

I-65/I-264 Interchange Planning Study



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addressing difficulties caused by the complexity of the interchange, inconsistent lighting, sharp ramp curvatures, and outdated elements that cause confusion and unsafe conditions.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**.

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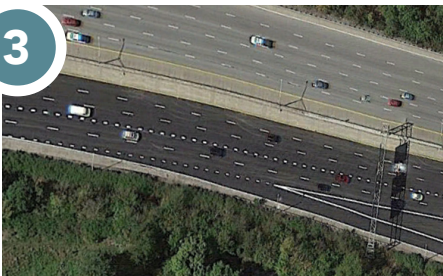
Install Pavement Tattoos

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

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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