



KY 22 and KY 146 in Crestwood

Elected Officials Meeting

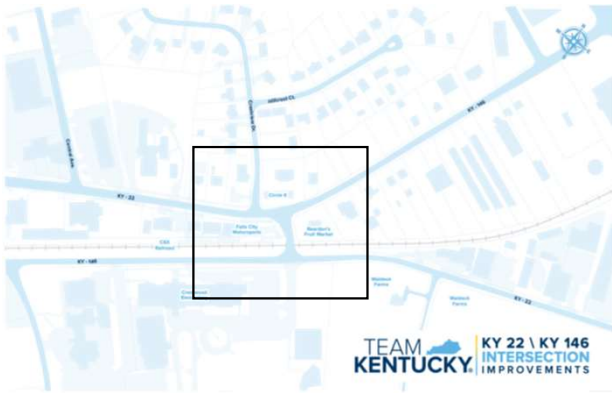
Presentation by Albert Zimmerman, QK4

James Maynard, KYTC

Crestwood, Kentucky | December 3, 2025



Purpose and Need



Improve **safety, capacity and system reliability** around the existing intersection and railroad crossing.



Data & Issues

- KY State Police records showed **208** traffic incidents on KY 22 and KY 146 within 0.5 miles between January 2019 and July 2024.
- Semi-trailer trucks have difficulty navigating the intersection.
- Network of 2-lane highways inadequate & lead to gridlock.



Northern Roadway Improvements

Benefits

Limits impacts to four businesses on the south side of KY 22

Limits impacts to the gas station and its underground storage tanks

Reconstructs the sidewalk on the north side

Provides turn lanes on KY 22 (right turns) & KY 146 (left turns)



Impact-minimizing

TEAM
KENTUCKY
KY 22 \ KY 146
INTERSECTION
IMPROVEMENTS

Southern Roadway Improvements

Two alternatives are proposed for the southern roadway:

- **Widen north toward the railroad**, staying outside the railroad's 25-foot strap zone (safety buffer).
- **Widen south toward Crestwood Elementary School** and an adjacent farm to avoid the railroad.

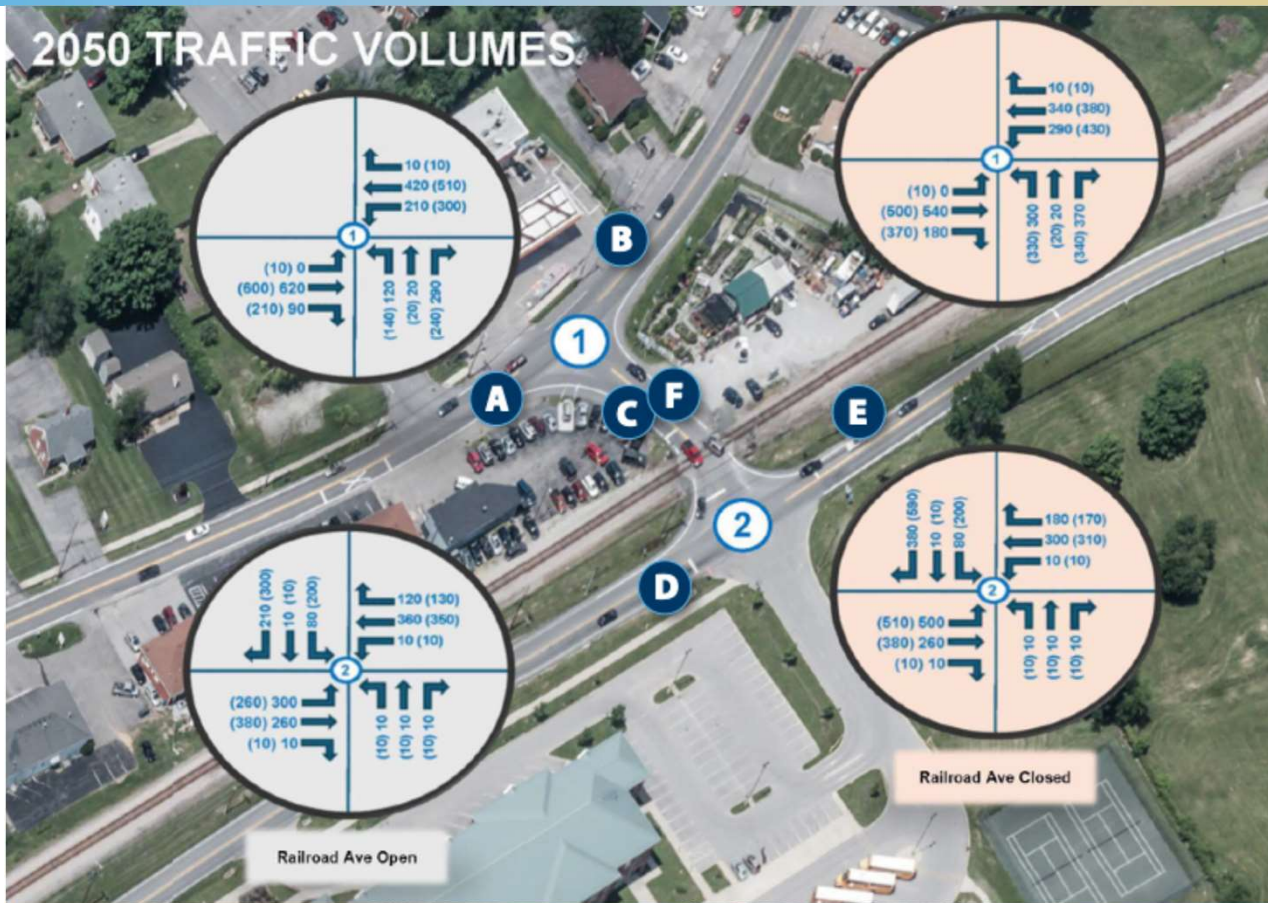


Railroad Crossing Road (West KY 22)

- **Construct median** for access management.
- **Widen to accommodate** semi tractor-trailer movements.
- **Right in / Right Out** to Reardon's Fruit Market.



Traffic Volumes



A	Existing	350
	Proposed (No Signal)	30 TH / 50 RT
	Proposed (Signal)	620 TH / 110 RT
B	Existing	660
	Proposed (No Signal)	40 TH / 150 LT
	Proposed (Signal)	340 TH / 410 LT
C	Existing	120
	Proposed (No Signal)	110
	Proposed (Signal)	200
D	Existing	1350
	Proposed (No Signal)	120 TH / 180 LT
	Proposed (Signal)	370 TH / 320 LT
E	Existing	780
	Proposed (No Signal)	350 TH / 330 RT
	Proposed (Signal)	540 TH / 130 RT
F	Existing	60
	Proposed (No Signal)	50
	Proposed (Signal)	60

Delay Between Both Intersections Same for Both Alternatives

AM Peak Hour

- No Build 61 sec/veh
- Build Turn Lanes 18 sec/veh
- Build Turn Lanes / Signal 33 sec/veh

PM Peak Hour

- No Build 106 sec/veh
- Build Turn Lanes 20 sec/veh
- Build Turn Lanes/Signal 40 sec/veh

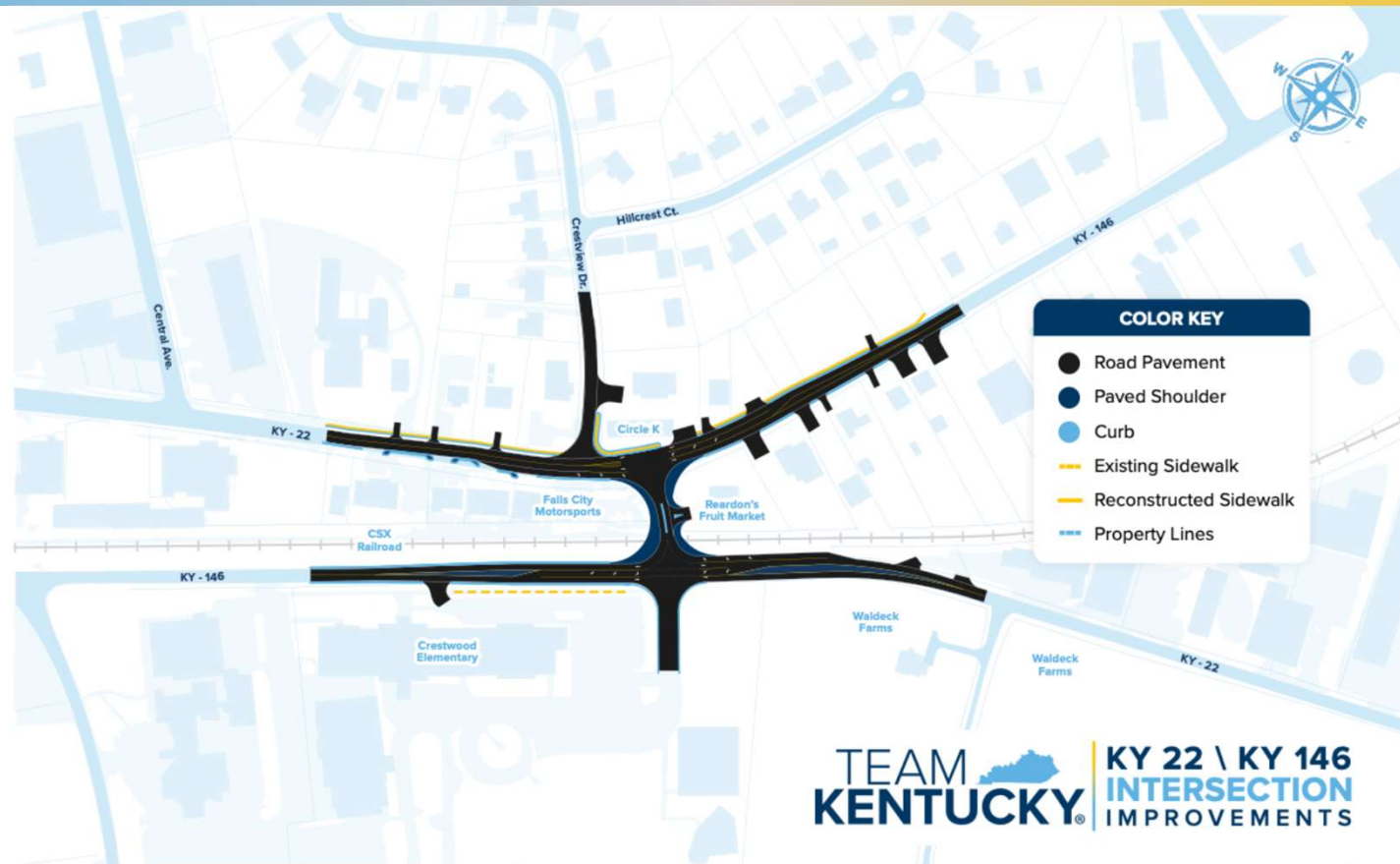
Widening for Alternatives Same for Both Alternatives

Movement	Turn	Location / Direction	Required Storage Length	Bay Taper	Description
KY 22 Eastbound	Right	North Side	225 feet	50	EB KY 22 vehicles turning right toward the south
KY 22 Westbound	Right	South Side	225 feet		WB KY 22 vehicles turning right toward the north
KY 146 Westbound	Left	North Side	200 feet	50	WB KY 146 vehicles turning left toward the south
KY 146 Eastbound	Left	South Side	175 feet		EB KY 146 vehicles turning left toward the north

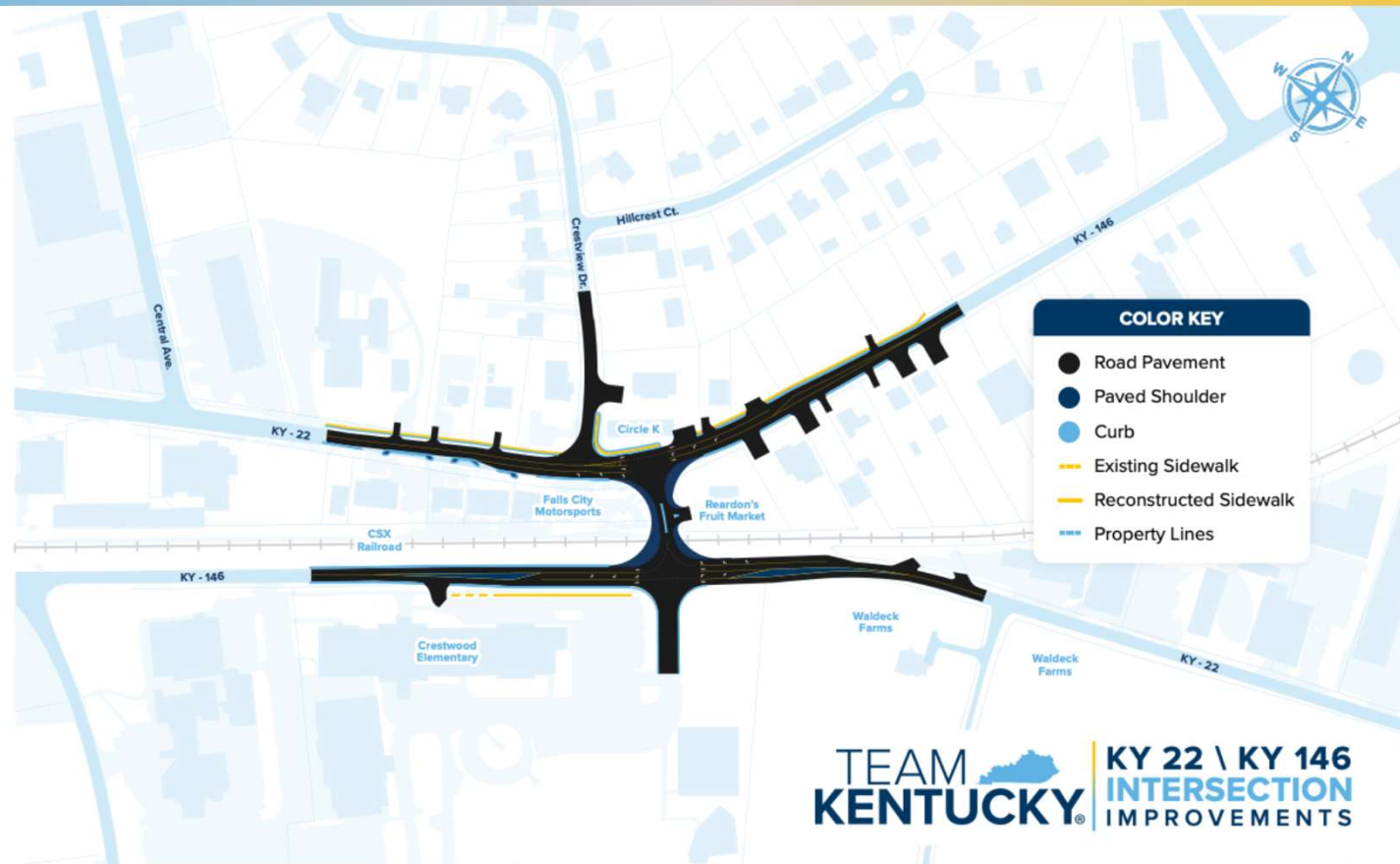
Project Costs Same For Both Alternatives

**Project Development Costs and Construction Costs
are anticipated to be similar for both Alternatives.**

Alternative #1

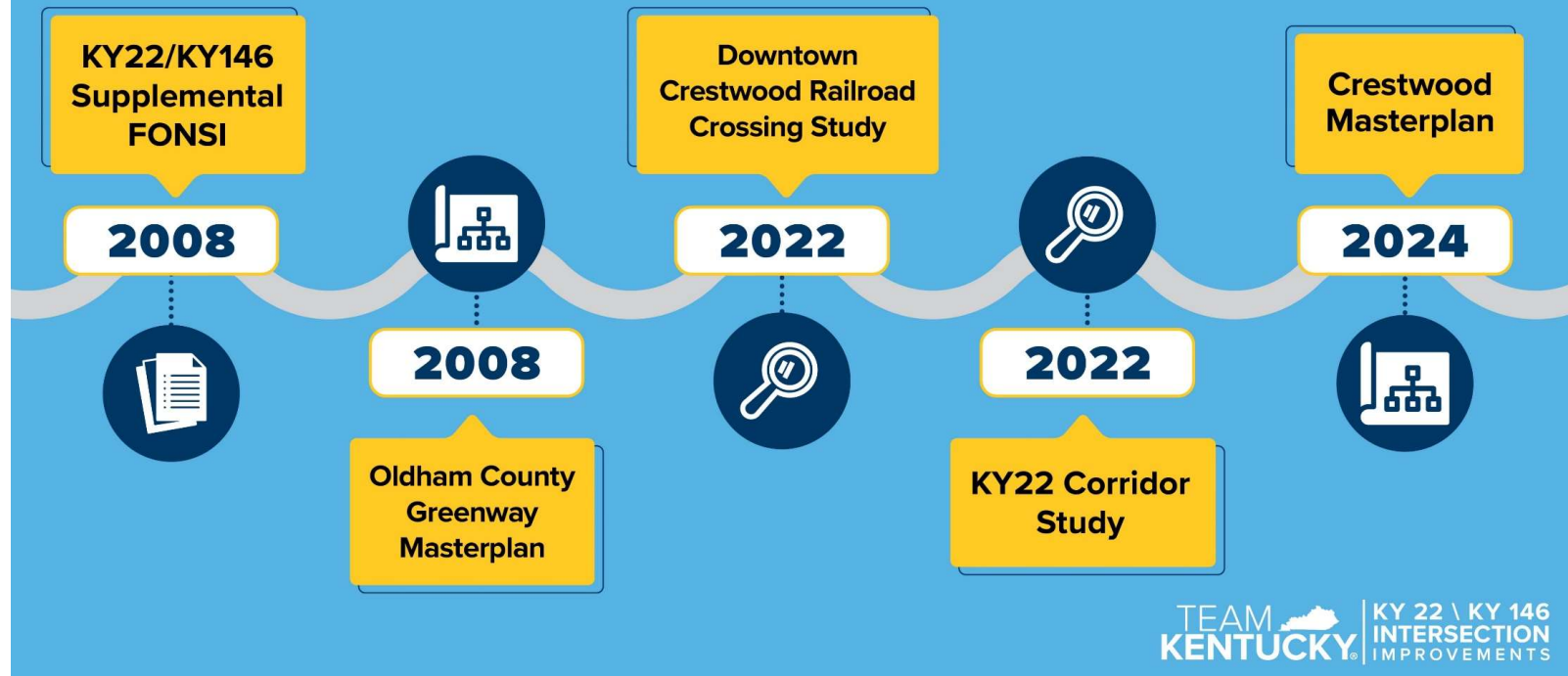


Alternative #2



Timeline

PREVIOUS PROJECT DEVELOPMENT



Timeline

