

Comparison of Alternatives

FROGTOWN ROAD ALTERNATIVE COMPARISON			
MEASURE		ALTERNATIVE A (3-LANE)	ALTERNATIVE B (2-LANE)
TRAFFIC & SAFETY	DELAY	+ MINIMIZES DELAY Center turn lane provides space for left turning vehicles.	○ SIMILAR DELAY TO EXISTING Drivers will wait for left turning vehicles since there are no left turn lanes or a center turn lane.
	CRASH REDUCTION	+ POTENTIALLY FEWER CRASHES Center turn lane provides separation between opposing traffic and potentially reduces rear end collisions with space for left turns.	○ SLIGHT IMPROVEMENT Roadway improved to current geometric standards.
	SPEED	- POTENTIALLY HIGHER SPEEDS Wider roadway may result in operating speeds higher than the posted speed limit.	+ POTENTIALLY LOWER SPEEDS Narrow roadway with curbs may reduce operating speeds.
PROPERTY	RELOCATIONS	- MORE RELOCATIONS Twenty residential relocations, one commercial relocation.	+ FEWER RELOCATIONS Five residential relocations, one commercial relocation.
	IMPACTS	- GREATER IMPACTS Wider roadway will impact more property along corridor. 5.7 acres estimated to be acquired for widening.	+ FEWER IMPACTS Reduced width impacts fewer properties. 3.6 acres estimated to be acquired.
CONSTRUCTION	ROAD CLOSURES	+ LIMITED CONSTRUCTION CLOSURES Two-way traffic can be maintained throughout construction except at I-71/I-75 overpass.	- ROAD CLOSURE DURING CONSTRUCTION Two-way traffic maintained from US 42 to War Admiral. Road closure with detours from War Admiral to US 25.
	DURATION	○ POTENTIALLY SHORTER DURATION Estimated 2 construction seasons.	- POTENTIALLY LONGER DURATION Estimated 4 construction seasons. Road closures limit work time to summer months when school is out.
MULTI-MODAL FACILITIES		+ BICYCLE & PEDESTRIAN FACILITIES Sidewalk on south side of roadway and multi-use path on north side of roadway.	+ BICYCLE AND PEDESTRIAN FACILITIES Sidewalk on south side of roadway and multi-use path on north side of roadway.
ENVIRONMENTAL IMPACT		- GREATER ENVIRONMENTAL IMPACT Impacts approximately 2,000 feet of blue line streams, 500 feet more than Alternative B.	○ LESS ENVIRONMENTAL IMPACT Impacts approximately 1,500 feet of blue line streams, 500 feet less than Alternative A.
UTILITIES		○ NO SIGNIFICANT DIFFERENCE Estimate all utilities in corridor to be relocated.	○ NO SIGNIFICANT DIFFERENCE Estimate all utilities in corridor to be relocated.
COST		- HIGHER COST Construction estimated at \$21 million.	○ LOWER COST Construction estimated at \$18 million.

Do you have any comments the project team should consider?



Frogtown Road (KY 3060) Improvement Project

KYTC Item No. 6-80102

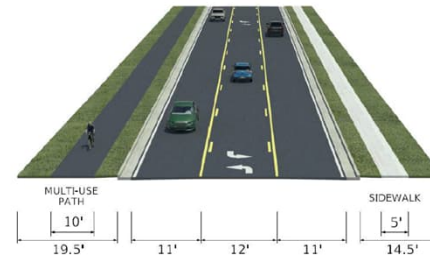


About the Project

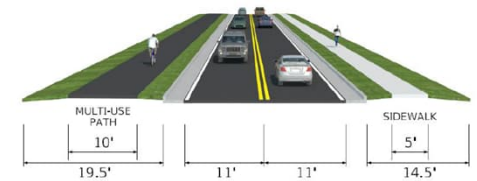
Frogtown Road is an important route not only for local residents and businesses, but it also provides a critical connection between US 25 and US 42. The Purpose of this project is to improve safety for all users who live by and use Frogtown Road.

During the initial public outreach, the project team heard that safety, excessive speeding, and narrow lanes / lack of shoulders were the top issues affecting travel along Frogtown Road. There was also significant concern about right of way impacts. As a result, roundabouts were considered in the early design stages but were not advanced further in preliminary design due to potential right of way and stream impacts.

Alternatives Under Consideration



Alternative A:
3-Lane Urban Typical Section



Alternative B:
2-Lane Urban Typical Section

Alternative A would take two years to construct. To build Alternative B, Frogtown Road would need to be closed to through traffic for portions of three years and construction would take four years.

Where can I obtain more information?

The project team has established a project website to serve as a repository for information. You can access the website by scanning this QR code or by entering the address below.

Project
Website



[http://transportation.ky.gov/
DistrictSix/Pages/KY-3060----
Frogtown-Road-Project.aspx](http://transportation.ky.gov/DistrictSix/Pages/KY-3060----Frogtown-Road-Project.aspx)