

# KY 1194 CORRIDOR STUDY

Lincoln County, KY | Item No. 8-80203

PREPARED BY  
**TEAM KENTUCKY**  
 TRANSPORTATION CABINET

IN PARTNERSHIP WITH

**FINAL REPORT | SEPTEMBER 2025**



## EXECUTIVE SUMMARY

The Kentucky Transportation Cabinet (KYTC) initiated a corridor study of the KY 1194 corridor near Stanford in northern Lincoln County. The study includes three distinct sections: improving existing KY 1194, extending KY 1194 east on new alignment to US 27, and considering complete street elements on KY 78 (Main Street) in downtown Stanford. Shown in **Figure ES-1**, the study area encompasses milepoints (MP) 0.0 to MP 6.602 of KY 1194, plus an area south of Stanford roughly bounded by KY 78, US 27, Boneyville Road, and Spoonamore Lane.

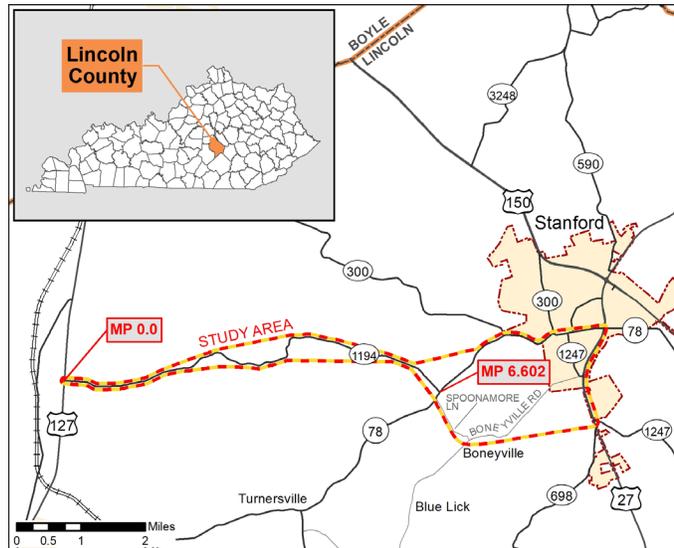


Figure ES-1: General Project Location

### EXISTING CONDITIONS

KY 1194 is a rural minor collector with 10-foot lanes and minimal shoulders. It carried up to 2,700 vehicles per day (vpd) in 2024, with the busiest stretch approaching US 127. During 2019-2023, 32 crashes were reported along the 6.6-mile corridor, including one fatality and four injury collisions. There are 17 horizontal curves and 15 steep grades that do not meet Highway Design Manual (HDM) guidelines, with the curviest section near Moores Lane and Hanging Fork Creek. The speed limit is 55 mph.



Figure ES-2: Representative views on KY 1194 (left) and Main Street (center, right)

Within Stanford, KY 78 (West Main Street) is a major collector posted at 25 mph. There are 14 intersections over 0.75 miles including two signals, plus additional driveways and access points. KY 78 carries up to 5,800 vpd with 12-foot lanes, curb/gutter, on-street parking, and wide sidewalks for most

of its length in town. During 2019-2023, 14 crashes were reported along Main Street—primarily at intersections—but none were severe.

**Safety Performance**

Throughout the study area, 131 crashes were reported along state routes during the five-year analysis period, including 2 fatalities (both motorcyclists), 33 injury collisions, and 96 resulting in property damage only (PDO). There were also 13 crashes along local routes near the southeastern study area boundary that provide a similar function as an extension of KY 1194. Single vehicle crashes are the leading crash type overall, accounting for 40% of all reported crashes, followed by angle (24%) and rear end collisions (22%). Considering just KY 1194, 74% of reported crashes involved a single vehicle.

**Figure ES-3** shows crash locations by severity and type as well as intersections exhibiting “LOSS 3-4” with more severe crashes than predicted by mathematical models.

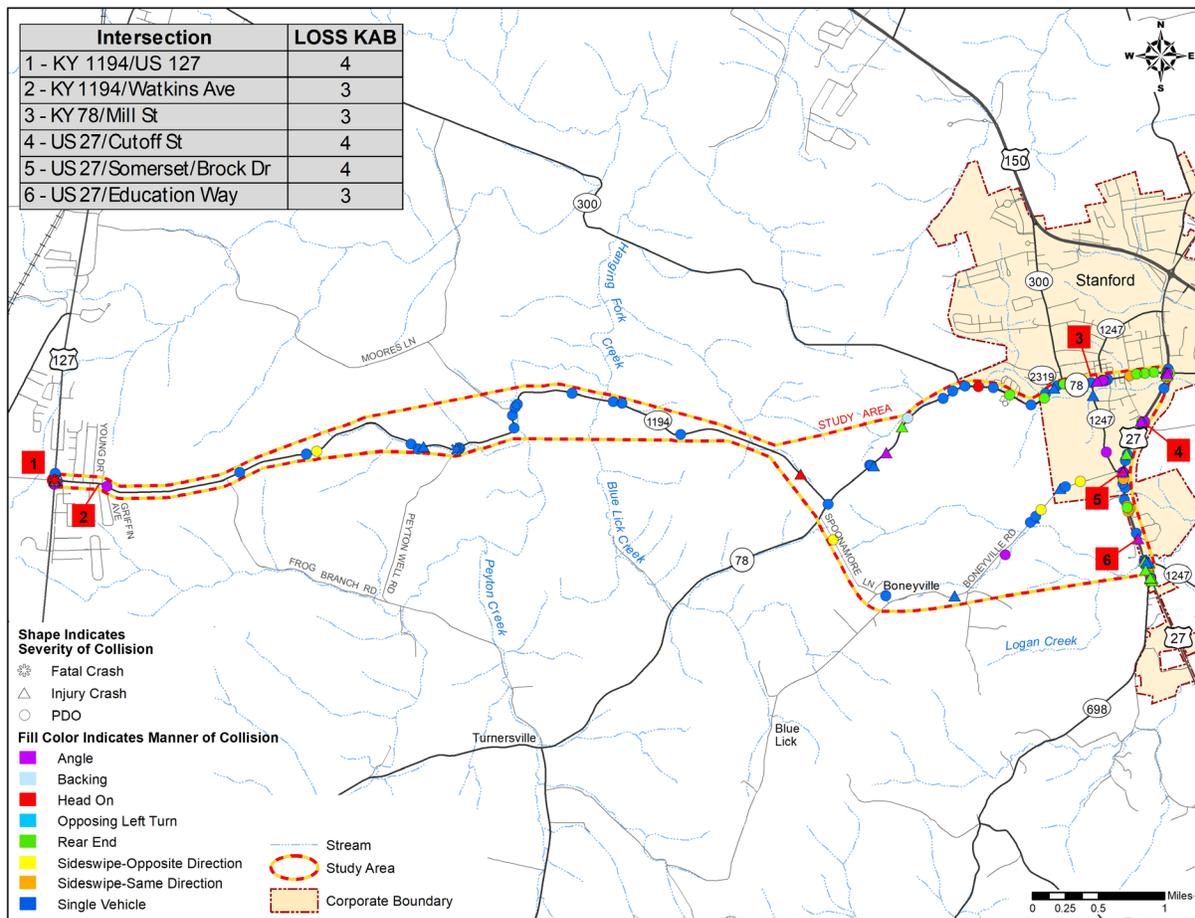


Figure ES-3: Crash Location, Severity, Type, and Poor LOSS

Both KY 1194 and KY 78 have undergone low-cost Highway Safety Improvement Program (HSIP) projects within the last decade.

- As part of Item No. 8-9000, HSIP improvements were implemented along KY 1194 during 2018. Comparing before and after crash rates, the project effectively halved crash rates and substantially lessened crash severities. That is, 46% of crashes prior to the HSIP project resulted in a fatality or injury compared to 17% afterwards.
- West of town, Item No. 8-9014 along KY 78 was completed in 2024 and included enhanced signing/stripping, cross slope improvements, guardrail replacement, roadside regrading, and drainage improvements. A before-after analysis has not yet been completed on this project.

#### Existing and Future Traffic

Considering current traffic, capacity analyses show highway segments operate at Level of Service (LOS) D or better today.

Two of seven study intersections show LOS E operations with lengthy delays during busy peaks:

- The stop-controlled KY 78 (Hustonville Street) approach to KY 300 (Danville Road) with 300 vehicles per hour coming into town in the morning.
- Low-volume turns from KY 1194/McCormack Church Road onto US 127.

A 0.5% annual growth rate was applied to forecast 2045 No-Build traffic with up to 3,300 vpd on KY 1194. By 2045, the segment of KY 78 (West Main Street) between KY 300 (Danville Avenue) and KY 1247 (Somerset Street) shows LOS E in the AM peak hour with 7,100 vpd on this section. Increased traffic in 2045 also affects operations at study intersections. The same intersections listed above continue to demonstrate LOS E-F performance. Plus southbound lefts from US 27 to the school campus also approach available capacity, even with an officer directing traffic.

#### Bicycle and Pedestrian Facilities

A network of sidewalks serves the heart of downtown with clusters existing in select surrounding neighborhoods. KY 78 was repaved in summer 2024. Perpendicular crosswalks exist for pedestrians crossing Main Street but not at cross-streets. As of 2025, no formal bike/ped plan exists but there is local interest in expanding these networks. No cyclists and a few pedestrians were observed during August 2024 traffic counts, all traveling within the downtown core.

#### Environmental Context

A planning-level environmental overview identified key resources throughout the study area. Streams and farmlands define a rural environment with numerous historic resources scattered throughout. Community resources are largely clustered in Stanford.

#### CONCEPT DEVELOPMENT

Build concepts were developed based on review of existing highway geometry, existing and future traffic operations, crash concentrations, field reconnaissance, environmental constraints, and input

from the community and the project team. Concepts were organized into three categories, depending on which study goal they most closely align with.



The first group of Build Concepts look at relatively small spot improvements to target relatively low-cost, low-impact solutions to address safety or congestion concerns.

- Safety improvements or reconstruction of the US 127/KY 1194 intersection as an “RCUT”
- Realign 1.6 miles of KY 1194 near creeks with wider pavement section
- Improve visibility at KY 78 intersections with KY 1194 and Spoonamore Lane
- Convert eastern KY 300/KY 78 intersection to all-way stop or signal

Another group of Build Concepts consider larger scale improvements to KY 1194, including extending the highway east to reach US 27. One option (shown in **gray** in **Figure ES-4**) would provide 11-foot-wide lanes with 4-foot-wide paved shoulders and a consistent 45-mph travel speed. Four bypass options were also considered: **Yellow**, **Green**, **Red**, or **Blue** ranging in length from 1.0-2.7 miles. Traffic modeling suggests the routes closer to town carry more traffic: up to 4,800 vpd on Yellow versus up to 3,100 vpd on Blue. Any bypass option is expected to divert 800-1,000 vpd from Main Street.

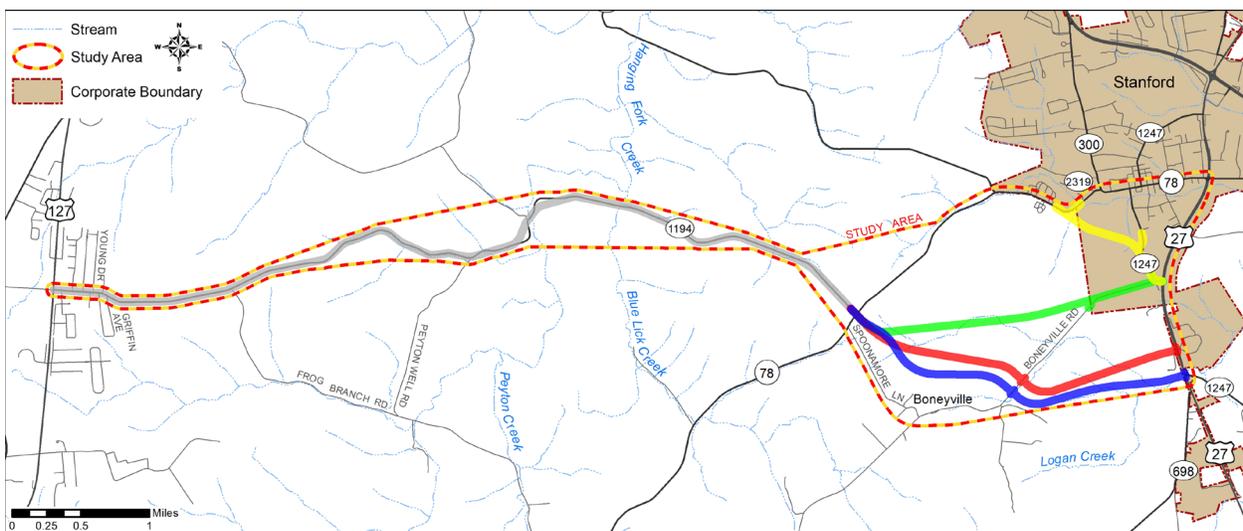


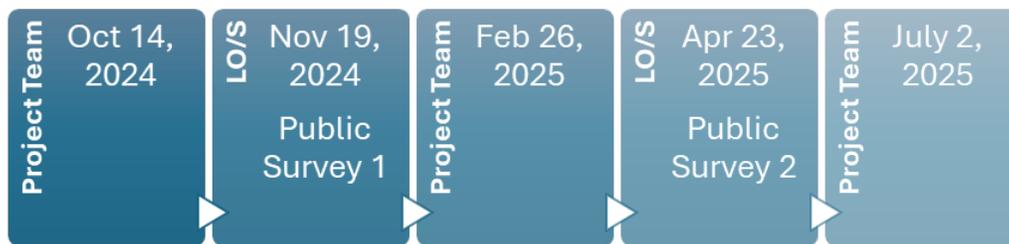
Figure ES-4: KY 1194 Build Concepts

A third set of Build Concepts look at low-cost changes downtown incorporating complete street principles to make KY 78 (Main Street) more accessible for bicyclists and pedestrians. This could include striping, a bike lane, streetscaping, upgrades for pedestrian mobility, or traffic calming measures to slow East Main Street traffic.

Planning-level designs for Build concepts were used to estimate high-cost construction items including earthwork and pavement. While planning-level estimates aim to be conservative, larger projects having extended implementation timelines are likely to face significant cost increases. Transportation benefits (i.e., travel time savings and predicted crash reductions) were monetized then weighed against project costs to calculate the benefit-cost ratio (BCR). If greater than 1.0, the BCR indicates the discounted present value of the benefits exceeds the discounted present value of the costs, suggesting the project is valuable.

### COMMUNITY INVOLVEMENT

The project team met at key milestones over the course of the study, including two meetings with local officials/stakeholders (LO/S) and a public-facing website.



Public surveys showed the greatest concerns with the existing KY 1194 corridor are sharp curves and narrow pavement widths. Overall, 85% felt the existing KY 1194 corridor should be improved while 63% believed it should be extended to US 27. In town, the biggest concern was cars driving too fast.

Following development of Build concepts, a second round of surveys showed spot improvements at intersections were the highest rated priority, followed closely by improving safety along existing KY 1194. Northernmost Yellow and Green options received more support of bypasses but all were similar, including No-Build. Representatives from the Boneyville community, a historic African-American hamlet near Boneyville Road and Spoonamore Lane, demonstrated a strong interest in the study and strong opposition to impacts on their community.

### RECOMMENDATIONS

Concepts were identified as High, Medium, or Low priorities, with a fourth "Local" priority category added for in-town options that KYTC could pursue in partnership with the City, but that should be initiated locally. **Table ES-1** summarizes prioritization information, also shown in **Figure ES-5**.

Table ES-1: Prioritized Build Concepts

Build	Length (mi)	Potential Relocations	DRUC Costs	Crashes	BCR	Priority	
Spots	US 127/KY 1194 Safety	-	\$10,000	15	>100	High	
	US 127/KY 1194 RCUT	0.7	\$5.4M	15	2.7	High	
	Curves near Creek	1.6	\$17M	10	2.0	Med	
	Profile at KY 78/KY 1194	0.3	\$10,000	1	<0.1	Low	
	All-way Stop at KY 78/KY 300	-	\$10,000	2	>100	High	
KY 1194	45 mph Reconstruction	6.5	\$70M	23	0.5	Low	
	Extend KY 1194						
	Yellow Bypass	1.0	0-2	\$14M	-	1.1	Med
	Green Bypass	2.3	3-6	\$16M	-	1.1	
	Red Bypass	2.6	1	\$19M+	-	1.2	Dismiss
Blue Bypass	2.7	1	\$26M	-	0.8	Dismiss	
Main St	Sidewalk Accessibility	-	\$40,000	0 ped	NA	Local	
	<i>Striping only</i>	-	\$15,000	12	NA	High	
	Alternating Parking	0.2	\$30,000	2	NA	Local	
	Remove Signal (each)	-	\$50,000	5 <sup>1</sup>	NA	Local	

<sup>1</sup> 1 crash at KY 1247 (Somerset St) intersection and 4 crashes at KY 1247 (Lancaster St) intersection

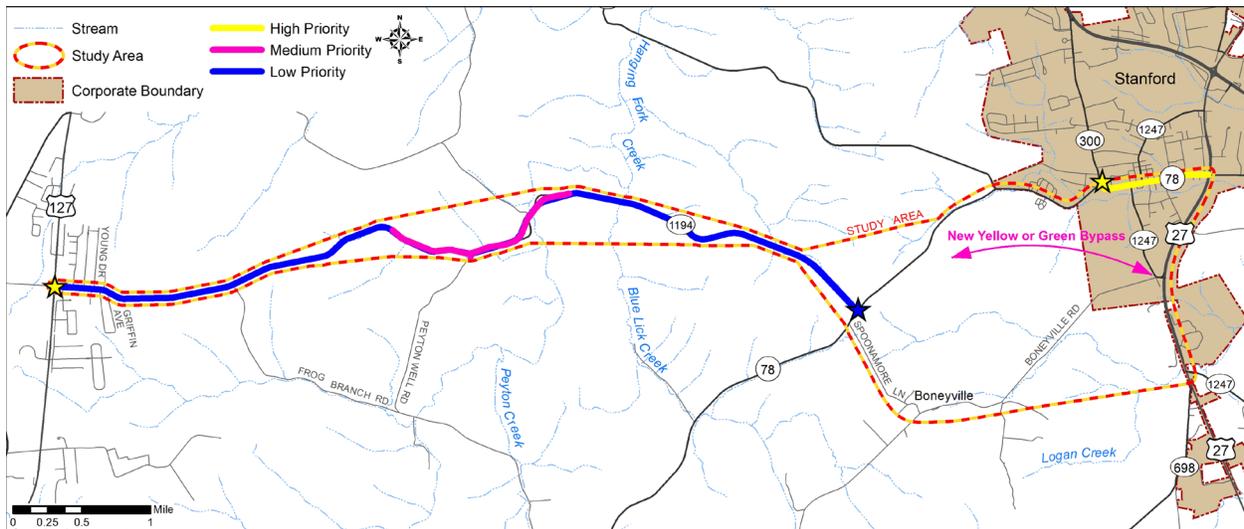


Figure ES-5: Prioritized Build Concepts

Larger scale corridors are likely to impact streams, floodplains, bat or mussel habitat, historic resources, and homes/farms. There is also a gas line that crosses KY 1194 near MP 4.7. One of the oldest counties in Kentucky, there are instances where no deed reference is on file at the courthouse or where changes in ownership have not been updated as heirs inherit across generations. Should a project advance

requiring additional right-of-way, it is likely these circumstances will impact costs and timelines. Project sheets in **Section 8.2** contain additional information about each recommended Build concept.

No funding to date has been assigned to advance improvement concepts beyond this initial planning phase. Some improvements are low-cost actions requiring little advance preparation and could be implemented relatively quickly by KYTC maintenance forces. Others are higher-cost projects that must compete for funding and progress through the project development process.



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## Acronyms

ADA	Americans with Disabilities Act
BCR	Benefit-Cost Ratio
BGADD	Blue Grass Area Development District
CDAT	Crash Data Analysis Tool
CHAF	Continuous Highway Analysis Framework
CMF	Crash Modification Factor
FHWA	Federal Highway Administration
HCM	Highway Capacity Manual
HDM	Highway Design Manual
HIS	Highway Information System
HSIP	Highway Safety Improvement Program
ICE	Intersection Control Evaluation
KDOW	Kentucky Division of Water
KHFN	KY Highway Freight Network
KYTC	Kentucky Transportation Cabinet
LEP	Limited English Proficiency
LO/S	Local Officials/Stakeholders
LOS	Level of Service
LOSS	Level of Service of Safety
LWCF	Land and Water Conservation Fund
MP	Milepoint
mph	miles per hour
NAAQS	National Ambient Air Quality Standards
NBI	National Bridge Inspection
NEPA	National Environmental Policy Act
NHS	National Highway System
NN	National Truck Network
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
PDO	Property Damage Only
RCUT	Restricted Crossing U-Turn
SHIFT	Strategic Highway Investment Formula for Tomorrow
SHPO	State Historic Preservation Office
STIP	Statewide Transportation Improvement Program
TED	Transportation Enterprise Database
USACE	US Army Corps of Engineers
USEPA	US Environmental Protection Agency
USFWS	US Fish and Wildlife Service
v/c	Volume-to-Capacity Ratio
vpd	vehicles per day

## 1.0 INTRODUCTION

The Kentucky Transportation Cabinet (KYTC) initiated a corridor study of the KY 1194 corridor near Stanford in northern Lincoln County. The study includes three distinct sections: improving existing KY 1194, extending KY 1194 east on new alignment to US 27, and considering complete street elements on KY 78 (West Main Street) in downtown Stanford. Stanford, one of the oldest settlements in the Commonwealth, was founded in 1775 and has a population around 3,600 persons.

The existing KY 1194 corridor provides a narrow, two-lane highway through rural, rolling farmlands. It connects to US 127 on the west, midway between Hustonville and Junction City. To the east, KY 1194 ends at KY 78 which continues eastward to become Main Street through Stanford, the county seat for Lincoln County.

Shown in **Figure 1**, the study area encompasses milepoints (MP) 0.0 to MP 6.602 of KY 1194, plus an area south of Stanford roughly bounded by KY 78, US 27, Boneyville Road, and Spoonamore Lane.

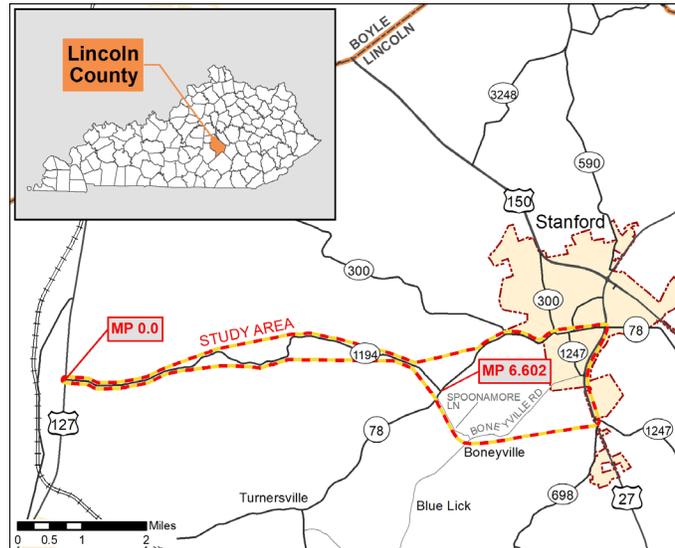


Figure 1: General Project Location

## 1.1 PLANNING PROCESS

The planning process works through six main steps, documented throughout this report:

- 1 Regional Context**  
What other plans and projects influence future traffic flows?
- 2 Existing Transportation System**  
How the highway meets current needs, measured via traffic operations and safety performance.
- 3 Environmental Setting**  
What sensitive features constrain future improvement options?
- 4 Community Engagement**  
What do everyday users think?
- 5 Build Concepts**  
Develop improvement options to address identified needs.
- 6 Recommendations**  
Weigh costs, benefits, and impacts to prioritize solutions.

## 1.2 PREVIOUS PLANNING STUDIES

Three recent KYTC planning studies<sup>1</sup> cover nearby areas, looking at the three highest mobility corridors serving Lincoln County.

- In 2018, the *US 27 Alternatives Study* evaluated improvement options for a 4.7-mile stretch of US 27 starting at the southern tip of the 8-80203 study area and continuing south. The study considered a four-lane divided typical, a narrower typical or new alignment through Halls Gap, and a 2+1 layout but did not recommend one concept over the others.

Since that time, preliminary design efforts under Item No. 8-167<sup>2</sup> continued to explore widening solutions to extend the four-lane divided section and address safety and congestion concerns. Beyond the No-Build option, four options were presented at a January 2024 public meeting. As of this 8-80203 planning study, no preferred alternative has been selected.

- In 2023, the *US 127 2+1 Corridor Study* evaluated needs from Liberty to the Lincoln/Boyle County line, a distance of 18.4 miles. Passing and turn lane locations were considered alongside spot improvements at curves and intersections. Two spot improvements were recommended at the US 127/KY 1194 intersection (**Figure 2**).

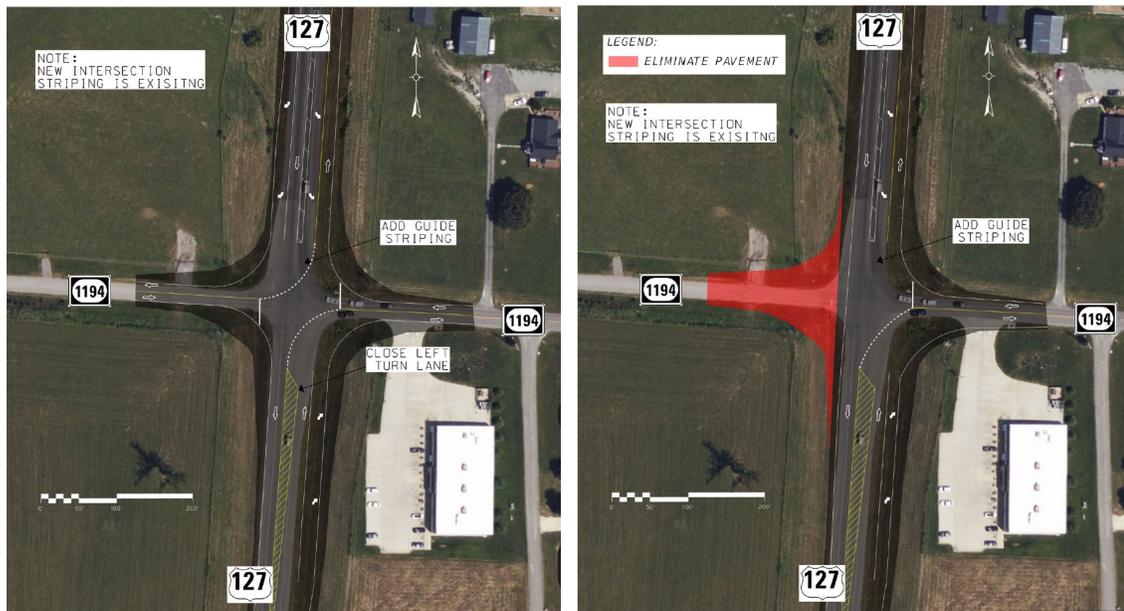


Figure 2: 2023 Recommended Improvements at US 127/KY 1194

<sup>1</sup> Online at <https://transportation.ky.gov/Planning/Pages/Planning-Studies-and-Reports.aspx>

<sup>2</sup> Online at <https://transportation.ky.gov/DistrictEight/Pages/U-S--27---Halls-Gap.aspx>

- In 2024, the *US 150 Corridor Study* examined safety and mobility needs at intersections from Danville to Stanford. The study area ends opposite Veterans Park, just north of the 8-80203 study area. Improvement concepts considered the addition of positive offset left turn lanes at intersections, eliminating left turns from side streets at unsignalized intersections, lengthening merge lanes, and extending frontage roads to provide secondary access to adjoining properties. In Stanford, this includes up to four Restricted Crossing U-Turn (RCUT) intersections and adding/extending turn lanes at US 27/US 150. This study includes Item No. 8-80300 discussed in the next section.

### 1.3 COMMITTED AND PLANNED PROJECTS

Every two years, the Commonwealth’s transportation budget is established by the state legislature in its biennial highway plan. In the current *2024–2030 Enacted Highway Plan*,<sup>3</sup> two committed projects are identified within the study area, with several others in the general vicinity. Other potential future projects near the study area were compiled from the Continuous Highway Analysis Framework (CHAF) database. The CHAF database is the starting point for the biennial SHIFT process<sup>4</sup> that informs Kentucky’s Highway Plan.

Active CHAF concepts and Highway Plan projects near the study area are shown in **Figure 3** with additional details summarized in **Table 1**. The right column notes funding in the first biennium of the 2024–2030 Plan, noting corresponding project development phases: planning (P), design (D), right-of-way acquisition (R), utility relocations (U), and construction (C).

Table 1: Nearby Projects & Concepts

ID	Route & MP	Description	Biennium Funding
Item 7-196.5	-	West Lancaster Bypass to Bell Street, Stanford	\$16.5M DR
Item 8-167	US 27 11.169-15.881	Improve Safety and Reduce Congestion	-
Item 8-9014	KY 78 0.000-15.448	Low-cost “HSIP” Safety Improvements	Constructed 2024
Item 8-10054	KY 78 5.760-5.795	Bridge Replacement at Hanging Fork	\$3.6M DC
Item 8-20016	US 27 17.526-18.155	Address Pavement Condition	-
Item 8-80000	US 127 9.600-9.740	New Turn Lane at Arcadia View Drive	\$0.9M RUC

<sup>3</sup> Online at <https://transportation.ky.gov/Program-Management/Pages/default.aspx>

<sup>4</sup> SHIFT, or the Strategic Highway Investment Formula for Tomorrow, is a data-driven project scoring process to compare and prioritize statewide capital improvement projects to make better use of limited transportation funds in the Commonwealth’s biennial budget.

ID	Route & MP	Description	Biennium Funding
Item 8-80001	US 150 2.485-2.521	New Turn Lane near Hubble Road/Crawford Lane	\$2.0 M PDRUC
Item 8-80009	US 27 18.900-21.982	Reconstruction, Bell Street to Lincoln/Garrard Line	\$28.0M DRUC
Item 8-80111	US 150 4.390-4.550	New Turn Lane at Dollar General	\$1.0M DC
Item 8-80202	KY 300 3.750-3.950	Rockfall Study	\$1.0M P
Item 8-80203 IP20150127	-	CURRENT PLANNING STUDY	\$0.5M P
Item 8-80300	US 150 0.000-5.800	Improve safety and access control from Danville to Stanford	\$1.6M PD
IP20120055	KY 78 8.650-15.450	Reconstruction	-

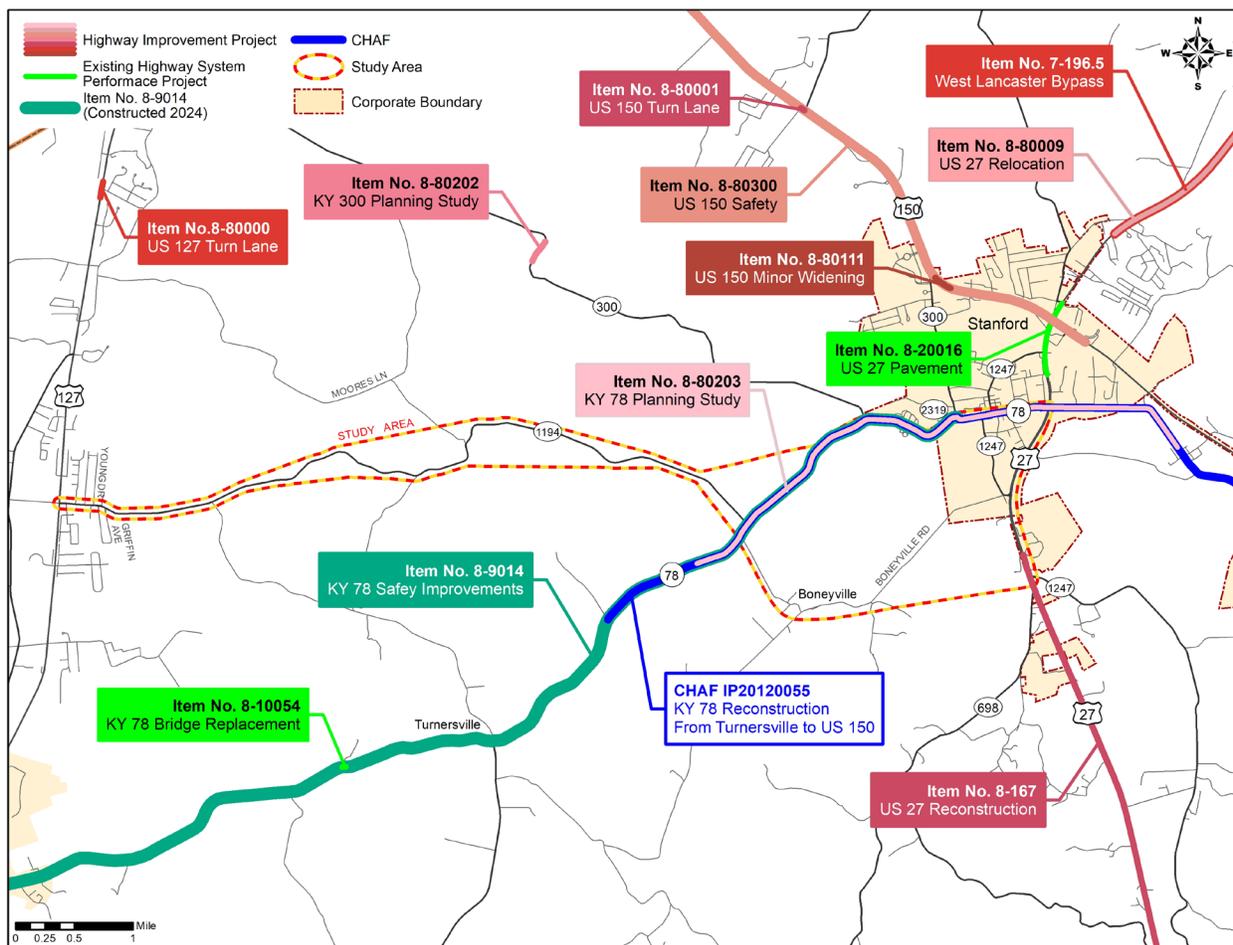


Figure 3: Nearby Transportation Projects

Item No. 8-9014 was completed under the Highway Safety Improvement Program (HSIP), which focuses on low-cost, practical countermeasures to reduce severe crashes, particularly Roadway

Departures where the vehicle leaves its travel lane. Construction along KY 78 was completed in 2024 and included enhanced signing/striping, cross slope improvements, guardrail replacement, roadside regrading, and drainage improvements.

## 2.0 EXISTING CONDITIONS

Existing transportation conditions are described in the following sections. Data were obtained from KYTC’s Highway Information System (HIS) database, KYTC’s Transportation Enterprise Database (TED), the Federal Highway Administration’s (FHWA) National Bridge Inventory (NBI), traffic counts, and field reviews.

### 2.1 ROADWAY SYSTEMS, FUNCTIONAL CLASS & FREIGHT CONSIDERATIONS

Road systems, functional class, and freight considerations vary across study area routes, influencing transportation infrastructure planning and analysis. **Table 2** summarizes roadway attributes, highlighting key characteristics for routes within study area limits. The following sections explain these attributes and their significance within the transportation network.

Table 2: Systems, Functions and Freight Networks in Study Area

		KY 1194	KY 1247	KY 78	US 127	US 27
System	NHS	No	No	No	Yes	Yes
	State	Rural Secondary	Rural Secondary	State Secondary	State Primary	State Primary
	Scenic Byway	No	No	Yes	Yes	No
Function	Area Type	Rural	Rural	Rural	Rural	Rural
	Federal	Minor Collector	Minor Collector	Major Collector	Principal Arterial	Principal Arterial
Freight	KHFN	No	No	No	Tier 3	Tier 3
	NN	No	No	No	State	Federal

**ROADWAY SYSTEMS.** The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility—including US 27 and US 127 in the study area. FHWA tracks a series of performance measures statewide, including pavement and bridge conditions for NHS routes, delay, truck travel time reliability, emissions, and more. Any improvements to these routes would have an incremental effect on statewide NHS metrics though they are not the primary focus of this planning effort.

Kentucky’s Primary and Secondary Road Systems classify state-maintained roads based on their role in the transportation network. The Primary Road System includes interstates, parkways, and major state

routes that connect cities, regions, and key economic centers. These roads carry higher traffic volumes and serve as the backbone of Kentucky’s transportation infrastructure. US 27 and US 127 are part of the State Primary System.

The Secondary Road System consists of smaller state-maintained roads that provide local access, linking rural areas and smaller communities to the primary network. These roads typically carry lower traffic volumes and address more localized travel needs. KY 78 is a State Secondary Route.

The Rural Secondary Road System consists of state-maintained roads in rural areas that primarily serve local and regional travel needs. These roads are generally smaller than primary roads: typically lower volume routes that may be used for agricultural transport, commuting, and other essential functions. KY 1194 and KY 1247 are Rural Secondary Routes.

A Scenic Byway is a designated route that highlights the state’s natural beauty, cultural heritage, and historic landmarks, promoting tourism, supporting local economies, and encouraging conservation efforts. US 127 and KY 78 are part of the state-designated Cumberland Cultural Heritage Highway. The route pays homage to the early settlers who traveled through the Cumberland Gap with a history of mining, railroading, and Civil War battles. Stretching 187 miles between Beaumont (Metcalfe County) and Danville, main attractions include Lake Cumberland, Dale Hollow Lake, and Green River.

**FUNCTIONAL CLASSIFICATION.** The federal functional classification system organizes roads based on their role in balancing mobility and access, traditionally designated as urban or rural. More recently, design policies acknowledge a broader spectrum of land use contexts: rural, rural town, suburban, urban, and urban core. Understanding this classification system helps guide roadway planning and design decisions, specifically, vehicle speed, capacity, and the roadway’s relationship to land use development. Federal legislation uses functional classification in determining eligibility under the Federal-aid program. The five major functional classes are defined in **Figure 4**. Study area route classifications are mapped in **Figure 5**.

<b>Freeways &amp; Interstates</b>	Provide high speed, high mobility links for long distance trips.
<b>Principal Arterials</b>	Serve major centers for metropolitan areas, provide a high degree of mobility, and can also provide mobility through rural areas.
<b>Minor Arterials</b>	Provide service for trips of moderate length, serve geographic areas smaller than their Principal Arterial counterparts, and offer connectivity to the Principal Arterial system.
<b>Collectors</b>	Gather traffic from local roads and funnel to the arterial network. Classified as either a major or minor collector; generally serve intra-county travel and shorter trips.
<b>Local Roads</b>	Not intended for long distance travel, except at the origin or destination end of the trip, due to their direct access to abutting land. Often designed to discourage through traffic.

Figure 4: Major Functional Classifications

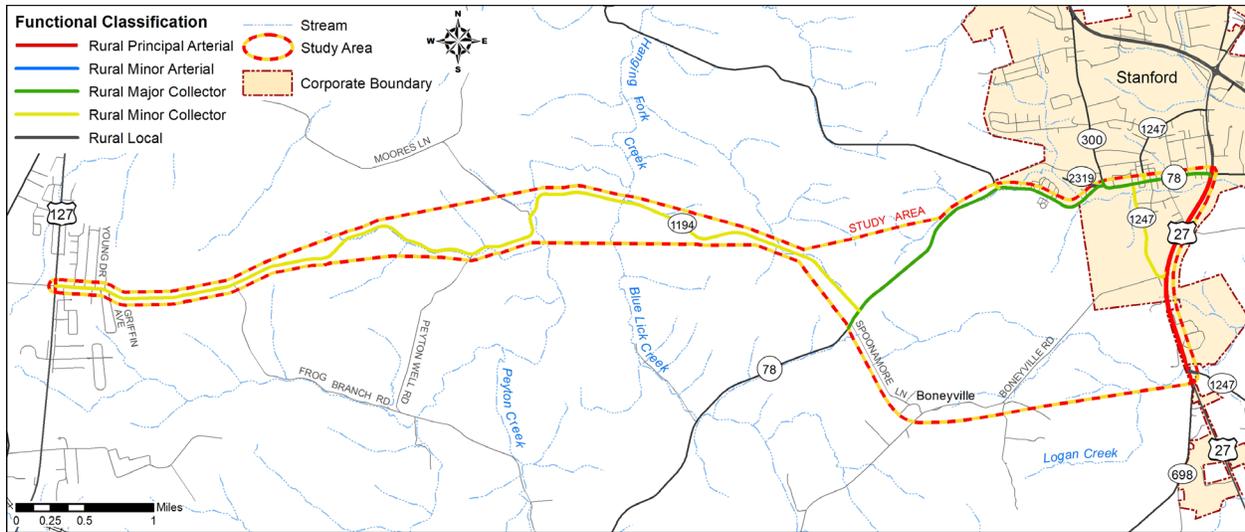


Figure 5: Functional Classification in Study Area

**FREIGHT ROUTES.** US 127 and US 27 are the only designated truck routes in the study area. Both are included in the Kentucky Highway Freight Network (KHFN), a designated system of interstates, US highways, and major state routes designed to accommodate high truck volumes.

Additionally, US 27 is part of the National Truck Network (NN) which allows larger commercial vehicles, such as 53-foot trailers and twin-trailer combinations, to travel across state lines without size restrictions. US 127 is also a state-designated truck route.

## 2.2 ROADWAY GEOMETRY

KYTC’s HIS database was queried to obtain geometric characteristics related to speed limits, driving lanes, shoulders, vertical grades, and horizontal curves. Existing geometrics were compared to KYTC’s *Highway Design Manual* (HDM)<sup>5</sup> to identify roadway characteristics that do not meet current practice guidelines.

**SPEED LIMITS.** **Figure 6** shows posted speed limits in the study area. Rural routes are signed at 55 mph; in town, speed limits beyond US 27 are 25-35 mph. Midday data logger results shown on **Figure 7** graphically demonstrate average speeds through town. Vehicle speeds were greater along Main Street than posted limits unless the driver stopped at a red light, particularly east of the downtown core. There are three signals along Main Street: at KY 1247 (Somerset Street) at KY 78 MP 12.551, at KY 1247 (Lancaster Street) at MP 12.639, and at US 27 at MP 13.135.

<sup>5</sup> Online at <https://transportation.ky.gov/Highway-Design/Pages/default.aspx>

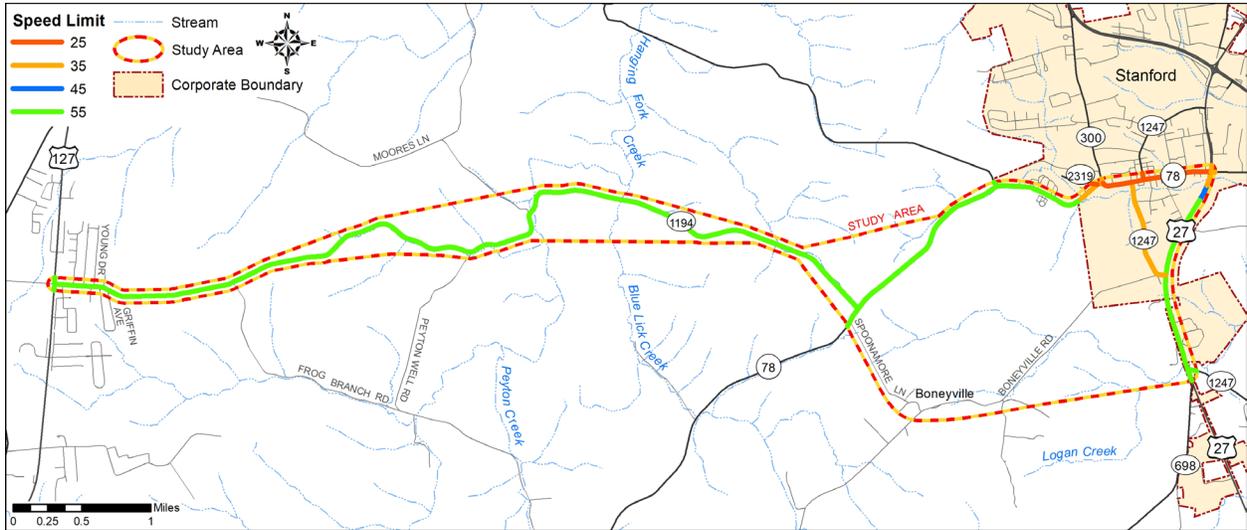


Figure 6: Posted Speed Limits in Study Area

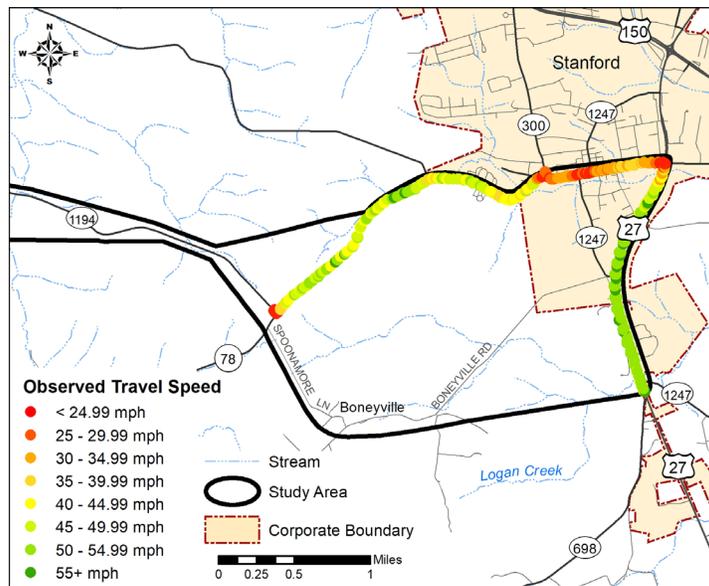


Figure 7: Data Logger Speed Results

**LANES AND SHOULDERS.** **Figure 8** illustrates lane and shoulder widths within the study area. KY 1194 and KY 78 outside the city limits have two 10-foot-wide driving lanes with 1-foot paved shoulders. In town, KY 78 has an urban template with 12-foot lanes, on-street parking on both sides, and curb and gutter.

For comparison, HDM Exhibit 700-02 recommends 11-foot-wide lanes with 6-foot-wide usable shoulders for rural collector routes carrying over 2,000 vehicles per day (vpd).

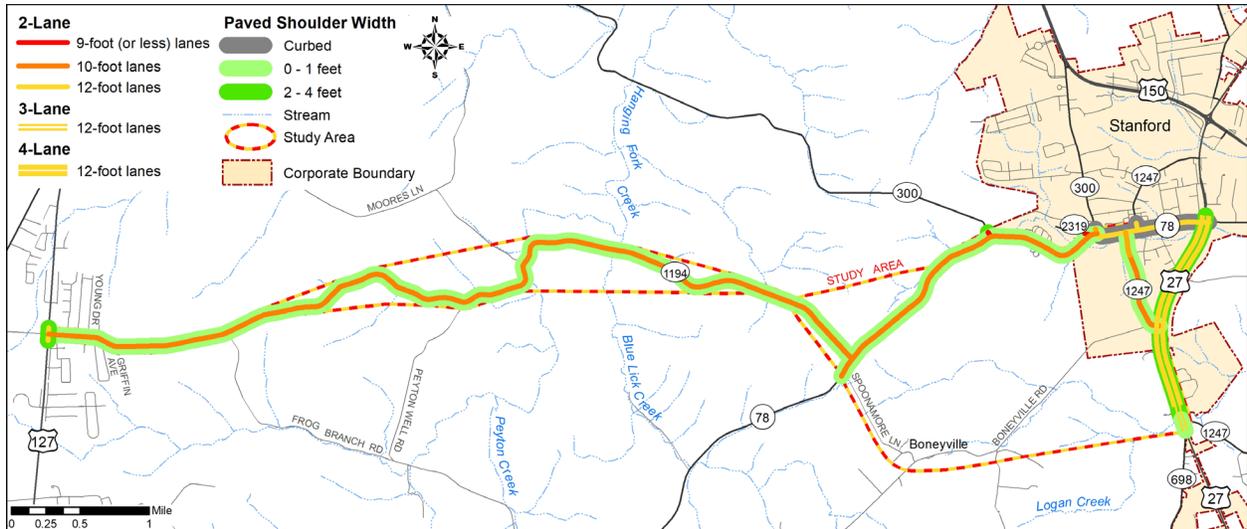


Figure 8: Lane and Shoulder Widths on Study Area Highways

**VERTICAL GRADES.** HIS records and digital terrain files were reviewed to identify the steepest grades (i.e., hills) along the study route. Vertical grades are organized into six classes, graded A (flattest) through F (steepest), as shown in **Table 3**. HDM Exhibit 700-02 recommends 7% maximum grade for 55 mph rural collectors in rolling terrain, i.e., Class D or better.

**Figure 9** maps Class D, E, and F grades within the study area alongside sharp horizontal curves, discussed below. There are 15 grades along KY 1194 steeper than the recommended 5%. The steepest section in the study area lies between MP 4.8 and MP 5.8 just east of Blue Lick Creek. **Figure 10** shows a representative view of the westbound steep vertical grade near MP 5.6.

Table 3: Vertical Grade Class

Code	Description (percent)
A	0.0-0.4
B	0.5-2.4
C	2.5-4.4
D	4.5-6.4
E	6.5-8.4
F	8.5+

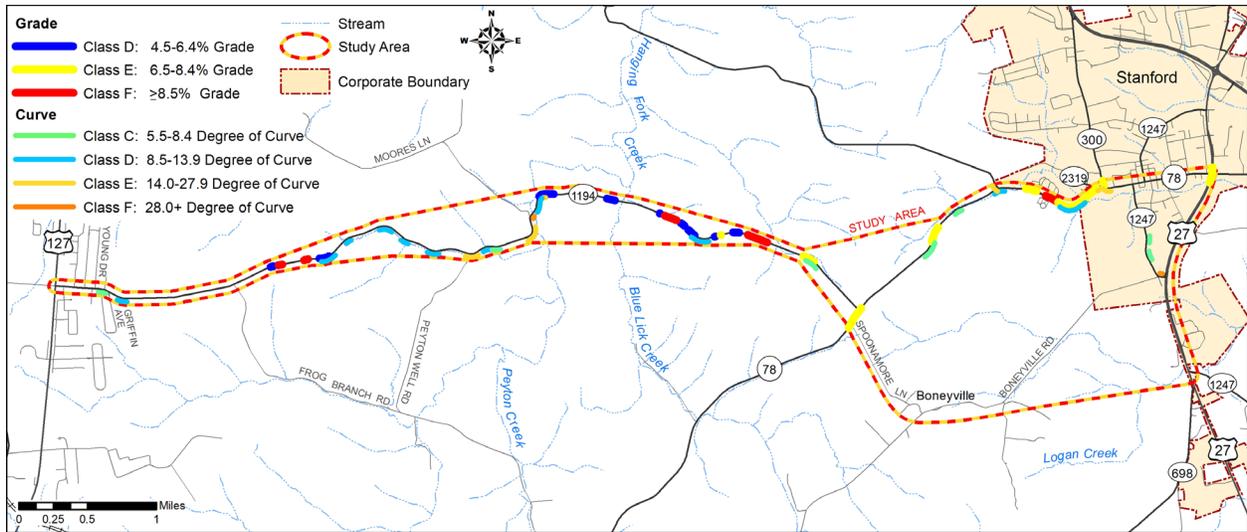


Figure 9: Steep Vertical Grades and Sharp Horizontal Curves



Figure 10: Westbound KY 1194, Class F Vertical Curve near MP 5.6

**HORIZONTAL CURVES.** HIS data were reviewed to identify horizontal curves along the study routes. At a planning level, KYTC organizes horizontal curves into six classes, graded A (most sweeping) through F (sharpest), as listed in **Table 4**. Design guidelines vary by area type (rural versus urban), design speed, and superelevation, with the minimum radius for 55 mph rural collectors falling into Class B or better.

Table 4: Horizontal Curve Class

Code	Degrees	Radius (ft)
A	0.0-3.4	≥1,680
B	3.5-5.4	1,640-1,060
C	5.5-8.4	1,040-680
D	8.5-13.9	670-410
E	14.0-27.9	410-205
F	28.0+	≤205

**Figure 9** shows Class C-F horizontal curves within the study area. Along KY 1194, 17 horizontal curves have a tighter radius than the 1,060 feet recommended in the HDM. The curviest section is near Hanging Fork Creek and Moores Lane; **Figure 11** shows views from this stretch.



Figure 11: Sharp Curves along KY 1194

**PEDESTRIAN AND BICYCLE FACILITIES.** A network of sidewalks serves the heart of downtown with clusters existing in select surrounding neighborhoods as shown on **Figure 12**. Local input suggests the heaviest pedestrian flows are at Lancaster and Third streets on either side of the courthouse. Third-party data from StreetLight supports this observation. Strava heatmaps, which track GPS signals for recreational app users, show runners along KY 300 and US 150 and cyclists following several low-volume rural highways in the area.

As of 2025, no formal bike/ped plan for the city or county exists but there is local interest in expanding these networks. The City recently added bike lanes along Logan Avenue and has been seeking funding to add bike lanes along Whitley Avenue as well.



Figure 12: Existing Bike/Ped Facilities

KY 78 was repaved in summer 2024. Perpendicular crosswalks exist for pedestrians crossing KY 78 (Main Street) but not at cross-streets. Sidewalk ramps in some locations do not satisfy *American Disabilities Act* (ADA) requirements. Representative photos are shown in **Figure 13**.



Figure 13: Representative Views of Sidewalk Ramps and Crosswalks

KYTC adopted a Complete Streets Policy<sup>6</sup> in 2022, committing to partnering with other agencies to:

- Identify opportunities to promote and provide safe, convenient access and travel for all users of the transportation network while reducing crash rates and the severity of crashes.
- Improve mobility and accessibility for all individuals.
- Support mode shift to non-motorized transportation.
- Ensure early coordination to identify potential actions/strategies.

Consideration of the needs of all modal users is critical throughout the planning and project development process.

## 2.3 STRUCTURES

**Figure 14** shows seven structures within study area boundaries—two along KY 1194.

- Listed in Fair condition, Bridge 069B00044N (**Figure 15**) carries KY 1194 over Hanging Fork Creek. The three-span concrete T-beam structure is posted for loads up to 44 tons. It provides 24 feet of horizontal clearance curb to curb.
- Bridge 069B00043N (**Figure 15**) is a double barrel box culvert rated in Good condition. It was built in 1951 and carries KY 1194 over Blue Lick Creek.

<sup>6</sup> Online at <https://transportation.ky.gov/BikeWalk/Pages/Complete-Streets.aspx>



## 2.4 2024 TRAFFIC

To understand current roadway users, video-based peak period turning movement counts were conducted at seven key intersections during May and August 2024. Counts classified vehicles into one of five categories—motorcycles, cars, buses, single-unit trucks, and articulated trucks—and identified any pedestrians or bicyclists.

Analysts also reviewed historic KYTC volume data, including truck percentages, hourly factors, and peak-hour directional distributions. Additional information is in **Appendix A**. Daily, KY 1194 carried up to 2,700 vpd in 2024, with the busiest stretch approaching US 127. Volumes drop continuing east from US 127, with 1,100 vpd along the rural section of KY 1194. **Figure 16** presents the peak hour turning movements at seven study intersections for the AM and PM peaks. No cyclists, but a few pedestrians, were observed during counts within the downtown core.

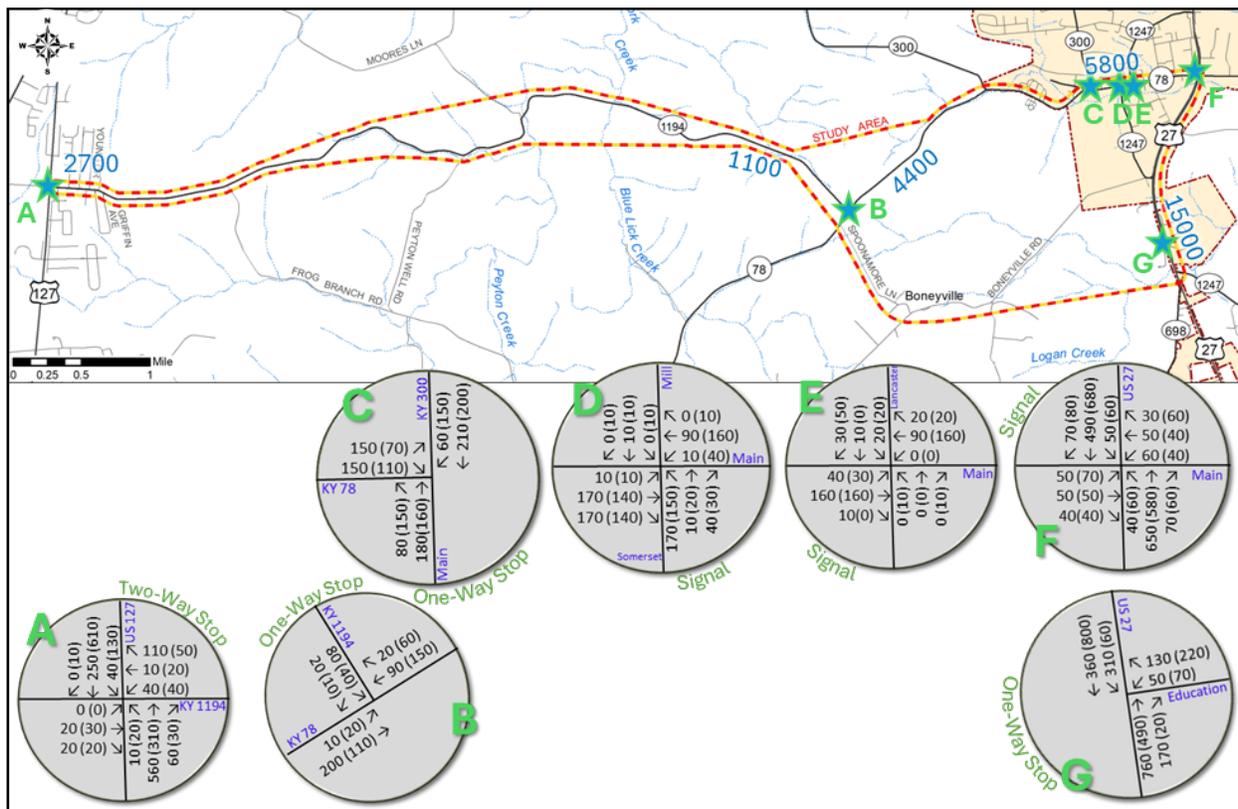


Figure 16: 2024 Existing AM (PM) Turning Movement Counts

**ORIGIN–DESTINATION FLOWS.** Turning movement counts in May collected origin-destination pairs between four intersections where data was collected simultaneously. This origin-destination data helps estimate regional trips that could potentially shift to a future bypass. Five hours of data showed about 20% of traffic at the KY 78/KY 1194 intersection (Site B in **Figure 16**) continue to/from US 27 at the schools (Site G).

Due to the small sample size, 2022 StreetLight data provided a comparison point to estimate origin-destination flows. These estimates show around 6% of traffic at the KY 78/KY 1194 intersection (Site B) continue to/from US 27 at the schools (Site G). Considering only the KY 1194 approach west of the intersection, about 10% of traffic continues to/from US 27 at the schools. AM and PM peak periods show similar concentrations, although the morning peak shows a higher concentration of eastbound traffic (from B to G), whereas the afternoon is closer to an even split between directions.

**TRAFFIC OPERATIONS.** Two commonly applied highway performance indicators, level of service (LOS) and volume-to-capacity (v/c) ratios, were calculated to describe traffic operations along the corridor. Computations were performed in accordance with current *Highway Capacity Manual* (HCM) procedures.

LOS is a qualitative measure that describes traffic conditions based on metrics such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. LOS typically represents a driver’s outlook on traffic conditions based on perceived congestion. As illustrated in **Figure 17**, LOS A is associated with free flow conditions, high freedom to maneuver, and little or no delay. Conditions at or near capacity typically are associated with LOS E; whereas LOS F represents oversaturated traffic conditions beyond capacity, with low travel speeds, little or no freedom to maneuver, and lengthy delays.

LEVEL OF SERVICE		DESCRIPTION
A		<ul style="list-style-type: none"> <li>Average Travel Speed.</li> <li>Free traffic flow with few restrictions on maneuverability or speed.</li> </ul> <p><b>NO DELAYS</b></p>
B		<ul style="list-style-type: none"> <li>Stable traffic flow.</li> <li>Speed becoming slightly restricted.</li> <li>Low restriction on maneuverability.</li> </ul> <p><b>NO DELAYS</b></p>
C		<ul style="list-style-type: none"> <li>Stable traffic flow, but less freedom to select speed, change lanes or pass.</li> </ul> <p><b>MINIMAL DELAYS</b></p>
D		<ul style="list-style-type: none"> <li>Traffic flow becoming unstable.</li> <li>Speeds subject to sudden change.</li> <li>Passing is difficult.</li> </ul> <p><b>MODERATE DELAYS</b></p>
E		<ul style="list-style-type: none"> <li>Unstable traffic flow.</li> <li>Speeds change quickly and maneuverability is low.</li> </ul> <p><b>MAJOR DELAYS</b></p>
F		<ul style="list-style-type: none"> <li>Heavily congested traffic.</li> <li>Demand exceeds capacity and speeds vary greatly.</li> </ul> <p><b>MAJOR DELAYS</b></p>

Figure 17: Level of Service Thresholds

LOS can be measured as an average for a highway segment or for any stop-controlled movement(s) at an intersection, though the delay thresholds vary based on whether the intersection is signalized or stop-controlled. As a general rule, LOS D is acceptable for urban areas and LOS C for rural areas.

Another measure, v/c, compares a facility’s traffic volume to its theoretical capacity over a specific duration, one hour in this instance. A v/c ratio greater than 1.0 indicates a route has exceeded its theoretical capacity and additional throughput may be justified.

**Table 5** summarizes key performance metrics for state-owned highway segments while **Table 6** includes metrics for study intersections.

Table 5: Existing Traffic Operations, Highway Segments

Route	MP	2024 ADT	AM LOS	AM v/c	PM LOS	PM v/c
US 127	6.9-9.0	9,3000-9,900	C	0.4	D	0.5
KY 1194	0.0-6.6	1,100-2,700	A	0.1	A	0.1
KY 78 Hustonville St	10.1-12.3	3,500-4,400	C	0.2	B	0.1
KY 78 Main St	12.3-13.1	3,500-5,800	C-D	0.2	B-C	0.2
KY 300 Danville Ave	7.4-8.7	5,400	B	0.2	C	0.2
KY 1247 Somerset St	17.0-17.7	3,600	B	0.2	B	0.1
US 27	15.7-17.2	13,800-15,000	A-B	0.3	A	0.2

Table 6: Existing Traffic Operations, Study Intersections

Intersection	Control	2024 VPD <sup>a</sup>	AM LOS	AM v/c <sup>b</sup>	PM LOS	PM v/c <sup>b</sup>
US 127/KY 1194	2W Stop	11,400	C	-	D/E	-
KY 78/KY 1194	1W Stop	4,500	A	-	A	-
KY 78/KY 300 (Danville Rd)	1W Stop	7,800	E	EB	C	-
KY 78/KY 1247 (Somerset St)	Signal	6,600	B	-	B	-
KY 78/KY 1247 (Lancaster St)	Signal	4,200	A	-	A	-
KY 78 (Main St)/US 27	Signal	19,000	B	-	B	-
US 27/Education Way	1W Stop	16,200	B <sup>c</sup>	SBL	C	-

<sup>a</sup>Daily volume entering intersection; <sup>b</sup>Lists movements with v/c ≥0.8; <sup>c</sup>Estimates impact of officer directing school traffic

Existing volumes demonstrate LOS E operations at two intersections:

- Coming into town in the morning, the stop-controlled KY 78 (Hustonville Street) approach to KY 300 (Danville Road) has a 0.85 v/c as all eastbound traffic shares a single lane. Cross traffic does not have to stop. The maximum queue length reaches 230 feet.
- Turns from KY 1194/McCormack Church Road onto US 127 are relatively low volume movements but experience delays waiting for gaps in traffic along US 127. During the AM peak, the westbound left operates at LOS E but has no v/c or queue length concerns. During the PM peak, left turns from both stop-controlled approaches operate at LOS E but show no v/c or queuing concerns.

## 2.5 CRASH HISTORY

Safety analyses were conducted using crash data retrieved from KYTC’s TED warehouse and the Crash Data Analysis Tool (CDAT). Historical crash data were evaluated for a five-year period (January 2019 through December 2023) to determine trends (see **Appendix B**). **Figure 18** shows crash locations by severity and type.

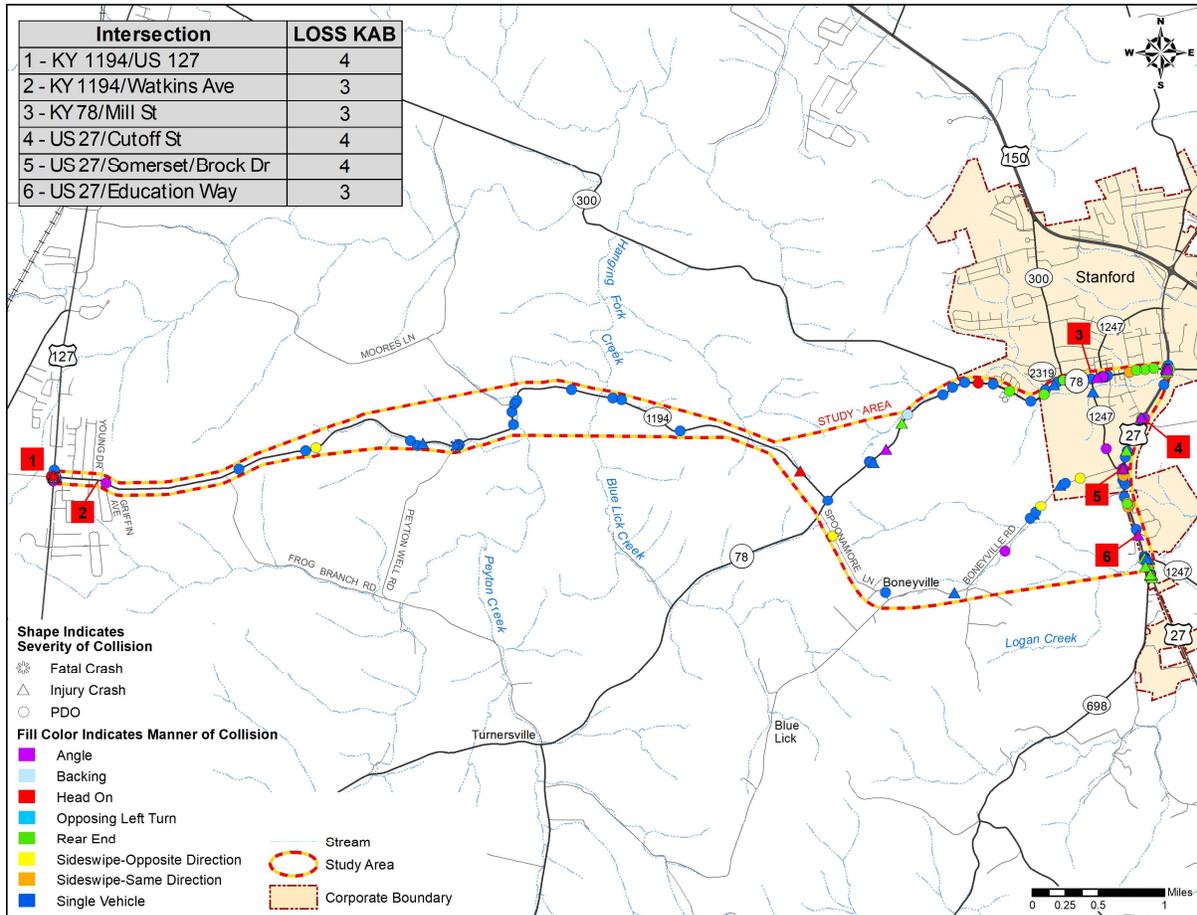


Figure 18: Crash Location, Severity, Type, and Poor LOSS

During the analysis period, 131 crashes were reported on state routes in the study area, plus 13 along local routes near the southern boundary providing a similar function as an extension of KY 1194. Two crashes resulted in fatalities. No reported crashes involved bicyclists or pedestrians.

BY SEVERITY. The “KABCO” scale classifies crashes by severity with letters representing injury levels:

<b>K</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>O</b>
Killed	Suspected Severe Injury	Suspected Minor Injury	Possible Injury	Property Damage

Considering state-maintained study area routes, 131 reported crashes included 2 fatalities, 33 injury collisions, and 96 resulting in property damage only (PDO). **Figure 19** graphically illustrates crash severity categories; **Table 7** summarizes crashes by route.

Both fatalities involved motorcycles. In October 2021, a fatal roadway departure occurred on KY 1194 near Peyton Well Road (MP 6.27) when a motorcyclist lost control in a curve. The second occurred in

April 2022 at the US 127/KY 1194 intersection when a southbound pickup truck turned left into an oncoming northbound motorcyclist after dark.

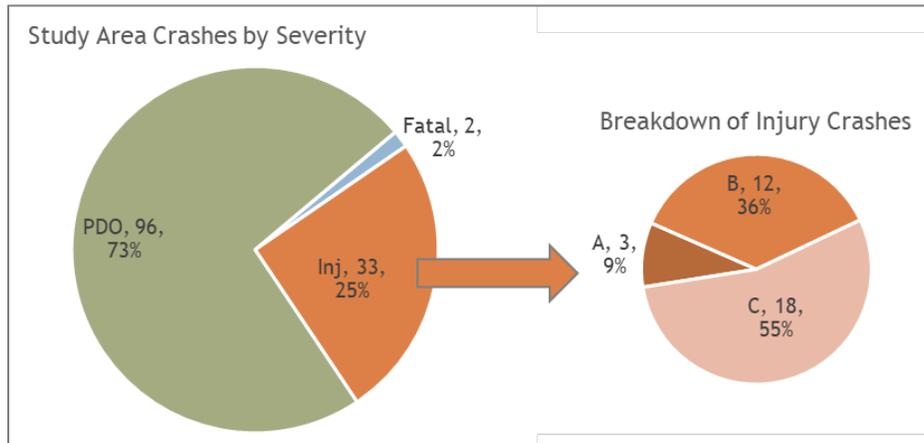


Figure 19: Crash Severity

Table 7: Crash Severity by Route

Route	K	A	B	C	PDO	Total Crashes
KY 78			1	4	30	<b>35</b>
KY 1194	1	1		3	18	<b>23</b>
KY 1247			1	1	3	<b>5</b>
US 27		2	9	7	39	<b>57</b>
US 127	1		1	3	6	<b>11</b>
<b>Totals</b>	<b>2</b>	<b>3</b>	<b>12</b>	<b>18</b>	<b>96</b>	<b>131</b>

Further, State Police records show 12 crashes on local routes near the southern study area limits during the five-year analysis period: two on Spoonamore Lane, six on Boneyville Road, one on Newlands Lane, and three on Brock Drive. Two on Boneyville Road and one Brock Drive resulted in injuries.

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the US Department of Transportation’s Safe System Approach<sup>7</sup> refocuses design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. It also emphasizes shared responsibility: everyone has a role to play in prioritizing safety.

**BY TYPE.** Single vehicle crashes are the leading crash type, accounting for 40% of all reported crashes, followed by angle (24%) and rear end collisions (22%). Considering just KY 1194, 74% of reported crashes involved a single vehicle. **Figure 20** shows the distribution of crash types by state route.

<sup>7</sup> Online at <https://www.transportation.gov/NRSS/SafeSystem>

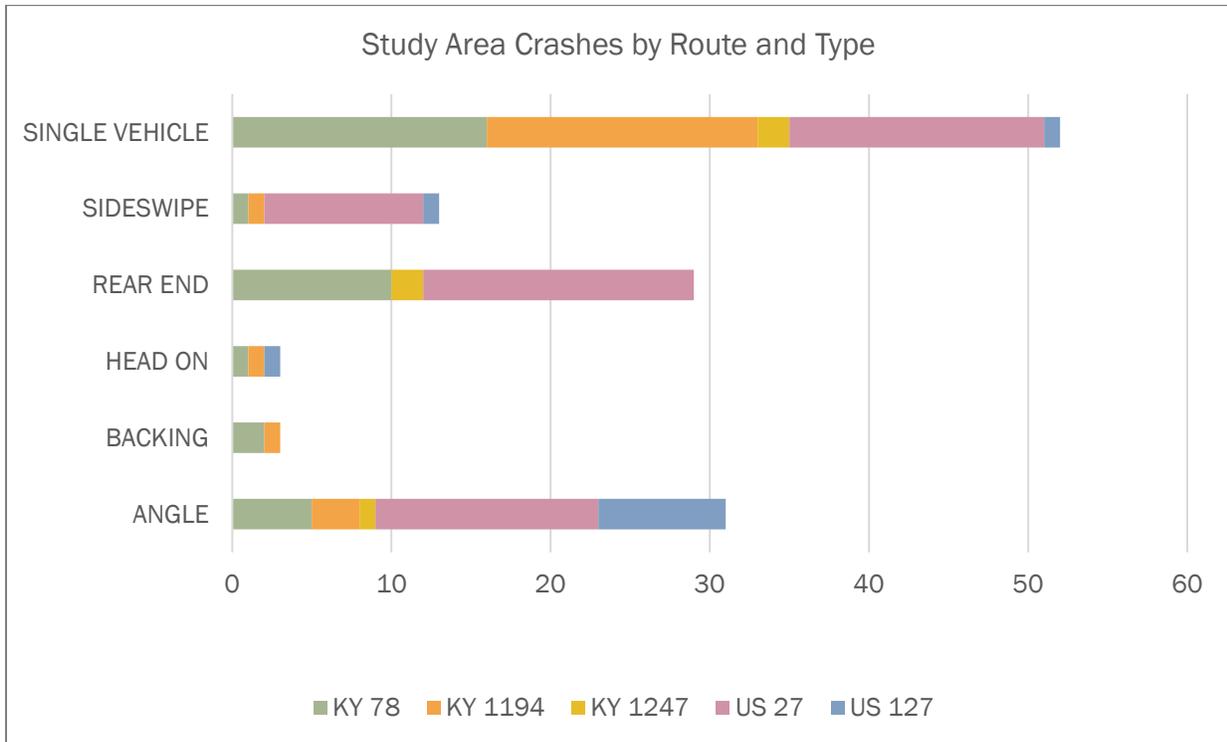


Figure 20: Crash Types by Route

**RECENT SAFETY IMPROVEMENTS.** Two corridors in the study area have undergone HSIP projects within the last decade. HSIP projects involve a data-driven assessment to identify and quickly implement low-cost, practical countermeasures to reduce fatalities and overall crash rates.

- As part of Item No. 8-9000, HSIP improvements were implemented along KY 1194 during 2018. Comparing before and after crash rates, the project effectively halved crash rates and substantially lessened crash severities. That is, 46% of 110 crashes prior to the HSIP project (Aug. 2004-Jan. 2015) resulted in a fatality or injury compared to 17% of 23 crashes afterwards.
- Item No. 8-9014 implemented HSIP improvements for the KY 78 corridor through upgraded striping, enhanced signing, addressed curves, improved shoulders/ditches, trimmed vegetation, and replaced guardrail. Construction was completed in 2024. A comparison of before/after crash rates has yet to be conducted.

**OTHER CRASH TRENDS.** Study area crash trends were compared to identify correlations in the data that could highlight underlying concerns.

- 24% of study area crashes occurred in wet/icy conditions—or 48% of KY 1194 crashes, which could suggest drainage concerns, poor superelevation, or decreased friction on worn pavement.
- 21% occurred after dark, with no streetlights beyond city limits.

- 6% involve a commercial vehicle: six along US 27 and two on KY 78.
- 39% of crashes were coded as Roadway Departures, where a vehicle leaves its travel lane. Roadway departures are one of the emphasis areas identified by KYTC's Office of Highway Safety as these crash types tend to be more severe.<sup>8</sup> Considering only crashes along KY 1194, 65% of crashes were roadway departures.

**LEVEL OF SERVICE OF SAFETY.** Statistical analyses were performed using the Kentucky Transportation Center's CDAT to find areas of crash concentrations. The measure is Level of Service of Safety (LOSS)—a refined statistical methodology in the *Highway Safety Manual* used to evaluate safety needs. LOSS categories 1 and 2 represent sites with fewer than anticipated crashes, while categories 3 and 4 represent sites with more than anticipated crashes. Because LOSS 4 sites experience such elevated crash rates, there is a higher probability that safety countermeasures at these locations would result in larger improvements.

LOSS for the corridor was calculated for KAB severity crash distributions, considering both highway segments and intersections. Segments along KY 1194 result in a LOSS 2 rating, indicating crash frequencies are less than predicted by mathematical formulas. However, some intersections exhibit a LOSS 3 or 4 rating. These intersections are shown in red on **Figure 18** (page 17).

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<sup>8</sup> Online at <https://transportation.ky.gov/HighwaySafety/Pages/default.aspx>

## 3.0 ENVIRONMENTAL OVERVIEW

The purpose of this environmental overview is not to quantify environmental impacts, but instead to identify potential environmental issues to consider during the project development process. This information should aid the project team in making decisions to avoid, minimize, and/or plan for mitigation of potential project impacts, as appropriate. Should future projects develop following this study, additional environmental studies will likely be required.

If there is a federal nexus (e.g., federal funds, lands, permits, etc.) on a future project, then the procedures established by the *National Environmental Policy Act* (NEPA) must be followed. NEPA requires, to the fullest practicable extent, that federal actions be interpreted and administered in accordance with its environmental protection goals. It requires an interdisciplinary approach in planning and decision-making for any action that adversely impacts the environment. The potential environmental impacts and need for safe and efficient transportation must be weighed to reach a decision that is in the best overall public interest.

**Figure 21** provides a visual summary of environmental resources near the study corridor.

### 3.1 NATURAL ENVIRONMENT

The natural environment includes all living and non-living things occurring naturally (not artificial or human-built). This includes aquatic ecology, such as rivers, streams, and wetlands; threatened and endangered species; farmlands; and geotechnical resources.

#### WATER RESOURCES

Two main streams cross the KY 1194 corridor: Blue Lick Creek and Hanging Fork Branch. Both drain northward into the Dix River. A series of smaller, unnamed streams also drain the area, running along and across KY 1194. There are no state or federally designated special use waters in the vicinity. Both Blue Lick and Hanging Fork creeks represent potential mussel habitat.

Logan Creek and St Asaph Creek run through the eastern portion of the study area as well. Associated floodplains follow all four named streams, running closely along the riparian channels.

The *National Wetlands Inventory* records 41 wetlands beyond riverine habitat along the creeks, including primarily freshwater ponds.

Impacts to streams and wetlands require permit coordination with the US Army Corps of Engineers (USACE) and Kentucky Division of Water (KDOW), depending on the scale of the water resource and potential disturbance.

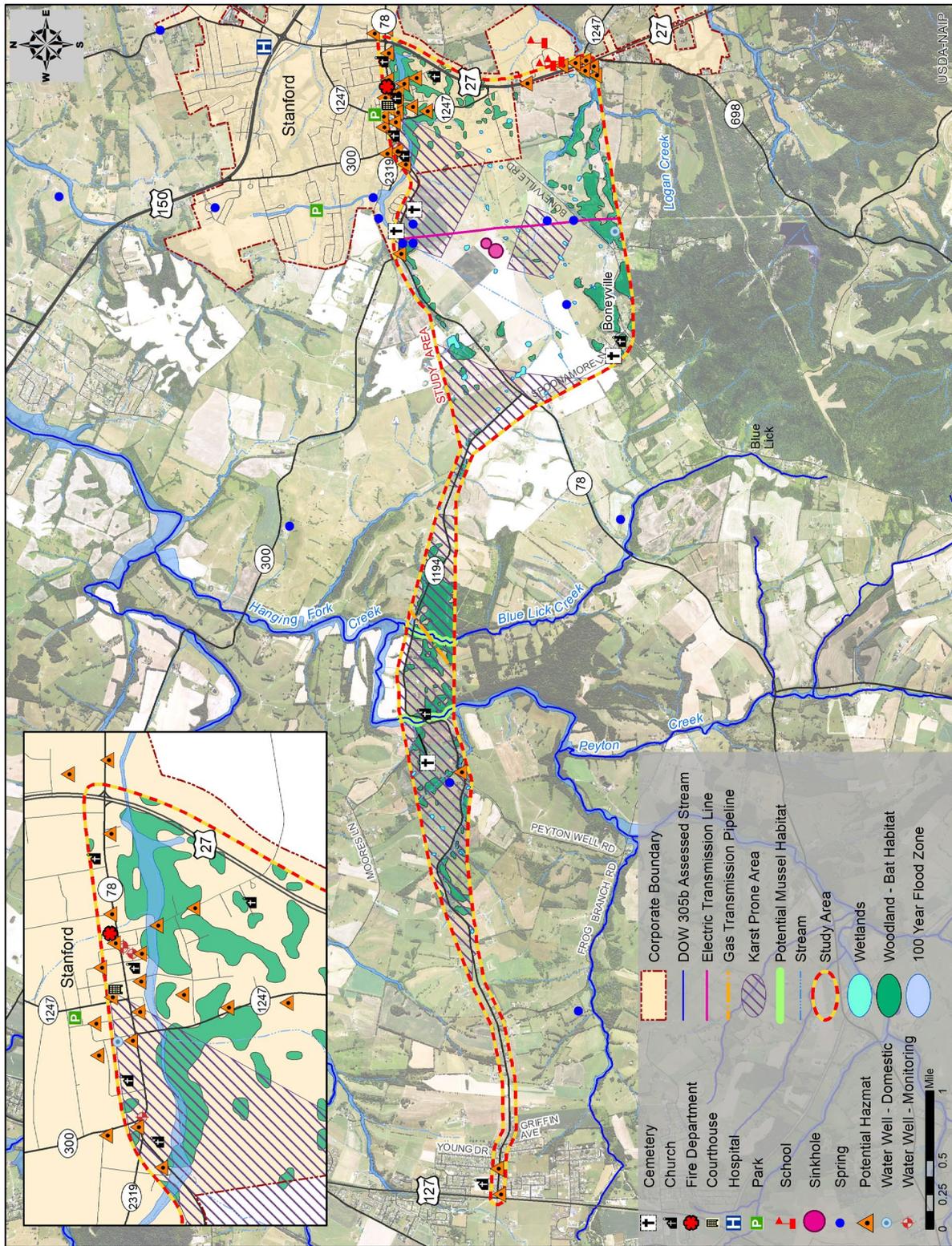


Figure 21: Environmental Overview

## PROTECTED SPECIES

The US Fish and Wildlife Service (USFWS) maintained database of federally protected species are listed as endangered or threatened under the *Endangered Species Act*. As of March 2025, two listed bats, one mussel species, and one insect potentially inhabit the study area. There are no critical habitats along the study corridor. **Table 8** lists potential threatened and endangered species in the area.

Table 8: Listed Threatened and Endangered Species

Group	Name	Scientific Name	Status
Mammals	Gray bat	<i>Myotis grisescens</i>	Endangered
	Indiana bat	<i>Myotis sodalis</i>	Endangered
Clam	Salamander mussel	<i>Simpsonaias ambigua</i>	Proposed Endangered
Insect	Monarch butterfly	<i>Danaus plexippus</i>	Proposed Threatened

A habitat assessment may be needed in the early stages of project development for future project(s) to assess potential project impacts to threatened and endangered species. Projects that occur within an area of known bat habitat will require project-specific evaluation to assess appropriate minimization/mitigation measures. KYTC maintains a *Programmatic Conservation Memorandum of Agreement for Forest Dwelling Bats* to streamline measures to minimize impacts for Indiana and gray bats. For other federally listed species, specific ecological surveys may be required for projects that have the potential to impact habitat. Coordination with the USFWS Kentucky Field Office will be necessary to determine the need for future project-specific surveys.

## FARMLAND CLASSIFICATIONS

Natural Resource Conservation Service (NRCS) classifies farmlands based on soil type. As shown in **Figure 22**, 28% of study area soils qualify as farmlands of statewide importance, with another 35-38% classified as prime farmlands. No protected easements or agricultural districts were identified within the study area. Should federal funds be used on future projects, the *Farmland Protection Policy Act* must be followed. If there is potential to convert farmland, coordination with the local NRCS office is required.



Figure 22: Farmland Soil Classifications

## HAZARDOUS MATERIALS

A detailed third-party records search was conducted during September 2024 to identify potential hazardous materials concerns in the vicinity. A windshield survey was also completed to highlight any other sites not tracked in formal databases. Investigations identified 31 potential red flags—orange triangles in **Figure 21**—primarily within Stanford and along the US 27 corridor. Sites along KY 1194 are listed in **Table 9** with additional information included as **Appendix C**. Subsequent windshield survey did not reveal undocumented waste disposal sites, stressed vegetation, and/or stained soils indicative of underground storage tank and/or hazardous materials contamination.

Table 9: Potential Hazardous Materials Concerns

Name	Address	Description
Dollar General	7269 KY 1194	NPDES, FINDS, ECHO
Spill (closed)	KY 1194 at Robin Dr	SPILLS
Spill (closed)	3115 KY 1194	SPILLS
N/A	McCormack Church Road	FINDS, ECHO

## AIR QUALITY CONSIDERATIONS

The US Environmental Protection Agency (USEPA) has set up National Ambient Air Quality Standards (NAAQs) for six criteria pollutants: ozone, lead, nitrogen dioxide, sulfur dioxide, carbon monoxide, and particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>). The region is currently in attainment for all criteria pollutants monitored by the USEPA.

To prove air quality conformity, federally funded transportation projects recommended for further development should be modeled and included in KYTC's statewide transportation improvement program (STIP) to ensure conformity requirements are satisfied.

## 3.2 HUMAN ENVIRONMENT

The human environment includes people and the resources they define: land use, community features, cultural historic resources, etc. Each could potentially be affected by future projects. The following sections identify these resources for consideration during any future project development phases. **Figure 21** shows corresponding locations.

### LAND USE AND COMMUNITY RESOURCES

Stanford is a home-rule city in northern Lincoln County with a population around 3,600. Lincoln County is part of the Bluegrass Area Development District (BGADD); Departments of Planning and Zoning cover both the city and the unincorporated areas of the county.

Land use within Stanford is a mix of residential, civic, and commercial uses with the bulk of the Main Street corridor lined with historic buildings, including a vibrant downtown local business district and government services.



Figure 23: Main Street, Stanford

By comparison, the KY 1194 corridor is a mix of rural residential land uses, agricultural fields, and wooded lots.

Specific community resources within and serving the study area include:

**SCHOOLS.** Lincoln County middle and high schools are located on Education Way, accessed via US 27 near the southeastern study area limits. The county's bus garage and Area Technology Center share the same campus. The study area is served by two public elementary schools: Stanford (101 Old Fort Road in Stanford) in the east and Hustonville (93 North College Street in Hustonville) in the west.

**MEDICAL.** Ephraim McDowell Fort Logan Hospital is located north of the US 27/US 150 intersection, providing emergency medical care for Stanford. A larger regional medical center is located in Danville, 10 miles northwest.

**CIVIC SERVICES.** Government offices for the county and city are clustered along four blocks of Main Street in downtown Stanford, including the County Courthouse, City Hall, Judicial Center, police and sheriff offices, and fire department.



Figure 24: Fire Department, Stanford

**PARKS.** No public parks or recreation facilities are located within the study area limits.

**CHURCHES.** There are seven churches within the study area limits.

- New Hope Baptist Church (61 Roman Road)
- McCormack Church, a historic meetinghouse but no longer active congregation (Moores Lane at KY 1194)
- Bethel AME Church of Boneyville (755 Spoonamore Lane)
- New Beginnings United Methodist (310 West Main Street)
- Stanford Christian Church (200 East Main Street)
- Stanford Presbyterian Church (213 East Main Street)
- Stanford Church of Christ (702 East Main Street)
- Stanford Church of the Nazarene (73 Elizabeth Avenue)

There are two large cemeteries in the study area limits:

- Buffalo Springs Cemetery includes burial sites on both sides of KY 78 west of town. It is one of the oldest cemeteries in the state and inters the remains of several Revolutionary War soldiers.
- McCormack Church Cemetery has 250+ markers dating as far back as 1802.

Smaller cemeteries and individual burial sites may be found on private land, particularly in rural areas.

## HISTORIC RESOURCES

Section 106 of the *National Historic Preservation Act of 1966* requires federal agencies to consider impacts to historic properties when making project decisions, in coordination with the State Historic Preservation Officer (SHPO).

A *Cultural Historic Overview (Appendix D)* was completed for the study area to identify properties listed or potentially eligible for listing on the National Register of Historic Places (NRHP). A records review found 64 previously surveyed resources within or adjacent to the study area. Windshield surveys during Fall 2024 identified seven previously listed resources, 16 likely to be NRHP eligible, three potential new historic districts, and 19 additional properties not visible from public right-of-way that could be significant based on their age. **Figure 25** maps locations of each, with details below. **Table 10** shows resources currently listed in the NRHP.

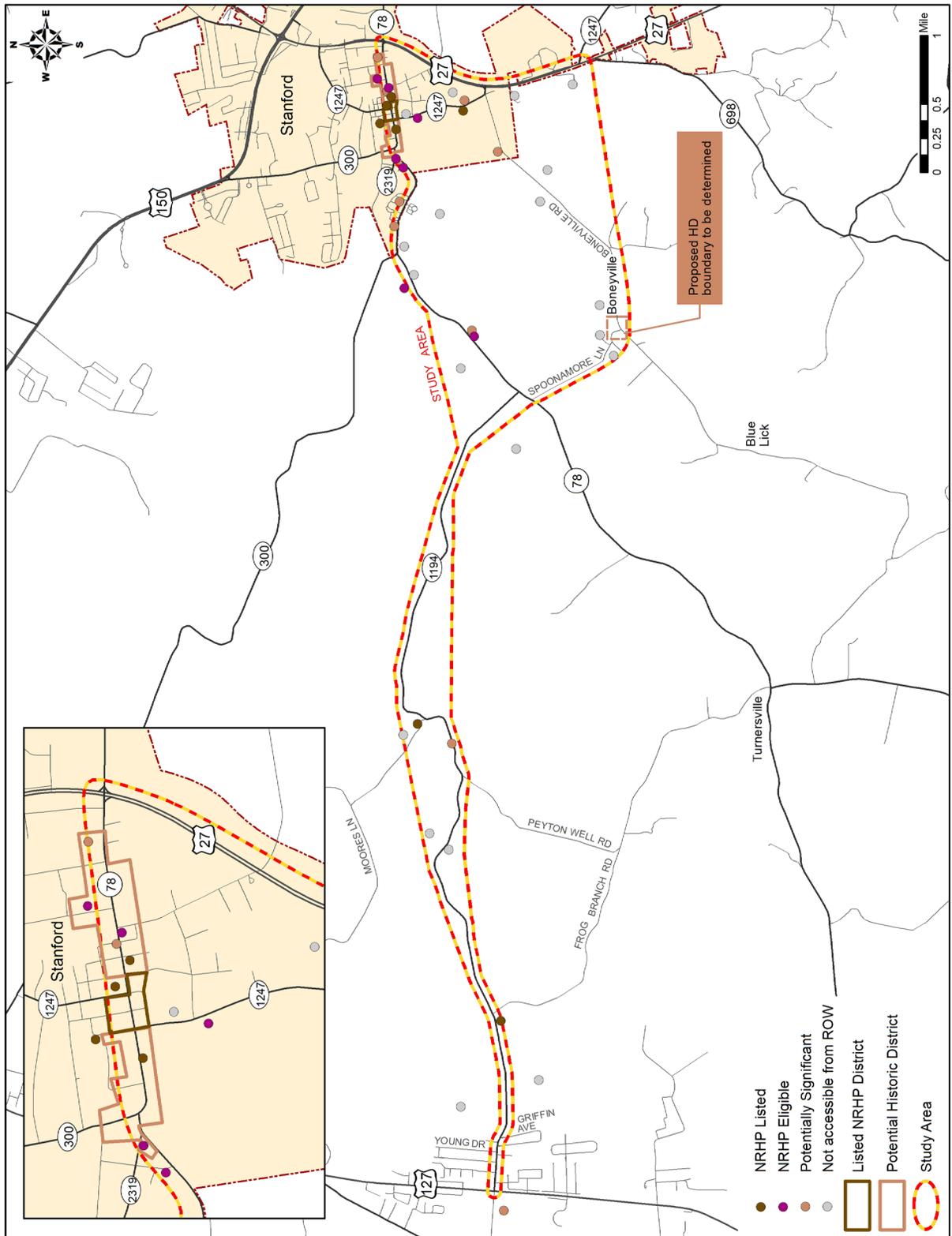


Figure 25: NRHP and Potentially Significant Historic Resources

Table 10: NRHP-Listed Resources

		
<p>McCormack Church (LI-3)          KY 1194 at Hanging Fork</p>	<p>Richland Farm (LI 356)          5355 KY 1194</p>	<p>Courthouse (LIS 2/44)          102 East Main Street</p>
		
<p>Logan Briggs House (LIS 3)          315 West Main Street</p>	<p>Shadowlawn (LIS 9)          Somerset Street</p>	<p>Baughman's Mill (LIS 15)          201 Mill Street</p>
<p>Stanford Commercial Historic District          Main Street, Somerset Street to 3<sup>rd</sup> Street          1850-1913</p>		

The Stanford Commercial Historic District was listed on the NRHP in 1986, significant for its “historical association with the commercial development of the town, as well as the development of Stanford as the major commercial and cultural center in Lincoln County. Representing the core of the business section of Stanford, the commercial district comprises a noteworthy concentration of well-preserved late nineteenth and early twentieth century commercial architecture. This unique collection of buildings produces a streetscape which evokes an ambience that is clearly distinct from the rest of Stanford.” Windshield surveys in 2024 suggest the district could be expanded to the east and west.

Another potential historic district was noted at Boneyville: an African American hamlet near the intersection of Boneyville Road and Spoonamore Lane. Boneyville formed as a free town for African Americans following the Civil War when Napoleon Bonaparte Hays purchased seven acres; his descendants still reside in the community today. Further research is recommended to determine if the community is NRHP eligible as a district, its extents, or if individual resources may be NRHP eligible.

Other potentially eligible resources are summarized in **Table 11**.

Table 11: Potentially Significant or NRHP-Eligible Resources

Name	ID	Address	Condition
Peavy House	LI 145	1110 Hustonville Road	Good
J Baily House	LI 146	Hustonville Road	Good
McRoberts House	LI 253	221 Somerset Street	Good
Lt Gov Shanks House	LIS 46	106 Logan Street	Fair
Old Helm House	LIS 76	106 KY 78	Good
Residence	LIS 78	104 KY 78	Good
Residence	LIS 103	403 East Main Street	Good
Monument	CRA 1	East Main Street	Excellent
Residence	CRA 2	108 East Main Street	Good
Farm	CRA 6	Brock Road	Good
Buffalo Springs Cemetery	CRA 11	630 KY 78	Good
Stanford Drive In	CRA 12	1645 KY 78	Good
Greenwood Cemetery	CRA 14	KY 78	Good
Farm	CRA 19	6799 KY 1194	Good
Stone Wall	CRA 24	KY 1194	Fair
Lytle/Francis House	LIS 10	340 Somerset Road	Good

Should federal monies or permits be included in future projects, field survey and coordination with SHPO will be required to assess project effects on cultural historic resources.

From an archaeological perspective, records reviews show seven previous surveys were completed with three recorded archaeological sites and an unconfirmed potential rockshelter within the study area. Soil data suggests there is a high potential for deeply buried, intact archaeological deposits along floodplains and near much of the southern and eastern study area boundaries. Additional testing in undisturbed areas and coordination with SHPO will be needed should a Build option advance.

## SOCIOECONOMIC PROFILE

BGADD completed a socioeconomic study for the corridor (**Appendix E**) to highlight potential areas statistically likely to contain elevated concentrations of minority, elderly, low-income, limited English proficiency (LEP), and/or disabled populations. The study area covers portions of seven US Census block groups, shown in **Figure 26**. Statistics are summarized in **Table 12**, reported from 2022 American Community Survey five-year estimates. Concentrations for the encompassing county serve as the reference threshold, highlighting any block group populations exceeding this level.

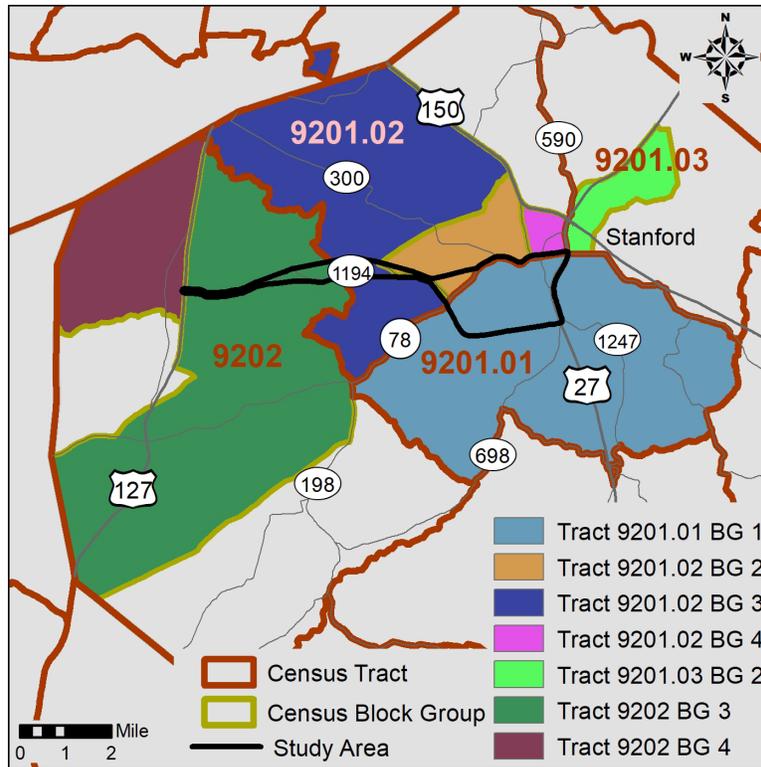


Figure 26: Census Tracts and Block Groups

Table 12: Socioeconomic Metrics for Study Area Block Groups

Geography	Population	Minority	Low-Income	Age 65+	Disabled	LEP
United States	331 million	41.1%	12.5%	16.5%	15.4%	8.2%
Kentucky	4.5 million	16.8%	16.1%	16.8%	21.1%	2.4%
<b>Lincoln County</b>	<b>24,320</b>	<b>6.9%</b>	<b>17.4%</b>	<b>15.7%</b>	<b>21.9%</b>	<b>1.4%</b>
Tract 9201.01 BG 1	2,205	11.6%	14.3%	21.9%	21.9%	2.7%
Tract 9201.02 BG 2	1,111	10.2%	4.9%	38.6%	15.2%	0%
Tract 9201.02 BG 3	1,090	6.4%	24.9%	12.6%	11.4%	5.2%
Tract 9201.02 BG 4	2,720	6.9%	11.9%	16.8%	22.1%	6.7%
Tract 9201.03 BG 2	1,481	20.0%	24.7%	16.4%	15.2%	0.5%
Tract 9202 BG 3	1,934	3.6%	7.6%	14.8%	22.6%	0%
Tract 9202 BG 4	642	0%	22.6%	21.3%	46.7%	0%

As shown, all block groups demonstrate population concentrations greater than the countywide threshold for one or more demographic categories. It should be noted that block groups encompass much larger areas than the study area limits.

#### SECTION 4(F)

Section 4(f) of the *Department of Transportation Act of 1966* is a substantive law that applies to federally funded projects using land from publicly owned public parks, recreation areas, and wildlife or waterfowl refuges; and publicly or privately owned historic sites eligible for or listed in the NRHP.

Section 4(f) requires that transportation projects avoid use of such protected properties unless no feasible and prudent alternative exists and project planning minimizes harm to Section 4(f) sites.

Section 4(f) protected properties within the study area include any historic resources that may meet NRHP criteria. No public parks or wildlife/waterfowl refuges are found within the study area.

## SECTION 6(F)

The *Land and Water Conservation Fund (LWCF) Act* was established to safeguard natural areas, water resources, and cultural heritage, and to provide recreation opportunities. The fund helps strengthen communities, preserve history, and protect the national endowment of lands and waters. The LWCF provides federal grants to acquire land for outdoor recreation, protect important natural areas, and develop or renovate outdoor recreation facilities (e.g., campgrounds, picnic areas, swimming facilities, etc.). Section 6(f) of the LWCF Act addresses protection from permanent conversion of outdoor recreation property acquired or developed using LWCF funds. Impacts must be addressed when projects would result in permanent conversion of grant-assisted facilities. No Section 6(f) investments lie within the study area.

## NOISE CONSIDERATIONS

Federally funded transportation projects typically require consideration of noise impacts. Noise sensitive receptors include residential areas, parks, cemeteries, hospitals, churches, schools, etc. Commercial properties with exterior uses can also be considered noise sensitive. Specific traffic noise impact analyses may be needed as part of future project development activities if projects are shown to add capacity or shift traffic closer to sensitive receptors.

As the corridor has access by permit with numerous intersections and driveways providing access to adjacent low density land uses, it is unlikely that noise mitigation measures would be recommended even if noise increases were predicted.

## 4.0 INITIAL COORDINATION EFFORTS

The project team includes representatives from KYTC Central Office, KYTC District 8, BGADD, and the consultant. The project team met at key milestones over the course of the study. Detailed meeting summaries are arranged chronologically in **Appendix F**.



### 4.1 FIRST PROJECT TEAM MEETING

The project team met October 14, 2024, to review existing conditions information. The team reviewed area planned projects, previously completed studies, and existing conditions including roadway geometry, traffic flow, crash trends, and environmental resources as presented in **Chapters 1.0** through **3.0**. Much of the discussion centered on past HSIP projects, signals and pedestrian movements in town, and complex property ownership structures likely to impact any right-of-way acquisition as some lands have passed undocumented to subsequent heirs since the 1800s.

### 4.2 FIRST LOCAL OFFICIAL/STAKEHOLDER MEETING

On November 19, 2024, the project team met with local officials and stakeholders (LO/S) at Veterans Park in Stanford to present an overview of existing roadway conditions and to gather local insights on transportation needs in the study area. Group discussions included the following:

- The narrow KY 1194 corridor should be widened with additional guardrail.
- School buses use the corridor every weekday and face challenges at KY 78 intersections with KY 1194 visibility, KY 300 queuing, KY 1247 (Somerset Street) tight turns, and US 27 delays/queues to turn left into town.
- Downtown has wide sidewalks already with the highest pedestrian volumes around the courthouse. On-street parking should not be reduced.
- Traffic calming in town would be beneficial: replacing signals with all-way stops and/or slowing drivers near US 27.

- Extending KY 1194 to US 27 would help school buses, parent drop offs, farm trucks, log trucks, and concrete trucks currently cutting through town. KY 78 trips would benefit too, not just KY 1194.

### 4.3 INITIAL PUBLIC COMMENTS

Following the LO/S kickoff meeting, a project website was launched to engage with the larger community. The site provided information about other area projects, existing conditions, and the purpose of the planning study. Throughout November and December, a survey collected input regarding existing transportation needs. About half of 46 participants live in the study area or travel KY 1194 each day.

Summarized in **Figure 27**, the greatest concerns with the existing KY 1194 corridor are sharp curves and narrow pavement widths. Overall, 85% felt the existing KY 1194 corridor should be improved while 63% believed it should be extended to US 27.

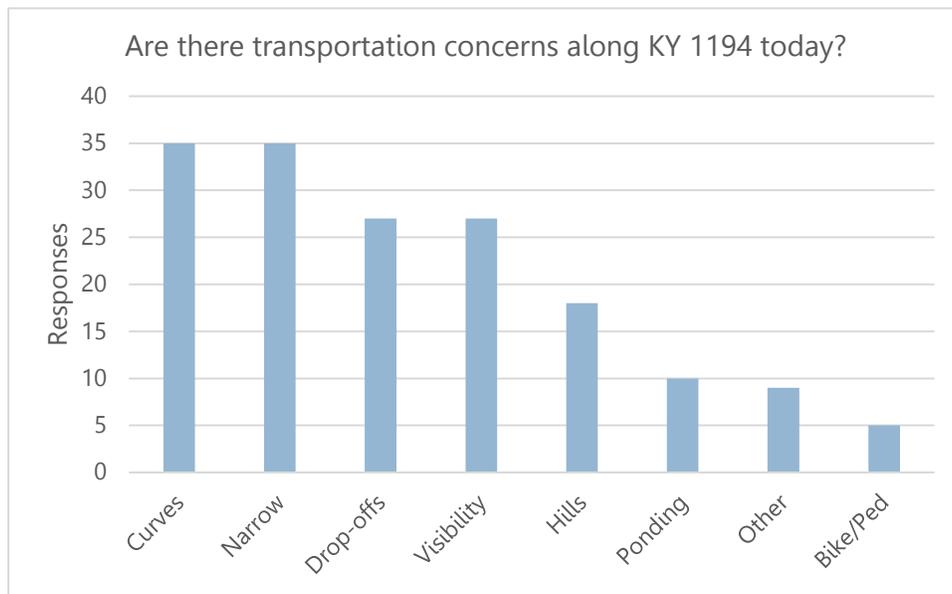


Figure 27: Survey Responses on KY 1194 Needs

In town, the biggest concern was cars driving too fast (**Figure 28**). The "other" category included tight turns at KY 1247 (Somerset Street) and rough pavement.

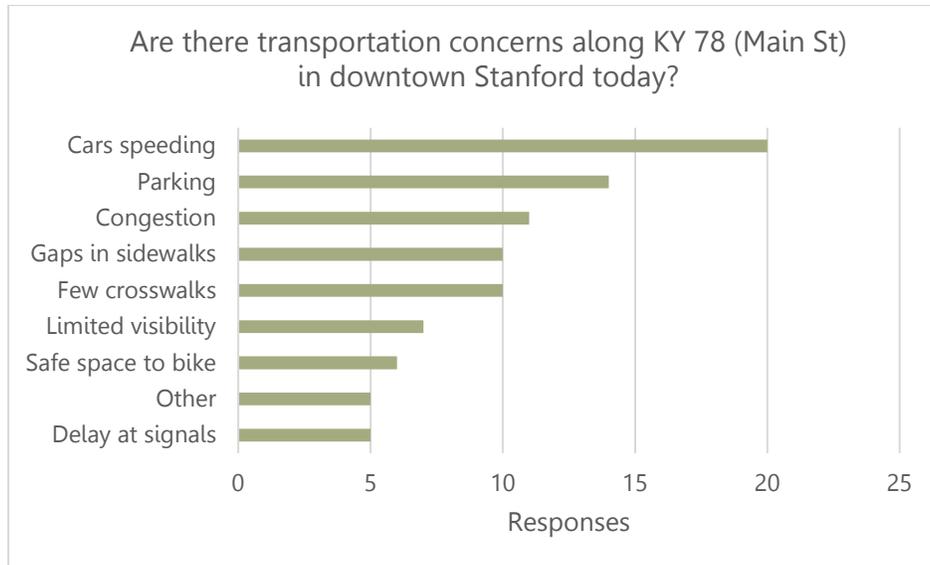


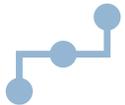
Figure 28: Survey Responses on Main Street Needs

#### 4.4 STUDY GOALS

Any Build concepts developed should address one or more of the following study goals:



Improve safety on KY 1194, with an emphasis on reducing crash severity



Provide a more direct link to US 27 without routing regional trips through town



Accommodate future traffic demands



Improve Main Street safety and accessibility for non-motorized roadway users



Minimize impacts to environmental and community features

## 5.0 2045 NO-BUILD TRAFFIC AND OPERATIONS

The new Laurel-Pulaski regional travel demand model formed the basis of future year 2045 traffic projections. Historic KYTC traffic counts since 2003 demonstrate declining traffic growth. Population projections from the KY State Data Center also project negative growth for the county. The complete *Traffic Forecast Report* is in **Appendix A**.

### 5.1 FUTURE YEAR TRAFFIC

The regional travel demand model estimated future year growth along existing highways. The model simulates a 24-hour period, relying on factors to derive peak hour traffic flows. From a high-level perspective, the model overlays the roadway network against predicted changes in household and employment levels for geographic zones to project changes in traffic flows. It is built to examine typical weekday traffic patterns for a broad area.

A conservative 0.5% annual growth rate was applied to forecast future No-Build traffic—that is, background growth trends continue but there are no roadway improvements beyond routine maintenance. In this case, the Item No. 8-167 widening along US 27 was also included in the No-Build scenario. **Table 13** summarizes key performance metrics for state-owned highway segments while **Table 14** includes metrics for study intersections.

Table 13: 2045 No-Build Traffic Operations, Highway Segments

Route	MP	2045 ADT	AM LOS	AM v/c	PM LOS	PM v/c
US 127	6.9-9.0	11,400-12,300	D	0.6	D	0.6
KY 1194	0.0-6.6	1,300-3,300	A	0.1	A	0.1
KY 78 Hustonville St	10.1-12.3	4,300-5,400	C-D	0.2	B-C	0.1
KY 78 Main St	12.3-13.1	4,200-7,100	C-E	0.3	C	0.2
KY 300 Danville Ave	7.4-8.7	6,700	C	0.3	C	0.3
KY 1247 Somerset St	17.0-17.7	4,300	C	0.2	B	0.2
US 27	15.7-17.2	16,800-18,400	A-B	0.3	A-B	0.3

Table 14: 2045 No-Build Traffic Operations, Study Intersections

Intersection	Control	2045 VPD <sup>a</sup>	AM LOS	AM v/c <sup>b</sup>	PM LOS	PM v/c <sup>b</sup>
US 127/KY 1194	2W Stop	14,000	D/E	-	F/F	WB
KY 78/KY 1194	1W Stop	5,500	B	-	B	-
KY 78/KY 300 (Danville Rd)	1W Stop	9,500	F	EB	E	-
KY 78/KY 1247 (Somerset Rd)	Signal	8,100	B	-	B	-
KY 78/KY 1247 (Lancaster Rd)	Signal	5,200	A	-	A	-
KY 78 (Main St)/US 27	Signal	23,200	B	-	B	-
US 27/Education Way	1W Stop	19,800	C <sup>c</sup>	SBL	C	-

<sup>a</sup>Daily volume entering intersection; <sup>b</sup>Lists movements with v/c ≥ 0.8; <sup>c</sup>Estimates impact of officer directing school traffic

The segment of KY 78 (West Main Street) between KY 300 (Danville Avenue) and KY 1247 (Somerset Street) shows LOS E in the AM peak hour with increased volumes but the v/c ratio remains low at 0.34.

No-Build volumes demonstrate capacity constraints at three study intersections:

- Southbound left turns to the schools are over capacity in the AM peak hour, with an estimated 0.9 v/c. Today, a law enforcement officer directs traffic during school peaks, able to make real-time adjustments to manage queues.
- Coming into town in the morning, the stop-controlled KY 78 (Hustonville Street) approach to KY 300 (Danville Road) increases to LOS F with a 1.3 v/c as all eastbound traffic shares a single lane and the other two approaches are free-flow movements. The maximum queue length reaches 600 feet.
- Turns from KY 1194/McCormack Church Road onto US 127 are relatively low volume movements but experience delays waiting for gaps in traffic along US 127, exacerbated as future traffic flows increase. During the AM peak, the westbound left operates at LOS F (100 seconds of delay) with a 0.7 v/c. During the PM peak, both stop-controlled approaches operate at LOS F with several minutes of delay for left-turning vehicles. Westbound left turns have a 2.0 v/c, driven more so by limited capacity than high demand. Lengthy delays can tempt drivers to make riskier choices, contributing to increased crash rates.

## 6.0 CONCEPT DEVELOPMENT

Relying on the data collection and analyses described above, analysts were tasked to define a list of potential improvement concepts that could address observed needs. Build concepts were developed based on review of existing geometric deficiencies, existing and future traffic operations, crash concentrations, field reconnaissance, environmental constraints, and input from both LO/S and the project team. Concepts were organized into three categories, depending on which study goal (**Section 4.2**) they most closely align with.

It is important to note two key facts when considering these concepts:

- **These are planning-level concepts.** The project team is looking at broad corridors to illustrate a long-term vision, not actual alignments. Any recommended Build concepts would still have to compete for funding and progress through detailed design phases before an exact footprint is known.
- **The study can recommend some, all, or none of the options to advance.** Planning is about weighing costs and impacts to inform decision-making. It can show why some options should not advance as well as why others should.

### 6.1 SPOT IMPROVEMENTS

The first group of Build Concepts (**Figure 29**) look at relatively small spot improvements to target relatively low cost, low impact solutions to address safety or congestion concerns.

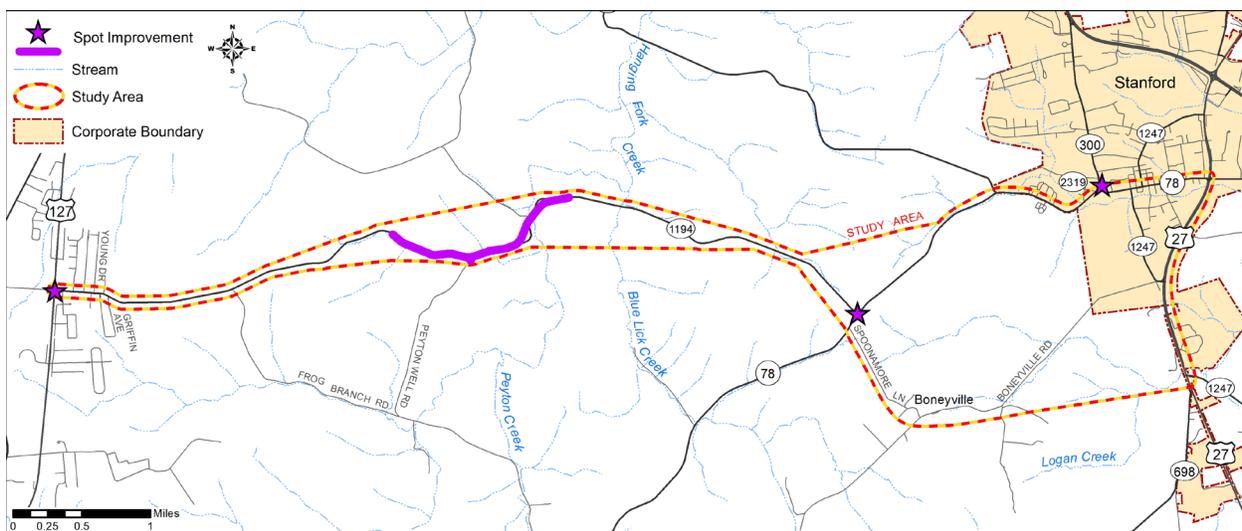


Figure 29: Spot Improvements

**US 127/KY 1194.** Two options were considered at the US 127/KY 1194 intersection at the western edge of the study area. During 2019-2023, there were 15 crashes at this intersection, including one fatality and 6 crashes resulting in injuries. By type, 60% of crashes were angle collisions.

One Build option at this location would add transverse rumble strips and flashing lights to existing stop signs to alert motorists to the upcoming stop. However, this solution does not address capacity constraints in the 2045 No-Build scenario.

Alternatively, designers considered a Restricted Crossing U-Turn or “RCUT” style intersection. RCUTs are a type of intersection where left turns and thru movements from minor cross streets are converted to a right turn with a downstream U-turn. A FHWA proven safety countermeasure,<sup>9</sup> this layout enhances safety, increases efficiency with fewer signals, and improves capacity. **Figure 30** presents a conceptual sketch of the reconstructed intersection. RCUTs work best on multi-lane divided highways to accommodate U-turns so construction costs are higher as 0.8 miles of US 127 must be shifted in addition to the intersection itself. Based on 2045 traffic volumes, the RCUT operates at LOS A overall during both peak hours, with cross-streets at LOS D accounting for increased travel distances to complete turn movements.



Figure 30: RCUT at US 127/KY 1194

**KY 1194 Near Creeks.** The stretch of KY 1194 near Peyton Well Road and Moores Lane (approximate MP 2.6-4.2) contains a cluster of sharp horizontal curves. This spot improvement considers reconstructing this section to create a consistent 45-mph design speed, providing a wider paved area with 11-foot lanes and 4-foot shoulders to increase recovery areas. There were ten crashes in this segment during 2019-2023 including one fatality and one injury. While future design work is needed to identify the best-fit alignment, the planning-level concept (**Figure 31**) eliminates four substandard curves and replaces the Hanging Fork Branch bridge with a wider structure in the same location. A

<sup>9</sup> Online at <https://highways.dot.gov/safety/proven-safety-countermeasures>

500-foot-long stone wall along the north side of the corridor is potentially historic and should be considered during any future project development phases.

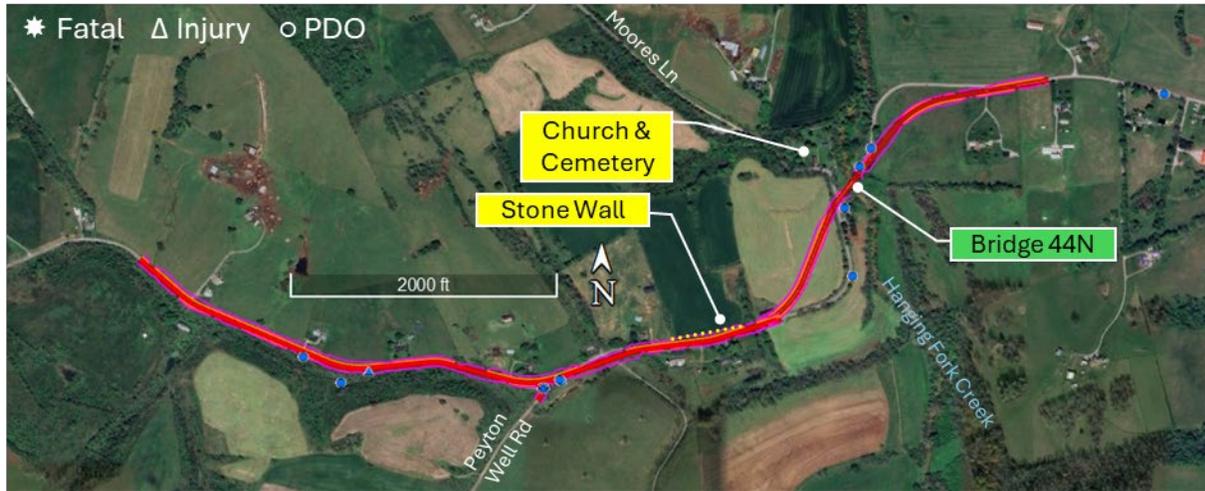


Figure 31: Reconstruct KY 1194 Near Creeks

**KY 78/KY 1194.** A hill along KY 78 near its intersections with KY 1194 and Spoonamore Lane limits visibility (**Figure 32**). Adjusting the crest curve for a 55-mph design standard could improve sight distance and safety.



Figure 32: View East from Spoonamore Lane

**KY 78/KY 300.** The one-way stop at Hustonville Road, Danville Avenue, and West Main Street backs up headed into town during the morning peak hour. Converting the intersection to an all-way stop or signal improves traffic operations. As the intersection lies in a curve, placement of stop bars should be given special consideration to assess visibility and account for queuing. Construction of a bypass, discussed below, diverts some traffic away from town and improves intersection operations.

## 6.2 KY 1194 IMPROVEMENTS

Another group of Build Concepts consider larger scale improvements to KY 1194, including extending the highway east to reach US 27.

**45-mph Reconstruction.** One option (shown in **gray** in **Figure 33**) widens the existing highway and realigns the hills and curves that do not meet current design standards. This option would provide 11-foot-wide lanes with 4-foot-wide paved shoulders and a consistent 45-mph travel speed.

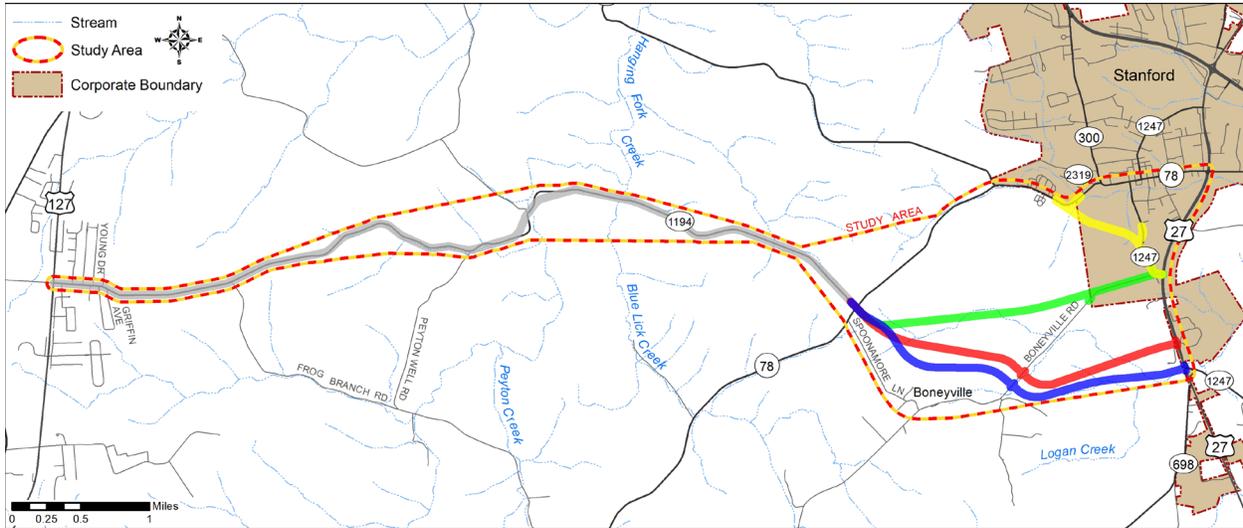


Figure 33: KY 1194 Build Concepts

Four bypass corridors were considered to connect KY 78 to US 27 without driving through town. Each would have two 11-foot lanes and 4-foot-wide paved shoulders. Each corridor was drawn to minimize impacts to homes, farms, and the environment.

- The shortest bypass option, **Yellow** is one mile long. It starts at KY 78 near Buffalo Springs Cemetery and ties to KY 1247 (Somerset Street). The southern portion of Somerset Street would be widened to its connection with US 27.
- The middle option, **Green** is 2.3 miles long. It stretches between KY 78/KY 1194 and US 27/Brock Drive, mimicking the corridor shown in CHAF IP20150127. While it is longer than Yellow, Green requires less earthwork since the terrain is less steep.
- **Red** is 2.6 miles long. It starts at the KY 78/KY 1194 intersection and runs on new alignment north of Boneyville, then intersects US 27 opposite the schools.
- **Blue** is 2.7 miles long. It starts at the KY 78/KY 1194 intersection, runs on new alignment north of Boneyville, then intersects US 27 opposite KY 1247 near the Marathon gas station. A separate KYTC project (Item No. 8-167) will widen US 27 to four lanes to the south.

Traffic modeling suggests the routes closer to town carry more traffic in 2045: up to 4,800 vpd on Yellow versus up to 3,100 vpd on Blue. Any bypass option is expected to divert 800-1,000 vpd away from Main Street.

**Figure 34** overlays the four bypass corridors alongside known environmental constraints. It is important to note that these are planning-level concepts: broad corridors to illustrate an idea, not actual alignments. Any Build Concepts that are recommended to advance would still have to progress through years of design work and environmental analyses before the exact footprint is decided.

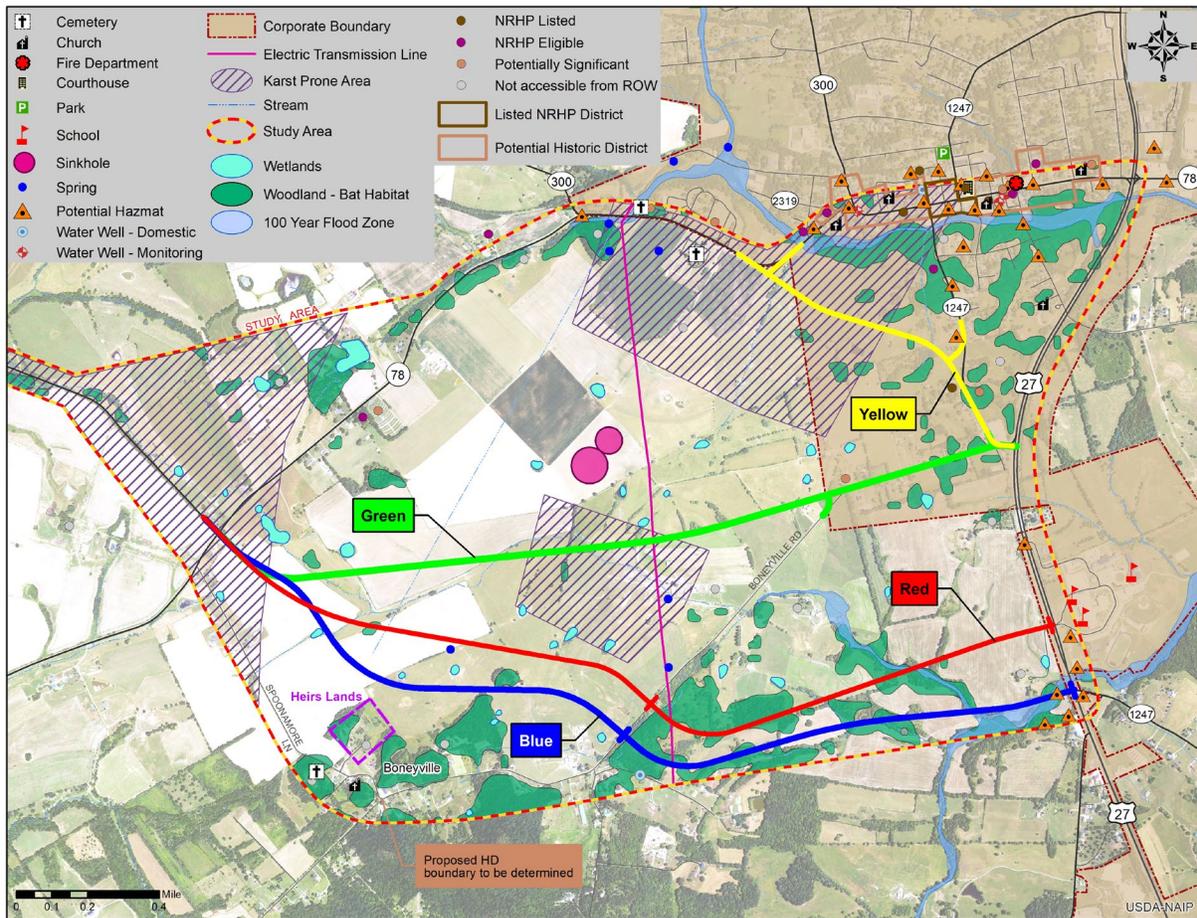


Figure 34: Bypass Options with Environmental Features

## INTERSECTION CONTROL EVALUATIONS

KYTC’s Intersection Control Evaluation (ICE) policy provides a data-driven, performance-based framework to screen different intersection configurations, predicting both safety and traffic operational measures. The tool is set up for a range of traditional and innovative intersection layouts, as well as grade-separated interchanges. Planning studies, like this one, include Stage 1 analyses to screen options while Stage 2 helps select a preferred layout in future design phases. ICE calculations come from high-level screening spreadsheets produced by FHWA: “CAP-X” for capacity and the SSI Score Calculator Tool for safety. The “SSI” safety score aligns with the Safe System Approach, derived based on conflict point types, exposure, severity probabilities, and complexity. Safety scores for intersections range from 0-100 with higher numbers representing better performance—that is, lower chances for fatalities or serious injuries.

Results for either end of the bypass options are summarized in **Table 15**. As shown, traditional intersection configurations typically provide adequate capacity and safety for the 2045 No-Build scenario and require smaller footprints, minimizing impacts.

Roundabouts and RCUTs are typically safer than traditional intersections and can move traffic more efficiently. Additional information on different intersection types is accessible through KYTC’s SafeRoad Solutions website.<sup>10</sup>

Table 15: ICE Findings Bypass Intersections

Intersection	Layout	Capacity (v/c)	Safety Score	Practical?
<b>KY 78 at Yellow</b>	Two-Way Stop	0.1	97	Yes
	All-Way Stop	0.3	100	Yes
	Signal	0.2	98	No
	Roundabout	0.3	100	Possible
	Green-T	0.2	98	No
<b>KY 78 at Red, Blue, or Green</b>	Two-Way Stop	0.1	98	Yes
	All-Way Stop	0.4	100	Yes
	Signal	0.2	99	No
	Roundabout	0.2	100	Possible
<b>US 27 at KY 1247 (Yellow or Green)</b>	One-Way Stop	0.4	91	Yes
	Signal	0.4	95	Yes
	RCUT <sup>1</sup>	0.6	98	Yes
	Green-T	0.3	95	Possible
<b>US 27 at Education Way (Red)</b>	Two-Way Stop	>10	66	No
	Signal	0.6	79	Yes
	RCUT <sup>1</sup>	0.8	84	Yes
	RCUT <sup>2</sup>	0.5	86	Yes
	Roundabout	0.7	100	Yes
<b>US 27 at KY 1247 (Blue)</b>	Signal	0.4	85	Yes
	RCUT <sup>1</sup>	0.7	93	Yes
	RCUT <sup>2</sup>	0.4	94	Yes
	Roundabout	0.5	100	Possible
	Median U-Turn	0.4	95	Possible

<sup>1</sup> Unsignalized RCUT; <sup>2</sup> Signalized RCUT

Yellow and Green bypass options meet US 27 at the existing KY 1247 (Somerset Street) intersection. ICE suggests a two-way stop-controlled intersection provides adequate capacity for these concepts though other configurations offer better safety scores.

The Red Bypass requires more robust traffic control at its US 27 terminus. Shown in **Figure 35**, the team evaluated adding a signal, two-lane roundabout, or RCUT at this location. Signals tend to increase rear end crashes while a roundabout or RCUT would offer better safety performance, but impact access to the school campus.

<sup>10</sup> Online at <https://transportation.ky.gov/saferoadsolutions/Pages/default.aspx>

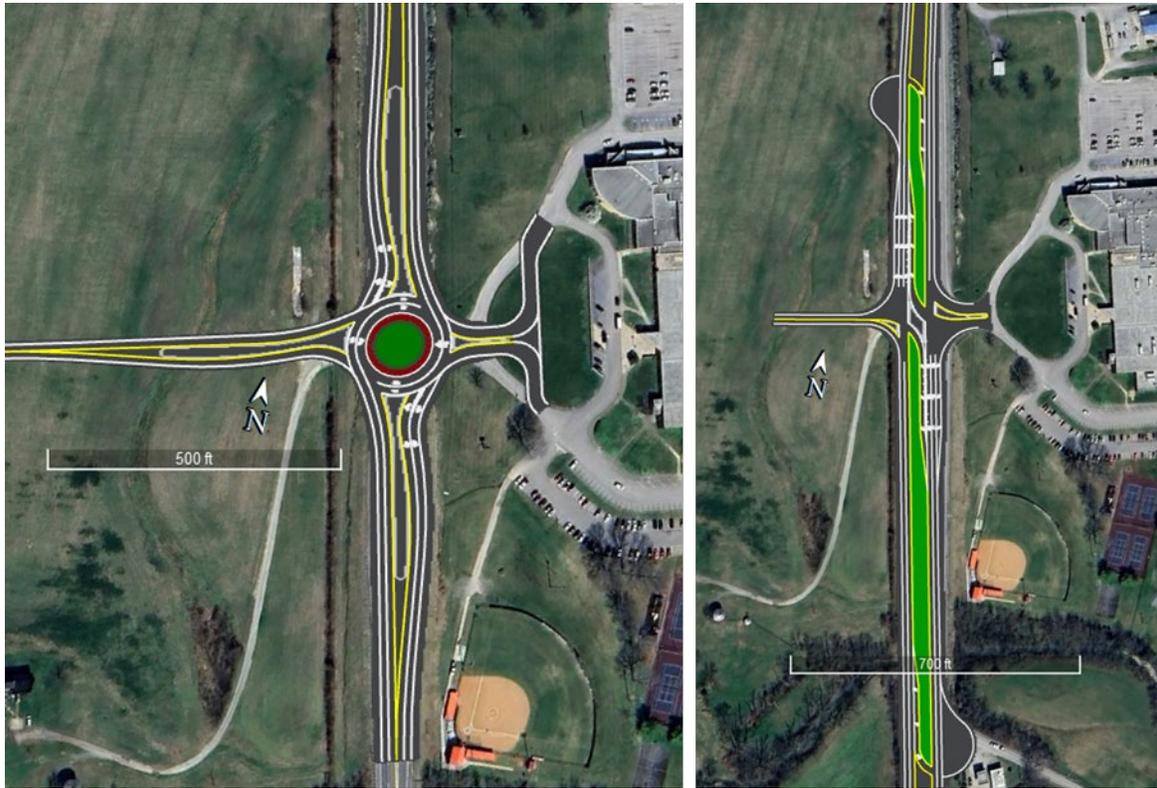


Figure 35: Red Roundabout (Left) and RCUT (Right)

Roughly 1,000 feet further south, the Blue Bypass meets US 27 within the limits of the Item No. 8-167 Halls Gap widening project. The US 27 intersection with a Blue Bypass should coordinate with 8-167 designs: two alternatives were presented to the public during a January 2024 public meeting, but a preferred configuration has not been selected. Concepts include a signalized intersection in the “4 Lane Divided Widening” alternative (left in **Figure 36**) or an RCUT in the “Superstreet” alternative (right). For this 8-80203 planning study, the 8-167 widening project is assumed to be constructed first to become part of the 8-80203 No-Build scenario. Either US 27/Blue Bypass intersection configuration requires minimal investment beyond the 8-167 widening footprint proposed.

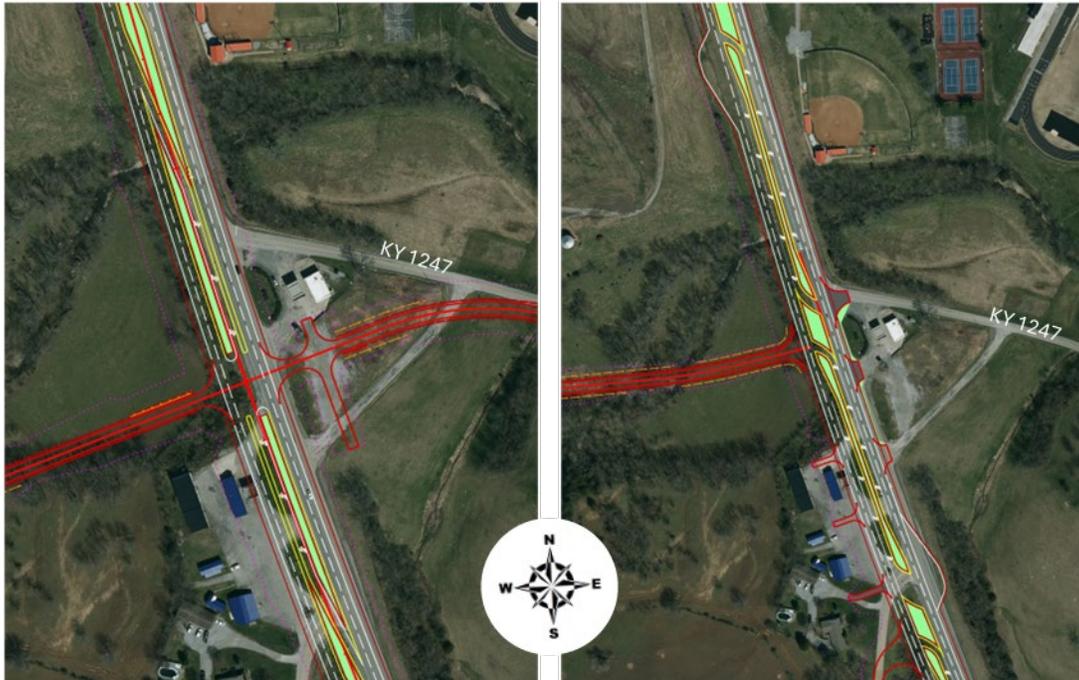


Figure 36: Blue Signal (Left) and Superstreet (Right)

### 6.3 COMPLETE STREET ELEMENTS IN TOWN

A third set of Build Concepts look at low-cost changes downtown to make KY 78 (Main Street) more accessible for bicyclists and pedestrians. This could include striping, a bike lane, streetscaping, upgrades for pedestrian mobility, and traffic calming measures to slow traffic east of downtown. It is important that any options considered are ADA-compliant so that sidewalks are safe and accessible for all users.

In town, KY 78 varies from 33 to 60 feet wide curb to curb. Since it was repaved in 2024, only centerline striping, stop bars, and Main Street pedestrian crossings have been replaced, providing an opportunity to reallocate how pavement is defined between driving lanes, on-street parking, and other potential roadway users.

Four Complete Street options along Main Street in town were considered:

- Stripe a 4-foot **bike lane** along Main Street, which would not impact on-street parking within the downtown core area. West of KY 1247 (Somerset Street) and east of Whitley Avenue, parking would be limited to one side of the street to fit the bike lane within existing pavement. While curb-to-curb width varies, **Figure 37** illustrates typical sections for the downtown core (left) and beyond (right).



Figure 37: Main Street Typical Sections with Bike Lane

- A series of small-scale **accessibility improvements** along Main Street helps bring the current sidewalks into ADA compliance. This includes measures like striping crosswalks, repairing poor condition sidewalk sections, adding detectible warning mats, and shifting obstructions. Detailed recommendations are shown in **Appendix H**.
- East of Whitely Avenue, **alternating on-street parking** from the south to the north side of the highway could introduce a horizontal curve as a traffic calming measure.
- LO/S suggested there could be interest in **removing traffic signals** in the downtown core.
  - Capacity analyses show an all-way stop at KY 78 (Main Street)/KY 1247 (Lancaster Street) provides adequate capacity in 2045.
  - At KY 78 (Main Street)/KY 1247 (Somerset Street), one of the proposed bypass options is needed to divert traffic. In the 2045 No-Build scenario, an all-way stop is over capacity during the morning rush hour but provides adequate capacity with lower traffic volumes in the Build scenario that includes a bypass.

## 6.4 SECOND PROJECT TEAM MEETING

The project team met February 17, 2025, to discuss initial Build concepts. The team reviewed existing conditions and environmental resources, discussed merits of various concepts, and considered unit cost assumptions. Discussions covered complex property ownership structures encountered throughout the county, intersection options along US 27, and concerns within the Boneyville community regarding impacts of a new alignment nearby.

## 6.5 COST ESTIMATES

Planning-level designs for Build concepts were used to estimate preliminary quantities of high-cost construction items including earthwork and pavement. Construction costs were tabulated using Bid Express<sup>11</sup> average unit bid prices for construction bids in Lincoln and adjacent counties since January 2022. Parametric factors were applied to account for drainage, traffic control, mobilization, and miscellanea. A 30% contingency factor was also applied to construction cost totals. KYTC District 8 provided right-of-way and utility cost estimates based on conceptual modeled disturb limits, aerial imagery, approximate locations of property lines, and utility records.

Planning-level cost estimates by phase (i.e., design, right-of-way acquisition, utility relocations, and construction) are presented in **Table 16** with details included as **Appendix G**. Costs are presented in 2024 dollars and rounded to represent planning-level precision.

Table 16: Cost Estimates by Phase

Concept	D	R	U	C	TOTAL
<b>Spot Improvements</b>					
US 127/KY 1194 Low-Cost Safety	-	-	-	\$10,000	\$10,000
US 127/KY 1194 RCUT	\$0.8M	\$0.4M	\$0.6M	\$5.6M	\$7.4 million
KY 1194 near Creeks	\$1.1M	\$2.8M	\$1.8M	\$7.3M	\$13 million
KY 78 Profile at KY 1194	\$0.3M	\$0.8M	\$0.7M	\$2.3M	\$4.1 million
KY 300/KY 78 All-Way Stop	-	-	-	\$10,000	\$10,000
<b>KY 1194 Improvements</b>					
45 mph Reconstruction	\$5M	\$6M	\$13M	\$46M	\$70 million
Yellow Bypass	\$1.4M	\$1.5M	\$1.6M	\$9.2M	\$14.0 million
Green Bypass	\$1.5M	\$2.5M	\$2.5M	\$10M	\$16 million
Red Bypass	\$2.3M	\$1.0M	\$0.9M	\$15M	\$19 million
+ US 27 Roundabout* Add-on	+\$0.6M	+\$0.3M	+\$0.5M	+\$3.8M	+\$5.2 million
+ US 27 RCUT* Add-on	+\$0.7M	+\$0.8M	+\$0.5M	+\$4.4M	+\$6.4 million
Blue Bypass*	\$3.2M	\$1.0M	\$0.7M	\$21M	\$26 million
<b>Complete Streets Options</b>					
Main Street Bike Lane	-	-	-	-	Eliminated
Sidewalk Accessibility	-	-	-	\$40,000	\$40,000
Alternating Parking	-	-	-	\$30,000	\$30,000
Remove Signal (each)	-	-	-	\$50,000	\$50,000

\* Assumes 8-167 widening included in No-Build scenario

<sup>11</sup> Online at <https://bidx.com/ky/main>

## BENEFIT-COST ANALYSES

Transportation benefits (i.e., travel time savings and predicted crash reductions) were monetized then weighed against project costs. If greater than 1.0, the resulting benefit-cost ratio (BCR) indicates the discounted present value of the benefits exceeds the discounted present value of the costs, suggesting the project is valuable.

Spot improvements were assumed open to traffic in 2030 and accruing benefits over a 20-year lifecycle. Larger scale concepts must progress through a more complex process prior to construction; these were assumed open to traffic in 2035 then to accrue benefits over 20 years. Complete street options were not analyzed as many of the benefits are qualitative with relatively low implementation costs. All calculations include a discount rate of 3.1% per federal guidance.

Safety benefits were estimated based on one or more factors from the Crash Modification Factor (CMF) Clearinghouse.<sup>12</sup> Travel time benefits were derived from travel demand model runs for corridors or estimated based on intersection-level capacity analyses for spot improvements where relevant. **Table 17** summarizes results of the BCR calculations.

Table 17: Benefit-Cost Analyses

Concept	DRUC Cost	Benefits	From	BCR
<b>Spot Improvements</b>				
US 127/KY 1194 Low-Cost Safety	\$10k	\$23.2M	Safety	>100
US 127/KY 1194 RCUT	\$7.4M	\$14.7M	Safety	2.0
KY 1194 near Creeks	\$13M	\$25.1M	Safety	2.0
KY 78 Profile at KY 1194	\$4.1M	\$30k	Safety	<0.1
KY 300/KY 78 All-Way Stop	\$10k	\$1.3M	Travel Time	>100
<b>KY 1194 Improvements</b>				
45 mph Reconstruction	\$70M	\$31.0M	Safety	0.5
Yellow Bypass	\$14M	\$14.8M	Travel Time	1.1
Green Bypass	\$16M	\$18.4M	Travel Time	1.1
Red Bypass	\$19M	\$21.8M	Travel Time	1.2
Blue Bypass	\$26M	\$20.8M	Travel Time	0.8

## FUTURE COST ESCALATION

The traditional project development process, illustrated in **Figure 38**, involves several phases before construction can begin. It starts with project-level planning, followed by design, right-of-way acquisition, utility relocations, construction, and ultimately maintenance phases. Each phase can potentially take a year or more to complete depending on the project's size and complexity. Unique risk factors can emerge at each stage, which can extend timelines. Challenges such as public

<sup>12</sup> Online at <https://cmfclearinghouse.fhwa.dot.gov/>

opposition, environmental investigations, geotechnical issues, and redesigns or alternative approaches due to unforeseen conditions can delay progress. Added risks include legal complications related to property acquisition, long lead times for specialty materials, unexpectedly high construction bids, and change orders, all of which may require reevaluating earlier decisions.

Each phase also needs added funding, typically identified through the biennial Highway Plan. For large-scale projects, securing sufficient funding often requires competing across multiple budgetary cycles at the state level. As projects advance, uncertainty and risk continue, and the time value of money becomes a critical factor in long-term estimates.

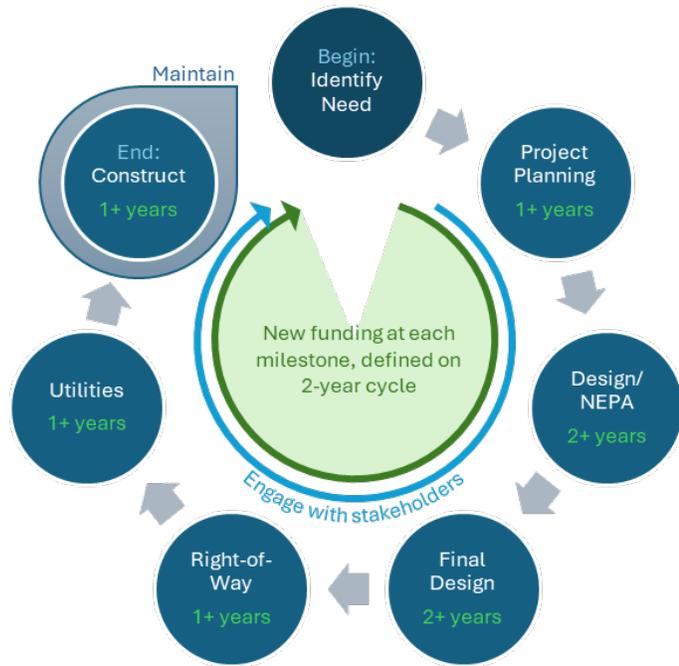


Figure 38: Typical Project Development Process

FHWA’s National Highway Construction Cost Index<sup>13</sup> tracks constant-dollar expenditures across various highway construction categories. As of 2024, construction costs have more than tripled compared to 2003 baselines, with a 75% increase since 2021.

While planning-level estimates aim to be conservative, larger projects having extended implementation timelines are likely to face significant cost increases. **Table 18** presents current year cost estimates (**Table 16**) extrapolated to account for increasing costs over time for long-term concepts. These risk-inflated estimates should be considered ballpark approximations as implementation timeframes and future inflation trends are highly speculative.

Table 18: Associated Time-Risk Cost Estimates by Phase

Concept	D	R	U	C	TOTAL
	+0%	+20%	+20%	+50%	
45 mph Reconstruction	\$5M	\$7.2M	\$16M	\$70M	\$98 million
Yellow Bypass	\$1.4M	\$1.8M	\$1.9M	\$14M	\$19 million
Green Bypass	\$1.5M	\$3.0M	\$3.0M	\$15M	\$23 million
Red Bypass	\$2.3M	\$1.2M	\$1.1M	\$23M	\$28 million
+ US 27 Roundabout Add-on	+\$0.6M	+\$0.4M	+\$0.6M	+\$5.7M	+\$7.3 million
+ US 27 RCUT Add-on	+\$0.7M	+\$0.9M	+\$0.6M	+\$6.6M	+\$8.8 million

<sup>13</sup> Online at <https://www.fhwa.dot.gov/policy/otps/nhcci/>

Concept	D +0%	R +20%	U +20%	C +50%	TOTAL
Blue Bypass	\$3.2M	\$1.2M	\$0.8M	\$32M	\$37 million

## 7.0 FINAL COORDINATION MEETINGS

Following concept development, the project team reached out to local leaders to solicit feedback on transportation needs and Build concepts.

### 7.1 LOCAL OFFICIAL AND STAKEHOLDER MEETING

The project team met with LO/S on April 23, 2025, at the Veterans Park Rec Center in Stanford. The purpose of the meeting was to present proposed improvement concepts (**Chapter 6.0**) and gather local input.

Key group discussions included:

- Representatives from the Boneyville community explained the historic significance of the area, which represents a free town purchased by Napoleon Bonaparte Hays following his service during the Civil War. Impacts of the proposed bypass options should look at the entire tract, not just structures, as property ownership associated with the heirs land will be challenging.
- An RCUT to access the schools is not preferred by the group.
- On US 27, traffic queues in the morning leading to the schools. KYTC should consider adding/shifting the school zone sign to the south to warn northbound motorists earlier.
- Bike lanes are needed on Danville Avenue to the elementary school, north of the study limits.
- Any loss of parking is a concern for local businesses and government services.

### 7.2 PUBLIC INPUT ON BUILD CONCEPTS

Following the LO/S meeting, the study website was updated to present Build concepts with a survey to collect community feedback. Over the two-week comment period, 52 responses were received.

Summarized in **Figure 39**, participants were asked which transportation needs were most important to address, with options aligning with the different categories of Build concepts. As shown, spot improvements at intersections received the highest ratings, followed closely by improving safety along existing KY 1194.

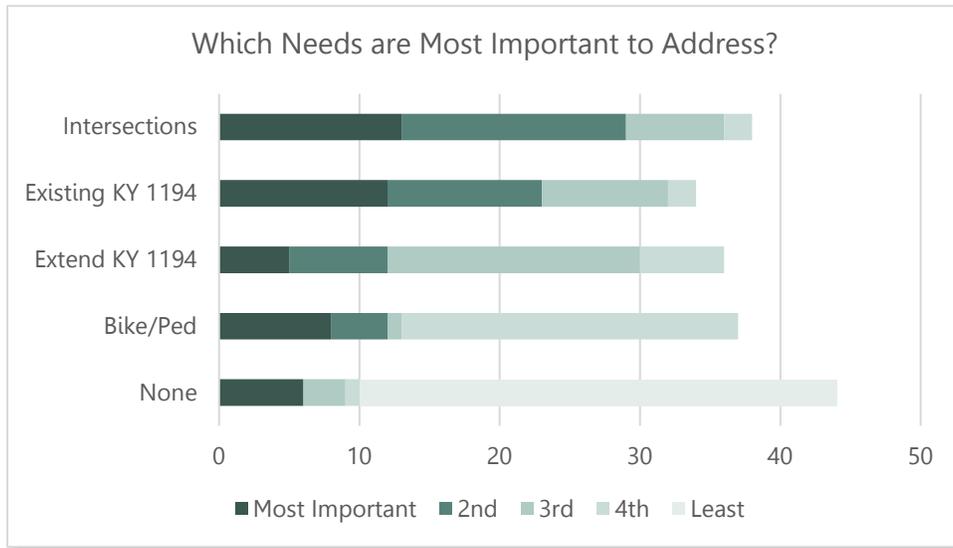


Figure 39: Survey Rankings on Priority Needs

**Table 19** presents the same survey results in a different format, assigning an average score for each category based on rankings. The higher the average, the higher priority overall.

Table 19: Average Survey Rankings on Priority Needs

Intersections	Existing KY 1194	Extend KY 1194	Bike/Ped	None
4.05	3.97	3.31	2.89	1.70

Another question asked participants to rank the range of spot improvements considered. Summarized in **Figure 40**, the US 127/KY 1194 intersection was by far the highest rated priority. Average scores (**Table 20**) present a different summary of the same dataset.

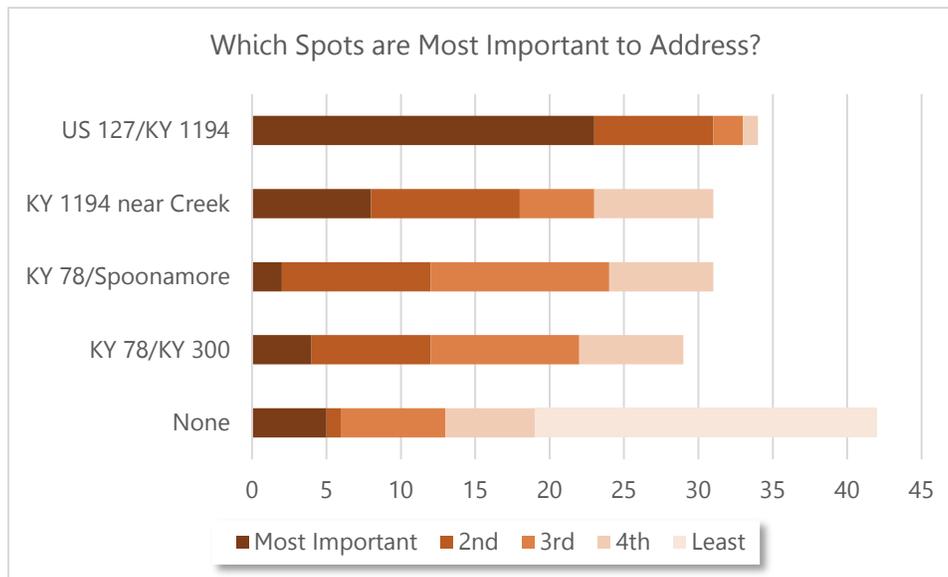


Figure 40: Survey Rankings on Spot Improvement Priorities

Table 20: Average Survey Rankings on Spot Improvement Priorities

US 127/KY 1194	KY 1194 near Creek	KY 78 Profile	KY 78/KY 300	None
4.56	3.58	3.23	3.31	2.02

Participants were asked which bypass concepts should advance to design, with the option to pick multiple corridors. Summarized in **Figure 41**, Yellow and Green options received the most support but all options were similar. No-Build was selected on 27% of surveys.

Most people (52% of surveys) indicated they were not interested in bike lanes on Main Street compared to 37% in support.

Open-ended questions provided an opportunity to write additional comments. Comment themes varied—from "don't change anything" to "do it right, not halfway." Local transportation needs were identified, most beyond the study limits. Other comments noted:

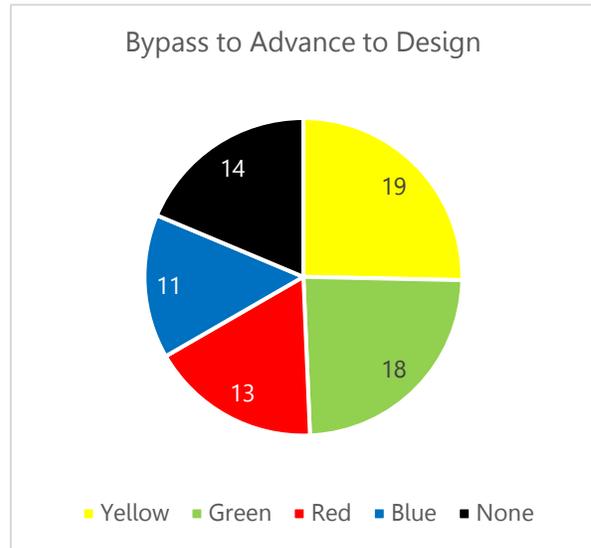


Figure 41: Bypass Survey Responses

- People drive too fast along KY 1194 and other rural highways, combined with limited visibility.
- Smoother access to the school campus would reduce congestion on US 27.
- Improvements should not compromise the rural, peaceful setting.
- Improving US 27 near Halls Gap (Item No. 8-167) is a higher priority.

### 7.3 THIRD PROJECT TEAM MEETING

A third and final project team meeting occurred July 7, 2025. The purpose of the meeting was to review study findings to date and reach a consensus on recommendations. Key discussion items are listed below, with recommendations presented in **Chapter 8.0**.

- Southern bypass concepts Red and Blue were less preferred. These options result in higher costs, carry less traffic, and require more complex intersections with US 27.
- New signals on high-speed roadways tend to increase crashes and are not preferred.

- At the US 127/KY 1194 intersection, an earlier planning study recommended eliminating the western McCormack Church Road approach. With nearby connectors preserving access to KY 2141, simplifying conflict points at the intersection could be beneficial.
- The District is incorporating more offset right turn lanes to improve visibility for vehicles turning from cross streets.
- The latest KYTC policy emphasizes minimizing new state-owned roadway mileage. Where possible, the city or county should accept part of the current system (e.g. Main Street) before new routes (e.g. bypass) are constructed. With limited infrastructure budgets, many local entities may be apprehensive about such agreements.

## 8.0 RECOMMENDATIONS

A wide range of Build concepts were considered throughout this planning study, which compares associated costs and impacts. Each was developed to address one or more of the goals discussed in **Section 4.4**: improving safety, providing connectivity to US 27, accommodating future traffic, considering all user types along Main Street, and minimizing impacts.

Concepts were identified as High, Medium, or Low priorities, with a fourth “Local” priority category added for in-town options that KYTC could pursue in partnership with the City, but that should be initiated locally. **Table 21** summarizes prioritization information, also shown in **Figure 42**.

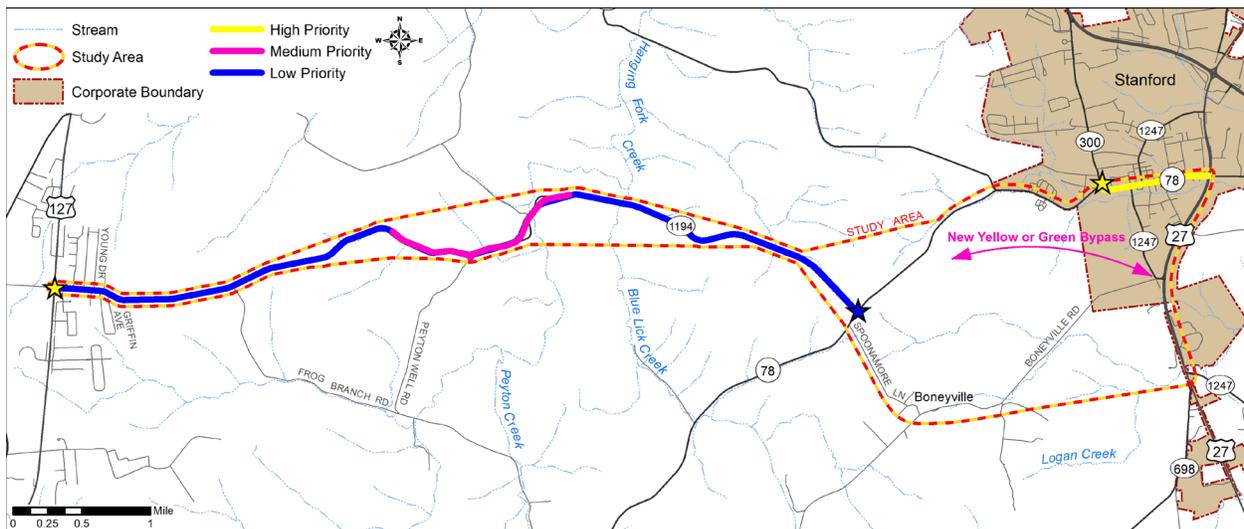


Figure 42: Prioritized Build Concepts

Table 21: Prioritized Build Concepts

Build	Length (mi)	Potential Relocations	DRUC Costs	Crashes	BCR	Priority	
Spots	US 127/KY 1194 Safety	-	-	\$10,000	15	>100	High
	US 127/KY 1194 RCUT <sup>1</sup>	0.7	-	\$5.4M	15	2.7	High
	Curves near Creek	1.6	1-3	\$17M	10	2.0	Med
	Profile at KY 78/KY 1194	0.3	0-1	\$10,000	1	<0.1	Low
	All-way Stop at KY 78/KY 300	-	-	\$10,000	2	>100	High
KY 1194	45 mph Reconstruction	6.5	1-6	\$70M	23	0.5	Low
	Extend KY 1194						
	Yellow Bypass	1.0	0-2	\$14.0M	-	1.1	Med
	Green Bypass	2.3	3-6	\$16M	-	1.1	
	Red Bypass	2.6	1	\$19M+	-	1.2	Dismiss
Blue Bypass	2.7	1	\$26M	-	0.8	Dismiss	
Main St	Sidewalk Accessibility	-	-	\$40,000	0 ped	NA	Local
	<i>Striping only</i>	-	-	\$15,000	12	NA	High
	Alternating Parking	0.2	-	\$30,000	2	NA	Local
	Remove Signal (each)	-	-	\$50,000	1S, 4L <sup>2</sup>	NA	Local

<sup>1</sup> Revised based on July 15 project team feedback

<sup>2</sup> 1 crash at KY 1247 (Somerset St) intersection and 4 crashes at KY 1247 (Lancaster St) intersection

## 8.1 ENVIRONMENTAL IMPACTS

Alongside costs, impacts to the human and natural environment are another consideration when evaluating Build options. **Table 22** summarizes impacts by Build concept, with each discussed further below the table. Options within existing pavement, including safety improvements and Complete Street options in town, would have negligible impacts and are omitted from the summary table.

Table 22: Environmental Impacts for Recommended Build Concepts

Build Concept	Streams	Floodplains	Bat Habitat	Historic	Relocations	Other
<b>Spot Improvements</b>						
US 127/KY 1194 RCUT	0 ft	0 ft	0 ac	0	0	
Curves near Creek	140 ft	710 ft	1.4 ac	1	1-3	Mussels
Profile at KY 78/KY 1194	0 ft	0 ft	0 ac	0	0-1	
<b>KY 1194 Options</b>						
45 mph Reconstruction	3600 ft	900 ft	10 ac	1-2	1-6	Gas Line
Yellow Bypass	400 ft	40 ft	0.7 ac	0-2	0-2	
Green Bypass	400 ft	0 ft	0.6 ac	0-1	3-6	

**WATER RESOURCES.** Most Build concepts impact water resources, including streams and associated floodplains. No wetland impacts are expected. Bridge work will require coordination with USACE and KDOW for permits.

**KEY HABITATS.** Both Blue Lick and Hanging Fork creeks represent potential mussel habitat. Impacts will likely require a Biological Assessment. Seasonal survey restrictions may impact future project timelines; waters must reach a certain temperature to survey for mussels, typically between April and October.

Impacts to woodland habitat for endangered bat species can likely be processed through KYTC's Programmatic Agreement with seasonal clearing restrictions.

**GEOTECHNICAL CONCERNS.** Large sections of the study area represent karst terrain based on the underlying geology.

**RIGHT-OF-WAY COMPLEXITIES.** Lincoln County is one of three original counties in Kentucky, dating to 1780. There are instances where no deed reference is on file at the courthouse or where changes in ownership have not been updated as heirs inherit across generations. Should a project advance requiring additional right-of-way, it is likely these circumstances will impact costs and timelines.

**CULTURAL/HISTORIC RESOURCES.** Potentially historic resources lie near each of the larger Build corridors:

- Built in 1850, Richland Farm (LI 356) near KY 1194 MP 1.25 is listed on the NRHP for its architecture. The NRHP boundary sets back from the roadway 150+ feet.
- CRA-24 is a stone wall that stretches 500 feet along the north side of KY 1194, near MP 3.5. Both the Curves near Creek spot improvement and 45 mph Reconstruction are likely to disturb the wall. While its NRHP eligibility has not been formally determined at this time, KYTC regularly partners with the Dry Stone Conservancy to shift and reconstruct historic stone features impacted by highway projects.
- Off Moores Lane, McCormack Church (LI 3) is NRHP-listed, including the associated cemetery. Both the Curves near Creek spot improvement and 45 mph Reconstruction improve KY 1194 nearby but do not move the route closer to the property.
- Buffalo Springs Cemetery (CRA-11) was identified as potentially historic during windshield surveys. It is found on both sides of KY 78 just beyond the western end of the Yellow Bypass concept.
- The Old Helm House (LIS 76) is NRHP eligible and located in the northwest quadrant of the KY 78/Moon Street intersection near where the Yellow Bypass ties back to existing KY 78 towards town.

- An 1850s Greek Revival house, Shadowlawn (LIS 9) is NRHP listed for its architecture and association with regional industry. The house sets back 140 feet from existing KY 1247 (Somerset Street) with the surrounding 3 acres included in the NRHP boundary. The Yellow Bypass is likely to impact the boundary area but avoid the house.
- The Robert Lytle/Francis House (LIS 10) opposite Shadowlawn was identified as potentially historic during windshield surveys. The house stands 140 feet from Somerset Street. The Yellow Bypass widens existing pavement, likely moving the road closer to the structure.
- A farmstead along Brock Drive (CRA 6) was identified as potentially historic during windshield surveys. The main barn is 110 feet from Brock Drive; the Green Bypass may shift the roadway closer to the structures.

Shown as gray dots in **Figure 25** (page 27), other properties were not accessible from public right-of-way and may represent other potentially historic resources pending detailed study. Measures should be taken to avoid or minimize impacts; should a Build concept advance with federal funding, formal field surveys and coordination with SHPO will be required to assess project effects to cultural historic resources.

Archaeological investigations in undisturbed areas and coordination with SHPO will be needed should a Build option advance. Either Bypass option crosses previously undisturbed lands, including soil types likely to encounter deeply buried deposits.

**GAS PIPELINE.** An active natural gas transmission line runs through the area, crossing KY 1194 near MP 4.7. Coordination with Kinder Morgan/Tennessee Gas Pipeline Company will be required should the 45 mph Reconstruction option advance.

**Figure 43** through **Figure 45** present the large-scale Build corridors alongside environmental features for reference.

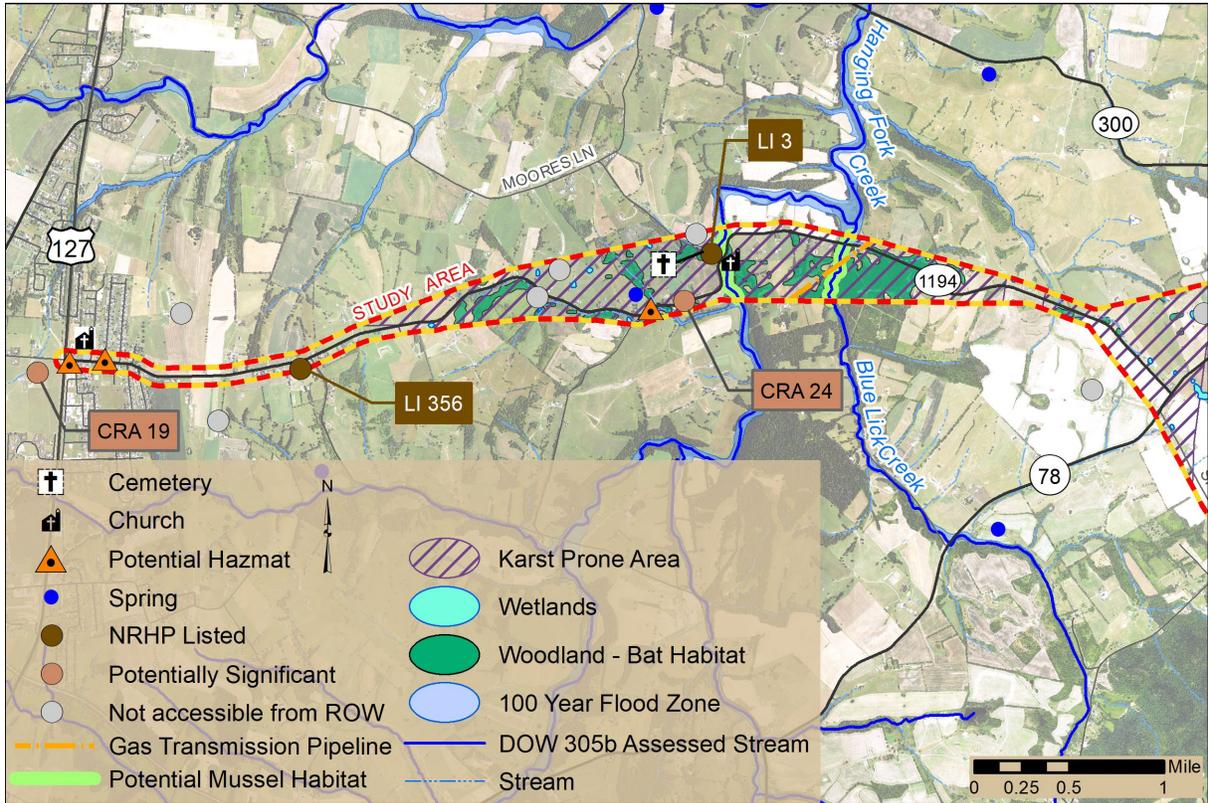


Figure 43: Environmental Constraints near 45 mph Reconstruction

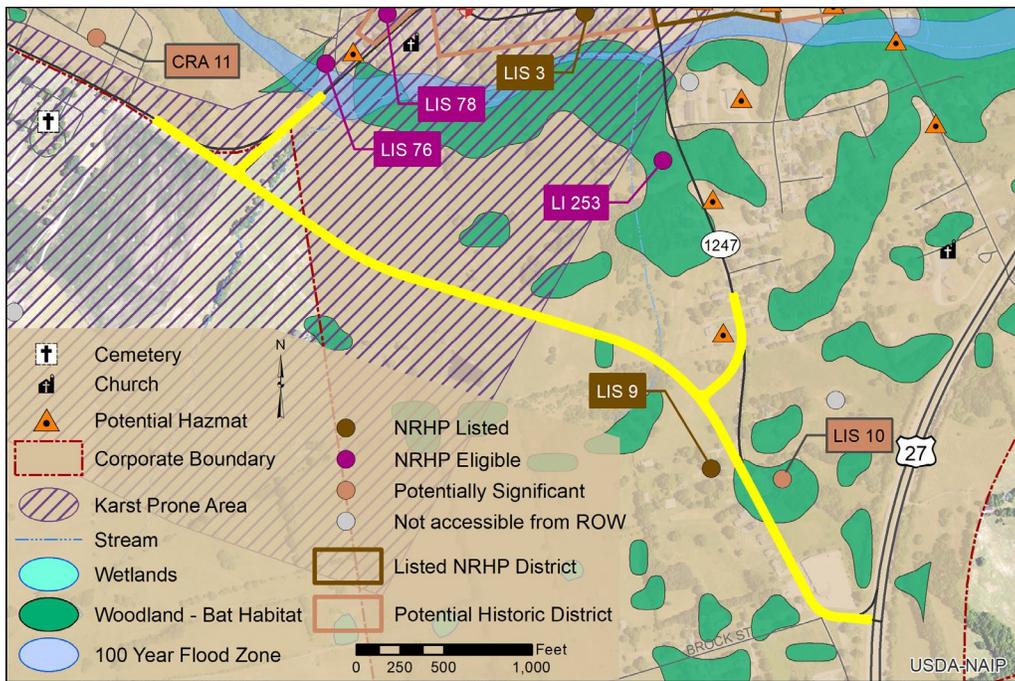


Figure 44: Environmental Constraints near Yellow Bypass

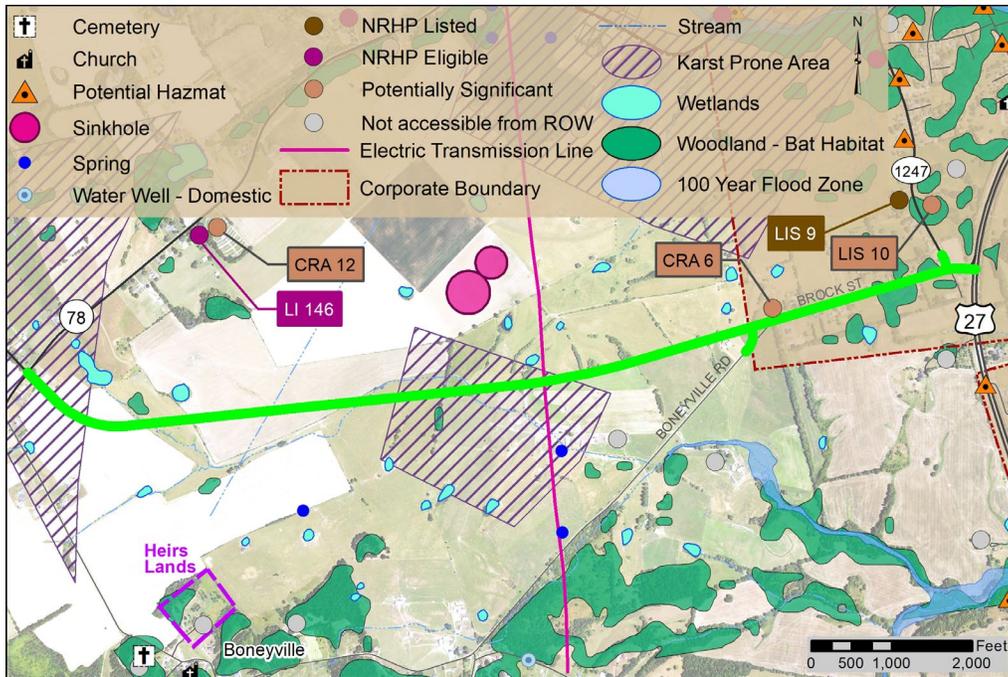


Figure 45: Environmental Constraints near Green Bypass

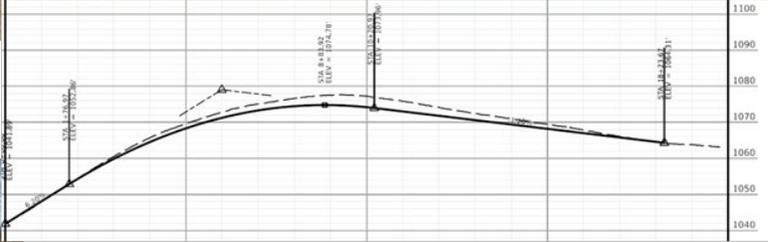
## 8.2 PROJECT SHEETS

The following pages present project sheets for recommended Build concepts.

US 127/KY 1194 Safety Measures																				
US 127 MP 6.939/KY 1194 MP 0.0		High Priority																		
<b>IMPROVEMENT DESCRIPTION:</b> Add transverse rumble strips approaching stop. Add "Cross Traffic Does Not Stop" signs. Close west McCormack Church Road approach to reduce conflict points.	<b>Phase Estimate</b>	<b>(2024 \$'s)</b>																		
	Design	-																		
	Right-of-Way	-																		
	Utilities	-																		
	Construction	\$10,000																		
		<b>Total Cost</b>																		
		<b>\$10,000</b>																		
<b>IDENTIFIED NEEDS:</b>		<b>Programming Cost</b>																		
		<b>\$10,000</b>																		
2024 Existing Traffic:	11,400 vpd entering; peak hour turning movements shown below. Westbound left at LOS E during AM peak hour.																			
2045 No-Build Traffic:	14,000 vpd entering. Turns from either cross street at LOS F during peaks.																			
Safety:	15 crashes (1 fatal, 6 injury) during 2019-2023. 60% angle crashes.																			
<b>STUDY GOALS:</b>																				
<input type="checkbox"/> Mobility <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Multimodal																				
																				
<p>2024 AM (PM) Peak Traffic</p> <table border="1" style="margin: auto;"> <tr> <td style="text-align: center;">K 0 (10)</td> <td style="text-align: center;">↗ US 127</td> <td style="text-align: center;">110 (50)</td> </tr> <tr> <td style="text-align: center;">↖ 250 (610)</td> <td style="text-align: center;">← 40 (130)</td> <td style="text-align: center;">10 (20)</td> </tr> <tr> <td style="text-align: center;">↘ 40 (130)</td> <td style="text-align: center;">↗ KY 1194</td> <td style="text-align: center;">40 (40)</td> </tr> <tr> <td style="text-align: center;">0 (0)</td> <td style="text-align: center;">→ 10 (20)</td> <td style="text-align: center;">60 (30)</td> </tr> <tr> <td style="text-align: center;">20 (30)</td> <td style="text-align: center;">↘ 10 (20)</td> <td style="text-align: center;">560 (310)</td> </tr> <tr> <td style="text-align: center;">20 (20)</td> <td style="text-align: center;">↙ 60 (30)</td> <td></td> </tr> </table>			K 0 (10)	↗ US 127	110 (50)	↖ 250 (610)	← 40 (130)	10 (20)	↘ 40 (130)	↗ KY 1194	40 (40)	0 (0)	→ 10 (20)	60 (30)	20 (30)	↘ 10 (20)	560 (310)	20 (20)	↙ 60 (30)	
K 0 (10)	↗ US 127	110 (50)																		
↖ 250 (610)	← 40 (130)	10 (20)																		
↘ 40 (130)	↗ KY 1194	40 (40)																		
0 (0)	→ 10 (20)	60 (30)																		
20 (30)	↘ 10 (20)	560 (310)																		
20 (20)	↙ 60 (30)																			
Impacts: N/A																				
Notes: Consider FE01 or HSIP funding BCA > 100																				

US 127/KY 1194 RCUT		
US 127 MP 6.939/KY 1194 MP 0.0		<b>Medium Priority</b>
<b>IMPROVEMENT DESCRIPTION:</b> Reconstruct intersection as RCUT to improve safety and traffic flows. Requires widening 0.7-mile of US 127.	<b>Phase Estimate</b>	<b>(2024 \$'s)</b>
	Design	\$0.6M
	Right-of-Way	\$0.4M
	Utilities	\$0.6M
	Construction	\$3.8M
		<b>Total Cost</b> \$5.4 million
<b>IDENTIFIED NEEDS:</b>		<b>Programming Cost</b> <b>\$5.4 million</b>
2024 Existing Traffic:	11,400 vpd entering; peak hour turning movements shown below. Westbound left at LOS E during AM peak hour.	
2045 No-Build Traffic:	14,000 vpd entering. In No-Build scenario, turns from either cross street at LOS F during peaks.	
Safety:	15 crashes (1 fatal, 6 injury) during 2019-2023. 60% angle crashes.	
<b>STUDY GOALS:</b> <input checked="" type="checkbox"/> Mobility <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Multimodal		
		
Impacts: N/A		
Notes: Consider HSIP, STP4/STP5, or traditional Highway Plan funding BCA = 2.7		

Realign/Widen KY 1194 near Creeks		
KY 1194 MP 2.6-4.2	<b>Medium Priority</b>	
<b>IMPROVEMENT DESCRIPTION:</b> Widen pavement to 11-foot lanes and 4-foot paved shoulders with 45-mph design speed. Corrects curves and grades that do not meet HDM recommendations. Replace Bridge 069B00044N.	<b>Phase Estimate</b>	<b>(2024 \$'s)</b>
	Design	\$1.1M
	Right-of-Way	\$2.8M
	Utilities	\$1.8M
	Construction	\$7.3M
		<b>Total Cost</b>
		<b>\$13 million</b>
<b>IDENTIFIED NEEDS:</b>	<b>Programming Cost</b>	
		<b>\$18 million</b>
2024 Existing Traffic:	1,100-2,700 vpd; segment at LOS A during peaks with v/c < 0.2.	
2045 No-Build Traffic:	1,300-3,300 vpd; segment at LOS A during peaks with v/c < 0.2.	
Safety:	10 crashes (1 fatal, 1 injury) during 2019-2023.	
<b>STUDY GOALS:</b>	<input type="checkbox"/> Mobility <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Multimodal	
Impacts: Stream, floodplain, bat habitat, karst, 1-3 relocations, historic stone wall		
Notes: Consider HSIP, federal grant (BUILD), or traditional Highway Plan funding BCA = 2.0		

Improve KY 78 Profile		
KY 78 MP 9.9-10.2		<b>Low Priority</b>
<b>IMPROVEMENT DESCRIPTION:</b> Smooth profile to improve sight distance at KY 78 intersections with KY 1194 and Spoonamore Lane.	<b>Phase Estimate</b>	<b>(2024 \$'s)</b>
	Design	\$300,000
	Right-of-Way	\$800,000
	Utilities	\$700,000
	Construction	\$2.3M
		<b>Total Cost</b> \$4.1 million
<b>IDENTIFIED NEEDS:</b>		<b>Programming Cost</b> \$4.1 million
2024 Existing Traffic:	3,500 vpd; segment at LOS B/C during peaks with v/c < 0.2.	
2045 No-Build Traffic:	4,300 vpd; segment at LOS B/C during peaks with v/c ≤ 0.2.	
Safety:	1 crash (PDO) during 2019-2023.	
<b>STUDY GOALS:</b> <input type="checkbox"/> Mobility <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Multimodal		
		
		
 <p style="text-align: center;">View south from KY 1194</p>		
<b>Impacts:</b> One potential relocation		
<b>Notes:</b> Consider traditional Highway Plan funding BCA < 0.1		

All-Way Stop at KY 78/KY 300		
KY 78 MP 12.339/KY 300 MP 7.445		High Priority
<b>IMPROVEMENT DESCRIPTION:</b> Three-way stop with advance warning signage to improve traffic flow. Consider signal when/if volumes warrant.	<b>Phase Estimate</b>	<b>(2024 \$'s)</b>
	Design	-
	Right-of-Way	-
	Utilities	-
	Construction	\$10,000
Total Cost		\$10,000
<b>IDENTIFIED NEEDS:</b>		<b>Programming Cost</b>
<b>\$10,000</b>		
2024 Existing Traffic:	7,800 vpd entering; peak hour turning movements shown below. Eastbound approach at LOS E during AM peak hour with 0.85 v/c.	
2045 No-Build Traffic:	9,500 vpd entering. Eastbound KY 78 at LOS F with 1.3 v/c.	
Safety:	2 crashes (PDO rear ends) during 2019-2023.	
<b>STUDY GOALS:</b> <input checked="" type="checkbox"/> Mobility <input type="checkbox"/> Safety <input type="checkbox"/> Multimodal		
Impacts: Minimal; within historic district		
Notes: Consider FE01 or FE04 funding BCA > 100 driven by travel time savings		

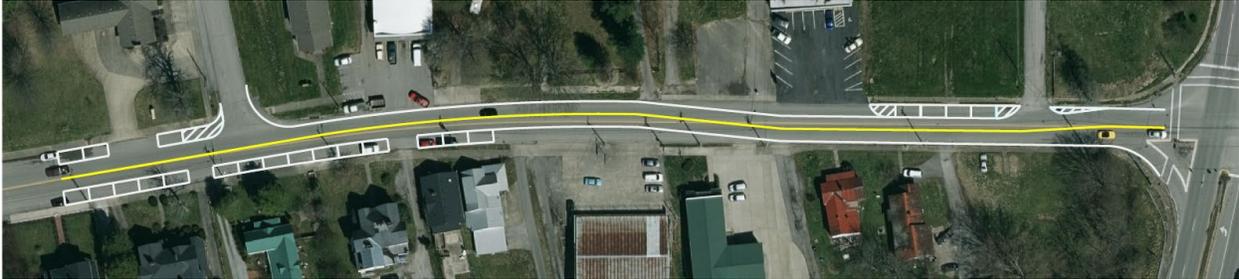
KY 1194 Reconstruction to 45 mph		
KY 1194 MP 0.0-6.6		<b>Low Priority</b>
<b>IMPROVEMENT DESCRIPTION:</b> Widen pavement to 11-foot lanes and 4-foot paved shoulders with 45-mph design speed. Corrects curves and grades that do not meet HDM recommendations.	<b>Phase Estimate</b>	<b>(2024 \$'s)</b>
	Design	\$5M
	Right-of-Way	\$6M
	Utilities	\$13M
	Construction	\$46M
		<b>Total Cost</b> \$70 million
<b>IDENTIFIED NEEDS:</b>		<b>Programming Cost</b> \$98 million
2024 Existing Traffic:	1,100-2,700 vpd; segment at LOS A during peaks with v/c < 0.2.	
2045 No-Build Traffic:	1,300-3,300 vpd; segment at LOS A during peaks with v/c < 0.2.	
Safety:	23 crashes (1 fatal, 4 injury) during 2019-2023. 74% single vehicle crashes.	
<b>STUDY GOALS:</b> <input type="checkbox"/> Mobility <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Multimodal		
Impacts: Stream, floodplain, bat habitat, karst, 1-6 relocations, historic resources, gas pipeline crossing		
Notes: Consider traditional Highway Plan funding BCA = 0.5		

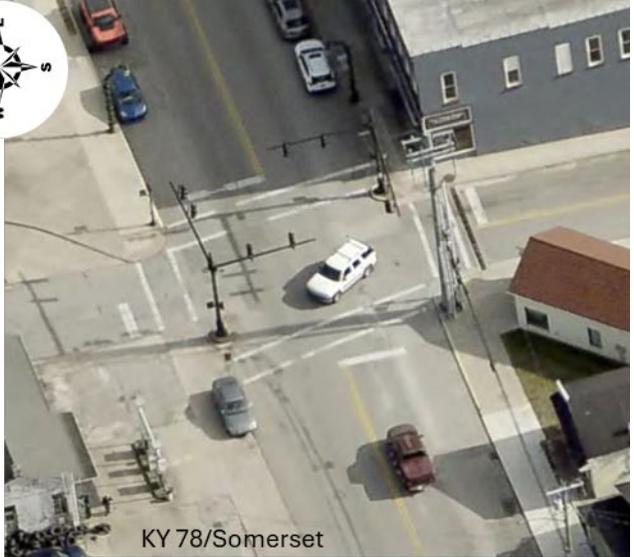
Yellow Bypass		
0.8 mi New Alignment		<b>Medium Priority</b>
<b>IMPROVEMENT DESCRIPTION:</b> New alignment with 11-foot lanes and 4-foot paved shoulders, providing an alternate east-west connection to US 27 beyond Main Street. Widens 0.2 mi KY 1247 (Somerset St).  <i>Consider alongside Green in future design phase.</i>	<b>Phase Estimate</b>	<b>(2024 \$'s)</b>
	Design	\$1.4M
	Right-of-Way	\$1.5M
	Utilities	\$1.6M
	Construction	\$9.2M
		<b>Total Cost</b> \$14 million
<b>IDENTIFIED NEEDS:</b>		<b>Programming Cost</b> \$19 million
2024 Existing Traffic:	N/A	
2045 No-Build Traffic:	4,800 vpd on new alignment; diverts 800 vpd from Main St	
Safety:	N/A	
<b>STUDY GOALS:</b> <input checked="" type="checkbox"/> Mobility <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Multimodal		
<b>Impacts:</b> Stream, floodplain, bat habitat, karst, 0-2 relocations, historic resources		
<b>Notes:</b> Consider federal grant (BUILD) or traditional Highway Plan funding BCA = 1.1 Where possible, City should accept part of the current system (e.g. Main Street) before new routes (e.g. bypass) are constructed		

Green Bypass		
2.3 mi New Alignment		<b>Medium Priority</b>
<b>IMPROVEMENT DESCRIPTION:</b> New alignment with 11-foot lanes and 4-foot paved shoulders, providing an alternate east-west connection to US 27 beyond Main Street.  <i>Consider alongside Yellow in future design phase.</i>	<b>Phase Estimate</b>	<b>(2024 \$'s)</b>
	Design	\$1.5M
	Right-of-Way	\$2.5M
	Utilities	\$2.5M
	Construction	\$10M
		<b>Total Cost</b> \$16 million
<b>IDENTIFIED NEEDS:</b>		<b>Programming Cost</b> \$23 million
2024 Existing Traffic:	N/A	
2045 No-Build Traffic:	4,800 vpd on new alignment; diverts 800 vpd from Main St	
Safety:	N/A	
<b>STUDY GOALS:</b> <input checked="" type="checkbox"/> Mobility <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Multimodal		
Impacts: Stream, floodplain, bat habitat, karst, 3-6 relocations		
Notes: Consider federal grant (BUILD) or traditional Highway Plan funding BCA = 1.1 Where possible, City should accept part of the current system (e.g. Main Street) before new routes (e.g. bypass) are constructed		

Sidewalk Accessibility		
KY 78 MP 12.339-13.135		<b>Local Priority</b>
<b>IMPROVEMENT DESCRIPTION:</b> Add missing detectable warning mats, stripe crosswalks and edgelines, shift power pole, bump out curbs, add/repair sidewalks.	<b>Phase Estimate</b>	<b>(2024 \$'s)</b>
	Design	-
	Right-of-Way	-
	Utilities	-
	Construction	\$40,000
		<b>Total Cost</b> <span style="float: right;">\$40,000</span>
<b>IDENTIFIED NEEDS:</b>	<b>Programming Cost</b>	<b>\$40,000</b>
2024 Existing Traffic:	3,500-5,800 vpd on KY 78; operates at LOS C/D in peaks with v/c ≤0.2.	
2045 No-Build Traffic:	4,200-7,100 vpd; operates at LOS C-E in peaks with v/c ≤0.3.	
Safety:	No crashes with pedestrians during 2019-2023.	
<b>STUDY GOALS:</b>	<input type="checkbox"/> Mobility <input checked="" type="checkbox"/> Safety <input checked="" type="checkbox"/> Multimodal	
		
See <b>Appendix H</b> for specifics		
Impacts:	within historic district	
Notes:	Consider FE01 or TAP funding	

Replace Main Street Striping		
KY 78 MP 12.339-13.135		High Priority
<b>IMPROVEMENT DESCRIPTION:</b> Add edgeline striping and define parking spaces that were not replaced following 2024 repaving.	<b>Phase Estimate</b>	<b>(2024 \$'s)</b>
	Design	-
	Right-of-Way	-
	Utilities	-
	Construction	\$15,000
<b>Total Cost</b>		<b>\$15,000</b>
<b>IDENTIFIED NEEDS:</b>		<b>Programming Cost</b>
		<b>\$15,000</b>
2024 Existing Traffic:	3,500-5,800 vpd on KY 78; operates at LOS C/D in peaks with v/c ≤0.2.	
2045 No-Build Traffic:	4,200-7,100 vpd; operates at LOS C-E in peaks with v/c ≤0.3.	
Safety:	12 crashes (1 injury) during 2019-2023.	
<b>STUDY GOALS:</b>		
<input type="checkbox"/> Mobility <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Multimodal		
		
Impacts: within historic district		
Notes: Consider FE01, FD05, or STP4/STP5 funding		

Alternate Parking for Traffic Calming		
KY 78 MP 12.9-13.1		Local Priority
<b>IMPROVEMENT DESCRIPTION:</b> Stripe parking spaces east of downtown on alternating sides of KY 78 Main Street to introduce curvature as traffic-calming measure.	<b>Phase Estimate</b>	<b>(2024 \$'s)</b>
	Design	-
	Right-of-Way	-
	Utilities	-
	Construction	\$30,000
<b>Total Cost</b>		<b>\$30,000</b>
<b>IDENTIFIED NEEDS:</b>		<b>Programming Cost</b>
		<b>\$30,000</b>
2024 Existing Traffic:	3,600 vpd; operates at LOS C in peaks with v/c ≤0.2.	
2045 No-Build Traffic:	4,200 vpd; operates at LOS C in peaks with v/c ≤0.3.	
Safety:	2 crashes (PDO) during 2019-2023.	
<b>STUDY GOALS:</b> <input type="checkbox"/> Mobility <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Multimodal		
		
Impacts: within historic district		
Notes: Consider FD05 or STP4/STP5 funding		

Remove Traffic Signal(s)		
KY 78 MP 12.5-12.7		Local Priority
<b>IMPROVEMENT DESCRIPTION:</b> Replace existing signal(s) downtown with all-way stop controls.	<b>Phase Estimate</b>	<b>(2024 \$'s)</b>
	Design	-
	Right-of-Way	-
	Utilities	-
	Construction	\$50,000 ea.
		Total Cost
		\$50,000 ea.
<b>IDENTIFIED NEEDS:</b>		<b>Programming Cost</b>
		<b>\$50,000 ea.</b>
2024 Existing Traffic:	4,200 vpd entering at Lancaster St; operates at LOS A during peaks. 6,600 vpd entering at Somerset St; operates at LOS B during peaks.	
2045 No-Build Traffic:	5,200 vpd entering at Lancaster St; operates at LOS A during peaks. <i>*with signal</i> 8,100 vpd entering at Somerset St; operates at LOS A-B during peaks.	
Safety:	1 crash at Somerset St + 4 crashes at Lancaster St (all PDO) during 2019-2023.	
<b>STUDY GOALS:</b>	<input type="checkbox"/> Mobility <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Multimodal	
 <p>KY 78/Lancaster</p>		
 <p>KY 78/Somerset</p>		
<p><b>KY 78/Lancaster:</b> Adequate capacity with all-way stop with or without bypass.</p> <p><b>KY 78/Somerset:</b> Heavy eastbound traffic during AM peak leads to LOS E operations with all-way stop in No-Build scenario. With diverted traffic with bypass, all-way stop provides adequate capacity.</p>		
Impacts: within historic district		
Notes: Consider FE01 or FE04 funding		

## 9.0 NEXT STEPS

No funding to date has been assigned to advance improvement concepts beyond this initial planning phase. Some improvements are low-cost actions requiring little advance preparation and could be implemented relatively quickly by KYTC maintenance forces. Others are higher-cost projects that must compete for funding and progress through the project development process: preliminary design/environmental, final design, right-of-way acquisition, utility relocation, then construction.

For those competing for traditional Highway Plan funds, CHAF forms should be created or modified so potential projects can compete for future funding in the next SHIFT cycle.

### 9.1 POTENTIAL FUNDING STREAMS

Traditionally, most funds for highway projects statewide are allocated within the biennial Highway Plan, competing against other projects through the SHIFT process. Beyond SHIFT, a range of other federal grants<sup>14</sup> and other funding streams align with specific project types and could represent other mechanisms to advance smaller projects. A brief discussion follows, with notes on projects sheets in **Section 8.2** to suggest which Build options could align with which programs. It should be noted that many of the federal funds are allocated through the *Infrastructure Investment and Jobs Act* (IIJA) that runs through fiscal year 2026. The *One Big Beautiful Bill* (OBBB) was enacted in July 2025; impacts on transportation funding streams will unfold over the coming months.

#### Within SHIFT/Highway Plan

The federal Surface Transportation Block Grant (**STBG**) program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway; bridge and tunnel projects on any public road; pedestrian and bicycle infrastructure; and transit capital projects, including intercity bus terminals. The annual budget is around \$250 million.

Dedicated federal funds for bridges (**FBP, BRO, BRX, BRZ**) are set aside for structures and their approaches. The annual budget is about \$112 million statewide.

National Highway Performance Projects (**NH**) are federal funds supporting the condition and performance of the NHS. Kentucky receives an estimated \$500 million in NH funds annually.

New under the IIJA, the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (**PROTECT**) grant program targets surface transportation projects that improve

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<sup>14</sup> In late January 2025, the White House announced a pause to federal grants to assess alignment with the administration's policies, introducing uncertainty regarding funding streams.

resiliency and address climate change. It includes both formula and competitive components, with applications accepted annually in late winter. Kentucky’s annual budget has been around \$25 million, not counting competitive grant awards.

State Priority Projects (**SPP**) funds target high priority construction projects based on prioritized needs. The annual budget varies but can be over \$1 billion.

#### State-Managed Funds Beyond SHIFT/Highway Plan

The federal Highway Safety Improvement Program (**HSIP**) targets strategic, data-driven safety applications with over \$50 million for Kentucky annually. Funding is overseen by the KYTC Division of Traffic Operations, with an Investment Plan establishing funding targets for intersections, roadway departure corridors, and vulnerable roadway users.

The federal Transportation Alternatives Program (**TAP**) is available for non-motorized transportation projects such as sidewalks, trails, bike lanes, etc. Traditionally, there is a 20% local match although the GRANT Program of 2024<sup>15</sup> provides competitive funding to offset the local match. TAP is managed through the KYTC Office of Local Programs with applications collected each spring.

Limited **FE01** maintenance funds are allocated to each District to address low-cost repairs like striping or roadside clearing. A similar **FE02** budget covers bridge maintenance needs.

Limited **FE04** funds are available to the Division of Traffic Operations to improve signal systems, lighting, and similar operational measures.

Pavement overlays and striping projects can be funded through **FD05** funds, overseen through the Division of Maintenance.

#### Other Federal Grant Opportunities

The IJA provided federal highway programs more than \$350 billion over a five-year period (fiscal years 2022–2026). The OBBB will alter these funding levels—eliminating some previously identified 2026 programs—but impacts to specific programs have yet to be determined as this 8-80203 planning study concludes. Most funding for federal highway programs has been distributed to states based on formulas spelled out in legacy programs such as the Federal-aid Highway Program and HSIP. However, funds may also be provided through competitive grant programs. The [Grants.gov](https://grants.gov) website provides a one-stop shop for information on available grant programs across multiple agencies, including a feature to search by keyword.

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<sup>15</sup> Online at <https://ced.ky.gov/grant>

For example, the Safe Streets for All (**SS4A**) program is open to MPOs, local, and Tribal governments to develop or implement projects from a Comprehensive Safety Action Plan. The program is funded with about \$1 billion per year nationally with a 20% local match component. However, a project must be from the local/regional Action Plan to be eligible for SS4A implementation funding. Applications are typically accepted annually in the Spring.

“**BUILD**” grants support multi-modal, multi-jurisdictional projects with a significant national, regional, or local impact that are difficult to support through traditional programs. Applications require a solid benefit-cost analysis to compete; awards start at \$1 million for rural areas. Nearly \$500 million was awarded in July 2025 to 30 projects nationally, with an emphasis on road/bridge investments to support the American economy.

## 10.0 ADDITIONAL INFORMATION

Written requests for additional information should be sent to:

KYTC Division of Planning  
ATTN: Director  
200 Mero Street  
Frankfort, KY 40622  
By phone: 502.564.7183