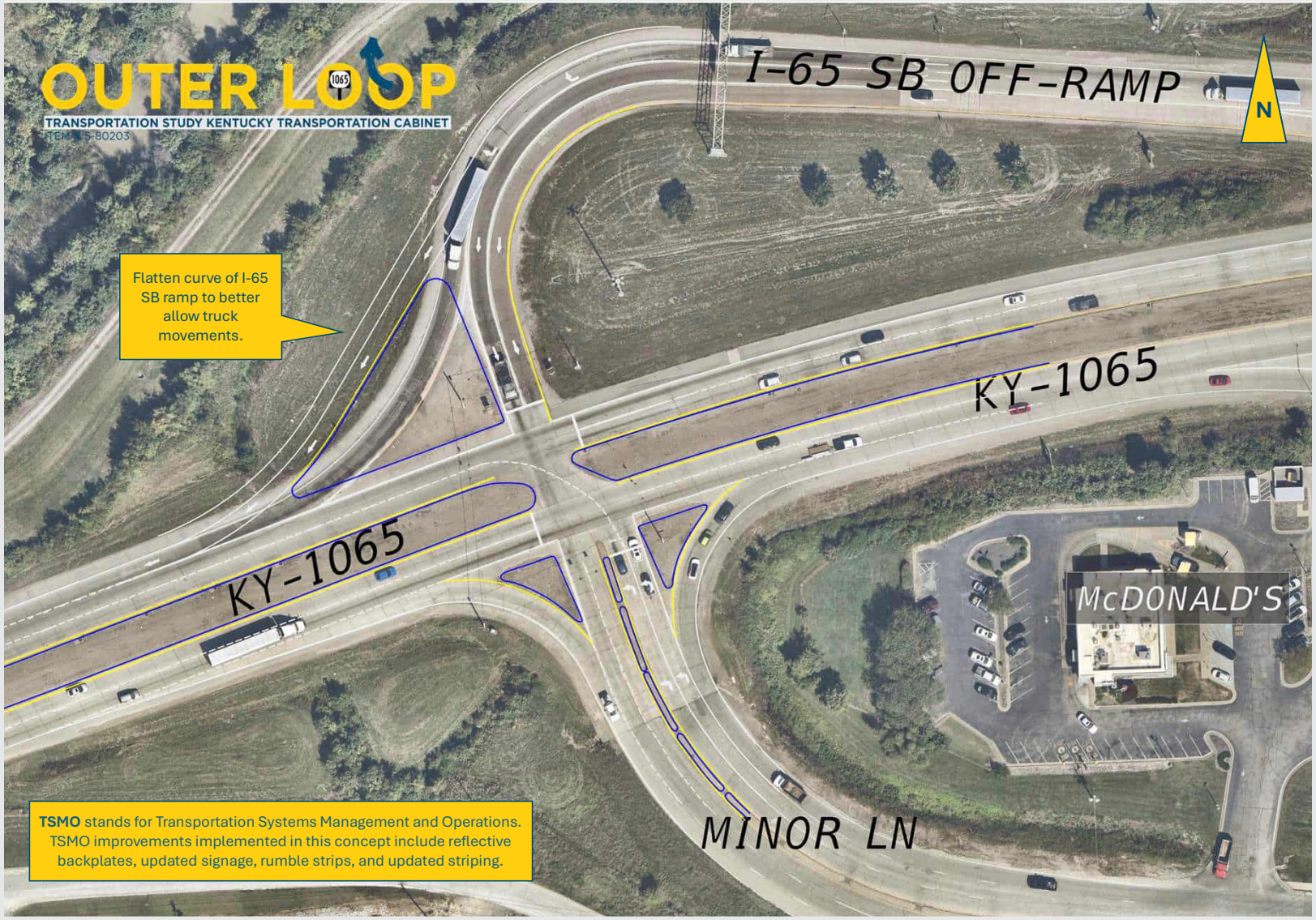


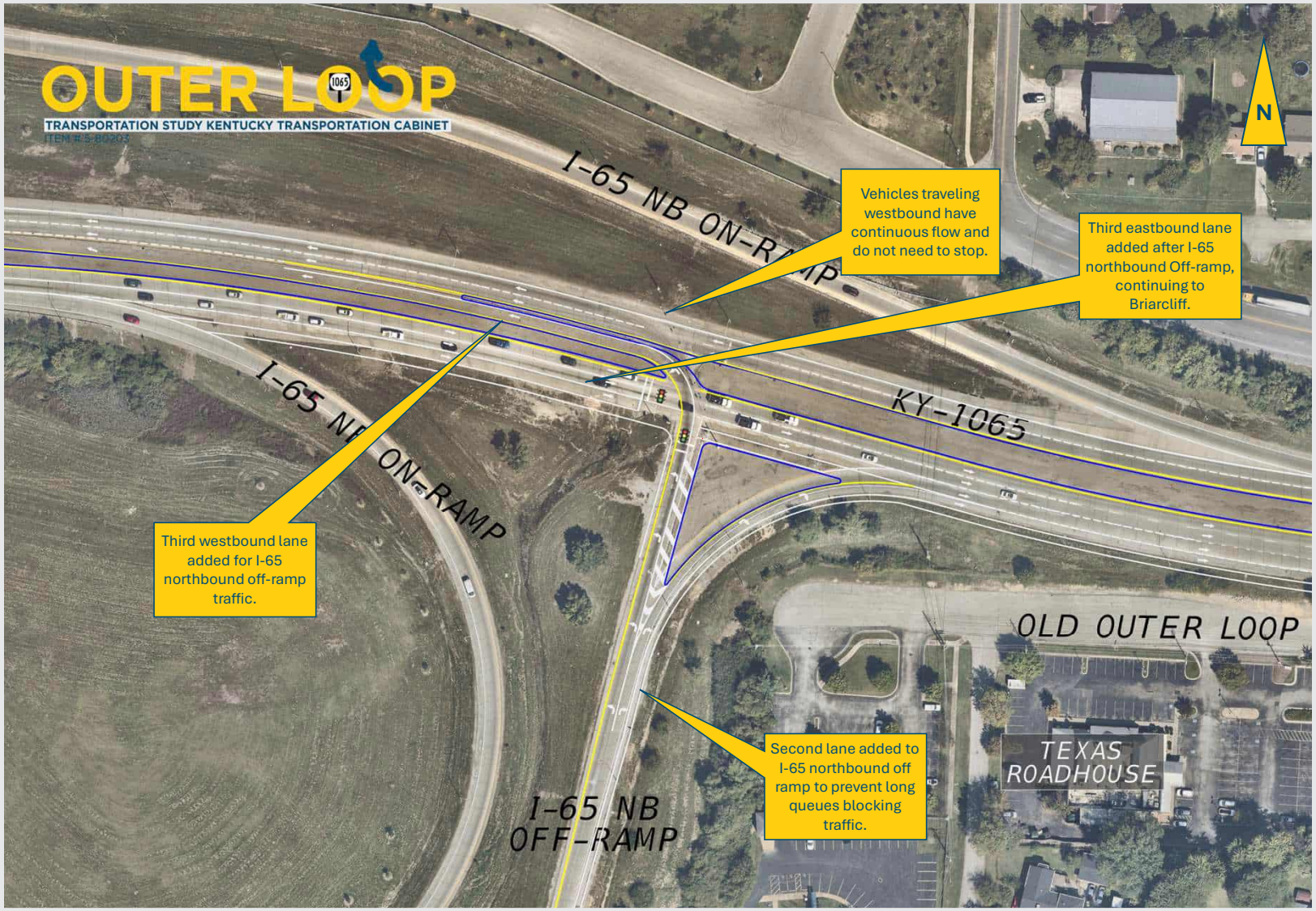
CONCEPT A – I-65 Southbound Off Ramp – Improvement

Improvement Options

Ramp improvements could include flattening the curve, improving ramp super-elevation (banking), or bringing right turns into the traffic signal with a more conventional right turn. All options could include TSMO improvements.

Bundling Projects

Concepts A, C, and E take different methods to improving KY 1065 (Outer Loop). These concepts could be implemented together as one construction project.



CONCEPT C – I-65 Northbound Off Ramp – Continuous Green T

What is a Continuous Green T?

A Continuous Green T is a type of innovative intersection. It allows traffic in one direction to flow freely, by using an acceleration/merge lane for left-turn movements from the cross street.

Bundling Projects

Concepts A, C, and E take different methods to improving KY 1065 (Outer Loop). These concepts could be implemented together as one construction project.

CONCEPT E – Briarcliff Road – Conventional Improvements

What is a Conventional Improvement?

Conventional improvements improve roadway function with 'standard' improvement methods. Examples of these methods include addition of lanes, lane reconfiguration, and restriping.

Bundling Projects

Concepts A, C, and E take different methods to improving KY 1065 (Outer Loop). These concepts could be implemented together as one construction project.

CONCEPT G – KY 61 – Conventional Improvements

What is a Conventional Improvement?

Conventional improvements improve roadway function with 'standard' improvement methods. Examples of these methods include addition of lanes, lane reconfiguration, and restriping.

Raised Medians for Raising Safety

Raised medians reduce conflict points – locations where two vehicle movements can cross and lead to a collision. Per the FHWA, raised medians create a 23% reduction in crashes.

CONCEPT H – KY 61 – Partial Displaced Left

What is a Partial Displaced Left?

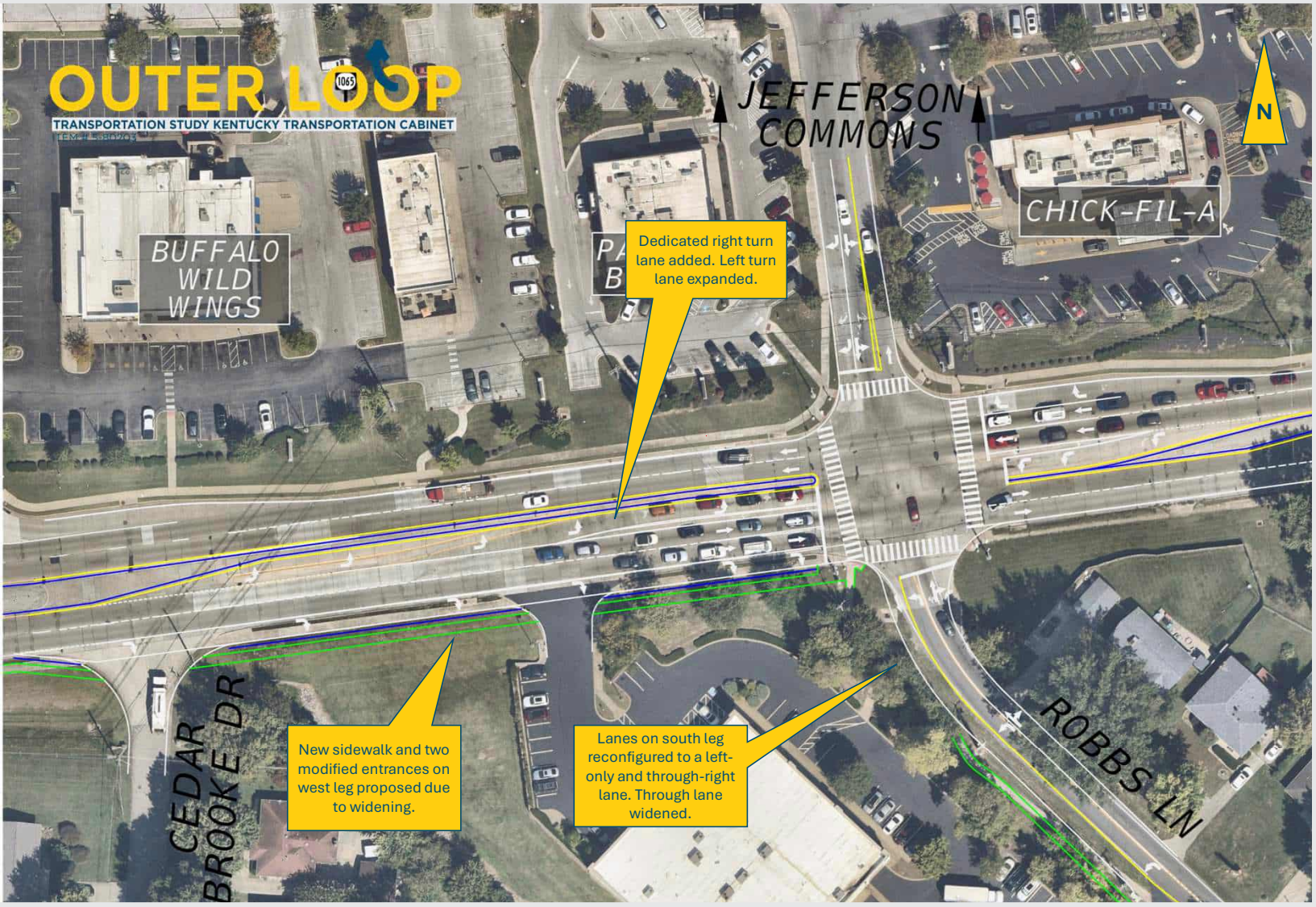
A Partial Displaced Left (PDL) is a type of innovative intersection where left-turn vehicles cross to the other side of opposing traffic in advance of the intersection. This greatly improves safety for left-turn movements.

Pros and Cons

Compared to a conventional intersection, a PDL:

- Increases green time
- Reduces travel time
- Reduces congestion

- Higher property impact
- Higher construction and maintenance cost



CONCEPT M – Robbs Lane – Conventional Improvements

What is a Conventional Improvement?

Conventional improvements improve roadway function with 'standard' improvement methods. Examples of these methods include addition of lanes, lane reconfiguration, and restriping.

Adding Turn Lanes

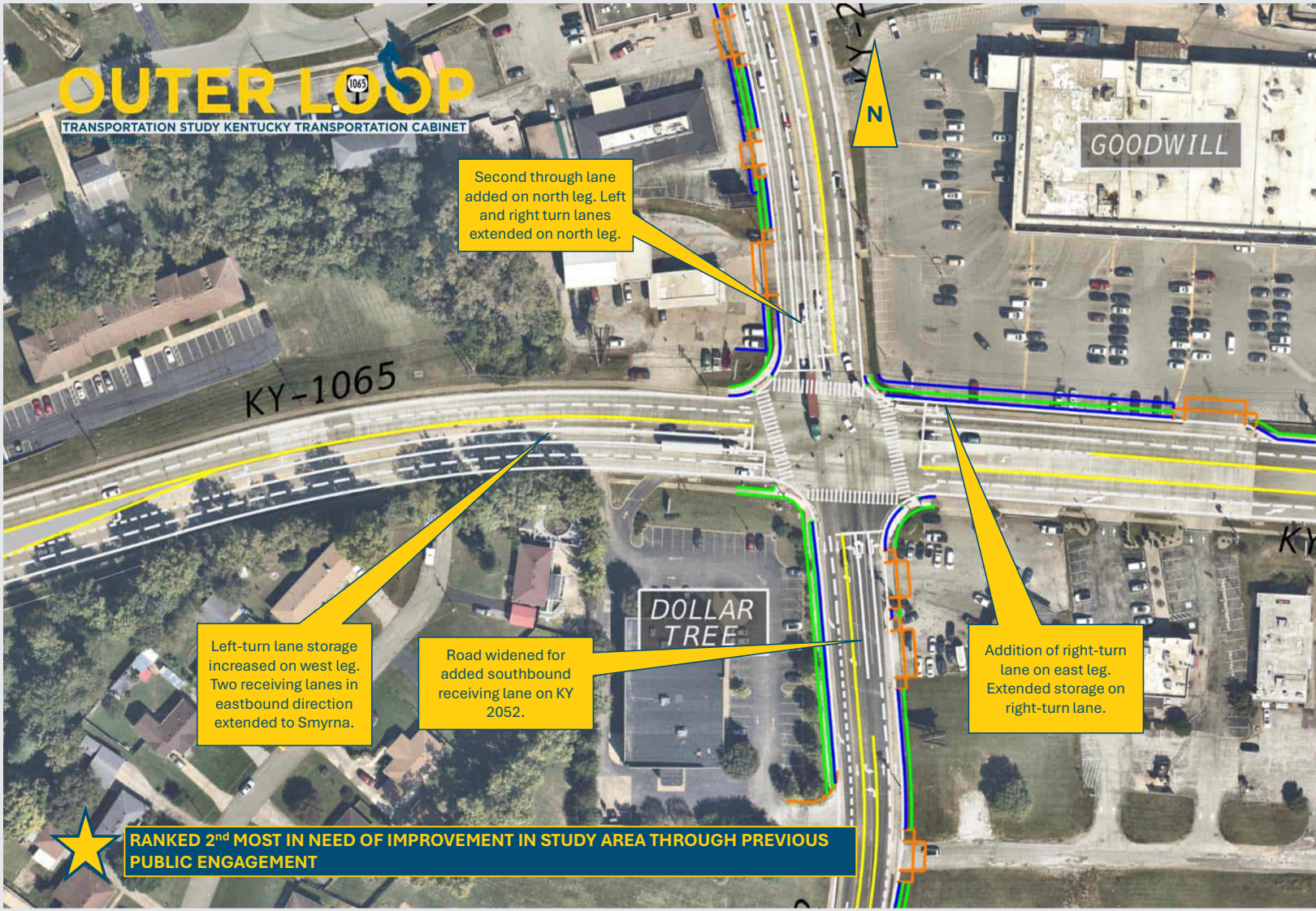
Adding turn lanes can help reduce congestion and improve safety. A dedicated turn lane reduces the accumulation of turning traffic on the mainline roadway.

What is a Conventional Improvement?

Conventional improvements improve roadway function with 'standard' improvement methods. Examples of these methods include addition of lanes, lane reconfiguration, and restriping.

Queue Build-Up

Queue build-up was noted as an issue on the KY 2052 in the first public meeting. Increases in turn lane storage and additional through lanes will reduce congestion and queue wait times.



CONCEPT Q – KY 2052 – Conventional Improvements

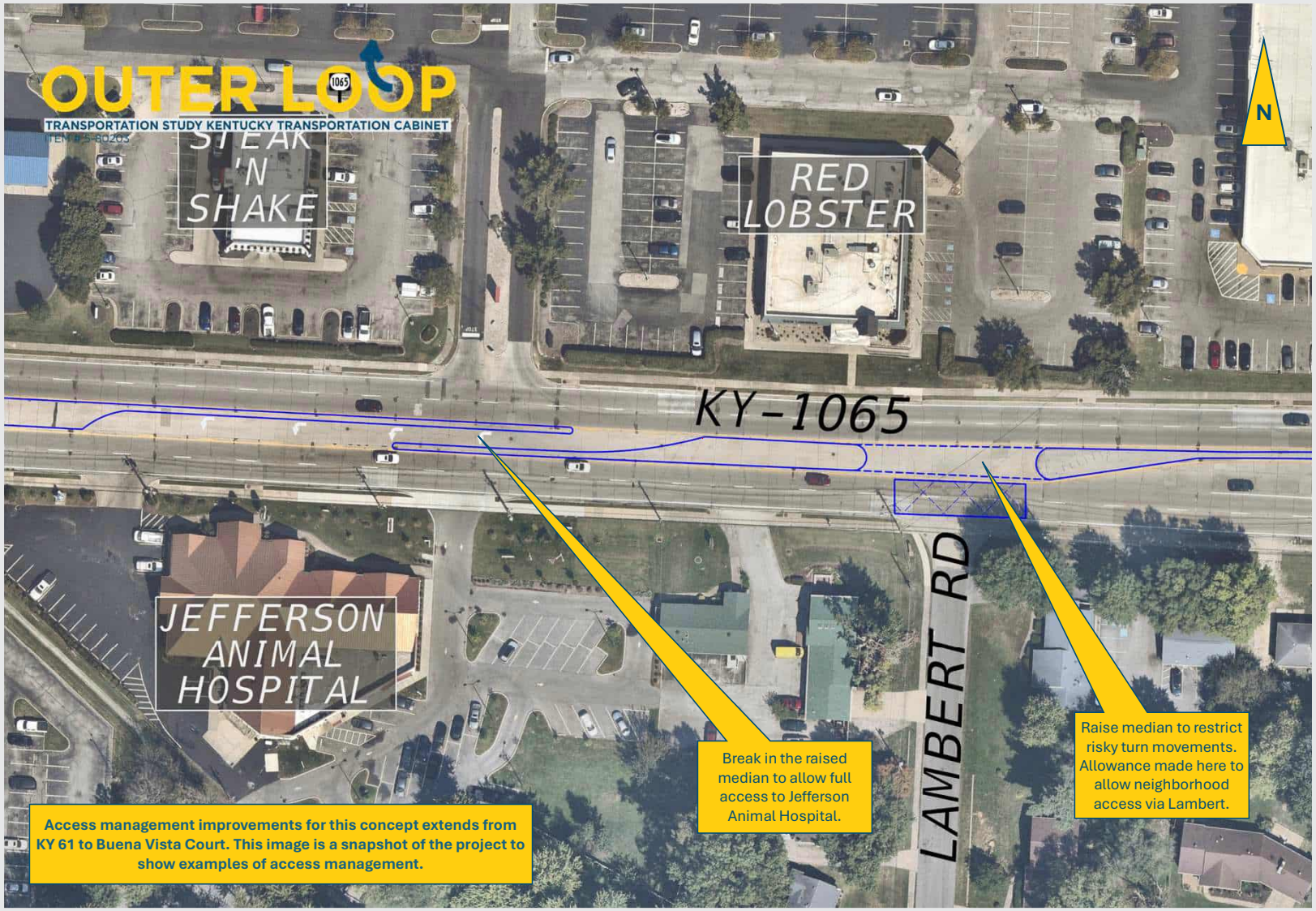
CONCEPT Q – KY 2052 – Conventional Improvements

What is a Conventional Improvement?

Conventional improvements improve roadway function with 'standard' improvement methods. Examples of these methods include addition of lanes, lane reconfiguration, and restriping.

Queue Build-Up

Queue build-up was noted as an issue on the KY 2052 in the first public meeting. Increases in turn lane storage and additional through lanes will reduce congestion and queue wait times.



CONCEPT S – KY 1065 – Access Management

What is Access Management?

Crashes increase dramatically at 'access points' – areas where vehicles can enter or exit the roadway. Good access management balances providing access to the road and increased risk associated with access points.

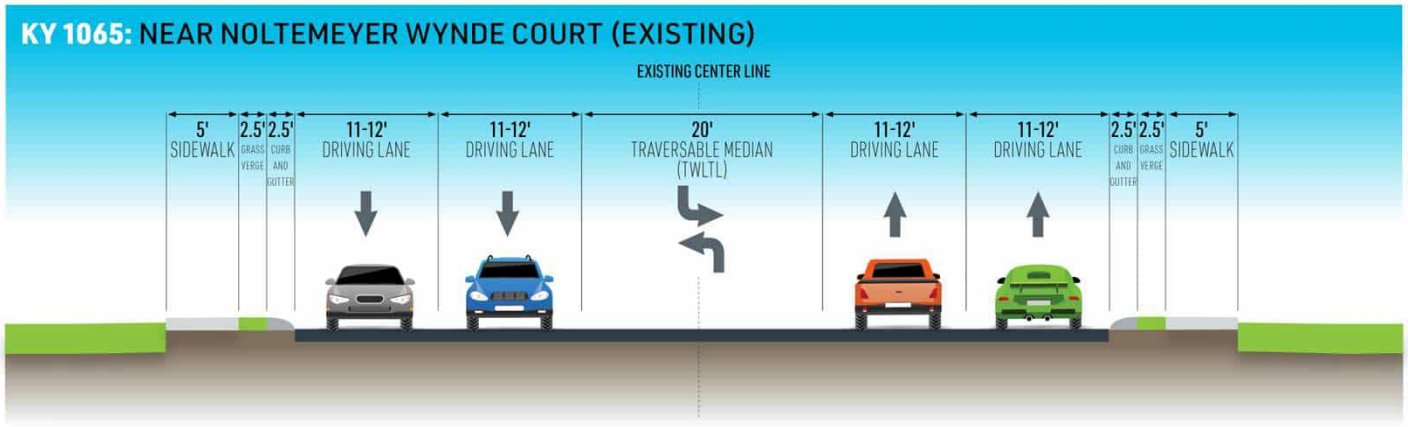
Methods of Access Management

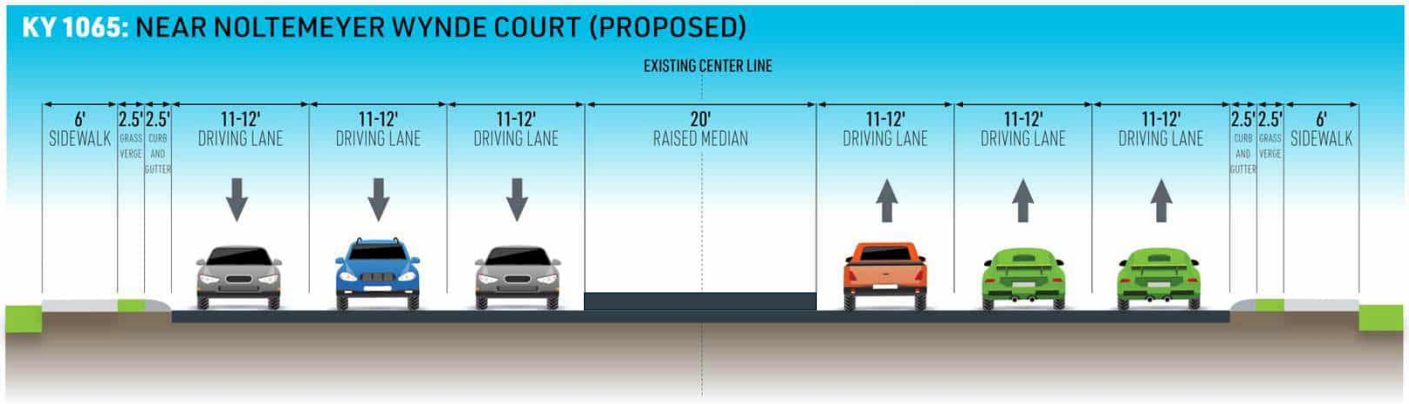
Tools for access management include removing redundant entrances, non-traversable medians, and implementing access restrictions at entrances. An example of an access restriction is 'right in, right out' entrances.

OUTER LOOP

TRANSPORTATION STUDY KENTUCKY TRANSPORTATION CABINET

ITEM # 5-80203





CONCEPT T – KY 1065 – Widening

What is Roadway Widening?

Roadway widening is one of the most common improvements to reduce congestion. Widening the roadway increases capacity, which reduces congestion and overall travel time.

Roadway Widening Risks

Widening the roadway can reduce pedestrian safety and increase pedestrian wait times at crossing points. Roadway widening can encourage increased vehicle speeds.

OUTER LOOP

TRANSPORTATION STUDY KENTUCKY TRANSPORTATION CABINET

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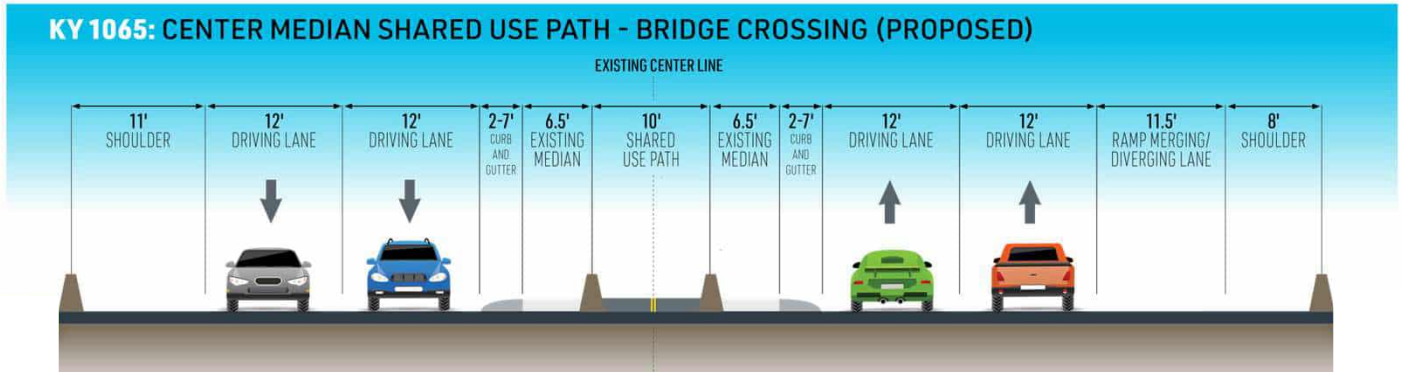

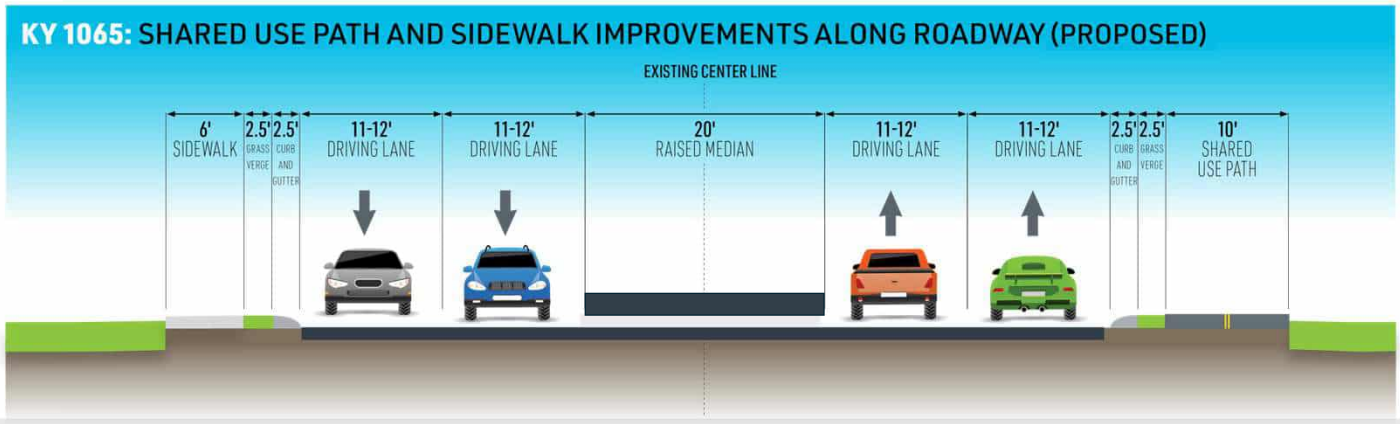

CONCEPT V – KY 1065 – Sidewalk and Shared Use Path

Two Types of Pathwaya

Sidewalks provide an area away from the driving lanes to accommodate pedestrians, wheelchairs, strollers, etc. Shared Use Paths are wider and are designed to also accommodate bicycles.

Pedestrian Safety

Sidewalks improve pedestrian safety by creating a separate walkway for pedestrian travel. Sidewalks discourage dangerous behaviors such as walking along roadway shoulders, and encourages recreational walking.

OUTER LOOP

TRANSPORTATION STUDY KENTUCKY TRANSPORTATION CABINET

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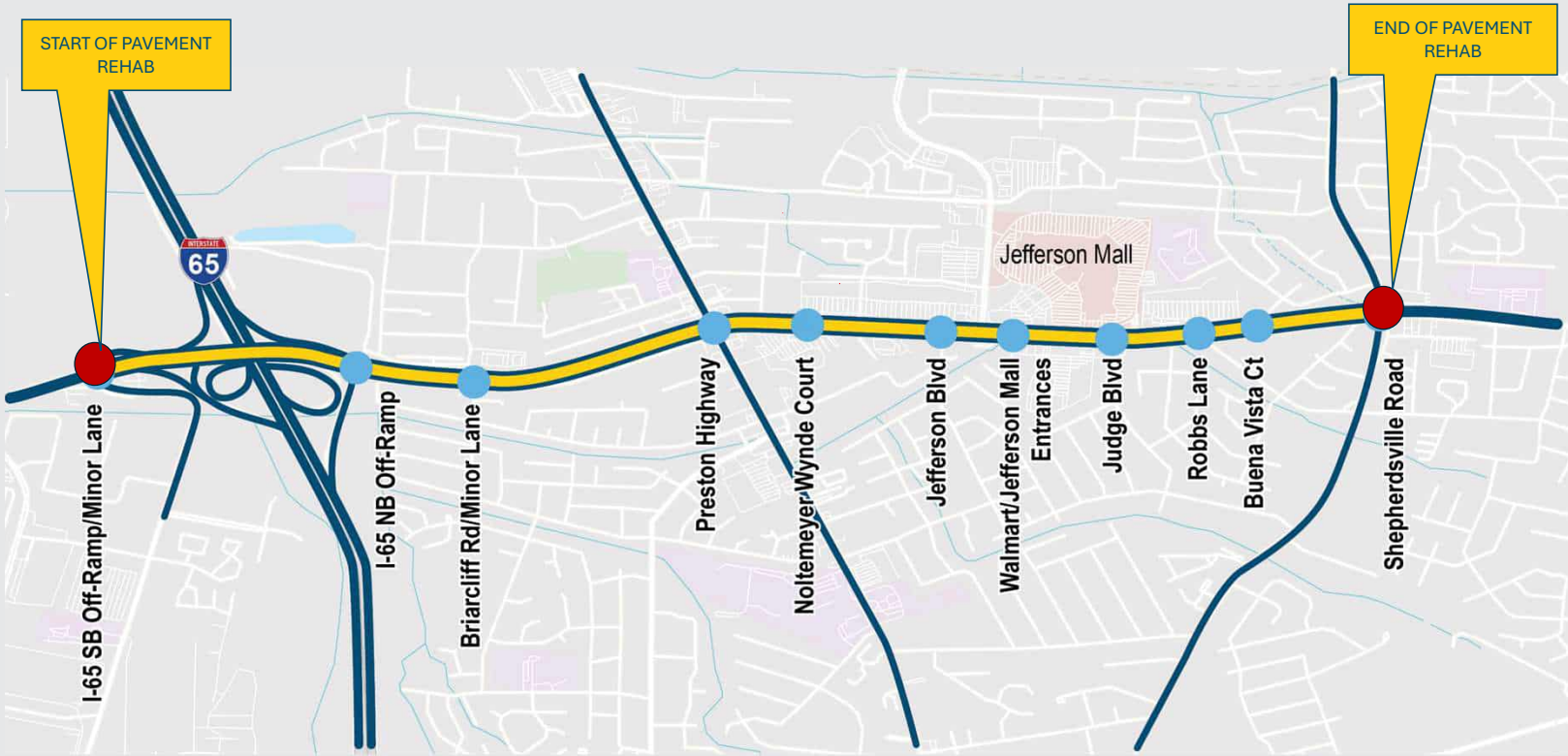


CONCEPT U – KY 1065 – Pavement Rehabilitation

The Important of Maintenance

Regular pavement rehabilitation is important for ensuring roadway safety. Pavement rehab manages roadway hazards such as potholes, reducing surface wear, and ensuring smooth driving conditions.

Concrete to Asphalt

Pavement rehab will be incorporated into any improvement concept that moves forward into construction. This concept will rehab the pavement by changing from concrete to asphalt throughout the corridor.

OUTER LOOP

TRANSPORTATION STUDY KENTUCKY TRANSPORTATION CABINET

OUTER LOOP PUBLIC MEETING

South Central Regional Library
February 4th, 2026
5:00 PM to 7:00 PM

PUBLIC SURVEY

Scan the QR Code to access our project website! Provide feedback and suggestions on the Outer Loop Project!

TEAM KENTUCKY
TRANSPORTATION CABINET

STATION 1
CONCEPTS A, C, & E

A – I-65 SB OFF RAMP – IMPROVEMENT

C – I-65 NB OFF RAMP – CGT

E – BRIARCLIFF ROAD – CONVENTIONAL

STATION 2
CONCEPTS G & H

G – KY 61 – CONVENTIONAL

H – KY 61– PDL

STATION 3
CONCEPTS M & S

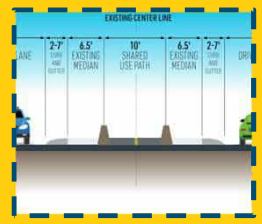
M – ROBBS LANE - CONVENTIONAL

S – KY 1065 - ACCESS MANAGEMENT

STATION 4
CONCEPTS Q, T, V & U

Q – KY 2052 - CONVENTIONAL

T – KY 1065 – WIDENING



V – KY 1065 – SIDEWALK AND SUP

U – KY 1065 – PAVEMENT REHABILITATOIN

CONCEPTS COST COMPARISONS

CONCEPT	DESCRIPTION	TOTAL PROJECT COST
A	I-65 SOUTHBOUND OFF RAMP IMPROVEMENT	$1,300,000
C	I-65 NORTHBOUND OFF RAMP – CONTINUOUS GREEN T	$3,930,000
E	BRIARCLIFF ROAD - CONVENTIONAL	$2,580,000
G	KY 61 - CONVENTIONAL	$8,950,000
H	KY 61 – PARTIAL DISPLACED LEFT	$14,250,000
M	ROBBS LANE - CONVENTIONAL	$1,820,000
Q	KY 2052 – CONVENTIONAL	$8,370,000
S	KY 1065 – ACCESS MANAGEMENT	$3,450,000
T	KY 1065 - WIDENING	$40,275,000
U	KY 1065 – PAVEMENT REHABILITATION	$28,250,000
V	KY 1065 – SIDEWALK AND SHARED USE PATH	$11,275,000