



Groundbreaking by Design.

MEETING MINUTES

Project: I-71 Corridor Study
Jefferson, Oldham, Henry, Trimble, Carroll, Gallatin and Boone Counties
Item No. 99-394.00

Purpose: Project Team Meeting #1

Place: District 6 – Covington

Meeting Date: June 4, 2013 (FINAL MINUTES JULY 1, 2013)
10:00 a.m. EDT

Prepared By: Bruce Siria

In Attendance:	Steve Ross	KYTC, Division of Planning
	Mikael Pelfrey	KYTC, Division of Planning
	Thomas Witt	KYTC, Division of Planning
	Judi Hickerson	KYTC, District 5 - Louisville
	A. J. Peake	KYTC, District 5 – Louisville
	Rob Hans	KYTC, District 6 – Covington
	Robert Yeager	KYTC, District 6 – Covington
	Mike Bezold	KYTC, District 6 – Covington
	Carol Callan-Ramler	KYTC, District 6 – Covington
	Kevin Rust	KYTC, District 6 – Covington
	Daniel Menetrey	KYTC, District 6 – Covington
	Jerry Webster	KYTC, District 6 – Covington
	Matthew Arlinghaus	KYTC, District 6 – Covington
	Ken McCarty	KYTC, District 6 – Covington
	Annette Coffey	Qk4
	Jeremy Lukat	Qk4
	Albert Zimmerman	Qk4
	Bruce Siria	Qk4

Mr. Yeager opened the meeting with a brief summary of the project concept and the interest of the rural County Judge-Executives along the I-71 corridor from I-64 to I-75. KYTC selected Qk4 to perform a study to identify data-driven needs along I-71 and to prioritize those needs. The study area encompasses KYTC Districts 5 and 6. Qk4 and Mr. Yeager have met twice with the county officials, the second meeting being with an expanded list of project stakeholders. Mr. Yeager had met twice previously with the county officials prior to initiation of Qk4's contract. That contract is cost-plus to enable the scope of work to be modified as the project unfolds to add emphasis in certain areas and/or to deemphasize others. The final report will be 11" x 17".

The purpose of the meeting was to present the existing conditions on I-71, along with crossroads covered in the consultant's scope of work. Following introductions of those present, Ms. Coffey guided the project team through the attached PowerPoint presentation. Emphasis points during her presentation included:

- Project includes 77 miles of mainline interstate and crossroads at interchanges, but some interchanges were excluded in the project scope due to prior work (Note: These are the interchanges at I-64, Zorn Avenue, I-264, I-265, KY 393, KY 53, KY 35, and I-75)
- Speed data for traffic modeling
- Survey of industry
- Previous studies
- Existing and newly collected traffic counts
- Bridge data
- Planned and/or suggested projects
- HIS data
- Project Information Forms (PIFs)
- Crash data from KTC Buildup/Lookup Program, supplemented by KSP data online and crash reports. Ms. Coffey emphasized that on the exhibits, even though crash issues identified in red (Critical Crash Rate Factors > 1.0 for 0.1 mile spots) are illustrated on one side of I-71 and one side of the crossroads, direction has no significance. The crash issues represent both sides of the road and are not direction specific.

Mr. Siria then summarized the traffic crash reports from the 65 0.1-mile spots where the CCRF >0.9 (attached is that information.)

- State Police noted a spot where three fatalities had occurred in 2012 that did not have a CCRF > 0.9 in the analysis period. It was just north of the Trimble/Carroll County line between NP 38.9 and MP 39.1.

Mr. Lukat discussed current (2013) capacity deficiencies. These are:

- Mainline I-71 NB and SB from I-64 to KY 53
- NB and SB PM Merge @ KY 329

- NB and SB PM Diverge @ KY 329
- NB and SB PM Merge @ KY 146
- NB PM Diverge @ KY 146

Mr. Zimmerman discussed crashes at interchanges and on crossroads at those interchanges.

Ms. Coffey then touched on access control on crossroads at interchanges, previously implemented safety improvements, and the KYTC median cable barrier program. Mr. Zimmerman discussed geometric deficiencies. Ms. Coffey then discussed the project schedule and the next steps.

Additional comments:

- Include construction of high friction pavement as a possible solution at some locations.
- District 6 Maintenance stated that MP 62.0 to MP 64 is their highest priority.
- Cable Barrier would be considered a Quick Win.
- Utilizing the shoulder of the road if feasible is an option. Overpasses may become an issue with this option.
- Cross slopes should at least be double-checked with the plans, one particular curve around MP 62, when field checked had a cross slope that met a 45 mph design speed. That area has since been corrected.

Mr. Hans requested that a preliminary list high priority improvements be identified by August 15 to meet the schedule of internal KYTC processes.

Ms. Hickerson asked to be invited when Qk4 and PB meet to discuss the I-71/I-265 interchange.

The meeting concluded at approximately 12:30 p.m.

Project: I-71 Corridor Study
Jefferson, Oldham, Henry, Trimble, Carroll, Gallatin and Boone Counties
Item No. 99-394.00

Purpose: Project Team Meeting #2

Place: District 6 – Covington

Meeting Date: November 14, 2013
9:30 a.m. EST

Prepared By: Bruce Siria

In Attendance:	Rob Hans	KYTC, District 6 – Covington
	Robert Yeager	KYTC, District 6 – Covington
	Mike Bezold	KYTC, District 6 – Covington
	Matthew Arlinghaus	KYTC, District 6 – Covington
	Eric J. Kinman	KYTC, District 6 - Covington
	Judi Hickerson	KYTC, District 5 – Louisville
	Mikael Pelfrey	KYTC, Division of Planning
	Scott Thomson	KYTC, Division of Planning
	Thomas Witt	KYTC, Division of Planning
	Annette Coffey	Qk4
	Jeremy Lukat	Qk4
	Tom Springer	Qk4
	Albert Zimmerman	Qk4
	Bruce Siria	Qk4

Mr. Yeager began the meeting by stating that its purpose was to review the project priorities, alternatives, and obtain feedback on how to coordinate with the I-71 Corridor Team Stakeholders, and document the Final Report.

Attendees then introduced themselves.

AUGUST 15 SUBMITTAL

Following introductions, Ms. Coffey provided an overview of the options and information presented in the August 15, 2013 submittal outlining high priority improvements that had been requested at the June 4 project team meeting. Of necessity, these priorities and recommendations were completed before the traffic forecasts and capacity analyses. Therefore, there are now recommended changes to the initial priorities based on the insight from the traffic forecasts, v/c and LOS analyses, and other traffic and engineering data.

Consideration of high friction pavement for the section just east of the US 127 interchange in Gallatin County had been discussed at the previous project team meeting. Since that discussion, it has been learned that KYTC now plans such an installation in the near future. Thus, such a recommendation has not been included in today's discussion.

Also, the previous discussion had considered the use of signage or other techniques to reduce travel speeds at this location, but such efforts have now been excluded due to their perceived ineffectiveness.

REVIEW OF TRAFFIC DATA:

Bar charts were provided to illustrate volume to capacity ratios (v/c) on each section of I-71. The only project considered "committed" for the future build scenarios is the addition of auxiliary lanes between I-64 and Zorn Avenue in Jefferson County. (Mr. Bezold later requested that the "2038 Build Scenario" segment of the bar chart be removed from the handout for the upcoming Stakeholder meeting.)

Mr. Thomson requested that Qk4 present trucks as a volume, rather than % of vehicles at the upcoming Stakeholder meeting, which will help them better realize the high volume of trucks on the interstate.

Mr. Bezold noted that by the year 2038, the section between KY 14 and I-75 could be considered an Urban section, which would change the acceptable v/c threshold from 0.9 to 1.0. The population growth is moving in this direction, and is anticipated to continue to do so in the future. Qk4 will increase the v/c threshold in the report accordingly.

REVIEW OF CRASH DATA:

Mr. Siria provided a brief overview of the detailed crash data and analysis discussed at the previous project team meeting. More than 1,000 crash reports were reviewed and six areas of concern had initially been identified:

- MP 0-0.3 (Approaching Spaghetti Junction) CCRF: > 1.7
- MP 1.7-2.1 (Zorn Avenue Interchange) CCRF: 1.02-1.08
- MP 4.6-5.3 (Watterson Interchange) CCRF: 1.04-2.98
- MP 8.4-9.1 (Snyder Interchange) CCRF: 1.10-2.13

- MP 62.8-64.0 (One mile north of US 127 interchange in Gallatin County) CCRF: 1.02-2.72
- MP 71.6-72.5 (KY 14 Interchange at Verona) CCRF: 0.96-2.58

A seventh location near MP 39 had been identified for further review because of 3 recent fatal crashes, but the crash reports revealed no pattern and no problematic roadway issue.

Mr. Thomson requested that Qk4 provide an ArcGIS shapefile of the crash data.

PROJECTS & PRIORITIES:

Qk4 has lowered its priority for the section from KY 14 to I-75, since the crashes have been reduced following completion of the reconstruction project and the lower-than-expected traffic growth does not portend a problem v/c ratio until 2038.

Qk4 has coordinated with the Speedway consultants, to see if any projects were needed, but none for I-71 were requested. (They requested other, non-I-71 projects that are outside this study.)

Qk4's analysis included grades, crash data, traffic data, Levels-of-Service (LOS), horizontal and vertical deficiencies, merge and diverge areas, proximity to existing interchanges, ramp lanes, ramp volumes (including AM and PM peaks), ramp terminals, cable barriers, slopes, medians, pier protection within medians, I-71 structures and bridges over I-71, and deer crossing signs and deer strikes. Each ramp terminal was investigated, and options were reviewed.

Five possible new interchanges were investigated, but only one is recommended:

- Two in Oldham County, neither of which are recommended until I-71 is widened.
- One near KY 55 in Henry County (which was a PIF project) but would not draw much traffic. It is not recommended.
- One near KY 47 in Carroll County. Qk4 looked at two alternatives, the cost estimates range from \$20 million to \$44 million, and would serve a large volume of trucks. These may also warrant truck climbing lanes (which are not included in the cost estimates). This new interchange is recommended.
- One near KY 562 in Gallatin County, the traffic analysis for which was not encouraging. It is not recommended.

I-71 was designed about 50 years ago, and since then Interstate design standards have changed, mostly to address safety. Regarding widening to six lanes, it is not warranted until traffic requires it. Qk4 provided an overall master plan for the ultimate widening of I-71 to six lanes, and projected when various sections would be warranted. Attached is the list of recommended Mainline and Crossroads projects in priority order.

Mr. Bezold recommended the major capital improvements be differentiated from the operation and maintenance type projects. A \$10 million dollar project cost estimate should be the separation point for categorizing projects.

After discussion, the project team identified changing the order of the top priorities as follows:

1. (no change) Gallatin County, reconstruction of curves near MP 63
2. (was 3) Jefferson/Oldham Counties, widening from I-265 to KY 329, a note will be added to indicate that the bridge replacement cost estimate (now-Priority 3) is included in this cost estimate.
3. (was 4) Jefferson County, bridge replacement - note that this cost estimate is for providing a new and widened lane to be in concert with Priority 2.
4. (was 6), Oldham County, widen from KY 329 to KY 146
5. (was 2), Carroll County, add a SB truck climbing lane from MP 38.3 to MP 40.8
6. (was 5), Carroll County, add a NB truck climbing lane from MP 44.8 to MP 46.1

The attached project priority listing reflects these changes.

NEXT STEPS:

A meeting with project stakeholders will be held on December 12. At this meeting, Qk4 will present a condensed version of the topics discussed at today's project team meeting tailored to that audience. Mr. Pelfrey requested the information to be provided to the Stakeholders be presented to him and District 6 prior to the meeting.

A draft Final Report will likely be submitted by Qk4 to KYTC in mid-January.

The meeting concluded at approximately 12:00 p.m.

POST MEETING DISCUSSION:

In an e-mail exchange following the project team meeting, District 5 requested that a higher priority be given to what had been recommended (and what is shown on the attachment) as Priority 32 (Widen I-71 from MP 2 to MP 5) and Priority 42 (Widen I-71 from MP 0 to MP 2). Qk4 will review this request and propose higher priorities for these two projects in the Draft I-71 Corridor Study report.