

Kennedy Interchange Area Study
Final Report
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Prepared for the Kentucky Transportation Cabinet

Comparison of LSIORB Project versus Proposed 86-64 Alternative

Wilbur Smith Associates (WSA) was asked by the Kentucky Transportation Cabinet (KYTC) to review the potential differences in traffic between the approved Louisville Southern Indiana Ohio River Bridges (LSIORB) Project and the proposal outlined by a local group known as "86-64." The 86-64 Alternative includes moving I-64 out of downtown Louisville while turning the segment of I-64 in downtown into a boulevard with at-grade intersections. The following document outlines the results of this analysis.

This analysis does not include comparisons of costs, level of service, or engineering feasibility. It is intended only as a comparison of regional traffic operations between these two scenarios.

APPROACH

Since the goal of this project is to understand the differences in traffic operations between the two scenarios, the methodology focused specifically on comparing the LSIORB Project and the 86-64 Alternative to one another instead of relating them to the existing conditions or future no-build scenarios. The steps undertaken as part of this study are:

1. Review and confirm the configuration of the LSIORB Project and its coding in the Kentuckiana Regional Planning and Development Agency (KIPDA) Travel Demand Model (TDM);
2. Review the available documentation of the 86-64 Alternative and develop a schematic that reflects the areas where there are differences between the LSIORB Project and the 86-64 Alternative;
3. Review the 2030 future year Build TDM roadway network and understand where future capacity improvements are included in the future roadway network;
4. Develop an understanding of the travel patterns reflected in the TDM that could be affected by the differences in the LSIORB Project and the 86-64 Alternative;
5. Review the traffic assignments associated with the LSIORB Project and develop an understanding of the regional and local downtown Louisville routings related to this configuration;
6. Code the 86-64 Alternative in the TDM, using the 2030 KIPDA TDM as a base;
7. Develop traffic assignments associated with the 86-64 Alternative and develop an understanding of the regional and local downtown Louisville routings related to this configuration;
8. Compare the travel patterns of the LSIORB Project and the 86-64 Alternative; and
9. Based on the comparison, provide KYTC with the identified differences between the alternatives.

In order to provide this analysis with the best available data, the latest KIPDA TDM (2008) was utilized, modeled in the TransCAD platform for a 2030 analysis year. The 1999 TDM used to develop the LSIORB traffic projections presented in the EIS had a

future analysis year of 2025 and was based on traffic assignments run in the MINUTP platform. These key differences will result in different traffic volume assignments in this analysis as compared to previous studies.

Because the analysis within this report is a comparative analysis, there will be no bias between the two alternatives since the same assumptions about socioeconomic data and the highway network will be used. All projects identified in the latest KIPDA Transportation Improvement Plan (TIP) and Long Range Transportation Plan (LRTP) were included in the TDM network for both alternatives. The only difference between networks is the alternative-specific road modifications.

REGIONAL IMPROVEMENTS IMPACTING THE ALTERNATIVE PLAN

Other improvements included in the TIP and LRTP will affect access and flow for either alternative. These improvements (or lack thereof) included in the 2030 TDM network can affect how vehicles access downtown as well as the new East End Bridge. Following is a list of those improvements identified that will affect how either plan operates. (An abbreviated table is also included in the LSIORB Project *Preliminary Traffic and Revenue Study* Table 5.4.)

- Reconstruct the I-265/I-64 Interchange in Kentucky;
- Widening I-265 from four to six lanes (this will result in I-265 being three lanes in each direction from I-65 in Kentucky to US-62 in Indiana and from I-65 to I-64 in Indiana). This will be accomplished in four segments: from I-65 to US-31E in Kentucky, from US-31E to I-64, from I-64 to I-71 in Kentucky, and from I-64 to I-65 in Indiana;
- Addition of auxiliary lanes on I-71 near the Kennedy Interchange;
- Widen I-64 from the Kennedy Interchange to I-265 to three lanes per direction;
and
- Add a new interchange at I-265 and Westport Road.

The widening of I-64 and I-265 in particular could have a significant effect on the routing of traffic through downtown Louisville and on the East End Bridge. To ensure an unbiased comparison between the two build alternatives, the improvements were included in both the LSIORB Project and 86-64 Alternative.

DEFINITION OF THE 86-64 ALTERNATIVE

There have been various proposals that have been titled "86-64" which reflect the basic premise of relocating I-64 out of downtown Louisville and onto the new northern I-265 route created by the completion of the LSIORB East End Bridge. In order to define the 86-64 Alternative for this analysis, WSA reviewed available materials including all information on the website <http://www.8664.org/> and two reports, *86-64 Feasibility Review* by Walter Kulash and a two-page comparison of the LSIORB Project with 86-64 Alternative (a condensed version of the Kulash study) that address the proposal by the 86-64 group.

WSA was unable to find a comprehensive drawing that addressed all the elements of the 86-64 Alternative and as a result defined the 86-64 Alternative based on the above sources. Following is a detailed description of the 86-64 Alternative and its differences from the LSIORB Project.

Schematic figures highlighting the I-64 downtown component of the 86-64 Alternative are included in **Appendix A**. For ease in reference, components in the list below are lettered on the maps in **Appendix A**.

- **East End Bridge** - All the improvements associated with the East End Bridge component of the LSIORB Project are included in the 86-64 Alternative.
- **Downtown Bridge** (*Element A on Sheet 1 of Appendix A*) – The existing Kennedy Bridge configuration of four northbound lanes and three southbound lanes remains in the 86-64 Alternative. The LSIORB Project includes a twelve lane combined (dual six-lane structures including a new bridge and the rehabbed existing bridge) river crossing associated with I-65.
- **I-65 Improvements in Indiana** – The I-65 improvements in Indiana associated with the LSIORB Project are not included in the 86-64 Alternative. Ramp configurations and mainline through movements on I-65 reflect the existing condition.
- **I-64 East of the Mellwood/Story Interchange** (*Element B on Sheet 1*) - I-64 heading east from the Mellwood/Story interchange would be unchanged from the LSIORB Project.
- **Mellwood/Story Interchange Improvements** (*Element C on Sheet 1*) -The proposed LSIORB Project improvements to the Mellwood/Story interchange would be retained in the 86-64 Alternative.
- **I-71/Frankfort Avenue Ramps** (*Element D on Sheet 1*) - The new ramps at I-71 and Frankfort Avenue proposed as part of the LSIORB Project are included in the 86-64 Alternative.
- **I-65 Connection to East** - Traffic on I-64/I-71 traveling to/from the east will have connections to both I-65 north and I-65 south in the 86-64 Alternative. This is the same as the LSIORB Project although the number of lanes on most ramps are reduced.
- **I-65 Connection to West** – There will not be a connection to I-65 from the new boulevard (coming from the west) in the 86-64 Alternative.
- **Other Kennedy Interchange Ramps** - All other ramps associated with the LSIORB Project’s “Kennedy Interchange” are not included in the 86-64 Alternative. This removes westbound I-64 to southbound I-65 and all connections to I-65 from the west.
- **I-64 Through Downtown** (*Elements E through G in Appendix A figures*) - Through traffic on I-64 and I-71 would be terminated at an at-grade intersection with what is presently East Witherspoon Street (*Element E*). This is one of the key differences between the LSIORB Project and the 86-64 Alternative. The segment of I-64 beginning just east of I-65 to a point just west of the 22nd Street interchange will be demolished in the 86-64 Alternative. A new four lane at-

