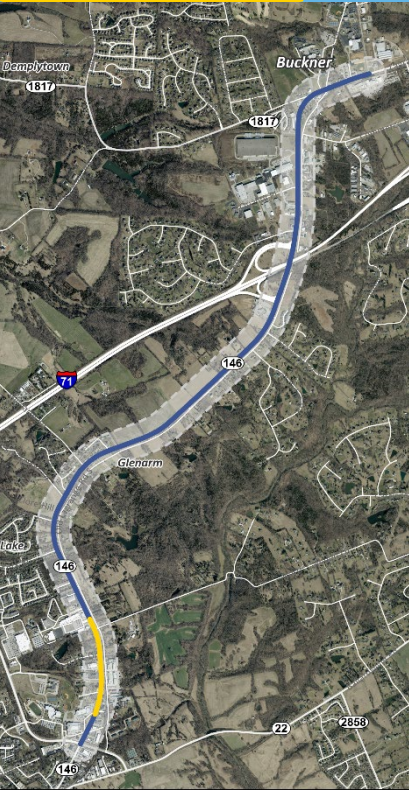


KY 146 PLANNING STUDY | KYTC ITEM NO. 5-80210 JACOVINO DRIVE (MP 2.832) TO CRESTWOOD STATION (MP 3.399) TURN LANES AND SIDEWALK



Example
Typical
Section

DESCRIPTION:

Improve safety, reduce congestion and improve multi-modal access on KY 146 from Jacovino Drive to Crestwood Station.

Concept: Construct a continuous two way left turn lane and 5' sidewalk on KY 146 between Jacovino Drive (South Oldham school campus) and Crestwood Station.

- ✓ Safety
- ✓ Reduce Congestion
- ✓ Multimodal

Phase	Programming Cost
Design	\$ 425,000
Right of Way	\$ 770,000
Utilities	\$ 1,593,000
Construction	\$ 5,625,000
Total Cost	\$ 8,413,000

INFORMATION

- 2050 No Build Traffic: 19,330 AADT | Average Travel Time AM (PM) = 68.0 (125.4) seconds
- 2050 Build Traffic: 19,330 AADT | Average Travel Time AM (PM) = 67.9 (60.3) seconds
- Level of Service of Safety (LOSS): Ranges from 2 to 4
- 5 Year Crashes (2020 – 2024): 60 crashes - 6 Injury, 25 rear end

IMPACTS

- Utilities
- Right of way

BENEFITS

- Separates turning school / business traffic from through traffic.
- Sidewalk provides better connectivity to schools and planned adjacent sidewalk / shared use paths.

Benefit-to-Cost Ratio (BCR): 3:1

PRIORITY: TBD

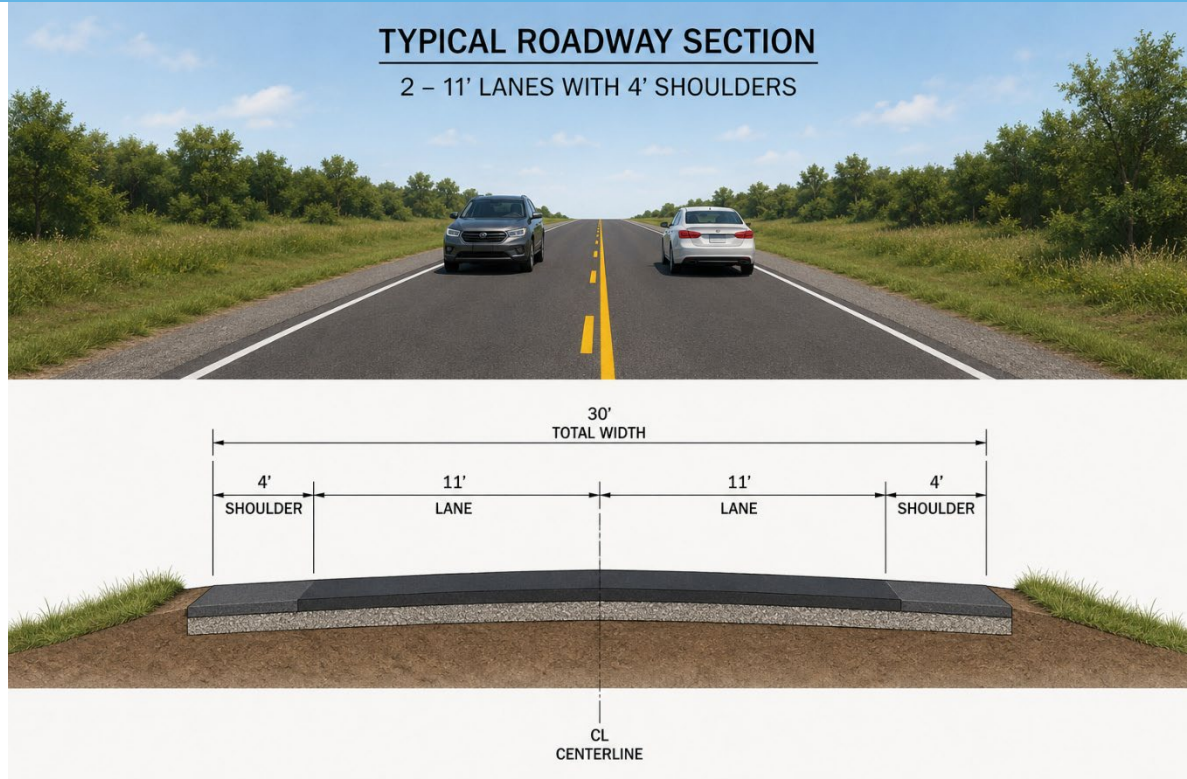
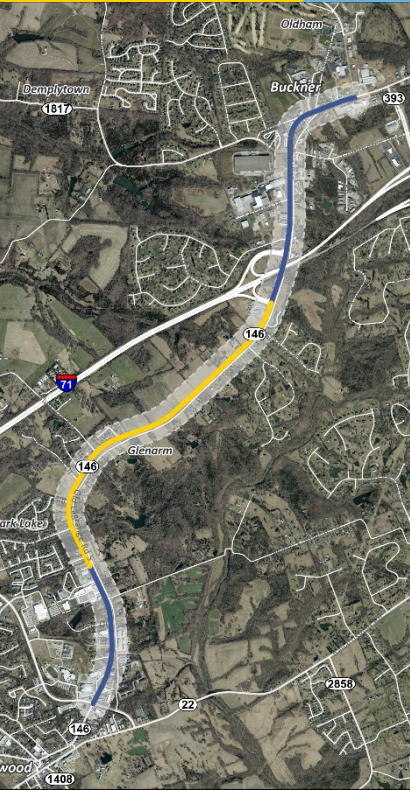
POTENTIAL FUNDING SOURCES:

Consider traditional highway plan or federal grant funding

KY 146 PLANNING STUDY | KYTC ITEM NO. 5-80210

CAMDEN WOODS PLACE (MP 3.570) TO I-71 RAMP (MP 5.855)

TRAVEL LANE AND SHOULDER WIDTH IMPROVEMENTS



DESCRIPTION:

Enhance mobility on KY 146 between Camden Woods Place and I-71 NB Ramp.

Concept: Increase lane width from 10' to 11' and increase shoulder width from 1' to 4' on both sides.

Phase	Programming Cost
Design	\$ 731,000
Right of Way	\$ 919,000
Utilities	\$ 2,398,000
Construction	\$ 9,675,000
Total Cost	\$ 13,723,000

☒ Safety ☒ Reduce Congestion ☒ Multimodal

INFORMATION

- 2050 No Build Traffic: 15,370 AADT | Level of Service AM (PM) = C(E)
- 2050 Build Traffic: 15,370 AADT | Level of Service AM (PM) = C(D)
- Level of Service of Safety (LOSS): 2
- 5 Year Crashes (2020 – 2024): 55 crashes – 8 Injury, 23 single vehicle

IMPACTS

- Railroad coordination
- Right of way
- Utilities

BENEFITS

Provide additional lane width and shoulder width for vehicle recovery / vehicle pull off for breakdowns and not block travel lanes.

Benefit-to-Cost Ratio (BCR): 2:1

PRIORITY: TBD

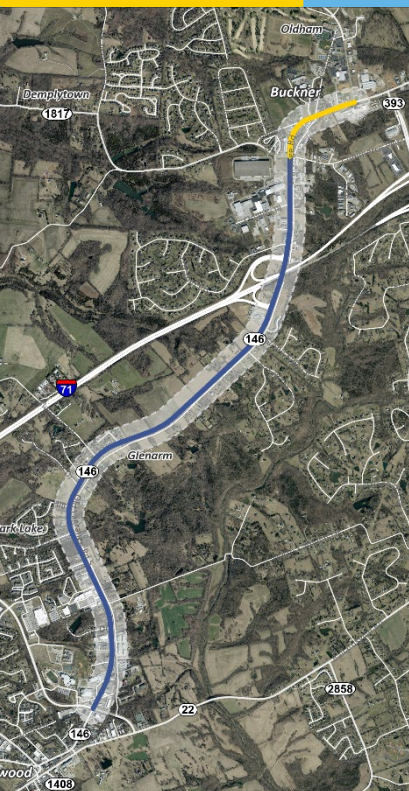
POTENTIAL FUNDING SOURCES:

Consider traditional highway plan or federal grant funding

KY 146 PLANNING STUDY | KYTC ITEM NO. 5-80210

QUALITY PLACE (MP 6.521) TO KY 393N (MP 7.410)

TURN LANES AND SIDEWALK



Example
Typical
Section



DESCRIPTION:

Improve operations, reduce congestion and improve multi-modal access on KY 146 from Quality Place to KY 393N.

Concept: Construct a continuous two way left turn lane and 5' sidewalk on KY 146 between KY 1817 and KY 393N. Provide additional sidewalk connection from Quality Place to KY 1817.

☒ Safety

☒ Reduce Congestion

☒ Multimodal

Phase	Programming Cost
Design	\$ 378,000
Right of Way	\$ 1,056,000
Utilities	\$ 1,523,000
Construction	\$ 5,265,000
Total Cost	\$ 8,222,000

INFORMATION

- 2050 No Build Traffic: 20,390 AADT | Average Travel Time AM (PM) = 760.0 (335.8) seconds
- 2050 Build Traffic: 20,390 AADT | Average Travel Time AM (PM) = 109.3 (121.7) seconds
- Level of Service of Safety (LOSS): 2
- 5 Year Crashes (2020 – 2024): 28 crashes - 2 Injury, 11 rear end

IMPACTS

- Railroad coordination
- Right of way / Utilities
- Property at split of KY 146 and Old LaGrange Road eligible for National Register of Historic Places

BENEFITS

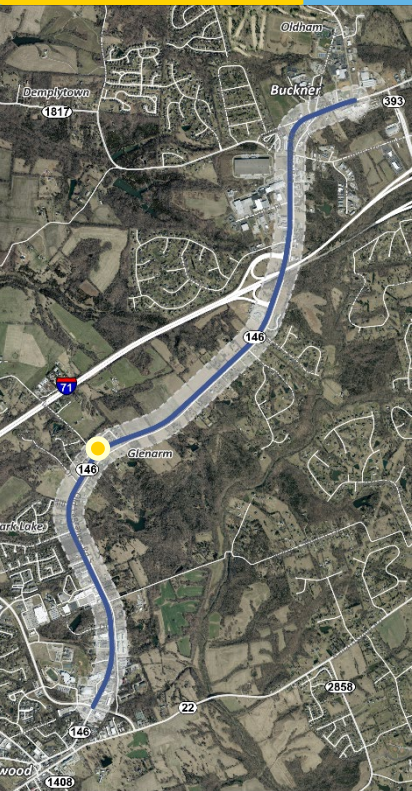
- Separates turning school / business traffic from through traffic.
- Provides a dedicated space for pedestrians.

Benefit-to-Cost Ratio (BCR): 40:1

PRIORITY: TBD

POTENTIAL FUNDING SOURCES:

Consider traditional highway plan or federal grant funding

**DESCRIPTION:**

Improve operations at KY 146 and Glenarm Road intersection.

Concept: Trim brush, add stop bar to Glenarm Road.

Phase	Programming Cost
Design	N/A
Right of Way	N/A
Utilities	N/A
Construction	\$ 10,000
Total Cost	\$ 10,000

☒ Safety ☒ Reduce Congestion ☒ Multimodal

INFORMATION

- 2050 Traffic: 15,370 AADT | Level of Service AM (PM) = C (D) / Delay AM (PM) = 23.2 (33.7) seconds
- Level of Service of Safety (LOSS): 2
- 5 Year Crashes (2020 – 2024): 1 crash

IMPACTS

- Minimal

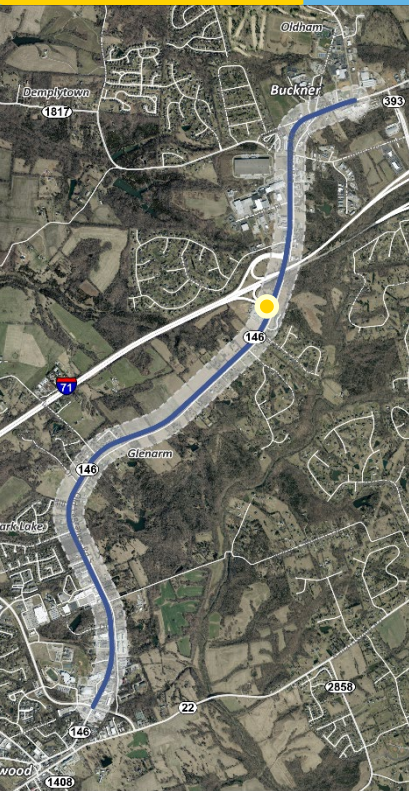
BENEFITS

Improved sight distance for turning vehicles; increased visibility at night and in rain and increased driver compliance.

Benefit-to-Cost Ratio (BCR): 52:1

PRIORITY: TBD

POTENTIAL FUNDING SOURCES:
Consider HSIP funding

**DESCRIPTION:**

Improve operations and reduce congestion at KY 146 and I-71 NB Ramps intersection.

Concept: Widen off ramp to provide striped left and right turn lanes from ramp to KY 146.

Phase	Programming Cost
Design	\$ 102,000
Right of Way	\$ -
Utilities	\$ 88,000
Construction	\$ 1,350,000
Total Cost	\$ 1,540,000

☒ Safety

☒ Reduce Congestion

☐ Multimodal
INFORMATION

- 2050 No Build Traffic: 15,370 AADT | Level of Service AM (PM) = C (D) / Delay AM (PM) = 20.7 (41.6)seconds
- 2050 Build Traffic: 15,370 | Level of Service AM (PM) = C (D) / Delay AM (PM) = 20.7 (41.6) seconds
- Level of Service of Safety (LOSS): 2
- 5 Year Crashes (2020 – 2024): 13 crashes - 2 Injury, 7 rear end

IMPACTS

- Utilities
- Drainage

BENEFITS

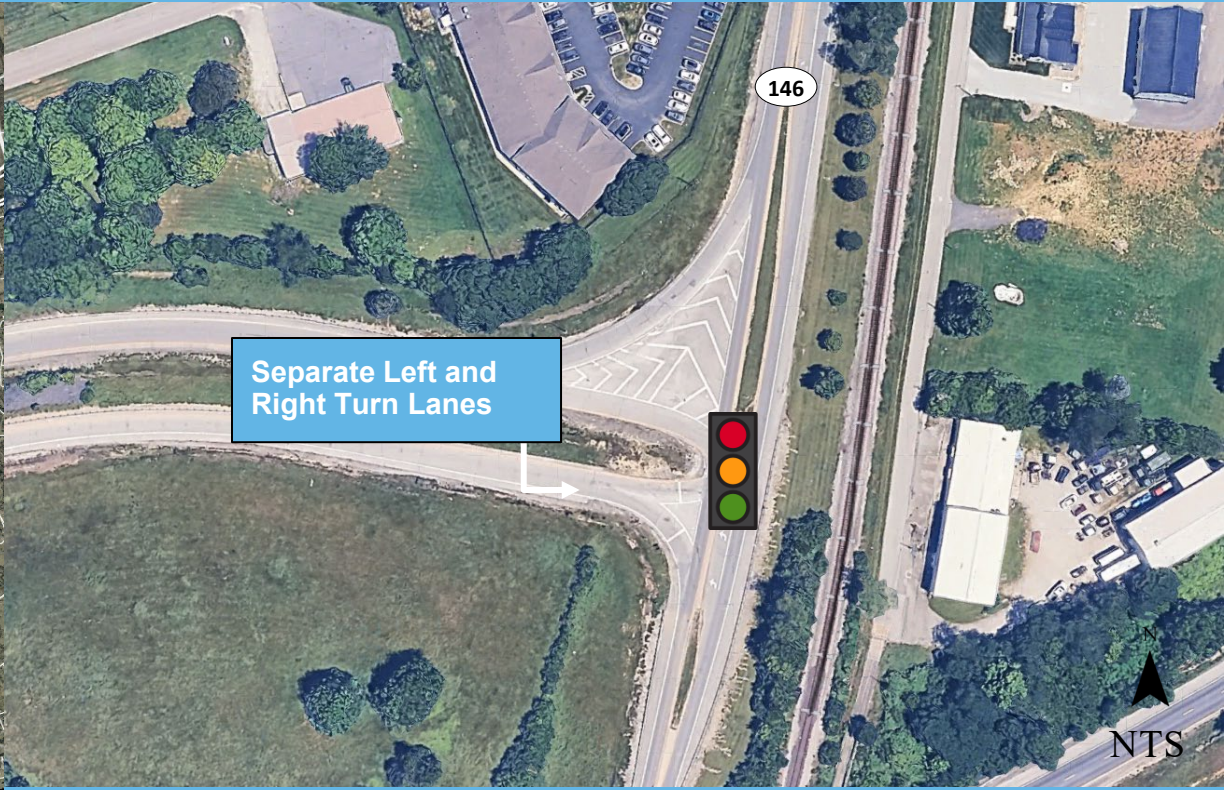
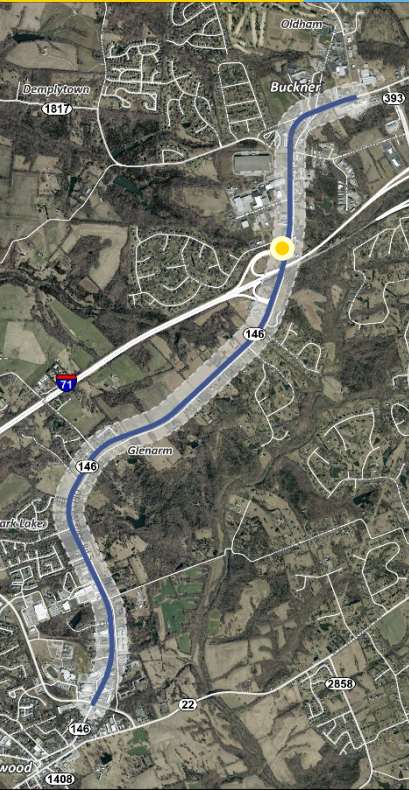
Striped left and right turn lanes from I-71 to KY 146 to provides additional storage on ramp and allows more efficient processing of turning vehicles.

Benefit-to-Cost Ratio (BCR): 4:1

PRIORITY: TBD

POTENTIAL FUNDING SOURCES:

Consider traditional highway plan or federal grant funding

**DESCRIPTION:**

Improve operations and reduce congestion at KY 146 and I-71 SB Ramps intersection.

Concept: Widen off ramp to provide striped left and right turn lanes from ramp to KY 146. Evaluate need for new signal and coordinate with adjacent signals at Fox Run Road and I-71 SB ramps.

Phase	Programming Cost
Design	\$ 136,000
Right of Way	\$ -
Utilities	\$ 88,000
Construction	\$ 1,800,000
Total Cost	\$ 2,024,000

☒ Safety ☒ Reduce Congestion ☒ Multimodal

INFORMATION

- 2050 No Build Traffic: 15,370 AADT | Level of Service AM (PM) = D (F) / Delay AM (PM) = 31.2 (76.4) seconds
- 2050 Build Traffic: 15,370 | Level of Service AM (PM) = C (B) / Delay AM (PM) = 21.4 (14.1) seconds
- Level of Service of Safety (LOSS): 2
- 5 Year Crashes (2020 – 2024): 9 crashes - 3 Injury, 4 rear end

IMPACTS

- Right of way

BENEFITS

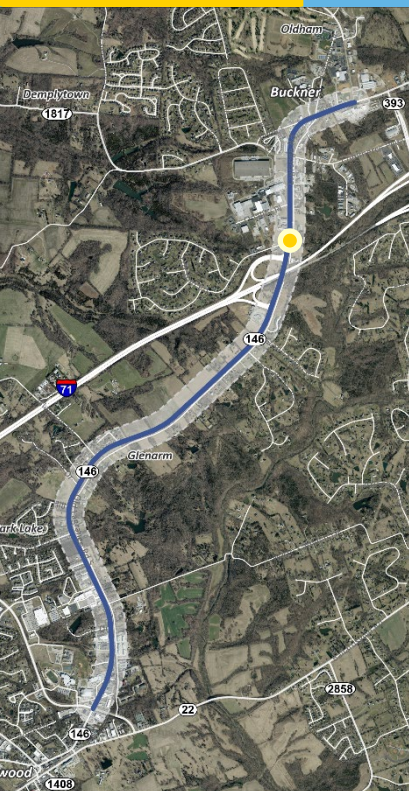
Striped left and right turn lanes from I-71 to KY 146 provides additional storage on ramp and allows more efficient processing of turning vehicles with addition of signal and coordination.

Benefit-to-Cost Ratio (BCR): 25:1

PRIORITY: TBD

POTENTIAL FUNDING SOURCES:

Consider traditional highway plan or federal grant funding



DESCRIPTION:

Improve operations and mobility at KY 146 and Fox Run Road intersection.

Concept: Add “No Turn on Red” sign to prohibit right turns on red from Fox Run Road to KY 146 and improve pedestrian access with ADA compliance.

Phase	Programming Cost
Design	\$ 26,000
Right of Way	\$ 35,000
Utilities	\$ 175,000
Construction	\$ 338,000
Total Cost	\$ 574,000

☒ Safety

☒ Reduce Congestion

☒ Multimodal

INFORMATION

- 2050 Traffic: 22,630 AADT | Level of Service AM (PM) = B (B) / Delay AM (PM) = 13.9 (17.0) seconds
- Level of Service of Safety (LOSS): 2
- 5 Year Crashes (2020 – 2024): 10 crashes - 1 Injury, 5 angle

IMPACTS

- Increase in delay for right turn vehicles from Fox Run Road
- Potential utility / drainage impacts

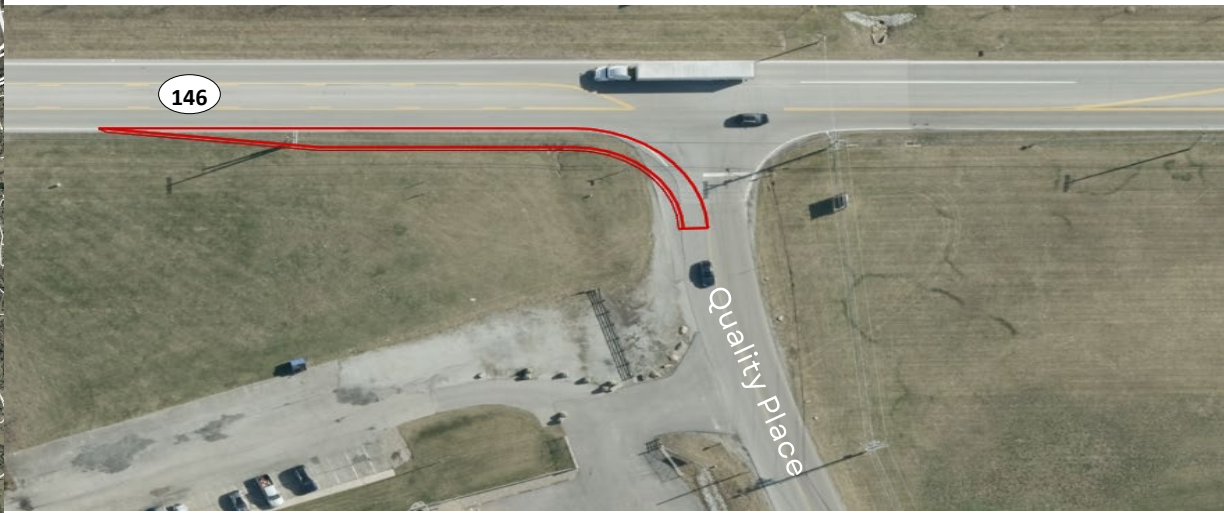
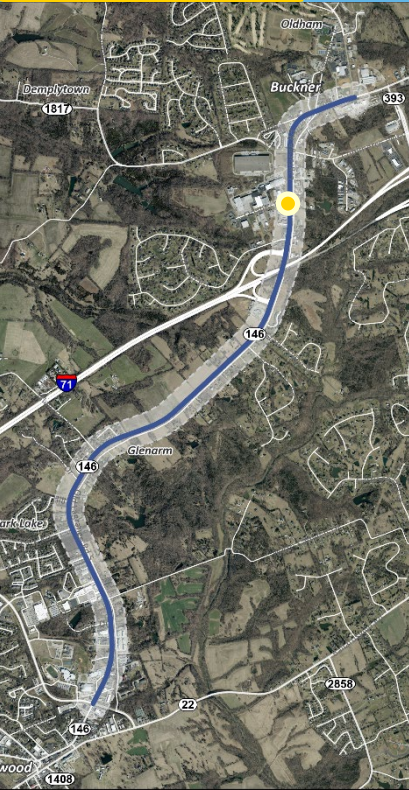
BENEFITS

- Accessible pedestrian ramps and connections for all approaches.
- Prohibiting right turns on red from Fox Run Road reduces potential of angle collisions.

Benefit-to-Cost Ratio (BCR): Not quantifiable

PRIORITY: TBD

POTENTIAL FUNDING SOURCES:
Consider HSIP or ADA funding



NTS

DESCRIPTION:

improve operations and reduce congestion at KY 146 and Quality Place intersection.

Concept: Add southbound right turn lane from KY 146 to Quality Place.

Phase	Programming Cost
Design	\$ 56,000
Right of Way	\$ 58,000
Utilities	\$ 102,000
Construction	\$ 780,000
Total Cost	\$ 996,000

☒ Safety

☒ Reduce Congestion

☐ Multimodal

INFORMATION

- 2050 No Build Traffic: 22,630 AADT | Level of Service AM (PM) = D (F) / Delay AM (PM) = 28.1 (111.9) seconds
- 2050 Build Traffic: 22,630 AADT | Level of Service AM (PM) = D (F) / Delay AM (PM) = 27.6 (106.2) seconds
- Level of Service of Safety (LOSS): 2
- 5 Year Crashes (2020 – 2024): 3 crashes – 1 injury

IMPACTS

- Right of way
- Utilities

BENEFITS

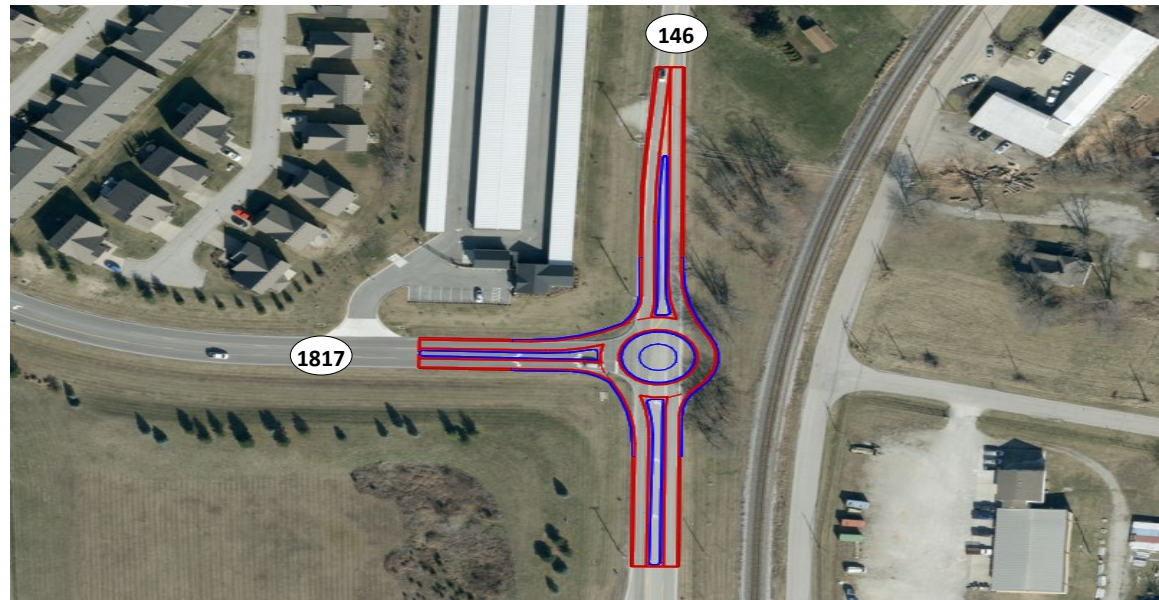
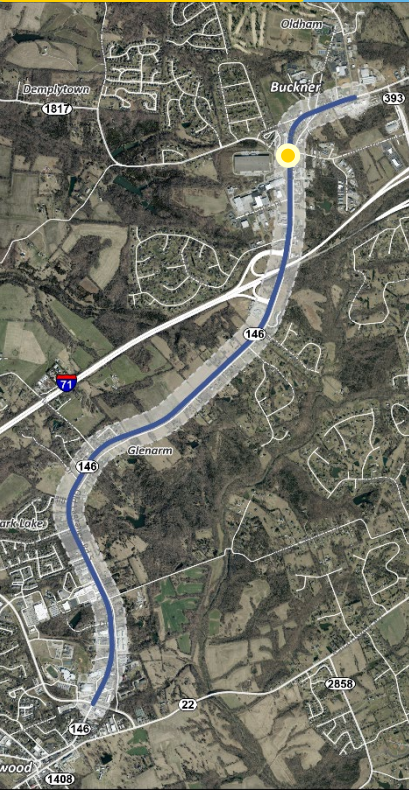
Provide a separate turn lane for vehicles turning right onto Quality Place (to the Oldham County Family YMCA).

Benefit-to-Cost Ratio (BCR): 3:1

PRIORITY: TBD

POTENTIAL FUNDING SOURCES:

Consider traditional highway plan or federal grant funding



NTS

DESCRIPTION:

Improve operations and reduce congestion at KY 146 and KY 1817 intersection.

Concept: Construct roundabout.

Phase	Programming Cost
Design	\$ 153,000
Right of Way	\$ 140,000
Utilities	\$ 123,000
Construction	\$ 2,025,000
Total Cost	\$ 2,441,000

☒ Safety

☒ Reduce Congestion

☐ Multimodal
INFORMATION

- 2050 No Build Traffic: 22,630 AADT | Level of Service AM (PM) = F (F) / Delay AM (PM) = 64.8+ seconds
- 2050 Build Traffic: 22,630 | Level of Service AM (PM) = B (D) / Delay AM (PM) = 14.0 (27.9) seconds
- Level of Service of Safety (LOSS): 2
- 5 Year Crashes (2020 – 2024): 4 crashes - 1 Injury, 3 angle

IMPACTS

- Right of way and Utilities
- Railroad coordination
- Potentially lower speeds on KY 146 as through traffic navigates the roundabout
- Freight impacts – needs to be designed for school buses and larger trucks

BENEFITS

Reduces potential of angle collisions, improves traffic flow, and provides a transition to the school zone.

Benefit-to-Cost Ratio (BCR): 20:1

PRIORITY: TBD**POTENTIAL FUNDING SOURCES:**

Consider traditional highway plan or federal grant funding

KY 146 PLANNING STUDY | KYTC ITEM NO. 5-80210 | KY 1817 (MP 6.829) NEW RAILROAD CROSSING CONNECTING KY 146 and KY 1817 TO MATTINGLY ROAD



DESCRIPTION:

Improve connectivity, reduce congestion and improve mobility at KY 146 and KY 1817 intersection.

Concept: Connect KY 1817 (New Cut Road) to Mattingly Road with new railroad crossing and include evaluation of grade separation.

Phase	Programming Cost
Design	\$ 420,000
Right of Way	\$ 1,419,000
Utilities	\$ 366,000
Construction	\$ 5,300,000
Total Cost	\$ 7,505,000

✓ Safety

✓ Reduce Congestion

✓ Multimodal

INFORMATION

- 2025 Existing Traffic: 13,460 AADT
- 2050 Build Traffic: 22,630 AADT
- Level of Service of Safety (LOSS): 2
- 5 Year Crashes (2020 – 2024): 4 crashes - 1 Injury, 3 angle

IMPACTS

- Railroad coordination
- Right of way

BENEFITS

Provides system connectivity and alternative path between Crestwood and Buckner that bypasses Oldham County School area and opportunity for access to proposed shared use paths on Old LaGrange Road and to Mattingly Road.

Benefit-to-Cost Ratio (BCR): Not quantifiable

PRIORITY: TBD

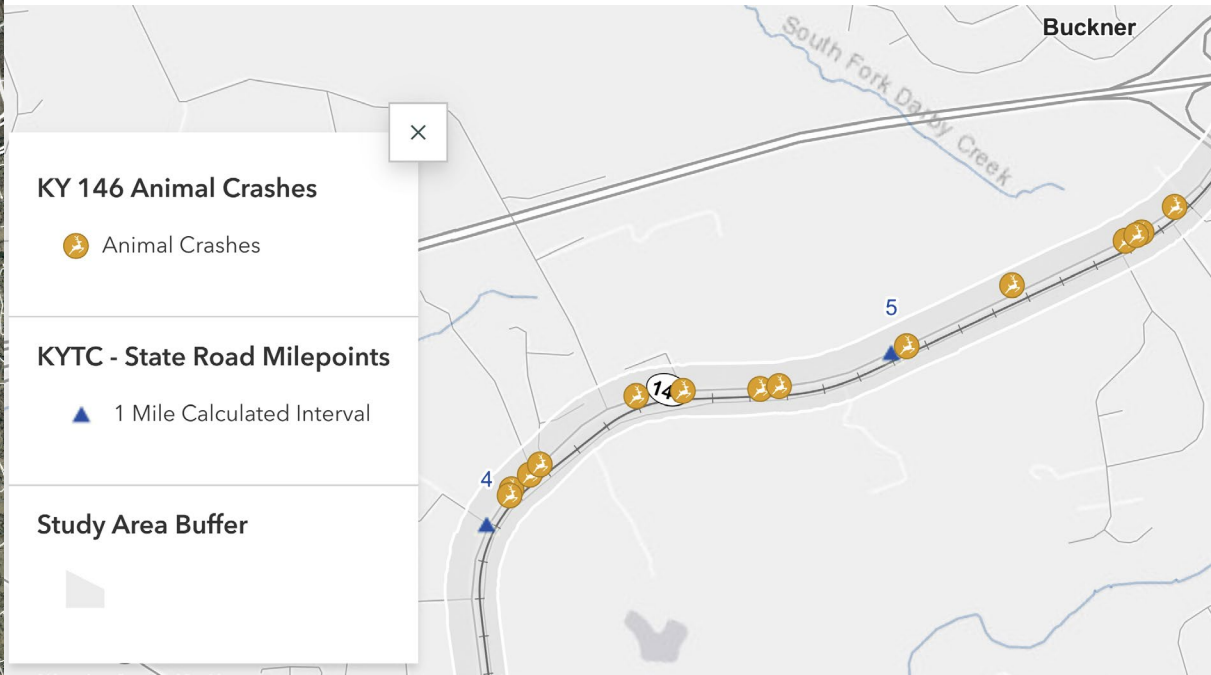
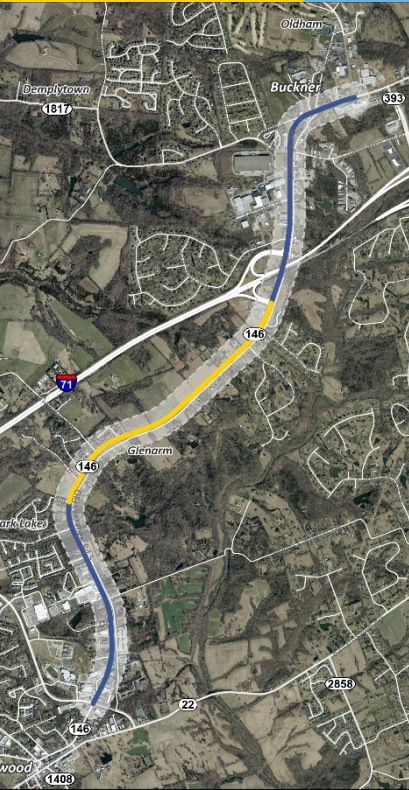
POTENTIAL FUNDING SOURCES:

Consider traditional highway plan or federal grant funding

KY 146 PLANNING STUDY | KYTC ITEM NO. 5-80210

CLORE HILL ROAD (MP 4.003) TO I-71 RAMP (MP 5.855)

ANIMAL COLLISION MITIGATION



DESCRIPTION:

Improve safety between Clore Hill Road and I-71.

Concept: Consider installation of warning signs, activated detection systems, reduced travel speed, improved lighting and / or other wildlife collision mitigation methods currently under study by KYTC.

☒ Safety ☐ Reduce Congestion ☐ Multimodal

INFORMATION

- 2025 Existing Traffic: 9,140 AADT
- 2050 Build Traffic: 15,370
- Level of Service of Safety (LOSS): 2
- 5 Year Crashes (2020-2024): 14 w/ Animals; All PDO; 71% Nov. – Feb; All between 6PM to 8AM

IMPACTS

- Modification to migration patterns

BENEFITS

- Warning Signs – most common strategy but may be ignored by drivers
- Activated Detection Systems – if well placed and maintained, between 33 – 97% effective
- Reduced Travel Speed – can increase reaction time
- Improved Lighting – between 57 – 68% effective

PRIORITY: TBD

POTENTIAL FUNDING SOURCES:

Consider traditional highway plan or federal grant funding