

OUTER LOOP

TRANSPORTATION STUDY KENTUCKY TRANSPORTATION CABINET

ITEM # 80203

Flatten curve of I-65 SB ramp to better allow truck movements.

TSMO stands for Transportation Systems Management and Operations. TSMO improvements implemented in this concept include reflective backplates, updated signage, rumble strips, and updated striping.

I-65 SB OFF-RAMP



KY-1065

KY-1065

McDONALD'S

MINOR LN

Improvement Options

Ramp improvements could include flattening the curve, improving ramp superelevation (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 A – I-65 Southbound Off Ramp – Improvement

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ITEM # 5-20-2019

I-65 NB ON-RAMP

Vehicles traveling westbound have continuous flow and do not need to stop.

Third eastbound lane added after I-65 northbound Off-ramp, continuing to Briarcliff.

I-65 NB ON-RAMP

Third westbound lane added for I-65 northbound off-ramp traffic.

KY-1065

I-65 NB OFF-RAMP

Second lane added to I-65 northbound off ramp to prevent long queues blocking traffic.

OLD OUTER LOOP

TEXAS ROADHOUSE



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

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ISSUE #5-20203

MINOR LN

KY-1065

CHEDDAR'S
SCRATCH
KITCHEN

N

OLD OUTER LOOP

BRIARCLIFF RD

Third through lane added on Outer Loop from I-65 NB off-ramp through Briarcliff Road.

A dedicated left turn lane is added to Briarcliff Road.

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

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Third lane added along KY 1065 going westbound after the intersection to receive right turn movements from KY 61 southbound.

Right turn lane added on the east leg of the intersection.

Length of turn lanes increased on all legs of intersection.

Raised median added on north, east, and south legs to improve safety.

Third lane added along KY 1065 going eastbound from Lone Oak Ave to Noltemeyer Wynde Court..

RANKED MOST IN NEED OF IMPROVEMENT IN STUDY AREA THROUGH PREVIOUS PUBLIC ENGAGEMENT.

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 G – KY 61 – Conventional Improvements

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Widening along KY 61 to accommodate PDL.

Reconstructs intersection as a Partial Displaced Left-turn Intersection

Widening along KY 61 to accommodate PDL.

RANKED MOST IN NEED OF IMPROVEMENT IN STUDY AREA THROUGH PREVIOUS PUBLIC ENGAGEMENT

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



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.

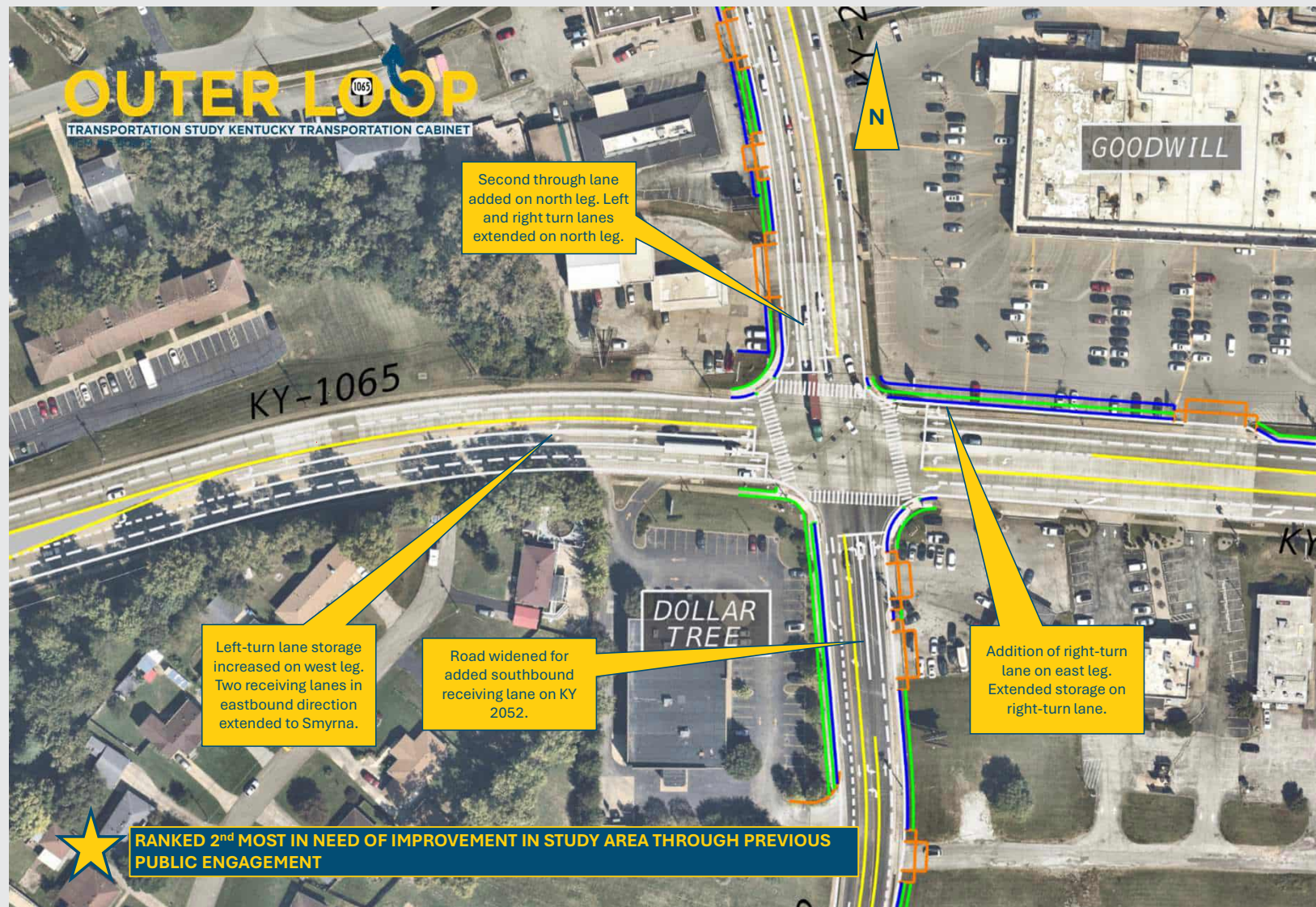
CONCEPT M – Robbs Lane – Conventional Improvements

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.

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



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

OUTER LOOP

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STEAK 'N SHAKE

RED LOBSTER

KY-1065

JEFFERSON ANIMAL HOSPITAL

LAMBERT RD

Access management improvements for this concept extends from KY 61 to Buena Vista Court. This image is a snapshot of the project to show examples of access management.

Break in the raised median to allow full access to Jefferson Animal Hospital.

Raise median to restrict risky turn movements. Allowance made here to allow neighborhood access via Lambert.

What is Access Management?

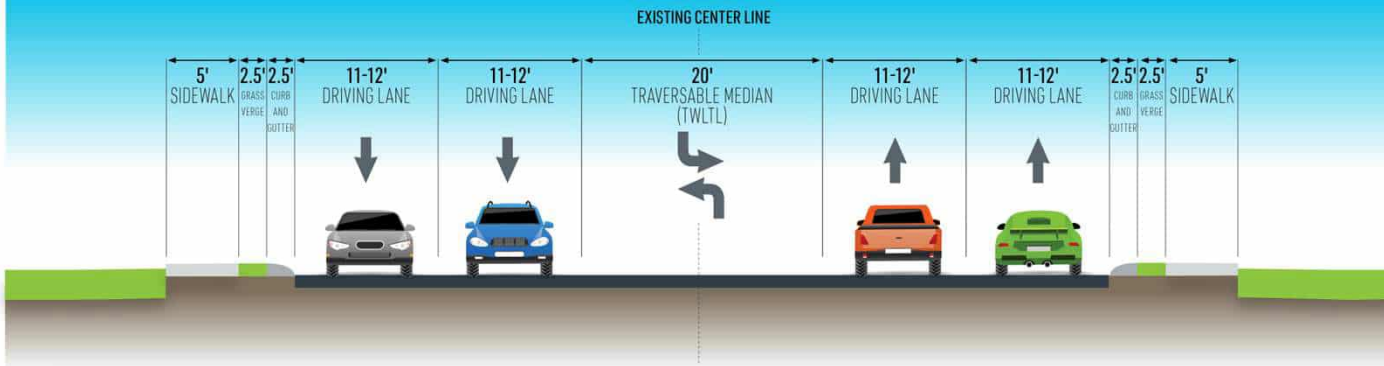
Crashes increase dramatically at 'access points' – areas where vehicles can enter or exit the roadway. Good access management balances providing access to the road and increased risk associated with access points.

Methods of Access Management

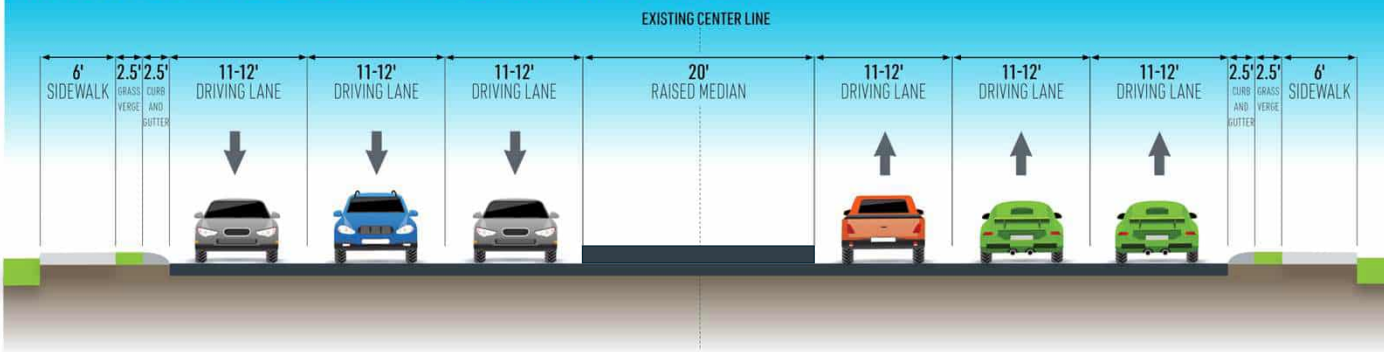
Tools for access management include removing redundant entrances, non-traversable medians, and implementing access restrictions at entrances. An example of an access restriction is 'right in, right out' entrances.

CONCEPT S – KY 1065 – Access Management

KY 1065: NEAR NOLTEMAYER WYNDE COURT (EXISTING)



KY 1065: NEAR NOLTEMAYER WYNDE COURT (PROPOSED)



What is Roadway Widening?

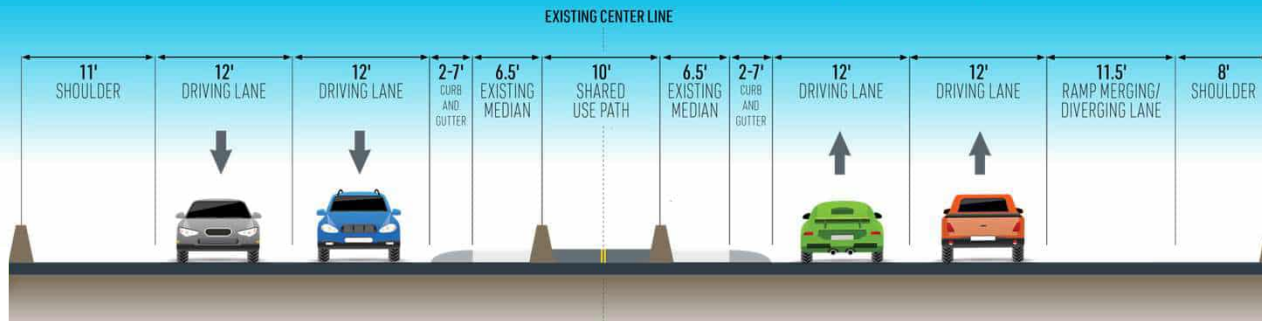
Roadway widening is one of the most common improvements to reduce congestion. Widening the roadway increases capacity, which reduces congestion and overall travel time.

Roadway Widening Risks

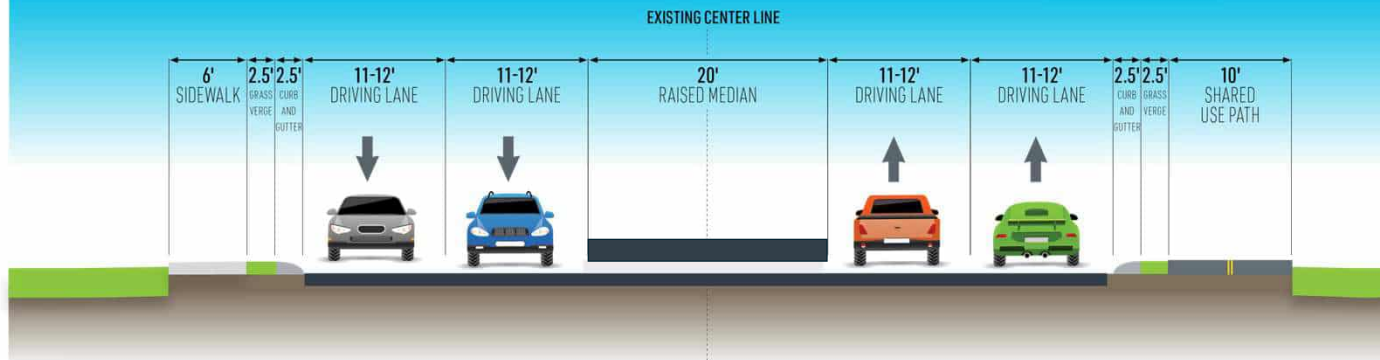
Widening the roadway can reduce pedestrian safety and increase pedestrian wait times at crossing points. Roadway widening can encourage increased vehicle speeds.

CONCEPT T – KY 1065 – Widening

KY 1065: CENTER MEDIAN SHARED USE PATH - BRIDGE CROSSING (PROPOSED)



KY 1065: SHARED USE PATH AND SIDEWALK IMPROVEMENTS ALONG ROADWAY (PROPOSED)



Two Types of Pathway

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.

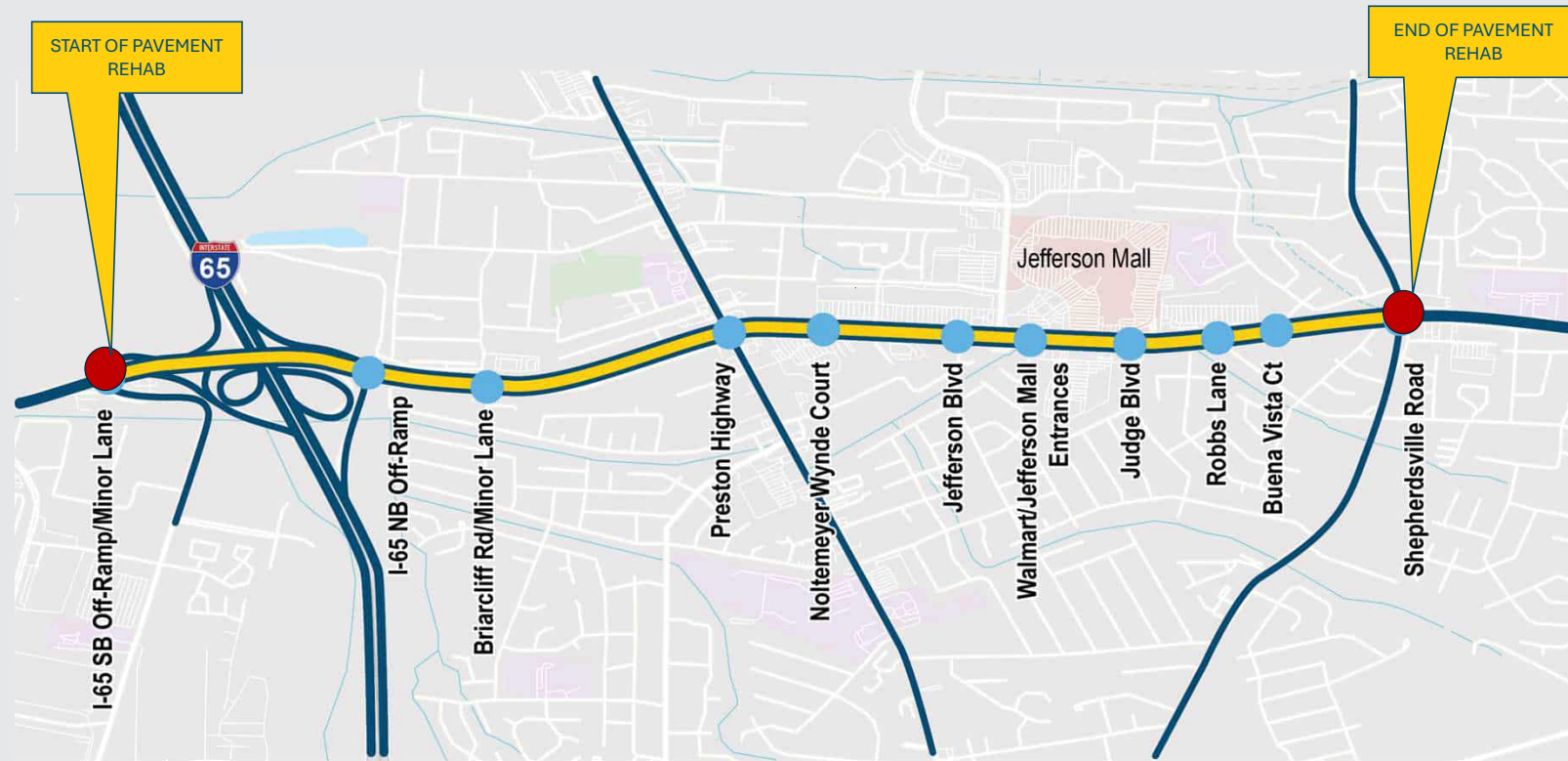
Pedestrian Safety

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.

CONCEPT V – KY 1065 – Sidewalk and Shared Use Path

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ITEM # 5-80203



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.

CONCEPT U – KY 1065 – Pavement Rehabilitation

OUTER LOOP

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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!



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

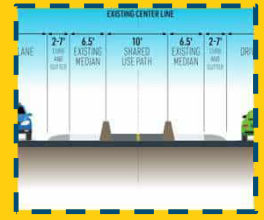
STATION 4 CONCEPTS Q, T, V & U



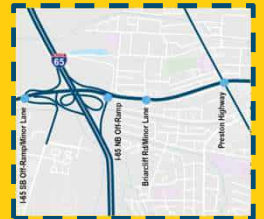
Q – KY 2052 – CONVENTIONAL



T – KY 1065 – WIDENING



V – KY 1065 – SIDEWALK AND SUP



U – KY 1065 – PAVEMENT
REHABILITATION

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