

How the KYTC Builds Roads

Step 1: Long-Range Planning

- Identify/prioritize purpose & need
- Identify & address public concern
- Identify priorities for Six Year-Highway Plan



Step 2: Six-Year Highway Plan

- Project revenue for federal & state funds
- Break revenue into funding categories
- Match required state funds to federal funds
- Balance all fund categories
- Determine projects & programs that can be funded with projected revenues

Current Phase



Step 3: Project Planning

DURATION: 1 - 2 YEARS

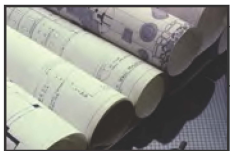
- Determine project limits
- Verify funding needs
- Identify public concerns
- Verify project needs
- Identify project goals
- Identify environmental concerns
- Coordinate with resource agencies
- Make project recommendations



Step 4: Preliminary Design & Environmental Analysis

DURATION: 1 - 2 YEARS

- Conduct field surveys
- Inventory existing resources to identify protected, endangered & important resources
- Identify & address public concerns by conducting meetings & distributing reports
- Develop alternatives
- Prepare environmental documentation



Step 5: Final Design

DURATION: 1 - 2 YEARS

- Develop final alignments
- Develop right-of-way needs
- Drill for soil & rock samples
- Identify & address public comments
- Review environmental commitments
- Develop construction plans



Step 6: Right-of-Way Purchase (Land Acquisition)

DURATION: 1 YEAR

- Determine property values
- Meet with property owners
- Address property owner concerns
- Make offers & buy property
- Sign deeds
- Assist with relocations



Step 7: Utility Relocation

DURATION: 1 YEAR

- Move utilities out of construction zone
- Pay utility companies for relocations



Step 8: Construction

DURATION: 1 - 2 YEARS

- Address public concerns
- Construct roadway
- Fulfill environmental commitments
- Maintain traffic

Step 9: Maintenance

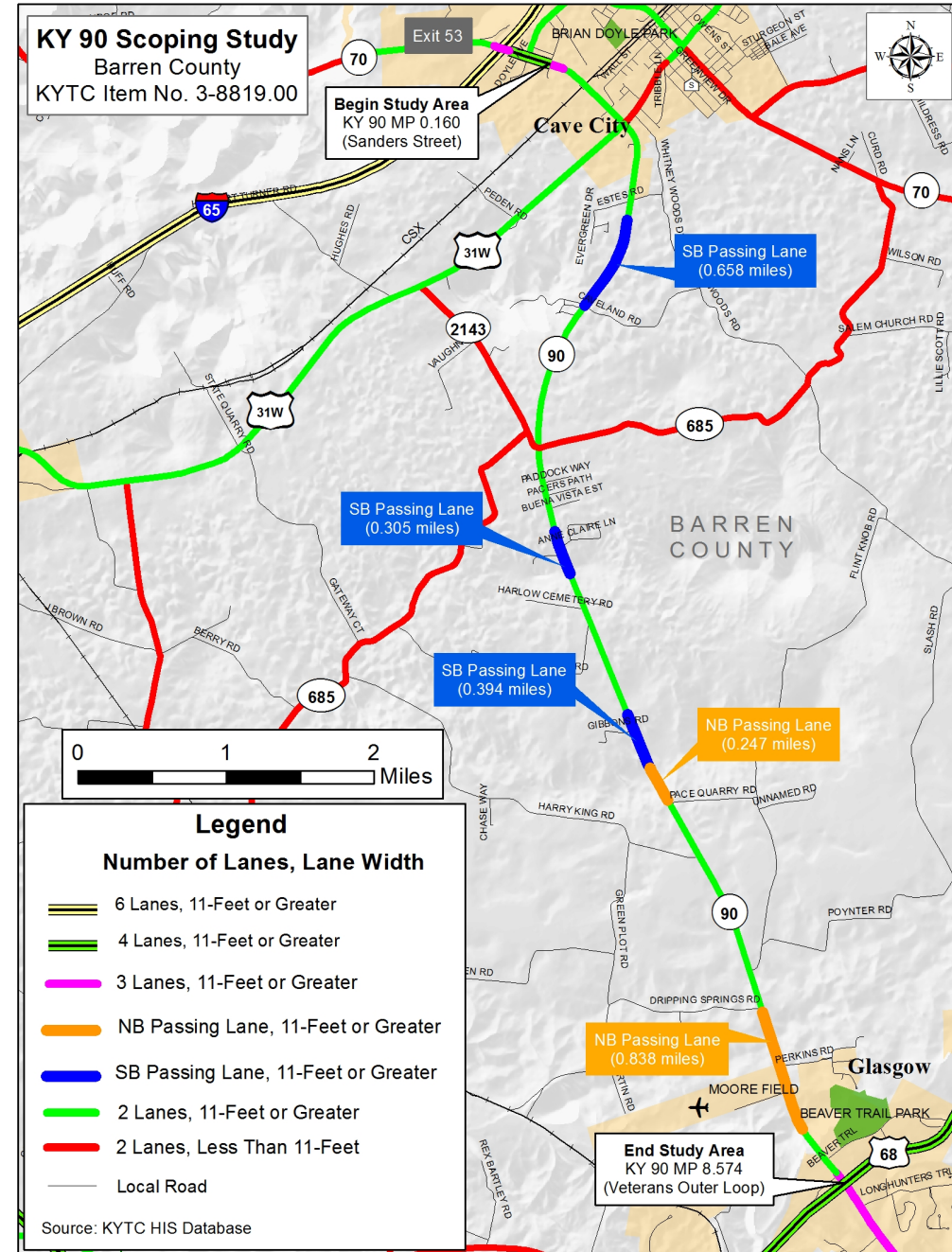
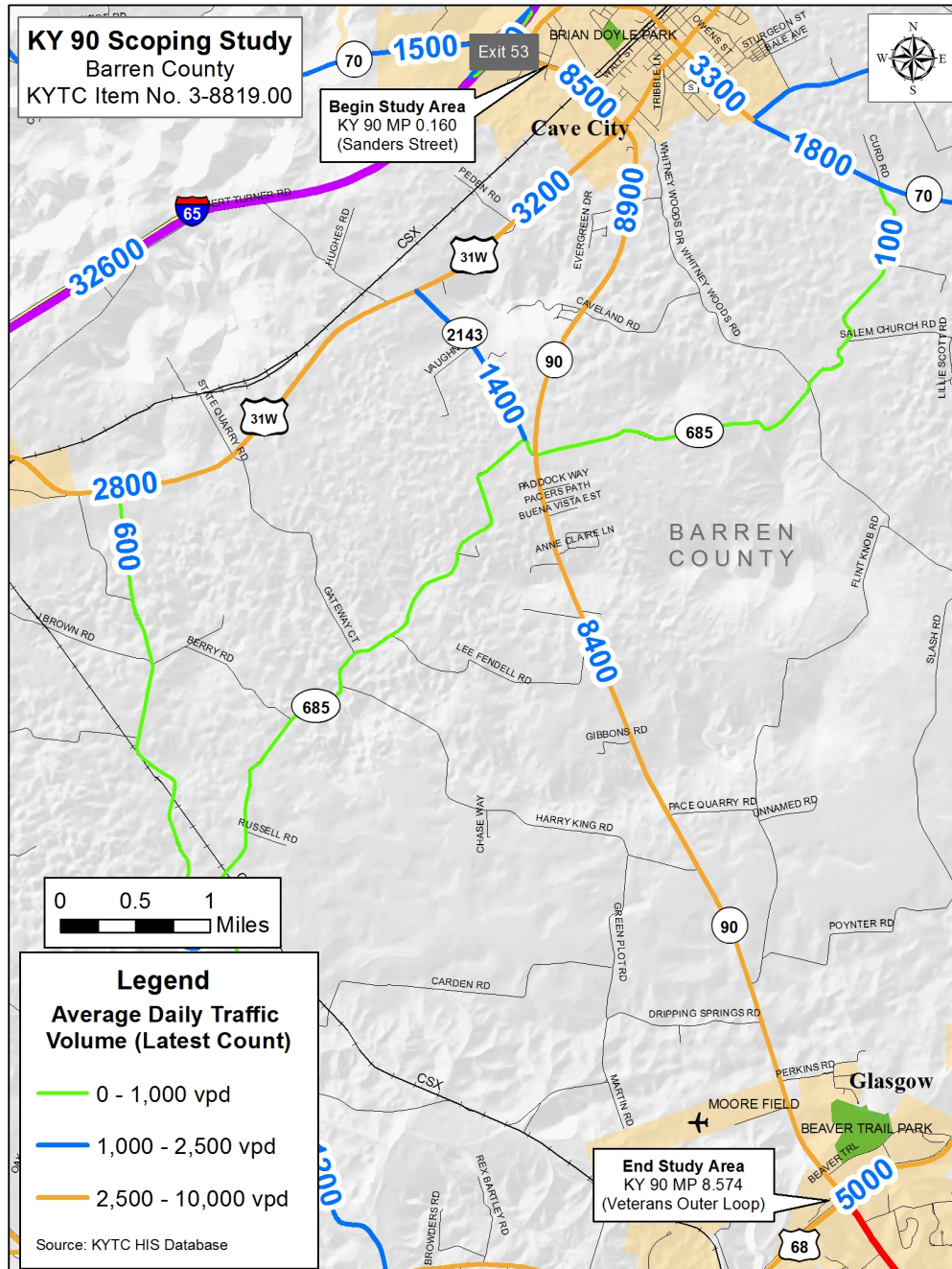
DURATION: THE LIFE OF THE ROAD

- Remove snow & ice
- Patch potholes & resurface
- Mowing & many other items



KY 90 Scoping Study

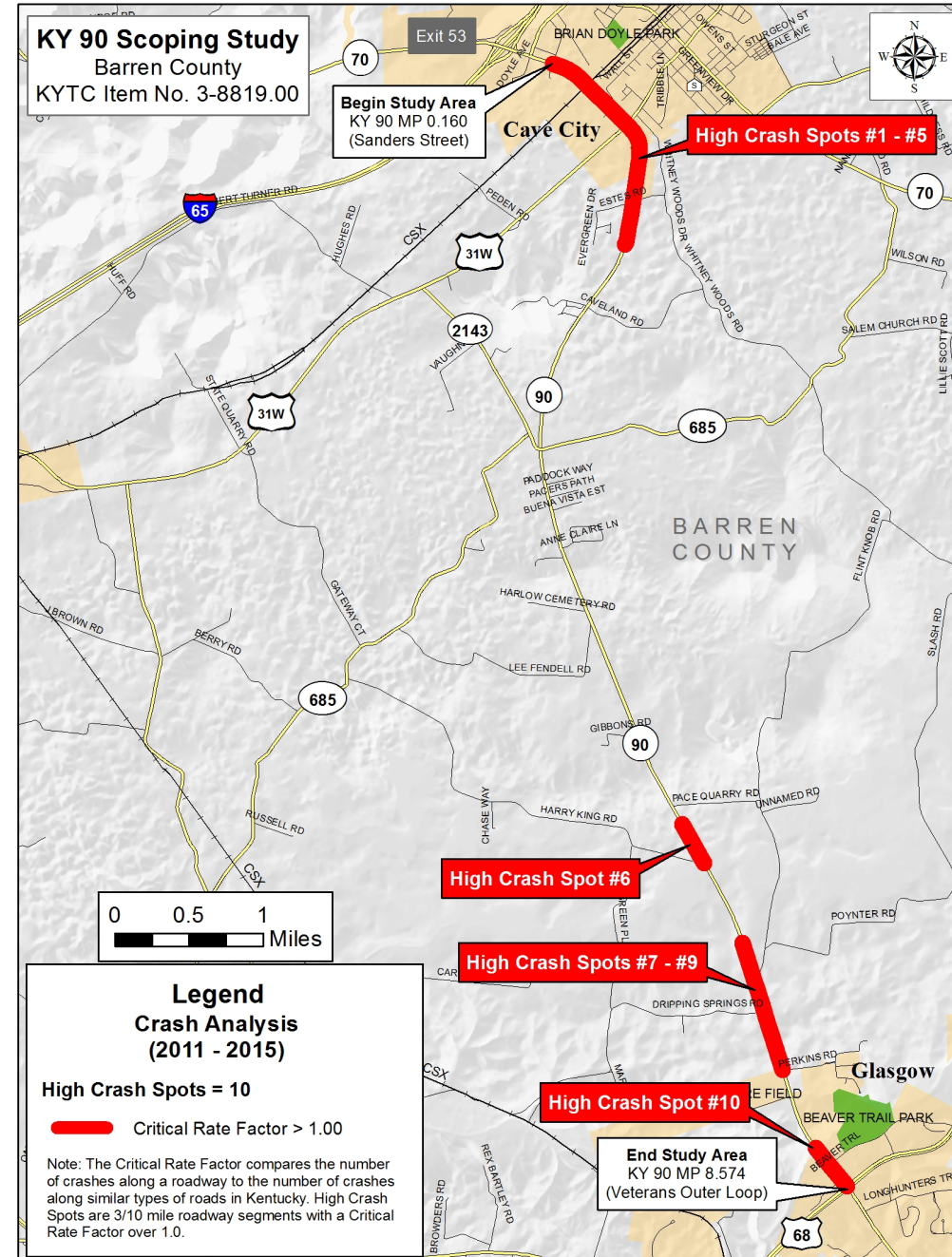
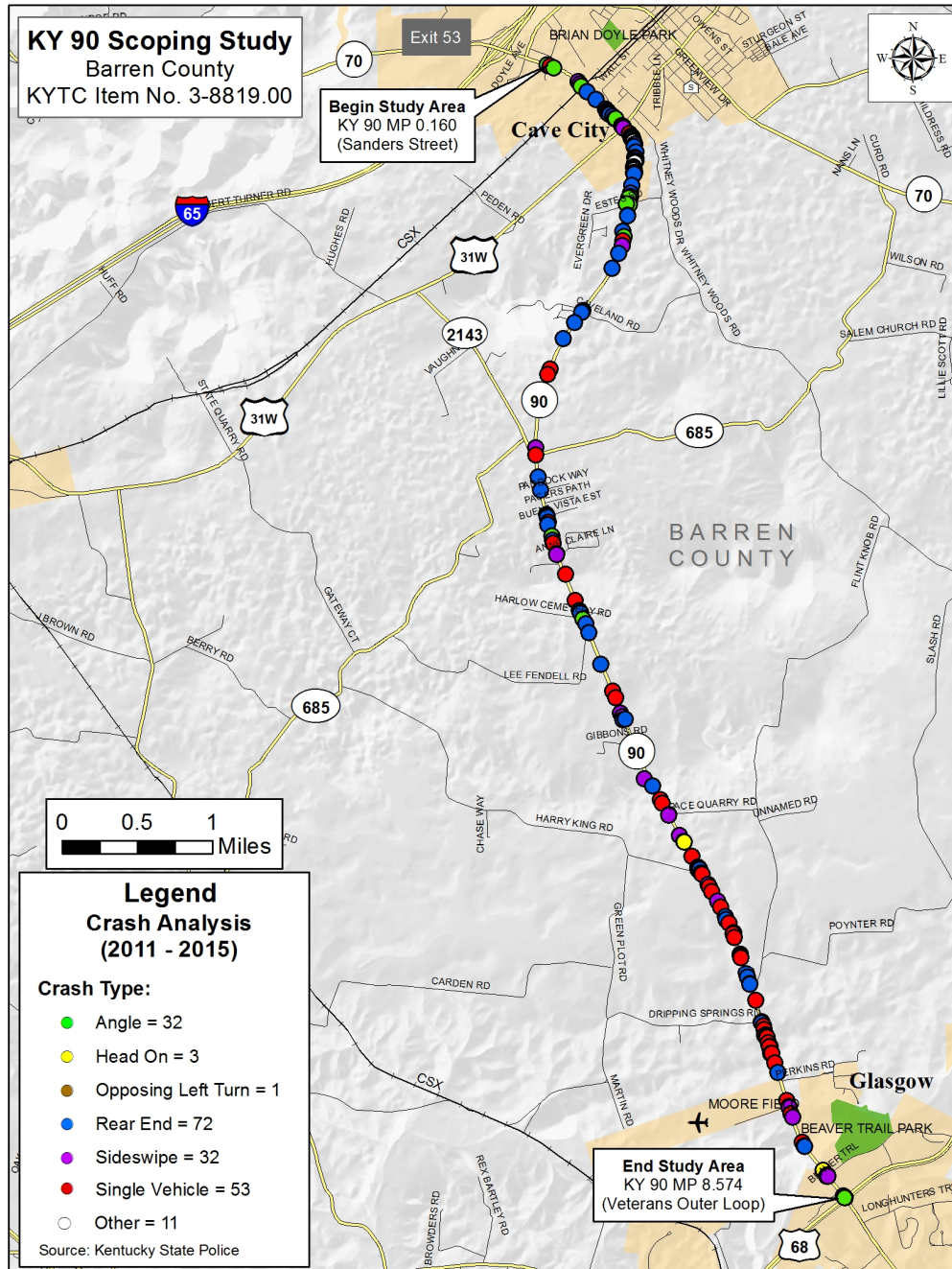
Traffic and Roadway Characteristics





KY 90 Scoping Study

Crash History and High Crash Spots



KY 90 Scoping Study

Barren County

KYTC Item No. 3-8819.00

Spot Improvements

Exit 53

Begin Study Area
KY 90 MP 0.160
(Sanders Street)

Cave City

Spot Improvement 1

Add northbound and southbound left turn lanes at Baker Hale Street.

Spot Improvement 2

Add a center two-way-left-turn lane through Cave City business area.

Spot Improvement 3

Add northbound left turn lane at Harry King Road.

Spot Improvement 4

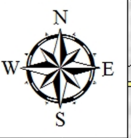
Add southbound left turn lane and a northbound right turn lane at Flint Knob Road

Spot Improvement 5

Extend the northbound passing lane, lane-drop taper away from the Dripping Springs Road intersection and add a northbound left turn lane.


End Study Area
KY 90 MP 8.574
(US 68)

Glasgow



0 0.5 1
Miles

Legend

 Spot Improvements



KY 69 Scoping Study

Evaluation Matrix and Cost Estimates



KY 90 Scoping Study														
Evaluation Matrix and Cost Estimates														
Alternative	Description	Project Limits		Satisfies Purpose and Need? (The project will enhance regional mobility and provide a safer, more efficient connection between Glasgow and I-65.)	2040 Traffic Analyses		Right-of-Way Impacts				2016 Cost Estimates (millions)			
		BMP	EMP		V/C ¹	LOS ²	Homes	Mobile Homes	Businesses	Barns	Design	Right-of-Way	Utility	Construction
No Build	Do Nothing	0.160	8.574	No	0.60	E	0	0	0	0	\$0.0	TBD	TBD	\$0.0
Spot Improvements	Five Safety and Congestion Improvements	—	—	Yes	0.60	E	0	0	0	0	\$0.8	TBD	TBD	\$7.8
1	5-Lane Urban Typical Section in Cave City and 2+1 Typical Section South of Cave City	0.160	8.365	Yes	0.60	C	4	0	0	0	\$2.0	TBD	TBD	\$20.5
1b	5-Lane Urban Typical Section in Cave City and 2+1 Typical Section with Shared-Use Path South of Cave City						7	0	1	0	\$2.6	TBD	TBD	\$25.6
2	5-Lane Urban Typical Section in Cave City and 4-Lane Depressed Median Typical Section South of Cave City	0.160	8.574	Yes	0.25	B	13	2	3	6	\$4.1	TBD	TBD	\$40.9
2b	5-Lane Urban Typical Section in Cave City and 4-Lane Depressed Median Typical Section with Shared-Use Path South of Cave City						19	0	4	5	\$4.8	TBD	TBD	\$47.7

¹ The target volume to capacity (V/C) ratio is 0.9 for rural areas and 1.0 for urban areas.

² In rural areas a level of service (LOS) C or better is desirable. In urban areas a LOS D or better is desirable.