

**HOW WE BUILD ROADS**

**STEP 1**

**LONG RANGE PLANNING**

- Identify/prioritize purpose and need
- Identify and address public concern
- Identify priorities for State Highway Plan

**STEP 2**

**STATE HIGHWAY PLAN**

- Project revenue for Federal and State funds
- Break revenue into funding categories
- Match required State funds to Federal Funds
- Balance all fund categories
- Determine projects and programs that can be funded with projected revenues

**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

**WE ARE HERE**

**STEP 4**

**PRELIMINARY DESIGN AND ENVIRONMENTAL ANALYSIS**

- (Duration: 1 – 2 years)*
- Conduct field surveys
  - Inventory existing resources to identify protected, endangered and important resources
  - Identify and address public concerns by conducting meetings and 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 and rock samples
  - Identify and address public comments
  - Review environmental commitments
  - Develop construction plans

# KY 1456 PUBLIC MEETING HANDOUT

MARCH 28, 2023  
DAVIESS COUNTY HIGH SCHOOL

## PROJECT INFORMATION

### PROJECT DESCRIPTION

This project, Item 2-8801.00, is located on KY 1456 in Daviess County in Owensboro. The project can best be described as safety improvements on KY 1456 from approximate M.P. 2.8 to M.P. 4.7, including intersection improvements with Pleasant Valley Road.

The proposed facility is planned to include the following elements:

- Widening (reconstruction of KY 1456 to 11 ft driving lanes with a 12' center left turn lane from M.P. 2.8 to M.P. 4.7.
- 5' sidewalk for pedestrians.
- Realignment in spot locations to eliminate hazardous sight distances.
- Improvement of the intersection of KY 1456 and Pleasant Valley Road West to eliminate sight distance deficiency for cars turning onto KY 1456 from Pleasant Valley Road.

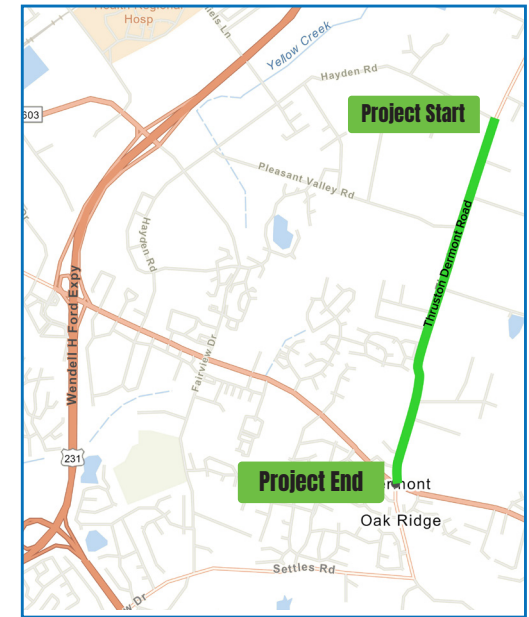
### PURPOSE AND NEED STATEMENT

The purpose of the project is to

1. improve motorist safety along KY 1456 (Thruston-Dermont Road) from KY 54 to Hayden Road
2. improve pedestrian and bicyclist accessibility and safety, and
3. accommodate future traffic growth

The needs stems from:

- KY 1456 has a narrow typical section with 9' driving lanes and 3' graded shoulders,
- KY 1456 has a substandard horizontal curve that does not meet the posted or design speed of 35 mph,
- KY 1456 has substandard vertical curves that do not meet the posted or design speed of 35 mph.
- The substandard vertical curve at the intersection of KY 1456 and Pleasant Valley Road West does not allow for adequate intersection sight distance.
- The proposed multi-use facility along KY 54 and the Adkisson Greenbelt (located approximately ¼ mile south of KY 54 along KY 1456) combined with the heaving residential uses along the route increase the need for a pedestrian friendly facility within the project limits for improved pedestrian accessibility and safety.
- Future traffic growth along KY 54, KY 1456, and Pleasant Valley Road. KY 1456 has future traffic impacts that connects the future growth of KY 54 and Pleasant Valley Road with the many driveways and accesses along KY 1456, including businesses, a school/church, residences, and a future residential development.



### DESIGN CRITERIA

KY 1456 is an urban major collector within Owensboro city limits. It is to be constructed in rolling terrain with a 35-mph design speed. Access to adjacent properties will be by permit. For all alternates, it is important to note the proposed alignment was placed with respect to widening and minimizing impacts to the existing right of way and residences. There are no statistically significant crash problems identified in the crash analysis for the entire project.



## THE PROJECT TEAM WOULD LIKE YOUR INPUT

What alternative do you prefer (rural or urban)? Are there other environmental, community, or right-of-way issues we haven't identified?

Fill out a comment form to share your input.

**RETURN YOUR COMMENTS AT THE MEETING OR TO KYTC'S PROJECT MANAGER RENEE BOUCHERIE, PE ONE OF THE 3 WAYS BELOW.**

**Address:**

1840 North Main Street  
Madisonville, KY 42431

**Email:**

renee.boucherie@ky.gov

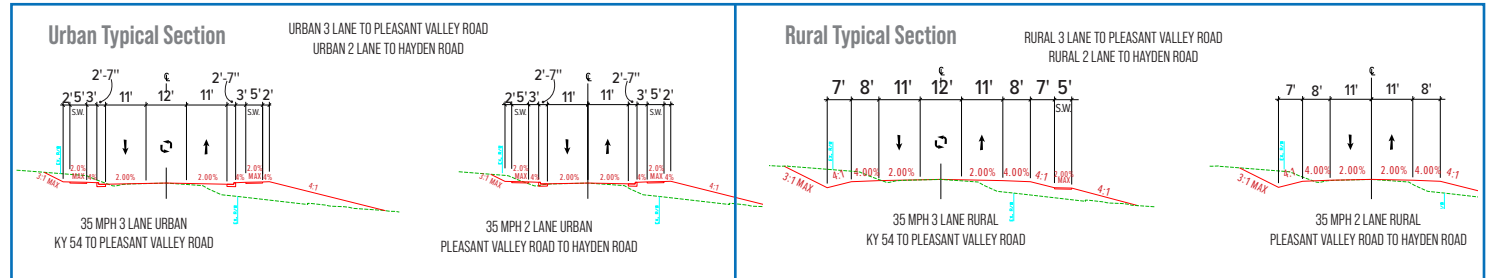
**Phone:**

270-824-7080

**Comments will be collected until 4/28/23**

# DISCUSSION OF ALTERNATIVES

*NOTE: All alternates address a substandard horizontal curve with poor intersection sight distance at the Heritage Baptist Church/School and improve the intersection at Pleasant Valley Road by improving the intersection and stopping sight distance.*



### URBAN ALTERNATE

The urban alternate consists of a 3-lane urban typical section beginning at KY 54 up thru the intersection of Pleasant Valley Road West. From that point extending north, KY 1456 is a 2-lane urban typical. The 3-lane typical section consists of 2-11' lanes with 2' curb and gutter and a center 12' lane for left turning vehicles; 5' sidewalk on both sides of KY 1456. The 2-lane typical section consists of the same components without the center 12' turn lane. The roadway would overlay existing KY 1456 with widening on both sides.

### RURAL ALTERNATE

The rural alternate consists of a 3-lane rural typical section beginning at KY 54 up thru the intersection of Pleasant Valley Road West. From that point extending north, KY 1456 is a 2-lane rural typical. The 3-lane typical section consists of 2-11' lanes with 8' shoulders (6' paved) and a center 12' lane for left turning vehicles; 5' sidewalk on the east side of KY 1456. The 2-lane typical section consists of the same components without the center 12' turn lane and without the sidewalk from Pleasant Valley Road West to Hayden Road. The roadway would overlay existing KY 1456 with widening on both sides.

### NO BUILD ALTERNATE

Existing KY 1456 in Owensboro serves as an Urban Major Collector with future traffic, pedestrian and bicyclist impacts due to the proposed development of KY 54, existing and future residences, and the Adkisson Greenbelt. Portions of the existing roadway horizontal and vertical alignment do not meet the current AASHTO design standards for the current traffic volumes and posted speed limit. Also, the existing narrow lanes with little to no shoulders create a safety problem along the route. The no build would result in this substandard roadway remaining, which would not accommodate the expected traffic or improve safety and does not meet the project purpose and need.

ALTERNATIVE	DESCRIPTION	RIGHT OF WAY	UTILITIES	CONSTRUCTION	TOTAL
URBAN Typical Section	3-lane C&G thru Pleasant Valley Rd. and 2 Lane C&G Section to End	\$5,250,000	\$3,750,000	\$9,500,000	\$18,500,000
RURAL Typical Section	3-lane Rural thru Pleasant Valley Rd and 2 Lane Rural Section to End	\$7,125,000	\$3,750,000	\$8,500,000	\$19,375,000
2022 Highway Plan	(Programmed Year)	\$2,500,000 (2024)	\$1,950,000 (2025)	\$15,000,000 (2026)	\$19,450,000

## HOW WE BUILD ROADS CONTINUED

### STEP 6

**RIGHT OF WAY PURCHASE (LAND ACQUISITION)**  
*(Duration: 1 – 2 years)*

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

### STEP 7

**UTILITY RELOCATION**  
*(Duration: 1 – 2 years)*

- 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 and ice
  - Patch potholes and resurface
  - Mowing and many other items