

Horizon 2030 Projects

The *Horizon 2030* Project Information section is comprised of individual project information in alphabetical order by project name. The information provided for each individual project includes:

- Project Type
- Project Name
- KIPDA Identification Number
- Description
- Purpose
- Primary Contact Agency (Project Sponsor)
- State Identification Number
- County in which Project is located
- Project Cost
- The Year in which the Project is estimated to be complete
- Regional Priority Status
- Air Quality Status
- Subject to CMS Review
- Proximity to a Freight Network Corridor
- Proximity to a Bicycle and Pedestrian Priority Corridor
- Whether or not a project includes bicycle and/or pedestrian facilities
- Individual Project Map (where applicable)

Several of these items warrant further explanation:

Regional Priority Status

A “Yes” indicates the project is a Regional Priority. The project has been found to meet at least one criterion for being identified as a Regional Priority. For more information please turn to page 2-1.

Air Quality and Project is considered Regionally Significant Status

A “Yes” indicates the project may alter travel behavior in a significant manner and subsequently impact the area’s air quality, making the project regionally significant. Regionally significant projects are defined as those projects (other than an exempt project) that are on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. Projects that impact air quality are reviewed by federal, state, and local agencies to assure their inclusion in the Transportation Plan’s air quality analysis. A “No” indicates the project is exempt from air quality analysis or its impact was not significant enough to impact travel behavior to a degree which could be measured using analysis tools. For more information please refer to the Air Quality section.

Subject to CMS Review

All projects were considered for the Congestion Management System (CMS) Project Level Review. A “Yes” indicates that it met the criteria for undergoing the CMS Project Level Review. A “No” may mean one of several things: 1) the project did not meet the criteria for completing the

CMS Project Level Review, 2) a CMS Project Level Review had already been completed during previous planning activities, 3) the project had advanced to a point where funding resources had been identified and they were funds other than federal funds. For more information about the CMS Project Level Review please turn to page 2-6.

Freight Corridors

Within a ¼ Mile or on a Freight Corridor: A “Yes” indicates that some part of the project is located on or within a ¼ mile of a segment of the Freight Network Corridor. For more information please refer to the Freight section of *Horizon 2030*.

Bicycle & Pedestrian Priority Corridors

Within a ¼ Mile or on a Bicycle & Pedestrian Priority Corridor: A “Yes” indicates that some part of the project is located on or within a ¼ mile of a segment of the Bicycle & Pedestrian Priority Corridor. For more information please refer to the Alternate Mode section.

Project Type

Most projects and programs included here accomplish more than one specific function; the Project Type classification allows the reader to quickly surmise the main function of a particular project. There are a total of 11 project types:

- BICYCLE/PEDESTRIAN - The implementation of physical bicycle and/or pedestrian amenities.
- MAINTENANCE - Transportation infrastructure preservation.
- OPERATIONS - Improvements to existing traffic operations, such as a turning lane, traffic signal timing, Intelligent Transportation Systems (ITS) components, etc.
- PROGRAM - Funding for program administration, such as ridesharing programs, etc.
- ROADWAY CAPACITY - Projects that include the addition of a motorized vehicle travel lane.
- SAFETY - Safety improvements.
- STREETSCAPE - Improvements along a street or roadway; these may range from installation of sound barriers to the planting of wildflowers.
- STRUCTURE - The construction/renovation of buildings that utilize transportation funds.
- STUDY - Transportation plan for a specified area, such as a corridor or intersection.
- TRANSIT - Public transportation improvements.
- WETLAND - Creation of a wetland.























Individual Project Map - Project Location Inventory

The Individual Project Map depicts the proposed physical location of a project and the quarter-mile area surrounding it. In addition, the project location inventory included in past long-range transportation plans as a matrix is being shown herein graphically; airports, superfund sites, 100-year and 500-year flood plains, historic sites, schools, etc., are shown on Individual Project Maps in *Horizon 2030* to offer more understanding of the relationship between a project, its physical surroundings, and the environmental and community impacts it may have.

Individual Project Maps are not available for every project since there are some projects that can not be mapped. Programs may not have a specific geographic location. Studies may not have a defined geographic scope. A project with an open to public date of 2025 may be too conceptual at this point to pinpoint an exact location. Where possible, the Individual Project Map is provided.

On the following project pages, there are maps associated with various projects. Due to space constraints, the legend for all symbols appearing on those maps is located here.

Legend

	Intersection
	Non-Motorized
	Transit
	Structure
	Non-Motorized Improve-
	Roadway Improvement
	Transit Improvement
	School
	Historic/Archeological
	Bicycle & Pedestrian Priority
	Freight Corridor
	Railroad
	Street Centerline
	Major Roads
	Streams
	1/4 Mile Project Buffer
	Wetland
	Superfund Site
	100 Year Flood-
	500 Year Flood-
	Ohio River
	County Boundary

Need More Information?

Should you need additional information on any project or other information included in *Horizon 2030*, contact either KIPDA staff or the Primary Project Sponsor. KIPDA staff can be reached by phone: (502) 266-6084; by fax: (502) 266-5074; by regular mail: KIPDA Transportation Division, 11520 Commonwealth Drive, Louisville, Kentucky, 40299; or by email: kipda.trans@ky.gov.

