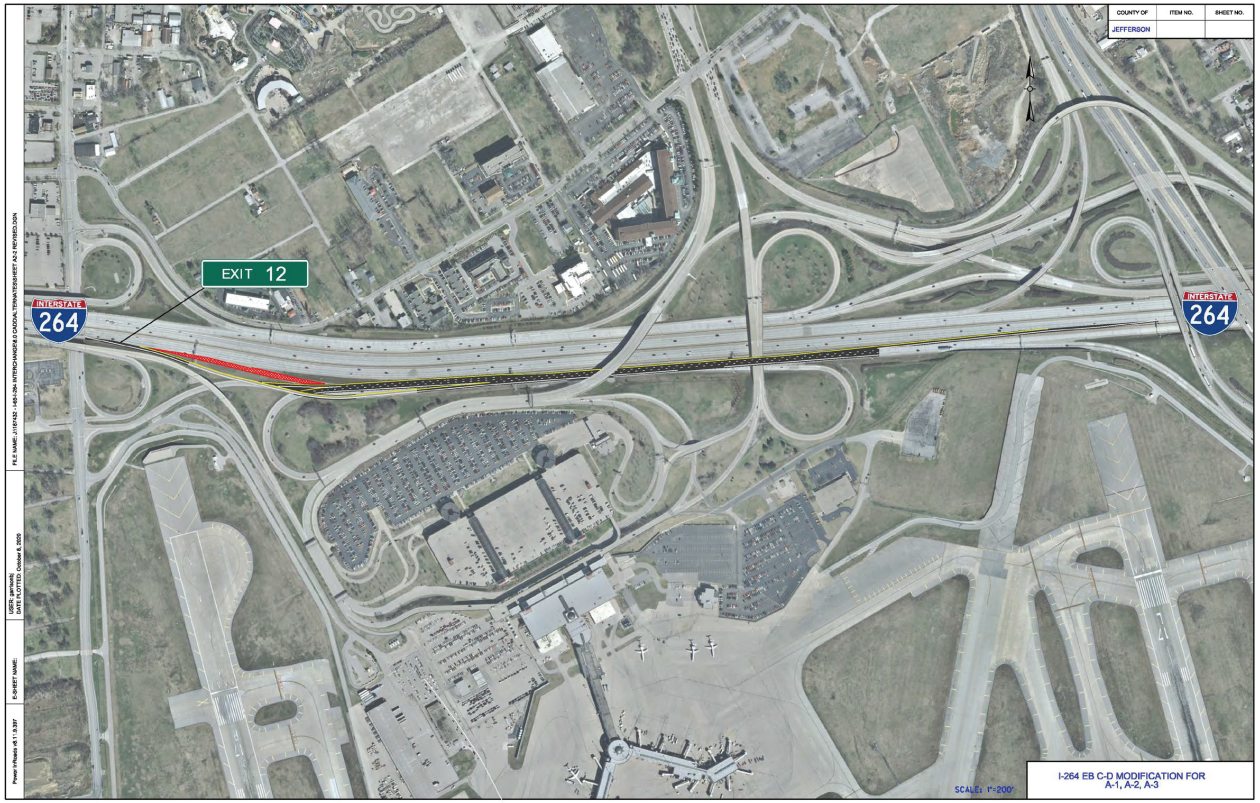
All A IMPROVEMENT STRATEGIES



AII A IMPROVEMENT STRATEGIES

AII A IMPROVEMENT STRATEGIES

LONG-TERM IMPROVEMENT STRATEGIES



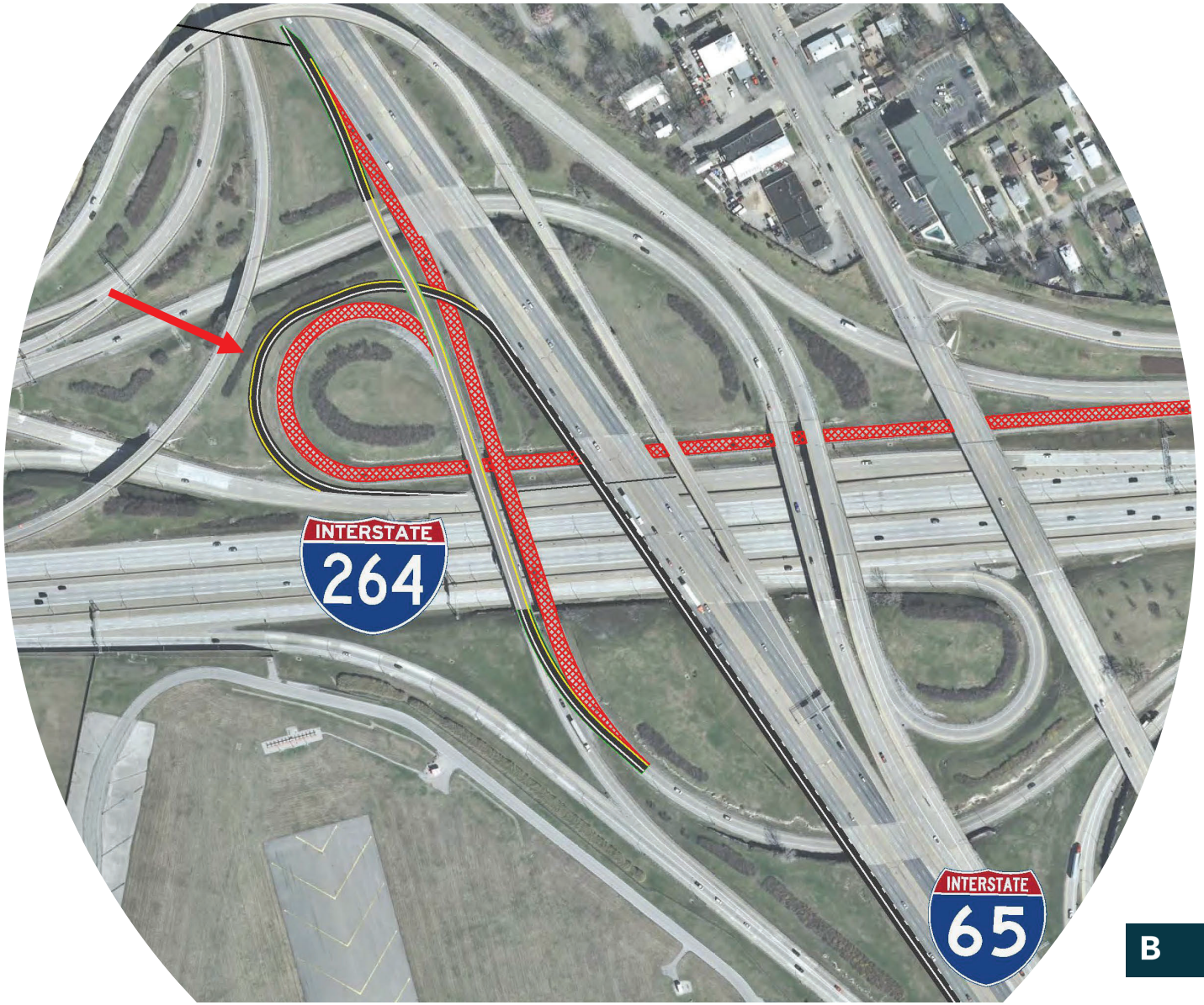
IMPROVEMENT STRATEGY A COSTS

- **A-1:** $11.6 to $12.5 million
- **A-2:** $11.8 to $12.7 million
- **A-3:** $11.3 to $12.3 million

LONG-TERM IMPROVEMENT STRATEGIES

IMPROVEMENT STRATEGY B

- **Problem:** The tight radius of the I-264 westbound to I-65 southbound ramp slows vehicle traffic and causes congestion



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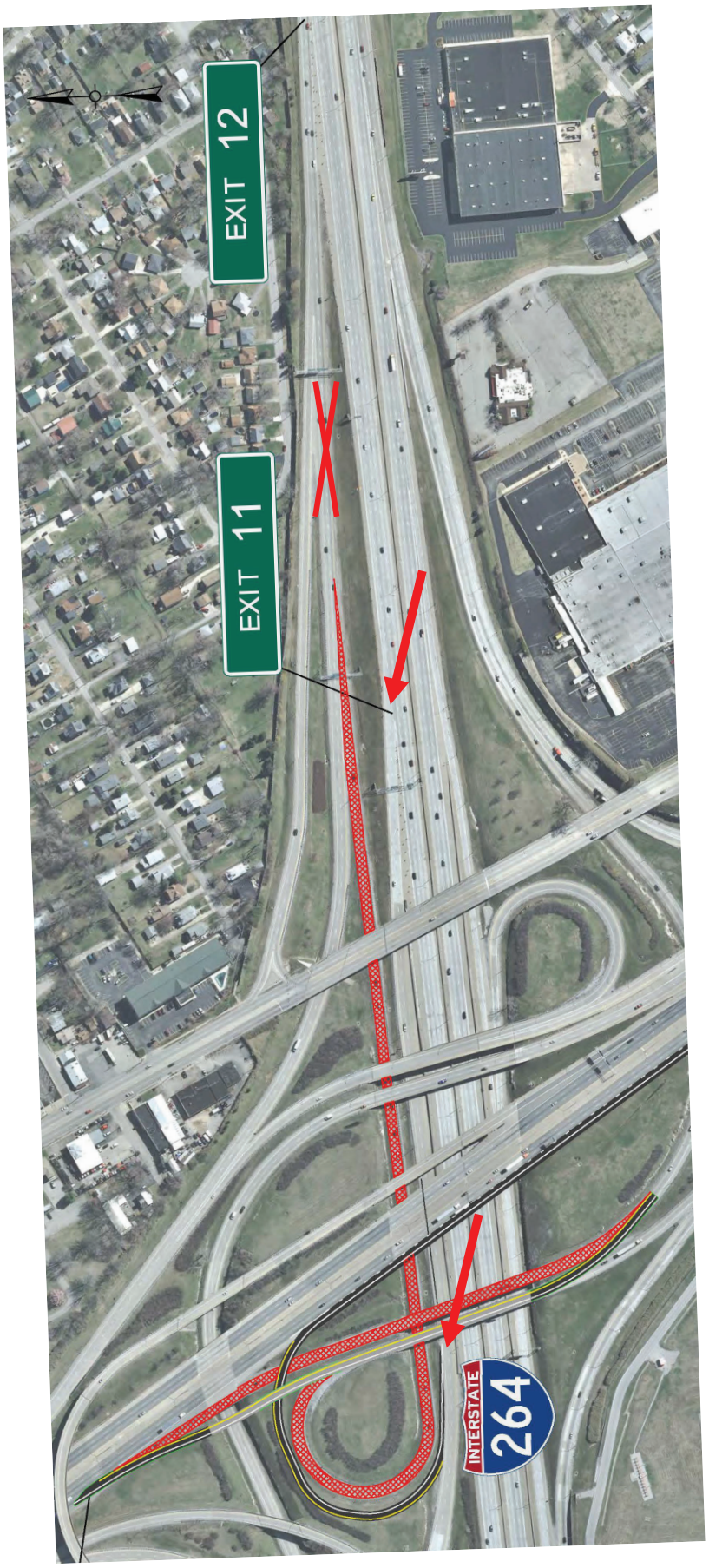
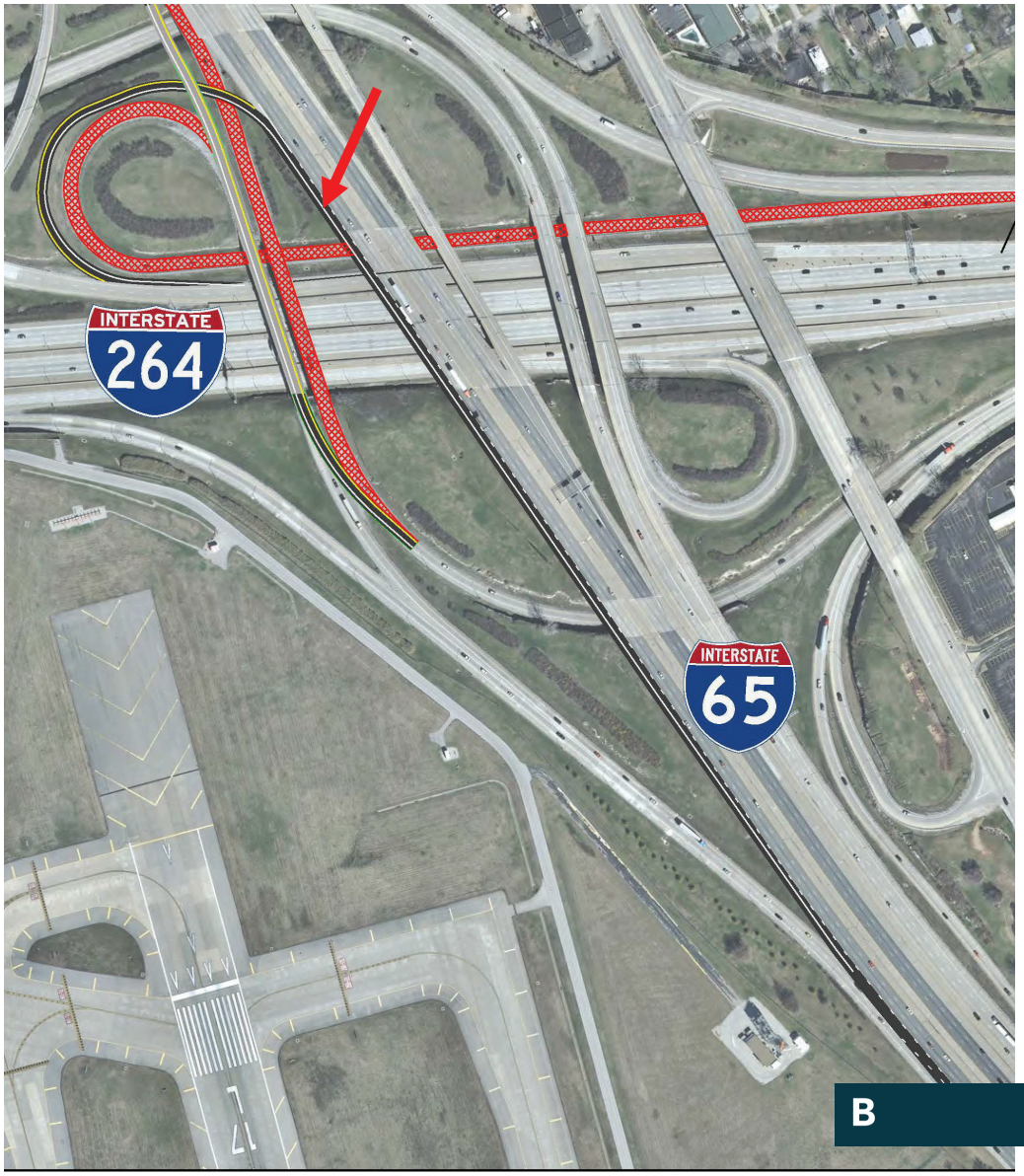
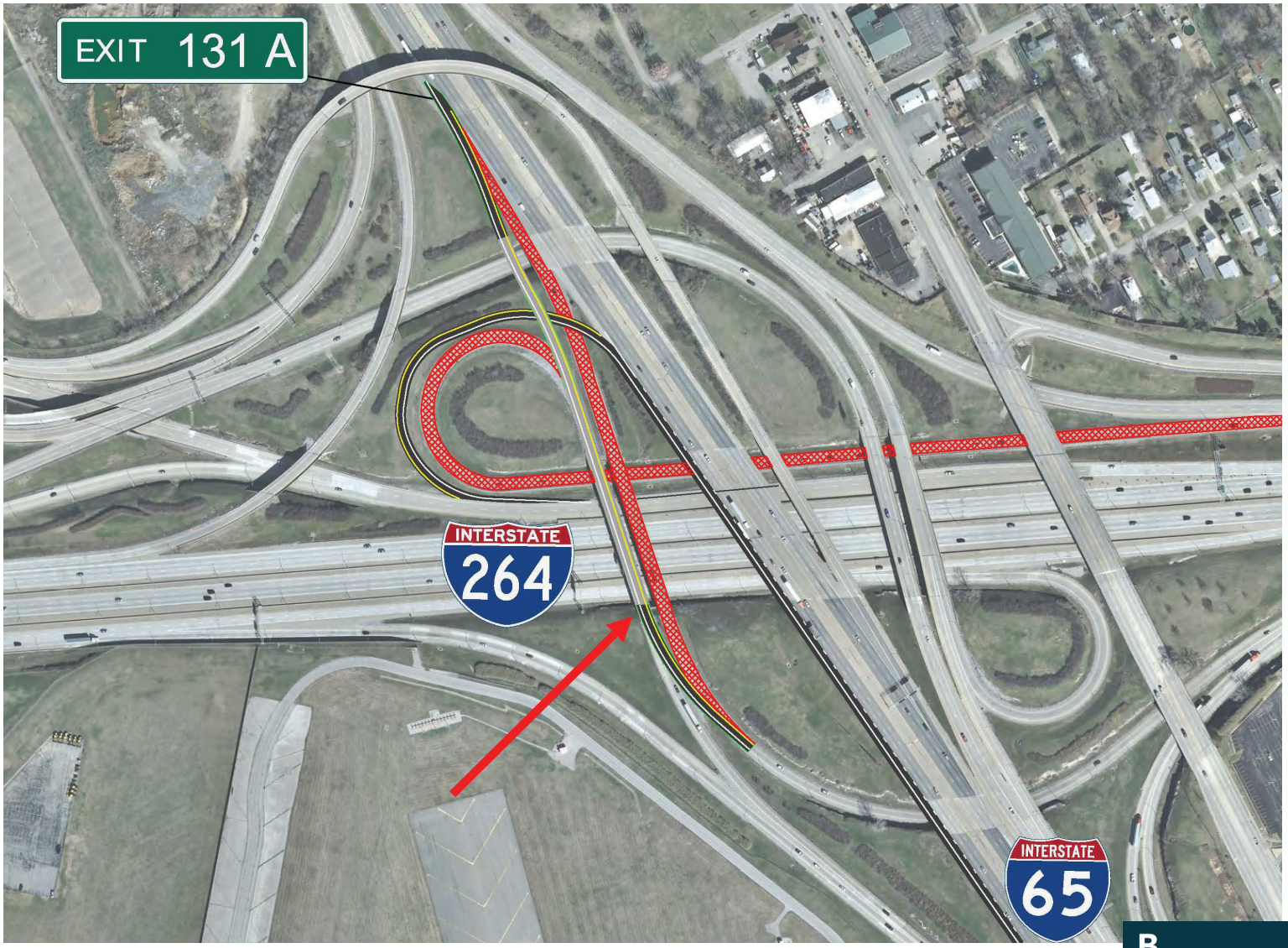

EXIT 12
EXIT 11
INTERSTATE
264



B

EXIT 131 A
EXIT 11
EXIT 12
INTERSTATE 264
INTERSTATE 65
Preston Hwy
B
COUNTY OF
JEFFERSON
ITEM NO.
SHEET NO.
FILE NAME: J1187432 - I-65-I-264 INTERCHANGE\8.0 CADD\ALTERNATES\SHEET B1.DGN
USER: garrisonj
DATE PLOTTED: October 8, 2020
E-SHEET NAME:
Power InRoads v8.11.9.397



B

LONG-TERM IMPROVEMENTS

IMPROVEMENT STRATEGY B COSTS

- **B:** $8.9 to $9.6 million

LONG-TERM IMPROVEMENT STRATEGIES

IMPROVEMENT STRATEGY C

- **Problem:** the orientation of the two exits for I-65 southbound to the fairgrounds and I-264 eastbound and westbound cause driver confusion

COUNTY OF
JEFFERSON
ITEM NO.
SHEET NO.
EXIT 131 B
EXIT 131 A
Preston Hwy
INTERSTATE
65
INTERSTATE
264
FILE NAME: J:\187432 - I-65-I-264 INTERCHANGE\8.0 CADD\ALTERNATES\SHEET C1.DGN
USER: garrisonj
DATE PLOTTED: October 7, 2020
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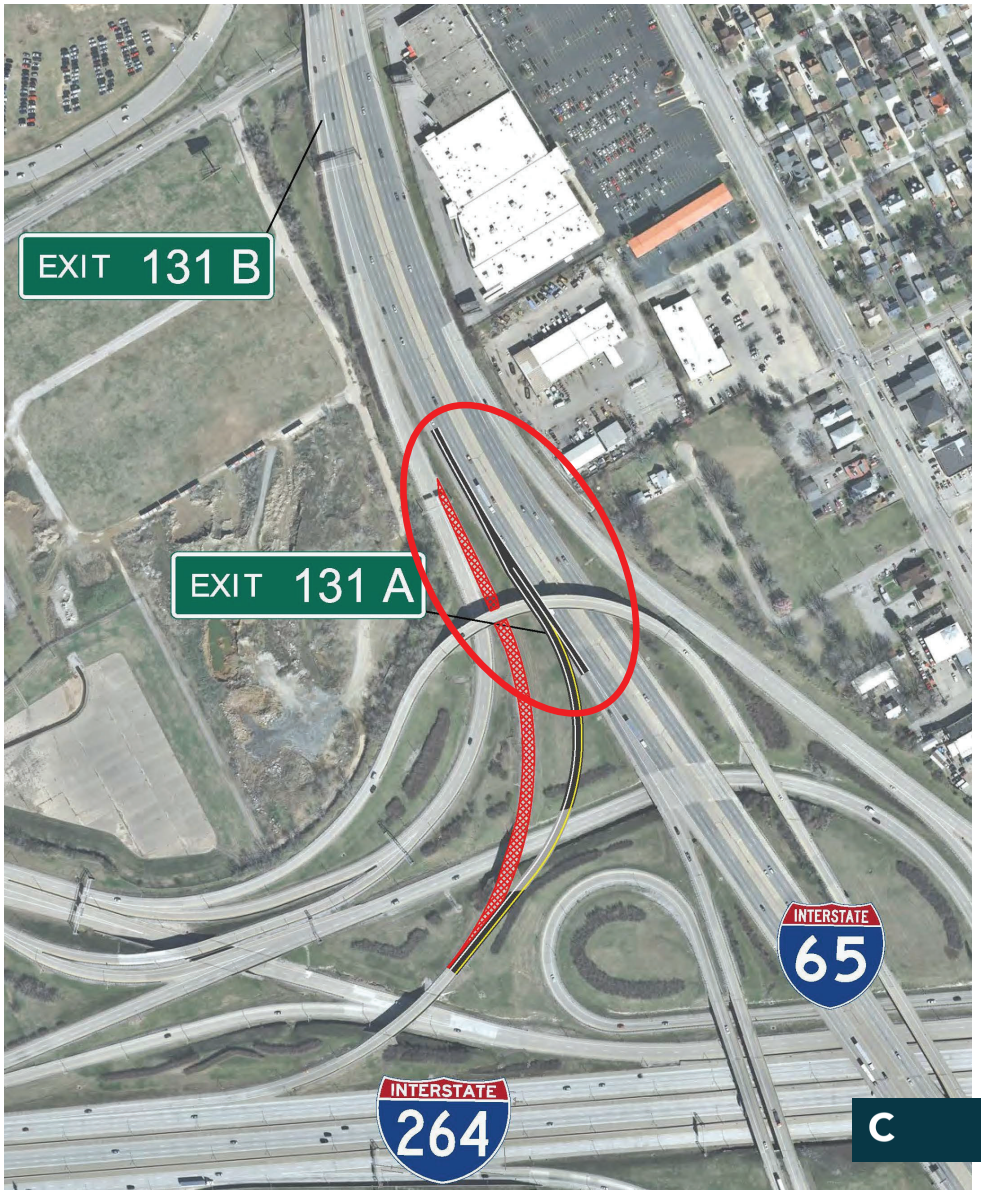
Power InRoads v8.11.9.397

C



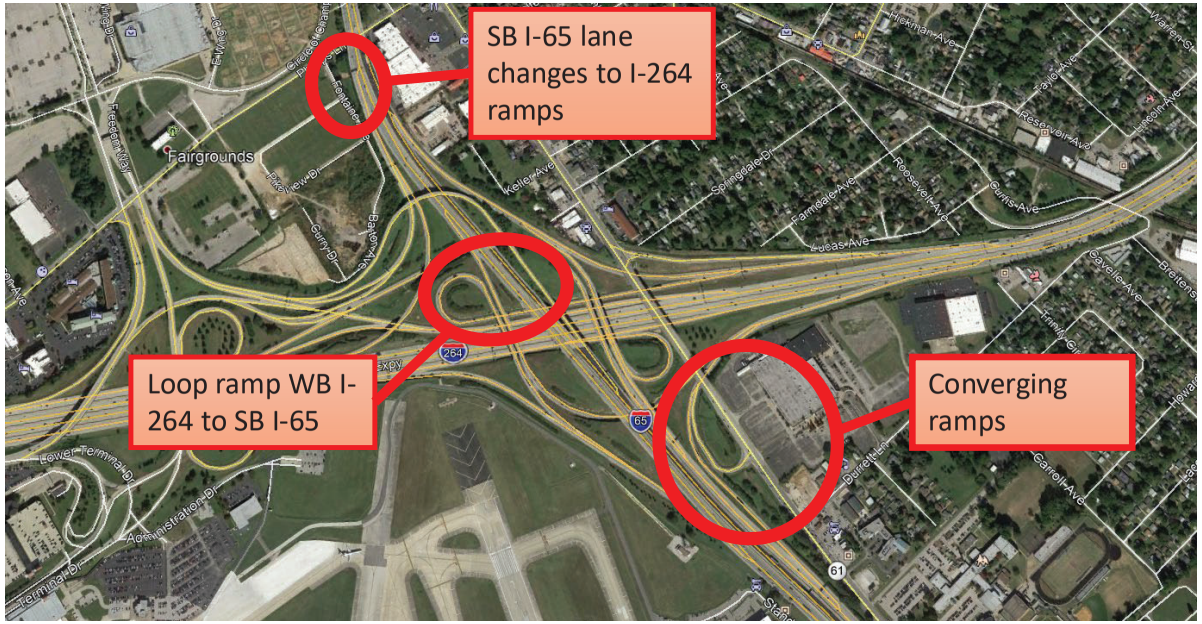
C

LONG-TERM IMPROVEMENTS

IMPROVEMENT STRATEGY C COSTS

- C: $3.9 to $4.3 million

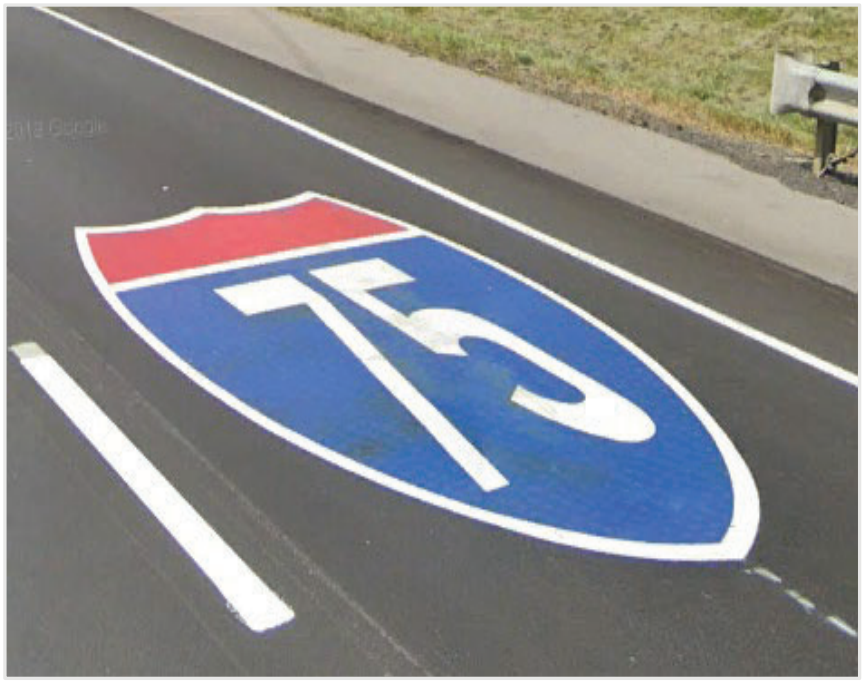
SHORT-TERM IMPROVEMENT STRATEGIES



ISSUES IMPACTING SAFETY

- Interchange Complexity
- Congestion
- Ramp Curvature
  - WB I-264 to SB I-65
  - NB I-65 to WB I-264
- Aging Infrastructure
  - Lighting, Guardrail, Signing, Striping
- Site Specific Issues

SHORT-TERM IMPROVEMENT STRATEGIES



PAVEMENT TATTOOS

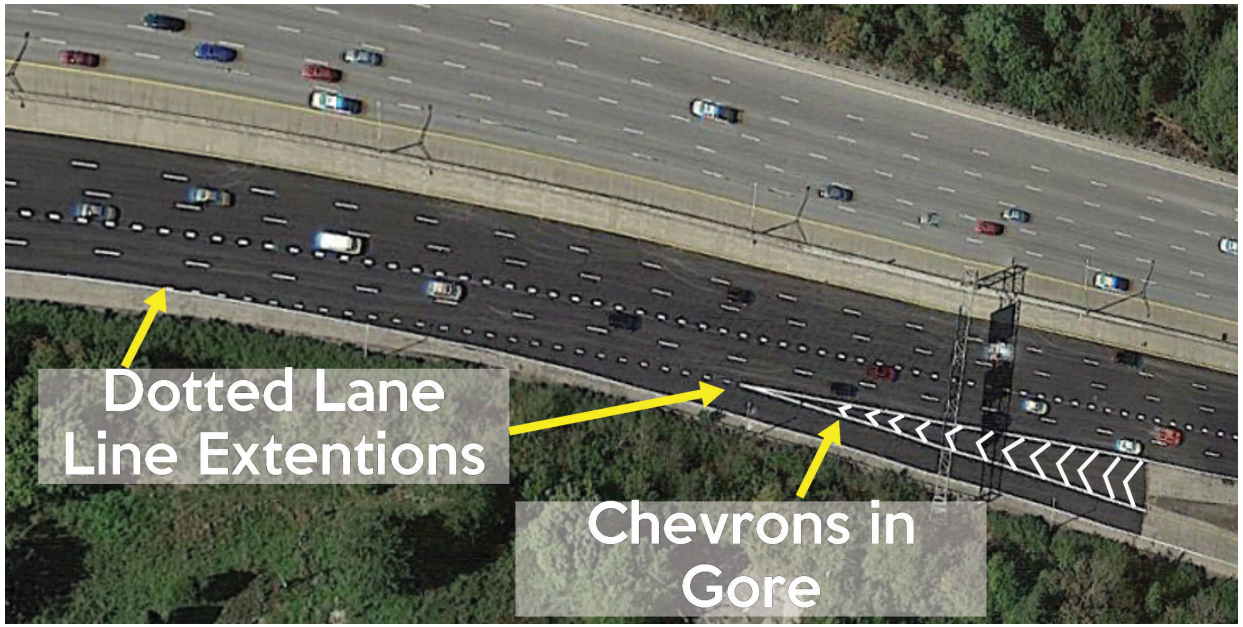
- Route Shield pavement markings
- Help drivers identify correct lane without looking away from roadway
- Reduce unnecessary or last-minute lane changes.
- Preliminary Cost Estimate:
  - $750,000

SHORT-TERM IMPROVEMENT STRATEGIES

GUIDE SIGN IMPROVEMENTS

- Consistent Messaging
- Use of improved retroreflectivity
- Symbols where possible
- "Arrow per lane" signage for improved navigation
- Preliminary Cost Estimate:
  - $1,850,000

SHORT-TERM IMPROVEMENT STRATEGIES



IMPROVED STRIPING

- Improved delineation at merges, diverges, add lane, and dropped lanes
- Dotted lane line extensions to delineate movements
- Chevrons in gore areas
- Preliminary Cost Estimate:
  - $1,370,000

SHORT-TERM IMPROVEMENT STRATEGIES

HIGH CONTRAST STRIPING

- Improved visibility of lane line markings
- Place on concrete surfaces and areas subject to sun glare
- Preliminary Cost Estimate:
  - $850,000

SHORT-TERM IMPROVEMENT STRATEGIES

UPGRADE LIGHTING

- A separate KYTC Statewide re-lamping project includes this interchange
- Lighting Needs Identified through this planning study:
  - Outdated HPS lighting should be replaced with more efficient LED
  - Poles in some locations frequently struck
  - Upgrade Southbound I-65 to Eastbound I-264 ramp underpass lighting
- Coordination with re-lamping project to determine any lighting needs not met
- Identify projects for unresolved needs

SHORT-TERM IMPROVEMENT STRATEGIES

HIGH FRICTION SURFACE TREATMENT

- Pavement treatment to reduce roadway departures by increasing friction
- Locations with high proportion of single vehicle crashes
- 2 Locations:
  - WB I-264 to SB I-65
  - NB I-65 to WB I-264
- Preliminary Cost Estimate:
  - $2,050,000

SHORT-TERM IMPROVEMENT STRATEGIES

UPGRADE GUARDRAIL

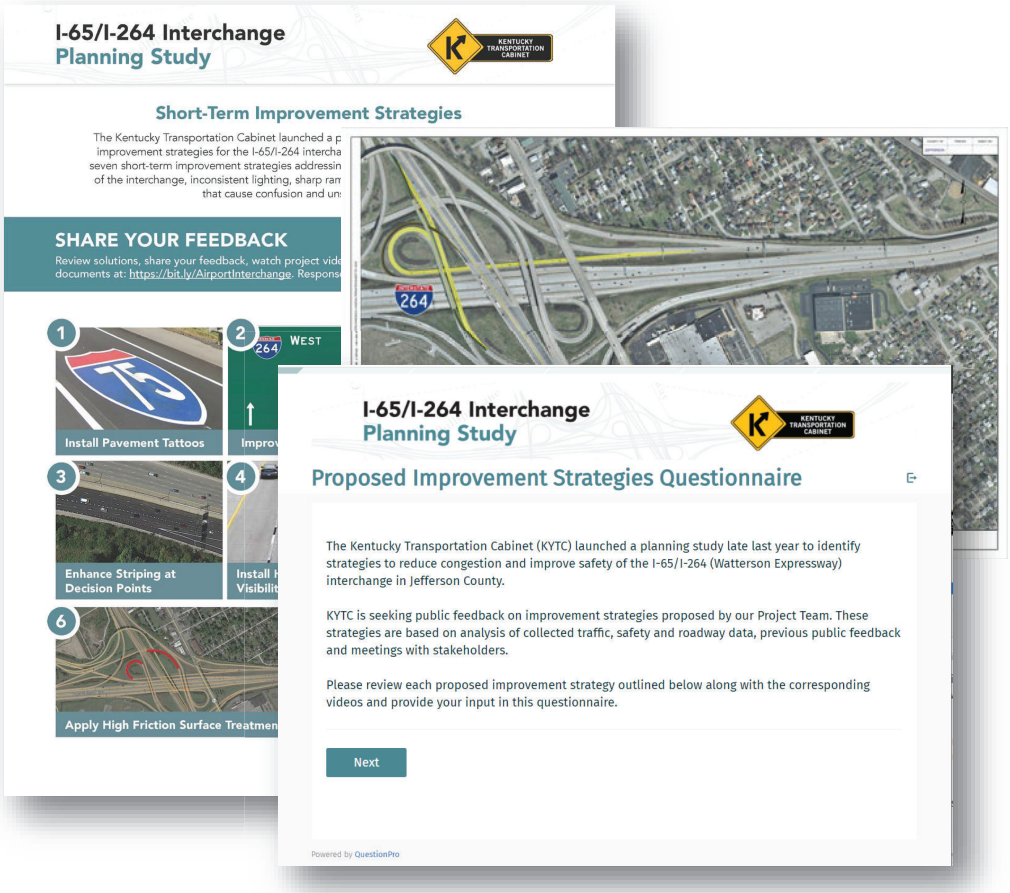
- Upgrade to newest testing standards
- Vehicle fleet used in new crash testing more representative of the types of vehicles likely on the roadway
- Preliminary Cost Estimate:
  - $2,300,000

PUBLIC INVOLVEMENT

WE NEED YOUR HELP!

- Help us reach more people virtually
- Opens **TOMORROW** through Nov. 22
- Includes:
  - Strategy overview videos
  - Questionnaire
  - KYTC web page
  - Email newsletter

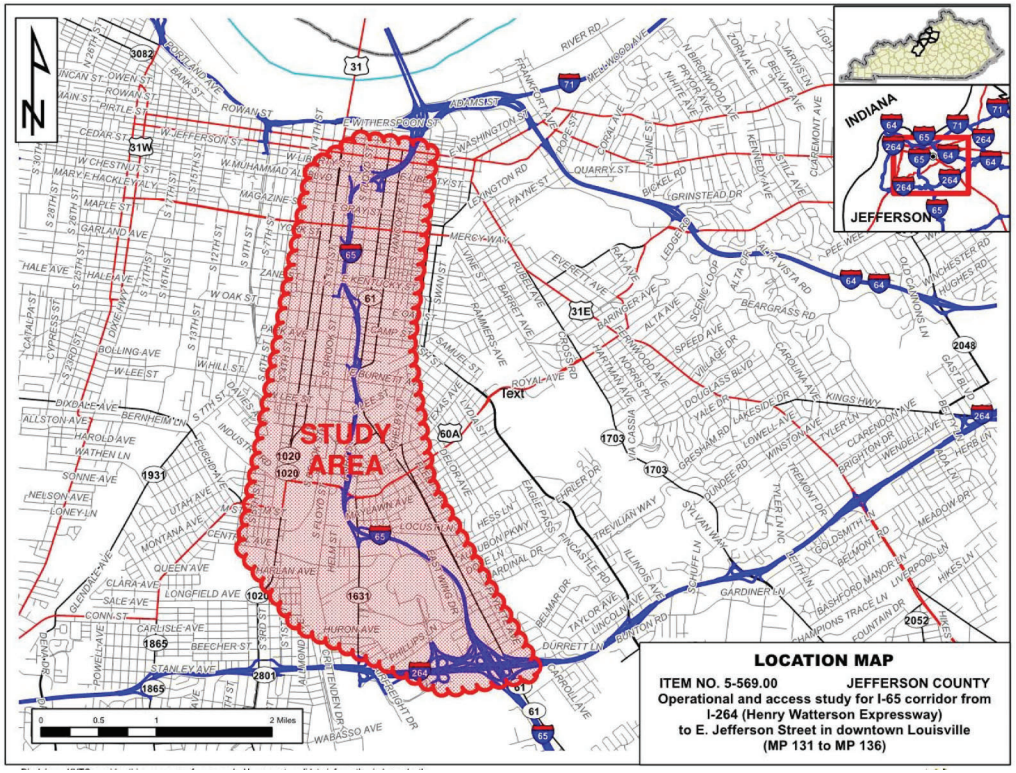
DOWNLOAD & SHARE



This presentation will be available for download plus:

- Project fact sheets
- Maps for improvement strategies
- Public involvement flyer
- Early access to questionnaire

NEARBY I-65 CORRIDOR STUDY



The Transportation Cabinet began a study early this year on an adjacent section of I-65, north of this interchange, in between I-264 and E. Jefferson Street (KYTC Item No. 5-569).

The purpose of this study is to develop strategies to improve traffic flow, safety and access along this corridor of I-65.

Additional information will be forthcoming on the KYTC District 5 website. The first stakeholder meeting is anticipated by the end of this year.

Q&A

Submit your questions now.

For further questions after presentation:

- interchange65@gmail.com

KENTUCKY TRANSPORTATION CABINET

wsp

Stakeholder Meeting 2 Attendee List (10/20/20)

First	Last	Organization	Email/Call-In
Nicole	Ares	C2 Strategic Communications	nicole@c2strategic.com
Matt	Bullock	KYTC	matt.bullock@ky.gov
John	Callihan	AECOM	john.callihan@aecom.com
Stephanie	Caros	KYTC	stephanie.caros@ky.gov
Larry	Chaney	KIPDA	larry.chaney@ky.gov
Dwight	Clayton	Louisville Regional Airport Authority	dwight.clayton@flylouisville.com
Aida	Copic	Transit Authority of River City (TARC	acopic@ridetarc.org
Stephen	De Witte	KYTC	stephen.dewitte@ky.gov
Amanda	Deatherage	Louisville Metro Public Works	Amanda.Deatherage@louisvilleky.gov
Amanda	Desmond	KYTC	amanda.desmond@ky.gov
Randall	Embry	KIPDA	randall.embry@kipda.org
Tom	Foote	UPS Worldport	tfoote@ups.com
Gregory	Frederick	Louisville Fire Department	gregory.frederick@louisvilleky.gov
Al	Gentry	Kentucky State House - District 46	al.gentry@lrc.ky.gov
Nicole	George	Louisville Metro Council - District 21	nicole.george@louisvilleky.gov
Dirk	Gowin	Louisville Metro Public Works	dirk.gowin@louisvilleky.gov
Corrin	Gulick	WSP	corrin.gulick@wsp.com
Tom	Hall	KYTC	tom.hall@ky.gov
Rob	Hans	WSP	robert.hans@wsp.com
Donna	Hardin	KYTC	donna.hardin@ky.gov
Judi	Hickerson	KYTC	judi.hickerson@ky.gov
Tonya	Higdon	KYTC	tonya.higdon@ky.gov
Jimmy	Higdon	Kentucky State Senate - District 14	jimmyhigdon@windstream.net
Nick	Ketterer	Kentucky Air National Guard	nicholas.ketterer@us.af.mil
Nima	Kulkarni	Kentucky State House - District 40	nima.kulkarni@lrc.ky.gov
Tracy	Lovell	KYTC	tracy.lovell@ky.gov
Patrick	Matheny	KYTC	patrick.matheny@ky.gov
Kevin	McCoy	Kentucky Venues	kevin.mccoy@kyvenues.com
Morgan	McGarvey	Kentucky State Senate - District 19	morgan.mcgarvey@lrc.ky.gov
Brian	Meade	AECOM	brian.meade@aecom.com
Kevin	Moore	Kentucky Venues	kevin.moore@kyvenues.com
Beth	Niemann	KYTC	elizabeth.niemann@ky.gov
Rachel	Nix	C2 Strategic Communications	rachel@c2strategic.com
Partrick	Perry	KYTC	Patrick.Perry@ky.gov
Mindy	Peterson	C2 Strategic Communications	mindy@c2strategic.com
Kevin	Riggs	Kentucky Air National Guard	redriggs@outlook.com
Arnold	Rivera	LMPD	arnold.rivera@louisvilleky.gov
Rachel	Roarx	Louisville Metro Council District 21	rachel.roarx@louisvilleky.gov
Andy	Rush	KIPDA	andy.rush@kipda.org
Brian	Sinnwell	Louisville Regional Airport Authority	Brian.Sinnwell@flylouisville.com
Maria	Sorolis	Kentucky State House - District 48	maria.sorolis@lrc.ky.gov
Megan	Thoben	Louisville Regional Airport Authority	megan.thoben@flylouisville.com
Scott	Thomson	KYTC	scott.thomson@ky.gov
Anne	Warnick	WSP	anne.warnick@wsp.com
Russell	Whatley	KYTC	russell.whatley@ky.gov
Lisa	Willner	Kentucky State House - District 35	lisaforkyhouse@gmail.com
Geoff	Wohl	Louisville Metro Council - District 10	geoff.wohl@louisvilleky.gov
Tom	Wright	KYTC	Tom.wright@ky.gov

Stakeholder Meeting Guide (October 20, 2020)

If there are problems with how this message is displayed, click here to view it in a browser.

I-65/I-264 Interchange Planning Study

KENTUCKY TRANSPORTATION CABINET

We're excited to have you join us for the

Stakeholder Meeting

to learn more and share your feedback

We're looking forward to having you attend our stakeholder meeting for the **Kentucky Transportation Cabinet's I-65/I-264 Interchange Planning Study** today, Oct. 20, at 3 p.m.

In this guide, you'll find **briefing materials** to review in advance of the meeting, tips on accessing and using the Zoom virtual meeting platform, and more information from our Project Team.

To ensure privacy and security, this virtual meeting requires an approved registration to enter. RSVPs will be accepted up until the time the meeting starts. **If you have not already, RSVP now to be sent a unique link to enter the meeting.**

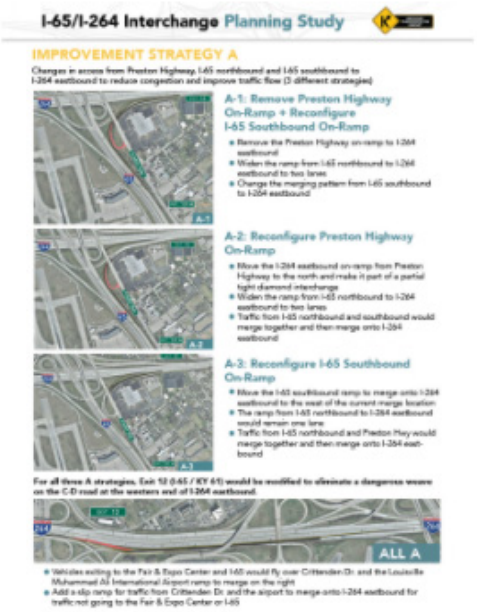
We look forward to seeing you (virtually) at 3 p.m. Thank you for your involvement and support in this important project.

Sincerely,

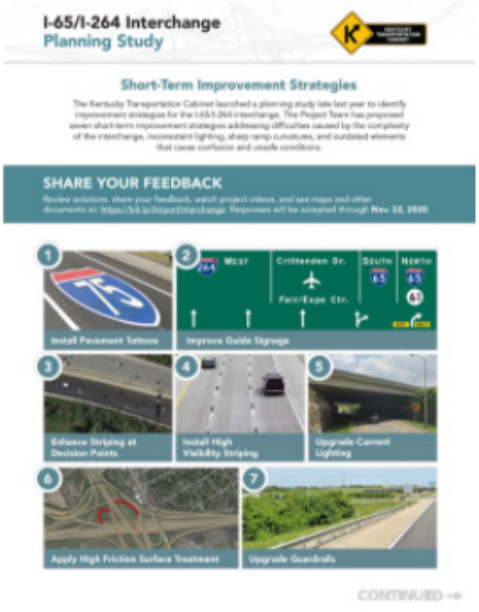
Matt Bullock
Chief District Engineer
Department of Highways District 5

Briefing Materials

The Project Team has proposed three long-term and seven short-term improvement strategies that will be presented to stakeholders and available for review and comment by the public.



Long-Term Improvement Strategies



Short-Term Improvement Strategies

REVIEW BRIEFING MATERIALS

New to Zoom meetings?

Here are some helpful links to get started. If you have not used Zoom before, you can download the Zoom app to your desktop or mobile device. It is free to download and use.

- **Download Zoom App**
- **Guide for New Zoom Users**

- How to Join a Zoom Webinar
- How to Submit Questions During Webinar

JOIN THE MEETING

Meet the Presenters

Project Manager

Amanda Desmond, PE

Kentucky Transportation Cabinet

Transportation Engineer

Project Team

Rob Hans, WSP

Anne Warnick, WSP

Corrin Gulick, WSP

Rachel Nix, C2 Strategic

Learn More

Read more about the I-65/I-264 Interchange Planning Study on KYTC's website

KENTUCKY TRANSPORTATION CABINET

Follow KYTC District 5 on Facebook for the latest updates on this and other projects

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Stakeholder Meeting Recap (October 21, 2020)

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I-65/I-264 Interchange Planning Study

KENTUCKY TRANSPORTATION CABINET

Thank you for joining us for the

Stakeholder Meeting

and giving your valuable feedback

Thank you for attending the stakeholder meeting for the **Kentucky Transportation Cabinet's I-65/I-264 Interchange Planning Study**. We will use your feedback to finalize proposed improvement strategies for the final report.

We encourage you to share information about this project with your community. You got a preview of what is available as public involvement launches **today**. All materials including the fact sheets and link to the questionnaire with improvement strategy videos are available to the public on the **KYTC website** for this important project.

Questions and answers from the stakeholder meeting have been summarized here.

Thank you for your involvement and continued support.

Sincerely,

Matt Bullock
Chief District Engineer
Department of Highways District 5

Briefing Materials

All materials included in the presentation are available for download in a **shared project DropBox**. A **PDF of the presentation** is also available.

Long-Term Improvement Strategies

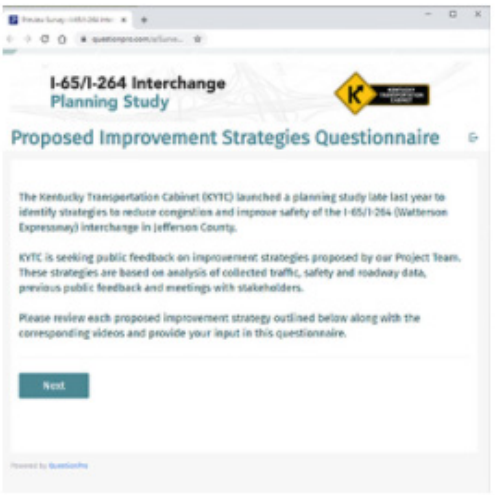
Short-Term Improvement Strategies

SEE ALL BRIEFING MATERIALS

Spread the Word

Please feel free to forward these quick links to groups and individuals you think may have an interest in I-65/I-264 Interchange Planning Study.

Improvement Strategies Video



Questionnaire

Public Involvement Flyer

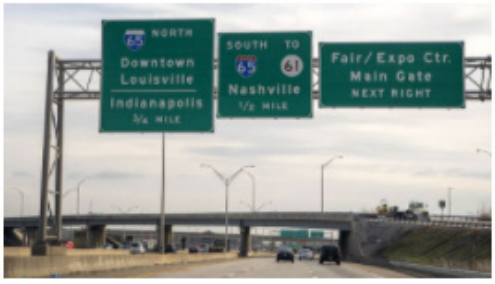
E-Newsletter

Responses to the questionnaire will be accepted Oct. 21 to Nov. 22.

Those unable to access the online questionnaire may request a hard copy by contacting **Amanda Desmond** at 502-210-5400.

SHARE PROJECT WEBSITE

Learn More



Read more about the I-65/I-264 Interchange Planning Study on KYTC's website

KENTUCKY TRANSPORTATION CABINET

Follow KYTC District 5 on Facebook for the latest updates on this and other projects

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KENTUCKY TRANSPORTATION CABINET

I-65/I-264 Interchange Planning Study

SHARE YOUR FEEDBACK

The Kentucky Transportation Cabinet (KYTC) launched a planning study late last year to identify improvements to the I-65/I-264 interchange system. You can now review proposed long-term and short-term solutions and share your feedback!

OCTOBER

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

PUBLIC INVOLVEMENT

OCTOBER 21 TO NOVEMBER 22

ROUND 2

NOVEMBER

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Visit https://bit.ly/AirportInterchange to:

- Watch Project Videos
- See Project Area Maps
- Fill Out Questionnaire
- Sign Up for Email Updates

I-65/I-264 Interchange
Planning Study

KENTUCKY TRANSPORTATION CABINET

Short-Term Improvement Strategies

The Kentucky Transportation Cabinet launched a planning study late last year to identify improvement strategies for the I-65/I-264 interchange. The Project Team has proposed seven short-term improvement strategies addressing difficulties caused by the complexity of the interchange, inconsistent lighting, sharp ramp curvatures, and outdated elements that cause confusion and unsafe conditions.

SHARE YOUR FEEDBACK

Review solutions, share your feedback, watch project videos, and see maps and other documents at: https://bit.ly/AirportInterchange. Responses will be accepted through **Nov. 22, 2020**.

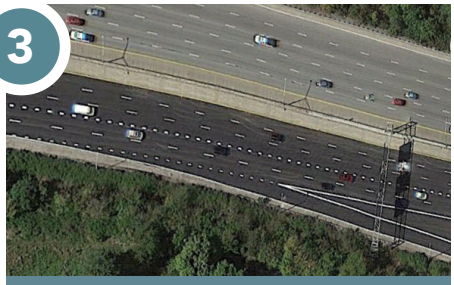
1

Install Pavement Tattoos

2

Improve Guide Signage

3

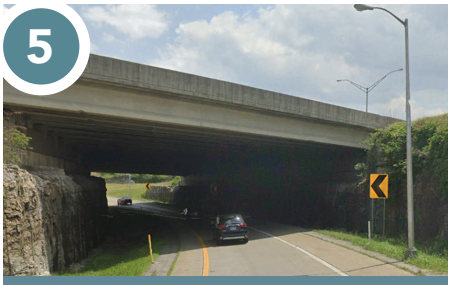


Enhance Striping at Decision Points

4

Install High Visibility Striping

5



Upgrade Current Lighting

6

Apply High Friction Surface Treatment

7

Upgrade Guardrails

CONTINUED →

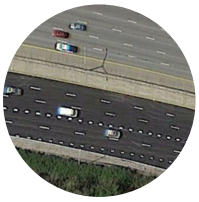
Short-Term Improvement Strategies

1) Install Pavement Tattoos

Installing shield markings directly on the roadway to identify which lanes drivers should choose to reach their desired destination to be used in conjunction with overhead and side panel signage

2) Improve Guide Signage

Installing new signage to help drivers identify their destination incorporating improved messaging, high-visibility retroreflective sheeting, symbols for popular destinations, consistent designations for exit-only lanes and overhead arrow-per-lane signage



3) Enhance Striping at Decision Points

Updating the current roadway markings at places where drivers make decisions including merges, diverges, and places where lanes are added or dropped to incorporate dotted lines, lane line extensions and chevron markings

4) Install High Visibility Striping

Installing black contrast striping over the current roadway markings to improve visibility in areas where pavement is lightly colored or subject to glare from the sun

5) Upgrade Current Lighting

Provide additional funds needed beyond a project that is currently under way to provide new LED lighting to reduce electricity, upgrade lighting levels and relocate poles that are frequently hit by drivers

6) Apply High Friction Surface Treatment

Installing skid-resistant pavement treatment and diagonal pavement markings along the shoulders of the curve of the ramps to prevent roadway departures and give drivers cues to slow down

7) Upgrade Guardrails

Upgrading the existing guardrails to defined KYTC standards and the latest research on roadside barriers to reflect the types of vehicles and conditions most likely present on the roadway

I-65/I-264 Interchange
Planning Study

KENTUCKY TRANSPORTATION CABINET

Long-Term Improvement Strategies

The Kentucky Transportation Cabinet launched a planning study late last year to identify improvement strategies for the I-65/I-264 interchange. The Project Team has proposed three long-term improvement strategies to reduce congestion and improve safety focusing on three key areas of the interchange. While these proposed improvements may be combined, the public is asked to review and provide feedback on each individually.

SHARE YOUR FEEDBACK

Review solutions, share your feedback, watch project videos, and see maps and other documents at: https://bit.ly/AirportInterchange. Responses will be accepted through **Nov. 22, 2020**.

IMPROVEMENT STRATEGY A

Changes in access from Preston Highway, I-65 northbound and I-65 southbound to I-264 eastbound to reduce congestion and improve traffic flow

Collected data and public feedback showed that access to I-264 eastbound from the Preston Highway, I-65 northbound and I-65 southbound ramps is problematic during peak hours and heavy traffic flow. These three ramps must merge into two lanes in a short distance, resulting in queuing onto the I-65 northbound collector-distributor (C-D) road and the mainline interstate. Modifications to I-264 eastbound access from these ramps as well as changes to the C-D road for I-264 eastbound were evaluated and narrowed down to three potential improvement strategies to address these issues.

For all three A improvement strategies, Exit 12 (I-65 / KY 61) would be modified to eliminate a dangerous weave on the C-D road at the western end of I-264 eastbound. Vehicles exiting to the Fair & Expo Center and I-65 would fly over Crittenden Dr. and entrance ramps from the Louisville Muhammad Ali International Airport to merge on the right. A slip ramp for traffic from Crittenden Dr. and the airport that is not going to the Fair & Expo Center or I-65 southbound or northbound would be added to merge onto I-264 eastbound. Remaining traffic would have three exit options: Fair & Expo Center; I-65 southbound and I-65 northbound.

CONTINUED →

A-1: Remove Preston Highway On-Ramp + Reconfigure I-65 Southbound On-Ramp

This improvement strategy includes removing the Preston Highway on-ramp to I-264 eastbound, widening the ramp from I-65 northbound to I-264 eastbound to two lanes, and changing the merging pattern from I-65 southbound into I-264 eastbound. Traffic traveling to I-264 eastbound would enter from Preston Highway at Grade Lane. Closing the Preston ramp allows for the I-65 northbound exit to I-264 eastbound to be a two-lane exit. The I-65 southbound traffic merges directly onto I-264 eastbound, mitigating delay and queueing that currently exists on the I-65 northbound to I-264 eastbound ramp, as well as the I-65 northbound C-D road and mainline interstate.

A-2: Reconfigure Preston Highway On-Ramp

This improvement strategy includes moving the I-264 eastbound on-ramp from Preston Highway to the north and make it part of a partial tight diamond interchange. Traffic from I-65 northbound and southbound would merge together and then merge onto I-264 eastbound. This creates the potential to make the I-65 northbound to I-264 eastbound ramp two lanes and mitigate the delay and queueing along the I-65 northbound to I-264 eastbound exit ramp, as well as the I-65 northbound C-D road and mainline interstate.

A-3: Reconfigure I-65 Southbound On-Ramp

This improvement strategy includes moving the I-65 southbound ramp to merge onto I-264 eastbound to the west of the current merge location of I-65 northbound, I-65 southbound and Preston Highway. This would keep the Preston Highway ramp open as an additional lane to the single lane I-65 northbound ramp to I-264 eastbound, mitigating the delay and queuing along the I-65 northbound to I-264 eastbound exit ramp, as well as the I-65 northbound C-D road and mainline interstate.

CONTINUED →

IMPROVEMENT STRATEGY B

Changes to the I-264 westbound to I-65 southbound loop ramp to address driver confusion and improve traffic flow

Collected data and public feedback showed that due to the tight radius of the I-264 westbound to I-65 southbound ramp, slow vehicle traffic occurs on a regular basis with heavy congestion. By changing the width and shape of the loop ramp and separating this exit from the Preston Highway and I-65 northbound exit, sight distances will be improved and the weave between Poplar Level Road and I-65 will be improved, which would reduce driver confusion and improve traffic flow. Additionally, the I-65 southbound to I-264 eastbound ramp will be able to use the bridge from the I-264 westbound to I-65 southbound loop ramp to improve the radius and sight distance for motorists making that movement.

This would include improving the radius of the loop ramp from I-264 westbound to I-65 southbound and moving the traffic using this ramp from Exit 12 (I-65 / KY 61) to Exit 11 (Crittenden Dr.). The widened loop ramp would become an added lane of traffic to I-65 southbound just north of the bridge over I-264, and the I-264 westbound to I-65 southbound loop ramp bridge could be used by the I-65 southbound to I-264 eastbound ramp to improve sight distance.

CONTINUED →

IMPROVEMENT STRATEGY C

Changes to I-65 exits to improve sight distance and driver decision making

Collected data and public feedback showed that the orientation of the two exits for I-65 southbound to the fairgrounds and I-264 eastbound and westbound cause driver confusion. This will allow for more time and distance to improve driver decision making for ramp movements. This potential improvement strategy could be used in conjunction with the proposed changes to I-264 to I-65 loop ramp (Improvement Strategy B) to improve the radius of the I-65 southbound to I-264 eastbound ramp bridge and improve sight distance for motorists.

This would include reconfiguring the I-65 southbound exits to I-264 westbound and I-264 eastbound by separating the I-264 westbound exit from Exit 131 B and joining with the I-264 eastbound exit just north of its existing location. This would result in two exits: 131 B to the Fair/ Expo Center; 131 A to I-264 westbound and I-264 eastbound. (The I-65 southbound to I-264 eastbound ramp could also be moved onto the current bridge over I-264 being used by the I-264 westbound to I-65 southbound ramp if done in conjunction with Improvement Strategy B).

IMPROVEMENT STRATEGY A

Changes in access from Preston Highway, I-65 northbound and I-65 southbound to I-264 eastbound to reduce congestion and improve traffic flow (3 different strategies)

A-1: Remove Preston Highway On-Ramp + Reconfigure I-65 Southbound On-Ramp

- Remove the Preston Highway on-ramp to I-264 eastbound
- Widen the ramp from I-65 northbound to I-264 eastbound to two lanes
- Change the merging pattern from I-65 southbound to I-264 eastbound

A-2: Reconfigure Preston Highway On-Ramp

- Move the I-264 eastbound on-ramp from Preston Highway to the north and make it part of a partial tight diamond interchange
- Widen the ramp from I-65 northbound to I-264 eastbound to two lanes
- Traffic from I-65 northbound and southbound would merge together and then merge onto I-264 eastbound

A-3: Reconfigure I-65 Southbound On-Ramp

- Move the I-65 southbound ramp to merge onto I-264 eastbound to the west of the current merge location
- The ramp from I-65 northbound to I-264 eastbound would remain one lane
- Traffic from I-65 northbound and Preston Hwy would merge together and then merge onto I-264 eastbound

For all three A strategies, Exit 12 (I-65 / KY 61) would be modified to eliminate a dangerous weave on the C-D road at the western end of I-264 eastbound.

- Vehicles exiting to the Fair & Expo Center and I-65 would fly over Crittenden Dr. and the Louisville Muhammad Ali International Airport ramp to merge on the right
- Add a slip ramp for traffic from Crittenden Dr. and the airport to merge onto I-264 eastbound for traffic not going to the Fair & Expo Center or I-65

IMPROVEMENT STRATEGY B

Changes to the I-264 westbound to I-65 southbound loop ramp to address driver confusion and improve traffic flow

- Improve the radius of the loop ramp from I-264 westbound to I-65 southbound
- Traffic will now use Exit 12 (I-65 / KY 61) to Exit 11 (Crittenden Dr.) Widened loop ramp would become an added lane of traffic to I-65 southbound mainline
- The I-264 westbound to I-65 southbound loop ramp bridge could be used by the I-65 southbound to I-264 eastbound ramp to improve sight distance

IMPROVEMENT STRATEGY C

Changes to I-65 exits to improve sight distance and driver decision making

- Reconfigure the I-65 southbound exits to I-264 by joining the I-264 eastbound and westbound exits just north of its existing location
- The result would be two exits: 131 B to the Fair/Expo Center; 131 A to I-264 westbound and I-264 eastbound
- If done in conjunction with Strategy B, the I-65 southbound to I-264 eastbound ramp could us the I-264 westbound to I-65 southbound bridge over I-264

Long-Term Improvement Strategies

The Kentucky Transportation Cabinet (KYTC) launched a planning study late last year to identify improvement strategies for the I-65/I-264 interchange. The project team has proposed three long-term improvement strategies (A, B and C) to reduce congestion and improve safety focusing on three key areas of the interchange. While these proposed improvements may be combined, the public is asked to review and provide feedback on each individually.

SHARE YOUR FEEDBACK

Review solutions, share your feedback, watch videos, and see maps and other documents at: https://bit.ly/AirportInterchange. Responses will be accepted through Nov. 22, 2020.

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		

INTERSTATE 264

EXIT 12

Preston Hwy

INTERSTATE 65

EXIT 131 A

SCALE: 1"=150'

OPTION A-1

Power InRoads v8.11.9.397

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USER: garrisonbj
DATE PLOTTED: October 8, 2020

FILE NAME: J:\187432 - I-65-I-264 INTERCHANGE\8.0 CADD\ALTERNATES\SHEET A1-1.DGN

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		

INTERSTATE 264

EXIT 12

Preston Hwy

INTERSTATE 65

EXIT 131 A

SCALE: 1"=150'

OPTION A-2

FILE NAME: J:\187432 - I-65-I-264 INTERCHANGE\8.0 CADD\ALTERNATES\SHEET A2-1.DGN
USER: garrisonbj
DATE PLOTTED: October 8, 2020
E-SHEET NAME:
Power InRoads v8.11.9.397

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		

EXIT 12

INTERSTATE 264

INTERSTATE 65

Preston Hwy

EXIT 131 A

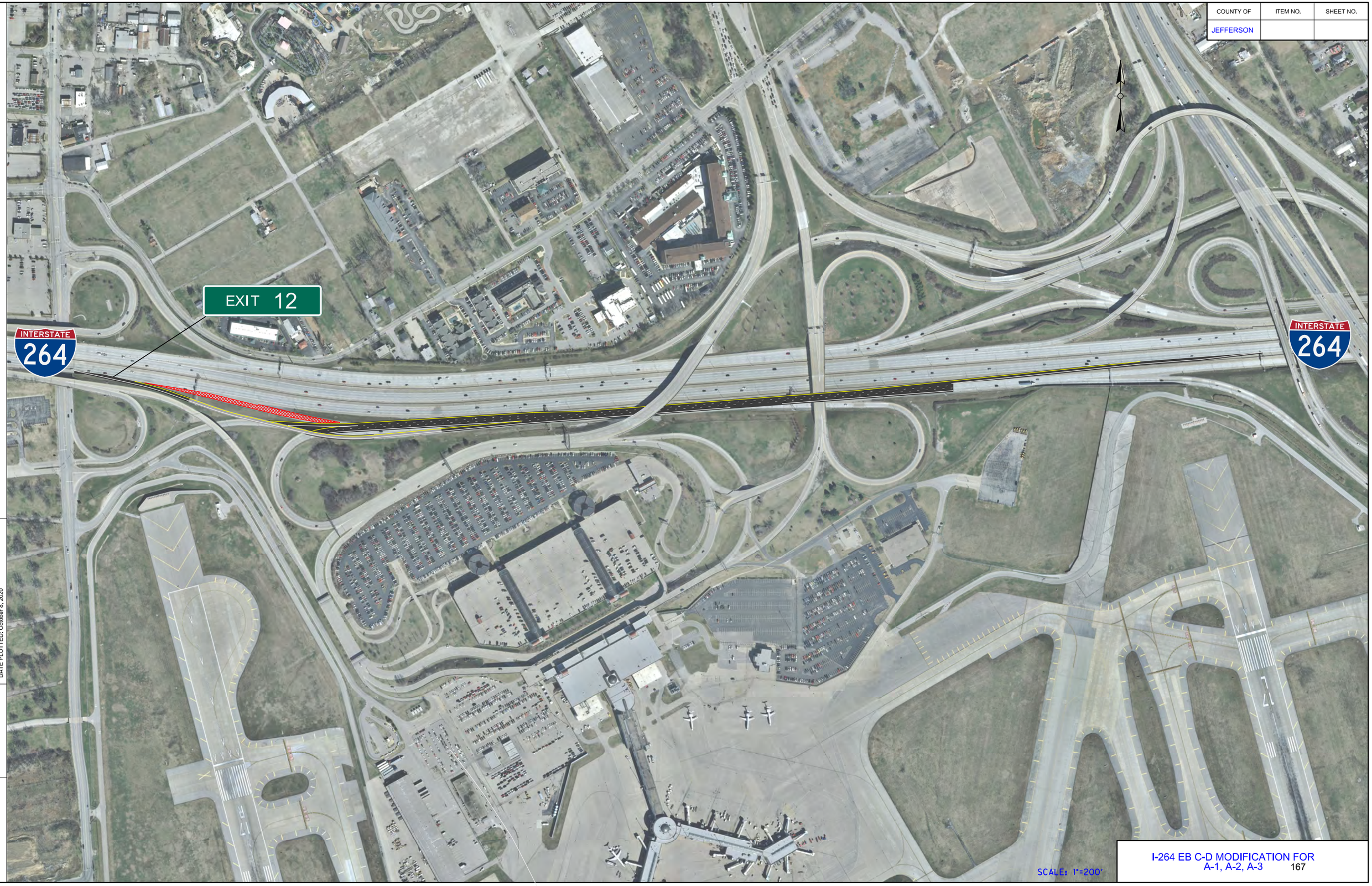
SCALE: 1"=150'

OPTION A-3

166

Power InRoads v8.11.9.397 | E-SHEET NAME: | USER: garrisonbj DATE PLOTTED: October 8, 2020 | FILE NAME: J:\187432 - I-65-I-264 INTERCHANGE\8.0 CADD\ALTERNATES\SHEET A3-1.DGN

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		



SCALE: 1"=200'

I-264 EB C-D MODIFICATION FOR
A-1, A-2, A-3 167

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USER: garrisonbj
DATE PLOTTED: October 8, 2020
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COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		

EXIT 131 A

EXIT 11

EXIT 12

INTERSTATE 264

INTERSTATE 65

Preston Hwy

SCALE: 1"=150'

OPTION B-1

168

FILE NAME: J:\187432 - I-65-I-264 INTERCHANGE\8.0 CADD\ALTERNATES\SHEET B1.DGN
USER: garrisonbj
DATE PLOTTED: October 8, 2020
E-SHEET NAME:
Power InRoads v8.11.9.397

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		

EXIT 131 B

EXIT 131 A

INTERSTATE 264

INTERSTATE 65

Preston Hwy

SCALE: 1"=150'

OPTION C-1

FILE NAME: J:\187432 - I-65-I-264 INTERCHANGE\8.0 CADD\ALTERNATES\SHEET C1.DGN
USER: gantisonbj
DATE PLOTTED: October 7, 2020
E-SHEET NAME:
Power InRoads v8.11.9.397

Public Involvement Newsletter 1 (May 20, 2020)

If there are problems with how this message is displayed, click here to view it in a browser.

I-65/I-264 Interchange Planning Study

KENTUCKY TRANSPORTATION CABINET

Tell us what you think

Learn More & Share Feedback

Help identify problem areas and priorities of I-65/I-264 interchange

The **Kentucky Transportation Cabinet (KYTC)** needs your input for a planning study of the I-65/I-264 interchange in Jefferson County.

You can watch a **short project overview video** and fill out an **interactive questionnaire** to help identify problem areas and priorities of the interchange.

Project Area

The I-65/I-264 interchange facilitates movement throughout the region, including access to Louisville Muhammad Ali International Airport, UPS Worldport, Kentucky Air National Guard, Kentucky Fair and Exposition Center, and Kentucky Kingdom.

#1 Highest Crash Rate Interchange in the KIPDA Region

https://transportation.ky.gov/DistrictFive/Pages/I-65_I-264_Interchange_Planning_Study.aspx

Project Goals

KYTC initiated the I-65/I-264 Interchange Planning Study to identify short-term and long-term solutions to the interchange to:

- Reduce Congestion
- Improve Safety
- Improve Access
- Ensure Reliable Freight Movement
- Mitigate Environmental Impacts

Share Your Feedback

You can easily weigh in on priority areas for improvements in our interactive questionnaire, which includes the ability to zoom to a specific location on a map and pinpoint suggestions.

Responses to the questionnaire will be accepted May 20 to June 20.

Those unable to access the online questionnaire may request a hard copy by contacting **Amanda Desmond** at 502-210-5400.

Public feedback, meetings with stakeholders, and the analysis of traffic, safety, and roadway data will guide the Project Team as it looks for solutions. The public will have an opportunity later this year to review, rank, and comment on proposed improvements.

COMPLETE QUESTIONNAIRE

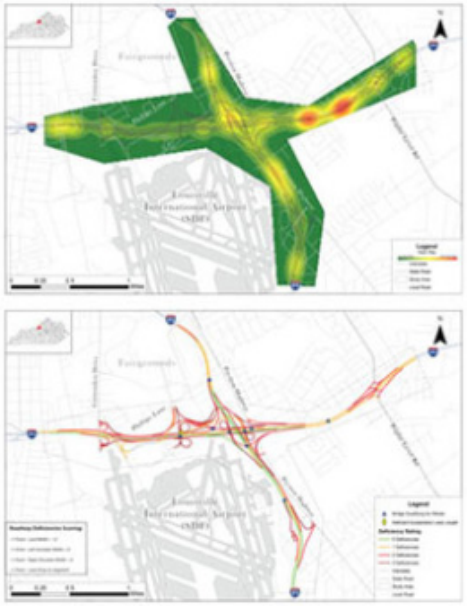
Learn More

Additional project materials are available on the KYTC website to review.

Additional project materials are available on the KYTC website to review.

Project Fact Sheet

Maps of Existing Conditions



Latest Updates

Read more about the I-65/I-264 Interchange Planning Study on KYTC's website

KENTUCKY TRANSPORTATION CABINET

Follow KYTC District 5 on Facebook for the latest updates on this and other projects

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I-65/I-264 Interchange Planning Study

KENTUCKY TRANSPORTATION CABINET

Tell us what you think

Learn More & Share Feedback

Evaluate proposed improvement strategies for the I-65/I-264 interchange

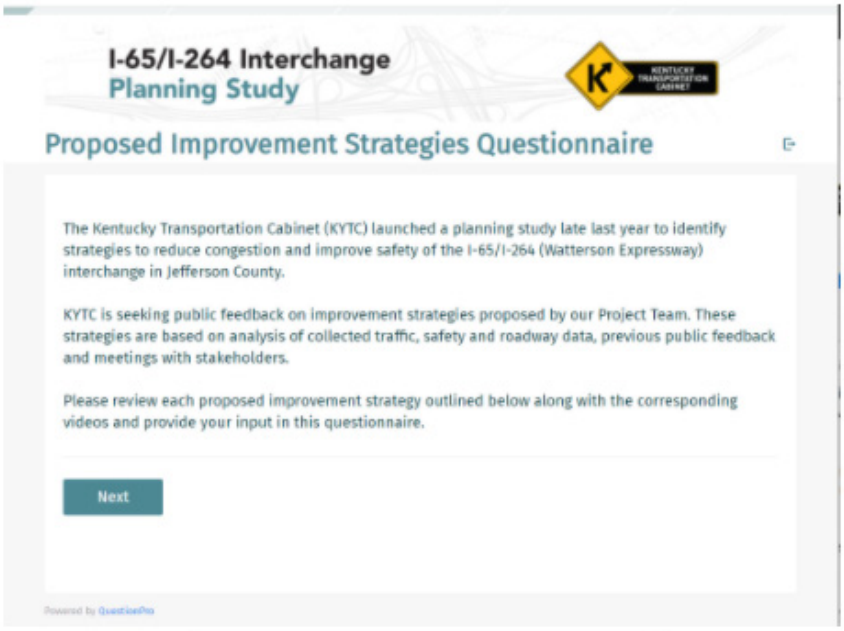
The **Kentucky Transportation Cabinet (KYTC)** needs your input for a planning study of the I-65/I-264 interchange in Jefferson County.

You can fill out an interactive questionnaire which includes video explanations of each improvement strategy to help review and prioritize options proposed by our project team based on existing conditions, analysis of the interchange system and feedback from the public and key stakeholders.

Share Your Feedback

You can easily review and weigh in on each proposed improvement strategy by

You can easily review and weigh in on each proposed improvement strategy by taking our **online questionnaire**.



COMPLETE QUESTIONNAIRE

Responses to the questionnaire will be accepted Oct. 21 to Nov. 22.

Those unable to access the online questionnaire may request a hard copy by contacting **Amanda Desmond** at 502-210-5400.

About the Study

KYTC launched the **I-65/I-264 Interchange Planning Study** in fall 2019 to identify strategies to increase safety, manage and reduce roadway congestion, ensure timely and efficient movement of freight, and decrease and/or mitigate negative environmental impacts to the interchange.

In-depth data analysis of existing conditions, public input collected in May and June and feedback from area businesses and community leaders guided the selection of the proposed improvement strategies presented in this round of public involvement.

Learn More

Full explanations of each improvement strategy with map graphics, videos, fact sheets and other briefing materials are available on the **KYTC website**.

Long-Term Improvement Strategies

Short-Term Improvement Strategies

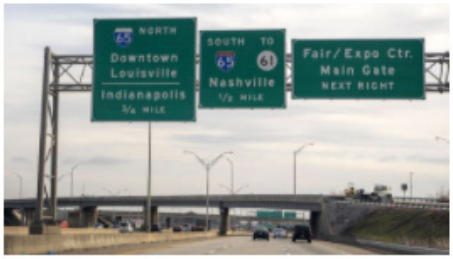
Latest Updates

Full explanations of each improvement strategy with map graphics, videos, fact sheets and other briefing materials are available on the **KYTC website**.

Long-Term Improvement Strategies

Short-Term Improvement Strategies

Latest Updates



Read more about the I-65/I-264 Interchange Planning Study on KYTC's website

KENTUCKY TRANSPORTATION CABINET

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Section 4

I-65/I-264 Interchange Planning Study

Questionnaires & Responses

- First Questionnaire (May 20 to June 20, 2020)
  - Interactive Questionnaire 1
  - Hard Copy Questionnaire 1
  - Summary of Responses

- Second Questionnaire (October 21 to November 22, 2020)
  - Interactive Questionnaire 2
  - Hard Copy Questionnaire 2
  - Summary of Responses

Call 502-210-5400 for ADA assistance

Progress

WELCOME

Project Overview

2 PRIORITY RANKING

3 MAP MARKERS

4 WRAP UP

We need your input!

The I-65/I-264 Interchange Planning Study will identify short-term and long-term improvements to the interchange system where I-65 meets I-264 in Jefferson County. **By taking this survey, you're helping shape our region's future.**

Project Area Map

Begin

This Kentucky Transportation Cabinet (KYTC) planning study began in late 2019 with a final report due in early 2021. **A second survey will be available in the fall of 2020 to gather input on recommended improvement strategies.**

Help Privacy About MetroQuest

Call 502-210-5400 for ADA assistance

Progress

WELCOME

2 PRIORITY RANKING

Purpose & Need

What to do

Next Task

3 MAP MARKERS

4 WRAP UP

Order your top 3 items above this line

- Reduce Congestion
- Improve Safety
- Promote Sustainability
- Increase Freight Reliability
- Improve Accessibility

Reduce Congestion

Prioritize improvements that reduce congestion and provide reliable travel times

Comment

Suggest another

Call 502-210-5400 for ADA assistance

Progress

WELCOME

2 PRIORITY RANKING

3 MAP MARKERS

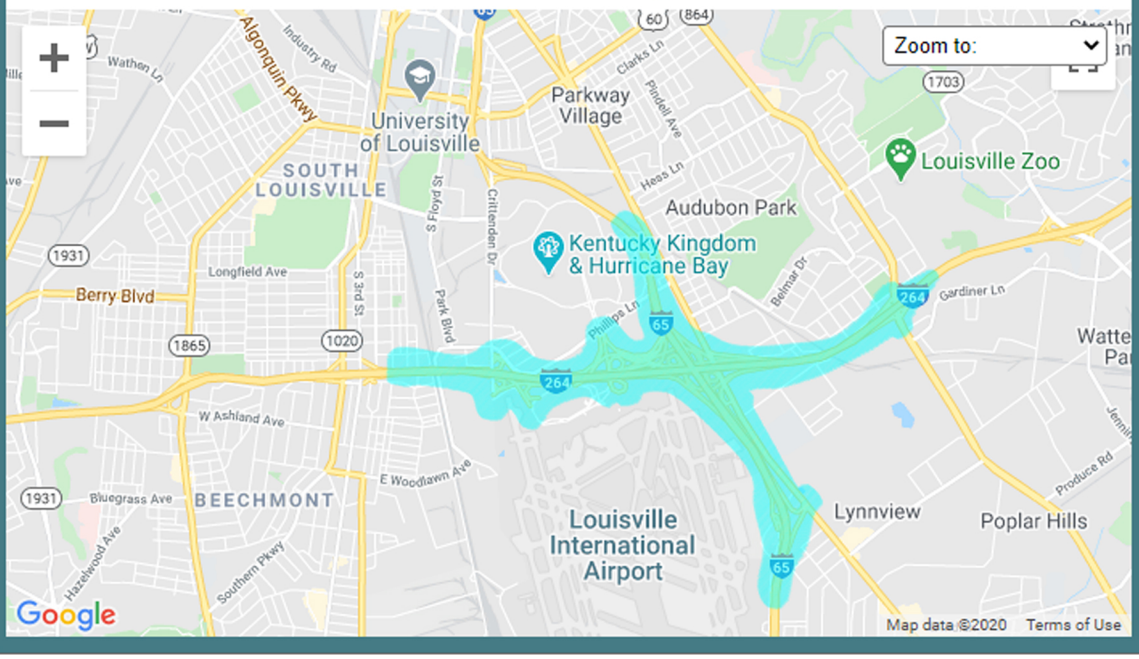
Identifying Concerns

What to do | Next Task

4 WRAP UP

Please drag and drop at least 1 marker on the map.

Traffic | Safety | Signage | Roadway Design | Accessibility | Other



Help Privacy About MetroQuest

Call 502-210-5400 for ADA assistance

Progress

WELCOME

2 PRIORITY RANKING

3 MAP MARKERS

WRAP UP

4 Final Questions

What to do

Final Questions (Optional)

What is your connection to the project area?

Select...

What is your zip code?

Type...

Enter your email below for project updates.

Type...

Is there anything else you'd like to add?

Type...

Submit Final Questions | Skip

Thanks-Now share!

Thank you for participating in the I-65/ I-264 Interchange Planning Study. **Please share this survey with your networks!**

Find out more on the project website: HERE

KENTUCKY TRANSPORTATION CABINET

wsp

Hard Copy Questionnaire 1

Comment period: May 20 to June 20, 2020

I-65/I-264 Interchange Planning Study

KENTUCKY TRANSPORTATION CABINET

Project Overview

The I-65/I-264 Interchange Planning Study will identify short-term and long-term improvements to the interchange system where I-65 meets I-264 in Jefferson County. By taking this survey, you're helping shape our region's future. **We appreciate your valuable input!**

The goal of this survey is to collect public feedback on existing conditions in the project area. Your input will be used to help identify and prioritize project goals.

About You

What is your connection to the project area? (check any that apply)

- ☐ I live in or near the project area
- ☐ I work in or near the project area
- ☐ I own a business in or near the project area
- ☐ I own property in or near the project area
- ☐ I travel through the project area weekly
- ☐ I don't travel through the area frequently but am interested in the project
- ☐ I'm a member of an interested community organization
- ☐ I'm a member of an environmental advocacy group
- ☐ Other _____

What is your zip code? _____

Would you like email updates on this project? (circle one) **YES** **NO**

If so, what is your email address? _____

Priority Rankings

What are your top priorities for the I-65/I-264 interchange? Please rank your top three (3) in order of importance by **adding numbers 1, 2 and 3 next to your priority items** in the boxes below.

- ☐ **Promote Sustainability:** Prioritize improvements that reduce negative environmental impacts
- ☐ **Improve Accessibililty:** Prioritize improvements to interstate access ramps and non-interstate roads entering and leaving the project area
- ☐ **Increase Freight Reliability:** Prioritize improvements/ modifications that ensure predictable travel times and efficient movement of freight through the project area
- ☐ **Improve Safety:** Prioritize improvements that reduce the number of crashes throughout the project area
- ☐ **Reduce Congestion:** Prioritize improvements that reduce congestion and provide reliable travel times
- ☐ **Other:** Suggest another priority for this project _____

_____

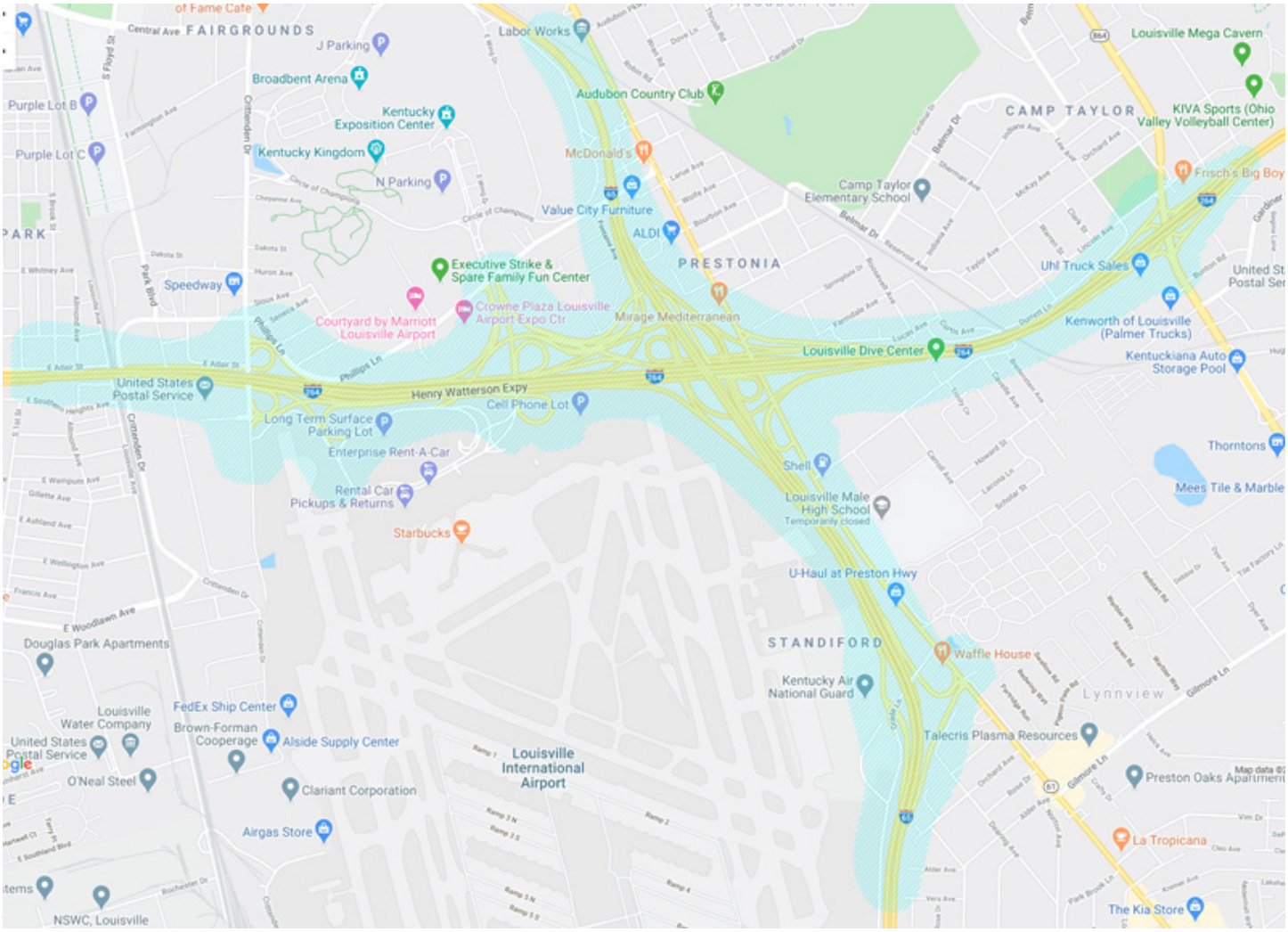
_____

I-65/I-264 Interchange
Planning Study

KENTUCKY TRANSPORTATION CABINET

Identifying Concerns

Help identify your most important areas for improvement. Please draw markers on the map at points where you have concerns, suggested improvements or comments and note if they are related to traffic (congestion, speed, etc.), safety, signage, roadway design, accessibility or other. Use the space below the map to provide additional comments.



If you have questions or need assistance with this questionnaire, please call Amanda Desmond at 502-210-5400.

I-65/I-264 Interchange Planning Study
Public Involvement Round 1 Questionnaire Results
Collected May 20 to June 20, 2020

There were 360 unique responses to the MetroQuest online questionnaire and 0 returned hard copy questionnaires. Responders used an interactive map of the project area to pinpoint 1131 issues related to traffic, safety, roadway design, accessibility, and other factors. The public also ranked their priorities for the project and provided additional comments. The survey was made available May 20 and closed June 20, 2020.

Of the responses, demographic data showed that of 358 responses:

- 45.3% (162 people) travel through the project area weekly
- 26% (93 people) live in or near the project area
- 12.9% (46 people) work in or near the project area
- 10.3% (37 people) don't travel through the area frequently but are interested
- 1.1% (4 people) own a property in or near the project area
- 1.1% (4 people) are a member of an interested community organization
- .6% (2 people) own a business in or near the project area
- .3% (1 people) is a member of an interested community organization
- 2.5% (9 people) listed 'other'

In the priority ranking, of 329 responses, the following ranked these areas as their top priority:

- Reduce Congestion: 52.3% (172 responders)
- Improve Safety: 32.2% (106 responders)
- Improve Accessibility: 8.2% (27 responders)
- Promote Sustainability: 5.2% (17 responders)
- Increase Freight Reliability: 2.1% (7 responders)

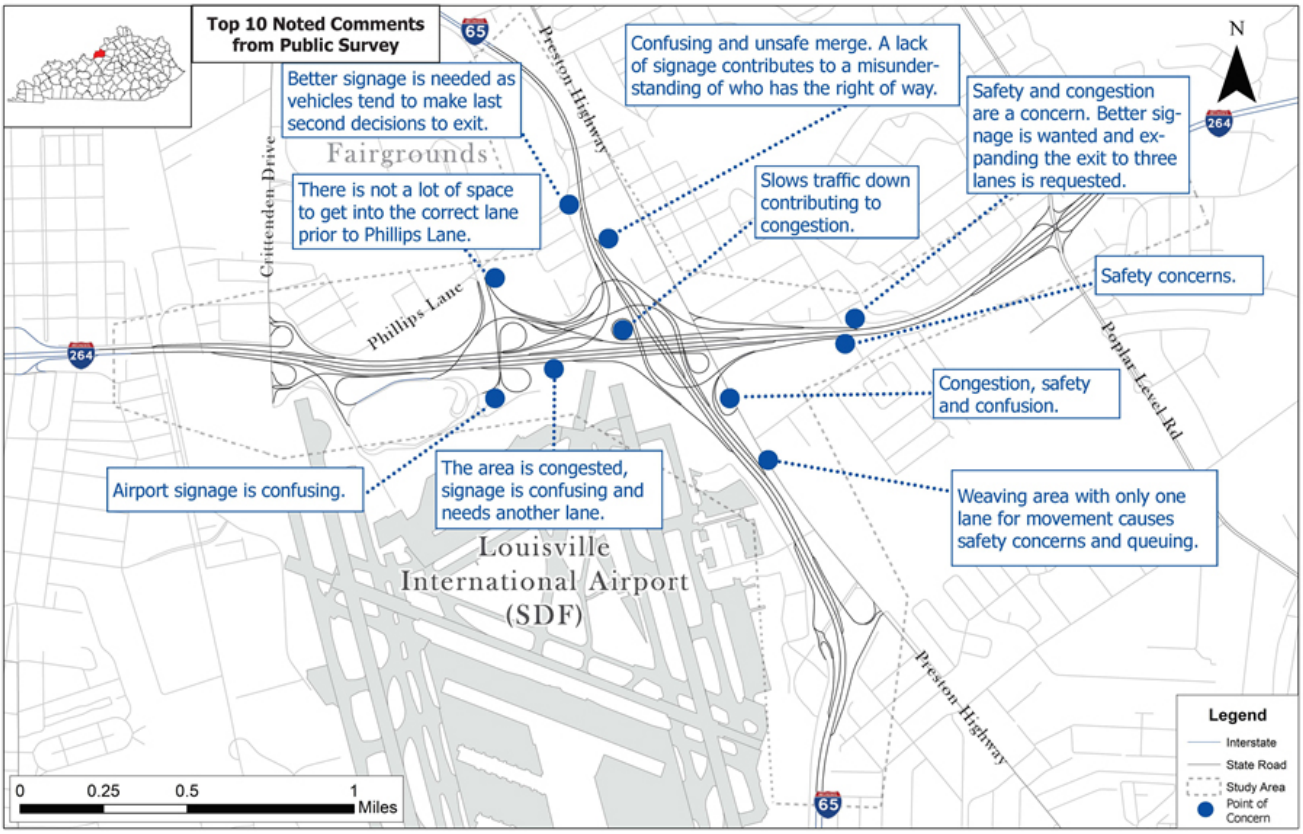
An interactive map allowed the public to place a marker in a specific location and give feedback on suggested improvements or known issues.

Map marker responses included:

- 416 traffic-related markers with 211 comments
- 264 safety-related markers with 167 comments
- 91 signage-related markers with 58 comments
- 268 roadway design-related markers with 199 comments
- 77 accessibility-related comments with 48 comments
- 14 comments marked as 'other' not fitting into the above designated areas

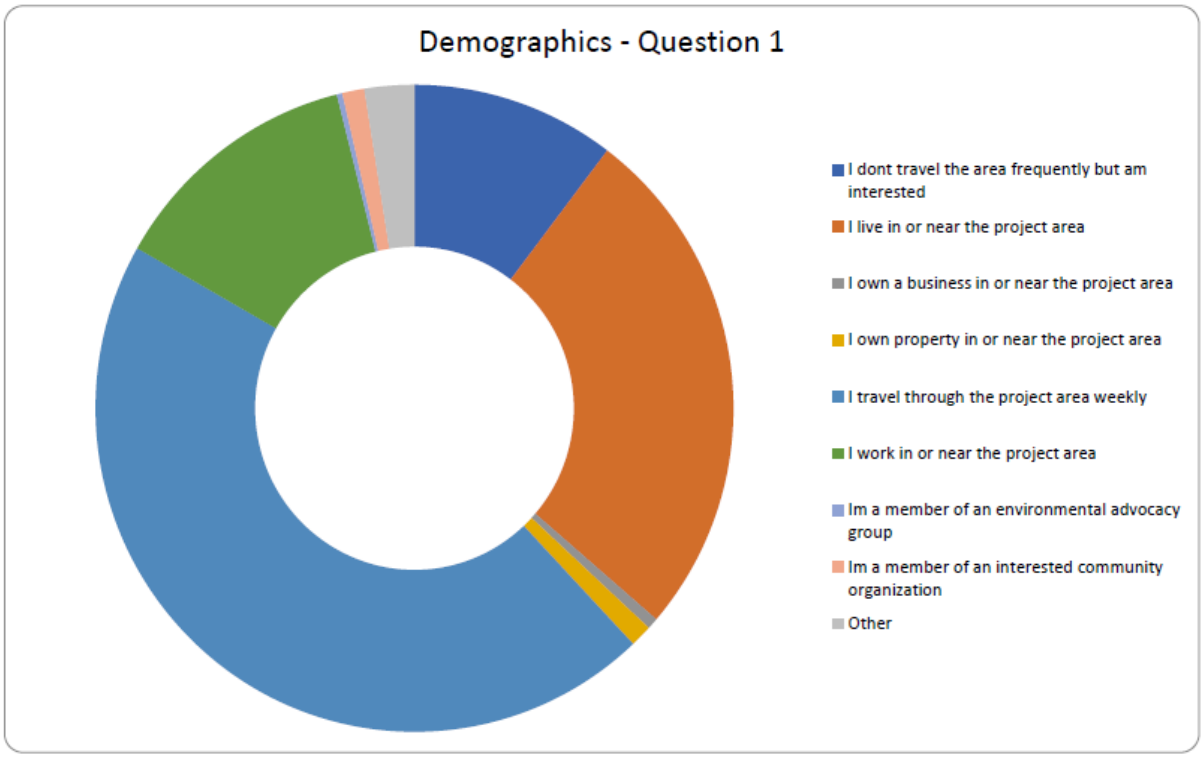
Open-ended comments were also accepted in the questionnaire. 141 responders gave additional feedback which was incorporated into the comment map.

The top 10 noted public comments are summarized on this map.



More Survey Results:

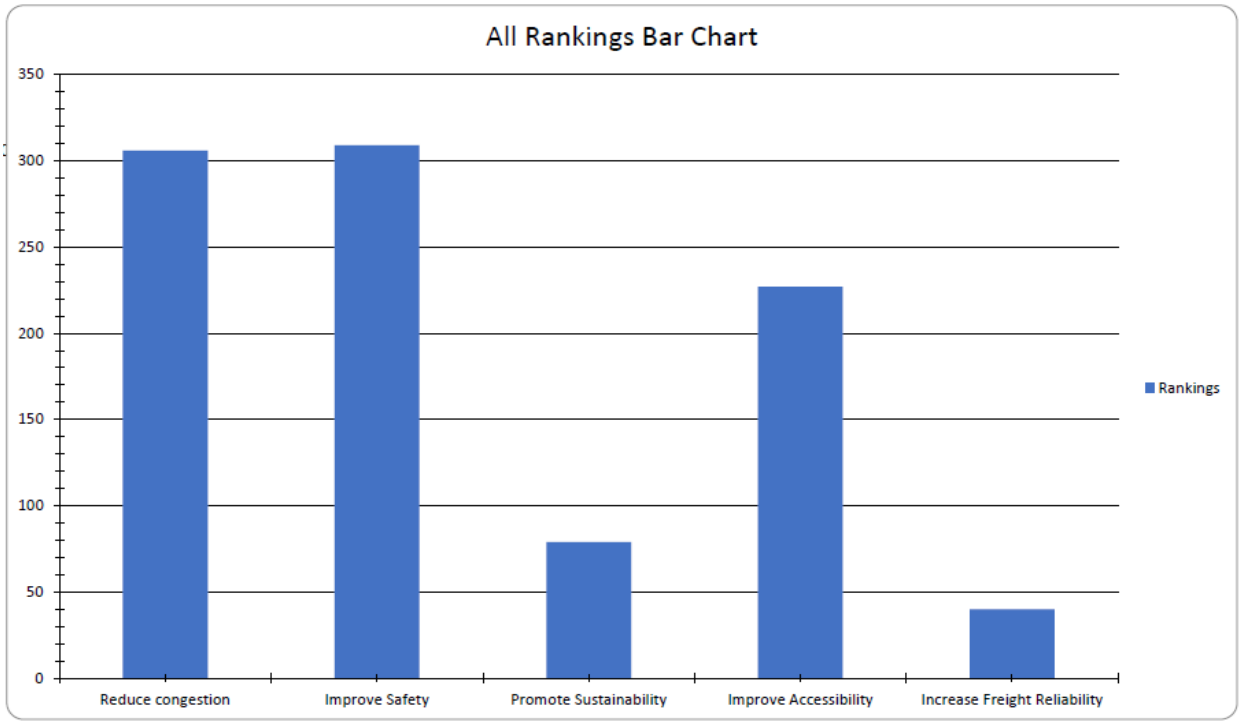
What is your connection to the project area? (check any that apply)



I dont travel the area frequently but am interested	37
I live in or near the project area	93
I own a business in or near the project area	2
I own property in or near the project area	4
I travel through the project area weekly	162
I work in or near the project area	46
Im a member of an environmental advocacy group	1
Im a member of an interested community organization	4
Other	9

Set	Item	Count
Demographics - Question 1	I travel through the project area weekly	162
Demographics - Question 1	I live in or near the project area	93
Demographics - Question	40214	51
Demographics - Question 1	I work in or near the project area	46
Demographics - Question	40213	44
Demographics - Question 1	I dont travel the area frequently but am interested	37
Demographics - Question	40229	18
Demographics - Question	40165	17
Demographics - Question	40205	16
Demographics - Question	40220	13
Demographics - Question	40219	12
Demographics - Question	40207	11
Demographics - Question	40059	10
Demographics - Question	40215	10
Demographics - Question	40217	10
Demographics - Question	40245	9
Demographics - Question 1	Other	9
Demographics - Question	40206	8
Demographics - Question	40216	8
Demographics - Question	40223	8
Demographics - Question	40228	8
Demographics - Question	40241	8
Demographics - Question	40299	8
Demographics - Question	40218	7
Demographics - Question	40291	7
Demographics - Question	40222	6
Demographics - Question	40047	5
Demographics - Question	42701	5
Demographics - Question	40004	4
Demographics - Question	40204	4
Demographics - Question	40272	4
Demographics - Question 1	I own property in or near the project area	4
Demographics - Question 1	Im a member of an interested community organization	4
Demographics - Question	40014	3
Demographics - Question	40031	3
Demographics - Question	40208	3
Demographics - Question	40013	2
Demographics - Question	40160	2
Demographics - Question	40242	2
Demographics - Question	40258	2
Demographics - Question	40292	2
Demographics - Question	41008	2
Demographics - Question	47130	2
Demographics - Question	47150	2
Demographics - Question 1	I own a business in or near the project area	2
Demographics - Question	30144	1
Demographics - Question	40023	1
Demographics - Question	40051	1
Demographics - Question	40065	1
Demographics - Question	40067	1
Demographics - Question	40107	1
Demographics - Question	40108	1
Demographics - Question	40109	1
Demographics - Question	40164	1
Demographics - Question	40202	1
Demographics - Question	40203	1
Demographics - Question	40210	1
Demographics - Question	40212	1
Demographics - Question	4024/	1
Demographics - Question	40243	1
Demographics - Question	41075	1
Demographics - Question	42141	1
Demographics - Question	42629	1
Demographics - Question	42748	1
Demographics - Question	47129	1
Demographics - Question	47172	1
Demographics - Question 1	Im a member of an environmental advocacy group	1

What are your top priorities for the I-65/I-264 interchange? Please rank your top three (3) in order of importance by adding numbers 1, 2 and 3 next to your priority items in the boxes below.



Item	Ranking Average	# Inputs
Reduce congestion	1.6	306
Improve Safety	1.87	309
Promote Sustainability	2.37	79
Improve Accessibility	2.42	227
Increase Freight Reliability	2.75	40

Item	Feedback
Suggest another	Reduction of interstate sound levels. Noise has increased demonstratively over the years for neighborhoods such as Barbour Manor. Many homes are street level with I-71.
Suggest another	Make a law for all big wheelers to stay in the right lane, at least on the ramps, or make special exits just for them. It's insane the amount of trucks. I nearly got trapped between 3 trucks today as one was behind me, almost hit me cause I tried to merge off, with another in front of me and one at my side trying to get over in front of me. It was insane! You have your work cut out for you, but the work needs to get started promptly!!!
Suggest another	Improve line of sight of oncoming cars when changing lanes, especially out of the airport.
Suggest another	Improve safety

Suggest another	Slow down the traffic!!!!! Vehicles are speeding 75 to 90 mph. If all traffic went 55 it would let traffic avoid accidents. The police have stopped traffic duty!!!!!
Suggest another	Make connecting ramp signage and accessibility least confusing possible.
Suggest another	Increase walkability and bikeability of this area
Suggest another	Reduce the amount of pavement in this area
Suggest another	Reduce vehicle miles traveled significantly
Suggest another	What congestion? No one drives now.
Suggest another	Reduce Noise Pollution
Suggest another	Reduce Noise Pollution by adding noise guards along the highway that less than 100 ft near people house
Suggest another	Aesthetic Improvements
Suggest another	Don’t do anything because the state can’t afford highway projects right now
Reduce congestion	must fix the 65 north to 264 east interchange
Reduce congestion	we need flyover ramps. big trucks going 55-65 MPH have to slow down to 25 to go around a cloverleaf intersection then slowly speed back up to get back to 55-65 mph. this would help with congestion.
Reduce congestion	Remove onramps immediately prior to exit ramps.
Reduce congestion	there used to be two lanes off I-65 the the Watterson. Don't know what would work here but there is too much of a struggle to get on 264 east here
Reduce congestion	Having one lane access from 65N to 264E and 264W to 65S is not enough access. These should be 2+ lanes to reduce congestion. Also, the short distance between the Poplar Level road ramp and the interchange for 65S and 65N is very dangerous with people trying to cross several lanes in a short period of time. Often people drive all the way up to the split between 264W and the 65 ramps and merge in at the last moment, cutting people off and creating a dangerous situation for all drivers. This also happens frequently on the 65N to 264E ramps. Many times I see that truck drivers are a major culprit of doing this!
Reduce congestion	more lanes northbound to eastbound give preference to 65/265 merges. eliminate preston access
Reduce congestion	Congestion off East I-264 to get on I-65 is horrendous. Accidents, congestion and confused visitors. From I-65 south to east I-265 packed with trucks. I almost got smashed today between three trucks trying to merge onto I-65 north while they were trying to merge over for _-264 east. This should have been revamped years ago. Now it is sorely past due. I'm retired now, but those who have to traverse this day in and day out, this is a piece of hell!
Reduce congestion	Congestion increases sound level for neighborhoods. Would like consideration of a sound barrier from Gene Snyder to Barbour Lane Overpass. North side.

Reduce congestion	I264 west to I265 south needed flyover ramp before flyover ramps at 264 64 sand 264 Shelbyville rd and certainly before Snyder and i64
Reduce congestion	The I-264 W to I-65S interchange needs a "flyover". The cloverleaf design is insufficient for the amount of traffic that uses this interchange. There is a constant backup here. Drivers cause numerous crashes by trying to cut in the head of the line at this interchange. The I-265W to I-65N interchange needs to be widened-again in order to handle the volume of traffic. Millions of dollars are wasted in productivity as thousands of people sit in bumper-to-bumper traffic at this interchange.
Reduce congestion	Need another lane east bound where it connects with 264
Reduce congestion	Some fly-over ramps are much needed, especially from 264W to 65S.
Reduce congestion	65N to get on 264E Needs major work. Insane for the mess.
Reduce congestion	Please consider future economic growth and demographics in the city when developing this plan. Temporary modifications to solve congestion can easily be short-sighted, and cause issues later on.
Reduce congestion	The Interchange is so massive that FLY Over Ramps would be better suited and help reduce congestion. Also need to address weaving merge points that cause slow downs.
Reduce congestion	The access ramps from Preston North to 264 East are combined and comingled with the ramp from I65 North to 264E. This makes for a significant bottleneck for traffic during rush hour periods. Making a separate entrance from Preston to I-264 East would eliminate some of the congestion. The ramp from 65 North to I-264 needs to be lengthened and should be two lanes of traffic
Reduce congestion	One of the WORST things ever done was making the ramp from 264E to 65S a single lane ramp. Ever since that change was made, the congestion became much worse and the people that wait to get over to the very last minute because they don't want to wait in that line of cars is making it more dangerous.
Reduce congestion	The congestion in this area is unbelievable. Definitely needs total revamping.
Reduce congestion	Build Fly-Over Ramps and limit and or prohibit Passing Thru Semi-Trucks from using I-264 to access other interstates in the area.
Reduce congestion	It takes very little traffic for backlogs to occur on any of the ramps at I-65 and I-264, with one exception I-264W to I-65N.
Reduce congestion	Additional lanes for exiting 65N to 264E. Flyover ramp for exiting 264W to 65S, similar to ramps at 264 and Shelbyville Road.
Reduce congestion	There's such a bottle neck in any direction in this interchange. So many time, for example, on I264West to I65, there are cars even to the middle lane who are trying to merge into the slow-moving right lanes that also has cars trying to merge into the actual exit lanes.
Reduce congestion	it doesnt matter what time of day it is that exit ramp is always congested
Reduce congestion	Get rid of the Cloverleaf ramps and replace them with higher parking ramps that lead from one freeway to another that does not cause slow down and congestion and traffic
Reduce congestion	Safety will automatically improve without the congestion

Reduce congestion	There are so many roads coming together in a tiny congested area at 65N to 264E. Traffic frequently builds up on 65.
Reduce congestion	There too many cars wanting to get to different places using the same path.
Reduce congestion	this is the #1 issue leading to others (such as safety).
Reduce congestion	The congestion around this interchange is horrible and can take over an hour to get through.
Reduce congestion	Needs more lanes from 264 west, to 65 south. Eliminate the sharp curve on that ramp. and from 65 north to 264 east.
Reduce congestion	Eliminate all access ramps to and from Preston hwy. This is the most overlooked cause of congestion. Next is the ramp from I264 West to I65 South - new ramp needed to eliminate the 20MPH tight curve and truck flip-overs. One lane entrance ramp with Red Light for Poplar Level Road - To West I264.
Reduce congestion	I believe reducing congestion will aid in improving safety, as there will be less road rage.
Reduce congestion	Tight turns cause vehicles especially trucks to slow too much and cause congestion and safety problems. Reducing congestion will improve safety
Reduce congestion	Prevent semi truck traffic from traveling I 264 during rush hours by having them use I265 during those peak times, this will improve the flow of traffic by Eliminating slow downs in the tight radius ramps.
Reduce congestion	Interstates should never come to a standstill unless there is a wreck. This interchange comes to a complete stop every day.
Reduce congestion	More lanes
Reduce congestion	264W to 65N frequently backs up. "Fly-over" would be normal answer, but due to airport runway approach is probably not possible. Can an extended two-lane "fly-under" be considered? May be expensive, but would greatly reduce congestion extending all the way to Bardstown Rd most days.
Improve Safety	traffic is so bad and if there is a wreck, it makes it miserable. there is too much incoming traffic on 264 westbound from newburg/poplar right before 65. people merging from left and right is a set up for disaster.
Improve Safety	I consider this a very dangerous interchange.
Improve Safety	More definitive lane restrictions so vehicles are not blocking traffic in order to get ahead off backups getting from one exchange to another
Improve Safety	Reducing congestion and improving accessibility will automatically improve safety
Improve Safety	differing vehicle speeds and congestion cause most safety issues
Improve Safety	Eliminate unneeded ramps from Preston Highway
Improve Safety	Never save when I have an access a lane to turn left or right when somebody else wants to use that same lane to do the opposite. Too many things going on at the same time. NEVER liked this intersection from the beginning. Once I get on to the Watterson West from Poplar Level I have to worry that someone is not stopped in the

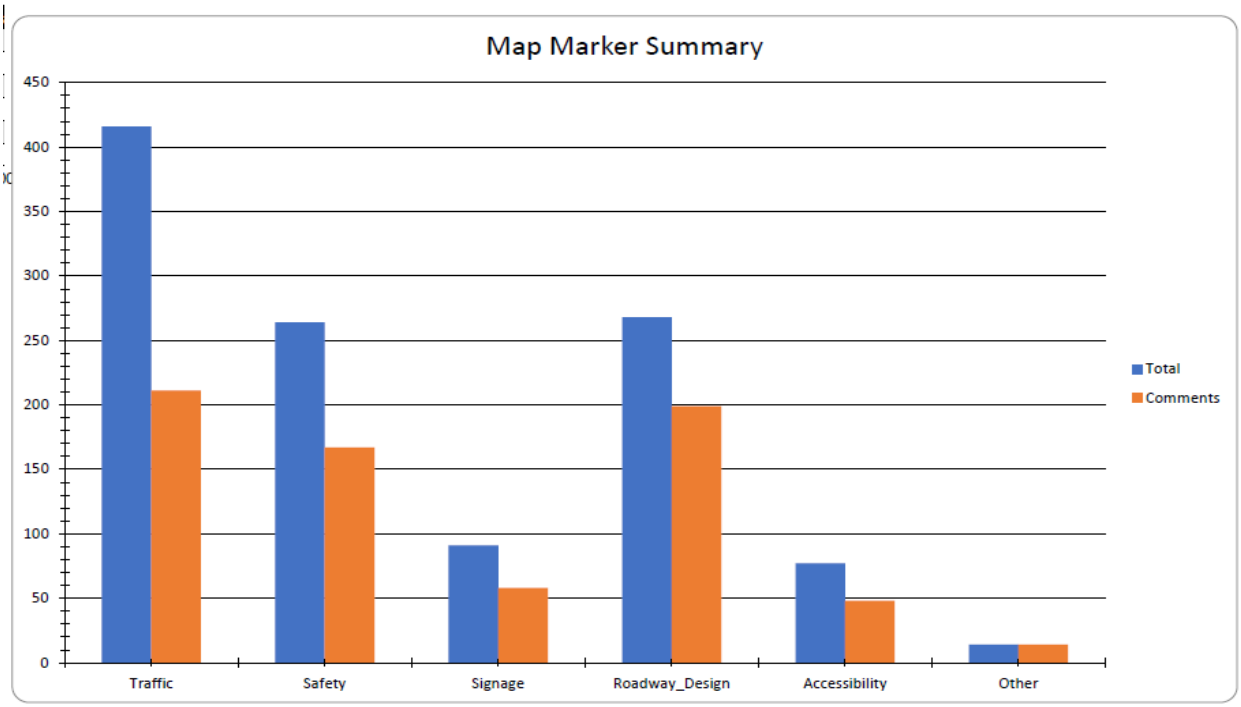
	lane trying to get over to go North or South on I65 or North or South on Preston. One ramp to go 4 different ways. Way too many choices for one exit .
Improve Safety	Separate side feeder system for exiting I65. Separate entrance flyovers to access thru lanes on I65.
Improve Safety	people stop on I264 to let people merging on the ramp only to run into stopped traffic on the exit ramp.
Improve Safety	It is very hard to change lanes and very fearful of having an accident
Improve Safety	watterson westbound going to 65 south is very slow and backs up all the time. watterson west at poplar level west entrance ramp is too short, too complicated for merging traffic and always backs up. 65 north ramp to watterson east backs up and is very dangerous
Improve Safety	Trafdic, safely and speeds are so bad on W264 after 3pm ER, that I take backroads home; regardless of adding extra commute time. It's sucks bc it's causes more pollution.
Improve Safety	Merging onto I-264 W from the Poplar Level exit is dangerous and difficult to do during rush hour, mostly because of two right lanes full of stop-and-go traffic for vehicles waiting to get on I-65. I am fearful of being hit by traffic every day.
Improve Safety	There needs to be segregation of traffic entering from Preston at Grade Lane and traffic transitioning to I-264E.
Improve Safety	Merging onto I-64 W from the Poplar Level exit is dangerous and difficult to do during rush hour, mostly because of two right lanes full of stop-and-go traffic for vehicles waiting to get on I-65. I am fearful of being hit by traffic every day.
Improve Safety	Fix Streetlights, they have been out for years
Improve Safety	65N to 264E needs to be changed. Make it safer for those getting on 65N from Preston. Have to fight to get over while cars and semis are flying up trying to get in exit lane for 264E at the very last second.
Improve Safety	The biggest problem on westbound Watterson is people who tie up one or more through lanes on the Watterson by blocking them as they try to jump the line of cars trying to exit onto I65 during rush hour.
Improve Safety	as I'm sure others have noted, onrampto 65 from preston is too close to exit to 264 east
Improve Safety	Same as for congestion, this is long past due. Big wheelers trying to merge over with cars getting trapped between them. Cars trying to get out when others are trying to get over. It's a frickin' mess.
Improve Safety	Same answer for all 3. Access to 264 west from I-65 north needs major improvements
Improve Safety	How about fly over ramps
Improve Safety	Remove 270 degree turns
Promote Sustainability	They need to think ahead about the future 5-10 years from when they finish because the needs will change, so accommodate more space to assure it will last many years.

Promote Sustainability	Maintenance of lighting a chronic problem; whole ramps and key stretches have gone dark for months and even years at a time, despite urgent appeals for repair. Safety and accessibility issues result.
Promote Sustainability	Plant something other than grass so you dont waste resources mowing
Promote Sustainability	Merging onto I-64 W from the Poplar Level exit is dangerous and difficult to do during rush hour, mostly because of two right lanes full of stop-and-go traffic for vehicles waiting to get on I-65. I am fearful of being hit by traffic every day.
Promote Sustainability	In a time of global warming we need this
Improve Accessibility	65 north to get to I264 E there is only 1 lane to the your supposed to use. Everyone uses the other lane to cut line, that only causes longer line and a parking lot setting. That area is a very poor design, not ideal for today's population.
Improve Accessibility	The ramp from I-65N onto I-264E is most congested and unsafe part of the whole project area. Because it doubles as an on ramp to I-65N, this is where people weave in and out of traffic, cutting people off and creating unsafe driving conditions.
Improve Accessibility	Ramp from Preston Highway to I-65 and I-264 should be eliminated, or a flyover ramp should be built so traffic from Preston Highway doesn't have to merge with traffic trying to enter I-264 East from I-65 North. This causes major backups on I-65 due to multiple merge points.
Improve Accessibility	Signage could really be improved
Improve Accessibility	the on-ramp to I264 W from Poplar Level needs to be moved so that drivers are not trying to cross 4 lanes of traffic in a short amount of time during afternoon rush hour.
Improve Accessibility	Ramps poorly designed for amount of traffic present. Large trucks greatly impact flow of traffic. I-65N to I-265E backs up very easily, especially when large trucks must reduce speed dramatically to negotiate the ramp, compounded by traffic entering I-65N from Preston.
Improve Accessibility	65N needs better accessibility to 264E
Improve Accessibility	Take the tight turn out of the ramp to get on to 65 south from 264 west . It bottle necks traffic .
Improve Accessibility	In my mind there are 2 main issues. -The ramp from W264 to S65 needs to start much further E. of the interchange, crossing over 264 BEFORE the interchange via the Union Hall and Processing Center properties, crossing Durrett Ln and Preston Hwy, then merging into S65. -Adding an exit(s) ramp from 65 that flow directly into UPS employee parking lot along side of Grade Ln. This would relieve pressure on the current Grade Ln exit from S65, lessening cross lane transitions occuring between the ramp egress from E264 and those seeking to exit S65 at Grade Ln.
Improve Accessibility	The signs for 264 east and west need to be clearer

Improve Accessibility	Needs another lane to ease congestion
Improve Accessibility	When this was originally built there used to be 2 lanes that merged onto I-65 South when coming from 264 east. Never had the congestion problems at that spot until they reduced it down to one lane to merge a few years back. Now it stays constantly congested because you have to cross three lanes almost immediately if you want o get off at the Fair and Exposition center plus everyone that is trying to get onto 65 South. If they had not taken a lane away everyone would not be forced over to the far right hand lane to merge onto 65 South. This needs to go back to being able to use the right 2 lanes to me rge onto 65 South to ease the horrible congestion at that point.
Improve Accessibility	Never have liked having to get on the watterson or get off the watterson by crossing over a lane where others cars are doing the opposite that I am doing. Not many people are willing to give up their position to allow you to make your move even if it only holds them up for a matter of seconds. I use the Popular level entrance to the west watterson and exit off the east watterson many times per week. I never have felt save doing either. I never do either without saying a prayer for safety.
Improve Accessibility	Traveling on 264 east and trying to merge over to get in lane to travel onto I 65 south is a nightmare,with the exit ramps from the airport and Crittenden Dr! My accident, which happened getting off 264, which traffic had stopped, was rear ended,! Lady hit me full speed, on her cell phone!,totaled my car and had to go to the hospital!
Improve Accessibility	Having traffic enter 264 almost exactly the same spot traffic is ALSO trying to EXIT 264 to get onto 65 is just asking for wrecks.
Improve Accessibility	Too many cars exiting 65S to 264 E with 1 lane & without good signage
Improve Accessibility	This interchange is a mess! Too many roads coming together.
Improve Accessibility	On and off ramps need to be improved to allow for less of a speed differential of mixing traffic allowing a smother blending of Vehicles and reducing stacking of traffic at interchanges.
Improve Accessibility	The area entering this interchange from any direction is difficult and congested and causes many dangerous lane changes at times for drivers.
Improve Accessibility	Improve so lane switches are not so dangerous from one exchange to other
Improve Accessibility	If the project limits include the tie in at Crittenden Drive / Eastern Parkway - make sure that this effort is coordinated with that project. The planning phases are wrapping up and the design team has made some suggested improvements at the slip ramp onto Eastern that should be rolled into this.
Improve Accessibility	The main problem area is where the 1-65/264east split is located. Nobody wants to get in the lane they are supposed to be in because they don't like how long the line is to exit on 264east so they stay in the other lanes for as far as they can go until it causes backups and accidents.
Improve Accessibility	I'd like to see an exit for Preston Hwy. I always have to go up to Poplar Level and come back when I'm on I-264 east. Make separate exits for the airport, fairgrounds and the Derby. I'm tired of all the traffic coming through the Southern Parkway exit to get to the Derby. It got better with the new Central Ave., but out exit still gets backed up during that time. How can this be done with the airport where it is! I say the airport needs to be moved further out and let this city breathe a little, albeit it. The west has

	the rubber factory, the land fills and the airport. So everything has to be squeezed in. Good luck!
Improve Accessibility	Stop light for Preston to 264 east ramp
Improve Accessibility	The on ramp west at popular level to the waterson is dangerous, 2 lanes to one just doesn't get it, It is a race and when the on ramp to 65 on the waterson is backed up, it is a mess out there.
Increase Freight Reliability	The ramp from I264 West to I65 South are too dangers for trucks.It is just like I265W to I65 South - too tight and dangerous for any truck

Help identify your most important areas for improvement. Please draw markers on the map at points where you have concerns, suggested improvements or comments and note if they are related to traffic (congestion, speed, etc.), safety, signage, roadway design, accessibility or other. Use the space below the map to provide additional comments.



Item	Total	Comments
Traffic	416	211
Safety	264	167
Signage	91	58
Roadway_Design	268	199
Accessibility	77	48
Other	14	14

I-65/I-264 Interchange
Planning Study

KENTUCKY TRANSPORTATION CABINET

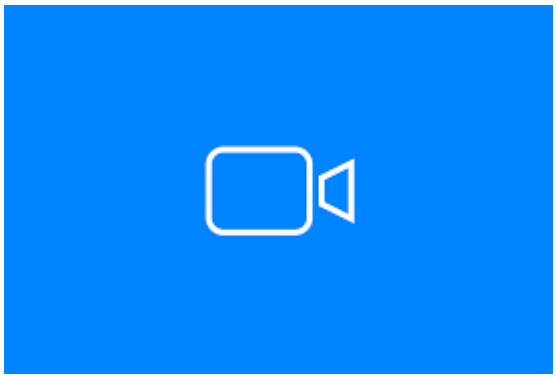
Proposed Improvement Strategies Questionnaire

The Kentucky Transportation Cabinet (KYTC) launched a planning study late last year to identify strategies to reduce congestion and improve safety of the I-65/I-264 (Watterson Expressway) interchange in Jefferson County.

KYTC is seeking public feedback on improvement strategies proposed by our Project Team. These strategies are based on analysis of collected traffic, safety and roadway data, previous public feedback and meetings with stakeholders.

Please review each proposed improvement strategy outlined below along with the corresponding videos and provide your input in this questionnaire.

Long-Term Improvement Strategies



URL : https://youtu.be/ALA8vQhIPis

Improvement Strategy A:

Changes in access from Preston Highway, I-65 northbound and I-65 southbound to I-264 eastbound to reduce congestion and improve traffic flow

Collected data and public feedback showed that access to I-264 eastbound from the Preston Highway, I-65 northbound and I-65 southbound ramps is problematic during peak hours and heavy traffic flow. These three ramps must merge into two lanes in a short distance, resulting in queuing onto the I-65 northbound collector-distributor (C-D) road and the mainline interstate. Modifications to I-264 eastbound access from these ramps as well as changes to the C-D road for I-264 eastbound were evaluated and narrowed down to three potential improvement strategies to address these issues.

For A-1, A-2 and A-3, Exit 12 (I-65 / KY 61) would be modified to eliminate a dangerous weave on the C-D road at the western end of I-264 eastbound. Vehicles exiting to the Fair & Expo Center and I-65 would now fly over Crittenden Dr. and the Louisville Muhammad Ali International Airport entrance ramps to merge on the right. A direct access ramp for traffic from Crittenden Dr. and the airport that is not going to the Fair & Expo Center or I-65 southbound or northbound would be added to merge onto I-264 eastbound. Remaining traffic would have three exit options: Fair & Expo Center; I-65 southbound and I-65 northbound.

What do you think of Improvement Strategy A-1: Remove Preston Highway On-Ramp + Reconfigure I-65 Southbound On-Ramp?

This improvement strategy includes removing the Preston Highway on-ramp to I-264 eastbound, widening the ramp from I-65 northbound to I-264 eastbound to two lanes, and changing the merging pattern from I-65 southbound into I-264 eastbound. Traffic traveling to I-264 eastbound from Preston Highway would enter at Grade Lane. Closing the Preston ramp allows for the I-65 northbound exit to I-264 eastbound to be a two-lane exit. The I-65 southbound traffic merges directly onto I-264 eastbound, improving the delay and queueing that currently exists on the I-65 northbound to I-264 eastbound ramp, as well as the I-65 northbound C-D road and mainline interstate.

QuestionPro

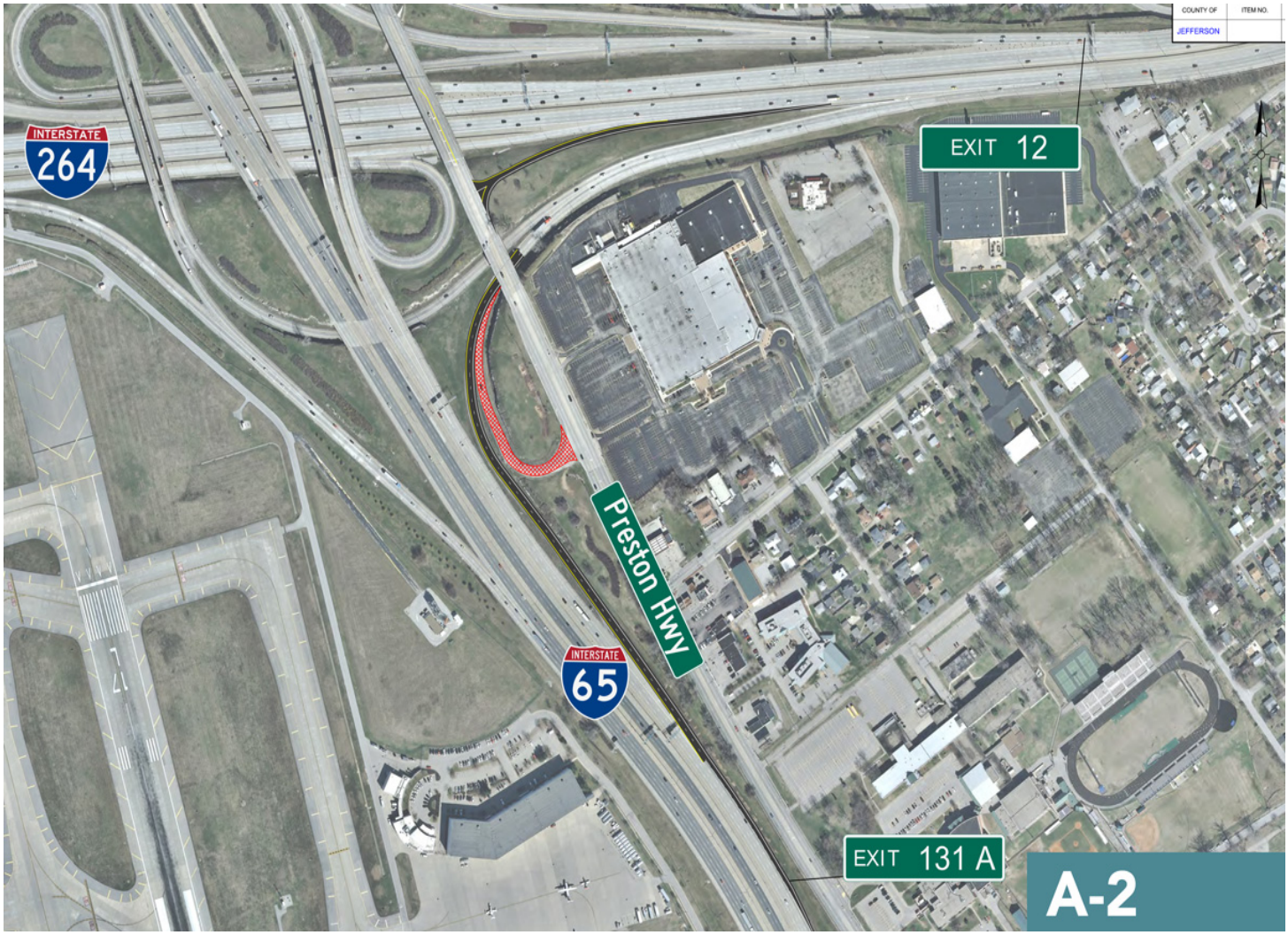
Improvements at the western end of I-264 eastbound to eliminate a dangerous weave on the C-D road are the same in A-1, A-2 and A-3.

Like

Dislike

QuestionPro

What do you think of Improvement Strategy A-2: Reconfigure Preston Highway On-Ramp?



This improvement strategy includes moving the I-264 eastbound on-ramp from Preston Highway to the north and make it part of a partial tight diamond interchange. Traffic from I-65 northbound and southbound would merge together and then merge onto I-264 eastbound. This creates the potential to make the I-65 northbound to I-264 eastbound ramp two lanes and mitigate the delay and queueing along the I-65 northbound to I-264 eastbound exit ramp, as well as the I-65 northbound C-D road and mainline interstate.

Improvements at the western end of I-264 eastbound to eliminate a dangerous weave on the C-D road are the same in A-1, A-2 and A-3.

Like

Dislike

What do you think of Improvement Strategy A-3: Reconfigure I-65 Southbound On-Ramp?

This improvement strategy includes moving the I-65 southbound ramp to merge onto I-264 eastbound to the west of the current merge location of I-65 northbound, I-65 southbound and Preston Highway. This would keep the Preston Highway ramp open as an additional lane to the single lane I-65 northbound ramp to I-264 eastbound, mitigating the delay and queuing along the I-65 northbound to I-264 eastbound exit ramp, as well as the I-65 northbound C-D road and mainline interstate.

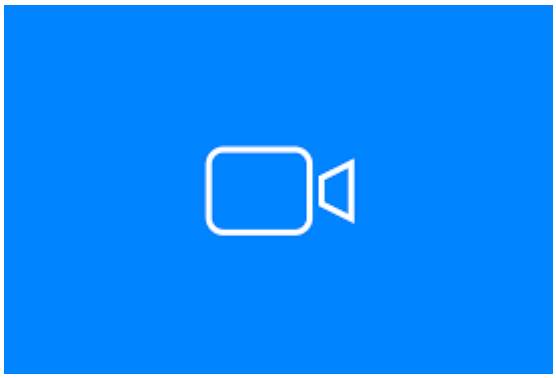
Improvements at the western end of I-264 eastbound to eliminate a dangerous weave on the C-D road are the same in A-1, A-2 and A-3.

Like

Dislike

Which of the three A improvement strategies would you prefer?

- ◯ **A-1:** Remove Preston Highway On-Ramp + Reconfigure I-65 Southbound On-Ramp
- ◯ **A-2:** Reconfigure Preston Highway On-Ramp
- ◯ **A-3:** Reconfigure I-65 Southbound On-Ramp



URL : https://youtu.be/y-UAU4rrwd8

Improvement Strategy B:

Changes to the I-264 westbound to I-65 southbound loop ramp to address driver confusion and improve traffic flow

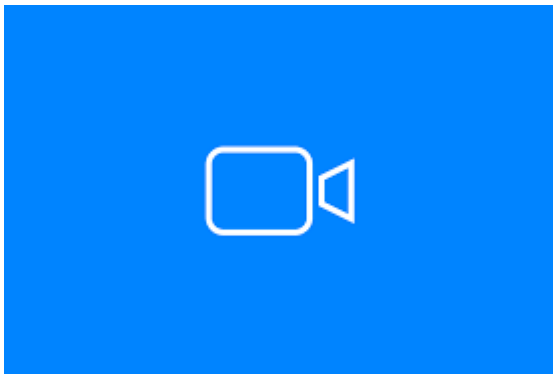
Collected data and public feedback showed that due to the tight radius of the I-264 westbound to I-65 southbound ramp, slow vehicle traffic occurs on a regular basis with heavy congestion. By changing the width and shape of the loop ramp and separating this exit from the Preston Highway and I-65 northbound exit, sight distances will be improved and the weave between Poplar Level Road and I-65 will be improved, which would reduce driver confusion and improve traffic flow. Additionally, the I-65 southbound to I-264 eastbound ramp will be able to use the bridge from the I-264 westbound to I-65 southbound loop ramp to improve the radius and sight distance for motorists making that movement.

What do you think of Improvement Strategy B: Widen Loop Ramp?

This would include improving the radius of the loop ramp from I-264 westbound to I-65 southbound and moving the traffic using this ramp from Exit 12 (I-65 / KY 61) to Exit 11 (Crittenden Dr.). The widened loop ramp would become an added lane of traffic to I-65 southbound just north of the bridge over I-264, and the I-264 westbound to I-65 southbound loop ramp bridge could be used by the I-65 southbound to I-264 eastbound ramp to improve sight distance.

Like

Dislike



URL : https://www.youtube.com/watch?v=Q3w27QLXdqM

Improvement Strategy C:

Changes to I-65 exits to improve sight distance and driver decision making

Collected data and public feedback showed that the orientation of the two exits for I-65 southbound to the fairgrounds and I-264 eastbound and westbound cause driver confusion. This will allow for more time and distance to improve driver decision making for ramp movements. This potential improvement strategy could be used in conjunction with the proposed changes to I-264 to I-65 loop ramp (Improvement Strategy B) to improve the radius of the I-65 southbound to I-264 eastbound ramp bridge and improve sight distance for motorists.

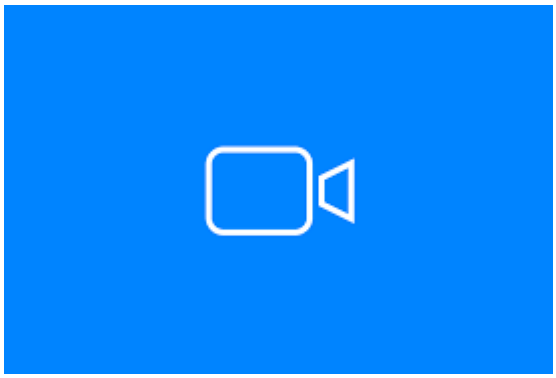
What do you think of Improvement Strategy C: Separate Exits from I-65?

This would include reconfiguring the I-65 southbound exits to I-264 westbound and I-264 eastbound by separating the I-264 westbound exit from Exit 131 B and joining with the I-264 eastbound exit just north of its existing location. This would result in two exits: 131 B to the Fair/Expo Center; 131 A to I-264 westbound and I-264 eastbound. This improvement strategy can be done in conjunction with Improvement Strategy B.

Like

Dislike

Short-Term Improvement Strategies



URL : https://www.youtube.com/watch?v=VOScKbdVW-I

Improvement Strategies 1 to 7:

Lower cost and short term improvement strategies

Public feedback and collected data showed that the complexity of this interchange makes it difficult for drivers to navigate and identify the correct lane for their desired destination. Inconsistent lighting, sharp ramp curvatures, and outdated guardrails also caused confusion and unsafe conditions.

What do you think of Improvement Strategy 1: Install Pavement Tattoos?

This would include installing markings, also known as route shield pavement markings or ‘pavement tattoos,’ directly on the roadway to identify which lanes drivers should choose to reach their desired destination. Pavement tattoos help drivers keep their eyes on the road and can reduce unnecessary or last-minute lane changes. The pavement markings would not replace but aid in overhead or side panel signage.

Like

Dislike

What do you think of Improvement Strategy 2: Improve Guide Signage?

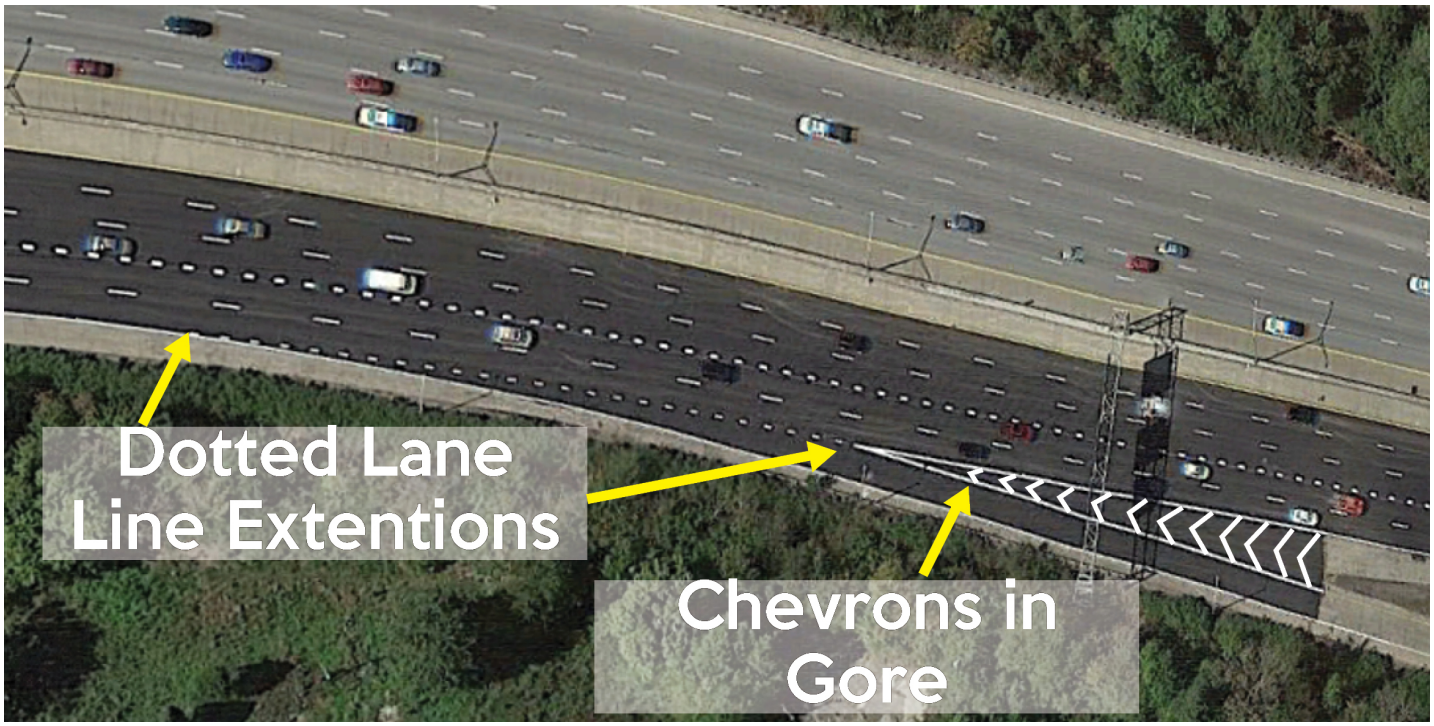
This would include installing new guide signage throughout the interchange to help drivers identify their desired destination. Signs would incorporate improved messaging, high-visibility retroreflective sheeting, symbols for popular destinations like the airport, consistent designations for exit only lanes and overhead arrow-per-lane signage where possible. Guide signage helps drivers navigate the interchange and can reduce unnecessary or last-minute lane changes.

Like

Dislike

QuestionPro

What do you think of Improvement Strategy 3: Enhance Striping at Decision Points?



This would include updating the current roadway markings at places where drivers make decisions including merges, diverges, and places where lanes are added or dropped. Striping would incorporate skip markings (dotted lines), lane line extensions and chevron markings to help drivers navigate the interchange by prompting responses at decision points.

Like

Dislike

QuestionPro

What do you think of Improvement Strategy 4: Install High Visibility Striping?

This would include installing black contrast striping over the current roadway markings on eastbound and westbound I-264 to improve visibility in areas where pavement is lightly colored or subject to glare from the sun. High-visibility striping helps drivers navigate the interchange and can reduce unnecessary or last-minute lane changes.

Like

Dislike

What do you think of Improvement Strategy 5: Upgrade Current Lighting?

A project is currently under way to provide new LED lighting in this interchange to reduce electricity, upgrade lighting levels and relocate poles that are frequently hit by drivers. This improvement strategy would provide additional funds for subsequent projects that may be needed beyond what is currently planned. Upgrading current lighting improves the uniformity of lighting for safer driving conditions and fewer roadside obstacles.

Like

Dislike

QuestionPro

What do you think of Improvement Strategy 6: Apply High Friction Surface Treatment?

This would involve placement of a roughened pavement surface by either grinding pavement or installing a new surface treatment. Work would also include installing diagonal pavement markings along the shoulders of the curve of the ramps to prevent roadway departures and give drivers a visual cue to slow down. The high-friction surface treatment increases friction between the pavement and vehicle tires.

Like

Dislike

QuestionPro

What do you think of Improvement Strategy 7: Upgrade Guardrails?

This would include upgrading the existing guardrails within the interchange to defined KYTC standards and the latest research on roadside barriers to reflect the types of vehicles and conditions most likely present on the roadway. This provides improved protection in the event drivers depart the roadway.

Like

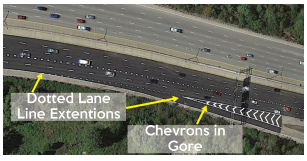
Dislike

* **Which short-term improvement strategies would be your top priorities? (Choose up to 3)**

QuestionPro

1: Install Pavement Tattoos

2: Improve Guide Signage



3: Enhance Striping at Decision Points

4: Install High Visibility Striping

5: Upgrade Current Lighting

6: Apply High Friction Surface Treatment

7: Upgrade Guardrails

Final Questions

What is your connection to the study area? (Check any that apply)

- [ ] I live in or near the project area
- [ ] I work in or near the project area
- [ ] I own a business in or near the project area
- [ ] I own property in or near the project area
- [ ] I travel through the project area weekly
- [ ] I don't travel the area frequently but am interested
- [ ] I'm a member of an interested community organization
- [ ] I'm a member of an environmental advocacy group
- [ ] Other

What is your zip code?

Do you have any other comments that have not been covered in this questionnaire?

Enter your email below for project updates.

Hard Copy Questionnaire 2

Comment period: Oct. 21 to Nov. 22, 2020

I-65/I-264 Interchange Planning Study

KENTUCKY TRANSPORTATION CABINET

Proposed Improvement Strategies Questionnaire

The Kentucky Transportation Cabinet (KYTC) launched a planning study late last year to identify strategies to reduce congestion and improve safety of the I-65/I-264 interchange in Jefferson County. KYTC is seeking public feedback on improvement strategies proposed by our project team. These strategies are based on analysis of collected traffic, safety and roadway data, previous public feedback and meetings with stakeholders. Full descriptions are available on our website.

About You

What is your connection to the project area? (check any that apply)

- ☐ I live in or near the project area
- ☐ I work in or near the project area
- ☐ I own a business in or near the project area
- ☐ I own property in or near the project area
- ☐ I travel through the project area weekly
- ☐ I don't travel through the area frequently but am interested
- ☐ I'm a member of an interested community organization
- ☐ I'm a member of an environmental advocacy group
- ☐ Other _____

What is your zip code? _____
Would you like email updates on this project? (circle one) **YES** **NO**
If so, what is your email address? _____

Long-Term Improvement Strategies

Improvement Strategy A

What do you think of Improvement Strategy A-1: Remove Preston Highway On-Ramp + Reconfigure I-65 Southbound On-Ramp?

☐ **Like** ☐ **Dislike**

What do you think of Improvement Strategy A-2: Reconfigure Preston Highway On-Ramp?

☐ **Like** ☐ **Dislike**

What do you think of Improvement Strategy A-3: Reconfigure I-65 Southbound On-Ramp?

☐ **Like** ☐ **Dislike**

Which of the three A improvement strategies would you prefer?

☐ **A-1** ☐ **A-2** ☐ **A-3**

Improvement Strategy B

What do you think of Improvement Strategy B: Widen Loop Ramp?

☐ **Like** ☐ **Dislike**

Improvement Strategy C

What do you think of Improvement Strategy C: Separate Exits from I-65?

☐ **Like** ☐ **Dislike**

Short-Term Improvement Strategies

What do you think of Improvement Strategy 1: Install Pavement Tattoos?

☐ **Like** ☐ **Dislike**

What do you think of Improvement Strategy 2: Improve Guide Signage?

☐ **Like** ☐ **Dislike**

What do you think of Improvement Strategy 3: Enhance Striping at Decision Points?

☐ **Like** ☐ **Dislike**

What do you think of Improvement Strategy 4: Install High Visibility Striping?

☐ **Like** ☐ **Dislike**

What do you think of Improvement Strategy 5: Upgrade Current Lighting?

☐ **Like** ☐ **Dislike**

What do you think of Improvement Strategy 6: Apply High Friction Surface Treatment?

☐ **Like** ☐ **Dislike**

What do you think of Improvement Strategy 7: Upgrade Guardrails?

☐ **Like** ☐ **Dislike**

Which short-term improvement strategies would be your top priorities? (Choose up to 3)

- ☐ 1: Install Pavement Tattoos
- ☐ 2: Improve Guide Signage
- ☐ 3: Enhance Striping at Decision Points
- ☐ 4: Install High Visibility Striping
- ☐ 5: Upgrade Current Lighting
- ☐ 6: Apply High Friction Surface Treatment
- ☐ 7: Upgrade Guardrails

Do you have any other comments that have not been covered in this questionnaire?

If you have questions or need assistance with this questionnaire, please call Amanda Desmond at 502-210-5400.

I-65/I-264 Interchange Planning Study
Public Involvement Round 2 Questionnaire Results
Collected October 21 to November 22, 2020

There were 106 unique completed survey responses to the QuestionPro online questionnaire and 0 returned hard copy questionnaires. The survey was made available Oct. 21 and closed Nov. 22, 2020.

Of the responses, demographic data showed that of 194 responses:

- 39.69% (77 people) travel through the project area weekly
- 20.1% (39 people) live in or near the project area
- 20.1% (39 people) work in or near the project area
- 6.7% (13 people) donâ€™t travel through the area frequently but are interested
- 5.15% (10 people) own a property in or near the project area
- 3.61% (7 people) are a member of an interested community organization
- 3.61% (7 people) is a member of an interested community organization
- 3.09% (6 people) own a business in or near the project area
- 1.03% (2 people) listed other

In the priority ranking, of 115 responses, the following highest ranked improvement strategies included:

Of the 3 options for Long-Term Improvement Strategy A:

- 59.13% (68 people) preferred A-1: Remove Preston Highway On-Ramp + Reconfigure I-65 Southbound On-Ramp
- 22.61% (26 people) preferred A-2: Reconfigure Preston Highway On-Ramp
- 18.26% (21 people) preferred A-3: Reconfigure I-65 Southbound On-Ramp

All A, B and C improvement strategies earned more likes than dislikes. Of the 10 options for Short-Term Improvement Strategies:

- 32.42% (95 people) preferred 1: Install Pavement Tattoos
- 24.57% (72 people) preferred 2: Improve Guide Signage
- 16.72% (49 people) preferred 3: Enhance Striping at Decision Points
- 9.22% (27 people) preferred 4: Install High Visibility Striping
- 9.9% (29 people) preferred 5: Upgrade Current Lighting
- 5.46% (16 people) preferred 6: Apply High Friction Surface Treatment
- 1.71% (5 people) preferred 7: Upgrade Guardrails

All short-term strategies (1-7) earned more likes than dislikes.

Open-ended comments were also accepted in the questionnaire. 46 responders gave additional feedback.

More Survey Results:

What do you think of Improvement Strategy A-1: Remove Preston Highway On-Ramp + Reconfigure I-65 Southbound On-Ramp? This improvement strategy includes removing the Preston Highway on-ramp to I-264 eastbound, widening the ramp from I-65 northbound to I-264 eastbound to two lanes, and changing the merging pattern from I-65 southbound into I-264 eastbound. Traffic traveling to I-264 eastbound from Preston Highway would enter at Grade Lane. Closing the Preston ramp allows for the I-65 northbound exit to I-264 eastbound to be a two-lane exit. The I-65 southbound traffic merges directly onto I-264 eastbound, improving the delay and queueing that currently exists on the I-65 northbound to I-264 eastbound ramp, as well as the I-65 northbound C-D road and mainline interstate.Improvements at the western end of I-264 eastbound to eliminate a dangerous weave on the C-D road are the same in A-1, A-2 and A-3.

Like	77	71.96%
Dislike	30	28.04%
Total	**107**	

What do you think of Improvement Strategy A-2: Reconfigure Preston Highway On-Ramp?This improvement strategy includes moving the I-264 eastbound on-ramp from Preston Highway to the north and make it part of a partial tight diamond interchange. Traffic from I-65 northbound and southbound would merge together and then merge onto I-264 eastbound. This creates the potential to make the I-65 northbound to I-264 eastbound ramp two lanes and mitigate the delay and queueing along the I-65 northbound to I-264 eastbound exit ramp, as well as the I-65 northbound C-D road and mainline interstate.Improvements at the western end of I-264 eastbound to eliminate a dangerous weave on the C-D road are the same in A-1, A-2 and A-3.

Like	53	52.48%
Dislike	48	47.52%
Total	**101**	

What do you think of Improvement Strategy A-3: Reconfigure I-65 Southbound On-Ramp? This improvement strategy includes moving the I-65 southbound ramp to merge onto I-264 eastbound to the west of the current merge location of I-65 northbound, I-65 southbound and Preston Highway. This would keep the Preston Highway ramp open as an additional lane to the single lane I-65 northbound ramp to I-264 eastbound, mitigating the delay and queuing along the I-65 northbound to I-264 eastbound exit ramp, as well as the I-65 northbound C-D road and mainline interstate.Improvements at the western end of I-264 eastbound to eliminate a dangerous weave on the C-D road are the same in A-1, A-2 and A-3.

Like	57	55.88%
Dislike	45	44.12%
Total	**102**	

Which of the three A improvement strategies would you prefer?

A-1: Remove Preston Highway On-Ramp + Reconfigure I-65 Southbound On-Ramp	68	59.13%
A-2: Reconfigure Preston Highway On-Ramp	26	22.61%
A-3: Reconfigure I-65 Southbound On-Ramp	21	18.26%
Total	**115**	

What do you think of Improvement Strategy B: Widen Loop Ramp? This would include improving the radius of the loop ramp from I-264 westbound to I-65 southbound and moving the traffic using this ramp from Exit 12 (I-65 / KY 61) to Exit 11 (Crittenden Dr.). The widened loop ramp would become an added lane of traffic to I-65 southbound just north of the bridge over I-264, and the I-264 westbound to I-65 southbound loop ramp bridge could be used by the I-65 southbound to I-264 eastbound ramp to improve sight distance.

Like	88	83.02%
Dislike	18	16.98%
Total	**106**	

What do you think of Improvement Strategy C: Separate Exits from I-65?This would include reconfiguring the I-65 southbound exits to I-264 westbound and I-264 eastbound by separating the I-264 westbound exit from Exit 131 B and joining with the I-264 eastbound exit just north of its existing location. This would result in two exits: 131 B to the Fair/Expo Center; 131 A to I-264 westbound and I-264 eastbound. This improvement strategy can be done in conjunction with Improvement Strategy B.

Like	83	82.18%
Dislike	18	17.82%
Total	**101**	

What do you think of Improvement Strategy 1: Install Pavement Tattoos?This would include installing markings, also known as route shield pavement markings or 'pavement tattoos,' directly on the roadway to identify which lanes drivers should choose to reach their desired destination. Pavement tattoos help drivers keep their eyes on the road and can reduce unnecessary or last-minute lane changes. The pavement markings would not replace but aid in overhead or side panel signage.

Like	103	98.10%
Dislike	2	1.90%
Total	**105**	

What do you think of Improvement Strategy 2: Improve Guide Signage? This would include installing new guide signage throughout the interchange to help drivers identify their desired destination. Signs would incorporate improved messaging, high-visibility retroreflective sheeting, symbols for popular destinations like the airport, consistent designations for exit only lanes and overhead arrow-per-lane signage where possible. Guide signage helps drivers navigate the interchange and can reduce unnecessary or last-minute lane changes.

Like	98	95.15%
Dislike	5	4.85%
Total	**103**	

What do you think of Improvement Strategy 3: Enhance Striping at Decision Points?This would include updating the current roadway markings at places where drivers make decisions including merges, diverges, and places where lanes are added or dropped. Striping would incorporate skip markings (dotted lines), lane line extensions and chevron markings to help drivers navigate the interchange by prompting responses at decision points.

Like	95	92.23%
Dislike	8	7.77%
Total	**103**	

What do you think of Improvement Strategy 4: Install High Visibility Striping? This would include installing black contrast striping over the current roadway markings on eastbound and westbound I-264 to improve visibility in areas where pavement is lightly colored or subject to glare from the sun. High-visibility striping helps drivers navigate the interchange and can reduce unnecessary or last-minute lane changes.

Like	91	87.50%
Dislike	13	12.50%
Total	**104**	

What do you think of Improvement Strategy 5: Upgrade Current Lighting? A project is currently under way to provide new LED lighting in this interchange to reduce electricity, upgrade lighting levels and relocate poles that are frequently hit by drivers. This improvement strategy would provide additional funds for subsequent projects that may be needed beyond what is currently planned. Upgrading current lighting improves the uniformity of lighting for safer driving conditions and fewer roadside obstacles.

Like	99	94.29%
Dislike	6	5.71%
Total	**105**	

What do you think of Improvement Strategy 6: Apply High Friction Surface Treatment?This would involve placement of a roughened pavement surface by either grinding pavement or installing a new surface treatment. Work would also include installing diagonal pavement markings along the shoulders of the curve of the ramps to prevent roadway departures and give drivers a visual cue to slow down. The high-friction surface treatment increases friction between the pavement and vehicle tires.

Like	83	80.58%
Dislike	20	19.42%
Total	**103**	

What do you think of Improvement Strategy 7: Upgrade Guardrails?This would include upgrading the existing guardrails within the interchange to defined KYTC standards and the latest research on roadside barriers to reflect the types of vehicles and conditions most likely present on the roadway. This provides improved protection in the event drivers depart the roadway.

Like	89	85.58%
Dislike	15	14.42%
Total	**104**	

Which short-term improvement strategies would be your top priorities? (Choose up to 3)

1: Install Pavement Tattoos	95	32.42%
2: Improve Guide Signage	72	24.57%
3: Enhance Striping at Decision Points	49	16.72%
4: Install High Visibility Striping	27	9.22%
5: Upgrade Current Lighting	29	9.90%
6: Apply High Friction Surface Treatment	16	5.46%
7: Upgrade Guardrails	5	1.71%
Total	**293**	

What is your connection to the study area? (Check any that apply)		
I live in or near the project area	39	20.10%
I work in or near the project area	39	20.10%
I own a business in or near the project area	6	3.09%
I own property in or near the project area	10	5.15%
I travel through the project area weekly	77	39.69%
I don't travel the area frequently but am interested	13	6.70%
I'm a member of an interested community organization	7	3.61%
I'm a member of an environmental advocacy group	1	0.52%
Other	2	1.03%
Total	**194**	

WRITE-IN COMMENTS

2. Do you have any other comments that have not been covered in this questionnaire?

#	Response ID	Comment
1.	85567672	Moving the Preston to Watterson East bound to Grade Lane is ridiculous. It would just add another merge for Preston Highway drivers. This option should be eliminated. There needs to be Watterson Westbound Access from Preston Highway.
2.	85568222	If possible we need to eliminate the backup on NB I-65 CD road to EB I-264. This comes to a stand still even on Sunday afternoons. Also, I really like the idea of using a separate exit for I-65 SB from I-264 WB, than the KY 61 / I-65 NB exit. Improving radius will allow semi trucks to go at a faster speed without falling over.
3.	85574106	This should be an emergency plan... 264 west to 65 sounth and north is one of the most dangerous areas in Louisville....
4.	85576794	Need longer distance between on-ramp from 65N onto 264E, and off-ramp from 264E onto South Poplar Level Rd. Merging traffic moves too fast for safe changing of lanes.
5.	85583143	Long Overdue. Please get moving on this project. I avoid this area & go out of my way to get where I need.
6.	85591030	Two lanes should exit from I-65 northbound to 264 eastbound. Two lanes should also exit from 264 westbound to I-65 south. Both of these improvements would reduce congestion.
7.	85595423	No real solution to the I-264 west ramp to I-65 south has been presented. What's proposed is a band aid that might help but will not eliminate the issue. A flyover ramp - although incredibly expensive - makes sense. Is this a height issue with proximity to the airport?
8.	85597010	The video is very confusing....I hope I voted correctly but it was very technical and I'm not really sure. A 3D visual would have been better...where I could see traffic flow. I think you aren't going to get what people want cause the have no idea what a CD or mainline road is. This survey was not designed well.
9.	85598629	I would like to seem less emphasis on automobile transportation and more focus on public transportation and human scaled public improvements and planning that could make these highway improvements unnecessary.
10.	85608015	The short term solutions are nice but until an additional lane can be added from 264W to 65S there will always be a back up. Between jerks waiting until the last

minute to get over and cars getting on a Poplar Level this will always be an issue. Please don't waste tax payer money on projects that are essentially putting a band-aid on a knife wound.

11. 85630839 i've lived in Louisville my whole life. Even as a small child, 'roadway tattoos' have always been a mark of a city being a 'big city'. i was ecstatic when spaghetti got tattoos and it makes the child in me jump for joy to hear them being considered for this interchange as well.

12. 85633830 It obviously needs updates that will actually improve traffic flow, but only if it can be done without making traffic even worse during construction.

13. 85638087 "Because I work in the area I travel this interchange 8-10 times per week. I believe you could improve the 3 ramp to 264 West my adding another lane up to the poplar level exit. This way you have 3 lanes for 3 Ramos with plenty of room to merge on to 264.

On the I264 west to 65 an& s. Why not add another lane from Poplar level to the Ramos. Right now you have 2 lanes from Poplar level merging into 264 West at the same spot 264 west traffic is trying to get to I65. Another lane give more space for this to happen. The biggest need iis a 2 lane ramp to I 65 South. "

14. 85668157 Whatever improvement selection(s) is/are chosen they need to be done ASAP and not pushed out due to more studies. If any more studies are done they should be simple - send the people doing the study to observe in person the congestion nightmare at this intersection. That will spur action to be done.

15. 85680200 Please fix the I264W to I65S interchange first. The I65S ramp backs up every single day, which causes traffic to backup all the way out to St. Matthews on I264W. There is an accident nearly every day at this interchange due to the differences in speed between I264W traffic heading further westbound than Exit 12 and those exiting to taking I65. The Poplar Level traffic attempting to merge at this point makes things even worse. It would be nice if you could separate the left most lanes of I264W from the other traffic to allow faster traffic to avoid the slowdowns altogether. I have seen other cities do this with barriers or poles. But I know that is a drastic solution.

16. 85680527 Going from I-264 W to I-65 S, a two lane flyover would be the best solution from a traffic perspective, if the flyover does not conflict with landing clearances of the very nearby runway. If there is a conflict, your Option A is a good solution. Thank you for working on a solution.

17. 85704598 What is the timeline for this project?

18. 85710426 Driving a school bus on trips to the zoo, I find it confusing to know which lane gets me to I65 southbound when merging onto I264 westbound. The pavement tattoos will be a great help.

19. 85722304 I was hoping that the southern on-ramp from Preston Highway, just as you are moving to the right into the lane/ramp to eastbound 264 would be addressed in this project. to me, this is an issue because of the short distance for those getting on to 65 North to move to the left, as well as those try to get over to the far right for entrance to 264 east. It is like we are trying to switch places. You then have the added issue of vehicles bypassing the proper merge area and darting to the right just before it heads on the ramp to 264 East.

20. 85785553 Sections of the existing lighting in the interchange seem to be constantly not functioning. During rain events it's very difficult with lane identification. Place a maintenance priority on making sure the existing lights are functioning. It provides more benefit than any of the short term improvements proposed.

21. 85890382 "1) Can the I-264 Westbound to I-65 Southbound Loop be replaced with a flyover ramp, removing the loop entirely?
2) Can the 3-lane weaving section between the Poplar Level Rd. Interchange and the I-65/Preston Hwy interchange - both directions on I-264 be redesigned to reduce the weaving?"

22. 85892233 why has it taken so long & why isn't the west 264 to south 65 a larger portion of the project

23. 85914704 Preston Ramp TO EAST 264 Is a death trap, merge with lanes from 65S, having to MERGE right in few cars BEFORE Poplar Level is a 1st graders plan. It has to be closed. Why cant Durret Lane AGAIN be a entrance ramp? Also Preston Exit From I265WEST has to be redone. Coming home it is playing “frogged” to cut traffic all across the lanes to exit to get home. I live on corner of Preston/Phillips

24. 85937421 You may need to consider the difficulty for drivers to exit from I-65 southbound to Preston Highway as well.

25. 86079265 For C I think better signs and road tattoos would resolved the issues. A and B need more help.

26. 86143533 "It seems that the biggest driving factor in the congestion on this section of roads is the mass increase of large trucks on the road. As these vehicles must slow to negotiate the curved ramps the volume of trucks backs up the ramps. Could an effort be made to have truck traffic on I-65 North that are coming from South of I-265 (Snyder) and going North toward I-64/I-71 take I-265. That volume along with UPS trailer traffic is an issue at Grade Lane.

Many drivers coming up Grade Lane from UPS Worldport to Preston utilize the Preston on-ramp that is proposed to be changed. This as a preferred alternate to the often backed up collector lanes coming over Grade Lane.

Has any thought been given to a fly-over ramp from I-65N through the former National City property onto I-264E? This would allow for truck traffic which is not going to anything but increase to maintain speed coming onto I-264 and potentially segregate Poplar Level road exit traffic."

27. 86256305 Thank you for working so hard to fix this interchange. It's been a mess for a long time.

28. 86569554 "I think eliminating the preston on ramp is a great idea and long over due! Widening the ramp will really help the area.
Maybe pick someone else to do the voice overs for the video next time? Sorry, but I almost fell asleep :) "

29. 86590500 Please figure this out! There are too many accidents and near misses to say nothing of the traffic problems.

30. 86598801 Access from Preston Highway to I-264 East needs to remain an option, as needing to go to Grade Lane would result in extra travel and merging on a high traffic ramp, which can currently be avoided.

31. 86839363 Please don't consider the 'roughing the pavement' option as this is dangerous for motorcycle travel.

32. 87396420 I65 to Waterson East is a HUGE problem

33. 87495974 Thank you for the great improvement ideas for this interchange and thank you for requesting public input.

34. 87593786 Time line. Also love yo see this talk about in the Louisville and Lexington Newspapers.

35. 88479478 By keeping the Preston Hwy ramp open to I-264E and separating the the two I-65 to I-264E you will be making this a much safer travel path and not inconveniencing those that use this ramp by having to travel out of their way to access Grade Lane. After the lane restriping a few years back on this ramp it has improved and I feel this will really help enhance the safety of the drivers today and in the future.

36. 88829331 I65 north going westbound has to wait in the queue for eastbound at peak times at the moment even though west bound is almost always clear. Make it easier for westbound to be able to just pass the queue if possible.

37. 88843355 For the West bound I-264 to South bound I-65 exit ramp, why is a fly over ramp not being considered as an option? This would eliminate the need for traffic to continue to flow at a higher speed while exiting and prevent backups on I-264 West due to traffic slowing and stopping while exiting onto the I-65 North and South bound ramps.

38. 88874884 The sharp right angle on the off ramp to I65 south from the west bound Watterson expressway is the main cause of all backups. Semi's must slow to 20 mph to make this turn backing up everyone behind them.

39. 88894276 All the short term improvements have merit. Hard to pick one Although driving visibility is a priority.

40. 88897689 Add more highway message boards and add travel times and start using the highway message boards

41. 89007777 thank you in advance for the work on these projects

42. 89376126 Go back to a 2 day on ramp from 264 E to 65 S

43. 89412388 Signage needs to read Preston Hey. Exit off Preston needs to be reconfigured. Turning right on Preston off the exit is too sharp to look to see what is coming down Preston.

44. 89533600 Reconfigure the southbound I65 entrance from the Watterson going westbound. Needs a flyover and get rid of the 90 degree angle.

45. 89549912 I live in the neighborhood abutting the interchange. We have NO sound barriers from the highway. What we want in our neighborhood more than anything are barriers to protect us from the sound and pollution of the highway

46. 89882507 Consider eliminate exit from 264W to Preston North. Direct traffic to KFEC exit to Philips Ln. to Preston or 65S to Grade Ln. exit as is necessary now for access to Preston South. This will eliminate the gridlock of entering traffic at Poplar level to 264W crossing with exit traffic to Preston North.

47. 89921643 Road safety is important thanks to everyone for doing their darndest to make the roads useable! Infrastructure rocks!

Section 5

I-65/I-264 Interchange Planning Study

Additional Feedback from Public Officials, Agencies and/or Citizens

- Questions and Answers from Stakeholder Meeting (May 14, 2020)
- Questions and Answers from Stakeholder Meeting (October 20, 2020)
- Email Responses
- Online Responses
- KIPDA 2050 Metropolitan Transportation Plan Outreach

I-65/I-264 Interchange Planning Study
Stakeholder Meeting (5/14) Questions & Answers

Question: Will the project timeline be affected by the expected Transportation Budget revenue shortfall?

Answer: Funds remain available for this planning study. The 2020 Enacted Highway Plan pushes preliminary design funds out to 2026. The good thing about this study is how we are breaking things apart and doing short-term and possible long-term improvements. We may be able to use some maintenance funds for the short-term improvements and then for the long-term improvements be able to put those into the next Highway Plan. This planning study will give us a better ballpark of the cost of the improvements.

Question: Will the public involvement phase include digital ads requesting for feedback?

Answer: There is no budget for paid advertising in this planning study. What we're doing is sharing out the documents that were shown today through the e-newsletters and that will be the only advertisement portion of the project. We will also be sharing it like we normally do with all our KYTC District 5 projects through Facebook and Twitter. We're also doing a media release and hoping that the media will be able to spread out a little bit of the knowledge about the project and that you can go online even during COVID-19 and give your input. That could reach anywhere from southern Indiana all the way to Bullitt County to Oldham County and anybody that uses this critical interchange. There will be a paper copy survey available by request that will contain the information and mechanisms we're using with the online surveys. We're still talking about what will be the best locations for the placement of those paper surveys for folks that aren't able to get in to the electronic MetroQuest survey to provide feedback. The public can call the District 5 office for more details about the paper surveys.

Question: How is the Transportation Cabinet taking in consideration future growth and development plans for both properties and services? How many years do you anticipate the improvements needed will address future transportation needs?

Answer: We're working with the KIPDA MPO and their long-term, long-range travel demand model. It is able to anticipate future traffic out to year 2040. It incorporates a lot of things like population, socioeconomic factors, future development and land use, and future travel patterns. There's a whole lot of data that goes into that model. We are

working with them to develop what we would consider our future year traffic volumes. Our future year for this project is 2045, so we'll work in conjunction with KIPDA to see what we think travel patterns and travel volumes will look like based on all the data that they've collected.

A big part of this project is going to be short term, quick hit type wins – things that can be implemented kind of quickly and with minimal investment (low cost). For some of those, hopefully we'll just be looking at more safety-type solutions and hopefully address some congestion. For the major type of improvements, we'll be looking at that 2045 future year.

We're going to be meeting individually with the airport, fairgrounds, Kentucky Kingdom, UPS Worldport, National Guard and bigger stakeholders individually to see what their growth plans are and make sure anything we do in this interchange is not going to negatively influence their plans in the future.

We are trying to stay within the interstate's right of way footprint as much as possible when considering the potential improvement strategies. That is very important.

Comment: Other design considerations are the imaginary surfaces that comprise runway arrival and approaches – vertical control.

Response: That is a great comment. With the close proximity of this interstate interchange to the airport and the runway flight paths, we will be coordinating closely with the airport and KYTC on that situation. The lighting in the interchange has been specifically designed for lower mast lighting. We're going to be looking at if you can still accommodate the air traffic and not cause issues with potential other types of lighting systems. There definitely is that challenge with how close this interstate is to the runway and approach flight path. WSP has an entire aviation group that will be looking at that as we consider improvement strategies for the roadway and how those might affect airport traffic.

I-65/I-264 Interchange Planning Study
Stakeholder Meeting (10/20) Questions & Answers

General Questions

Question: Will the public involvement phase include targeted ads or boosted Facebook posts seeking public feedback?

Answer: Yes, KYTC will boost Facebook ads to collect more feedback. The project web page, social media posts on KYTC District 5 channels and media outreach will also extend awareness for the public involvement opportunities.

Question: What is KYTC's strategy for funding these projects? Could the Highway Safety Improvement Program (HSIP) be interested in short-term projects?

Answer: Maintenance funds may be used to implement some of the short-term improvement strategies. The Kentucky Transportation Cabinet will use the final report to determine further project development and implementation. The final report will include an improvement strategy project list that has been evaluated and prioritized based on transportation needs, environmental impact, economic benefits and impact, benefit/cost, and travel time. The Cabinet will consider including funding in the next Highway Plan. There is currently no funding allocated to implement any of these improvements. The final report will be presented with information HSIP needs as it considers projects.

Question: Can you estimate timing for short-term and long-term improvement strategies?

Answer: There is currently no schedule to implement any of these improvement strategies. Should the Kentucky Transportation Cabinet choose to further develop any parts of this project, it will weigh transportation needs, availability of funds, construction costs and other factors to determine if and when construction would begin. The Kentucky Transportation Cabinet may use some existing maintenance funds to implement some of the short-term improvement strategies outlined by the project team. There is currently no funding allocated to make any of the long-term improvements. The Cabinet will use the final report when developing the next Highway Plan. The 2020 Enacted Highway Plan includes preliminary design funds in 2026.

Improvement Strategy A

Question: Is only one of the "A" long-term improvement strategies needed?

Answer: Yes, for Improvement Strategy A, the project team chose to present three options (A-1, A-2 and A-3) to the public. Traffic modeling and analysis along with public feedback will be used to determine which of the three is recommended in the final report.

Improvement Strategy B

Question: Would this be a single lane ramp? Could both ramps still be used as single lane ramps?

Answer: Yes, it would still be one lane. Project team discussed dangers of two lanes for semi tracking and toppling and how coordinating signage for keeping both ramps open would be difficult. Traffic modeling is under way to explore further.

Question: What is the forecasted volume for this loop?

Answer: The forecasted volume is 1,570 vehicles per hour.

Improvement Strategy C

Question: Would combining the traffic of I-264 E with heavier traffic and I-264 W with generally lighter traffic increase traffic times for folks going west during rush hour?

Answer: Traffic modeling and analysis will be performed to determine the answer to this question; however this option gives the I-264 W traffic more space to make their decision.

Question: Are traffic delays on I-65 South going to cause problems with traffic flow to the airport or Cardinal Stadium, since the ramp to I-65 South will be combined with Crittenden?

Answer: Traffic modeling and analysis will be performed to determine the answer to this question, however by merging the I-264 W traffic north of the bridge, it will stay out of the weave between I-65 and Grade Lane, which should improve operations on I-65 S and not impact flow to the airport or Cardinal Stadium.

Short-Term Improvement Strategies

Question: Is the wiring in the Project Area in need of updating as part of Short-Term Improvement Strategy 5: Upgrade Lighting?

Answer: Yes, there are some lighting circuits within the project area that will require improvements to the wiring and electric conduits.

Email Responses

Desmond, Amanda L (KYTC-D05)

From: KYTC District5 Info
Sent: Wednesday, June 10, 2020 4:14 PM
To: Desmond, Amanda L (KYTC-D05)
Subject: FW: I65 / I264 interchange improvement ideas

This is more for your awareness than anything else. I thanked him for his input, sent him the link to the survey, and told him I would pass on his email. ☺

Stephanie

From: fajardo@insightbb.com <fajardo@insightbb.com>
Sent: Wednesday, June 10, 2020 1:24 PM
To: KYTC District5 Info <KYTC.District5Info@ky.gov>
Subject: I65 / I264 interchange improvement ideas

I have lived here in Louisville all my life and have been a public school bus driver for over 10 years. I have had thoughts about the I65 / I264 interchange and how to improve the traffic flow for a couple years.
I never knew if it was anything or how to tell anyone until I seen you were looking for public input.
I made a Facebook group to illustrate my ideas.
It's called I65 / I264 interchange improvement ideas.
Thanks, Mike Fajardo
Fajardo@insightbb.com

https://www.facebook.com/groups/257313525534603/?ref=share

I65 / I264 interchange - Message (HTML)

File Message BLUEBEAM Acrobat ProjectWise Tell me what you want to do...

Mon 11/16/2020 2:58 PM

fajardo@insightbb.com

I65 / I264 interchange

To Desmond, Amanda L (KYTC-D05)

You replied to this message on 11/16/2020 3:21 PM.

I have seen your proposed Improvement video to the I-65 / I264 interchange area. In my opinion everything looks awesome except I wonder if you will put in Dividing Walls for exit lanes or bypasses to keep traffic from running up the left Fast Lanes and forcing themselves to merge and slow down traffic.

I'm a school bus driver and have thought about the possible improvements to the area for several years. The wall to divide exit areas occurred to me because of people cutting over and knowing how 264 East near Shelbyville Road is setup.

When I first saw y'all were working on this I made a Facebook page with my ideas and tried getting it to you all but I'm not sure if it ever happened.
https://www.facebook.com/I65-I264-interchange-improvement-ideas-102262028201847/

Can't wait to see it start.
Michael Fajardo
Fajardo@insightbb.com

Desmond, Amanda L (KYTC-D05)

From: KYTC District5 Info
Sent: Wednesday, June 24, 2020 3:51 PM
To: Desmond, Amanda L (KYTC-D05)
Subject: Fwd: I65 I264 Interchange Planning Study comments
Attachments: Preston at Male close bus lane.png; udgMidway plan mode.pdf

****CAUTION** PDF attachments may contain links to malicious sites. Please contact the COT Service Desk ServiceCorrespondence@ky.gov for any assistance.**

Can you help with this?

Thanks!
Get Outlook for iOS

From: Nicholas Seivers <nicholasseivers@gmail.com>
Sent: Wednesday, June 24, 2020 3:46:15 PM
To: KYTC District5 Info <KYTC.District5Info@ky.gov>
Subject: I65 I264 Interchange Planning Study comments

****CAUTION** PDF attachments may contain links to malicious sites. Please contact the COT Service Desk ServiceCorrespondence@ky.gov for any assistance.**

Hello,

My name is Nicholas Seivers and I am an urban designer and transportation planner based in Louisville, Kentucky. My home is in the Schnitzelburg neighborhood, just off Preston, north of the study area for the I-65 and I-264 Interchange. I live in this area, I shop in this area, I travel through, and study this area. I am familiar with the area and would very much like to see a solution that doesn't just work for those driving personal cars and deliveries from Preston Highway to the interstate system but could improve travel for those on foot, bike, and bus along Preston Highway. Additionally, I would like to see a plan that not only visually enhances the corridor but leaves space for more east and west connections.

I have conversations with other planners and neighborhood representatives about improving transit from Jefferson Mall through the Airport and on to Downtown Louisville. I have whatif conversations with people at UPS who would like to be able to comfortably bike to work and so many people want a better way to go to concerts and events at the fairgrounds.

This Planning Study will not address everything. I don't expect that and I won't list everything I wish for this vitally important area. But I would like to hold room for all of the things that we could build here. Its not just one interchange project - it is many projects that could transform the region!

I would enjoy meeting with the team in person to talk about the possibilities I envision for this area that address:

- Freight movement
- Transit improvements
- Normalizing and building comfortable protected bicycle facilities
- Airport Access
- Fairgrounds Access

- Cardinal Stadium and Churchill improvements
- Post Covid business corridor support
- Beautification and wayfinding

This area has changed so much over the decades. I think we can agree that a new comprehensive plan that gets all of the players together to implement is in store. I have attached some concepts that may appear to be fairly radical in size but serve as an illustration of how we can all work together to stitch together the travel demands and the assets north, south, east, and west of the interchange of I-65 and I-265. Why shouldn't we allow ourselves the chance to do the right thing, to step back for a moment and see if we can't slice through the complexity of this interchange, and build something more intuitive that adds to the experience of traveling to and through.

All my best,

--
Nicholas Seivers AICP MCRP
nicholasseivers@gmail.com
502.432.8483

Desmond, Amanda L (KYTC-D05)

From: KYTC District5 Info
Sent: Thursday, June 25, 2020 7:51 AM
To: Desmond, Amanda L (KYTC-D05)
Subject: FW: I65 I265 interchange comments

From: Nicholas Seivers <nicholasseivers@gmail.com>
Sent: Wednesday, June 24, 2020 4:22 PM
To: KYTC District5 Info <KYTC.District5Info@ky.gov>
Subject: I65 I265 interchange comments

Hello,

I hope that these comments will still inform the process. I see now that the period for comments concluded a few days ago. I must admit I only learned that this was a project late in this process. I put effort into spreading the word but now do not recall if I completed the survey through the official form.

If I would make one suggestion it has to do with the number and density of interchanges on I-265. This project calls attention to how the times have changed but the roads have not. I mean that not only in placing priority on speed and throughput of cars and trucks traveling on a highway in a major city, but also in recognizing the change in the landscape. Since the Watterson Expy was constructed, the runways moved, University of Louisville sports moved, UPS came to town, and the neighborhoods and manufacturing that once butted up against the fairgrounds and terminal have gone. Looking at a map of this area today the interchanges don't make any sense.

Perhaps the lowest hanging fruit is the Preston ramp. It is not a full interchange - I live in this area and I can't tell you how many times I forget that - so maybe it is the easiest to delete. And in doing so, that reduces the back up on I-65NB to I-264EB.

I would like to see buffered bike lanes and generous sidewalks on Preston Highway on both sides of the road.

The Airport/Main Gate is a confusing place. Fortunately I don't have to go this way to the fairgrounds, or the airport, or cutting through town. When I do I usually go when there aren't any events because I know that I will need to merge across so many lanes or get stuck in some orange cone channel that isn't what I wanted. This isn't an area that allows much forgiveness.

I would like to see buffered bike lanes and generous sidewalks on Phillips and from the Terminal at the Airport to the Main Gate and just fewer lanes. Perhaps then this interchange is deleted or some combination of roundabouts help keep traffic moving in all weather and all events.

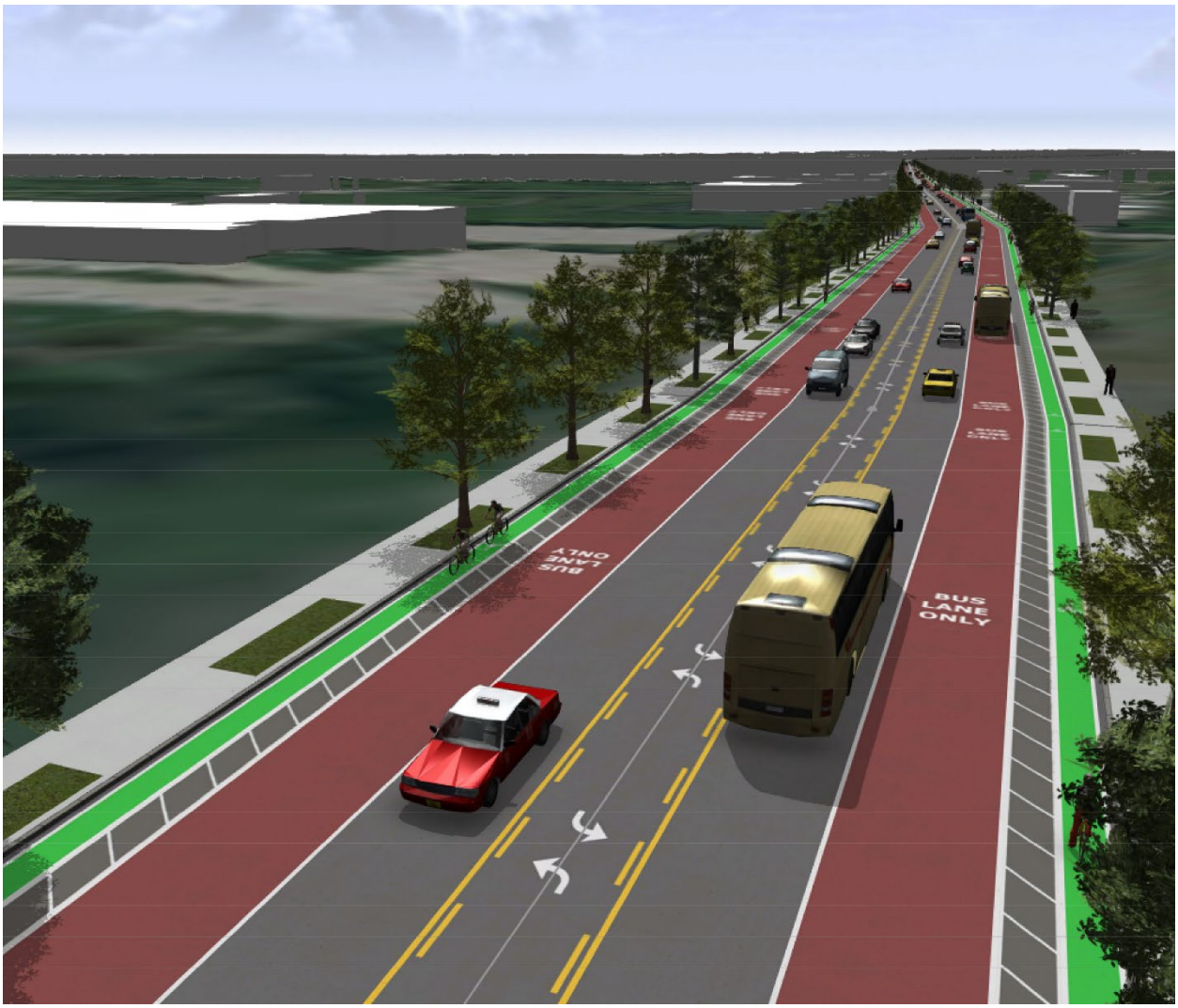
The Crittenden Drive interchange is a strange place too! It doesn't present any formality or sense of arrival to the airport. Additionally, I am not always sure where to be when traveling in any direction here. I understand that runways and tarmacks needed to be expanded but now that they have maybe we can reduce or delete this interchange. Cardinal Stadium is on Floyd - maybe that is a better location than Crittenden or even 3rd/Southern for highway access to University, Fairgrounds, Churchill, and the Airport - direct and a new path to the ever changing and amazing collection of landmarks that we have.

I would like to see buffered bike lanes and generous sidewalks on Crittenden, Floyd, 3rd, Southern Parkway, and the road to the airport, on both sides of the road.

I realize there isn't one clear solution given in this list. I see this as a very complex issue. Maybe one more complex than the scope. I'm sure that you do as well. But I know that there usually are opportunities within any constraints. Perhaps an elegant and cost effective solution will emerge. Thank you for your time.

Sincerely,

--
Nicholas Seivers AICP MCRP
nicholasseivers@gmail.com
502.432.8483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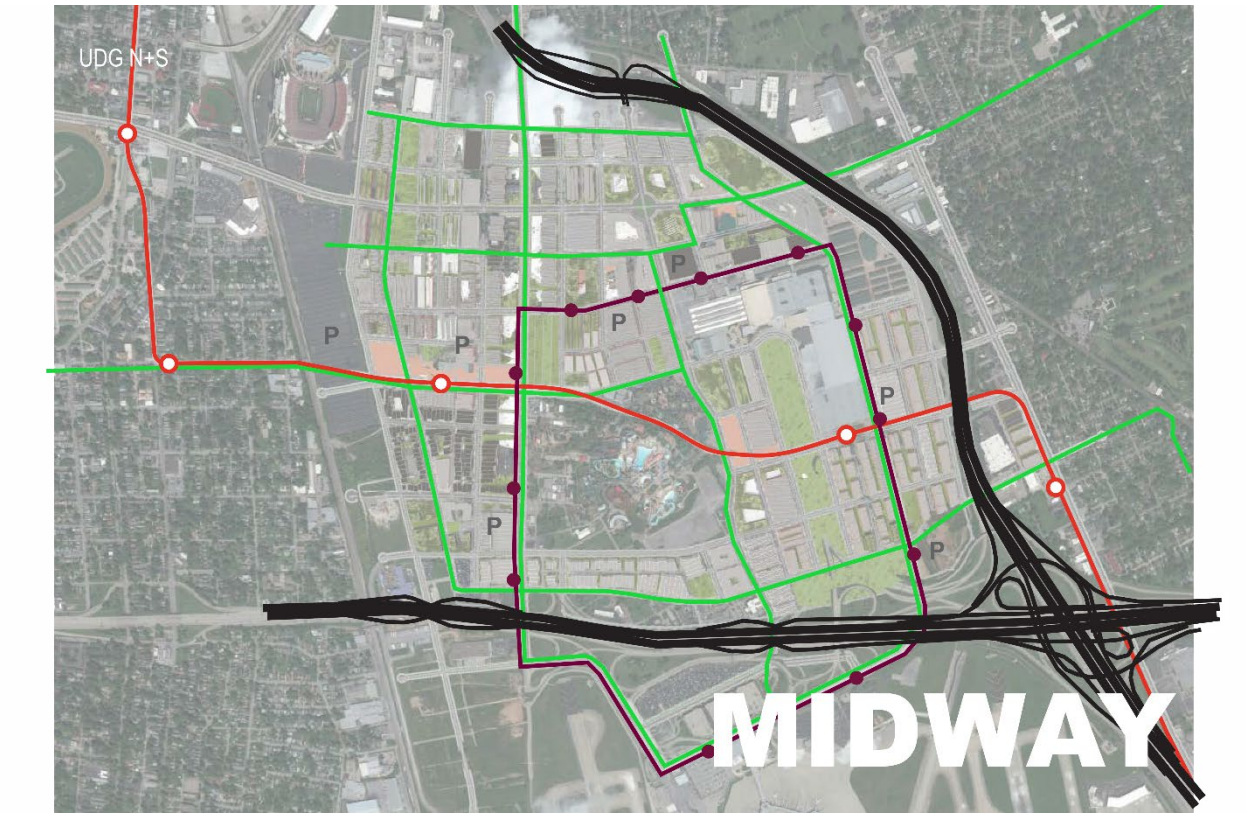
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MIDWAY

From: Desmond, Amanda L (KYTC-D05)
To: nicholasseivers@gmail.com
Cc: KYTC District5 Info
Subject: Re: I65 I265 interchange comments
Date: Thursday, June 25, 2020 10:53:34 AM

Mr. Seivers,

I wanted to reach out to you and thank you for your comments on the I-65/I-264 Interchange Planning Study. Your comments along with all the Stakeholder, Local Elected Officials, and public comments will be looked at when developing the short and long term improvement strategies.

I do hope you added yourself to the mailing list to stay up to date on the development of the study. If you have not, you can sign up anytime during the project timeline on the project website.

https://transportation.ky.gov/DistrictFive/Pages/I-65_I-264_Interchange_Planning_Study.aspx

Regards,

Amanda Desmond, PE
Kentucky Transportation Cabinet
District 5, Highway Design
8310 Westport Road
Louisville, Kentucky 40242
1-502-210-5461

From: KYTC District5 Info <KYTC.District5Info@ky.gov>
Sent: Thursday, June 25, 2020 7:51 AM
To: Desmond, Amanda L (KYTC-D05)
Subject: FW: I65 I265 interchange comments

From: Nicholas Seivers <nicholasseivers@gmail.com>
Sent: Wednesday, June 24, 2020 4:22 PM
To: KYTC District5 Info <KYTC.District5Info@ky.gov>
Subject: I65 I265 interchange comments

Hello,

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Sincerely,

--
Nicholas Seivers AICP MCRP
nicholasseivers@gmail.com
502.432.8483

Desmond, Amanda L (KYTC-D05)

From: Willner, Lisa (State Rep.) (LRC) <Lisa.Willner@LRC.KY.GOV>
Sent: Monday, June 15, 2020 11:29 AM
To: George, Nicole A.; interchange65@gmail.com; Desmond, Amanda L (KYTC-D05)
Cc: Roarx, Rachel G.; Jackie Cobb
Subject: RE: I65/I264 Interchange Planning Study

I love this idea, and m fully supportive.

Best regards,
Lisa Willner
Representative, House District 35

From: George, Nicole A. [Nicole.George@louisvilleky.gov]
Sent: Monday, June 15, 2020 11:11 AM
To: interchange65@gmail.com; Desmond, Amanda L (KYTC-D05)
Cc: Roarx, Rachel G.; Jackie Cobb; Willner, Lisa (State Rep.) (LRC)
Subject: I65/I264 Interchange Planning Study

Amanda,

Several community members have expressed an interest in submitting transformational ideas through a design competition. Could we schedule a 30 minute meeting sometime in July to discuss the opportunities? On my end, I'd want to invite a few community members who have reached out along with our area state representatives.

Councilwoman Nicole George
Louisville Metro District 21
601 W. Jefferson 40202
(502) 574-1121

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From:	Desmond, Amanda L (KYTC-D05)
To:	George, Nicole A.; interchange65@gmail.com
Cc:	Roarx, Rachel G.; Jackie Cobb; Willner, Lisa (State Rep.) (LRC); Bullock, Matt A (KYTC-D05); Caros, Stephanie E (KYTC-D05)
Subject:	Re: I65/I264 Interchange Planning Study
Date:	Tuesday, June 16, 2020 1:52:22 PM
Attachments:	image002.png

Ms. George,

Thank you for your continued efforts in trying to spread the word and gathering input to the planning study.

We are open to ideas from the public, that is part of our decision making process, but a design competition is not ideal for the project. Interstate facilities require greater involvement from the Federal level and follow stricter guidelines. Also given the close proximity to the Louisville International Airport we need to consider FAA airspace requirements in all designs.

At this time of public involvement we are just asking the public, stakeholders, and local elected officials if there are any other existing conditions in the project area that were not captured with our data collection. When this round of public involvement commences on June 20th we will then have our engineering team formulate short and long term improvement strategies that fall within the required guidelines for interstate facilities and continue to involve the FHWA and FAA.

The next round of public involvement will be this fall/winter where the project team will present the short and long term improvement strategies. At that time the public, stakeholders, and local elected officials will then be able to vote on these ideas.

Anytime during these two public involvement stages anyone can submit their own ideas via mail, email, or the surveys provided. Below are the mailing address and email address anyone can use to submit their ideas or concerns.

KYTC District 5
Attn: Amanda Desmond
8310 Westport Road
Louisville, KY 40242

Interchange65@gmail.com

Again I appreciate your valued input and look forward to your continued coordination throughout the public involvement process.

Amanda Desmond, PE

Kentucky Transportation Cabinet
District 5, Highway Design
8310 Westport Road
Louisville, Kentucky 40242
1-502-210-5461

From: George, Nicole A. <Nicole.George@louisvilleky.gov>
Sent: Monday, June 15, 2020 11:11 AM
To: interchange65@gmail.com; Desmond, Amanda L (KYTC-D05)
Cc: Roarx, Rachel G.; Jackie Cobb; Willner, Lisa (State Rep.) (LRC)
Subject: I65/I264 Interchange Planning Study

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Councilwoman Nicole George
Louisville Metro District 21
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From: Desmond, Amanda L (KYTC-D05)
To: Jackie Cobb
Cc: George, Nicole A.; interchange65@gmail.com
Subject: RE: 264/65 Interchange Comments
Date: Wednesday, June 24, 2020 1:40:00 PM

Ms. Cobb,

I wanted to reach out to you and thank you for your comments on the I-65/I-264 Interchange Planning Study. Your comments along with all the Stakeholder, Local Elected Officials, and public comments will be looked at when developing the short and long term improvement strategies.

I do hope you added yourself to the mailing list to stay up to date on the development of the study. If you have not, you can sign up anytime during the project timeline on the project website.

https://transportation.ky.gov/DistrictFive/Pages/I-65_I-264_Interchange_Planning_Study.aspx

Regards,

Amanda Desmond, PE
Kentucky Transportation Cabinet
District 5, Highway Design
8310 Westport Road
Louisville, Kentucky 40242
1-502-210-5461

From: Jackie Cobb <jackiercobb@gmail.com>
Sent: Saturday, June 20, 2020 9:17 PM
To: Interchange65@gmail.com
Cc: George, Nicole A. <nicole.george@louisvilleky.gov>
Subject: 264/65 Interchange Comments

Good evening,

I'm emailing to submit comments related to the 264/65 interchange study.

I understand that in Fall 2020, your team will be presenting options for short and long term improvement strategies. As you team puts together these options, here are a few of my priorities and ideas for reimagining this intersection:

- Reduce the number of lanes. Louisville desperately needs to reduce VMT (vehicle miles traveled) to improve air quality and reduce carbon emissions. Do not focus on reducing congestion through increasing lanes - congestion is not the enemy.

- Focus on a design that reduces vehicle speed. That will reduce crashes and improve safety.

- Increase tree canopy coverage in this area. This area of Louisville has a paltry tree canopy coverage, which contributes overall to Louisville's problems with urban heat islands and greenhouse gas emissions.

- Consider converting I-264 from an interstate to a boulevard. Given we have I-265 as a ring interstate, our inner ring interstate (I-264) could definitely be converted to a boulevard. Many other cities have done the same. KYTC could begin the conversion of I-264 to a boulevard in this section, which could enable a much simplified intersection structure.

- Prioritize walkability and bikeability in the area. For example (1) connect Preston Highway with the Convention Center (2) connect the airport hotels with the airport (it would be possible to walk between the two in 15 minutes if the road infrastructure were redesigned properly) (3)

- Prioritize reducing significantly the area of this study area that is pavement.

- If KYTC can reduce number of lanes & reduce number of ramps, there will be many **many** acres of extra land that the state could return back to private ownership and/or city ownership. That land - now taken up by roads - could then be used for commercial/park/residential uses. If this land can be put to use in this way, it could yield benefits for our citizens - like more property tax income and/or more park space.

Thanks,
Jackie Cobb
502-552-0362

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-LAEmHhHzdJzBITWfa4Hgs7pbKI

Desmond, Amanda L (KYTC-D05)

From: KYTC District5 Info
Sent: Monday, June 15, 2020 7:56 AM
To: Desmond, Amanda L (KYTC-D05)
Subject: FW: I264/65 InterchangePlanning Study

Can you help me with this one?

Thank you!
Stephanie

-----Original Message-----
From: William Hall <bill523@icloud.com>
Sent: Sunday, June 14, 2020 8:45 PM
To: KYTC District5 Info <KYTC.District5Info@ky.gov>
Subject: I264/65 InterchangePlanning Study

The information as a result of the study was typically bureaucratically extraneous from a governmental standpoint and therefore confusing. What exactly was the area examined/studied/ surveyed/ analyzed? What were the results? Thanks much.

Sent from my iPhone

From: Desmond, Amanda L (KYTC-D05)
To: KYTC District5 Info
Subject: Re: I264/65 InterchangePlanning Study
Date: Monday, June 15, 2020 9:22:32 AM

Thank you so much for your feedback and we are happy to clarify any confusion that you might have on the I-65/I-264 Planning Study.

This planning study examined the area between Grade Lane to roughly 1 mile north of I-264 along I-65 and Crittenden Drive to Poplar Level Road on I-264. The study also examined the interchanges with the Louisville International Airport and the Fairgrounds. There is a *Project Area Map* under **Supporting Documents** on the project website if you wish to visually see the examined area.

Within the project area, as described above, the project team first surveyed all the existing roadway characteristics to identify possible deficiencies in the existing design. This included:

- Lanes, shoulder and median widths
- Horizontal and vertical deficiencies
- Bridge geometrics and deficiencies
- Grades, Speed limits, Truck routes, and Functional Classification
- Existing Signage, Striping, Guardrail, Right of Way limits

The results of this survey can been seen on the *Roadway Deficiencies Map* under **Supporting Documents** on the project website.

The project team used Miovision cameras and radar equipment to capture movements, speed, and travel times. This along with origin-destination data available through StreetLight, we were able to better understand the critical movements and problem areas. The results of that analysis are on the 6 remaining maps located under **Supporting Documents** on the project website.

The next stage of the planning study is to use the existing data we have collected and formulate short and long term solutions that could mitigate the existing issues of the interchange. These solutions will be available for public comment in the next round of public involvement which is scheduled this Fall/Winter.

You can find the project website and all Supporting Documents at the following link.

Again we appreciate your interest in the project and hope to gather your input through the survey at the following link.

Get Outlook for iOS

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Subject: FW: I264/65 InterchangePlanning Study

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Sent from my iPhone

From: John Licht <litxterminals@yahoo.com>
Sent: Wednesday, October 21, 2020 12:08 PM
To: Stephanie.Caros@subscriptions.kentucky.gov
Subject: Re: Public Feedback Sought on Proposed I-65/I-264 Interchange Improvement Strategies

The north bound I-65 exit to east bound I-264 are very bad.

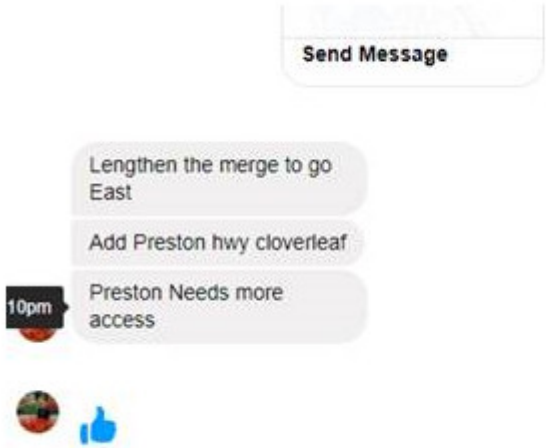
The west bound I-264 exit to south bound I-65 are very bad.

Both these infrastructures require at least a minimum of double lanes.

Occasionally I do use these interchanges personally transporting Class A Equipment. We Kentuckians have to do a much better job with our infrastructures if we are going to compete with other states.

John Licht

On Wednesday, October 21, 2020, 10:18:39 AM CDT, Stephanie Caros <stephanie.caros@subscriptions.kentucky.gov> wrote:


Send Message
Lengthen the merge to go East
Add Preston hwy cloverleaf
10pm
Preston Needs more access

Desmond, Amanda L (KYTC-D05)

From: Hans, Robert A. <Robert.Hans@wsp.com>
Sent: Wednesday, November 18, 2020 2:22 PM
To: Desmond, Amanda L (KYTC-D05)
Cc: Warnick, Anne; Gulick, Corrin R.
Subject: FW: District 12 eNewsletter - November 18, 2020

This is good to have the information shared out from the City.

Thanks,
Rob

From: Rachel Nix <rachel@c2strategic.com>
Sent: Wednesday, November 18, 2020 2:17 PM
To: Hans, Robert A. <Robert.Hans@wsp.com>
Subject: FW: District 12 eNewsletter - November 18, 2020

Rob,

Councilman Blackwell included the re-sent release from KYTC in his weekly newsletter.

Best,

Rachel Nix
Staff Strategist
765-744-6248
rachel@c2strategic.com
C2 STRATEGIC COMMUNICATIONS

From: Councilman Rick Blackwell <rick.blackwell@public.govdelivery.com>
Sent: Wednesday, November 18, 2020 12:08 PM
To: Rachel Nix <rachel@c2strategic.com>
Subject: District 12 eNewsletter - November 18, 2020

KIPDA 2050 Metropolitan Transportation Plan Outreach

PROJECT	COMMENT
5-553_I-64 Corridor Study	Spaghetti Junction restricts me from accessing the waterfront and the Big Four Bridge. Knock most of it down, please.
	We spent $2.5B on bridges but only have 2 lanes into and out of downtown. Horrible planning. No ease of congestion
	I-64 being here is an impediment to connectivity of these neighborhoods. Suggest turning from Story to the Watterson into a street-level road - not an elevated expressway. Reconnect our neighborhoods!!
	yield sign on cutover is too far back, can't see exit ramp traffic from there and everyone just ignores it, has caused almost accidents frequently where this combines with the exit lane traffic **(I-64E at Grinstead)**
	Add another lane to both sides of I-64. Would make traffic much better and allow marginal traffic flow in the case of accidents. As of now, traffic is slow even during periods of no congestion and when accidents occur, traffic comes to complete stop
	Huge potholes in the tunnel on I64W. You talk about adding lanes but can't even maintain current ones
	Don't widen I-64 at the tunnel. Come up with way to discourage urban sprawl!!!
	I commute to work at 4:45 AM and not have problems on 64
	Interstate congestion in area to be addressed
	Tell Hooisers to stay in right lane unless they are passing, which they never are
	I-64 needs to be widened from I-264 to downtown. If you want downtown Louisville to be viable, people need to be able to get there in a timely manner.
	How could the "16th largest city in America" have a major east-west interstate leading to downtown that is only two lanes wide?? Okay, so we have tunnels to deal with. We have plenty of smart engineers and contractors in KY. Get I-64 widened!!
	Congestion is a stop and go during the morning commute
	Significant congestion on a daily basis in the morning on I-64 Westbound from this location to downtown Louisville
	Having only 2 lanes on a major interstate that leas to downtown creates major traffic jams/delays. There should be more lanes.
	Daily commuters in and out of Louisville should also be considered
5-569_I-65 Corridor Study	Can we tear down the expressway?
	I-65 really is a destructive element to downtown Louisville - please consider making it a street-level boulevard
	This onramp scares me everytime I use it. Its way to short to make a merge, especially when traffic is moving at 55+ miles an hour on the freeway. **(I-65N at St. Catherine)**
	Noise pollution continues to be a concern in the Shelby Park Neighborhood emanating from I-65
	Cut, cap and cover I-65
	Remove I-65
	Remove this on ramp, dangerous for college students **(I-65S at Arthur Street)**
5-559 (I-264/I-65 Interchange study)	Interchange is awful. Cutting 264E to 65S to a one lane exit was the worst decision ever traffic backs up even more now
	improve all portions of I-264 and I-65 interchange
	This is probably the worst intersection ever conceived. The only way to fix it would be to remove I264 entirely.
	Horrible interchange trying to get on I-65

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NEWS

KYTC asking for opinions to improve I-65/I-264 interchange

The Kentucky Transportation Cabinet is asking the public to help them identify trouble spots on the Interstate 65/Interstate 264 interchange. (Source: KYTC)

By Sarah Jackson | May 20, 2020 at 11:51 AM EDT - Updated May 20 at 11:51 AM

LOUISVILLE, Ky. (WAVE) – The Kentucky Transportation Cabinet is asking the public to help them identify trouble spots on the Interstate 65/Interstate 264 interchange.

According to KYTC, the I-65/I-264 interchange was ranked as the highest crash rate in the region by Kentuckiana Regional Planning & Development Agency.

A planning study started by KYTC in fall 2019 looked at solutions to increase safety, manage and reduce roadway congestion, ensure timely and efficient movement of freight and decrease and/or mitigate negative environmental impacts to the interchange.

Now, KYTC is asking the community to watch and video and fill out an interactive questionnaire to help them pinpoint problem areas.

Responses will be accepted through June 20.

To watch the video and answer the questionnaire, click here.

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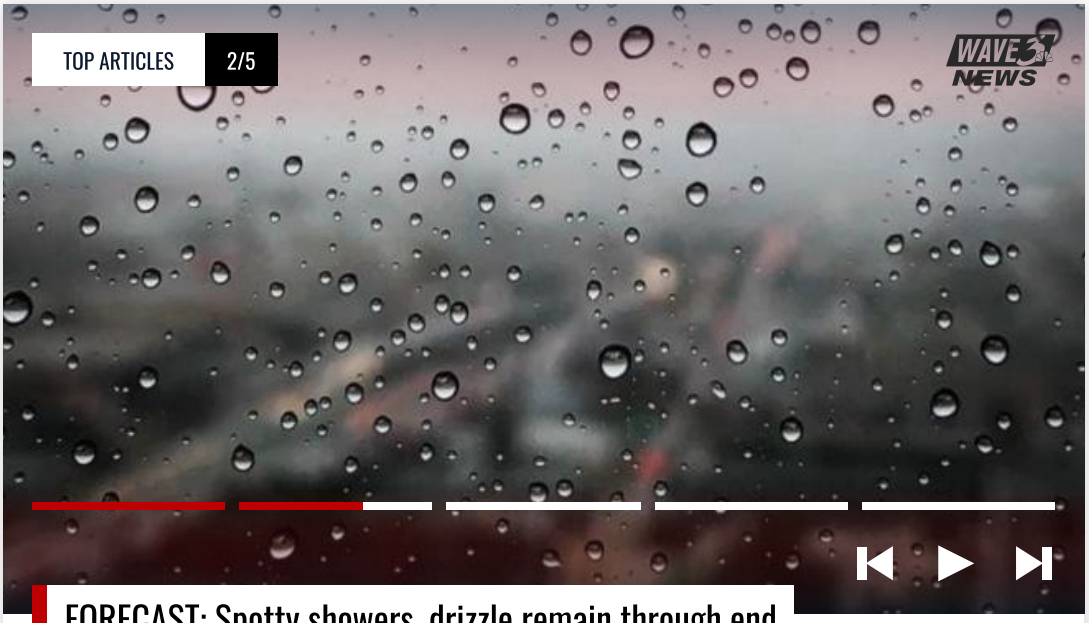

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BUILDING KENTUCKY

Planning study begins for crucial interchange near Louisville airport

The Kentucky Transportation Cabinet (KYTC) has begun a planning study of the I-65/I-264 interchange in Jefferson County. The study will identify short and long-term solutions to address severe congestion, unreliable travel times and safety concerns for the heavily traveled area.

The interchange was prioritized by KYTC because it has the highest number of crashes in the Kentuckiana Regional Planning & Development Agency (KIPDA) region. The I-65/I-264 interchange facilitates movement throughout the Louisville Metro area including access to Louisville Muhammad Ali International Airport, UPS Worldport, Kentucky Air National Guard, Kentucky Fair and Exposition Center and Kentucky Kingdom.

The planning study began in late 2019 with a final report expected in early 2021.

ASK THE EXPERTS

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C2 STRATEGIC COMMUNICATIONS

LOUISVILLE, Ky. (AP) — Public feedback is being sought as the Kentucky Transportation Cabinet conducts a study to improve the Interstate 65 interchange with I-264, the agency said in a statement.

The planning study will identify short-term and long-term solutions for the interchange, which had the highest crash rate in the region when ranked by the Kentuckiana Regional Planning & Development Agency, officials said.

Officials say motorists can find out more about the project and respond to an interactive questionnaire that will help authorities identify problems areas. Responses are being accepted through June 20.

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The study began last year and aims to increase safety and reduce congestion at the interchange.

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Public input sought on plans for I-65/I-264 interchange

Oct 21, 2020

The I-65/I-264 interchange in Jefferson County, Kentucky.

LOUISVILLE, Ky. (WDRB) -- The Kentucky Transportation Cabinet is asking for the public's input on one of the busiest interchanges in Jefferson County.

According to KYTC the Interstate 65/Interstate 264 interchange has the highest number of wrecks in the Kentuckiana Regional Planning & Development Agency region.

The transportation cabinet says near the interchange, on average, up to 88,000 drivers travel I-65 daily compared to an estimated 100,000 plus on I-264.

"We have some major attractions in that area. You have the airport, UPS, Kentucky Kingdom, the fairgrounds," Stephanie Caros, with KYTC, said.

Drivers WDRB News spoke to said they try to avoid the highways near the interchange because it is so hectic.

"Sometimes during rush hour it's a madhouse. A living nightmare," Allen Elmore, a Louisville resident, said.

"It's a little harrowing honestly. That merge is tough so I never like to merge in or out," driver Michael Allara said.

KYTC has proposed seven short-term and three long-term improvement strategies to be reviewed and prioritized by the public.

Members of the public are encouraged to fill out a questionnaire and share their comments by CLICKING HERE.

Responses will be accepted through Nov. 22.

Proposed long-term improvement strategies for the I-65/I-264 interchange include:

- Changes in access from Preston Highway and I-65 to I-264 eastbound
- Changes to the I-264 westbound to I-65 loop ramp
- Changes to I-65 southbound exits

The project team also outlined several lower-cost, short-term improvement strategies for consideration, including:

- Installing pavement tattoos
- Improving guide signage
- Enhancing striping at decision points
- Installing high visibility striping
- Upgrading current lighting
- Applying high friction surface treatment
- Upgrading guardrails

Full explanations of each strategy, including map graphics, videos, fact sheets, and other briefing materials, are AVAILABLE HERE. Those unable to to access the online questionnaire may request print copies by contacting Amanda Desmond at amanda.desmond@ky.gov or 502-210-5400.

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UNBRIDLED SPIRIT
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BUILDING KENTUCKY

Share your feedback on improvements to I-65/I-264 interchange

Public feedback is needed on proposed improvement strategies for one of Kentucky's busiest interchanges.

The Kentucky Transportation Cabinet (KYTC) is seeking responses to an online questionnaire outlining seven short-term and three long-term improvement strategies for the I-65 and I-264 interchange in Jefferson Co. The interchange facilitates traffic to Louisville Muhammad Ali International Airport, the Kentucky Fair & Expo Center, Kentucky Kingdom and more.

The public is encouraged to fill out a questionnaire sharing their comments and priorities at on KYTC District 5's website. Responses will be accepted through Nov. 22.

ASK THE EXPERTS

Join Our Mailing List

C2 STRATEGIC COMMUNICATIONS

Proposed long-term improvement strategies for the I-65/I-264 interchange include:

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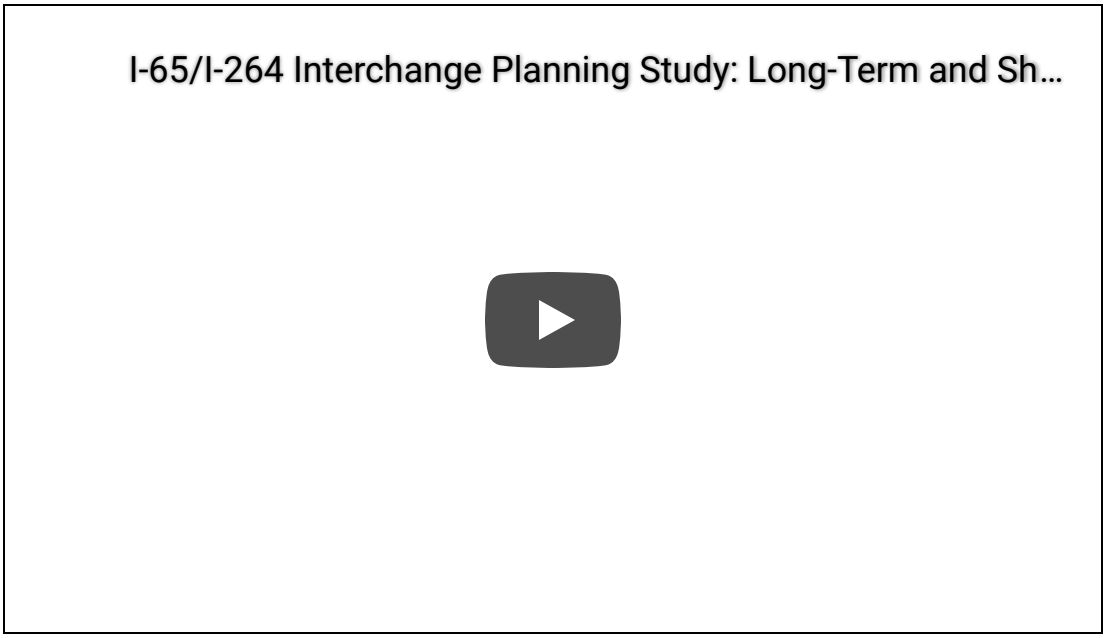

The purpose of the study is to identify strategies to increase safety, manage and reduce roadway congestion, ensure timely

Latest News

Final Bridge Underway On The Morgan County Segment Of The Mountain Parkway Expansion
November 2, 2020

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Kentucky's "Community Health Champions" Celebrated
November 2, 2020

and efficient movement of freight, and decrease and/or mitigate negative environmental impacts to the interchange. In-depth data analysis of existing conditions along with public input collected in May and June and feedback from area businesses and community leaders guided the selection of the proposed improvement strategies presented in this round of public involvement.

— Rachel Nix

Read more ›
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Councilman Rick Blackwell
601 West Jefferson Street
(502) 574-1112
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Liz McQuillen
Legislative Aide
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In this edition...

- Winter Woods Spectacular Returns to Iroquois Park
- 2020 Light Up Louisville Plans, Changes Announced
- LiHEAP and Healthy at Home Utility Assistance Fund Appointments Now Available
- Watch HAMLET from Kentucky Shakespeare Online for FREE!
- Fall Leaf Drop Off Now Available
- LMAS Pet of the Week: Kodiak
- $25 Kitten Adoptions at LMAS
- KYTC Wants Your Feedback on Proposed Changes to I-65/I-264 Interchange
- Louisville Metro Health Covid-19 Hotline
- Kentuckiana Works and GLI Online Job Board
- District 12 ABC Notice - 6511 Greenwood Road

Winter Woods Spectacular Returns to Iroquois Park

The region's most amazing winter event is back for 2020!

OPEN NOVEMBER 27 – January 2, 2021

Experience the twinkling of millions of lights along a winding road, nestled in the majestic woods of historic Iroquois Park. Winter Woods Spectacular is a magical drive of lighting, artistry, and sounds that will delight the senses and transport you to an ethereal winter wonderland, where you can explore and celebrate the holiday season.

BUY TICKETS NOW!
Supporting the Louisville Parks Foundation

Your Winter Woods Spectacular ticket purchase directly supports the non-profit **Louisville Parks Foundation** and the community-driven projects they support in Louisville's 120+ public parks and community centers.

2020 Light Up Louisville Plans, Changes Announced

Holiday lights and a brightly lit Christmas Tree will adorn Metro Hall and its lawn. The festive light display will include a rainbow of colors to celebrate Christmas, along with holiday-themed gobo lights celebrating Kwanza, Hanukah and all of the seasons special days that seek to reflect the diversity of our community. Mayor Fischer is also encouraging residents and businesses to put up their own rainbow of colors at their homes and workplaces to Light Up Louisville's neighborhoods.

Here Comes Santa Claus Christmas Convoy!

Santa can't invite all of his friends to join him downtown for the annual Light Up countdown due to Social Distancing guidelines. Santa, along with his elves from all over the world, will be very busy at the North Pole making holiday presents, but he still wants to make sure all of the children in the Louisville area get a chance to send him their Christmas wishes. He has asked two of his very best Santa Helpers to come to Louisville and visit neighborhoods across the city to help spread holiday cheer!

In partnership with LG&E, 106.9 Play FM, AT&T and Neil Huffman Subaru, a mobile Santa Claus Convoy will visit more than 20 Kentuckiana neighborhoods, selected through nominations from our citizens on **Nov. 27-28 and Dec. 5, 12 and 19**.

Christmas music will be playing, and a mobile video screen will play highlights from previous Light Up Louisville events as Santa's convoy drives through Louisville's neighborhoods.

Follow this link to nominate your neighborhood for a Santa stop.

LiHEAP and Healthy at Home Utility Assistance Fund Appointments Now Available

Louisville Metro Office of Resilience and Community Services announced that appointments are being accepted for the annual Subsidy Component of the Low-Income Home Energy Assistance Program (LIHEAP) now through December 11, 2020, or until funds are depleted.

The Subsidy Component is designed to help low-income residents offset home heating costs based on a household's income and primary fuel type, providing a one-time payment to the utility vendor. In response to the COVID-19 pandemic, income eligibility has been increased to 150 percent of the Federal Poverty Guidelines.

Appointments are also being accepted for the new Healthy at Home Utility Assistance Fund designed to assist people in danger of losing their natural gas, water, wastewater, or electricity. Households who have an income up to 200% of the Federal Poverty Line and have been economically impacted due to COVID-19 can apply. Households can receive assistance for the minimum needed to alleviate the water and wastewater crisis up to $500. Households can reapply until they reached the maximum benefit.

LIHEAP is funded by a pass-through block grant from the U.S. Department of Health and Human Services. The Healthy at Home Utility Relief Fund is made possible by a $15 million allocation by Governor Andy Beshear in federal COVID-19 relief funds for at-risk Kentuckians.

Both programs are administered locally by Louisville Metro Office of Resilience and Community Services (RCS). Appointments are required in advance to apply for both programs utilizing an automated appointment system described below. Residents can apply for both LIHEAP and Healthy at Home with one single appointment.

LIHEAP (Low Income Home Energy Assistance Program)

How to apply: Jefferson County residents meeting eligibility can call the automated scheduler at 502-991-8391 or visit online at **louisvilleky.cascheduler.com**.

Eligibility

Households within 150% of 2020-21 Federal Poverty Guidelines.

Documentation:

- Proof of Social Security Number or Permanent Residence card (Green Card) for each member of the household.
- Proof of all household's (all members) income from the preceding month. All individuals 18 or over in the household with no income -- and no way to document that status such as a Food Stamp Award letter -- must have a Proof of No Income Form completed prior to applying for benefits. These forms are available at the LIHEAP Drop Box locations, online at **louisvilleky.gov/LIHEAP** or by clicking **here.**
- Most current heating bill, statement from your landlord if heating expenses are included in your rent, or a statement from utility company if you participate in a Pre-Pay Electric Program.
- **Family Profile Form** and **Remote Processing Form** which can be downloaded at **louisvilleky.gov/LIHEAP** or found at the LIHEAP office Drop boxes.

Healthy at Home Utility Relief Fund

How to apply: Jefferson County residents meeting eligibility can call the automated scheduler at 502-991-8391 or visit online at **louisvilleky.cascheduler.com**.

Eligibility: Households within 200% of the Federal Poverty Guidelines who have been economically impacted due to COVID-19. **Documentation:**

- In addition to documentation listed for LIHEAP, include most current Louisville Water Company bill and/or MSD bill
- Proof of arrearage, payment plan due to arrearage, past due, or disconnect notice
- Completed and signed Remote Processing form mentioned above

Copies of LIHEAP and Healthy at Home required documentation, along with the downloadable Family Profile form and the Remote Processing form, should be dropped off at the RCS site you select, on the day of your appointment.

Applicants will be contacted by RCS staff within 72 hours (3 business days) of the appointment time.

Payments for both LIHEAP and Healthy at Home will be made directly to the vendors (i.e. LG&E, Louisville Water Company, MSD.).

Also new this LIHEAP season, RCS is proud to administer the Home Energy Assistance program – or HEA -- offered by LG&E which provides a monthly benefit (formerly ASAP program). Eligible residents who are active LG&E customers will be automatically enrolled to be a potential participant for the HEA when they apply for LIHEAP Fall Subsidy.

Only a portion of the applications will be selected to participate in the HEA Program. More info can be found at **https://lge-ku.com/assistance-programs**.

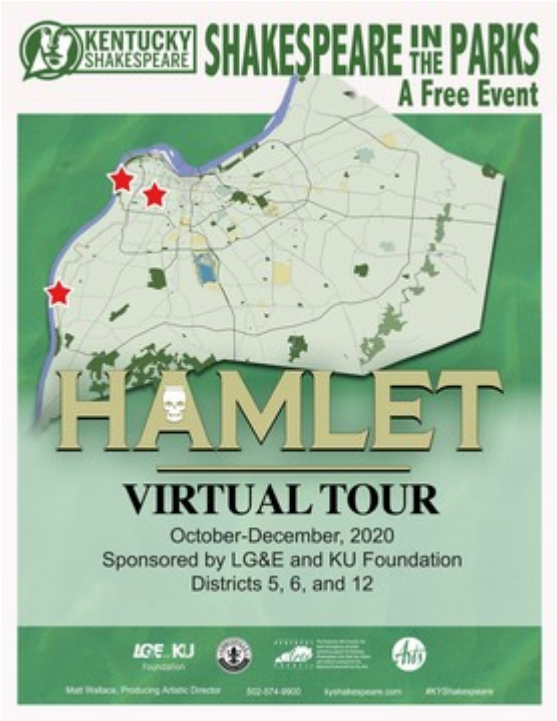
All RCS and LIHEAP offices remain closed for walk-in clients in an effort to help stem the spread of COVID-19. Staff are serving clients remotely via phone and secure drop boxes.

For more descriptions about the drop box locations, income eligibility and other instructions, call the automated LIHEAP information line at 991-8391 or visit **www.louisvilleky.cascheduler.com**. Residents may also visit **https://louisvilleky.gov/LIHEAP** for more details.

Eligibility for all programs is subject to program calendars, fund availability, appointment availability, verifiable household income and family size. Clients are served on a first-come, first-served basis.

Individuals who require more information can contact Metro311 by simply dialing 311 or (502) 574-5000, email **metro.311@louisvilleky.gov**, tweet @LouMetro311, Web: **http://iframe.publicstuff.com/#?client_id=1000113** or download the free Mobile Louisville Metro 311 app from the website. Residents can also call Metro United Way's 2-1-1 help referral service.

Watch HAMLET from Kentucky Shakespeare Online for FREE!



Kentucky Shakespeare's 2020 annual spring parks tour was canceled due to COVID-19 but was remounted for one performance only, filmed on the Central Park stage in August, made possible by Louisville Metro Council Members and LG&E. The production is now available at this link for District 12 residents to view, and it has also been delivered to district schools for viewing.

Link to view: **https://youtu.be/X9apT_MIdh0**

Sponsored by: LG&E and KU Foundation

ABOUT THE PRODUCTION: With a small cast, compact sets, and simple tour costumes, the story of the Danish prince set on the path of revenge by his father's ghost comes to life in an intimate performance style.

Crystian Wiltshire plays the title role in this production. He's joined by the talented ensemble cast of Jon Becraft, Jennice Butler, Gregory Maupin, Tesse

McShane, Mollie Murk, Tyler Rosenblatt, and Tyler Tate. Associate Artistic Director Amy Attaway directs.

The 90-minute video will be available for viewing through the end of December.

Fall Leaf Drop Off Now Available

Mowing over leaves to mulch them back into your lawn is a great option for reducing waste. Mulching not only returns vital nutrients to the soil, but experts say that it can help your grass grow even better the following year! **Never blow leaves into the street!** Sign up for street sweeping reminders to make sure your car doesn't keep your street from being swept. Go to **www.louisvilleky.gov** and click Services Near Me.

The Metro Public Works free leaf drop-off sites will be open Tuesday-Saturdays, November 10 through December 12. **Drop-off will not be available on November 26 and 27** in observance of the Thanksgiving holiday. Only loose leaves will be accepted. Containers used to bring leaves to the drop-off sites must be disposed of off-site by residents.

Southwest Louisville Leaf Drop Off Site

Public Works Yard

10500 Lower River Road (enter from Bethany Lane)

Tuesday – Saturday

9 a.m. – 3 p.m.

LMAS Pet of the Week: Kodiak

Love is ageless. It's Adopt A Senior Pet Month and Kodiak is ready for a second chance home. The approximately 8-year-old Akita/German Shepherd mix may be down on his luck, but he hasn't lost the pep in his step or his sweet smile. Kodiak's adoption fee is waived for an approved adopter thanks to the Pay It Forward Program. Kodiak weighs 98 lbs. and he's already neutered, microchipped and up-to-date on vaccinations. Kodiak is a very friendly dog who loves going for walks, and he's housetrained. LMAS offers child, dog, and cat testing by request. For more information about Kodiak, email **animalservicesadoption@louisvilleky.gov**. To meet or adopt Kodiak, visit Animal House Adoption Center, located at 3516 Newburg Road, now open 12-6pm daily.

$25 Kitten Adoptions at LMAS

What did the kitten say about $25 adoptions? You've got to be kitten me! This deal is fur real so don't miss it. Adopt any kitten under six months for a $25 donation, which includes spay/neuter, microchip and vaccinations. Animal House Adoption Center, located at 3516 Newburg Road, is open daily from 12-6pm. **Click here** (**https://louisvilleky.gov/government/animal-services**) to view all cats and kittens available for adoption. For more info about an adoptable pet, call 502-473-PETS.

KYTC Wants Your Feedback on Proposed Changes to I-65/I-264 Interchange

The Kentucky Transportation Cabinet (KYTC) is still seeking public input for a planning study of the I-65/I-264 interchange in Jefferson County. The project team has proposed seven short-term and three long-term improvement strategies to be reviewed and prioritized.

The public is encouraged to fill out a questionnaire sharing their comments and priorities at **bit.ly/AirportInterchange**. Responses will be accepted through Nov. 22.

Proposed long-term improvement strategies for the I-65/I-264 interchange include:

- Changes in access from Preston Highway and I-65 to I-264 eastbound
- Changes to the I-264 westbound to I-65 loop ramp
- Changes to I-65 southbound exits

The project team also outlined several lower-cost, short-term improvement strategies for consideration including:

- Installing pavement tattoos
- Improving guide signage

- Enhancing striping at decision points
- Installing high visibility striping
- Upgrading current lighting
- Applying high friction surface treatment
- Upgrading guardrails

Full explanations of each improvement strategy with map graphics, videos, fact sheets and other briefing materials are available at **bit.ly/AirportInterchange**. Those unable to access the online questionnaire and briefing items may request print copies by contacting Amanda Desmond at **amanda.desmond@ky.gov** or 502-210-5400.

KYTC launched the I-65/I-264 Interchange Planning Study in fall 2019. The purpose of the study is to identify strategies to increase safety, manage and reduce roadway congestion, ensure timely and efficient movement of freight, and decrease and/or mitigate negative environmental impacts to the interchange. In-depth data analysis of existing conditions along with public input collected in May and June and feedback from area businesses and community leaders guided the selection of the proposed improvement strategies presented in this round of public involvement.

About the I-65/I-264 Interchange:

The I-65/I-264 interchange facilitates movement throughout the region, including access to Louisville Muhammad Ali International Airport, UPS Worldport, Kentucky Air National Guard, Kentucky Fair and Exposition Center, and Kentucky Kingdom. This interchange had the highest crash rate in the region when ranked by the Kentuckiana Regional Planning & Development Agency (KIPDA), which serves as the metropolitan planning organization for Louisville Metro and eight surrounding counties.

# # #

NOTE: Project maps, photos and video available for download here.

Louisville Metro Health Covid-19 Hotline

The **COVID-19 Helpline - 502-912-8598** is staffed 24 hours a day, 7 days a week by our contact tracing team. There are bilingual staff available (at least 18 languages spoken) as well as translation services available.

This is the best number and quickest way to get answers and assistance if you or someone you know:

- Have tested positive and have not heard from us yet
- Are waiting for a test result and not sure what to do
- Were in close contact with someone who tested positive and aren't sure what to do
- Have questions about safely isolating or quarantining
- Have questions about contact tracing

For more information, visit the Louisville Metro Public Health website **here**.

Kentuckiana Works and GLI Online Job Board

You can see which companies are hiring right now in the Louisville area and how you can apply at our new online Job Board, created in partnership with Greater Louisville Inc. in response to **COVID-19.**

Job listings are based on information submitted from employers and are updated daily.

District 12 ABC Notice - 6511 Greenwood Road

Greenwood Liquor, LLC d/b/a Liquor World at 6511 Greenwood Road has submitted an application for a Quota Retail Package License, NQ Retail Malt Beverage License, and Transitional Malt Beverage License. KRS 243.360 requires a person to first advertise their intention to apply for alcoholic beverage licenses in the newspaper, which ran on **November 11, 2020.**

Any person, association, corporation, or body politic may protest the granting of the license(s) by writing the Department of Alcoholic Beverage Control, 500 Mero Street, 2 NE 33, Frankfort, Ky. 40601, **within 30 days of the date of this legal publication (December 11, 2020).**

Some of the reasons for refusal of a license as stated in KRS 243.450 are

- Premise does not comply fully with all alcoholic beverage control statutes and - regulations of the board.
- The applicant or the premises does not comply with all regulations of a city administrator.
- The applicant has done an act for which a revocation of license would be authorized.
- The applicant has made any false material statement in his application.
- Other factors include public sentiment in the area, number of licensed outlets in the area, potential for future growth, type of area involved, type of transportation available and financial potential of the area.

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