

EXECUTIVE SUMMARY

In late 2017, the Kentucky Transportation Cabinet (KYTC) initiated a Small Urban Area (SUA) Study for the city of Frankfort in Franklin County. The purpose of the study is to identify and prioritize transportation improvements related to safety and congestion needs in the city and its surrounding area. The study area was developed to encompass the Federal Highway Administration's (FHWA) Adjusted Urban Area Boundary of Frankfort, with minor additions to normalize the shape. The study area covers 50 square miles and includes over 70 centerline miles of state-maintained highway segments. Primary routes serving the area are Interstate 64 (I-64, omitted from this study), US 60, US 127, and KY 676.

The study focused on both short-term and long-term improvements. Specific project activities included completing an inventory of existing conditions, examining future conditions, proposing and analyzing practical solution improvement options, developing cost estimates, obtaining input from local leaders, prioritizing improvements, and documenting the study.

Following an inventory of existing conditions—traffic, crashes, and substandard geometrics—summarized in **Figure ES-1**, early coordination with the project team, project sponsors, and local officials/stakeholders occurred to gather insights on study area transportation needs. Key local issues were identified including:

- Redistribution of jobs due to demolition of the Capital Plaza tower
- Newly constructed offices along Sower Boulevard
- Expansion of the Farmdale sanitation district
- Desire for improved accessibility to several large tracts with development potential
- Significant expansion projects at both distilleries in town

In May 2018, local officials/stakeholders also identified numerous locations throughout the city where transportation improvements could be considered. Suggestions ranged from improved signal timings and turn lane extensions to major widening projects and interchange reconstruction. These suggestions were considered alongside a review of existing conditions, anticipated development trends, field reconnaissance, and input from the KYTC to develop a series of improvement concepts to improve safety and congestion. Each concept can be categorized as one of three groups:

- Long-term projects are relatively high cost projects, often requiring additional right-of-way that will entail substantial investment to acquire. Most require additional project development activities and would need to be funded through traditional funding sources in the KYTC's biennial highway plan.
- Short-term projects are relatively lower cost projects that can be implemented in the near future. Many require little-to-no new right-of-way; several may be completed as maintenance actions.
- Local projects are improvements located beyond the state-maintained highway system. These would likely need to be funded by the City, the County, or a private developer.

An initial set of improvement concepts was developed and shared with both the project team and City and County project sponsors in September 2018, and then refined as needed based on their input. Cost estimates were developed based on planning-level pavement, structures, and earthwork quantities.

Each improvement concept was presented to local officials/stakeholders in January 2019 to gather their input on potential projects and prioritization. Final recommendations are categorized as high, medium, or low priorities, as summarized in **Figures ES-2 through ES-4**.

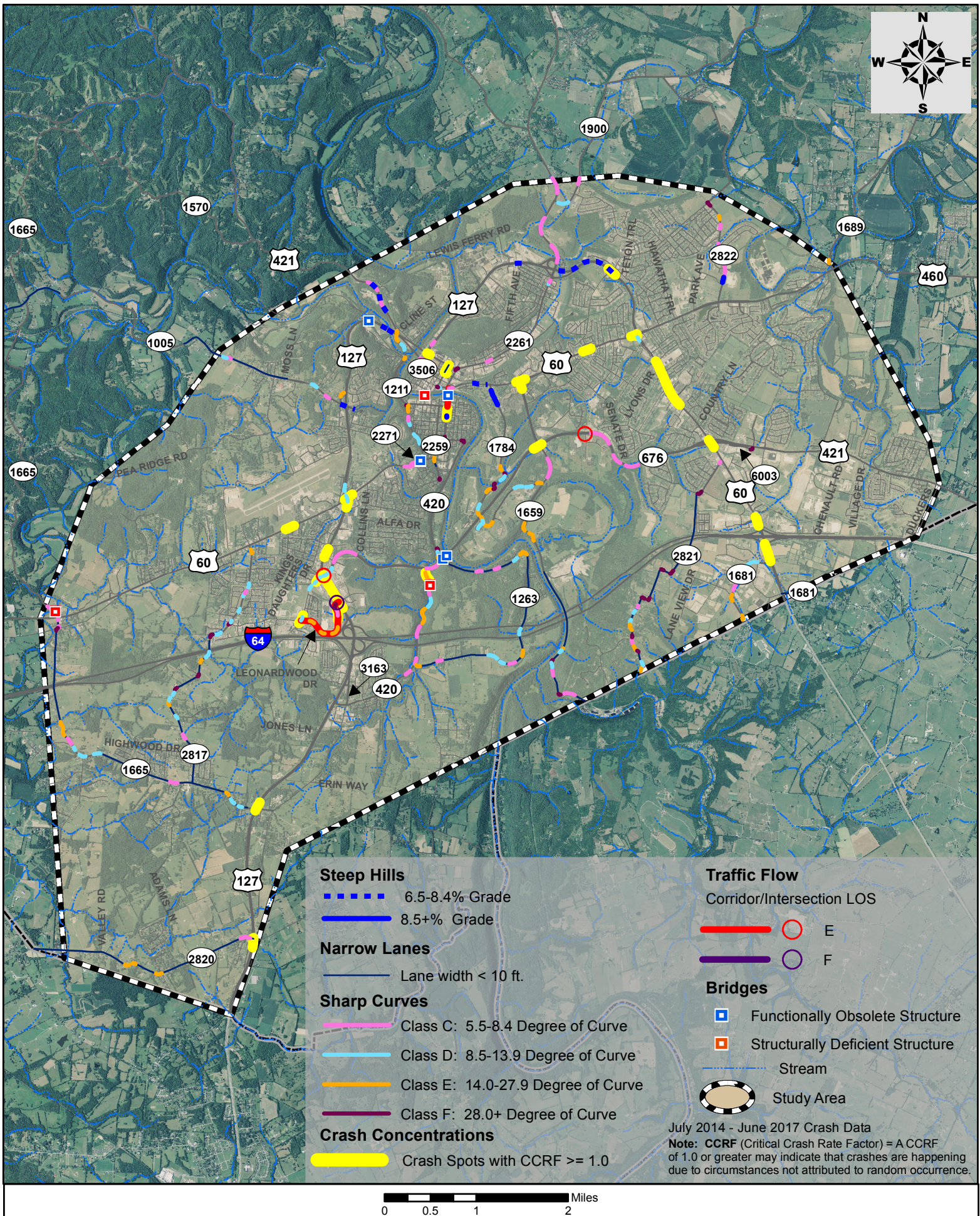
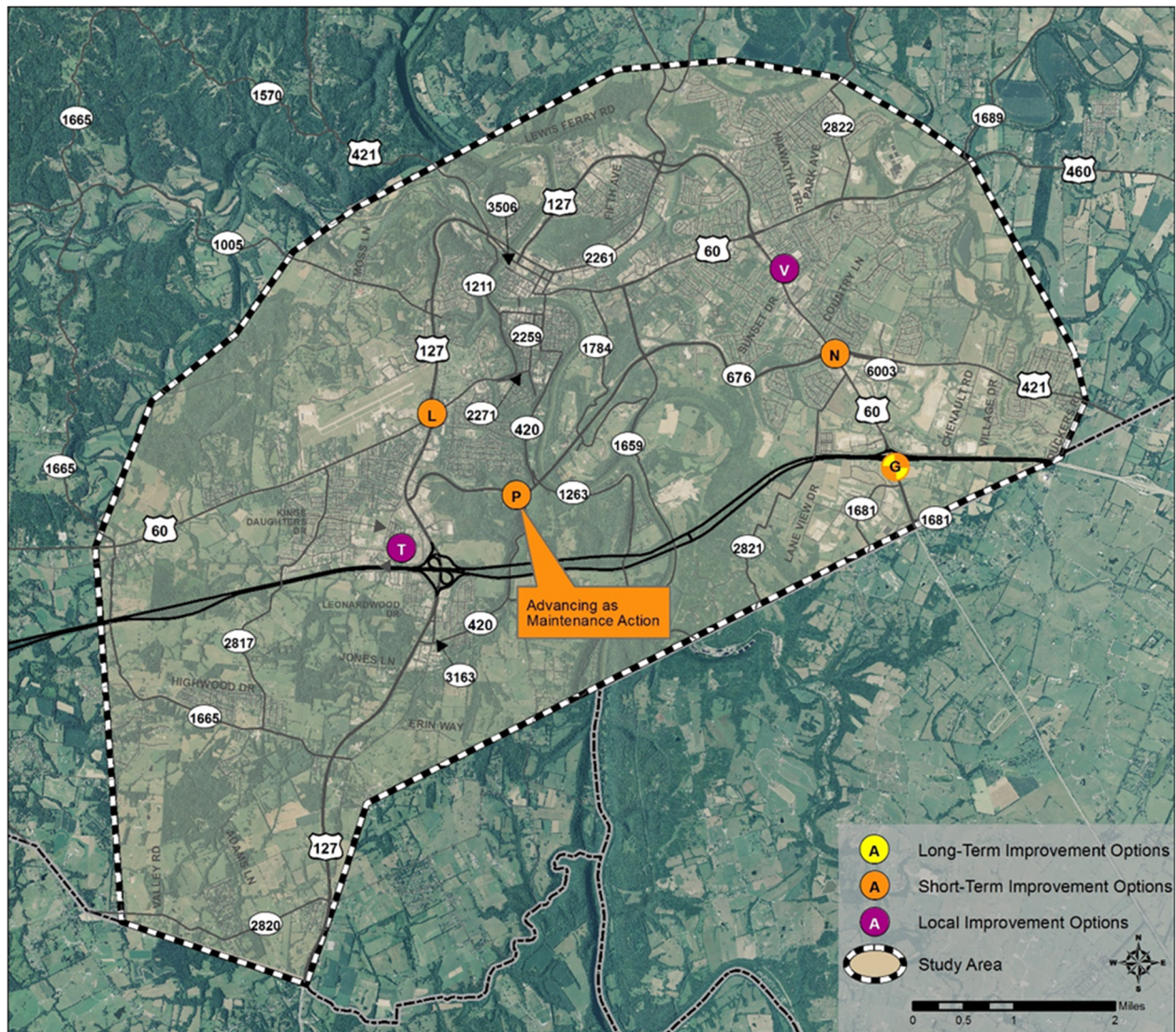


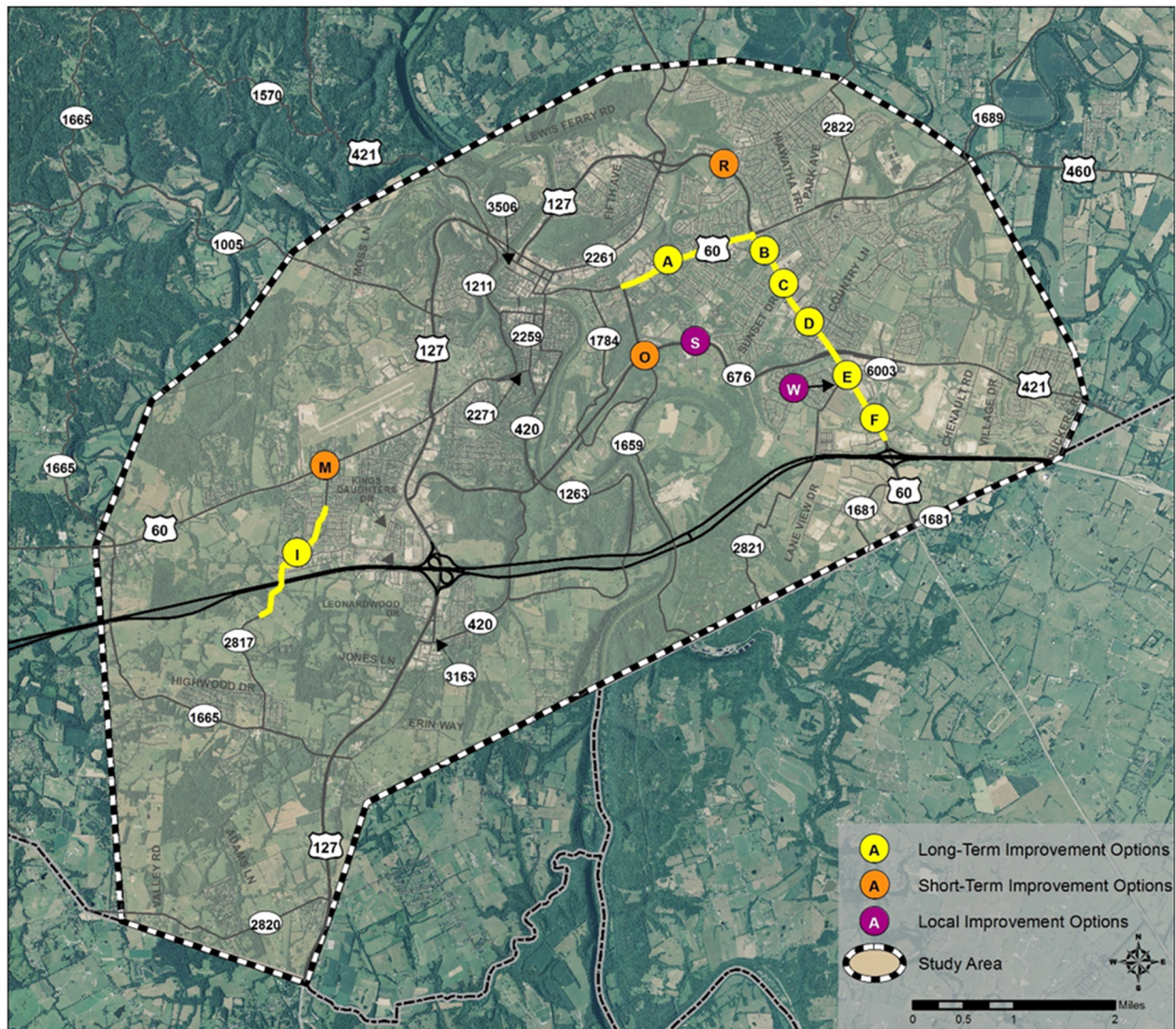
Figure ES-1: Summary of Substandard Existing Conditions within Study



High Priority Improvement Concepts:

- **Site G:** Reconfigure US 60 (Versailles Road) Interchange with I-64, with Option G1 as a long-term option to reconstruct the interchange as a diverging diamond or Options G2/G3 as short-term options to improve left turn queue storage along US 60
- **Site L:** Intersection improvements at US 127 (Lawrenceburg Road) / US 60 (Louisville Road), including a lengthened northbound right turn lane and coordinated signal for the eastbound right turn movement
- **Site N:** Extend the eastbound KY 676 (East-West Connector) off-ramp to US 60 (Versailles Road), adding a coordinated signal for the eastbound right turn movement
- **Site P:** Maintenance action to improve signage along KY 420 (Old Lawrenceburg Road) approaching the KY 676 (East-West Connector) intersection
- **Site T:** Corridor-wide capacity and safety improvements along Leonardwood Drive; addressing landscaping that currently blocks sight distance could advance as a “quick win” solution
- **Site V:** Extend Sunset Drive for secondary connection to Brighton Park Shopping Center

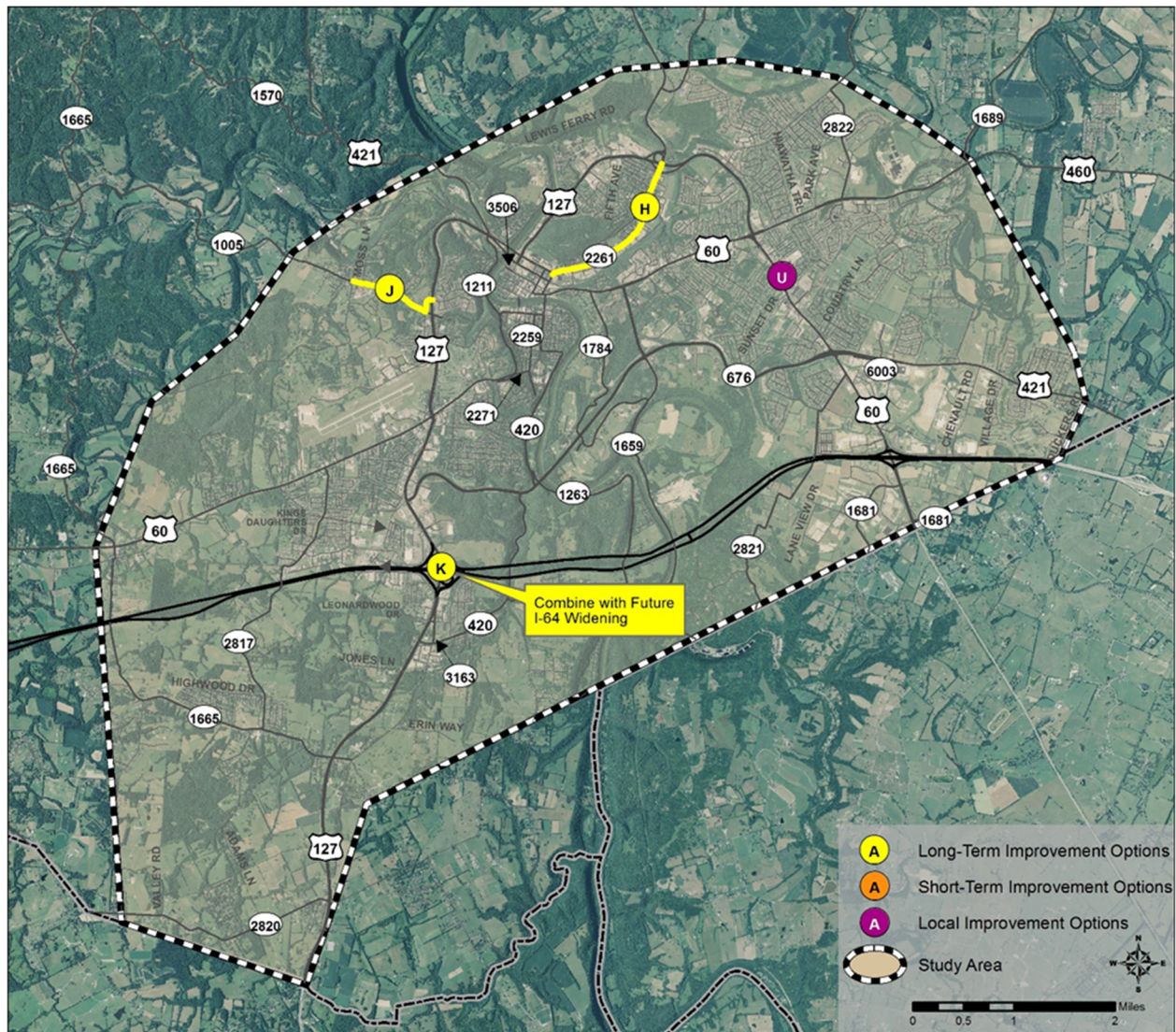
Figure ES-2: Summary of High Priority Improvement Concepts



Medium Priority Improvement Concepts:

- **Site A:** Planning study for US 60 (East Main Street) road diet and access management
- **Sites B-C:** Access management and pedestrian safety measures along US 60 (Versailles Road), from East Main Street to Brighton Park Boulevard
- **Sites D-F:** Access management along US 60 (Versailles Road), from Brighton Park Boulevard to Jett Boulevard
- **Site I:** Spot improvements along KY 2817 (Cardwell Lane) to improve curves and grade
- **Site M:** Signal improvements at US 60 (Louisville Road) intersections with KY 2817 (Cardwell Lane) and Meadowview Lane
- **Site O:** Intersection improvements at KY 1659 (Martin Luther King Jr Boulevard) / KY 676 (East-West Connector), including signage, signal timing, and turn lane extension
- **Site R:** Intersection improvements at US 421 (Wilkinson Boulevard) / Schenkel Lane to add advance warning flashers and high visibility signal backplates
- **Site S:** New connection from Sower Boulevard to KY 1659 (Glenns Creek Road)
- **Site W:** Extension of KY 2821 (Hanly Lane), realigning skewed northbound approach

Figure ES-3: Summary of Medium Priority Improvement Concepts



Low Priority Improvement Concepts:

- **Site H:** Reconstruct KY 2261 (Holmes Street) corridor, from KY 420 (Mero Street) to US 421 (Wilkinson Boulevard)
- **Site J:** Reconstruct KY 1005 (Devils Hollow Road), from Pea Ridge Road to US 127 (Wilkinson Boulevard)
- **Site K:** Extend southbound US 127 (Lawrenceburg Road) left turn lane to I-64 eastbound on-ramp, to be considered as part of the future I-64 widening project
- **Site U:** New connection between Eastwood Shopping Center and Forest Hills Drive

Figure ES-4: Summary of Low Priority Improvement Concepts