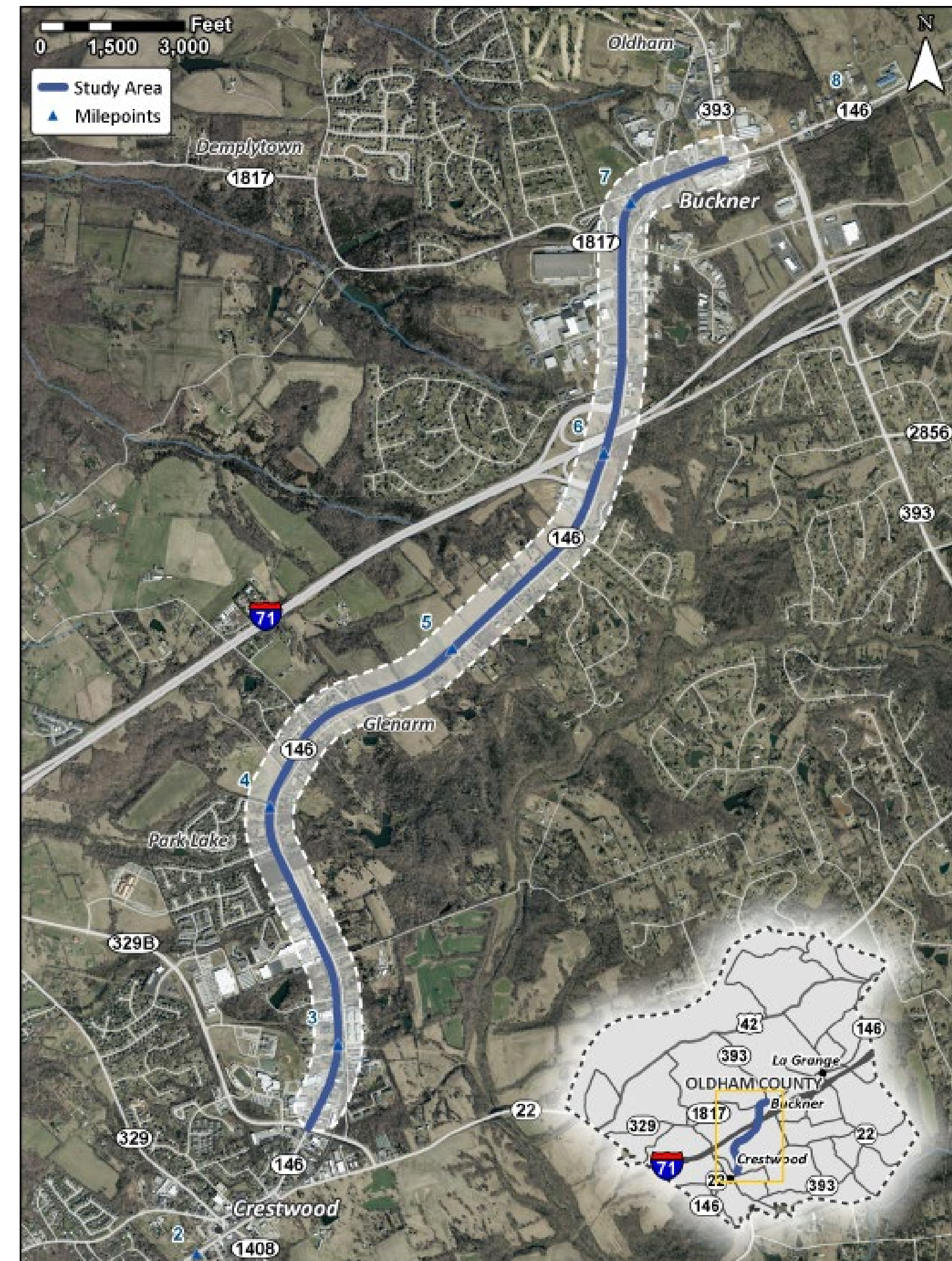


Item No. 5-80210
KY 146 Corridor Study
Oldham County
Local Officials / Stakeholder Meeting #2

July 28, 2026

STUDY AREA

The study area includes KY 146 from the intersection with KY 329B (MP 2.642) to the intersection with KY 393 (MP 7.419).



STUDY PURPOSE

The purpose of this study is to improve safe mobility, reduce congestion and improve multi-modal transportation options along KY 146 between KY 329B and KY 393.

GOALS

Provide necessary safety, capacity, access management, and bicycle / pedestrian infrastructure now and into the future

Provide opportunities for engagement with the public to share study information and collect meaningful input to the study process

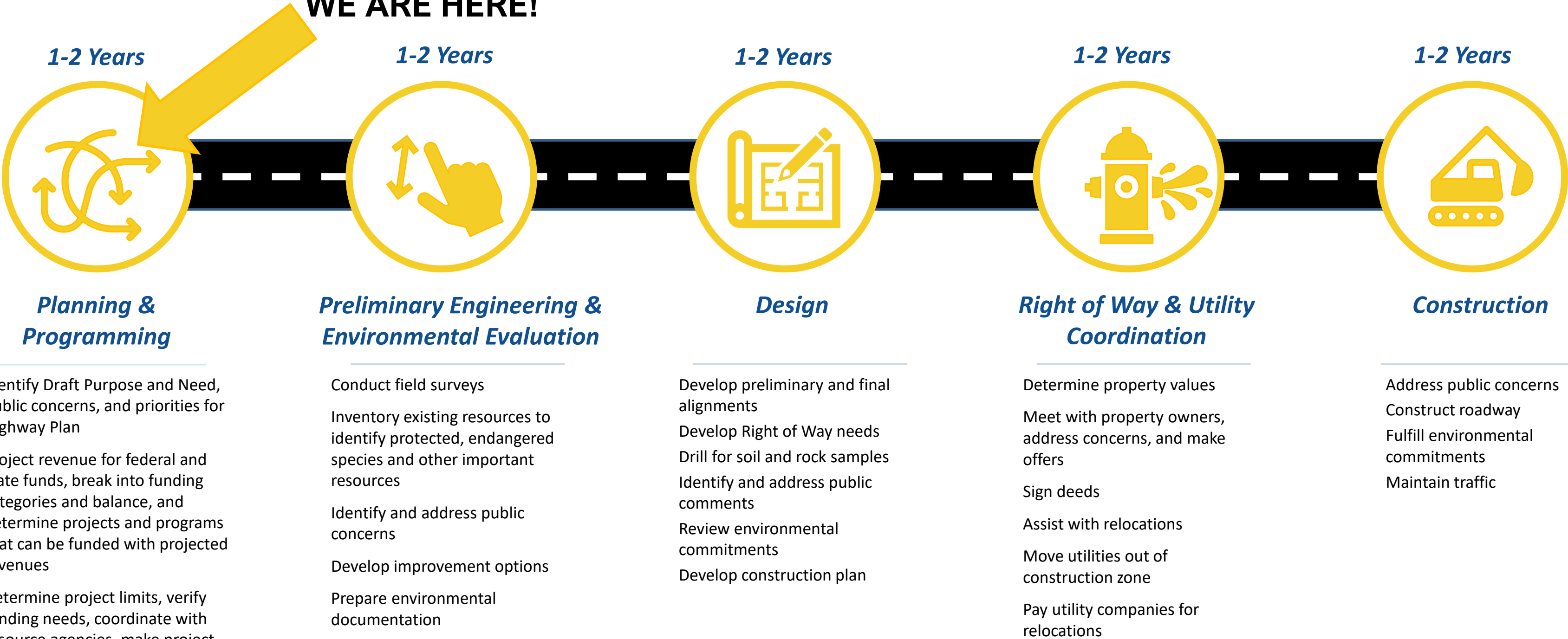
Have minimal utility, right-of-way, and environmental impacts

How KYTC Builds Roads



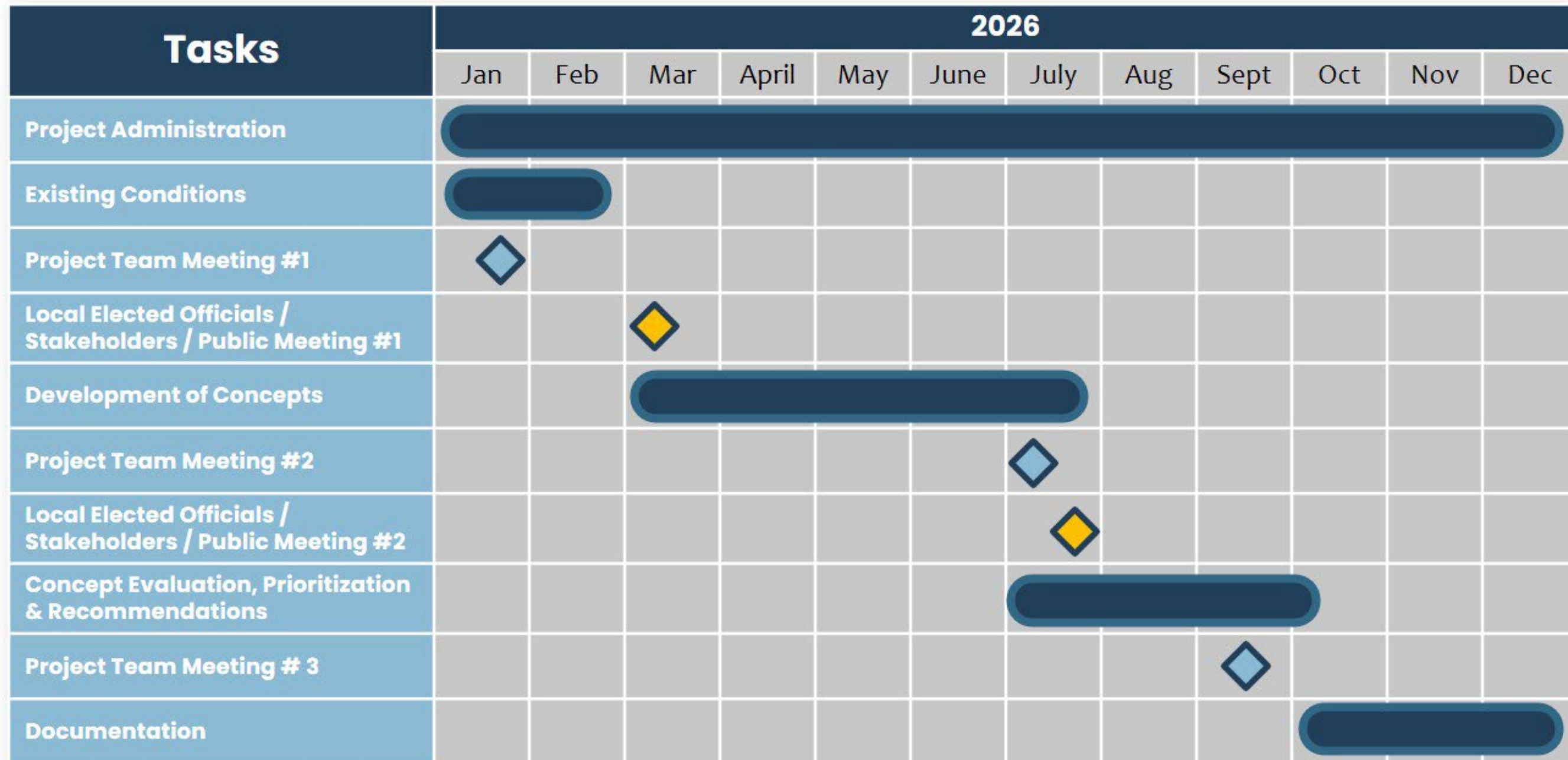
Process

WE ARE HERE!



Note: Assumes reliable source of funds from the General Assembly; No funds have been identified beyond this study at this time.

SCHEDULE



PUBLIC MEETING #2

SUMMARY



Date: March 10, 2026



Location: Oldham County Family YMCA (Gym)



Attendees: 57 people

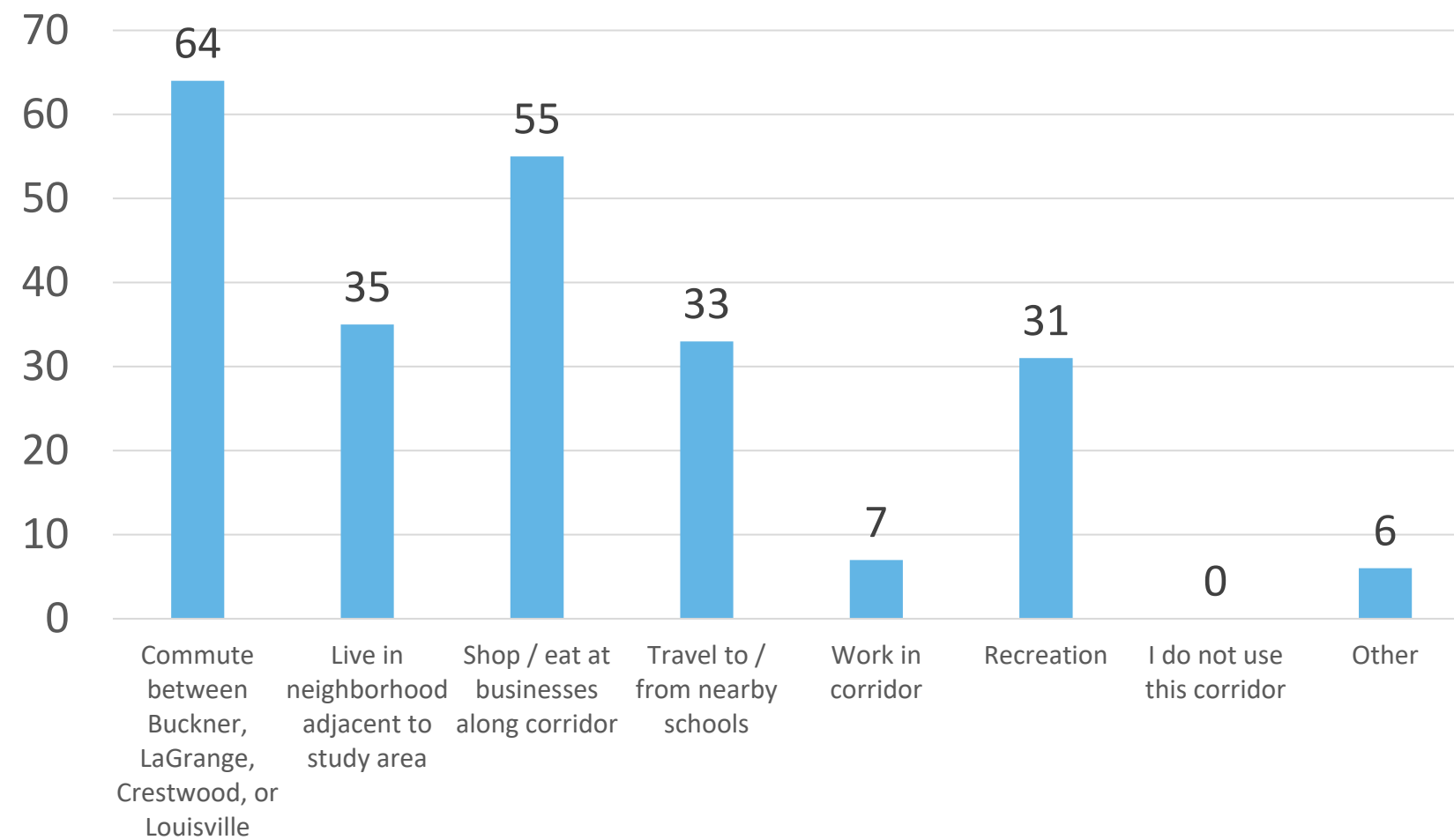


Completed Surveys: 17 in-person & 59 online

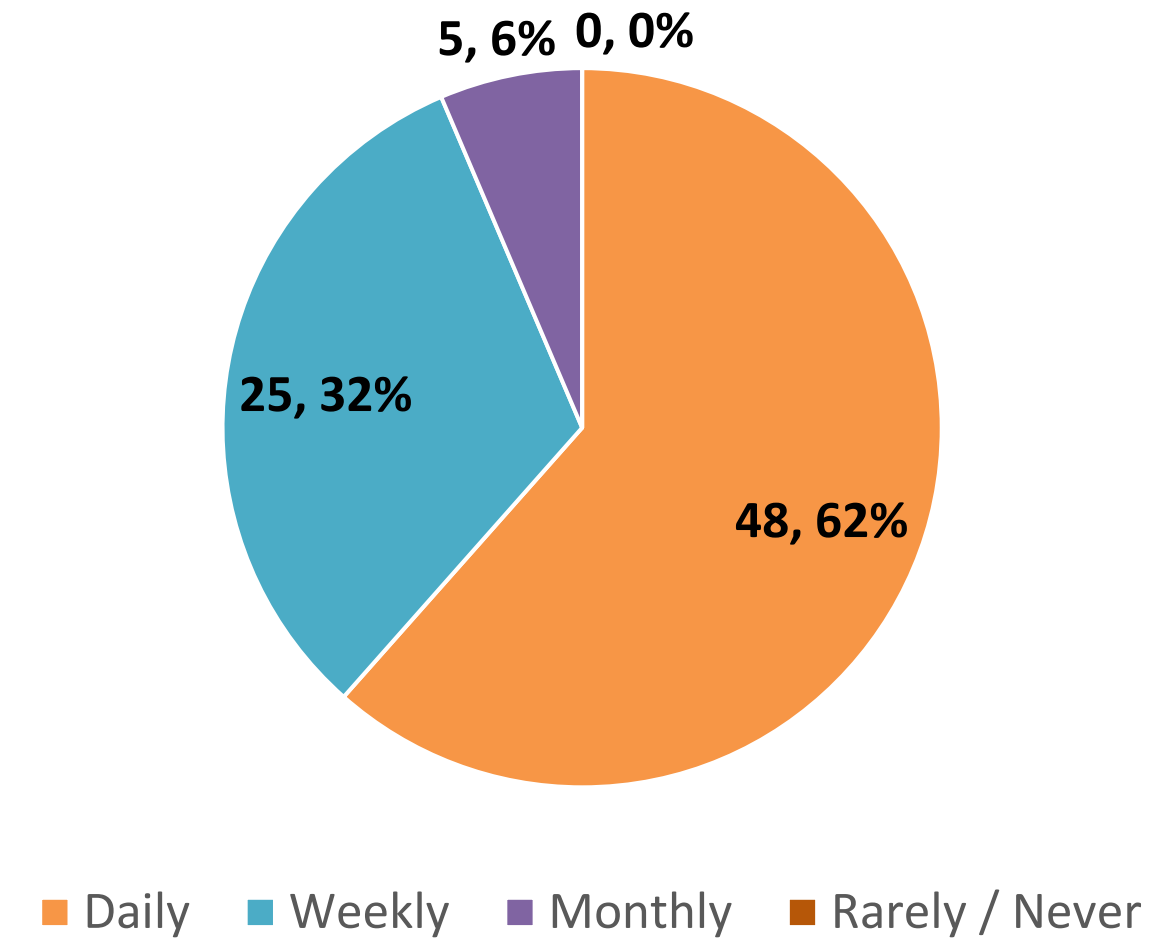
PUBLIC MEETING #2

SUMMARY

Why do you use this section of KY 146?



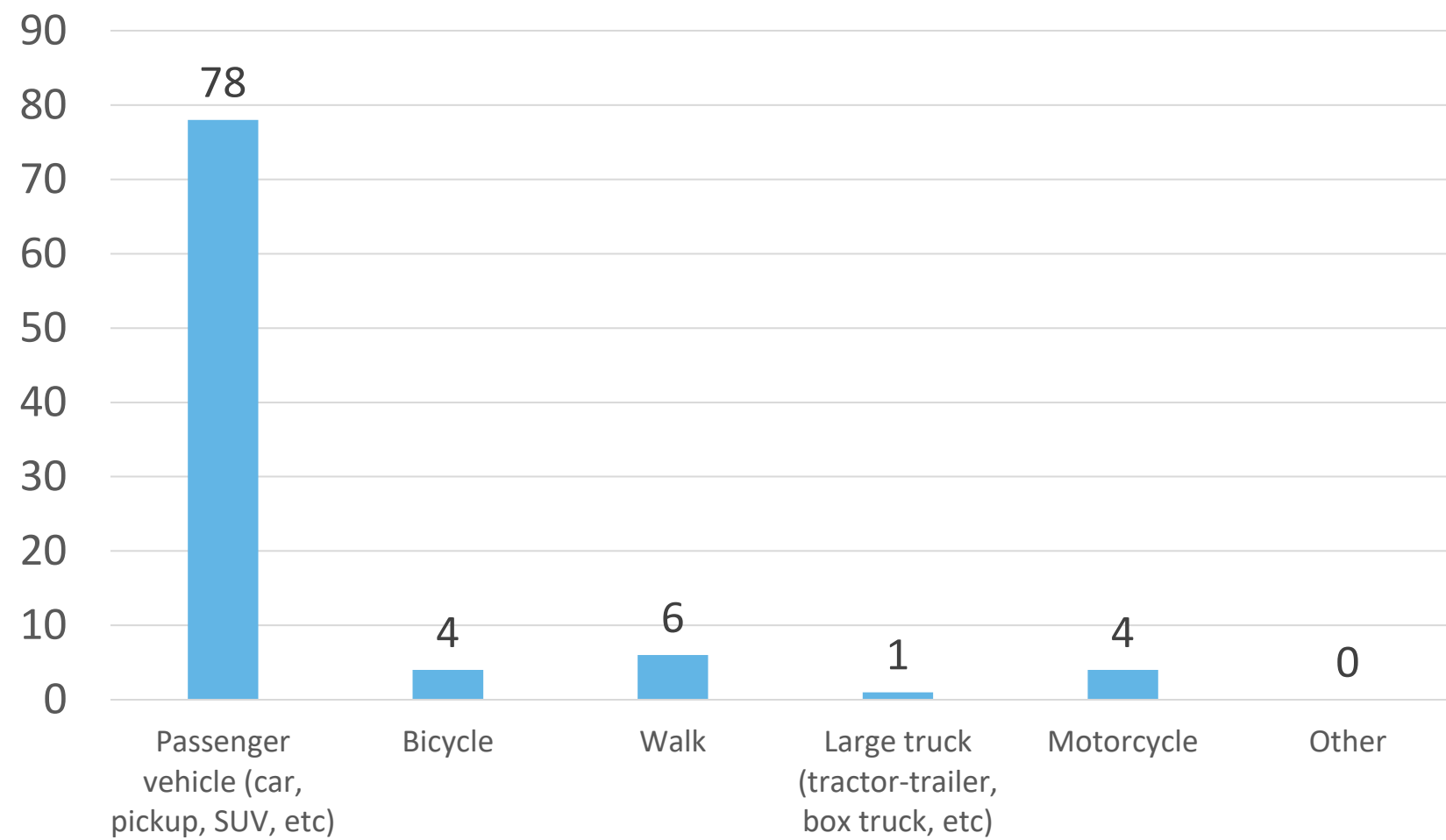
On average, how often do you travel along the corridor?



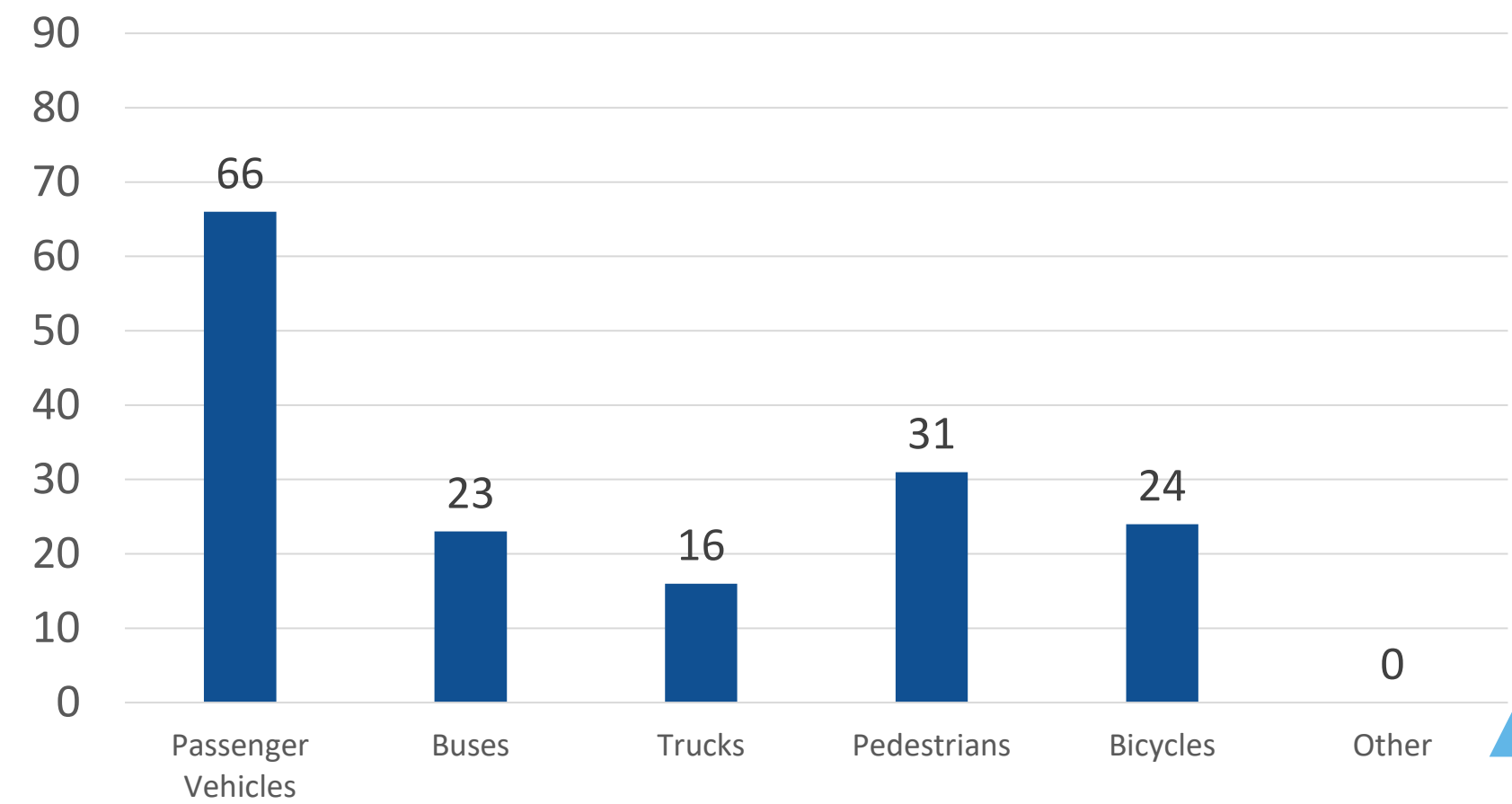
PUBLIC MEETING #2

SUMMARY

What modes of transportation do you use along the corridor?



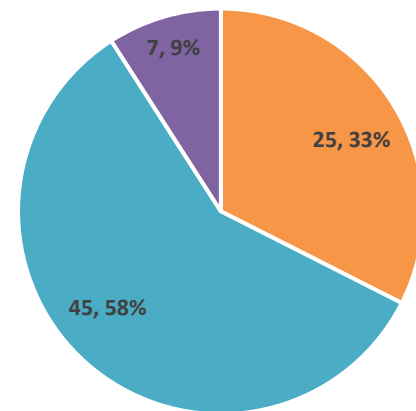
Would you like to see more improvement options along the corridor for:



PUBLIC MEETING #2

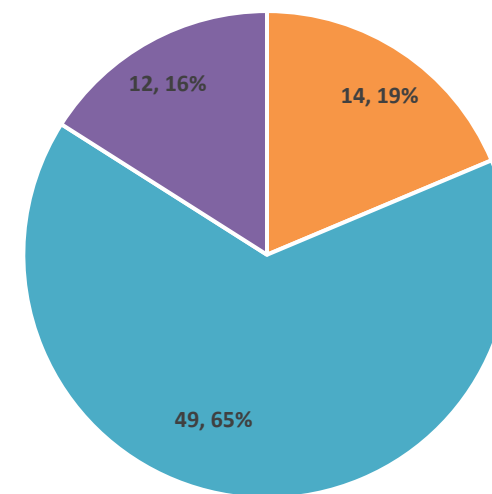
SUMMARY

KY 146 Corridor Improvements should....
Be lower cost with minor improvements or
higher costs with major improvements?



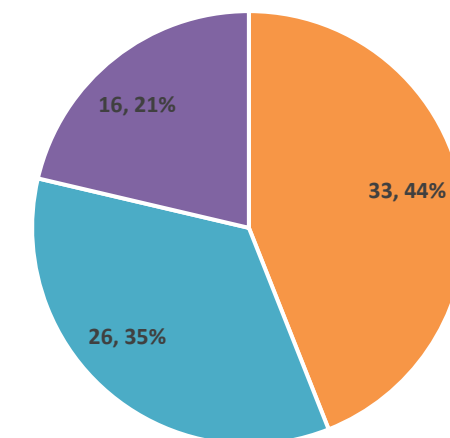
- Have major improvements with larger impacts
- Balanced mix
- Have minor improvements with smaller impacts

KY 146 Corridor Improvements should....
Provide more access to businesses and
community facilities along the corridor or
faster travel time?



- Have faster travel times but more limited access to adjacent locations
- Balanced mix
- Have better access to adjacent locations but slower travel times

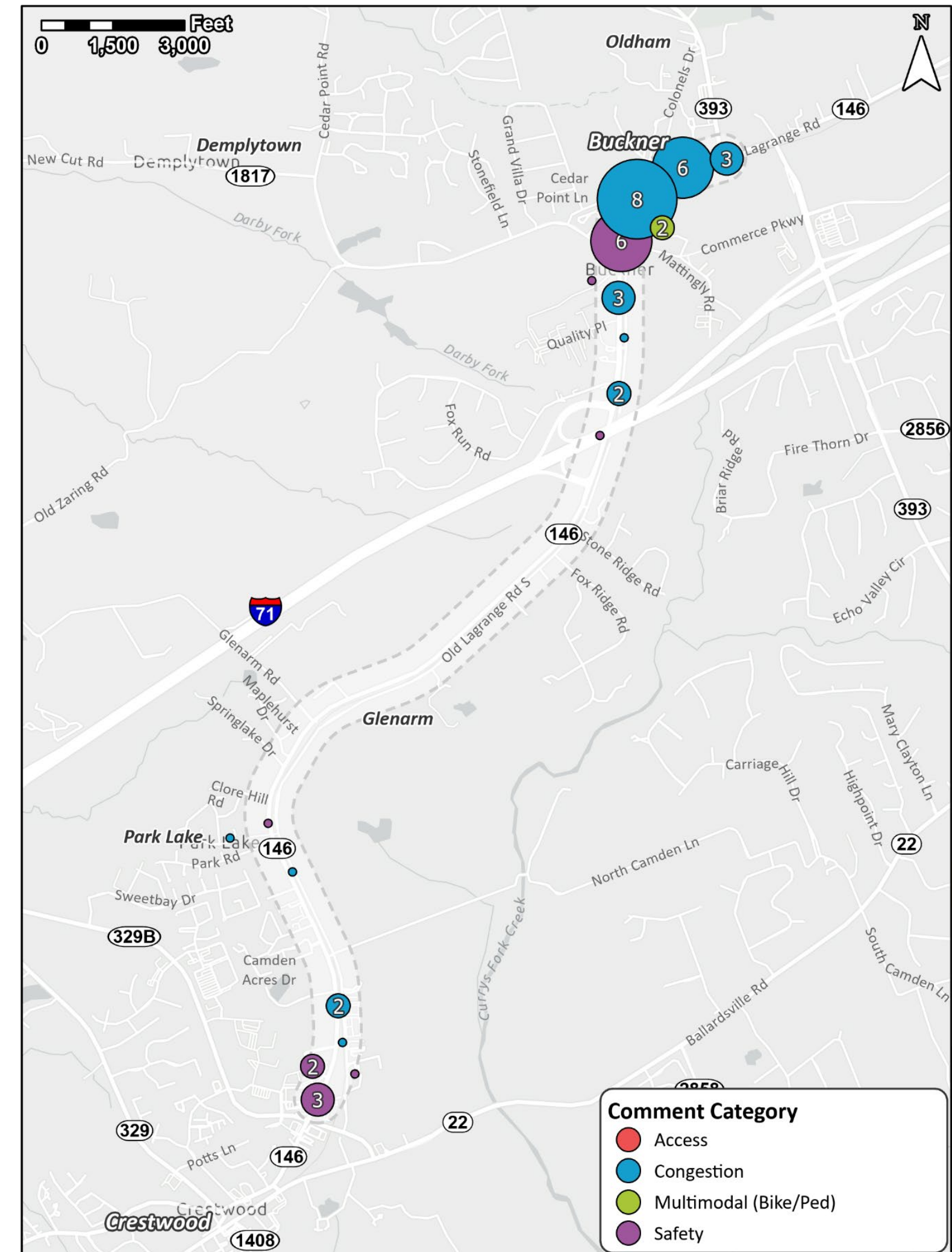
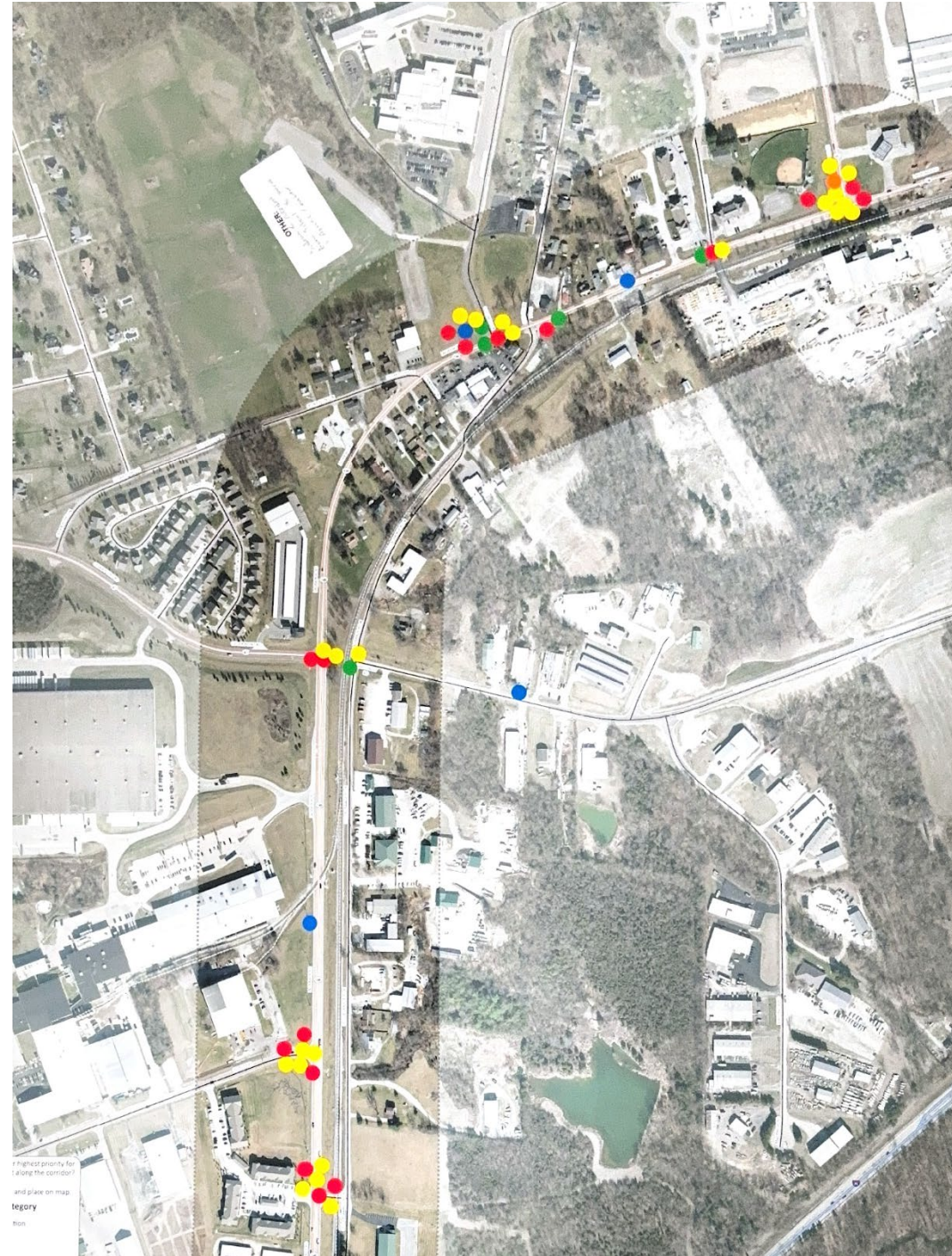
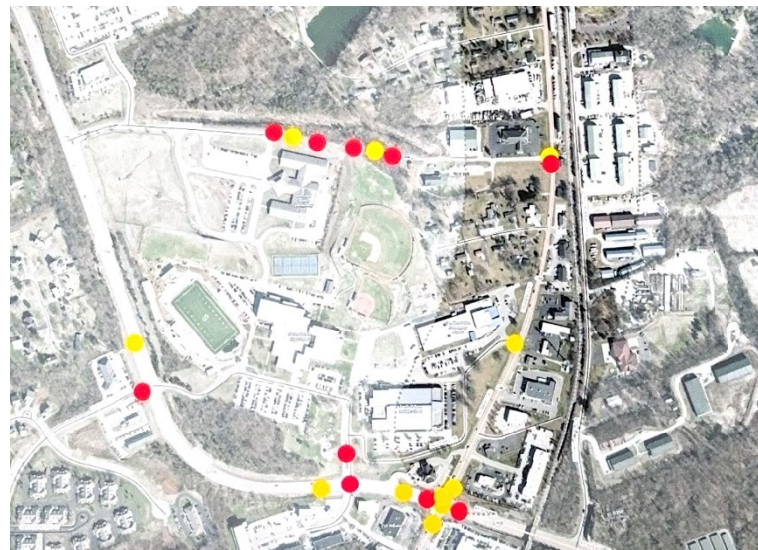
KY 146 Corridor Improvements should....
Use traditional intersection layouts or
consider new innovative designs?

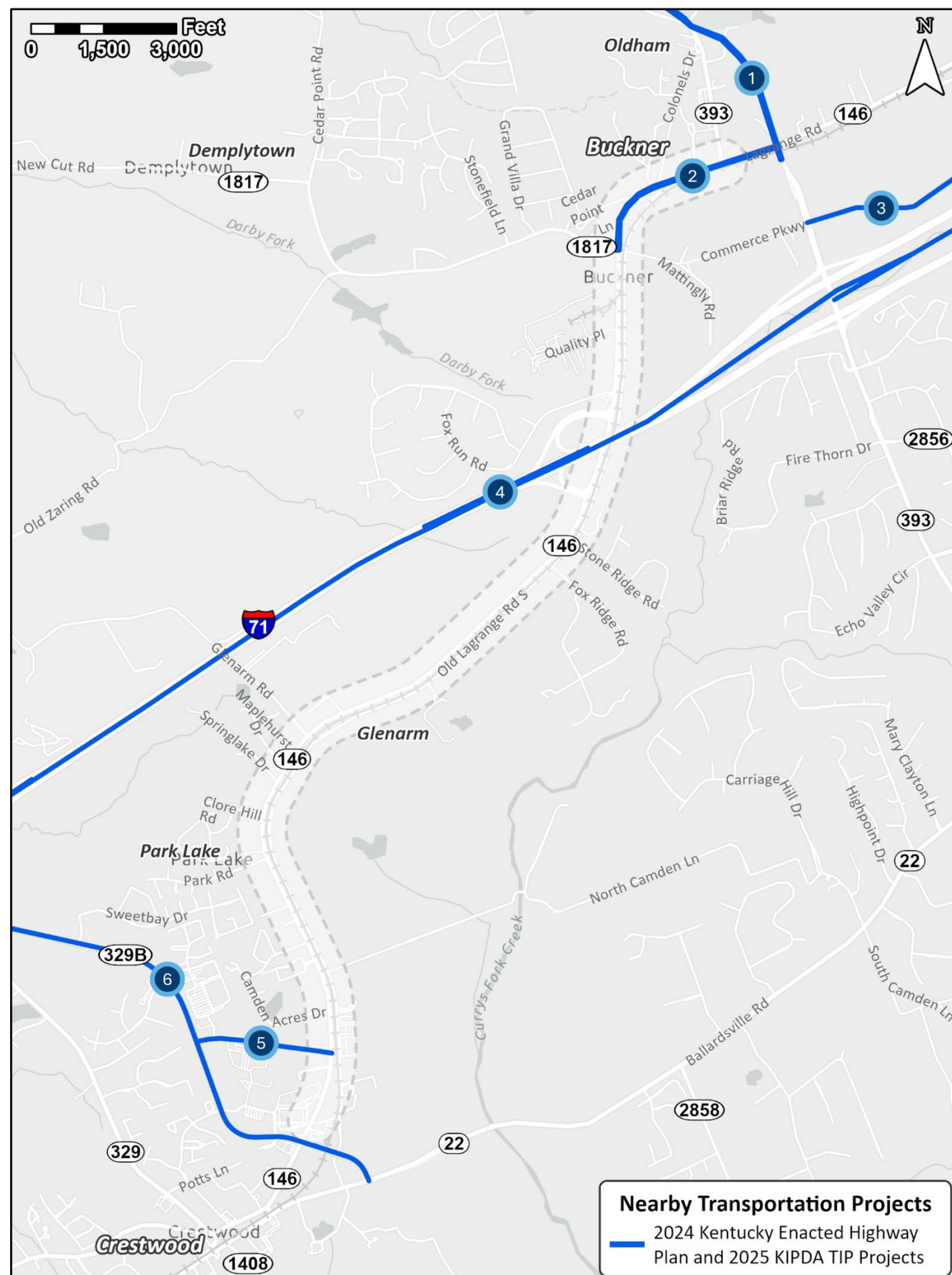


- Open to new designs
- Balanced mix
- Stick with traditional

PUBLIC MEETING #1

LOCATION ISSUES





Nearby Transportation Projects

1

Item No. 5-234.00 / 5-234.01

Description: KY 393 realignment including construction of an underpass to replace at-grade railroad crossing

Status: Utility / Construction Phase

2

Item No. 5-80325.00

Description: Reduce congestion, improve safety and enhance mobility in Buckner school area

Status: Identified / Not Funded

3

KIPDA ID 2614

Description: Widen Commerce Parkway adding a continuous turn lane

Status: Identified / Not Funded

4

Item No. 5-483.10

Description: Widen I-71 from four to six lanes

Status: Construction Phase

5

Item No. 5-888.00

Description: Kenwood Road Connector - Construct new urban roadway section to connect KY 146 and KY 329B in Crestwood

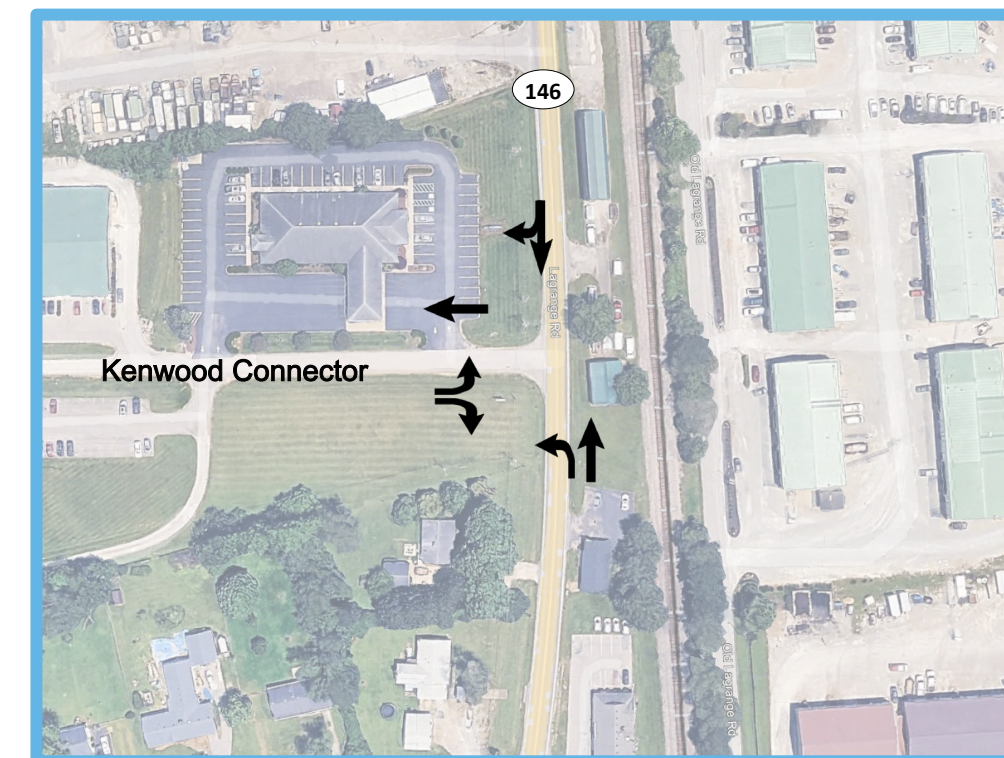
Status: Design Phase

6

Item No. 5-590.00

Description: Oldham County KY 329B Planning Study

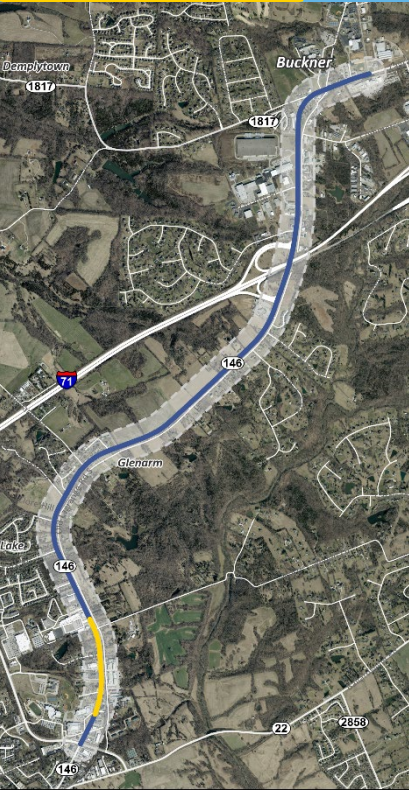
Status: Planning / Not Funded



PRELIMINARY IMPROVEMENT CONCEPTS



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.

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

- ✓ Safety
- ✓ Reduce Congestion
- ✓ Multimodal

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

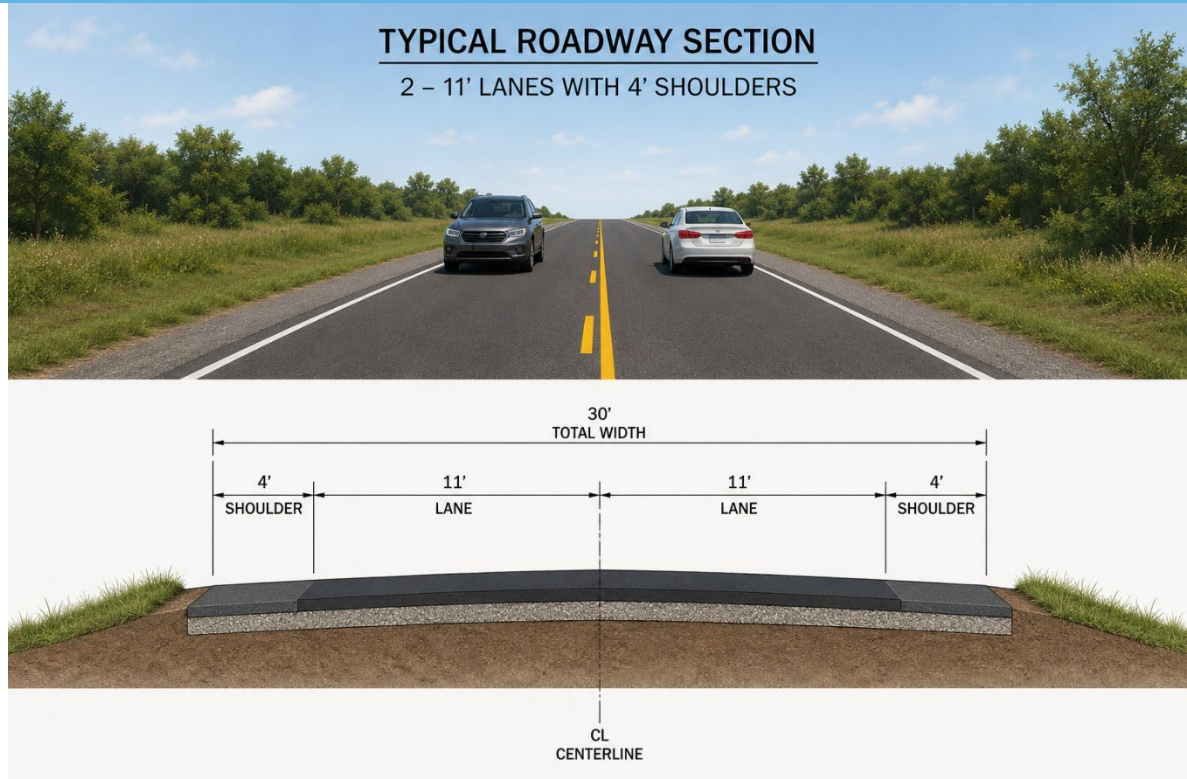
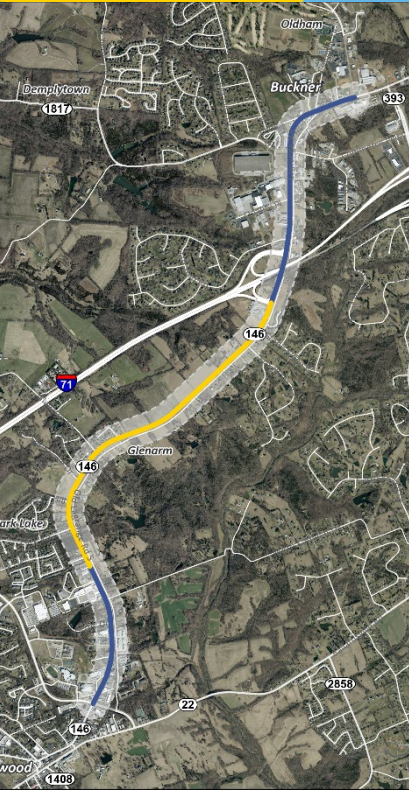
POTENTIAL FUNDING SOURCES:

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

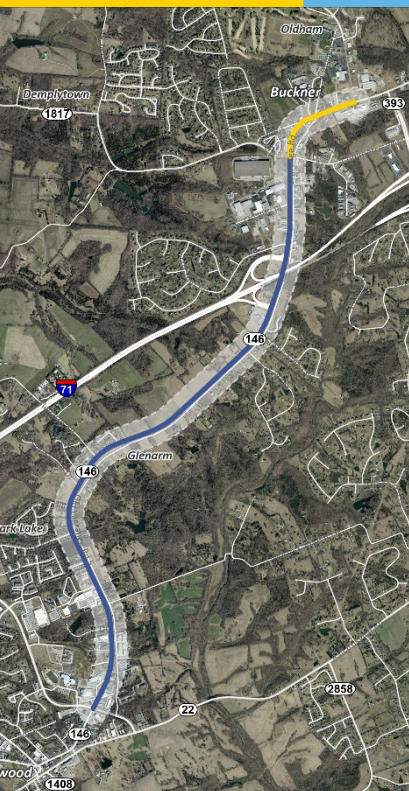
POTENTIAL FUNDING SOURCES:

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

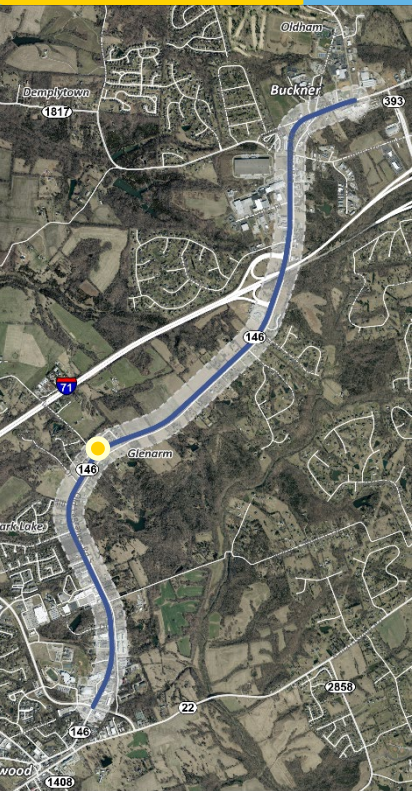
- Separates turning school / business traffic from through traffic.
- Provides a dedicated space for pedestrians.

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

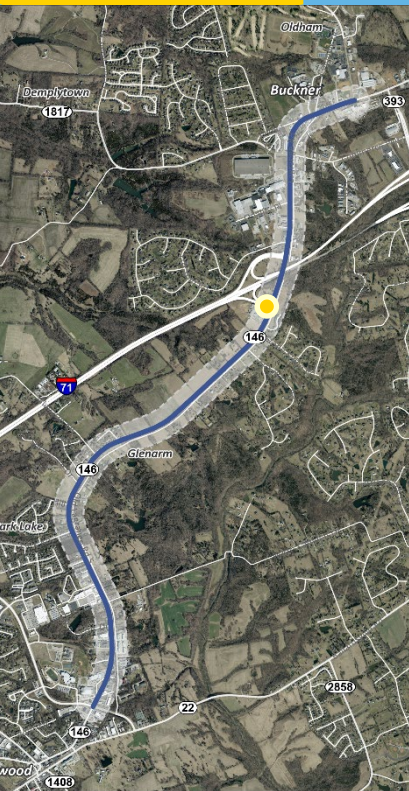
BENEFITS

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

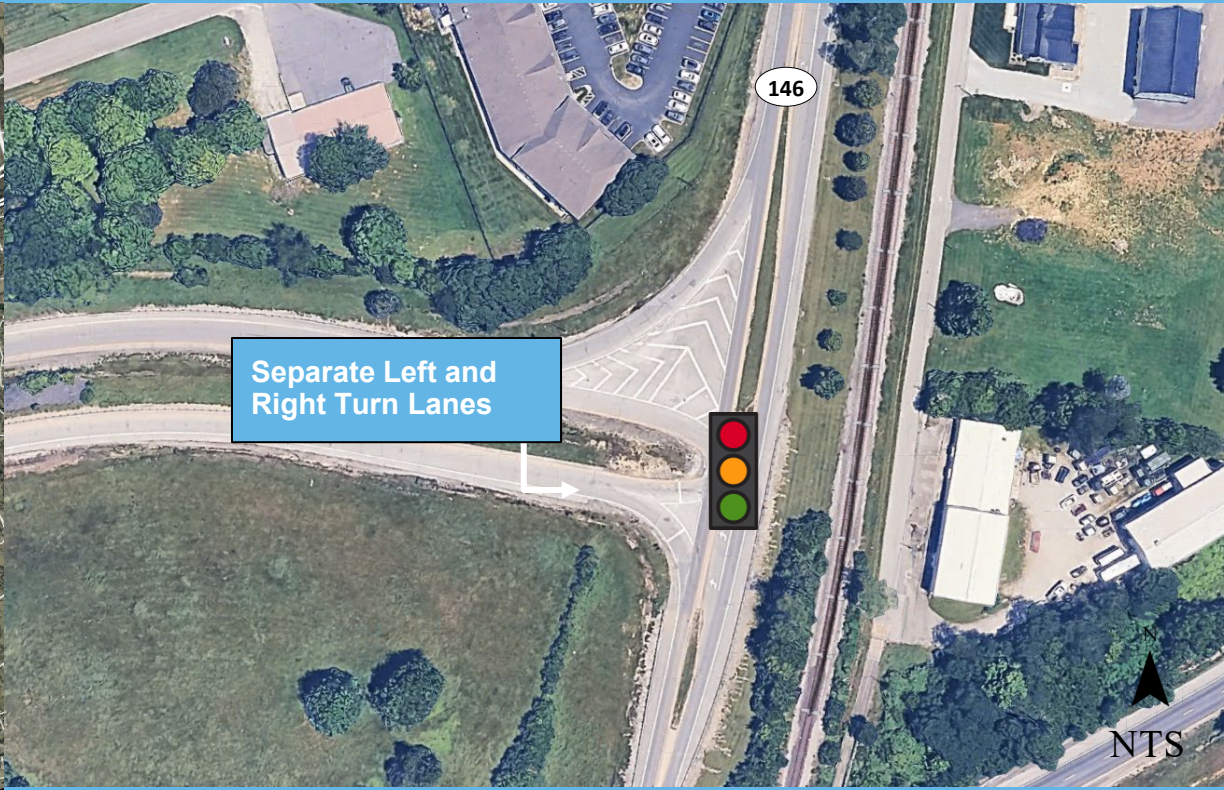
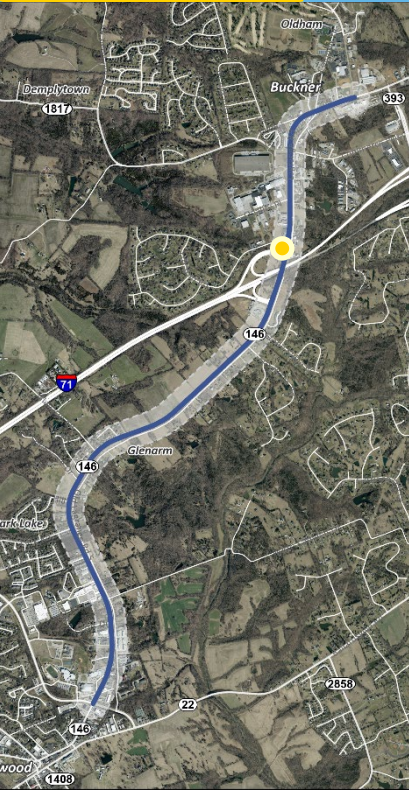
Striped left and right turn lanes from I-71 to KY 146 to provides additional storage on ramp and allows more efficient processing of turning vehicles.

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

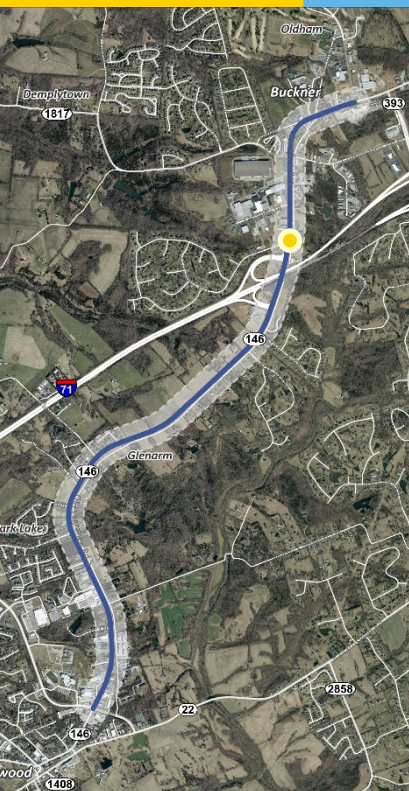
Striped left and right turn lanes from I-71 to KY 146 provides additional storage on ramp and allows more efficient processing of turning vehicles with addition of signal and coordination.

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

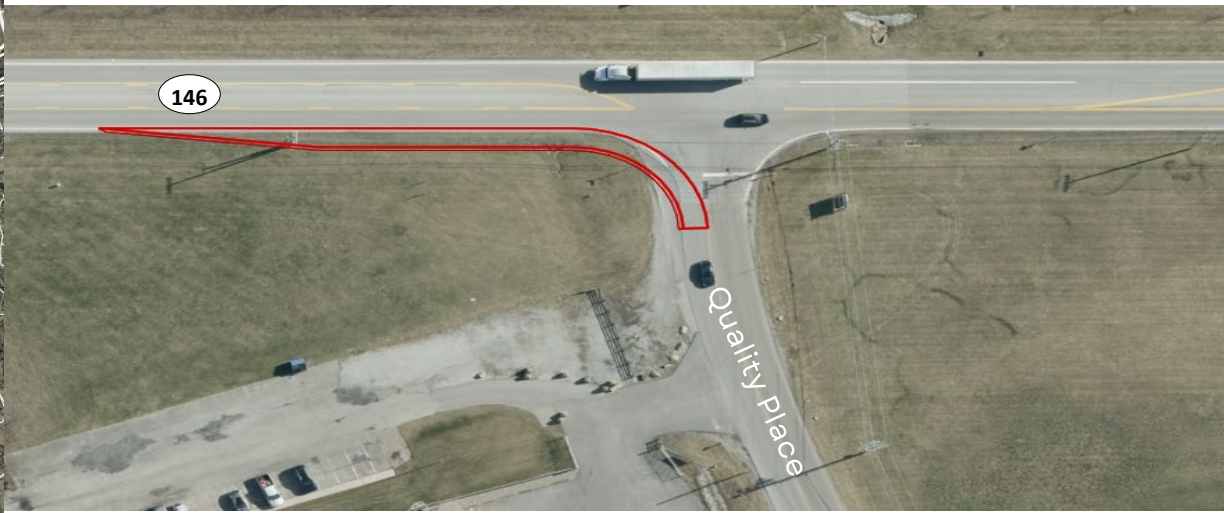
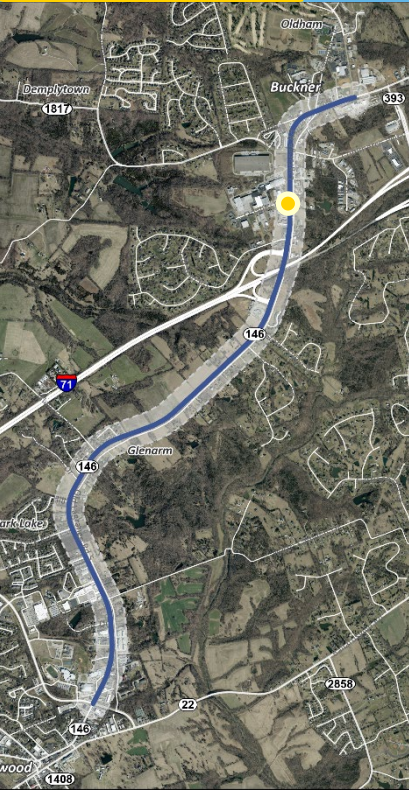
BENEFITS

- 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

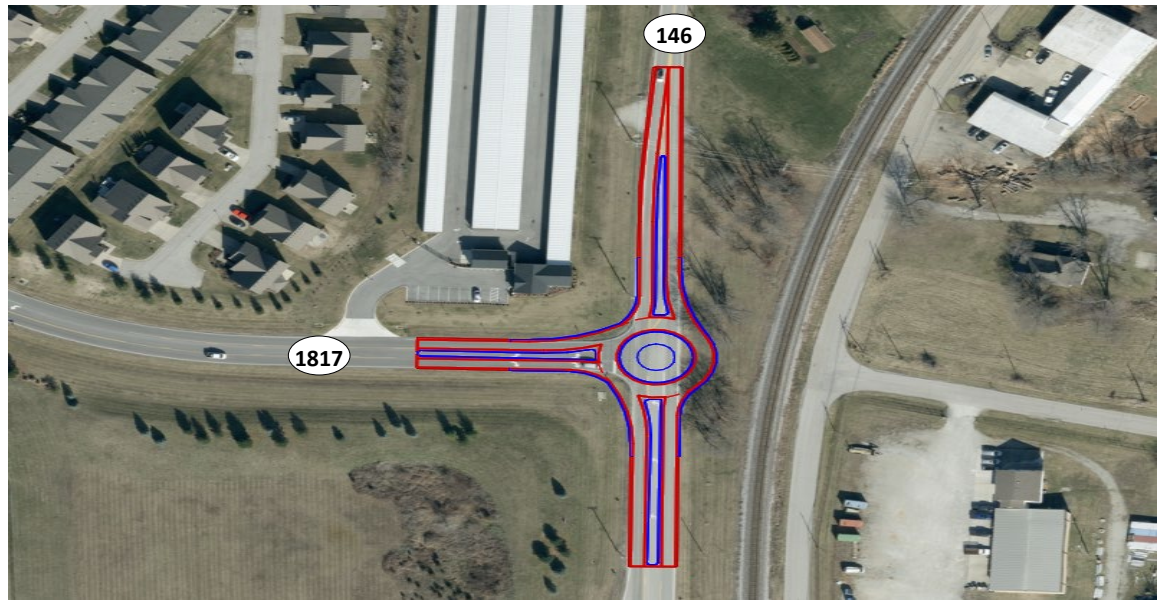
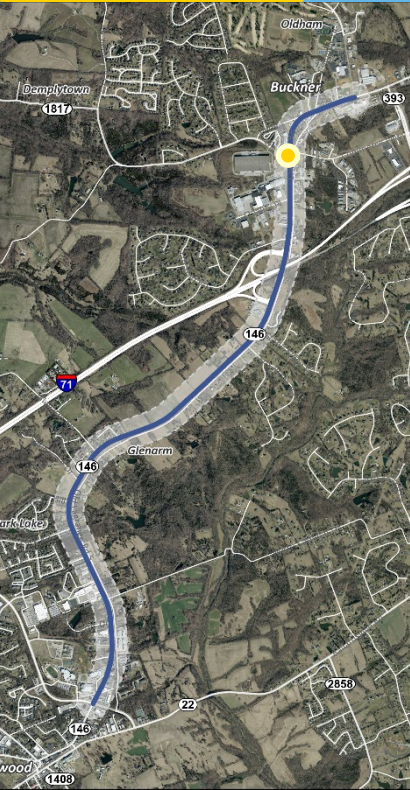
BENEFITS

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

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

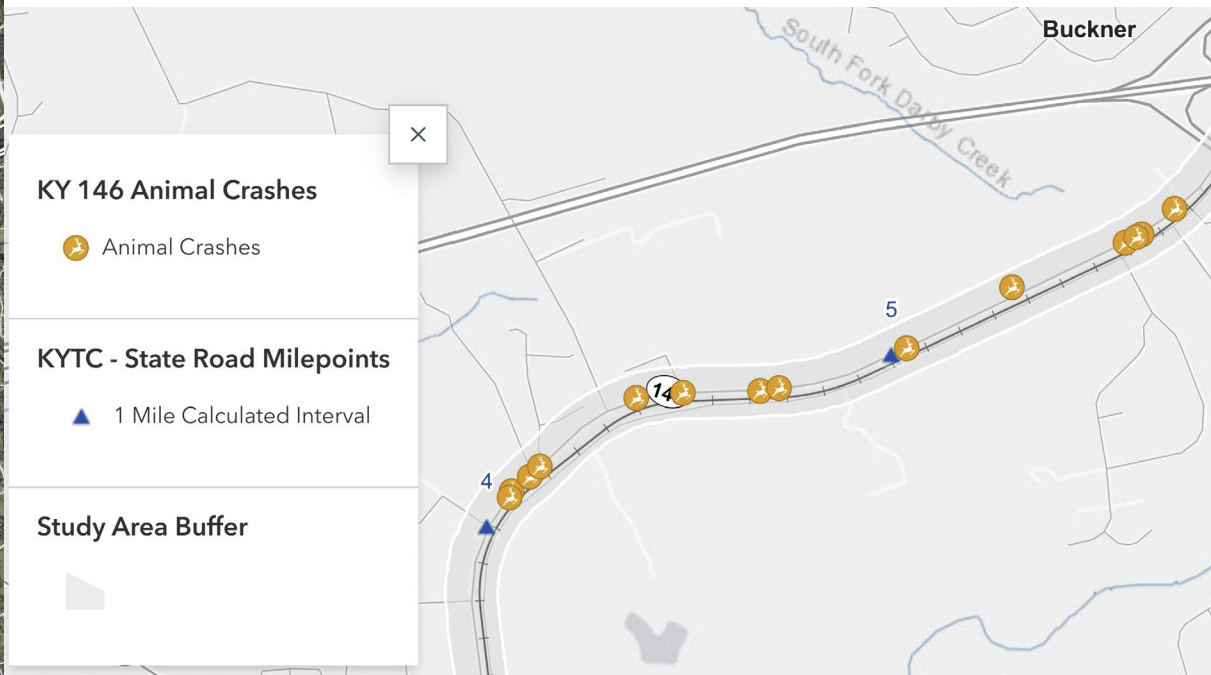
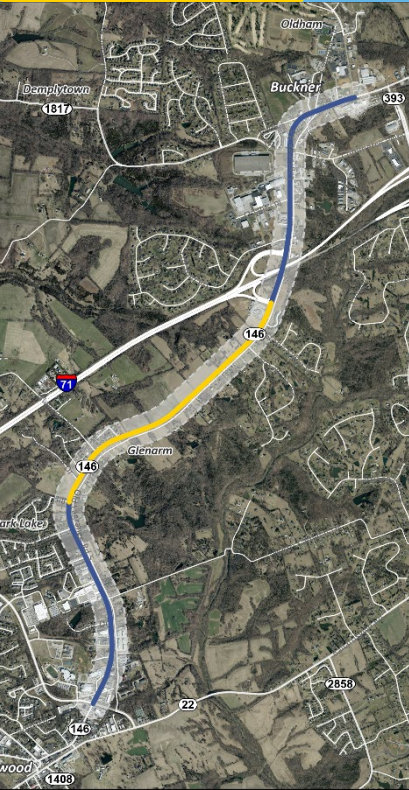
Provides system connectivity and alternative path between Crestwood and Buckner that bypasses Oldham County School area and opportunity for access to proposed shared use paths on Old LaGrange Road and to Mattingly Road.

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

PRIORITY: TBD

POTENTIAL FUNDING SOURCES:

Consider traditional highway plan or federal grant funding



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

WHAT'S NEXT



Survey Closes August 25, 2026

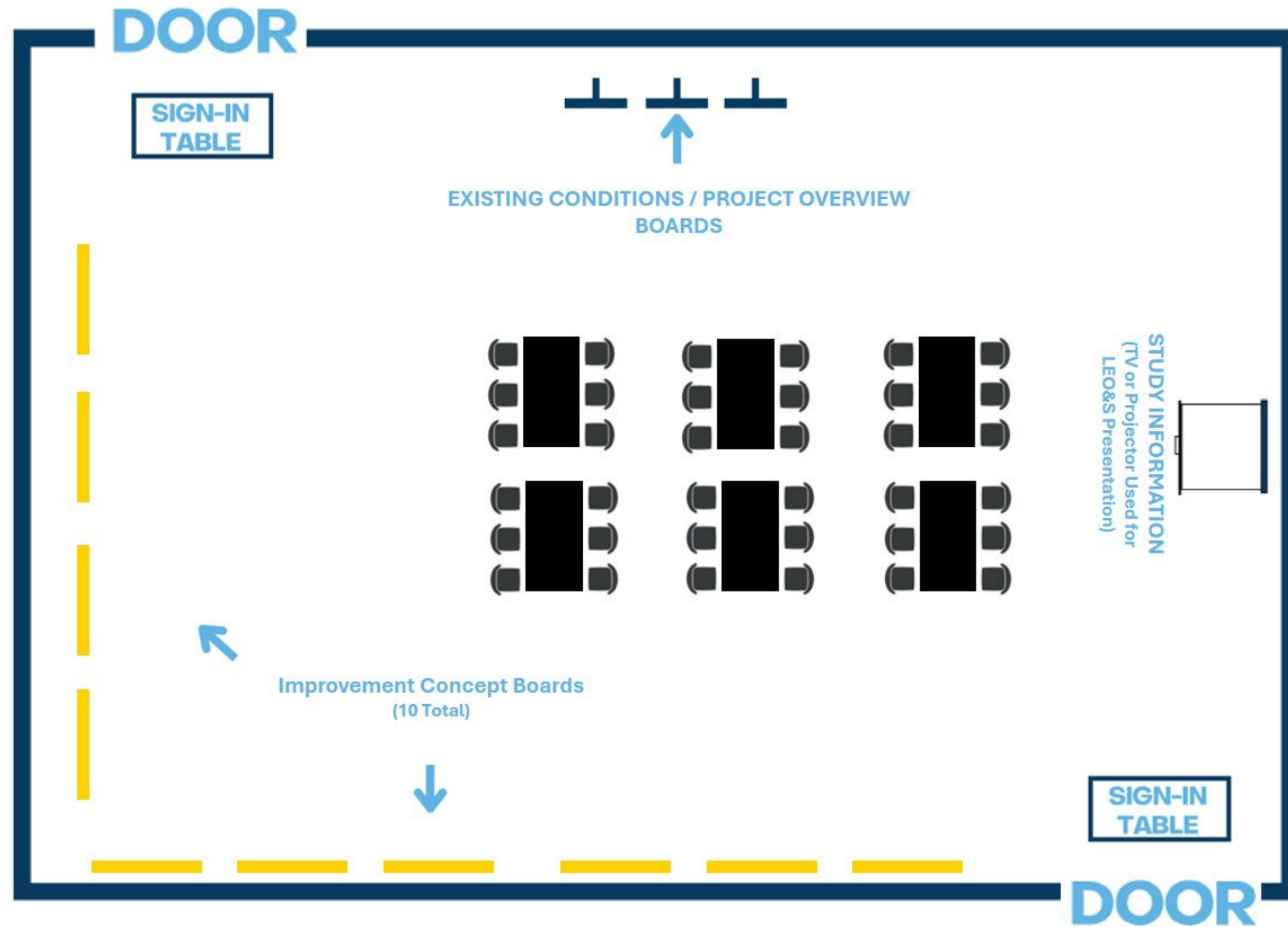


Concept Refinement and Prioritization



Report Available End of 2026

OPEN HOUSE STATIONS



THANK YOU!

Scan QR Code to access survey
and website information!



If you would like to provide additional input, an online survey is available.

The survey will close on Tuesday, August 25, 2026.

Additional study information and updates can be viewed under Featured Projects on KYTC District 5's website.