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KYTC spends \$60,000 and fails to study 8664

Inaccuracies and timing of study questioned

Louisville, KY – Nearly four months after agreeing to finish a study of the 8664 alternative to the Ohio River Bridges Project, yesterday the Kentucky Transportation Cabinet (KYTC) released their findings.

Regrettably, the study is flawed and does not assess the 8664 alternative. 8664 Co-Founder JC Stites said, “This appears to be an orchestrated PR hit job. The consultant arbitrarily widened both I-64 and I-71 heading into downtown. That’s not even in KYTC’s plan.”

The last paragraph of today Courier-Journal article:

“But there are no plans to widen that stretch of interstate, according to Kentucky Transportation Cabinet chief of staff Mike Hancock. “That is not back on the table,” he said.”

Why would KYTC change regional interstate network exclusively for this study?

KYTC made the following incorrect assertions about 8664:

- Widening I-64 from Spaghetti Junction to the Gene Snyder, thereby removing Cochran Hill Tunnel and acres of Olmsted-designed Cherokee Park.
- Expanding I-71 east of Spaghetti Junction.
- Waterfront Parkway divides the Great Lawn with a
- Inbound ramp from I-64 terminates at Clay Street.
- Not funding Kennedy Bridge rehabilitation

8664 Co-Founder Tyler Allen stated, “If they had wanted to accurately study our alternative, they would have asked for our input. Instead, they released a flawed study in an effort to discredit us prior to the 2009 legislative session. The citizens of this region need to sit up and take note of what’s going on.”