



# From Shelf to Street: Quickly Bringing Planning Studies to Life


**2024**  
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**CONFERENCE**  
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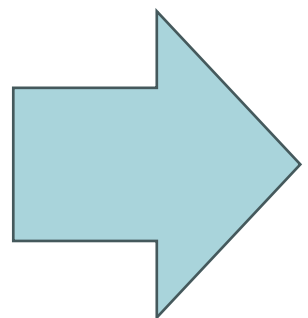
**Downtown Ashland  
Transportation/Feasibility Study**  
Boyd County, KY

Final Report  
Item No. 9-408

March 2021



In Partnership With  




# What is This?



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# What is This?

## Planning Studies & Reports

Below you will find electronic links to all reports for planning studies conducted by the KYTC Division of Planning from 2004 to present (and a few from 2000 through 2003). These studies resulted from Highway Plan projects, the Statewide Transportation Planning process, or by special federal or state initiatives. Several key elements have been included within the study process. These include preliminary purpose and need, public input, project alternatives, socioeconomic and environmental impacts, cost-effectiveness, and scheduling. You can search for documents by district and by project name. Please phone or e-mail using the contact information on this page if you need to access studies conducted by the KYTC Division of Planning prior to 2004.

[Interstate 66](#)

[Linking Kentucky \(Statewide Corridor Plan\)](#)

### Search by District

Click on the map below to filter the list of projects, below, to those in your area.



Filter projects by district by clicking on the map.

District	County	Project Link	Year	Item Number
District 1	Ballard	<a href="#">US 60 Connectivity Study</a>	2024	1-80250.00
District 11	Jackson	<a href="#">KY 290 Corridor Study</a>	2024	11-80202.00
District 3	Warren	<a href="#">Smiths Grove Traffic Operations Study</a>	2024	
District 6	Boone,Kenton	<a href="#">US 25 Corridor Study Boone/Kenton</a>	2024	6-105.00
District 7	Madison	<a href="#">West Richmond SUA Study</a>	2024	7-80210.00
District 7 and 8	Boyle,Lincoln	<a href="#">Boyle and Lincoln Counties US 150 Corridor Study</a>	2024	
District 8	Casey,Lincoln	<a href="#">Casey and Lincoln Counties US 127 Corridor Study</a>	2024	8-80150.00
District 9	Rowan	<a href="#">KY 32 Corridor Study</a>	2024	
District 9	Boyd	<a href="#">KY 168 Corridor Study</a>	2024	9-125.00
District 9	Boyd	<a href="#">KY 716 Corridor Study</a>	2024	9-180.00
Statewide		<a href="#">Linking Kentucky (Statewide Interstate and Parkway Plan)</a>	2024	
District 1	Calloway	<a href="#">Murray SUA Study</a>	2023	
District 10	Menifee,Powell,Wolfe	<a href="#">Red River Gorge Study</a>	2023	
District 12	Floyd,Johnson	<a href="#">KY 3 Auxier Corridor Study</a>	2023	
District 4	Hardin	<a href="#">US 62 Corridor Study</a>	2023	4-80200
District 4	Hardin	<a href="#">Hardin County Glendale Mobility Study</a>	2023	
District 5	Franklin	<a href="#">US 127 Traffic Analyses</a>	2023	5-80212.00
District 5	Bullitt	<a href="#">KY 44 Programming Study</a>	2023	

### Contact Information:

Division of Planning  
 200 Mero Street  
 Frankfort, KY 40601  
 Phone: (502) 564-7183  
 Hours: 8:00am-4:30pm EST, M-F  
[Map It](#)

### Navigation

- [Planning Home](#)
- [ADA Transition Strategies](#)
- [Adjusted Urban Boundaries](#)
- [Air Quality](#)
- [Bicycle and Pedestrian Program](#)
- [Carbon Reduction Program](#)
- [Coal Haul](#)
- [Connected & Automated Vehicle](#)
- [Congestion Management](#)
- [Complete Streets Manual](#)
- [Creating Vibrant Communities Program](#)
- [Data Needs Analysis Studies](#)
- [Electric Vehicle Charging Program](#)
- [Freight Modes in Kentucky](#)
- [Freight Advisory Committee](#)
- [Functional Classification](#)
- [Long Range Plan](#)
- [Multimodal Freight Transportation](#)
- [Map Sales](#)
- [National Truck Network \(NTN\)](#)
- [Official Highway Map](#)
- [Planning Highway Information \(HIS\)](#)
- [Planning Guidance Manual](#)
- [Planning Studies & Reports](#)
- [Planning Work Program](#)
- [State Primary Road System \(SPRS\)](#)
- [Public Involvement Plan](#)
- [Small Urban Area Planning](#)
- [Traffic Counts](#)
- [Traffic Forecasting and Modeling](#)



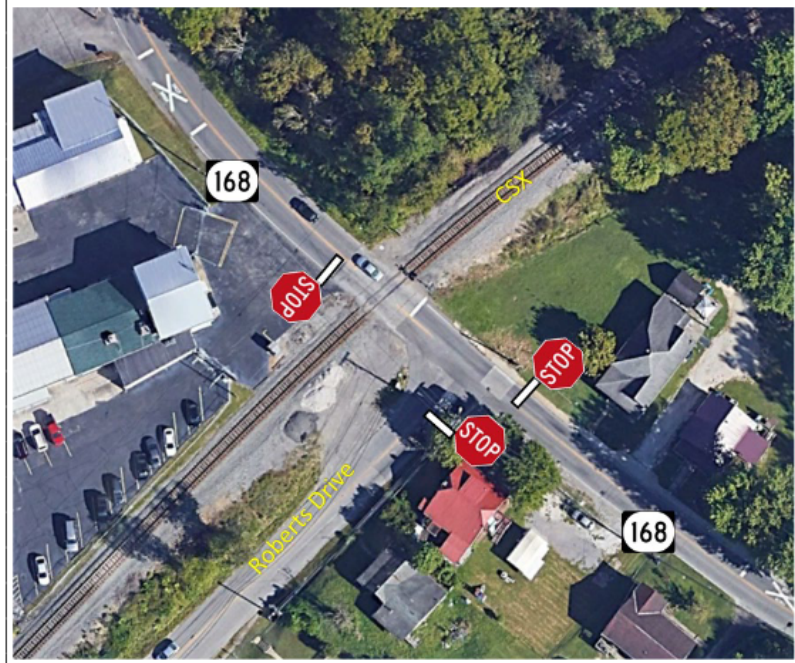


<b>BOYD</b>	<b>KY 168/Roberts Drive</b> (3-way stop)	<b>D.2</b>
High/Quick Hit	<b>KY 168 MP 6.75 – MP 6.77</b>	PHASE (2023 \$'s)
<b>IMPROVEMENT DESCRIPTION:</b> Convert KY 168/Roberts Drive intersection from a one-way to an all-way stop to increase safety.	D	\$ 0
	R	\$ 0
	U	\$ 0
	C	\$ 20,000
	<b>TOTAL</b>	<b>\$ 20,000</b>

**TRAFFIC OPERATIONS AND SAFETY:**

2023 Traffic:	KY 168 carries between 5,800 and 9,200 vpd. EB Roberts Drive operates at LOS C(F) in AM (PM) peak hour.
2045 Traffic:	KY 168 is projected to carry between 6,600 and 10,400 vpd with all-way stop operating at LOS C(F) in AM (PM) peak hour.
2018-2022 Crashes:	14 PDO crashes occurred at the intersection, including 7 angle and 3 rear end collisions.

**WORK TYPE:** Safety



↑ North

- Railroad
- R/W Required  Reloc
- Shared Use Path
- Bike Facility
- Ped Facility
- Increased Connectivity
- Socioeconomic Impacts
- Environmental Impacts
- Utilities Affected

**Notes:**  
Buses must follow state laws governing stopping requirements at railroad crossings, requiring a second mid-intersection stop for northbound buses.



# FIRST ALERT TRAFFIC | KY 168, Roberts Drive changing to three-way stop

New signs for KY 168 before and after railroad tracks, Roberts Drive

By [Alyssa Hannahs](#)

Published: Apr. 1, 2024 at 9:54 AM EDT



BODY COUNTY, Ky. (WSAZ) - A three-way stop is coming soon to the KY 168 (Blackburn Avenue-Wheatley Road) and Roberts Drive intersection at Ashland in Boyd County, the Kentucky Transportation Cabinet says.

Within the next two weeks, two new stop signs and stop bars will be placed each direction on KY 168 (milepoint 6.75- 6.77) at Roberts Drive, making the intersection a three-way stop.

Currently, traffic is only stopped at the end of Roberts Drive. There is also a railroad crossing that will remain in the middle of the new three-way stop.

The new signs will be marked with additional warning flags.



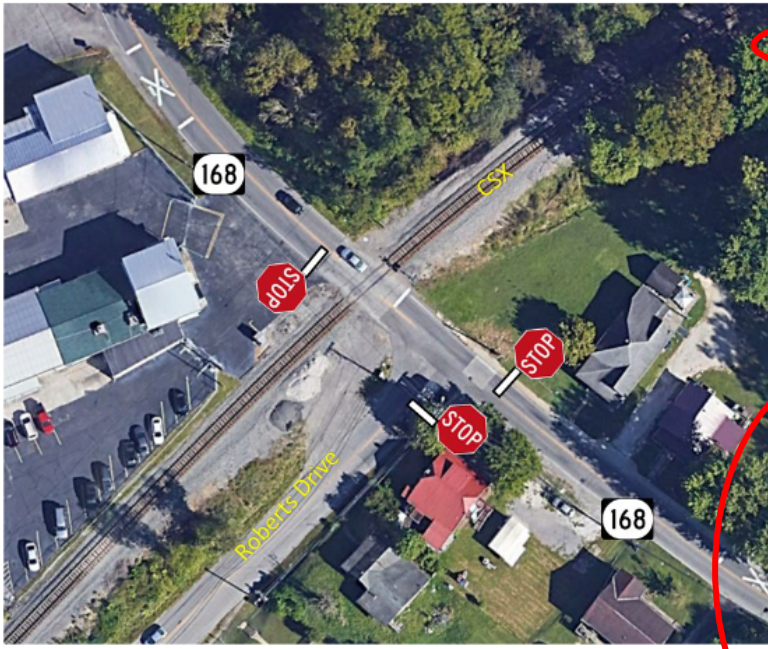
FIRST ALERT TRAFFIC | KY 168 (Blackburn Avenue-Wheatley Road) and Roberts Drive intersection (Alyssa Hannahs | Kentucky Transportation Cabinet • District 9)

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<b>WORK TYPE:</b>	<b>Safety</b>	
	↑ North	
	<input checked="" type="checkbox"/> Railroad	
	<input type="checkbox"/> R/W Required	<input type="checkbox"/> Relocations
	<input type="checkbox"/> Shared Use Path	
	<input type="checkbox"/> Bike Facility	
	<input type="checkbox"/> Ped Facility	
	<input type="checkbox"/> Increased Connectivity	
	<input type="checkbox"/> Socioeconomic Impacts	
	<input type="checkbox"/> Environmental Impacts	
	<input type="checkbox"/> Utilities Affected	
<b>Notes:</b> Buses must follow state laws governing stopping requirements at railroad crossings, requiring a second mid-intersection stop for northbound buses.		



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	<p>Notes: Buses must follow state laws governing stopping requirements at railroad crossings, requiring a second mid-intersection stop for northbound buses.</p>	

- Very Low Cost
- No ROW
- No Environmental
- No Utilities
- Maintenance Install





# D3: Kentucky/Adams Street



# D3: Kentucky/Adams Street

- One-way Couplet
- Heavy Pedestrian Crossing
- WKU Heavily Involved
- Upcoming Resurfacing

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KENTUCKY AND ADAMS  
STREET (US 68X)  
IMPROVEMENT STUDY -  
FINAL REPORT



Kentucky Transportation Cabinet  
Central Office, Division of Planning  
Highway District 3, Bowling Green

In partnership with:



October 2020

# D3: Kentucky/Adams Street



# Grayson Small Urban Area Study

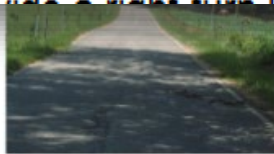
## Carter County

February 2018

# FINAL



L	Provide dual left-turn lanes on I-64 westbound off-ramp at KY 1.	Long-Term	\$600,000	High
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# District 9: Grayson Ramp

- ✓ Straight from SUA to Highway Plan
- ✓ No ROW
- ✓ No Utilities
- ✓ CEMP
- ✓ Same Consultant as Planning Study
- ✓ Stayed in Budget
- ✓ One Biennium



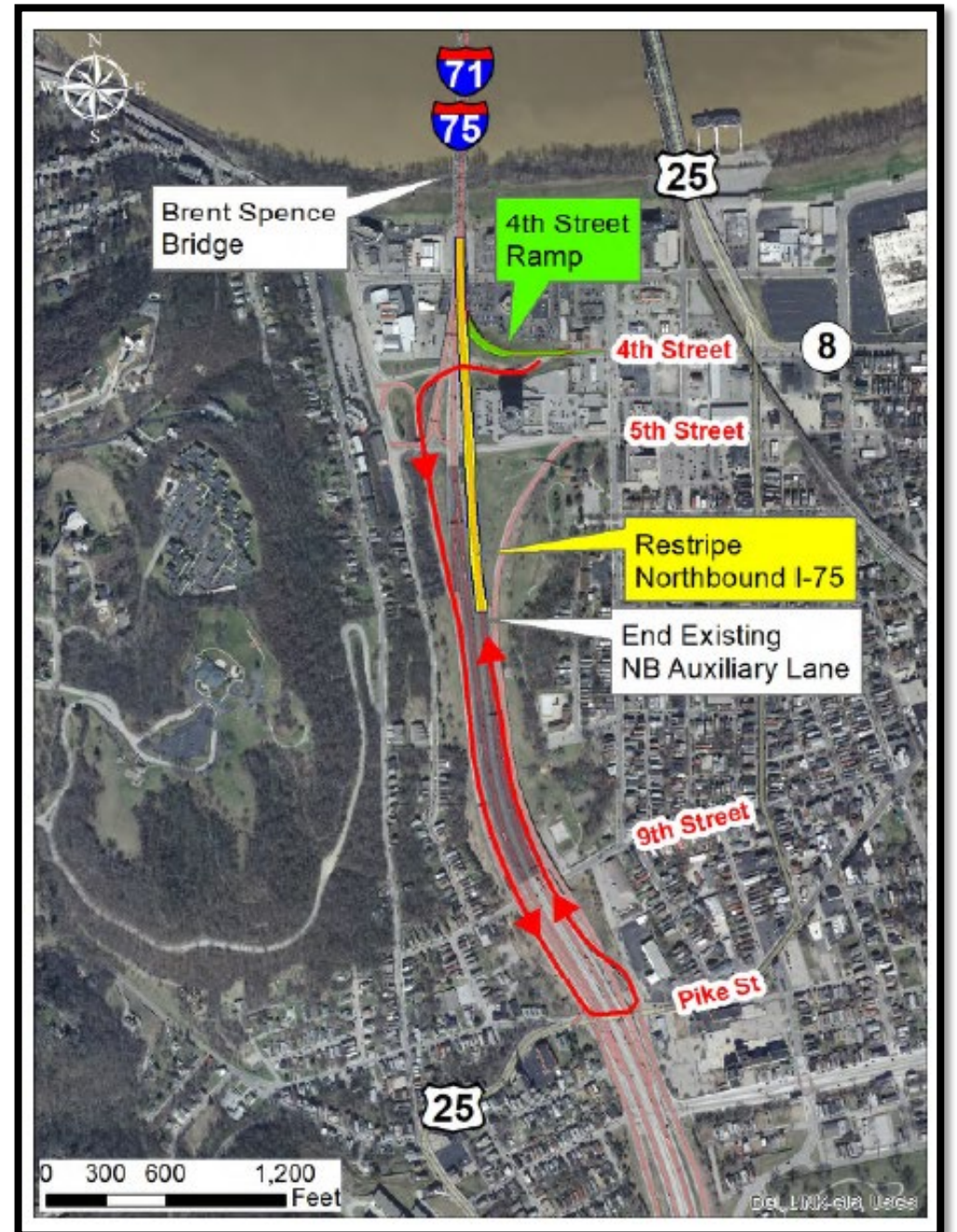
# D6: Texas Turnaround

In summary, the relocation of this northbound entrance ramp at 4th Street could provide some congestion relief in the A.M. Peak at a relatively low cost, somewhat due to traffic diverting to other local bridges. The other improvements to be anticipated include:

- Routing of traffic allows for dedicated through lane across the Brent Spence bridge
- Eliminating the merge at the Brent Spence bridge would reduce crashes
- Relieves congestion by relocating merge and weaving maneuvers
- Enhances connectivity while using existing mainline infrastructure
- Reduces conflicts and improves driver expectancy before the decisions points prior to and after the Brent Spence Bridge
- Improves level of service by adding capacity, shortening travel times, and reducing queuing
- May Increase travel speeds

This interim improvement warrants additional consideration.

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# D6: Texas Turnaround

- Brent Spence Momentum
- Contract Mod for Planning study to Design
- Constant communication with FHWA for IMR




## 'Texas Turnaround' reduced crashes near Brent Spence Bridge by over 40 percent

Share    **WLWT 5** Updated: 11:20 PM EST Mar 5, 2024  
Infinite Scroll Enabled

 **Matthew Dietz**



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**COVINGTON, Ky.** — Statistics from the Kentucky Transportation Cabinet show the "Texas Turnaround" is preventing crashes around the Brent Spence Bridge.

The redesign of the Fourth Street entrance ramp onto northbound Interstates 71/75 in Covington was unveiled in December 2022.

The Texas Turnaround uses a U-shaped ramp to move the entrance south and give drivers more time and distance to merge onto the interstate before getting to the bridge.

According to KYTC, crashes fell 41.6 percent from the previous year and 42.5 percent from the previous eight-



# D5: Exit 58 Dual Lefts



G Short-Term	LOCATION	PROJECT PRIORITY
	US 60 Versailles Road Jett Blvd to KY 1681 Duncan Rd (MP 13.130-13.599)	
Description		Cost Estimate (G2 G3):
Improve Interchange with I-64		D \$50k   \$84k
G2: Extend left turn lanes		R \$0   \$0
G3: Dual left turn lanes		U \$750k   \$750k
		C \$550k   \$840k
		Total \$1.4M   \$1.7M

*Costs based on per mile.*

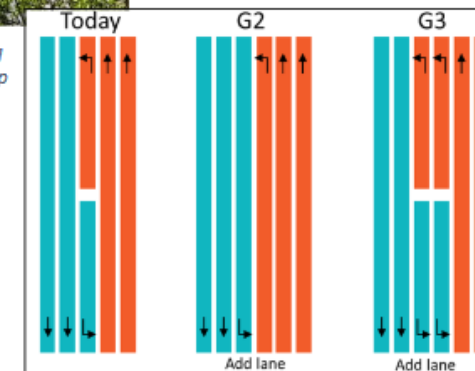
### Identified Needs:

- Stop-and-go commuter traffic during peak hour, with high left turn volumes accessing I-64, leads to queue spillbacks that disrupt through movements at adjacent signalized intersections.
- 2018 ADT: 28,090-30,680 vpd; segments operating at LOS B-C.
- 2040 ADT: 28,090-31,400 vpd; segments operating at LOS B-C.
- 129 crashes (0 fatal, 21 injury) in three years: 2 high CCRF segments and 4 high CCRF spots.

**Proposed Improvement:** Two short-term improvements were considered. Option G2 adds a lane along US 60 between the ramp terminals to effectively double the length of the left turn lanes, to run side-by-side instead of end-to-end. Option G3 creates dual left turn lanes to both on-ramps to improve signal timing options. Options G2 and G3 improve operations but neither fully covers peak queue lengths.



View north along US 60 at I-64 interchange during PM peak hour (top left); queuing for left turns to ramp (top right); sketches of each option (bottom).



# D5: Exit 58 Dual Lefts

- Top Franklin County project in 2020 SHIFT
- Entered in 2020 Recommended & Enacted SYP
- HSIP came and identified crash problem at adjacent intersection
- HSIP paid for Design
- No ROW, Utilities
- Constructed using SYP funds



# D9: Downtown Ashland

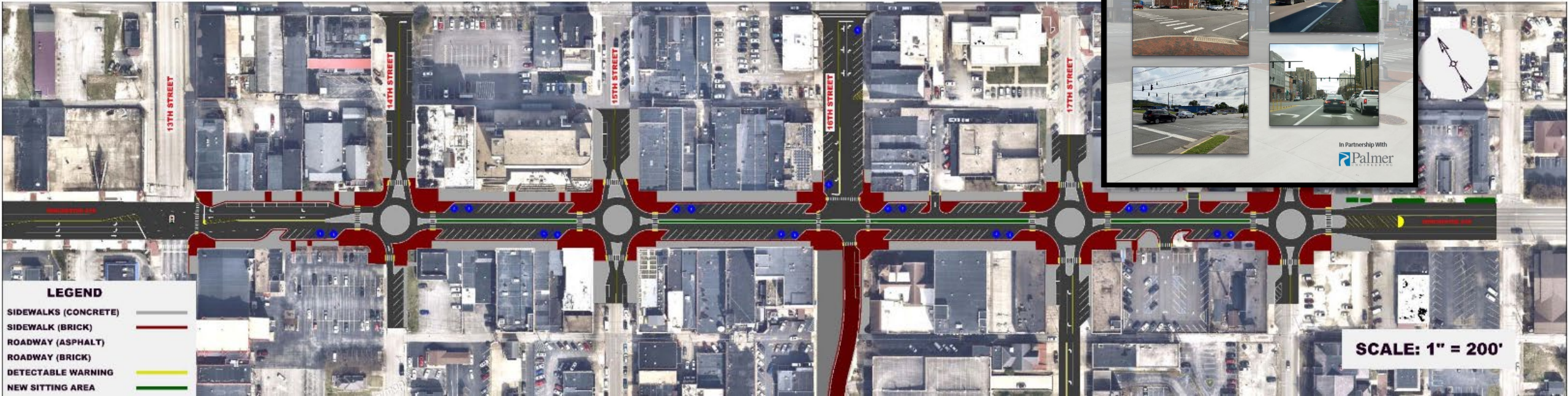
Downtown Ashland  
Transportation/Feasibility Study  
Boyd County, KY

Final Report  
Item No. 9-408

March 2021



In Partnership With  
Palmer



SCALE: 1" = 200'



# D9: Downtown Ashland



- HSIP Demonstration Project
- KYOVA SAH Funds
- Local excitement



# D4: Bardstown Connector

FINAL REPORT

Western Bardstown Connectivity Study

WESTERN BARDSTOWN CONNECTIVITY STUDY

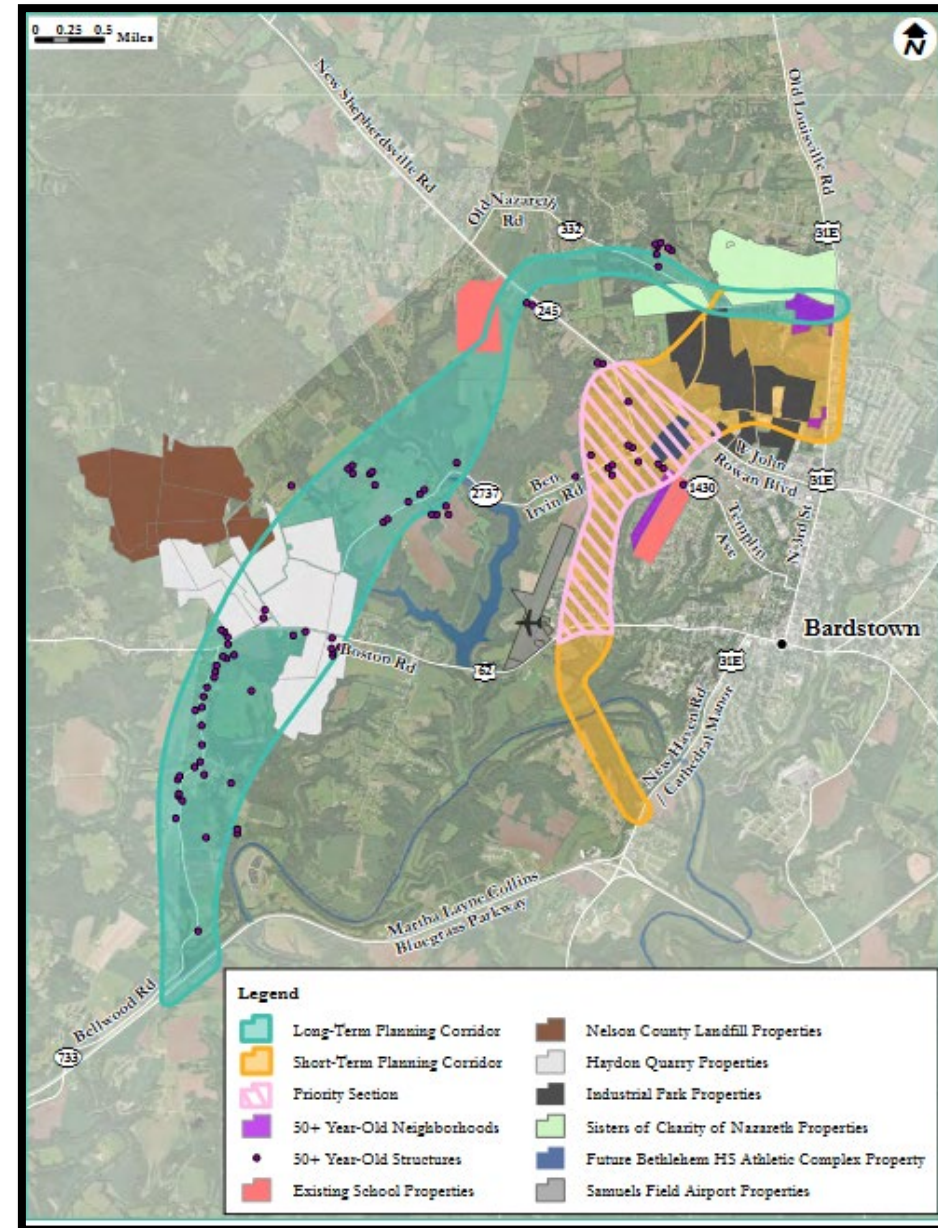
NELSON COUNTY

ITEM NO. 4-8809.00

IN PARTNERSHIP WITH  
Kimley|Horn

KENTUCKY TRANSPORTATION CABINET

APRIL 2019



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# D4: Bardstown Connector

FINAL REPORT

Western Bardstown  
Connectivity  
Study

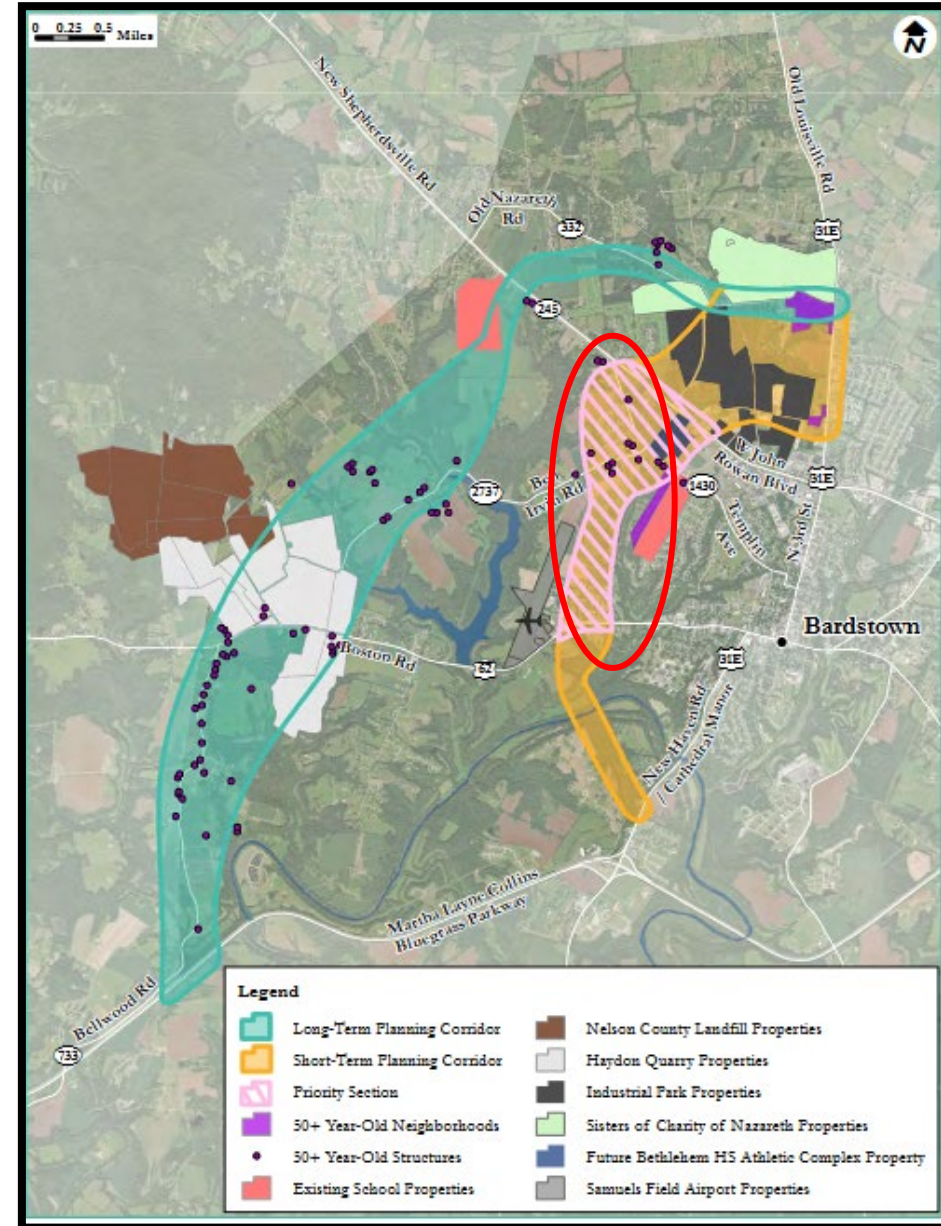
WESTERN BARDSTOWN  
CONNECTIVITY STUDY  
NELSON COUNTY  
ITEM NO. 4-8809.00

IN PARTNERSHIP WITH  
**Kimley»Horn**

KENTUCKY  
TRANSPORTATION  
CABINET

cdp

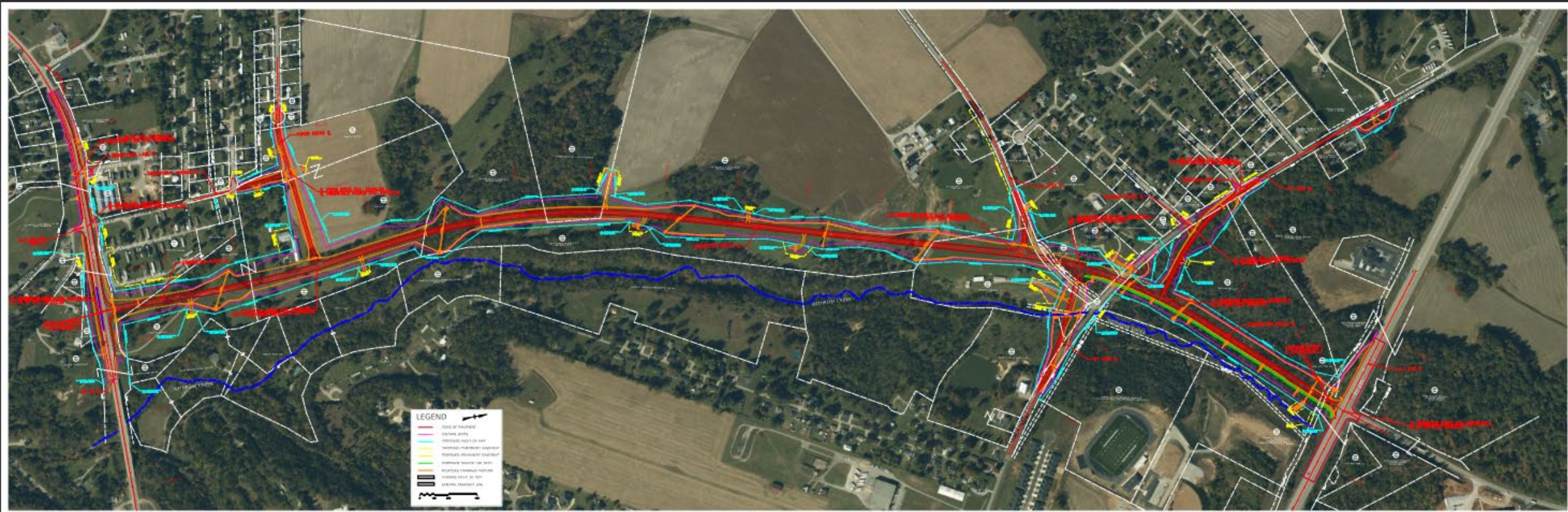
APRIL 2019



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# D4: Bardstown Connector



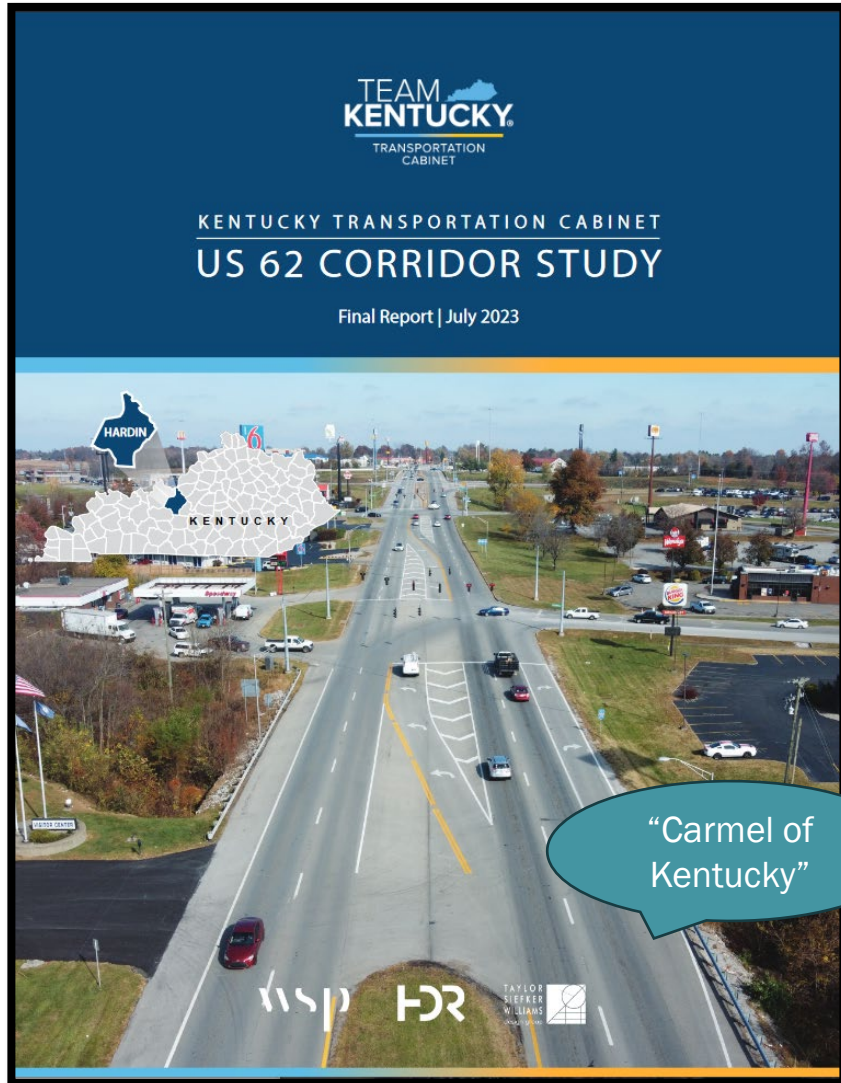
# D4: Bardstown Connector

- Study provided long-term vision (disagreement between city and county)
- Local Legislative Champion
- Consistent funding in SYP
- Diligent ROW and Utility Coordination
- Awarded July 2024



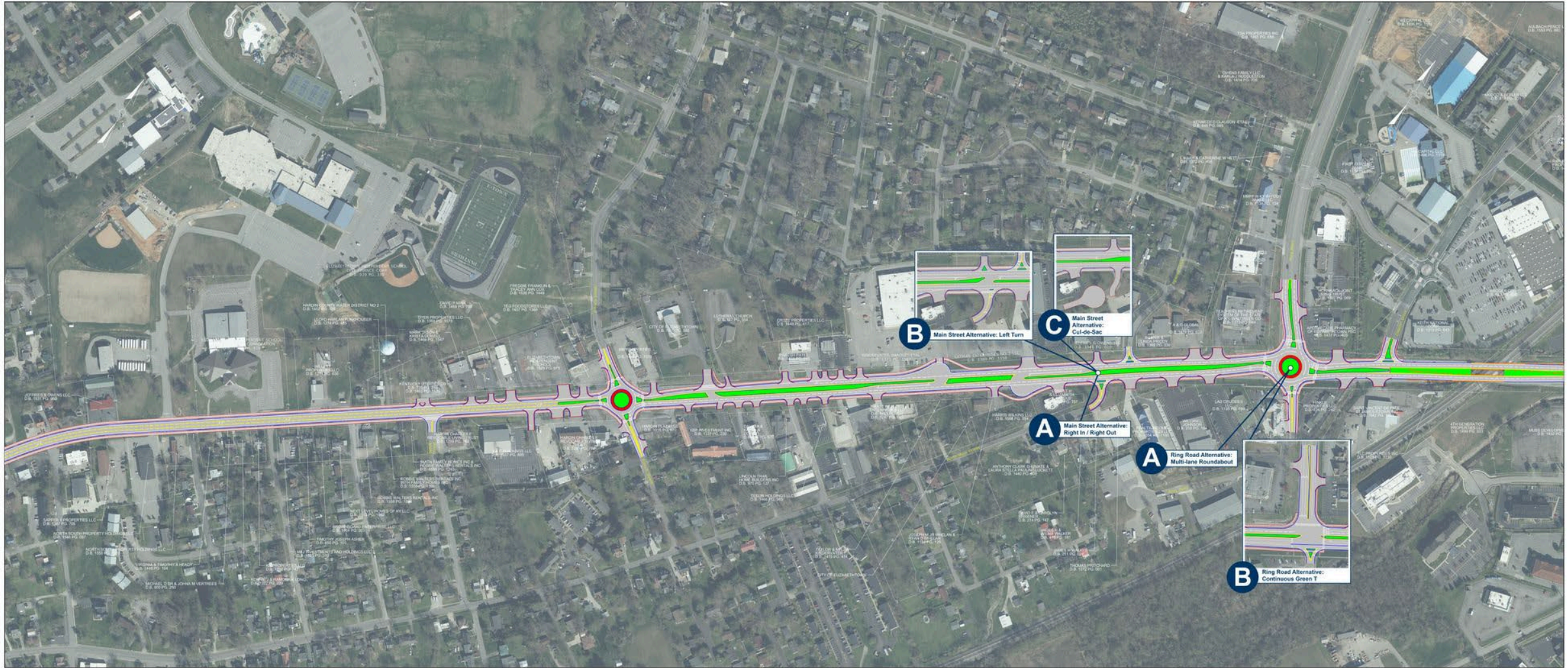


# D4: US 62 Mulberry St



[www.drive62.com](http://www.drive62.com)





US 62  
 STATION 500+00 TO STATION 550+00  
 HARDIN COUNTY  
 ITEM NO. 4-80200.00



# US62 from French St. to Dolphin Dr.

US 62  
 STATION 500+00 TO STATION 550+00  
 HARDIN COUNTY  
 ITEM NO. 4-80200.00





US 62  
STATION 550+00 TO STATION 603+00  
HARDIN COUNTY  
ITEM NO. 4-80200.00



**B**

1-65 Alternative: Signalized Diamond



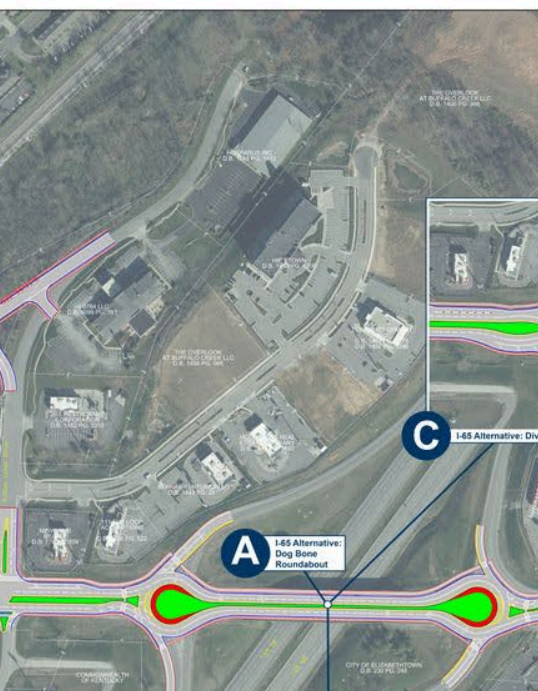
**C**

1-65 Alternative: Diverging Diamond



**A**

1-65 Alternative: Dog Bone Roundabout



# US62 from Commerce Dr. to McCormack Ave.

US 62  
STATION 550+00 TO STATION 603+00  
HARDIN COUNTY  
ITEM NO. 4-80200.00



# D4: US 62 Mulberry St



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- Local vision, motivated stakeholders
- Mostly no ROW
- Minor Utilities
- Two biennia of funding

# GLENDALE

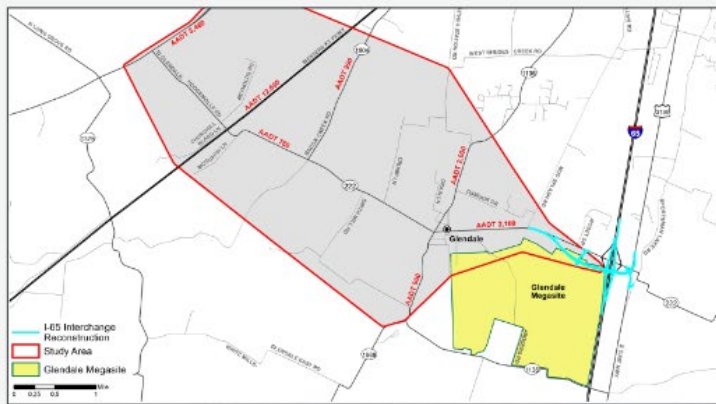


# MOBILITY STUDY

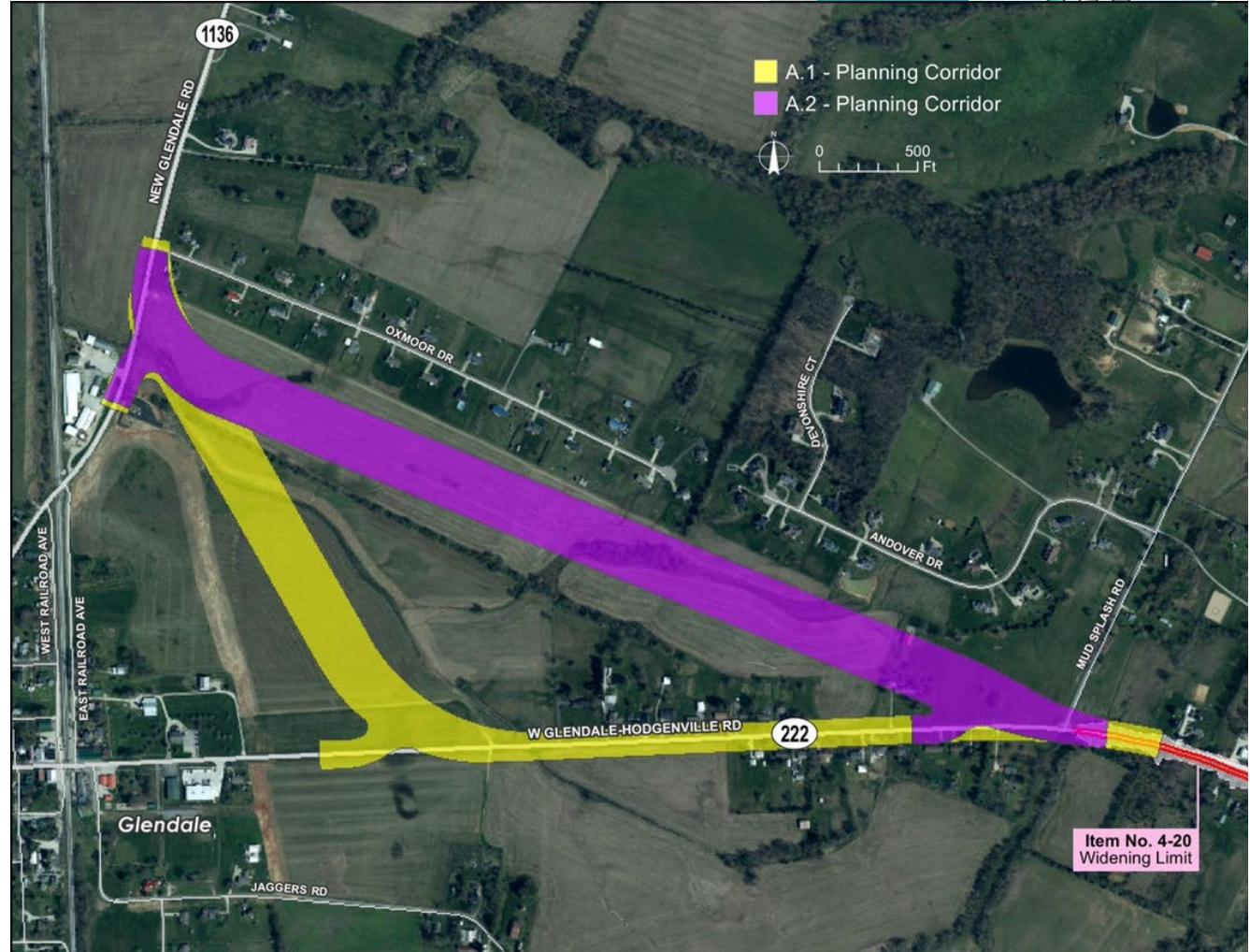
PREPARED FOR  
**TEAM KENTUCKY**  
TRANSPORTATION CABINET

**HARDIN COUNTY, KY**  
FINAL REPORT | OCTOBER 2023

IN PARTNERSHIP WITH  
**QK**  
Engineering Planning



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# D4: Glendale Bypass



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- Most productive LO/S meeting
- Mesh with CVC Technical Assistance Program
- Low ROW
- Low Utilities
- High Motivation

# D11: Slow but Steady

- 1990s US 119 Study in Bell, Harlan Counties
- Produced a number of safety improvement projects
- Rep. Rick Nelson adds a project, gets it constructed, adds another
- No 4-lane, but persistence pays off for safer corridor



# D3: US 31W Bypass Reconfiguration

Report for  
Bowling Green and Warren  
County Metropolitan Planning  
Organization

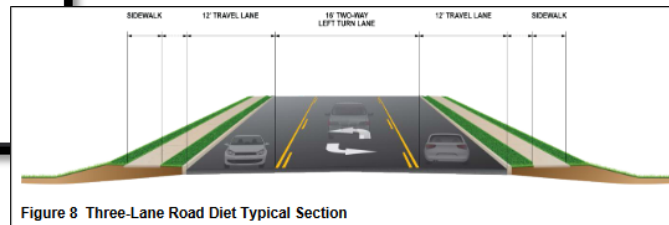
US 31W Bypass Traffic Analysis



Prepared by:

STRAND ASSOCIATES, INC.®  
325 West Main Street, Suite 710  
Louisville, KY 40202  
www.strand.com

May 2020



- Study Began in 2019
- Finalized 2020
- Let in 2021
- Supposed to be completed in 2022
- Contractor went out of business
- Finished in 2023





# D3: US 31W Bypass Reconfiguration



10:30 AM

**31W Road Reconfiguration Project**

**Joe Plunk, KYTC D-3, Chief District Engineer**

**Wes Watt, KYTC D-3, Public Information Officer**



# Frankfort Paddocks



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								Meeting Room #12	
9:00 – 9:40	<b>MS4 Program</b> <i>Danny Peake, KYTC;</i> <i>Lucas Hanks, EEC</i>	<b>KYTC's Standard Drawings Update</b> <i>Jeff Jasper, KTC</i> <i>Corinne Schurman, KYTC</i>	<b>Using Knowledge of Human Factors to Strengthen Roadway Design</b> <i>Chris Van Dyke, KTC;</i> <i>Mike Vaughn, KYTC</i>	<b>Utility Depiction and Analysis in ORD</b> <i>Pat Eckert and Blake Combs, KYTC;</i> <i>Jason Littleton, WSP</i>	<b>Plan Submittals and Communication with KYTC Geotech</b> <i>Patrick Stone, Sean House, JC Wilhoite, Tyler Sheffield and Matt Sipes, KYTC</i>	<b>Navigating Trust</b> <i>Drew Mackell, Calvin Andries, Lochner;</i> <i>Mike Russell, KYTC</i>	<b>KYTC Structure Design for Resiliency</b> <i>Joe Van Zee, KYTC</i>	<b>Hitting the Target: The Rapid Delivery of the Frankfort Paddocks Projects</b> <i>Stephen De Witte and Adam Ulrich, KYTC;</i> <i>Taylor Kelly, Qk4</i>	<b>Find Out If You Are Ready for the New MUTCD</b> <i>Duane Thomas, FHWA</i>

# Frankfort Paddocks



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								Meeting Room #12	
9:00 – 9:40	<b>MS4 Program</b> <i>Danny Peake, KYTC;</i> <i>Lucas Hanks, EEC</i>	<b>KYTC's Standard Drawings Update</b> <i>Jeff Jasper, KTC</i> <i>Corinne Schurman, KYTC</i>	<b>Using Knowledge of Human Factors to Strengthen Roadway Design</b> <i>Chris Van Dyke, KTC;</i> <i>Mike Vaughn, KYTC</i>	<b>Utility Depiction and Analysis in ORD</b> <i>Pat Eckert and Blake Combs, KYTC;</i> <i>Jason Littleton, WSP</i>	<b>Plan Submittals and Communication with KYTC Geotech</b> <i>Patrick Stone, Sean House, JC Wilhoite, Tyler Sheffield and Matt Sipes, KYTC</i>	<b>Navigating Trust</b> <i>Drew Mackell, Calvin Andries, Lochner;</i> <i>Mike Russell, KYTC</i>	<b>KYTC Structure Design for Resiliency</b> <i>Joe Van Zee, KYTC</i>	<b>Hitting the Target: The Rapid Delivery of the Frankfort Paddock Projects</b> <i>Stephen DeWitte and Adam Ulrich, KYTC;</i> <i>Taylor, Ok4</i>	<b>Find Out If You Are Ready for the New MUTCD</b> <i>Duane Thomas, FHWA</i>

# THE Paddock<sup>o</sup>cks OF FRANKFORT

US 127 & I-64, Frankfort, KY 40601



Table 1: Trip Generation Rates

ITE Use				Daily Trips		AM Peak		PM Peak	
Code	Desc.	Size	Unit	In	Out	In	Out	In	Out
820	Shopping Center	467.4	1000 SF	9,033	9,033	253	156	822	891
220	Multi-family Housing	300	Units	999	999	28	88	94	56
944	Gas/Service Station	14	Pumps	1,204	1,204	72	72	97	98
930	Fast Casual Restaurant	2.56	1000 SF	124	124	2	2	18	14
932	Sit-Down Restaurant	9.85	1000 SF	528	528	52	43	54	35
934	Fast Food Restaurant/Drive Thru	2.56	1000 SF	598	598	58	56	44	41
<b>TOTAL</b>				<b>12,486</b>	<b>12,486</b>	<b>465</b>	<b>417</b>	<b>1,129</b>	<b>1,135</b>

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# Key Takeaways

- Unlikely for risky, complex projects
- Minimize impacts to ROW
- Minimize impacts to Utilities (or in road contract)
- Stakeholder buy-in
- Communicate with Partners (internal & external)
- Align with repaving projects
- Have something for District staff to charge to
- CEMP, CE1
- Good Cost Estimates
- Make use of quick contract mechanisms





# Questions?

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# PDH QR Code (AM)



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# PDH QR Code (PM)



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