KIPDA
Kentuckiana Regional Planning and Development Agency

TRANSPORTATION POLICY COMMITTEE

12:30 p.m., July 25, 2019
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

Kentucky Member Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana Member Counties

Clark

Floyd

AGENDA

1. *Call to Order, Welcome, Introductions*
2. *June 27, 2019 TPC Meeting Minutes* – Review and approval (see enclosed). **Action is requested**.
3. *Public Comment Period*
4. *Public Meeting Report* – Staff will report on public involvement activities.
5. *Quarterly Project Review* – Staff will provide results from the latest review of projects using funding dedicated to the MPO and will present recommended changes in the programming of those funds in both Indiana and Kentucky (see enclosed). **Action is requested.**
6. *Connecting Kentuckiana Metropolitan Transportation Plan (MTP)* – Staff will present the outcome of project development and evaluation for the MTP update (see enclosed). **Action is requested.**
7. *FY 2020-25 Transportation Improvement Program (TIP)* – Staff will present information regarding the status and schedule for the development of the next TIP update.
8. *Strategic Highway Information Formula for Tomorrow (SHIFT)* – TTCC Working Group recommendations will be presented for the next stage of the Kentucky Transportation Cabinet's 2020 SHIFT project prioritization process (see enclosed). **Action is requested.**
9. *FY 2018 - FY 2021 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short-range funding document (see enclosed).
10. *Other Business*
11. *Adjourn*

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EDUCATION PAYS

Auxiliary aids/services are available when requested three (3) business days in advance.

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See http://www.ridetarc.org/tripplan/ for TARC service

MINUTES
TRANSPORTATION POLICY COMMITTEE (TPC)
June 27, 2019, 12:30 p.m.
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

Call to Order
J. Byron Chapman, Chair, called the meeting to order at 12:35 p.m. After introductions were made, it was determined that a quorum was present.

Review and Approval of Minutes
Bernie Bowling, City of St. Matthews, made a motion to approve the minutes from the April 25 meeting. Brian Dixon, Clark County, seconded the motion and it carried with a unanimous vote.

Public Comment Period
Jackie Cobb, citizen, suggested the committee take a more aggressive stance on carbon emissions reduction beyond the performance measures currently set, and for the committee to pursue more transit options. Ms. Cobb spoke out against the I-65 to I-71 bypass project and the widening of I-264 project as an irresponsible waste of funds and environmentally damaging.

Cathy Hinko, Metropolitan Housing Coalition, spoke out against widening projects in favor of more transit and HOV lanes. Ms. Hinko also feels the committee does not accurately represent low income and minority populations of the region.

Public Meeting Report
Larry Chaney, KIPDA staff, reported on recent public involvement activities.

Proposed Amendments to MPO Planning Documents
Nick Vail, KIPDA staff, presented proposed amendments to the Horizon 2035 Metropolitan Transportation Plan (MTP) and the FY 2018-FY 2021 Transportation Improvement Program (TIP). There was discussion.

Jim Ude, Indiana Department of Transportation (INDOT) – Seymour, made a motion to approve the proposed amendment to the MTP. Tonya Higdon, Kentucky Transportation Cabinet (KYTC), seconded the motion and it carried with a unanimous vote.

Brian Dixon, Clark County, made a motion to approve the proposed amendment to the TIP. Tonya Higdon, KYTC, seconded the motion and it carried with a unanimous vote.

Freight Advisory Sub-Committee
Elizabeth Farc, KIPDA staff, discussed the potential creation of a TTCC freight advisory sub-committee to assist in future transportation planning efforts. There was discussion. **Bernie Bowling, City of St. Matthews, made a motion to recommend approval by the TPC of the**

sub-committee. Jeff O'Brien, Louisville Metro Government, seconded the motion and it carried with a unanimous vote.

Additional Obligation Authority for KYTC

Larry Chaney, KIPDA staff, discussed the KYTC request to potentially use a portion of the unobligated balance of STP-Urban (SLO) funds to take advantage of available additional year-end spending authority. There was discussion. **Bernie Bowling, City of St. Matthews, made a motion to recommend approval by the TPC of the additional obligation authority for KYTC. Jeff O'Brien, Louisville Metro Government, seconded the motion and it carried with a unanimous vote.**

FY 2018- FY 2021 Transportation Improvement Program (TIP)

Amanda Deatherage, KIPDA staff, presented information on Administrative Modifications to the short-range funding document. No action was required.

Other Business

There was no other business.

Adjournment

The meeting was adjourned at 1:05 p.m.

_____

Larry D. Chaney
Recording Secretary

Members Present:

Bernie Bowling	City of St. Matthews
Brian Dixon	Clark County
Jim Ude	Indiana Department of Transportation – Seymour
J. Byron Chapman (Chair)	Jefferson County League of Cities
Tonya Higdon	Kentucky Transportation Cabinet
*Tom Hall	Kentucky Transportation Cabinet – District 5
Jeff O'Brien	Louisville Metro Government
Aida Copic	TARC

Members Absent:

Keith Griffee (Vice Chair)	Bullitt County
Robert Hall	City of Charlestown
Bill Dieruf	City of Jeffersontown
Mike Moore	City of Jeffersonville
Jeff Gahan	City of New Albany
Beverly Chester-Burton	City of Shively
*Tommy Dupree	Federal Aviation Administration – Memphis
*Antonio Johnson	Federal Highway Administration – Indiana
*Eric Rothermel	Federal Highway Administration – Kentucky
*Robert Buckley	Federal Transit Administration – Region 4
Don Lopp	Floyd County
Joe McGuinness	Indiana Department of Transportation
*Emily Liu	Louisville Metro Planning & Design
James Welch	Louisville Regional Airport Authority
David Voegele	Oldham County
Michael Browder	U.S. Dept. of Housing & Urban Development
Kevin Baity	Town of Clarksville

Others Present:

Katie Rowe	Gresham Smith
Mike Sewell	Gresham Smith
Shawn Dikes	HDR
Jara Sturdivant	HDR

Thomas Witt	Kentucky Transportation Cabinet
Matt Bullock	Kentucky Transportation Cabinet – District 5
Sarah Baer	KIPDA
David Burton	KIPDA
Larry Chaney	KIPDA
Amanda Deatherage	KIPDA
Elizabeth Farc	KIPDA
Andy Rush	KIPDA
Nick Vail	KIPDA
Michael King	Louisville Metro Government
Cathy Hinko	Metropolitan Housing Coalition
Vince Robinson	TRIMARC
Jackie Cobb	
Genevieve Foxworth	
Pat Smith	

* Denotes Advisory Members

Agenda Item #5

KIPDA
Kentuckiana Regional Planning and Development Agency

MEMORANDUM

Kentucky Member Counties

Bullitt
Henry
Jefferson
Oldham
Shelby
Spencer
Trimble

Indiana Member Counties

Clark
Floyd

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: July 17, 2019

SUBJECT: Quarterly Project Review

During June 2019, KIPDA staff conducted quarterly project review activities with both Indiana and Kentucky project sponsors. Sponsors submitted progress reports for each ongoing project that has been awarded funds dedicated to the Louisville/Jefferson County KY-IN Metropolitan Planning Organization (MPO). This includes funds from the Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs. Projects using these fiscally constrained funds are selected and approved by the MPO and are included in the Transportation Improvement Program (TIP). KIPDA staff reviewed the progress reports to determine which projects needed to be discussed in more detail at the quarterly project review meetings.

The Indiana Project Review Meeting was held on June 25, 2019 and the Kentucky Project Review Meeting was held on June 27, 2019. The main priority for this quarter was to program KIPDA's dedicated Federal funds through Fiscal Year 2025. Additionally, in Indiana there were a few project updates that required funds to be shifted. Attached you will find the *July 2019 Kentucky Project Changes* and *July 2019 Indiana Project Changes*. The Transportation Technical Coordinating Committee recommended approval by the TPC of these changes at their meeting on July 10. This information is being sent for your review prior to the TPC meeting, where action will be requested to approve the requested changes.

Action is requested.

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Indiana Quarterly Progress Report Summary
July 2019

Legend:	Unknown	On/Ahead Schedule	Behind Schedule	Obligated

Project Sponsor	KIPDA ID	Funding Source	Project Name	Phases Programmed		
				2019	2020	2021
STBG Projects						
Clarksville	2187	STBG	Blackiston Mill Phase I		C	
Clarksville	2389	STBG	Blackiston Mill Phase II		R	
Clarksville	2393	STBG	Riverside Dr	PE		R
Floyd County	1558	STBG	Bridge 51 (Blackison Mill Rd)		PE	
Floyd County	2128	CMAQ	Charlestown Rd Complete Streets		R	
INDOT	2119	STBG	Heavy Haul Rd		PE, C	
KIPDA	56	STBG	Ticket to Ride	Program	Program	Program
New Albany	309	STBG	Mount Tabor		R	
New Albany	1588	STBG	State Street Corridor Improvements	C	C	
New Albany	2390	STBG	Charlestown Rd Widening		PE	
New Albany	2392	STBG	E. Main St. from State St. to E. 5th	PE		
CMAQ Projects						
APCD	370	CMAQ	KAIRE	Program	Program	Program
TARC	2408	CMAQ	TARC Cross River Connectors	Operations	Operations	Operations

Indiana Quarterly Progress Report Summary
July 2019

Legend:	Unknown	On/Ahead Schedule	Behind Schedule	Obligated

Project Sponsor	KIPDA ID	Funding Source	Project Name	Phases Programmed		
				2019	2020	2021
HSIP Projects						
Clarksville	2529	HSIP	Pedestrian Improvements at Bowne and Eastern Blvd		C	
Clarksville	2530	HSIP	Safety Improvements along Eastern Blvd and Lewis and Clark	C		
Clark County	2549	HSIP	CR 403 and Stacy Road Intersection Improvements		D	
Floyd County	2532	HSIP	Farnsley Knob Road Guardrail Installation		PE, R	
Floyd County	2531	HSIP	Blunk Knob Road Guardrail Installation		PE, R	
TA Projects						
Clarksville / Jeffersonville	2541	TA	Clarksville Montgomery Ave / Jeffersonville 9th Street	D		C

Phase Legend

D = Design

PE = Preliminary Engineering

R = Right of Way

U = Utilities

C = Construction

Kentucky Quarterly Progress Report Summary
July 2019

Legend: *Unknown* | *On/Ahead Schedule* | *Behind Schedule* | *Obligated*

Project Sponsor	KIPDA ID	Funding Source	Project Name	Phases Programmed			
				2018	2019	2020	2021
STBG Projects							
Jeffersontown	1582	STBG	Watterson Trail Phase I		U, C		
Jeffersontown	1583	STBG	Watterson Trail Phase II		D, R, **U, C**		
Jeffersontown	2082	STBG	Good Samaritan Bike/Ped		C		
Jeffersontown	2691	STBG	Ruckriegal Parkways Sidewalks		C		
Jeffersontown	2084	STBG	Bluegrass Bike/Ped Trail Phase II		C		
KIPDA	162	STBG	Ticket to Ride	Program	Program	Program	Program
KYTC	188	STBG	English Station Rd			C	
KYTC	213	STBG	KY 1932 Chenoweth		D, R		
KYTC	1271	STBG	US 42		D, C		
KYTC	1451	STBG	KY 2055		C		
KYTC	1493	STBG	KY 1494		C		
KYTC	1508	STBG	KY 22/KY 329	C	C		
KYTC	1879	STBG	KY 864		R, U		
KYTC	2214	STBG	KY 1931		R, U		
KYTC	2216	STBG	Sidewalk Connections on US 60, KY 1747, KY 22		C		
KYTC	2237	STBG	KY 44 Sidewalks West of Shepherdsville		R, U, C		
KYTC	2508	STBG	KY 146 Sidewalks in Eastern Jefferson County	D	R	U	
Louisville Metro	163	STBG	River Road			C	
Louisville Metro	223	STBG	Cooper Chapel Phase 3		R	U	
Louisville Metro	224	STBG	I-65		D, **U**		
Louisville Metro	329	STBG	Various Sidewalks			C	
Louisville Metro	337	STBG	Bicycle & Pedestrian Education, etc.	Program	Program	Program	Program
Louisville Metro	384	STBG	Hubbards Ln	R	D, U, **C**		

Kentucky Quarterly Progress Report Summary
July 2019

Legend: *Unknown* | *On/Ahead Schedule* | *Behind Schedule* | *Obligated*

Project Sponsor	KIPDA ID	Funding Source	Project Name	Phases Programmed			
				2018	2019	2020	2021
Louisville Metro	1109	STBG	Ohio River Levee Trail Phase III		R, **U**	C	
Louisville Metro	1338	STBG	River Rd Extension		D, R	U	
Louisville Metro	1423	STBG	River Rd Bike/Ped Improvements			D	
Louisville Metro	1662	STBG	AB Sawyer		R, **U**	C	
Louisville Metro	1809	STBG	One-Way Street Conversion Phase 1		C		
Louisville Metro	2086	STBG	Lou Loop: Pond Creek		D, **R, U**	C	
Louisville Metro	2087	STBG	Lou Loop: Dodge Gap		D, **R, U**	C	
Louisville Metro	2092	STBG	Lou Loop: Medora		D, **U, C**		
Louisville Metro	2116	STBG	NE Lou Loop Section II	R		U	C
Louisville Metro	2239	STBG	Cannons Ln		R, U		C
Louisville Metro	2268	STBG	NE Lou Loop Sect 1: Beckley Wood to Beckley Station		U, C		
Louisville Metro	2269	STBG	NE Lou Loop Sect 2: Beckley Station to Bircham	R	U, C		
Louisville Metro	2270	STBG	NE Lou Loop Sect 3: Bircham to Beckley Creek Park		R, **U**	C	
Louisville Metro	2271	STBG	NE Lou Loop Sect 4: Beckley Creek Park to Eastwood Cutoff		R	U	C
Louisville Metro	2388	STBG	Main St/Story Ave	D	U		C
Louisville Metro	2594	STBG	Stony Brook Drive Sidewalk Connector		D	R	
Louisville Metro	2623	STBG	Olmsted Parkways: Section 2			R	U
Louisville Metro	2624	STBG	Olmsted Parkways: Section 3			R	U
Louisville Metro	2625	STBG	Olmsted Parkways: Section 4		D	R, U	C
Louisville Metro	2626	STBG	Olmsted Parkways: Section 5			R, U	C
Louisville Metro	2627	STBG	Olmsted Parkways: Section 6		D	C	
Louisville Metro	2628	STBG	Olmsted Parkways: Section 7		D	C	
Louisville Metro	2629	STBG	Olmsted Parkways: Section 8		D		

Kentucky Quarterly Progress Report Summary
July 2019

Legend: *Unknown* | *On/Ahead Schedule* | *Behind Schedule* | *Obligated*

Project Sponsor	KIPDA ID	Funding Source	Project Name	Phases Programmed			
				2018	2019	2020	2021
Louisville Metro	2630	STBG	Olmsted Parkways: Section 9		D		
Middletown	2267	STBG	Kratz Ln		C		
Oldham County	321	STBG	LaGrange Underpass		D, C		
Oldham County	327	STBG	Oldham Co Bike/Ped Trail				D
Oldham County	1427	STBG	Various Sidewalks			C	
Oldham County	1606	STBG	Old Floydsburg Rd		C		
Oldham County	1808	STBG	Buckner Connector	R	U, C		
Oldham County	1877	STBG	KY 329	D	R	U	
Oldham County	2175	STBG	Oldham Co Bike/Ped Trail - Old LaGrange Rd		D	R	
Oldham County	2236	STBG	Spring Hill Trace Sidewalk	R	U, C		
TARC	1500	STBG	Bus Stop and Access Improvements	C	C	C	C
TA Projects							
Jeffersontown	2230	TA	Misc. Sidewalks & ADA Ramps		C		
Jeffersontown	2385	TA	Patti Ln		C		
Louisville Metro	2539	TA	Lou Loop: McNeely Lake			C	
Louisville Metro	2540	TA	River Rd Multi-Modal Improvements	D	U, C		
Middletown	2228	TA	Bliss Ave		C		
Middletown	2229	TA	Wetherby Ave		C		
U of L	2225	TA	UofL Pedestrian Improvements - Lighting		C		
U of L	2229	TA	UofL Pedestrian Improvements - ADA		C		

Phase Legend

D = Design

PE = Preliminary Engineering

R = Right of Way

U = Utilities

C = Construction

Indiana Project Changes
July 2019

Newly Programmed Project Phases

Local Public Agency	Project	KIPDA ID	Funding Program	Request
APCD	Kentuckiana Air Education	370	CMAQ	- Award $200,000 (Federal) in FY 2022, 2023, 2024 and 2025 for this ongoing program
Clark County	CR 403 and Stacy Road Intersection Improvements	2549	HSIP	- Award $82,500 (Federal) for the Right of Way phase in FY 2022 - Award $108,000 (Federal) for the Utility phase in FY 2023 - Award $1,923,750 (Federal) for the Construction phase in FY 2024
Clarksville	Blackiston Mill Road Phase II	2389	STBG	- Award $1,200,000 (Federal) for the Construction phase in FY 2022
Clarksville	Riverside Drive Reconstruction	2393	STBG	- Award $1,733,231 (Federal) for the Construction phase in FY 2024
Clarksville / Jeffersonville	Montgomery Avenue / 9th Street Multimodal Connection	2541	TA	- Award $36,615 (Federal) for the Right of Way phase in FY 2021 - Award $688,981 (Federal) for the Construction phase in FY 2023
Floyd County	Bridge 51 (Blackiston Mill Rd) Replacement Project	1558	STBG	- Award $850,000 (Federal) for the Right of Way phase in FY 2021 - Award $3,500,000 (Federal) for the Construction phase in FY 2023
Floyd County	Charlestown Road Corridor Complete Streets	2128	TA	- Award $300,000 (Federal) for the Utilities phase in FY 2021
Floyd County	Blunk Knob Road Guardrail Installation	2531	HSIP	- Award $250,000 (Federal) for the Construction phase in FY 2022

Indiana Project Changes
July 2019

Floyd County	Farnsley Knob Road Guardrail Installation	2532	STBG	- Award $142,000 (Federal) for the Construction phase in FY 2022
New Albany	E. Main Street from State Street Intersection to E. 5th Street Intersection	2392	STBG	- Award $2,225,880 (Federal) for the Construction phase in FY 2022
New Albany	Mt. Tabor (Phase II)	309	STBG	- Award $640,000 (Federal) for the Utility phase in FY 2024 - Award $3,672,000 (Federal) for the Construction phase in FY 2025

Modified Project Phases

Local Public Agency	Project	KIPDA ID	Funding Program	Request
Clarksville	Blackiston Mill Road Improvements Phase I	2187	STBG	- Increase Construction phase in FY 2020 by $94,070 (Federal) for a total of $1,104,000 (Federal)
Clarksville	Riverside Drive Reconstruction	2393	STBG	- Increase Right of Way phase in FY 2021 by $666,846 (Federal) for a total of $2,310,366 (Federal)

Kentucky Project Changes
July 2019

Newly Programmed Project Phases

Local Public Agency	Project	KIPDA ID	Funding Program	Request
KIPDA	Every Commute Counts (formerly Ticket to Ride)	162	STBG	- Award $1,353,510 (Federal) in FY 2022; $1,421,180 (Federal) in FY 2023; $1,492,240 (Federal) in FY 2024; and $1,566,850 (Federal) in FY 2025 for this ongoing program
KYTC	KY 1932 Chenoweth Lane	213	STBG	- Award $625,000 (Federal) for the Utility phase in FY 2023 - Award $1,940,000 (Federal) for the Construction phase in FY 2024
KYTC	KY 864	1879	STBG	- Award $9,150,000 (Federal) for the Construction phase in FY 2025
KYTC	KY 1931	2214	STBG	- Award $10,780,000 (Federal) for the Construction phase in FY 2025
KYTC	KY 146 Sidewalks Eastern Jefferson County	2508	STBG	- Award $250,000 (Federal) for the Construction phase in FY 2021
Louisville Metro	Cooper Chapel Rd. Phase 3	223	STBG	- Award $16,000,000 (Federal) for the Construction phase in FY 2022
Louisville Metro	I-65 (Brooks Street)	224	STBG	- Award $8,000,000 (Federal) for the Construction phase in FY 2025
Louisville Metro	Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation	337	STBG	- Award $120,000 (Federal) in FY 2022, 2023, 2024 and 2025 for this ongoing program
Louisville Metro	River Road Extension	1338	STBG	- Award $7,000,000 (Federal) for the Construction phase in FY 2022
Louisville Metro	River Road Bicycle &	1423	STBG	- Award $2,250,000 (Federal) for the Construction phase in FY 2025

Kentucky Project Changes
July 2019

	Pedestrian Improvements			
Louisville Metro	Stony Brook Drive Sidewalk Connector	2594	STBG	- Award $300,000 (Federal) for the Construction phase in FY 2022
Louisville Metro	Olmsted Parkways Multi-Use Path System Section 2	2623	STBG	- Award $3,000,000 (Federal) for the Construction phase in FY 2025
Louisville Metro	Olmsted Parkways Multi-Use Path System Section 3	2624	STBG	- Award $300,000 (Federal) for the Right of Way phase in FY 2022 - Award $600,000 (Federal) for the Utility phase in FY 2025 - Award $1,600,000 (Federal) for the Construction phase in FY 2025
Louisville Metro	Olmsted Parkways Multi-Use Path System Section 8	2629	STBG	- Award $4,500,000 (Federal) for the Construction phase in FY 2025
Louisville Metro	Olmsted Parkways Multi-Use Path System Section 9	2630	STBG	- Award $2,000,000 (Federal) for the Construction phase in FY 2025
Oldham County	Oldham County Bicycle & Pedestrian Trail	327	STBG	- Award $500,000 (Federal) for the Construction phase in FY 2023
Oldham County	KY 329	1877	STBG	- Award $2,000,000 (Federal) for the Construction phase in FY 2021
Oldham County	Oldham County Bicycle & Pedestrian Trail - Old LaGrange Rd.	2175	STBG	- Award $750,000 (Federal) for the Utility phase in FY 2021 - Award $500,000 (Federal) for the Construction phase in FY 2023

Agenda Item #6

KIPDA
Kentuckiana Regional Planning and Development Agency

MEMORANDUM

TO: Transportation Policy Committee

FROM: Elizabeth Farc
Sarah Baer

DATE: July 17, 2019

SUBJECT: *Connecting Kentuckiana 2040* Project Rankings

KIPDA staff is in the process of updating the Metropolitan Transportation Plan (MTP) for the Louisville/Jefferson County KY-IN Urbanized Area. More recent efforts have focused on project development, primarily through the use of new tools created for project sponsors.

In October 2018, KIPDA staff conducted workshops to introduce and assist sponsors with completing project submissions via a new online project application. In November 2018, KIPDA opened the Transportation Planning Portal, where sponsors could find the new project application as well as an application assistant tool that used spatial data to guide sponsors through the application questions.

KIPDA staff has evaluated each project with evaluation criteria developed from the goals and objectives in *Connecting Kentuckiana 2040* as well as the *Performance Management Plan.* Project sponsors were invited to individual consultations in June 2019 to review project-level details. Consultations included a review of pertinent project information and evaluation worksheets.

The initial steps of project development have come to fruition, with a proposed list of projects and their associated performance ranks as a result. The project list is attached for review.

The TPC will be asked for approval to continue the *Connecting Kentuckiana 2040* update, including any analysis, review and considerations, using the draft list of projects and their associated performance ranks. Approval by the TPC of this list and the referenced process was recommended by the TTCC at their July 10 meeting.

Action is requested.

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Fax: 502-266-5047
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Connecting Kentuckiana 2040 Proposed Projects and Performance Rankings

Agenda Item #6a

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
10th Street	D76	Provide pedestrian and bicycle facilities on both sides of 10th Street	To provide connectivity for pedestrians and cyclists along one of Jeffersonville's busiest corridors.	Bike & Pedestrian - Project	Jeffersonville	$ 2,000,000	2022	HIGH
12th Street Extension	1965	Extend 12th Street from Hill Street to Industry Road	Extending 12th Street directly to industry road can create a continuous central connection through the Park Hill Industrial Corridor. This connection would provide improved access to established companies as well as a number of underutilized properties with redevelopment potential. Truck traffic, transit services, and commuters would no longer have to negotiate the current twists and turns to access properties in the heart of the corridor.	Roadway - Project	Louisville Metro	$ 7,000,000	2030	LOW
403/62 Connector	D27	Construction of a new two (2) lane arterial road in the City of Charlestown, extending from Highway 403 to Highway 62. The arterial will consist of two (2)- twelve (12)-foot lanes, with curb and gutter and five (5)-foot wide sidewalks on both sides of the road along the entire length.	Residential development is occurring rapidly along the city's "western" corridor; in order to serve the developments, this new arterial road will provide a safe and reliable route for both vehicular and pedestrian users. This road will also provide users alternate access to Highways 403 and 62 thus reducing traffic along Highway 3.	Roadway - Project	Charlestown	$ 5,250,000	2021	LOW
A.B. Sawyer Shared Use Path	1662	Design and construct shared-use path through A.B. Sawyer Park along Middle Fork Beargrass Creek to Dorsey Lane and connecting to surrounding neighborhoods including an underpass, bridge, and site amenities; and construction of pedestrian facilities along Hurstbourne Pkwy from Middle Fork of Beargrass Creek bridge to Ormsby Station Rd. including a bridge over Middle Fork Beargrass Creek.	To improve pedestrian and bicycling access and connect park resources with residential neighborhoods.	Bike & Pedestrian - Project	Louisville Metro	$ 5,000,000	2025	MEDIUM
Addition of auxiliary lanes on I-71	1478	6YP DESC: ADDITION OF NB AND SB AUXILIARY LANES ON I-71 NEAR KENNEDY, INCLUDING OPERATIONAL IMPROVEMENTS TO THE ZORN INTERCHANGE. (2004BOPC) CHAF DESC: Improve safety and reduce congestion on I-71 from I-64 near the Kennedy interchange to Zorn Ave. CHAF ID: IP20150266	CHAF PURPOSE: ADDITION OF NB AND SB AUXILIARY LANES ON I-71 NEAR KENNEDY, INCLUDING OPERATIONAL IMPROVEMENTS TO THE ZORN INTERCHANGE. (2004BOPC) Improve safety and reduce congestion on I-71 from I-64 near the Kennedy interchange to Zorn Ave. CHAF NEED: This project is needed because of a higher than average crash rate, inadequate current and future capacity, and roadway deficiencies on I-71 from I-64 near the Kennedy interchange to Zorn Avenue. The critical crash rate factor (CCRF) in this 2 mile section is 2.791 as analyzed in the I-71 Study. The percentage truck traffic is 7% with multiple major traffic and freight generators as noted in the I-71 Study. The 2038 anticipated truck percent growth rate is 2.8%. This section of I-71 has a LOS F and volume to capacity ratio of 1.02. Shoulder width deficiencies and functionally obsolete culverts also exist within these milepoints.	Roadway - Project	KYTC	$ 37,970,000	2024	LOW
Applegate Lane	1320	Reconstruct Applegate Lane from from 2 to 3 lanes (3rd lane will be a center turn lane) Smyrna Parkway to Pennsylvania Run Road. Add pedestrian accommodations for the length of the project.	Improve roadway to current standards and increase safety.	Roadway - Project	Louisville Metro	$ 13,674,261	2040	LOW
Applegate Lane Improvements	D9	Widening to at least 12' lanes for 2-way traffic, constructing new sidewalks to existing, and making streetlight improvements.	Applegate Lane is an important connecting route to the Lewis and Clark Pkwy Corridor and I-65/US-31. It is used frequently. Staff reports the road is often used by pedestrians despite existence of sidewalks, particularly at night. Segments are dangerous and safety issues need to be rectified with street, sidewalk, and lighting improvements.	Roadway - Project	Clarksville	$ 4,250,000	2025	LOW
Appleleaf Lane Reconstruction	D21	Appleleaf Ln needs a designated central turning lane to avoid collisions stemming from vehicles making left-turns. This project will require at least 18' of ROW acquisition as certain segments appear to be only 24' wide, acquisition will predominantly come from western portion of road.	Mix of commercial and residential activities on this road segment, some light to heavy industrial truck use occurs and causes potentially hazardous conditions and safety concerns. Internal staff discussion yielded a median left-turn lane as the best option to rectify the safety concerns while also continuing to serve the industrial and residential activities.	Roadway - Project	Clarksville	$ 4,000,000	2028	FURTHER REVIEW
Arnoldtown Road	249	Reconstruct Arnoldtown Road as a 2 lane road (no additional lanes) from KY 1931 (Saint Andrews Church Road) to KY 907 (3rd Street Road) with turning lanes at high volume intersections including Windsor Lakes, Windsor Forest, Mountain Brook and Hardwood Forest. Add sidewalks on both sides of Arnoldtown Road for the length of the project.	The Arnoldtown Road reconstruction project is intended to improve the geometrics of the existing roadway. The project will correct poor curves, narrow lanes, and the lack of shoulders and will increase safety for drivers. This roadway has had approximately 180 crashes between January 1st, 2013 and December 31, 2017 with two fatalities. The project will also increase pedestrian safety and accessibility with the addition of sidewalks where they do not currently exist.	Roadway - Project	Louisville Metro	$ 6,900,000	2040	LOW
Bardstown Road Safety Study Implementation - Northern Phase	D59	The Bardstown Road Safety Study was created in 2018 and provides recommendations to improve safety (prioritizing non-motorized users) along the corridor from Broadway to I-264. Recommendations include improved pedestrian-scale lighting, a road diet that would reduce the roadway from 4 lanes to 2 with permanent parking on both sides of the street and dedicated turn lanes at signalized intersections from Broadway to Woodford Place.	Crashes along the corridor are noticeably high for both peds and autos. The critical crash rate for most of the corridor is well above 1. Over the last 5 years there has been an average of 40 collisions per month and 9 pedestrians collisions per year (both of which occur more frequently at night.) The multiple improvements proposed in the plan would help mitigate these unsafe conditions along one of Louisville's most vibrant urban corridors.	Roadway - Project	Louisville Metro	$ 4,100,000	2030	MEDIUM

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****Programs and studies submissions to the Connecting Kentuckiana Metropolitan Transportation Plan update were evaluated using a variation of the metrics used for the other project submissions.***

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
Bardstown Road Safety Study Implementation - Southern Phase	D103	The Bardstown Road Safety Study was created in 2018 and provides recommendations to improve safety (prioritizing non-motorized users) along the corridor from Broadway to I-264. Bump-outs at specific locations to improve ped crossings, removal of the existing alternating lane lights, expanding the travel lanes from 4 to 5 (adding TWLTL) from Douglass Blvd to Taylorsville Rd and from Tyler Lane to Brighton Drive, improved crosswalks at several locations, a 10' shared use path from Eastview Ave to Tyler Ln, dedicated turn lanes onto Tyler Lane, and improved traffic coordination for arrival and dismissal at Assumption High School, St Raphael and Hawthorne Elementary.	Crashes along the corridor are noticeably high for both peds and autos. The critical crash rate for most of the corridor is well above 1. Over the last 5 years there has been an average of 40 collisions per month and 9 pedestrians collisions per year (both of which occur more frequently at night.) The multiple improvements proposed in the plan would help mitigate these unsafe conditions along one of Louisville's most vibrant urban corridors.	Roadway - Project	Louisville Metro	$ 3,300,000	2025	HIGH
Baxter/Bardstown Premium Transportation Corridor - Section 1	1353	The Baxter/Bardstown Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.	The Baxter/Bardstown Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It is highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." A large sub-area of this Section was the focus of the intensive Bardstown/Baxter Safety Study, completed by Louisville Metro's Office of Advanced Planning. Baxter Avenue and Bardstown Road succeed as a commercial destination resulting in major mobility challenges. These two corridors have limited road space with high-demand for each portion of the cross-section. The vibrant commercial corridor, constituting the heart of Louisville's Highlands Neighborhoods, needs investment and improvements to maintain its success over the years to come. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received $16.9 million in federal funds. Baxter Avenue and Bardstown Road transition around the I-264 interchange from a traditional marketplace corridor to a suburban marketplace corridor, Section 1 of this project will need to account for various demands across its length; however, each two sub-areas, despite is united by its need for significant mass transit improvements and more complete multi-modal connections. The area inside of the Watterson has high pedestrian activity while the area outside of the Watterson has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. Both sections have room for improvement concerning pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the Baxter/Bardstown Corridor of the future continues to succeed while providing even greater access to people of all ages and abilities.	Roadway - Project	Louisville Metro	$ 11,600,000	2030	HIGH
Bethany Road	965	Project will replace existing road with two 11 driving lanes and 2 8-foot paved shoulders. also intersection improvements at hwy 62 and CR-403 are planned	Existing road is a narrow two lane road approximately 18-19 feet wide with no shoulders. Also several spots along road have marginal site distance	Roadway - Project	Clark County	$ 9,000,000	2021	FURTHER REVIEW
Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation	337	Development of educational and awareness Program*s concerning bicycle and pedestrian issues. Provide education and training for cyclists, motorists, and city officials about laws governing cyclists' rights and responsibilities	Bicycle and pedestrian projects may provide traffic congestion relief, improve air quality and provide safety for bicyclists and pedestrians. Project will increase awareness of bicycling and walking as an alternative to vehicle trips. This project is an essential component to meeting goals of increased biking and walking trips while decreasing related injuries and deaths.	Program*	Louisville Metro	$ 1,950,000	2021	MEDIUM
Blackiston Mill Road Phase I	2187	Reconstruction and improvement of approximately 580 feet of Blackiston Mill Road, just north of Lewis & Clark Parkway. Included in the improvements are the installation of turn lanes into and out of Kroger Drive, the addition of a raised center curb, improvement of sight lines and drainage improvements.	To increase vehicular and pedestrian safety at the intersection of Blackiston Mill Road and Lewis and Clark. It is estimated that this project will decrease accidents by over 50% in the improved stretch of roadway.	Roadway - Project	Clarksville	$ 2,600,000	2020	HIGH
Blackiston Mill Road Phase II	2389	Improvements to Blackiston Mill Road from just north of the Kroger entrance to Blackiston View Drive, including the addition of sidewalks, a new turn lane into Peddler's Mall entrance, improved site lines, and improved access control and drainage improvements. 0.34 miles.	The project will improve overall safety throughout the corridor by reducing sight distances, adding access control and providing much needed drainage improvements. This is needed as additional traffic is anticipated along the roadway with changes in traffic patterns caused by the Ohio River Bridges Project.	Roadway - Project	Clarksville	$ 2,300,000	2025	LOW
Blackiston Mill Road Phase III	D46	The project will provide for a widening of Blackiston Mill Road from Blackiston View Drive to Marlowe. The two large curves radius and grades will be reduced to allow for better sight distance and safety improvements. Drainage improvements to prevent roadway flooding are also included. Sidewalks will be added along the roadway and connect to Blackiston Mill Road Phase II and Marlowe Drive	The project will provide safety improvements to the vehicles that use the roadway daily for both commuting and recreational purposes. The reduction in the curves is needed to prevent accidents along the roadway.	Roadway - Project	Clarksville	$ 4,200,000	2026	LOW
Blowing Tree Blvd	258	Extend and widen Blowing Tree Boulevard from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 155 (Taylorsville Road) to Bunsen Parkway.	The Blowing Tree Boulevard Project is intended to mitigate congestion.	Roadway - Project	Louisville Metro	$ 2,300,000	2030	MEDIUM
Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase 2	2084	Construct a 10 foot wide multi-use bicycle/pedestrian trail along one side of Bluegrass Parkway from Watterson Trail to Campus Place and along Campus Place from Bluegrass Parkway to Plantside Drive. The trail will be constructed with concrete.	The community including the businesses have expressed interest to provide both pedestrian and bicycle movement throughout the Bluegrass Commerce Park. So the City has been constructing a multi-use trail to connect Hurstbourne Parkway to Blankenbaker Parkway. Better connectivity is desired throughout the employment center in order to provide alternative means to the automobile.	Bike & Pedestrian - Project	Jeffersontown	$ 1,630,000	2020	MEDIUM

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
Bowling Blvd/Christian Way	260	Construct a 5 lane (5th lane will be a center turn lane) connector between Bowling Boulevard and Christian Way.	The Bowling Boulevard / Christian Way connector will improve system continuity as well as provide additional access, respond to regional growth and development and provide traffic congestion relief for US 60 (Shelbyville Road) and KY 1747 (Hurstbourne Parkway).	Roadway - Project	Louisville Metro	$ 21,000,000	2040	MEDIUM
Broadway Complete Street	D31	A complete street retrofit of Broadway from Shawnee Park to Baxter Avenue to include fixed guide-way BRT, two-way cycle track and pedestrian safety improvements. The project scope should include the following: -Improved roadway design to increase transit speed, reliability and efficiency - Enhanced transit stations and rider amenities to improve the transit user experience - Enhanced bicycle and pedestrian access to frequent high capacity transit services - Operational plan including extension of BRT line southeast on Bardstown Road (non-fixed guideway)	Improve connectivity for all modes; Improve safety; Promote social equity; and Enhance neighborhoods.	Transit - Project	Louisville Metro	$ 30,000,000	2035	MEDIUM
Buckner Connector	1808	The proposed project will extend Commerce Parkway and the shared use path west 0.8-mile from KY 393 on new alignment to connect with Mattingly Road. Commerce Pkwy in Oldham County is currently a 2-lane road with a 10-foot wide shared use path along the north side, separated from the road with a grass verge. The road currently extends from KY 393 east approximately 3 miles to LaGrange. The proposed extension would begin approximately 1200 ft. north of I-71 and KY 393 interchange. Mattingly Road provides access to several industrial sites. the proposed project will provide access to I-71 from Mattingly Road that would allow traffic to avoid an at-grade railroad crossing.	The purpose of the project is to improve system connectivity. Mattingly Road serves the Oldham County Industrial Park, located between the CSX railroad and dead-ends at I-71. At present, all industrial park traffic must cross the CSX railroad at two at-grade locations to access I-71. The road would connect the Park to KY 393 just north of I-71, thereby providing an option to avoid the two railroad crossings.	Roadway - Project	Oldham County	$ 4,291,330	2021	LOW
Buechel Bank Road	381	Add center turn lane on Buechel Bank Road from GE Appliance Park to US 31E (Buechel Bypass) and provide sidewalks on both east and west sides of Buechel Bank Road. Project length is 0.9 miles.	This project will reduce traffic congestion and enhance traffic flow and public safety.	Roadway - Project	Louisville Metro	$ 6,850,000	2025	LOW
Bunsen Blvd/Christian Way	265	Construct Bunsen Boulevard/Christian Way connector as a 5 lane (5th lane will be a center turn lane) divided highway.	From Bunsen Parkway, drivers would have easy access to KY 1747, KY 155 (Taylorsville Road) and I-64. This alternative would also provide relief to the I-64 and KY 1747 interchange.	Roadway - Project	Louisville Metro	$ 32,448,000	2040	LOW
Byron Dr to Lombardy Dr Connection	D26	New Road Project connecting Byron Dr to Lombardy Dr, running somewhat parallel with Greentree Blvd/Veterans Pkwy. Construct 2 12' travel lanes, 2' curb and gutter, 6' ADA accessible sidewalk on Eastern side of new road, 6' planting space. Install 3-way traffic signals at Intersection of Byron Dr and Greentree Blvd. Delineate a left turn lane for Byron Dr to Veteran's Pkwy northbound traffic. Install three at-grade crossing signals and crosswalks connecting to nearby sidewalks.	Segment is 15th on Indiana Top Crash List, largely due to vehicles driving too fast around the curve and vehicles making left turns lacking demarcation. The new road project connecting Byron Dr to Lombardy Dr will connect the two predominantly residential corridors, a connecting route is currently lacking. The new connecting route should ease some of the traffic stemming from Greentree/Veterans Pkwy. Traffic light will slow down traffic and allow nearby residential motorists safer access to Greentree/Veterans Pkwy. Crossing signal/crosswalks will allow pedestrians to utilize the sidewalks without risking injury from crossing the busy street	Roadway - Project	Clarksville	$ 3,500,000	2025	LOW
Cardinal Boulevard Extension	1945	Extend Cardinal Boulevard to the west of 4th Street, across the railroad tracks at-grade to connect to Davies Avenue and 7th Street.	Stronger linkages between the University of Louisville and the Industrial Corridor will benefit both the residents of the new University Housing west of the railroad and help support retail/commercial development along the Cardinal Boulevard corridor.	Roadway - Project	Louisville Metro	$ 6,000,000	2030	LOW
Cedar Creek Rd Connector	268	East/west collector corridor from KY864 (Beulah Church) to Cedar Creek Road consisting of a two-lane roadway with pedestrian accommodations.	This connector will reduce travel times for a growing residential population south of I-265 (Gene Snyder Expressway) lying between US150 (Bardstown Road) and KY864 (Beulah Church Road). Additionally, this project will provide vehicle and pedestrian connectivity to future improvements along KY864 and Cooper Chapel Road.	Roadway - Project	Louisville Metro	$ 4,000,000	2035	FURTHER REVIEW
Cedar St Extension	D13	S-Curve alignment road extension of Cedar St to Veterans Pkwy, two-way road with 12'+ lanes, curb and gutter, 5' sidewalks on both sides, 2' median verge, all should match adjacent streetscape.	Since Broadway Street and Cedar Street are trncates at opposite ends, no single street provides a connection lane between Veterans Pkwy and Lewis & Clark. The extension of cedar street would provide the necessary connection by utilizing already existing internal roadways.	Roadway - Project	Clarksville	$ 750,000	2022	LOW
Cedar St Reconstruction	D14	Cedar Street would be reconstructed from Woodstock Drive south to Lewis & Clark Pkwy. The Segment between Ring Road extension (the mall's circulator road) and Madison Street would shift slightly west to operate as both a public street and circulatory for River Falls Mall. This segment of Ring Road would be removed. Throughout the reconstructed road would be curb and gutter, 2-4' planting verge, and 5' sidewalks on both sides of the roadway.	The Broadway District and Lewis and Clark Pkwy district are not well-connected, the reconstruction of Cedar Street will tie into the new Cedar Street extension, thereby providing accessibility and reducing congestion on the other two connecting routes for these two important corridors.	Roadway - Project	Clarksville	$ 3,500,000	2022	LOW

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Charlestown Rd. (from Hedden Ct. to Genung Dr.)	2390	The Project begins at Hedden Court and proceeds northerly for 0.31 miles to Genung Drive. The project involves the construction of curb and gutter with sidewalk and a storm sewer system. 6' wide attached sidewalks are planned. The pavement would be milled overlaid/widened to provide a maximum of 33' of pavement width. The pavement width will provide one lane in each direction with a two-way left turn lane. The project is likely to involve phase construction with the shifting of traffic. The existing paved travel lanes/shoulders allow for traffic to be shifted while maintaining a safe distance to work zone for storm sewer construction, curb and gutter and sidewalk construction. The Project includes the following Phases: 1.Preliminary Engineering/Right-of-way Engineering 2.Right-of Way Acquisition 3.Utilities 4.Construction The Project provides connections to an Elementary School, a N-hood Center, urban residential neighborhoods and nearby commercial and industrial uses.	Charlestown Road is a major arterial, former State Highway, which runs for over 4 miles in a northeasterly direction from the center of the City to a mile north of I-265, finally connecting to I-65 in Sellersburg. The City has constructed a 3-lane section and sidewalks along most all of Charlestown Road with the exception of this 1,600+' section lying between Hedden Court and Genung Drive. This final section of Charlestown Road lies in a fully urbanized area and includes nearby Fairmont Elementary School and the Fairmont (Rauch) Neighborhood Center. Much of this corridor lies in a HUD-designated lower income area and is identified as a KIPDA Title VI - Environmental Justice Area (west side where the School and N-Hood Center are located). Several years ago, the City developed a neighborhood park for Fairmont Elementary School and fully rehabilitated the neighborhood center...each using CDBG funding. Charlestown Road Improvement including the provision of sidewalks is listed in the City's Comprehensive Plan Year 2020. This segment is also listed as #14 on the KIPDA Region's Top 20 Indiana High Crash Segments and is also listed as a KIPDA Bicycle & Pedestrian Priority Corridor. This is a compelling segment to provide sidewalks and to provide for left-turning vehicles...it's not only for the benefit of lower income households, it serves neighborhood commercial and some industrial uses immediately north of the school and the n-hood center. Residents including handicapped people currently use the existing narrow shoulders to reach destinations along this busy stretch as well.	Bike & Pedestrian - Project	New Albany	$ 2,541,873	2024	MEDIUM
Charlestown Road Corridor Complete Streets	2128	The Charlestown Road Complete Streets Project is the construction of a multi-use path from Sunset Drive to County Line Road in New Albany, Indiana. The multi-use path is 10 feet in width. additional traffic calming measures are planned, including re-striping and additional signage.	The Charlestown Road Complete Streets Project brings pedestrian and multi-modal infrastructure to an area that currently lacks any at all. The multi-use path will provide access for residents living in the subdivisions along the corridor the ability to access Kevin Hammersmith Park and the commercial area by bike or by foot. Currently, this segment of Charlestown Road is not safe for pedestrian nor bike traffic.	Bike & Pedestrian - Project	Floyd County	$ 1,250,000	2022	MEDIUM
Clark Road Extension	D28	Reconstruct and extend portion(s) of Clark Road located in the City of Charlestown. The project consists of uniformly widening approximately 0.6 miles of existing road to two (2) - twelve-foot-wide lanes. Existing sidewalks will be improved and new sidewalks will be constructed along both sides of the road. These sidewalks will be five (5) - foot in width and ADA compliant. Clark Road will be extended by constructing a new two (2) lane road of twelve-foot lane width for approximately 0.6 mile. The extension will terminate at a future arterial road that will connect Highways 403 and 62.	Residential development within the city is expanding rapidly, this project will provide motorist and pedestrians safe and reliable access to the "western" corridor of the city. The collector road will provide motorist and pedestrians an alternative route to reduce congestion within Highways 3, 403 and 62.	Roadway - Project	Charlestown	$ 4,000,000	2021	LOW
CNG Fueling Stations	2199	Construction of 1 new CNG fueling stations in Jefferson County.	Alternative Fuel Infrastructure	Roadway - Project	Louisville Metro	$ 4,901,363	2022	LOW
Commerce Parkway Widening	2614	Widen Commerce Parkway between Parker Drive and KY 393 adding a continuous turn lane for approximately three miles including the relocation of 10' wide shared-use path. Lane width is 12' with one proposed signal between termini.	The purpose of the project is to improve capacity, access and mobility along Commerce Parkway through an actively developing industrial and business park. The widening of the road will reduce congestion, improve safety, and increase travel capacity and alternatives for residents, businesses, and freight traffic given the anticipated direct connection with new I-71 ramps.	Roadway - Project	Oldham County	$ 17,500,000	2026	FURTHER REVIEW
Connection 21	D97	Expansion of fiber communications; and upgrades of signal controllers; along heavily traveled corridors in Jefferson County with high current and projected congestion. Preston Hwy Westport Rd Hurstbourne Pkwy Cane Run Rd Bardstown Rd Shelbyville Rd (E&W) W Broadway	Congestion relief	Roadway - Project	Louisville Metro	$ 1,835,000	2022	MEDIUM

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Cooper Chapel Road Phase 2	271	Phase 2: Reconstruct Cooper Chapel Road as a 2 lane road with left turn lanes at major intersections (Smyrna Parkway, Pennsylvania Run Road, KY 864, Beulah Church Road) from Smyrna Parkway to KY 864.	The area south of I-265 (Gene Snyder Freeway) between KY 61 (Preston Highway) and US 31E (Bardstown Road) is experiencing rapid growth with the development of many new residential subdivisions. Cooper Chapel Road is a heavily traveled collector road serving this area. The project will add shoulders where there are none and improve existing poor geometrics to this rapidly growing residential area south of I-265. The project will also improve traffic flow through major intersections. When coupled with the proposed Fairmount Road extension (KIPDA ID #282 and 283), the project will provide a continuous route parallel to I-265 between KY 61 (Preston Highway) and US 31E (Bardstown Road).	Roadway - Project	Louisville Metro	$ 15,000,000	2030	LOW
Cooper Chapel Road Phase 3	223	Phase 3: Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will include consideration of bicycle and pedestrian facilities.	The area south of I-265 (Gene Snyder Fwy.) between KY 61 (Preston Highway) and US 31E (Bardstown Road) is experiencing rapid growth with the development of many new residential subdivisions. Cooper Chapel Road is a heavily traveled collector road serving this area. The Location and Feasibility Study will establish and preserve a corridor for the future extension of Cooper Chapel Road so that it can be established as a through route between KY 61 and US 31E. The roadway construction will provide access to an area that recently received sanitary sewers and city water service.	Roadway - Project	Louisville Metro	$ 30,699,792	2023	LOW
Court Avenue Streetscape Improvements	D42	This project will reconstruct portions of Court Avenue from the I-65 Interchange to Graham Street per the recommendations in a recently completed planning study for the corridor. It includes eliminating one lane of travel in each direction from I-65 to Walnut Street in order to slow traffic, provide turn lanes for local streets and provide bicycle infrastructure from Downtown to the Second Street Bridge. The project includes improving sidewalks, creating pedestrian bulbouts for increased safety and walkability, installing street trees, enhancing lighting, and re-configuring existing diagonal parking where necessary to improve safety and accessibility.	Court Avenue is the City of Jeffersonville's "Civic Spine." It is the location of the county courthouse, the library, Warder Park, the historic Nachand Fieldhouse, nearly 100 small businesses and a future Downtown elementary school (now under construction). As such, Court Avenue needs to be made more walkable and pedestrian friendly - a logical counterpart of Historic Spring Street. Currently sidewalks and curbs are in need of repair, lighting is inconsistent, pedestrian crossings are unsafe, and traffic speeds are too high. The traffic configuration is inconsistent and can easily be reduced from 4-lanes to two (as traffic volumes do not support four lanes of traffic). This project aims to correct these issues and create a much more pleasant pedestrian street which supports the numerous small businesses in the area.	Roadway - Project	Jeffersonville	$ 2,500,000	2025	MEDIUM
CR 1006C/English Station Road	188	6YP DESC: WIDEN ENGLISH STATION ROAD FROM 2 TO 3 LANES (3RD LANE WILL BE A CENTER TURN LANE) FROM AIKEN ROAD TO AVOCA ROAD.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). CHAF DESC: The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network.	Purpose: The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. Need: Due to the two lane configuration and the numerous developments and entrances along the roadway, traffic operations are adversely impacted by vehicles making left turns along this congested corridor. Sight distance in the sag near Chenoweth Run and the crest near the railroad at the northern terminal of the project do not meet the 35 mph design speed criteria. The corridor is a high accident area. The existing roadway surface shows excessive wear with several sections having significant base failures that are not remedied by typical pavement resurfacing. The corridor is heavily traveled by trucks accessing a nearby rock quarry on Old Henry Road and school buses going to the Jefferson Public Schools maintenance facility on East Aiken. Several of the entrances have rutting on the shoulders with drop offs resulting from turning radii not adequate for truck turning movements. Rail crossing is substandard. There are gaps in the bike and pedestrian network. CHAF ID - IP20170032	Roadway - Project	KYTC	$ 10,716,000	2024	MEDIUM
CSX Trail Bike/Ped Project	D10	Bike and Ped trail on former CSX railroad corridor, 10' trail with designated biking lane, will connect to other town bike/ped trails.	Town currently working on bike/ped connectivity plan, this project will serve as a central connector.	Bike & Pedestrian - Project	Clarksville	$ 8,000,000	2020	LOW

DRAFT DOCUMENT

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Dixie Bus Rapid Transit	D70	Dixie Hwy Bus Rapid Transit (BRT) will extend from Downtown to Valley Station in order to provide high capacity service along Dixie Hwy Corridor. This corridor has some of the highest ridership among TARC's routes.	Operating cost for the new Dixie Hwy BRT service to support access to jobs and education, and support economic redevelopment along Dixie Hwy.	Transit - Project	TARC	$ 4,325,000	2020	MEDIUM
Dixie TIGER project	2232	Intelligent Transportation System (ITS)/Signal System and Technology Upgrades to connect Dixie Highway to the city's existing traffic operations center for active traffic management operations. Complete Streets and Safety/Access Management Improvements to include construction of pedestrian pathways and improved multi-modal (especially pedestrian and transit) connectivity. Project will include raised medians, consolidation of access points, modification from TWLTL to dedicated turn lanes, signage and striping upgrades. Bus Rapid Transit to include upgraded transit facilities along corridor with approximately 36 new, highly visible and easily accessible BRT stations, newly branded vehicles unique to the Dixie Corridor, appropriately located queue-jump lanes and bus turnouts.	This project takes a strategic and comprehensive approach to building a sustainable, safe and well managed transportation link between the city center and its southwestern communities. The project seeks to address congestion, safety, and functionality. The Dixie corridor carries over 60,000 vehicles per day and serves over 4,800 transit riders per day. This is a major freight and commuter corridor that is highly congested and experiences more than double the number of injury collisions and three times the number of traffic related fatalities compared to similar roadways statewide.	Roadway - Project	Louisville Metro	$ 34,500,000	2020	HIGH
Dutchmans Lane/Pkwy & Breckenridge Lane intersection improvements	1915	Lane additions for Breckenridge Lane south of Dutchmans Ln; Dutchmans Pkwy west of Breckenridge Lane and Dutchmans Lane east of Breckenridge Lane. The average daily traffic for these three approaches need further evaluation for additional lanes. Lanes re-assignment may occur which may also require signal phase modification. Sidewalks will also be provided on Dutchmans Pkwy.	Mitigate congestion and improved access for pedestrians.	Roadway - Project	Louisville Metro	$ 2,500,000	2030	MEDIUM
East Main St. (from State St. to E. 5th St.)	2392	This road reconstruction project on E. Main Street will extend from State Street to E 5th Street for approximately 1,600 feet or 0.3 miles and is located in the heart of Downtown New Albany. The proposed road reconstruction project will provide for a continuation of the improvements of the E Main Street corridor extending from the recently completed project on E Main from Vincennes Street to E. 5th Street in 2014 and connect to the improvements completed by INDOT on W. Main Street from State Street to Corydon Pike in 2015. Like the preceding E. Main project, the improvements will focus on replacing or rehabilitating deteriorated pavement and sidewalks, improve walkability and multi-modal accessibility of the Main Street corridor, improve vehicular, cyclist and pedestrian safety and enhance the overall character of the corridor. Specific improvements include: •Full pavement reconstruction for 0.3 miles of roadway (existing 52 foot wide pavement section to be reduced by 8 feet to promote traffic calming). •New pavement markings identifying two 11-foot travel lanes, 7-foot parking lanes and accommodations for cyclists. •Replacement of curb/gutter and the addition of intersection curb bump-outs to provide traffic calming. •Replacement and widening of existing sidewalks to provide for reduced pavement section width and encourage lower travel speeds. •Installation of ADA compliant curb ramps at all intersections/crosswalks. •Installation of street lighting to improve pedestrian visibility and motorist awareness. These improvements will take place entirely within currently designated right-of-way and will not require any acquisitions. Construction is anticipated to be completed in a single phase.	The Project includes design and construction of a 1,600+/- length, 52' wide section of E. Main Street between State Street and E. 5th Street. Currently, this portion of the E. Main Street corridor has extensive deteriorated sidewalks and a poor pavement rating. It's worn out and dysfunctional. It lies in the Mansion Row National Register District and connects the residential portion of this unique Historic District to the Downtown and the north-south Major Arterial, State Street. In fact, the Project ends at the E. Main and State Street intersection where the Founding Father's historic Scribner House Museum and the City's new YMCA-Aquatic Center are located. E. Main Street is a former State Highway (actually Highways 62 and 111) which was relinquished by INDOT to the City in 2010. The proposed improvements for the E Main Street project were listed as a component of the relinquishment agreement between the City and InDot. The proposed project will connect to two recently completed Main Street corridor improvement projects. The segment to the east of the proposed project area from E 5th Street to Vincennes Street was reconstructed in 2014 and included sidewalks, curbs replacement, a new median, improved pavement surface , bicycle improvements, traffic calming measures and lighting/landscaping. The segment of Main Street to the west, from State Street to Corydon Pike is under InDot's jurisdiction and was improved in 2015. That improvement included base patching, full width HMA overlay, curb ramp improvements and re-striping including provision for bike lanes. The proposed project segment lies in a HUD-designated lower income area and is also identified as a KIPDA Title VI - Environmental Justice Area and listed as a KIPDA Bicycle & Pedestrian Priority Corridor. Several years ago, the City reconstructed the portion of E. Main street between Vincennes Street and East Street using local/state funding. Based upon the pavement inventory that was completed in 2016 in conjunction with the Community Crossings Grant Application, the PASER ratings of the E. Main Street segments between State Street and E. 5th Street range from 4-5, which correlates to a "fair" to "poor" condition that requires structural improvements for correction. The condition rating is based	Roadway - Project	New Albany	$ 2,439,750	2023	MEDIUM
East Market Street Streetscape Improvements	2064	Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brooks Street to Johnson Street and along the following intersecting streets fro Nanny Goat Alley to Billy Goat Strut Alley: Brook St., Floyd St., Preston St, Jackson St, Hancock St, Clay St, Shelby St, Campbell St, Wenzel St, Baxter Ave, and Johnson St. Enhancements include the addition of landscape medians in two separate blocks to serve as a gateway to the neighborhood and repurposing one of the existing eastbound drive lanes to provide a separate bike facility.	This project is for the design and construction documents of the improvements East Market Street and intersecting streets within the areas generally bounded by Brook Street to the west; Billy Goat Strut Alley to the north; Baxter Avenue to the east; and Nanny Goat Strut Alley to the south. Streetscape improvements should transform the vehicular and pedestrian spaces into attractive urban space that can serve cars, bikes and people. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.	Roadway - Project	Louisville Metro	$ 14,000,000	2020	LOW

DRAFT DOCUMENT

****Programs and studies submissions to the Connecting Kentuckiana Metropolitan Transportation Plan update were evaluated using a variation of the metrics used for the other project submissions.***

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
East Pages Lane	274	Reconstruct East Pages Lane as a 2 lane (no additional lanes) road with several improvements to intersections from US 31W (Dixie Highway) to KY 907 (3rd Street Road). Construct pedestrian accommodations on both sides of roadway for the length of the project.	East Pages Lane is a narrow 2 lane roadway with inadequate shoulders and poor geometrics. It connects US 31W to KY 907(Third Street Rd) at KY 907(Valley Station Road).	Roadway - Project	Louisville Metro	$ 7,895,591	2040	LOW
Ellingsworth Lane	276	Extend and widen Ellingsworth Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 913 (Blankenbaker Parkway) to Urton Lane and add sidewalks.	Ellingsworth Lane connects KY 913 and Tucker Station Road through heavy, residential development. With the proposed reconstruction of Urton Lane (KIPDA # 474) and Tucker Station (KIPDA # 472) Roads, an extension of Ellingsworth Lane would connect Urton Lane, Tucker Station Road and KY 913. This would allow the Urton Lane extension to the south to utilize the existing crossing at I-64 on Tucker Station Road	Roadway - Project	Louisville Metro	$ 11,000,000	2035	LOW
Emery Crossing Road	525	The project is a road reconstruction and stabilization project. No additional lanes would be added, but some drainage work will be included.	The roadway has been severaly damaged from heavy industrial traffic, as well as frequent floodinig through the years. The anticipated West Riverfront Park, is expected to bring hundreds of thousands of visitors to the area and the current roadway conditions will not be able to handle the additiional traffic. A rebuild of the of the roadway to enable the Town to install a roadway suitable for both the heavy visitor and industrial traffic along the roadway, as well as withstand regular flooding.	Roadway - Project	Clarksville	$ 3,500,000	2025	LOW
English Station Road	277	Reconstruct English Station Road as a 2 lane (no additional lanes) road from Wibble Hill Road to Christian Academy (700 S English Station Rd). Construct pedestrian accommodations on both sides of English Station Road for the length of the project.	This project will facilitate access to Christian Academy, reduce traffic congestion and improve safety.	Roadway - Project	Louisville Metro	$ 4,200,000	2040	LOW
Fairground Road	281	Reconstruct Fairground Road as a 2 lane road (no additional lanes) from US 31E (Bardstown Road) to KY 1819 (Billtown Road), including left-turn lanes at US 31E, Billtown Road and possibly other intersections and consideration of radius improvements at three 90-degree curves. Add pedestrian accommodations on both sides of Fairground Road for the length of the project.	Fairground Road is a collector serving a residentially developed area. Although the length of Fairground Road is only two miles, it has significant number of local street intersections. Three of these have abnormally high volumes of traffic and actually serve as through routes. Fairground Road is in the top twenty of the highest thoroughfare accident rates of Jefferson County routes.	Roadway - Project	Louisville Metro	$ 6,000,000	2040	LOW
Ferndale Road	1330	Reconstruct Ferndale Road as a 2-lane road (no additional lanes) from Watterson Trail to Bardstown Road. Add pedestrian accommodations on both sides of Ferndale Road for the length of the project.	To improve roadway to current standards and increase safety. Increase pedestrian safety and connectivity along Ferndale Road to Bardstown Road, a major transit route.	Roadway - Project	Louisville Metro	$ 13,000,000	2040	LOW
Flat Rock Road	1323	Reconstruct Flat Rock Road as a 2-lane road (no additional lanes) from US 60 (Shelbyville Road) to Aiken Road. Add pedestrian accommodations on both sides of Flat Rock Road for the length of the project.	Improve roadway to current standards and increase safety for motorized traffic. Increase pedestrian safety and connectivity from Shelbyville Road to existing and potential residential development.	Roadway - Project	Louisville Metro	$ 63,542,571	2040	LOW
Floyd Central High School/Highland Hills Middle School Safe Routes to School Project	2032	Multi-use path to connect Floyd Central High School and Highland Hills Middle School in Georgetown. Current area lacks any pedestrian/multi-modal infrastructure. Project could be located along Edwardsville-Galena Road and would provide pedestrian/multi-modal access to existing neighborhoods around both schools.	after school, many students from Highland Hills Middle School use the athletic fields at Floyd Central High School. However, they do not have any safe access between the schools besides walking on Edwardsville Galena Road. Existing neighborhoods around schools do not have sidewalks, discouraging students from being able to walk to school safely.	Bike & Pedestrian - Project	Floyd County	$ 3,770,000	2025	LOW
Floyd Street Roundabout, Cardinal Blvd, Brandies Arthur Street Intersection and other Belknap Campus Improvements	2150	D &C FOR MULTI-MODAL DIRECTIONAL NON-VEHICLE & VEHICLE SAFETY PROJ@UOFL BELKNAP.1ST YR TO INCLUDE CONST FUNDS FOR ROUNDABOUT@FLOYD ST & CARDINAL BLVD & INTERS@BRANDEIS & ARTHUR ST. UOFL FOUNDATION WILL PAY UPFRONT $4.5M OF $22.5M (80/20) IN 1ST YR.(14CCN) CHAF IP20160278	The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.	Roadway - Project	KYTC	$ 24,000,000	2021	LOW
Galene Drive/Sprowl Road Collector Extension	D72	Realign Galene Drive and Sprowl Road to eliminate the right turn/left turn movement as it approaches Taylorsville Road. Extend Sprowl Road across Taylorsville Road and connect up with Shelby Street and widen Shelby Street to Watterson Trail intersection. The project includes widening the collector roadway, curb and gutters, sidewalks and bicycle facilities. Project will include turning movements and signalization as warranted.	The project will increase connectivity in the downtown business district of Jeffersontown and provide a new collector roadway to relieve the congestion at that the Taylorsville Road/Watterson Trail Intersection. It will enhance economic development opportunities and connectivity to schools, civic uses of the city.	Roadway - Project	Jeffersontown	$ 3,250,500	2028	MEDIUM
Good Samaritan Bicycle and Pedestrian Trail Connector	2082	Construct a .67 miles multi-use bicycle and pedestrian trail 10 feet wide along portions of Watterson Trail, Grand Avenue, Bluebird Lane and Shelby Street as well as traversing between the Jeffersontown Public Library and the Academy of Individual Excellence School and the Good Samaritan Residential Community in downtown Jeffersontown.	This project will greatly enhance both pedestrian and bicycle connectivity to the surrounding streets in downtown Jeffersontown as well provide enhanced access to schools, libraries, parks and places of employment. It would also provide a missing gap in the existing multi-use bicycle and pedestrian trail system already constructed that will connect a high commercial corridor to the Bluegrass Commerce Park Employment Center to the surrounding roadway network and the city's downtown.	Bike & Pedestrian - Project	Jeffersontown	$ 1,630,000	2020	MEDIUM
Grade Lane	289	Widen Grade Lane from 2 to 3 lanes from KY 1065 (Outer Loop) to KY 1631 (Fern Valley Rd). Includes pedestrian and bicycle accommodations.	This project will improve access to the Louisville International Airport and industrial development.	Roadway - Project	Louisville Metro	$ 26,000,000	2035	MEDIUM

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
Grant Line Rd. (Hausfeldt Ln. to Security Parkway)	D64	Need for Improvement: The need for improvement is based on the existing substandard geometrics, and lack of traffic capacity along the corridor, which is in a rapidly growing area of New Albany and Floyd County. Existing Level of Service (LOS) has fallen below minimum standards. This project is needed to improve safety and traffic flow/mobility by adding capacity and improving geometrics along the corridor. This project will increase vehicular capacity, add pedestrian access and resolve fundamental and unsafe roadway deficiencies within this section of Grantline Road north of I-265. This road rehabilitation and multi-use (MU) trail project along Grantline Road will extend from Hausfeldt Lane to Security Parkway. The MU trail/sidewalk only portion of the project will begin at Hausfeldt Lane, and will run north along Grantline Road for approximately 2150 ft. to Indiana University Southeast (IU-SE)/Klerner Lane intersection. The MU trail will be located on the west side of the roadway, and the sidewalk will be located on the east side. The roadway rehabilitation portion of the project will begin at IU-SE/Klerner Lane. The Multi Use Trail/sidewalk and roadway rehabilitation project will then run north to just north of the intersection with Security Parkway. The length of the MU trail/sidewalk only portion of the project will be approximately 0.41 miles. The length of the Grantline Road rehabilitation with MU trail/sidewalk project will be approximately 1.31 miles. The total project length is estimated to be approximately 1.72 miles. The project is located within the INDOT Seymour District. The MU trail will be constructed as a 10 ft. wide trail, and will follow all applicable INDOT Standards for geometry and pavement thickness, along with the AASHTO Guide for the Development of Bicycle Facilities. The 5 ft. concrete sidewalk will also follow all INDOT Standards. Both facilities will meet or exceed ADA requirements. Grantline Road will be widened and resurfaced from approximately 250 ft. south of IU-SE/Klerner Lane intersection to approximately 300 ft. north of IU-SE/Klerner Lane. This is currently a five lane section with curb and gutter. From approximately 300 ft. north to 700 ft. north of IU-SE/Klerner Lane, Grantline Road will transition from the five lane section to a three lane section. From that point, Grantline Road will be reconstructed as a three lane section with curb & gutter	More than a decade ago, INDOT had planned to completely improve this important corridor and began design of improvements to the corridor, but instead relinquished it to Floyd County in 2012. Floyd County since transferred it to the City of New Albany. This corridor provides access to IU-SE (enrollment 5,400), Grantline Elementary School and 5 existing Industrial Parks. Multiple apartment complexes and retail uses are planned or already under construction in the area. IU-SE has recently substantially increased their on-campus housing capacity by adding and/or expanding dormitories with more dorms and additional campus buildings in the planning stages. The City recently constructed access and sanitary sewer service on the west side of Grantline Road through land now being developed with apartments to a new forty acre industrial park. The City anticipates development of another 150+ acres of vacant land zoned for industrial or multi-family use on this corridor in the near future. With IU-SE, Grantline Elementary School, 5 industrial parks, multiple apartment complexes, and retail development either planned or under construction along this corridor, the addition of adequate pedestrian facilities will be vitally important for both safety and mobility. There are other pedestrian facilities in the vicinity of this project area. The addition of a MU path and sidewalk with this project will help to provide much-needed connectivity with these other facilities, and to other parts of the community. This corridor provides easy access to the only non-tolled interstate bridge over the Ohio River, the Sherman Minton Bridge. It is also anticipated that this corridor will attract businesses that generate significant truck traffic to metro Louisville via I-265. Hausfeldt Ln. is ranked 14th and St. Joseph Rd. is ranked 20th on KIPDA's Indiana vehicle crashes list. This Project was included in the City's Comprehensive Plan 2020.	Roadway - Project	New Albany	$ 9,176,400	2028	MEDIUM
Grant Line Rd. South (Daisy Lane to McDonald Lane)	1586	Reconstruct this 1.1 mile major arterial street/urban highway segment from its current status as an abandoned highway to a more complete urban street by building curb/gutter/drainage-storm sewer system, a multi-use trail on the west side and sidewalks on the east side to connect with existing sidewalks to the north and Daisy Lane on the south, by defining/reducing curb cuts where needed by providing by providing better access to Sam Peden Community Park as well as to businesses along/near this route. The project updates traffic signals and provides a new northbound turn lane at the Beechwood Avenue intersection and an adequate subsurface base for the travel lanes, with improved, visible street markings.	This important street segment is in the midst of a completely developed urban neighborhood including commercial, industrial uses as well as significant older residential neighborhoods. It was designed and built as a state highway (SR 111) for use by automobiles. The purpose and need is to make the street more useful and safer to motorists while serving pedestrians' and bicyclists' needs as well. The project will also improve access by motorists, especially turn movements at the Beechwood Avenue intersection and the corridor will provide access for pedestrians and bicyclists especially to the adjacent Community Park and existing neighborhoods.	Roadway - Project	New Albany	$ 5,600,000	2020	MEDIUM
Hazard Elimination Program* for Existing Roads and Streets	2660	The Indiana Local Technical Assistance Program* (LTAP) Office under agreement with Indiana Department of Transportation (INDOT) operates a roadway safety assistance Program* titled Hazard Elimination Program* for Existing Roads and Streets (HELPERS).	The HELPERS program provides instruction to all local agencies on traffic safety best practices, provides advice regarding HSIP project eligibility requirements and maintains qualified listing of individuals trained to conduct Road Safety Audits. The HELPERS Program also provides crash data analysis support and advises rural roadway agencies with the goal of reducing the risk of fatal and serious injury crashes on local public roadways.	Program*	INDOT	$ 1,154,604	2020	MEDIUM
Heavy Haul Transportation Corridor	2119	Construction of a new 2 lane road from the Port of Indiana to IN 265 and construction of a 3 lane road from the IN 265/Old Salem Road Interchange through River Ridge to IN 62.The Project will also identify a direct railroad route from the Port of Indiana to River Ridge.	The Heavy Haul Road provides direct access to IN 265 from both the Port of Indiana and River Ridge and also direct access between the Port of Indiana and River Ridge which will alleviate the mixing of truck and passenger vehicles on IN 62 and Port Road by reducing the amount of trucks in the future. The future railroad will provide a direct connection between the Port of Indiana and River Ridge and also give better connectivity to two Class I railroads.	Roadway - Project	INDOT	$ 28,640,151	2022	FURTHER REVIEW
Hubbards Lane	384	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road). Add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 1.4 mi.	Hubbards Lane is a heavily traveled collector which passes through residential development between US 60 and US 42.	Roadway - Project	Louisville Metro	$ 4,403,200	2022	MEDIUM

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
I- 64 Bridge Painting	2596	KYTC HIGHWAY PLAN (June, 2018): BRIDGE PAINTING OF I-64 RIVERSIDE EXPRESSWAY BRIDGES.(056B00298N,056B00299N,056B00300N,056B00301N,056B00302N,056B00285N,056B00292N,056B00293N,056B00142N) CHAF: TBD	CHAF NEED - TBD Maintain the existing transportation network in a state of good repair.	Interstate/Interchange - Project	KYTC	$ 30,000,000	2022	FURTHER REVIEW
I-264	1922	KYTC HIGHWAY PLAN (June, 2018): RECONSTRUCT/WIDEN I-264 (WATTERSON EXPRESSWAY) FROM WESTPORT ROAD (KY-1447) TO I-71, INCLUDING THE US-42 INTERCHANGE AS A SPUI.(PROJECT INCLUDES 5-594) (12CCR)(14CCR) CHAF ID: IP20160046 ADDITIONAL CONSIDERATIONS: Widen all ramps to two lanes.	CHAF PURPOSE: The purpose of the project is to improve system operation by reducing delays and congestion along Interstate 264 (Watterson Expressway) and the interchange at US 42. By reducing congestion and delay within the project limits the safety on US 42 and I-264 CHAF NEED: The existing I-264/US 42 interchange does not have adequate capacity or storage to accommodate the left turn and through traffic volumes during the AM and PM peak hours. Commuters are experiencing long delays. These long delays are causing long queue le	Interstate/Interchange - Project	KYTC	$ 56,730,000	2025	MEDIUM
I-264	2025	Reduce congestion and improve safety along I-264 from I-64 to the KY 3082 (Bank Street) interchange. Project design will evaluate the addition of one travel lane in each direction. CHAF IP20130130	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Mobility within designated freight corridors.The Purpose of the I-264 and I-64 interchange widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through traffic on I-264 and I-64, as well as local users traveling to and from the Downtown Louisville Areas.	Interstate/Interchange - Project	KYTC	$ 9,250,000	2040	FURTHER REVIEW
I-265	407	KYTC HIGHWAY PLAN (June, 2018): IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM I-65 TO US-31E. CHAF ID: IP20080191 ADDITIONAL CONSIDERATIONS: Project will evaluate widening to the inside from 4 to 6 lanes.	CHAF PURPOSE: Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) from I-65 to US 31E (Bardstown Road). CHAF NEED: This project is needed because of deficient ramps, inadequate capacity, and higher than average crash rates on I-265 (Gene Snyder Freeway) from I-65 to US 31E (Bardstown Road). As cited in the I-265 Study of January 2015 the projected 2020 LOS along this	Interstate/Interchange - Project	KYTC	$ 4,000,000	2028	MEDIUM
I-265	958	KYTC HIGHWAY PLAN (June, 2018): SIX LANE PRIORITY SECTION OF I-265 BETWEEN TAYLORSVILLE ROAD AND I-71. CHAF ID: IP20160174 ADDITIONAL CONSIDERATIONS: Widen I-265 (Gene Snyder Freeway) from 4 to 6 lanes from Taylorsville Road to I-71.	CHAF PURPOSE: The purpose of the proposed project is to decrease existing congestion on the mainline of I-265 Gene Snyder Freeway between KY 155 Taylorsville Road and I-71. CHAF NEED: Carrying 65,000 to 88,000 vehicles per day today, the existing I-165 corridor does not provide adequate capacity to serve current peak period traffic volumes. It exhibits poor Level of Service (LOS), inflated travel times, and ramp queue lengths that bac	Interstate/Interchange - Project	KYTC	$ 321,900,000	2025	MEDIUM
I-265	179	KYTC HIGHWAY PLAN (June, 2018): RECONSTRUCTION OF THE I-265/I-64 INTERCHANGE. (2016BOP) CHAF ID: IP20110064 ADDITIONAL CONSIDERATIONS:Reconstruction of the I-265/I-64 interchange Project will evaluate a Spill Thru Flyover Interchange configuration as a potential solution to eliminate all four weaving segments of the existing interchange.	CHAF PURPOSE: The purpose of the Gene Snyder Interchange Project is to enhance the operation and improve the safety of the I-265/I-64 Interchange. CHAF NEED: The present operation and safety of the I-265/I-64 interchange is considered deficient based on a poorly linked, congested, and functionally obsolete transportation network. With a current Average Daily Traffic (ADT) count of 76,700, the current Level of	Interstate/Interchange - Project	KYTC	$ 103,800,000	2023	MEDIUM
I-265	959	KYTC HIGHWAY PLAN (June, 2018): IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM US-31E (BARDSTOWN RD) TO KY-155 (TAYLORSVILLE RD). CHAF ID: IP20150080 ADDITIONAL CONSIDERATIONS: Project will evaluate widening to the inside from 4 to 6 lanes.	CHAF PURPOSE: Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) from US 31E (Bardstown Rd) to KY 155 (Taylorsville Road). CHAF NEED: This project is needed because of deficient ramps and inadequate capacity on I-265 (Gene Snyder Freeway) from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). The I-265 Study completed in January of 2015 cites an existing LOS D along this section i	Interstate/Interchange - Project	KYTC	$ 7,500,000	2029	LOW
I-265 Rehl Road	1514	Construct a new interchange on I-265 at Rehl Road.	Project will improve access to the rapidly developing area between I-64 and Billtown Road. The interchange will provide interstate access and relieve demand at the Taylorsville Road/I-265 interchange.	Interstate/Interchange - Project	Louisville Metro	$ 50,000,000	2040	LOW
I-265/US 60	D101	SNYDER FREEWAY; RECONSTRUCT I-265/US-60 INTERCHANGE AS A SINGLE POINT URBAN INTERCHANGE AND CONSTRUCT NEEDED IMPROVEMENTS TO CONNECT WITH THE I-265/I-64 INTERCHANGE. (2006BOPC) CHAF IP20150185	The purpose of this project is to improve traffic operations and safety in the I-265 (Gene Snyder Freeway)/US 60 (Shelbyville Road) interchange area.This project is needed because the capacity of the I-265 (Gene Snyder Freeway)/US 60 (Shelbyville Road) interchange is insufficient to meet current and future traffic demands, which results in congestion and potential safety concerns at this interchange.	Interstate/Interchange - Project	KYTC	$ 64,410,000	2023	MEDIUM

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
I-64	389	6YP DESC: IMPROVEMENTS WITHIN THE I-64 CORRIDOR FROM THE KENNEDY INTERCHANGE TO I-264 (WATTERSON EXPRESSWAY) ADDRESSING SAFETY AND CONGESTION ISSUES. THE IMPROVEMENTS MAY INCLUDE BUT ARE NOT LIMITED TO: CONSIDERATION OF ALTERNATIVE TRANSPORTATION MODES, DEPLOYMENT CHAF DESC: Improve safety and reduce congestion within the I-64 corridor from the Kennedy interchange to I-264 (Watterson Expressway). CHAF ID # - IP20080187 ADDITIONAL CONSIDERATIONS: No widening of I-64 is included in the model at this time. No changes to the model network at all are assumed. At one time, widening was assumed in the model from the Kennedy Interchange to I-264 with the exception of the Grinstead to Cannons portion that contains the tunnel. This was changed with the recent model update in 2018 when KYTC added to the description that this project is a study only.	CHAF PURPOSE: Improve safety and reduce congestion within the I-64 corridor from the Kennedy interchange to I-264 (Watterson Expressway). CHAF NEED: This project is needed because the capacity of I-64 between the Kennedy interchange and I-264 (Watterson Expressway) is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility. This section of I-64 also has spots of higher crashes and is an important freight corridor. Improvements may include but are not limited to: consideration of alternative transportation modes, deployment of ITS technology, addition of auxiliary and/or travel lanes, interchange modifications, and installation of traffic safety devices, signs and lighting. None of the potential improvements will involve expansion of the Cochran Hill Tunnel.	Interstate/Interchange - Project	KYTC	$ 40,687,000	2024	MEDIUM
I-64	397	KYTC HIGHWAY PLAN (June, 2018): IMPROVE RAMP CAPACITY OF THE I-64 WESTBOUND RAMP TO I-264 WESTBOUND FROM ONE TO TWO LANES FOR ENTIRE LENGTH AND OTHER NEEDED IMPROVEMENTS TO ADDRESS WEAVE ISSUES AT MERGE ON I-264. (2006BOPP)(12CCR) CHAF: WIDEN I-64 WESTBOUND RAMP TO I-264 WESTBOUND FROM ONE TO TWO LANES FOR ENTIRE LENGTH AND OTHER NEEDED IMPROVEMENTS TO ADDRESS WEAVE ISSUES AT MERGE ON I-264. (2006BOPP)(12CCR) CHAF ID: IP20150209	CHAF PURPOSE: n/a CHAF NEED: n/a	Interstate/Interchange - Project	KYTC	$ 24,550,000	2019	LOW
I-64	390	6YP DESC: EASTWOOD FISHERSVILLE CONNECTOR TO I-64 CHAF DESC: Reduce congestion and improve connectivity to I-64 in eastern Jefferson County between I-265 (Gene Snyder Freeway) in Jefferson County to KY 1848 (Buck Creek Road) in Shelby County. CHAF ID - IP20150139 ADDITIONAL CONSIDERATIONS: New interchange and connector road in the vicinity of Gilliland Road. This project was changed in the 2018 Non-Exempt amendment, changing the OTP Date from 2021 to 2029. A standard diamond interchange at Gilliland Rd. is assumed. A 3rd lane is assumed to be added from the interchange north to Eastwood Cutoff.	CHAF PURPOSE: EASTWOOD FISHERSVILLE CONNECTOR TO I-64 (18CCN) Reduce congestion and improve connectivity to I-64 in eastern Jefferson County between I-265 (Gene Snyder Freeway) in Jefferson County to KY 1848 (Buck Creek Road) in Shelby County. CHAF NEED: This project is needed because in light of existing and anticipated growth, local and regional access via the interstate system and local roadway network is needed due to their being a distance of 9 miles between access to I-64 from I-265 (Gene Snyder Freeway) in Jefferson County to KY 1848 (Buck Creek Road) in Shelby County. Limited access to I-64 has contributed to ever increasing traffic volumes on US 60 and KY 155/Ky 148.	Interstate/Interchange - Project	KYTC	$ 96,781,000	2029	LOW
I-64	351	KYTC HIGHWAY PLAN (June, 2018): ADDRESS DEFICIENCIES ON I-64 SHERMAN MINTON BRIDGE OVER THE OHIO RIVER. (JOINT PROJECT WITH INDIANA)(056B00279N)(BSBP) CHAF ID: 20190123From MP 0 to MP 0.316.	TBD	Interstate/Interchange - Project	KYTC	$ 47,000,000	2026	FURTHER REVIEW
I-64 Sherman Minton Corridor Maintenance	2533	Maintenance of the I-64 Sherman Minton Bridge and three Indiana approach bridges and one Kentucky approach bridge.	Rehabilitate the bridge decks, perform minor structural repairs on the five bridges in the I-64 Sherman Minton Corridor. These maintenance efforts are required to sustain the bridges through their 100 year design life.	Interstate/Interchange - Project	INDOT	$ 48,675,000	2022	FURTHER REVIEW
I-65	224	Extend and reconstruct I-65 southbound ramp to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.	Improve interstate egress and movement at Jefferson Street increasing access to the Medical Center.	Interstate/Interchange - Project	Louisville Metro	$ 5,040,000	2024	LOW
I-65	D87	RECONSTRUCT RAMP FROM NB I-65 TO WARNOCK ST, FROM WARNOCK ST TO I-65 NB AND REMOVE RAMPS FROM NB I-65 TO EASTERN PARKWAY. (2004BOPC) CHAF IP20150143	Improve traffic flow, safety, and access associated with the I-65 ramps from US 60A (Eastern Parkway) to University Boulevard.This project is needed because there is inadequate weaving distance between the on-ramp from Eastern Parkway to southbound I-65 and the exit ramp to Crittenden Drive, making entering, exiting, and weaving maneuvers difficult. The on-ramp from University Boulevard to northbound I-65 also has inadequate merge and acceleration distances. The southbound I-65 off-ramp to Warnock Street also creates a potentially unsafe merge condition with traffic on Arthur Street.	Interstate/Interchange - Project	KYTC	$ 13,510,000	2032	LOW
I-65	D85	RECONSTRUCT RAMP FROM PRESTON ST TO NB I-65, CONSTRUCT ACCESS TO S JACKSON ST AND/OR S PRESTON ST, REMOVE RAMP FROM NB I-65 TO WOODBINE ST AND EVALUATE THE IMPACTS OF CLOSING THE MAGNOLIA ST RAMP TO SB I-65. (2004BOPC) CHAF IP20150220	Improve traffic flow, safety, and access associated with the I-65 ramps at KY 61 (Preston Street), KY 61 (Jackson Street), Woodbine Street, and Magnolia Avenue.This project is needed because the on-ramp from northbound KY 61 (Preston Street) is inadequate and provides little acceleration distance. KY 61 (Jackson Street) and Woodbine Street exits are immediately north of the on-ramp; all three ramps are too close together making entering, exiting, and weaving maneuvers difficult.	Interstate/Interchange - Project	KYTC	$ 22,960,000	2034	LOW

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
I-65	2616	I-65 from RP 19+0.995 to RP 28+0.883 is a composite pavement section, and is exhibiting severe stripping in the HMA layers beneath the surface. During the last construction contract (RS-37549), the centerline and edgelines were patched to the top of concrete to mitigate severe joint deterioration. Unfortunately, these partial depth patches effectively created a dam in the stripped layers, forcing water to come up through the new surface under traffic loading. 71 wet spots have been inventoried and are creating a safety hazard, especially during the winter months, when the water turns to ice. Additionally, questionable subgrade conditions were discovered under the last contract on the southern portion of the job from 16+0.417 to RP 19+0.995 (R-33813) demonstrating yet another water issue. Given these observations, it is likely that the existing underdrains are not performing as intended. 3 pavement drains were installed as experimental features on October 26, 2017 in the driving lane between Scottsburg and Henryville. These consisted of 2.5" wide trenches that were milled to the top of the underlying concrete (approx. 8" depth) and backfilled with permeable concrete. 1" PVC drains were also installed at the HMA/concrete interface to facilitate drainage. During the installation of the drains, stripped aggregate was observed beneath the surface and water flowed out of the HMA layers at a fairly substantial rate. These drains were considered a success, at least temporarily, since the water that was permeating to the surface was eliminated. Thus, the safety was improved especially during the winter months when freezing occurs. However, during this field work, the concerns of stripping were validated leaving the element of time as the unknown variable before substantial pavement distress occurs. Traffic will be maintained utilizing a 3/1 configuration to maintain 2 lanes in each direction throughout construction, with all ramps remaining open. Restricting the length allowed between crossovers is being considered	The purpose of this project is to address the safety concern of the wet spots, remove the stripped HMA pavement, replace the existing underdrain system, and improve the subgrade beneath the pavement.	Roadway - Project	INDOT	$ 104,243,431	2023	LOW
I-65	2333	KYTC HIGHWAY PLAN (June, 2018): CONSTRUCT NEW I-65 INTERCHANGE BETWEEN KY-480 AND KY-245. CHAF ID: IP20160210 ADDITIONAL CONSIDERATIONS: Project includes construction of a 3 lane connector road from KY 61 east to Alpha Way.	CHAF PURPOSE: Improve access and mobility between I-65 and the rapidly growing commercial development to the south of KY 480 (Cedar Grove Road). CHAF NEED: This project is needed because the I-65/KY 480 interchange is projected to operate at LOS F in the PM peak period for both southbound and northbound ramp intersections and in the AM the southbound ramp intersection is projected to operate at LOS D while t	Interstate/Interchange - Project	KYTC	$ 30,830,000	0	LOW
I-65	D88	RECONSTRUCT RAMP FROM CRITTENDEN DRIVE TO NB I-65.(2004BOPC) CHAF IP20150178	Improve traffic flow, safety, and access associated with the ramp from Crittenden Drive to northbound I-65.This project is needed because the existing ramp from Crittenden Drive to northbound I-65 has a curve just in advance of the merging lane that only allows for a speed of approximately 20 mph. The merging distance is short - roughly 300 feet. The curve and the short merge distance are contributing factors to accidents and congestion at the location.	Interstate/Interchange - Project	KYTC	$ 1,940,000	2033	LOW
I-65	D84	CONSTRUCT RAMPS CONNECTING NB AND SB I-65 TO THE CENTRAL AVENUE/CRITTENDEN DRIVE INTERSECTION.(2004BOPC) CHAF IP20150205	Improve traffic flow, safety, and access at I-65 from the Kentucky Fair and Exposition Center to KY 1631 (Crittenden Drive).This project is needed because access to Crittenden Drive from northbound I-65 is currently limited and served by exiting at Eastern Parkway. This project would also provide direct access to Central Avenue and improve traffic flow and access to the Kentucky Fair and Exposition Center, Papa John's Cardinal Stadium, Churchill Downs, and South Louisville Metro.	Interstate/Interchange - Project	KYTC	$ 22,720,000	2035	LOW
I-65 / KY 61	392	Construct new interchange at I-65 and KY 61 (Preston Highway).	Provide access to I-65 for developing area of Bullitt County. Alleviate congestion of existing I-65/KY 44 interchange in Shepherdsville.	Roadway - Project	KYTC	$ 50,000,000	2039	LOW
I-65 Barrier Wall MP 116 to MP 118	D51	Sound Barrier wall on I-65 from MP 116 to MP 118 post North bound side.	To provide relief of interstate noise to residents that bound the North Bound Lanes of I-65 from MP 116 to MP 118.	Roadway - Project	Bullitt County	$ 4,800,000	2026	FURTHER REVIEW

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
I-65/I-264 Interchange	2121	6YP DESC: IMPROVE SAFETY AND REDUCE CONGESTION AT THE I-65/I-264 (WATTERSON EXPRESSWAY) INTERCHANGE. CHAF DESC: Improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange. CHAF ID - IP20160017 ADDITIONAL CONSIDERATIONS: Model does not include any changes to this interchange and the configuration is assumed to be the same as the one we drive on today. KIPDA asked KYTC for clarity on this project's description and was notified that they cannot provide any suggested changes to the number of lanes or to the configuration until a planning study is complete (email from Tom Hall to Andy Rush on 7/31/18)	CHAF PURPOSE: Improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange. CHAF NEED: The I-65/I-264 interchange was ranked as the number one highest crash interchange in the KIPDA MPA area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. In that time period there were 1,056 crashes within the interchange (meaning the area between the exit and entrance ramps in all directions) which included six fatalities and forty injuries. The average daily traffic entering this interchange is 337,350 with a crash rate of 2.859 (the ratio of the number of crashes to the number of vehicles entering an interchange) and severity index of 1.138. The movements that appear to have the most issues at this interchange are I-264 westbound to I-65, I-65 northbound to I-264 eastbound, and I-65 southbound to I-264 eastbound.	Interstate/Interchange - Project	KYTC	$ 145,593,000	2029	LOW
I-65/I-265	2601	IMPROVE SAFETY AND REDUCE CONGESTION AT THE I-65/I-265 (GENE SNYDER FREEWAY) INTERCHANGE. CHAF IP20160019	The Purpose of the I-65/I-265 interchange project is to reduce congestion and improve safety. The 2015 I-265 Programming Study has projected the I-265 westbound to I-65 northbound diverge as operating at a level of service (LOS) of F in both the AM and PM peaks in the year 2020. The study also identifies the I-65 to I-265 eastbound merge as operating at a LOS of D in the AM and F in the PM peaks in the year 2020.The I-65/I-265 interchange was ranked as the 5th highest crash interchange in the KIPDA MPO area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. In that time period there were 347 total crashes within the interchange (meaning the area between the exit and entrance ramps in all directions) which included two fatalities and 5 injuries. The average daily traffic entering this interchange is 181,545 with a crash rate of 1.746 (the ratio of the number of crashes to the number of vehicles entering an interchange) and severity index of 1.071.	Interstate/Interchange - Project	KYTC	$ 100,400,000	2028	LOW
I-65/KY 480 Interchange	2193	6YP DESC: IMPROVE OPERATIONAL PERFORMANCE OF THE I-65/KY-480 INTERCHANGE INCLUDING RAMP IMPROVEMENTS AND TURNING LANES. (12CCR)(14CCR)(2014BOP)(16CCR) CHAF ID: IP20160218	CHAF PURPOSE: The purpose of this project is to reduce future traffic congestion at the I-65/KY 480 (Cedar Grove Road) interchange to acceptable levels of service (i.e., A, B, C, or D) and to improve access to existing and committed businesses in the Cedar Grove Business Park and surrounding area. CHAF NEED: The I-65/KY 480 southbound ramps' signalized intersection west of I-65 operates at LOS C during the AM peal travel period and LOS D during the peak PM travel period. In the 2040 design year, it is projected to operate at LOS D during the AM peak and LOS F during the PM peak, assuming that no improvements are made to the interchange. For the I-65/KY 480 northbound ramps' signalized intersection east of I-65, the 2015 AM and PM LOS of B will decline in operational performance to LOS E for the AM peak and LOS F for the PM peak in the 2040 design year.	Interstate/Interchange - Project	KYTC	$ 12,160,000	2026	LOW
I-65/KY-1526	D94	Improve safety and reduce congestion at the I-65/ KY-1526 (Brooks Hill Road - John Harper Highway) interchange including improvements to KY-1526 from KY-1020 (Coral Ridge Road) to KY-1450 (Blue Lick Road). I-65 MP 121.20 to MP 122.00. Design may consider addition of dedicated turn lanes along length of KY 1526 where appropriate and adding turn lane capacity to interstate ramps. CHAF IP20190078	Improve safety and reduce congestion at the I-65/ KY-1526 (Brooks Hill Road - John Harper Highway) interchange including improvements to KY-1526 from KY-1020 (Coral Ridge Road) to KY-1450 (Blue Lick Road). I-65 MP 121.20 to MP 122.00. Multiple concerns from First responders as they head into traffic on the John Harper Highway along with congestion on Blue Lick Road due to accelerated growth of both Industrial and Commercial on Blue Lick. The west side of Exit 121 is now an Opportunity Zone and development will accelerate and will add to the strained traffic patterns caused by the growing employment of the industrial and commercial growth.	Interstate/Interchange - Project	KYTC	$ 6,600,000	2026	LOW
I-71	2611	KYTC HIGHWAY PLAN (June, 2018): IMPROVE SAFETY AND REDUCE CONGESTION ON I-71 FROM I-264 TO I-265. CHAF: Improve safety and reduce congestion on I-71 from I-264 (Watterson Expressway) to I-265 (Gene Snyder Freeway). CHAF ID: IP20150032 ADDITIONAL CONSIDERATIONS: Project will evaluate widening to the inside from 4 to 6 lanes.	CHAF PURPOSE: Improve safety and reduce congestion on I-71 from I-264 (Watterson Expressway) to I-265 (Gene Snyder Freeway). CHAF NEED: This project is needed because of inadequate current and future capacity and roadway deficiencies on I-71 from I-264 (Watterson Expressway) to I-265 (Gene Snyder Freeway). The critical crash rate factor (CCRF) in this segment of I-71 is 0.950 as cited in	Interstate/Interchange - Project	KYTC	$ 220,734,000	2030	MEDIUM

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
I-71	2152	6YP DESC: SIX LANE PRIORITY SECTION OF I-71 BETWEEN I-265 AND KY-329.(16CCR) CHAF ID: IP20150450 ADDITIONAL CONSIDERATIONS: Widen priority section of I-71 between I-265 and and KY 329 from 4 to 6 lanes.	CHAF PURPOSE: The Purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through traffic on I-71, as well as local users traveling to and from the Louisville Metro and Crestwood/Brownsboro areas. CHAF NEED: The Needs being addressed by the proposed I-71 project are based on the following facts: • Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was 56,600 vehicles per day (vpd). In 2015, the traffic volume has increased to 61,900 vpd. By 2040, those numbers are forecasted to increase to 80,000 vpd. Traffic projections illustrate continued growth in traffic volumes. This forecast takes into account the future opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-265 in Indiana. • I-71 has roadway deficiencies and poor traffic operational characteristics. The life span of the pavement surface and bridges warrant they be replaced within the foreseeable future, regardless of the transportation demands; the clear zones along with the inside shoulder width are less than desirable. • Driver crash rates are notably high along this section of I-71. Between January 2012 and December 2015, there were 360 crashes, including 5 fatalities, along the project corridor. The northbound direction had 123 crashes and southbound direction had 237 crashes. Based on a quantitative analysis, the project had six 0.2 mile sections of roadway that had a statistically high crash rate (i.e., critical rate factor greater than 1.0). The six sections were all in the southbound direction and the critical rate factors ranging from 1.072 to 1.5.	Interstate/Interchange - Project	KYTC	$ 80,318,000	2024	MEDIUM
I-71	2602	6YP DESC: IMPROVE SAFETY AND REDUCE CONGESTION ON I-71 FROM ZORN AVE TO I-264. CHAF DESC: Improve safety and reduce congestion on I-71 from Zorn Ave to I-264 (Watterson Expressway). CHAF ID: IP20150031 ADDITIONAL CONSIDERATIONS: Project will evaluate widening to the inside from 4 to 6 lanes.	CHAF PURPOSE: Improve safety and reduce congestion on I-71 from Zorn Ave to I-264 (Watterson Expressway). CHAF NEED: This project is needed because of a higher than average injury crash rate, inadequate current and future capacity, and roadway deficiencies on I-71 from Zorn Avenue to I-264 (Watterson Expressway). The percent of injury crashes cited in the March 2014 I-71 Study along this section of I-71 is 20.3% which exceeds the Interstate average referenced in the study of 17.4%. The percentage truck traffic is 7% with traffic and freight generators close to the 2.0 milepoint. The 2038 anticipated truck growth rate is 1.7%. This section of I-71 has a LOS F and a volume to capacity ratio of 1.27. Deficiencies include shoulder widths.	Interstate/Interchange - Project	KYTC	$ 39,238,000	2030	LOW
I-71	2612	KYTC HIGHWAY PLAN (June, 2018): IMPROVE THE INTERCHANGE OF I 71 AND KY 329 CHAF ID: IP20080244 ADDITIONAL CONSIDERATIONS: Project will evaluate: signalizing SB I-71 on and off ramps; adding left turn lane on KY 329 for left turns onto SB I-71 ramp; multi-use path along KY 329; and various sight distance improvements.	CHAF PURPOSE: Improve safety and reduce congestion at the I-71/KY 329 interchange. CHAF NEED: This project is needed because of a high amount of crashes and limited sight distance that exists at the I-71 ramps at KY 329. Additionally, the capacity of KY 329 is inadequate to handle current traffic volumes during peak hours.	Interstate/Interchange - Project	KYTC	$ 4,240,000	2025	LOW
I-71	2382	6YP DESC: PROVIDE COLLECTOR-DISTRIBUTOR LANE ON SOUTHBOUND I-71 TO FACILITATE RAMP MOVEMENTS TO AND FROM I-265. CHAF DESC: PROVIDE COLLECTOR-DISTRIBUTOR LANE ON SOUTHBOUND I-71 TO FACILITATE RAMP MOVEMENTS TO AND FROM I-265. CHAF ID: IP20160234	CHAF PURPOSE: The purpose of the proposed project is to facilitate traffic flow on I-71 and improve ramp movement efficiency to and from I-265. CHAF NEED: I-71, I-265, and the interchange between these facilities carry high traffic volumes, particularly during peak travel periods. Capacity analysis using the HCS7 Freeways module indicates the weaving segment (between the I-71 southbound loop ramps) is over capacity based on 2015 AM peak hour forecast volumes; it operates at LOS F. The lower volumes heading into town during the 2015 PM peak lead to LOS D operations, speeds drop 20+ mph versus the mainline through vehicles in the adjacent lane. According to Kentucky State Police crash data for 2015-2017, 234 crashes were reported along I-71 mainline between MP 8.4 and 9.8. Of these, 145 (over 60%) were southbound. There were no fatalities and 28 injury collisions, divided evenly between directions. Looking at only southbound crashes, five 0.1 mile long high crash "spots" occur along the corridor.	Interstate/Interchange - Project	KYTC	$ 6,580,000	2020	LOW

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
I-71	1480	Improve safety and reduce congestion of the I-265 northbound to I-71 southbound movement at the I-71/I-265 (Gene Snyder Freeway) interchange.	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Mobility within designated freight corridors. I-71 interchange at I-265 (MP 9.063 to MP 9.163) is located in north eastern Jefferson County. The land uses in this area are low to medium density residential. The adequacy rating data point to crash issues and congestion. At this time, this segment is experiencing a high level of congestion, especially at peak hours. This interchange is used to move people and goods in and out of east Jefferson County and Oldham County; I-71 is used by freight carriers moving goods along the corridor and accessing other interstate facilities in addition to commuters. The planned growth in this area and the Ohio River Bridges project in close proximity may place additional demand on this facility.	Interstate/Interchange - Project	KYTC	$ 63,201,000	2030	LOW
I-71	2604	6YP DESC: WIDEN I-71 FROM FOUR TO SIX LANES FROM KY-329 (MP 14.1) TO KY-393 (MP 18.0). (16CCN) CHAF DESC: WIDEN I-71 FROM FOUR TO SIX LANES FROM KY-329 (MP 14.1) TO KY-393 (MP 18.0). (16CCN) CHAF ID: IP20160192 ADDITIONAL CONSIDERATIONS: Widen I-71 from 4 to 6 lanes from KY 329 to KY 393.	CHAF PURPOSE: The Purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through traffic on I-71, as well as local users traveling to and from the Louisville Metro and Crestwood/Buckner areas. CHAF NEED: The Needs being addressed by the proposed I-71 project are based on the following facts: • Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was near 56,600 vehicles per day (vpd). In 2015, the traffic volume has increased to approx. 61,900 vpd. By 2040, those numbers are forecasted to increase to around 80,000 vpd. Traffic projections illustrate continued growth in traffic volumes. This forecast takes into account the recent opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-265 in Indiana. • I-71 has roadway deficiencies and poor traffic operational characteristics. The life span of the pavement surface and bridges warrant they be replaced within the foreseeable future, regardless of the transportation demands; the clear zones along with the inside shoulder width are less than desirable. • Driver crash rates are notably high along this section of I-71.	Roadway - Project	KYTC	$ 54,258,000	2025	LOW
I-71	2603	KYTC HIGHWAY PLAN (June, 2018): CONSTRUCT NEW I-71 INTERCHANGE BETWEEN KY-393 AND KY-53 TO RELIEVE CONGESTION IN LAGRANGE. CHAF ID: 20190047	The purpose of the project is to provide connectivity to the surrounding development/community that is already experiencing growth today.	Interstate/Interchange - Project	KYTC	$ 18,400,000	2026	LOW
I-71	D79	KYTC HIGHWAY PLAN (June, 2018): WIDEN I-71 FROM FOUR TO SIX LANES FROM KY-393 (MP 18.0) TO KY-53 (MP 22.4). (16CCN) CHAF ID: IP20160193	CHAF PURPOSE: The Purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve throug CHAF NEED: The Needs being addressed by the proposed I-71 project are based on the following facts: Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was approximately 56,600	Interstate/Interchange - Project	KYTC	$ 71,300,000	2030	FURTHER REVIEW
I-71 Northbound Exit Ramp Improvements to KY 53	D98	Project may include the following scope: widen the exit ramp from 1 to 2 lanes; add a right turn lane and a left turn lane to create dual right and dual left turn movements; install a new traffic signal for the intersection improvements; and add lane striping and way finding signs for lane assignment to guide drivers to the correct lane for turning or thru traffic movements at the intersection.	Reduce congestion and improve safety on the northbound exit ramp from I-71 to KY 53, and at the exit ramp and KY 53 intersection.	Interstate/Interchange - Project	KYTC	$ 2,009,000	2020	LOW
I-71/I-264	D93	Improve safety and reduce congestion at the I-71/I-264 (Watterson Expressway) interchange. CHAF IP20170047	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Mobility within designated freight corridors.The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.	Interstate/Interchange - Project	KYTC	$ 69,250,000	2034	LOW
I-71/KY 53 Interchange	2024	Improve safety and reduce congestion at the I-71/KY 53 (North/South First Avenue) interchange. Includes consideration of an additional two-way left turn lane and bike/ped accommodations. IP20130128	The purpose of this project is to improve safety and reduce congestion at the I-71/KY 53 (North/South First Avenue) interchange. This project is needed because the current I-71/KY 53 (North/South First Avenue) interchange is inadequate to meet current and future capacity demands. This interchange operates at a low level of service and fails in the AM and PM peaks.	Interstate/Interchange - Project	KYTC	$ 9,800,000	2028	MEDIUM

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
Intelligent Transportation Systems - Priority Corridors	D29	Upgrade the traffic system along priority corridors identified as Premium Transit Corridors in the Move Louisville planning study to provide A smart traffic management system.	A smart traffic management system along these five (5) corridors will allow for: 1. A reduction in traffic congestion by smoothing traffic flows and prioritizing traffic in response to demand in real time; 2. A reduction of pollution throughout the region by reducing inefficient and polluting stop-start driving; and 3. Prioritization for buses approaching intersections, phasing lights to give traffic flowing with buses a 'green wave' along the corridors.	Roadway - Project	Louisville Metro	$ 30,000,000	2035	MEDIUM
JCTC Downtown Campus Pedestrian and Bicyclist Improvements	1111	The project needed by JCTC includes improvements on the downtown campus for pedestrians and bicyclists. The Downtown campus is bordered on Chestnut Street to the north, and Breckinridge Street to the south. The college owns property on east side of 2nd street and on both sides of 1st Street. Additional property is owned at the corner of the off ramp on Interstate 65 North at Broadway. In general this metropolitan campus has been expanded to include additional property and in 2018 the college began construction on an additional classroom building along the east side of south 1st street between Jacob and College streets. The addition of a new building will add many pedestrians to these 5 city blocks that are already congested. There are two access points to Interstate 65 south along our campus borders on 1st street. Students, parking, bicycles, and other foot traffic will continue to increase throughout this area and certainly as a new building is opened and the number of students grows. Improvements to crosswalks, lighting, pedestrian areas, safety, and bicycle lanes and parking are all part of the comprehensive nature of a Phase 3 Downtown Comprehensive Plan for Pedestrian and Bicyclists Improvements. At the current time, no funding has been secured and costs are based on very rough estimates.	The project will provide safe walkways for pedestrians, many of which are students at the college's campus. These walkways will be used by all students including approximately 1000 students that have identified themselves as having a disability of some kind. The 1st Street corridor is busy with cars and trucks moving in and out of the downtown area. Students are parking, walking to classroom and administrative buildings. Crosswalks on these busy streets can be extremely dangerous, crosswalks at our less traveled areas are non-existent. Adequate lighting is essential as well as other safety mechanisms, like security call boxes with emergency connections to 911 and Metrosafe are essential. As the college encourages students to become greener in their transportation choices, additional and secure parking for bicycles is required. Dedicated bike lanes would be something to consider for any project in the area of the college.	Bike & Pedestrian - Project	JCTC	$ 4,000,000	2025	MEDIUM
Jeff Boat Rail Spur Multi-Use Trail	D36	Following the closure and clean-up of the Jeff Boat Facility, this project will convert the defunct railroad spur into a 1.7 mile, paved, multi-modal trail that will connect Highland Park to the Ohio River.	This project will provide an off-street bicycle and pedestrian route that connects the existing neighborhood to community facilities along the existing rail spur (Highland Park, Park View Middle School, and the Woehrle Athletic Complex). The Trail culminates at the Ohio River and could one day be connected to the Ohio River Greenway with redevelopment of the Jeff Boat Site. The Project provides a healthy alternative to driving to these destinations and provides a desireable recreation amenity in the existing neighborhoods.	Bike & Pedestrian - Project	Jeffersonville	$ 4,500,000	2025	LOW
Jeffersonville 9th street/Clarksville Montgomery Ave intermodal connection	2541	Design and construction of multimodal connection between Jeffersonville and Clarksville's Arts Districts, underneath I-65 along Montgomery Avenue and 9th Street. The design will include new sidewalks, bicycle paths, lighting, and other aesthetic amenities.	The construction of I-65 has created a significant barrier to community connectivity between Jeffersonville and Clarksville in the Southern Indiana region. In an effort to recreate the connectivity once enjoyed by this area, both communities intend to partner in order to provide a safe, attractive bicycle and pedestrian connection for residents in each community. There are very few alternative transportation options available connecting these two communities, due to restrictions created by the interstate corridor. Citizens and visitors will have a safe route provided to them to cross between communities and Arts and Cultural Districts without using motorized transportation. in conjunction with other projects that Jeffersonville and Clarksville are undertaking, this improvement will provide an additional path to the Ohio River Greenway.	Bike & Pedestrian - Project	Clarksville	$ 2,964,000	2022	LOW
Joseph Drive Extension	D23	Extend Joseph Lane to Hamburg Way and Hwy 60. 14' Lanes for nearby fire truck accessibility, curb and gutter, two 5' sidewalks, 4' vegetative buffer.	Adjacent neighborhood currently has only one entrance/exit, this is a fire/police/emergency hazard that needs to be remedied. This configuration will also give the Sellersburg Fire Department Station 5 easier west-bound access if and when needed. Additionally, if Hamburg Way is ever obstructed the firetrucks will have another outlet.	Roadway - Project	Clarksville	$ 4,000,000	2025	FURTHER REVIEW
Jtown to Parklands Multi-use Bicycle/Pedestrian Trail	D75	Construct a 10-foot wide multi-use bicycle/pedestrian trail along Taylorsville Road from Chenoweth Run Road to South Pope Lick Road/Parklands.	To provide alternatives to the automobile by increasing connectivity for pedestrians and bicyclist. Provide opportunities for future transit access and linkages between where people live and work. Taylorsville Road is coming a highly developed corridor and connecting the various residential neighborhoods to arterial streets and transit is desired.	Bike & Pedestrian - Project	Jeffersontown	$ 5,450,000	2025	LOW
Kentuckiana Air Education	369	Information/outreach campaign to educate public about air quality issues and encourage the public to make air-friendly choices.	Improve safety by improving roadway geometry and reduce congestion. Reduce ozone levels in Louisville ozone maintenance area. Raise public awareness of connections between transportation and air quality and influence positive behavior.	Program*	Louisville Metro	$ 5,492,000	N/A	LOW
Kentuckiana Air Education	370	Kentuckiana Air Education (KAIRE): Air pollution prevention and awareness Program*.	KAIRE works to encourage voluntary air quality changed through community involvement. The goal is to decrease the areas levels of ground-level ozone and fine particulates.	Program*	Louisville Metro	$ 3,793,500	N/A	LOW

DRAFT DOCUMENT

****Programs and studies submissions to the Connecting Kentuckiana Metropolitan Transportation Plan update were evaluated using a variation of the metrics used for the other project submissions.***

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
Kenwood Road	2615	Construct a new urban roadway section to connect Ky 146 and KY 393 Bypass in Crestwood. The proposed facility will be three-lanes with a continuous, center left-turn lane, curb, gutter, a sidewalk, and a potential traffic signal. Lane width will be 11 feet with a proposed posted speed of 25 MPH.	The purpose of the project is to improve access and mobility within the northern portion of Crestwood by improving connectivity between KY 329 B and KY 146. The development of a new roadway connector between these facilities will reduce congestion at the existing intersection between KY 329 B and KY 146 and increase travel alternatives for residents and truck traffic while also providing greater accesss to the South Oldham School campus.	Roadway - Project	Oldham County	$ 3,279,688	2024	LOW
KIPDA Regional Rideshare Program*	162	The KIPDA Regional Rideshare Program* supports ridesharing and alternative mode activities such as carpooling, vanpooling, bikepooling, walking, and riding the bus. This occurs through education, outreach, and promotion; rideshare matching services; and, the administration of a vanpool Program*.	To reduce congestion, improve air quality, and provide a better quality of life.	Program*	KIPDA	$ 51,043,475	N/A	HIGH
KIPDA Regional Rideshare Program*	56	The KIPDA Regional Rideshare Program* supports ridesharing and alternative mode activities such as carpooling, vanpooling, bikepooling, walking, and riding the bus. This occurs through education, outreach, and promotion; rideshare matching services; and, the administration of a vanpool Program*.	To reduce congestion, improve air quality, and provide a better quality of life.	Program*	KIPDA	$ 3,492,500	#N/A	HIGH
KY 1020	1817	Improve safety and moblity on KY-1020 (National Turnpike) from Fairdale Road (CR1005M) MP 0.615 to South Park Road (CR1001M /KY-1020) MP 2.669. Design will include consideration for a 2-lane to a 3-lane widening with 11' lanes, 2' curbed shoulders, and a 13' two way center left turn lane with 5' sidewalks on both sides of the road. CHAF ID 20190134/KIPDA ID #1817	The purpose of this project is to improve safety and mobility along KY-1020 (National Turnpike).Sections of this roadway have Excess Expected Crashes (EEC) greater than 75%.	Roadway - Project	KYTC	$ 14,960,000	2030	LOW
KY 1065	436	Improve safety and reduce congestion on KY 1065 (Outer Loop) from I-65 to KY 2052 (Shepherdsville Road). Project will evaluate the addition of one travel lane in each direction and consider accommodations for bicyclists and pedestrians. CHAF IP20080211	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice.KY 1065 from MP 4.930 to MP 7.655 (from I-65 to KY 2052) is located in southcentral Jefferson County. Surrounding land use is primarily medium density commercial with some residential uses. These adequacy rating data suggest high crash potential, rough pavement condition and congestion may become an issue should the area to the south continue to develop at the current rate it is now. Additional commercial development has been planned along this corridor.	Roadway - Project	KYTC	$ 35,430,000	2030	MEDIUM
KY 1065	453	Improve safety and reduce congestion at the KY 1065 and KY 61 intersection. Project will consider adding a right turn lane on westbound KY 1065 (Outer Loop) at KY 61 (Preston Highway). CHAF IP20080210	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality.There is currently insufficient right turn capacity on westbound Outer Loop approaching KY 61. The intersection has had a total of 98 crashes between 5/1/2011 and 4/30/2016, including 44 injuries and one fatality. The highest crash types are angle (44) and real end (43). It is ranked the #5 for crash amount in Jefferson county.	Roadway - Project	KYTC	$ 2,075,000	2024	MEDIUM
KY 1065	435	Improve safety, access, and mobility for all modes along KY 1065 (Outer Loop) from KY 907 (3rd Street Road) to KY 1865 (New Cut Road). Project will consider 3-lane widening and accommodations for bicyclists and pedestrians. CHAF IP20080212	The purpose of this project is to improve safety, targeting major intersections (New Cut Road), and improve mobility for travelers.Safety is the primary concern along the corridor. The New Cut Road and National Turnpike intersections are identified as numbers one and nine, respectively, on the region's 2011 Top 40 High Crash Intersections list supplied by the KIPDA MPO. Records show 283 reported crashes along Outer Loop during 2014-2016. This number included three fatal and 51 injury collisions. Five high crash spots were identified on Outer Loop. Current crash trends mirror KIPDA's earlier findings with high crash spots at New Cut Road and National Turnpike. Business entrances and exits too close to the major intersections contribute to angle crashes as motorists must negotiate through traffic in as many as three lanes when turning left. Additional high crash spots occur at 3rd Street Road and the signalized Walmart entrance. Mobility is another concern along Outer Loop. Annual average daily traffic (AADT) ranges from 14,000 vehicles per day (vpd) at the western end of the study area to 17,600 vpd near the eastern end. Four percent of those volumes are trucks. Travel times along the corridor range from 5 minutes in morning hours to nearly 9 minutes in evening hours. Average travel speeds along the corridor range from 17 to 30 mph during peak periods, well below the posted 45 and 55 mph speed limits. Motorists often drive into opposing travel lanes to avoid long queues and access the short left turn lanes at National Turnpike, and are also often seen using the shoulders to pass stopped, left-turning vehicles.	Roadway - Project	KYTC	$ 26,470,000	2030	MEDIUM

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
KY 1065	256	Improve safety and reduce congestion on KY 1065 (Beulah Church Road) from KY 864 (Fegenbush Lane) to US 31E (Bardstown Road). Project will evaluate 3-lane widening or other lower impact solutions and consider accommodations for bicyclists and pedestrians. CHAF IP20080213	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Modal access and choice.KY 1065 from MP 10.009 to MP 11.858 (from KY 864 to US 31E) is located in south eastern Jefferson County. Surrounding land use is primarily medium density residential with some commercial. Data suggest less-than-optimum pavement condition and that congestion is an issue currently, as are crashes. Additional development is planned along the US 31E corridor as well as to the south, potentially contributing to the congestion issue in the future.	Roadway - Project	KYTC	$ 16,660,000	2028	MEDIUM
KY 1065	D90	Improve safety, access, and mobility for all modes along KY 1065 (Outer Loop) from KY 1865 (New Cut Road) to KY 1020 (National Turnpike). Project will consider 5-lane widening and accommodations for bicyclists and pedestrians. MP 1.00 to MP 2.53.	The New Cut Road and National Turnpike intersections are identified as numbers one and nine, respectively, on the region's 2011 Top 40 High Crash Intersections list supplied by the KIPDA MPO. Records show 283 reported crashes along Outer Loop during 2014-2016. This number included three fatal and 51 injury collisions. Current crash trends mirror KIPDA's earlier findings with high crash spots at New Cut Road and National Turnpike. Business entrances and exits too close to the major intersections contribute to angle crashes as motorists must negotiate through traffic in as many as three lanes when turning left. Additional high crash spot occurs at the signalized Walmart entrance. Annual average daily traffic (AADT) ranges from 14,000 vehicles per day (vpd) at the western end of the study area to 17,600 vpd near the eastern end. Four percent of those volumes are trucks. Travel times along the corridor range from 5 minutes in morning hours to nearly 9 minutes in evening hours. Average travel speeds along the corridor range from 17 to 30 mph during peak periods, well below the posted 45 and 55 mph speed limits. Motorists often drive into opposing travel lanes to avoid long queues and access the short left turn lanes at National Turnpike, and are also often seen using the shoulders to pass stopped, left-turning vehicles. Outer Loop traffic volumes are not forecasted to grow; however, existing volumes on New Cut Road and National Turnpike are expected to increase from 22,000 to 28,000 vpd and from 25,000 to 34,000 vpd, respectively, by 2035. These increased volumes will contribute to intersection congestion, resulting in Level of Service (LOS1) E on Outer Loop in 2035. In addition to the needs above, Goals for the project include: - Improve drainage, as much of the corridor lies within the 100-year floodplain; the road is often closed due to flooding following heavy rain events. - Improve pedestrian safety through improved sidewalk condition and connectivity.	Roadway - Project	KYTC	$ 23,528,000	2031	LOW
KY 1408	D83	Improve safety, access, and address geometric deficiencies along KY 1408 (Floydsburg Road) from Old Floydsburg Road to KY 146 (in and near Crestwood). Includes consideration of a three lane widening with a two way left turn lane. IP20130133	The purpose of this project is to improve safety, access, and address geometric deficiencies along KY 1408 (Floydsburg Road) from Old Floydsburg Road to KY 146 (in and near Pewee Valley). This project is needed because of a high crash rate, substandard grades, curves, lane widths, and shoulders along KY 1408 (Floydsburg Road) from Old Floydsburg Road to KY 146 (in and near Pewee Valley).	Roadway - Project	KYTC	$ 5,300,000	2030	LOW
KY 1447	484	Improve safety and reduce congestion on KY 1447 (Westport Road) from Murphy Lane to KY 146. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities. CHAF IP20080214	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice.KY 1447 from MP 7.641 to MP 8.141 is located in eastern Jefferson County. This area is undergoing development currently: residential, commercial, and industrial. This area also contains a Ford auto plant with a large number of employees as well as freight interaction. These data suggest very rough pavement condition and current congestion issues.	Roadway - Project	KYTC	$ 5,470,000	2030	MEDIUM
KY 1450	154	KYTC HIGHWAY PLAN (June, 2018): WIDEN BLUE LICK ROAD FROM SNYDER FREEWAY NORTH TO KY-61 (LOU T.I.P.) (SECTION 2) (RU-04DEOB)(08CCR)(12CCR)(16CCR) CHAF ID: IP20160190 ADDITIONAL CONSIDERATIONS: Widen KY 1450 (Blue Lick Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 (Gene Snyder Freeway) to KY 61 (Preston Highway). Approximately 1.669 miles. From MP 1.873 to MP 3.542.	CHAF PURPOSE: The purpose of this project is to improve safety and relieve congestion while accommodating pedestrian traffic. CHAF NEED: Blue Lick Road (KY 1450) from I-265 to Preston Highway is currently a two lane road with narrow driving lanes, no shoulders, and steep roadside ditches. The crash rate in the project area is approximately double the statewide average for similar facilities.	Roadway - Project	KYTC	$ 25,160,087	2023	MEDIUM

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
KY 1450	229	WIDEN BLUE LICK ROAD FROM BULLITT COUNTY LINE NORTH TO THE SNYDER FREEWAY (LOU T.I.P.)(SEE 5-8010.00 AND 5-8907.00)(08CCR)(10CCR) CHAF IP20150309	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality.Blue Lick Road (KY 1450) from Bullitt County line north to the Snyder Freeway is currently a two lane road with narrow driving lanes, no shoulders, and steep roadside ditches. The crash rate in the project area is approximately double the statewide average for similar facilities. Also, there are no accommodations for left turning vehicles or pedestrians for the majority of the corridor. The purpose of this project is to improve safety and relieve congestion while accommodating pedestrian traffic.	Roadway - Project	KYTC	$ 37,170,000	2028	LOW
KY 1450	2020	Improve safety and reduce congestion at the intersection of KY 1450 and KY 1526 east of the I-65/KY 1526 interchange. IP20130131	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality. The following needs have been identified at the KY 1450 and KY 1526 intersection as a result of significant commercial and residential growth in the Brooks, KY area: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, 4) Increase freight capacity, 5) Serve recent and planned growth.	Roadway - Project	KYTC	$ 6,700,000	2024	LOW
KY 1450 Blue Lick Rd. Widening	D40	Widen KY 1450 (Blue Lick Road) from 2 to 4 lanes from Bullitt/Jefferson County line to KY 1526 John Harper Way.	Congestion, visibility, intersection realignment, and safety are all issues needing to be addressed that have created the need for this project.	Roadway - Project	Bullitt County	$ 8,000,000	2024	LOW
KY 146	443	Improve safety and reduce congestion on KY 146 from Nelson Miller Parkway (CR1019C) to Reamers Road (CR1004D). To include consideration for bicycle and pedestrian facilities. Project will consider improvements to the I-265/KY 146 Interchange and the addition of one travel lane in each direction. CHAF IP20080200	The purpose of this project is to improve safety and reduce congestion on KY 146 from Nelson Miller Parkway (CR1019C) to Reamers Road (CR1004D). To include consideration for bicycle and pedestrian facilities.The Critical Rate Factor (CRF) for this segment of KY 146 is 3.79 for the years 2012 to 2016. The KY State Data Center Report indicates a current employment annual growth rate of 2.9% and a population annual growth rate of 0.70%. This route connects I-265 and Oldham County.	Roadway - Project	KYTC	$ 14,500,000	2024	MEDIUM
KY 146	428	Improve safety and reduce congestion on KY 146 (LaGrange Road) from KY 329B (KY 329 Bypass) to KY 393. Includes consideration of a four lane widening and bike/ped accommodations. IP20080251	The purpose of this project is to improve safety and reduce congestion on KY 146 (LaGrange Road) from KY 329B (KY 329 Bypass) to KY 393. This project is needed because there there are sections of KY 146 from KY 329B (KY 329 Bypass) to KY 393 that has inadequate capacity and is frequently congested during peak hours. With planned development in Oldham County, this area is expected to grow and this segment is expected to carry approximately 36,000 vehicles by the year 2030, greatly increasing congestion and the potential for crashes (OCMTP, 2003).	Roadway - Project	KYTC	$ 20,510,000	2028	LOW
KY 146	427	Reduce congestion, improve access, and provide better mobility for all modes along KY 146 from the Oldham/Jefferson County line to Pryor Avenue in Crestwood. Project design will consider reconstructing KY 146 as a 2 lane road (no additional lanes) from Jefferson/Oldham County line to Pryor Avenue in Oldham County with consideration for turn lanes at Ash Avenue, Houston Avenue, Maple Avenue and Central Avenue. IP20080252	The purpose of this project is to reduce congestion, improve access, and provide better mobility for all modes along KY 146 from the Oldham/Jefferson County line to Pryor Avenue in Crestwood. This project is needed because KY 146 from the Oldham/Jefferson County line to Pryor Avenue in Pewee Valley experiences a high level of congestion and has potential crash issues. With the additional population expected in Oldham County in this area, and the additional development of commercial and industrial uses in eastern Jefferson County, congestion is expected to increase in the near future and is already problematic today. Congestion is further compounded by the rail line running parallel to the corridor.	Roadway - Project	KYTC	$ 14,750,000	2026	LOW
KY 1494	1493	Widen travel lanes (no additional travel lanes) and relocate a section of KY 1494 from KY 61 to Cundiff Lane.	Minor widening project to improve traffic flow.	Roadway - Project	KYTC	$ 5,095,020	2019	LOW
KY 1531	411	Relocate and reconstruct KY 1531 (Johnson Road) as a 2 lane road (no additional lanes) with improved geometry and a 4 to 6 foot shoulder from US 60 (Shelbyville Road) to Aiken Road.	Johnson Road and it's surrounding roads of Aiken Rd and Shelbyville Rd have been several subdivisions/growth within the last few years. With the added traffic along Johnson Rd, the better alignment in various locations along and added shoulders will increase safety amount the traveling public.	Roadway - Project	Louisville Metro	$ 35,000,000	2030	LOW
KY 155	1372	Improve safety and reduce congestion on KY 155 from Watterson Trail to I-265. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities. CHAF IP20080201	The Critical Rate Factor (CRF) for the longest segment of KY 155 (MP 6.9 to MP 9.1) from 2012 to 2016 is 1.72. The KY State Data Center Report indicates a current average Population Annual Growth Rate of 1.47% for this area. The development in the area is both residential and commercial. Commuters use this route to access Shelby and Spencer counties.	Roadway - Project	KYTC	$ 24,300,000	2028	MEDIUM

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
KY 155	956	KYTC HIGHWAY PLAN (June, 2018): WIDEN TAYLORSVILLE RD. TO 3 LANES FROM I-265 TO KY-148. (18CCN) CHAF ID: IP20080202	CHAF PURPOSE: Improve safety, mobility for all modes, and provide better access along KY 155 from KY 148 to I-265 near Pope Lick Park. CHAF NEED: The Critical Rate Factor for this section of KY 155 is 1.192 for the years 2012 to 2016. The KIPDA MPO TAZ data shows a 1.6% projected future population and employment growth in the project area. Commuters use this route to get to and from Shelby and Spen	Roadway - Project	KYTC	$ 19,840,000	2025	LOW
KY 155	2371	SAFETY PROJECT FOR RECONSTRUCTION OF TAYLORSVILLE ROAD AND SOUTH POPE LICK ROAD INTERSECTION AND BRIDGE OVER POPE LICK CREEK.(2016BOP) CHAF IP20130147	Improve intersection safety and maintain continuity for roadway users, park users, and local residents at and near the KY 155/South Pope Lick Road intersection in eastern Jefferson County.This project is needed because traffic has increased significantly with recent developments in the area including the new 4,000 acre Parklands of Floyds Fork recreational area making it difficult for vehicles to turn onto KY 155 from the approach roads at the KY 155/South Pope Lick Road intersection. The intersection is not signalized and traffic on KY 155 moves at 55 MPH (the posted speed limit) or higher. Traffic back-ups at this intersection are common and sight distance is limited. The South Pope Lick intersection doubles as a signature entrance to the park on the south side of KY 155. A shared-use trail crosses under KY 155 at the South Pope Lick intersection.	Roadway - Project	KYTC	$ 2,125,000	2021	LOW
KY 1747	359	WIDEN SOUTHBOUND HURSTBOURNE LANE TO 3 LANES FROM LINN STATION RD (CS-1004H) TO EDEN AVE (CS-1660H). (06CCR)(03KYD)(2006BOPP)(SEE 5-344.02 FOR KYD C PHASE)(14CCR) CHAF IP20150293	Hurstbourne exists today as a highly congested corridor that serves as a commuter route as well as a regional shopping/entertainment destination. The purpose of this project is to reduce congestion and traffic conflict points. The need for this project is demonstrated by the existing traffic congestion that has been quantified as Delay and Queue Length in the project traffic studies. Intersection queue lengths in excess of 800 feet and delays in excess of 60 seconds are common for the design year. The proposed increase in capacity by the addition of a southbound lane including optimization of signal timing is calculated to provide a reduction of these mobility indicators of up to 78%. It is anticipated that additional mobility improvements will be realized by eliminating the numerous conflict points, particularly unsignalized left turn movements, at entrances between signalized intersections. The accident rates in the project area also indicate a need for improvement. The Shelbyville Road Intersection was identified as a Hazard Elimination and Safety Program (HES) project with a Critical Crash Rate Factor greater than 1.0. The crash rate for the remainder of the corridor between Linn Station Road and Whittington Parkway is approximately 60% higher than the statewide average for urban four lane divided roadways (2002-2006). In addition, the proposed project is needed to meet state and local transportation planning goals. The proposed project is part of the Kentucky Transportation Cabinet's 2016 - 2022 Six-Year Highway Plan . The project is also connected to another project, which as a whole will help meet these planning goals. The other project is the reconstruction of the interchange of I-64 and Hurstbourne Lane (KYTC Item No. 5-52.00).	Roadway - Project	KYTC	$ 7,655,000	2024	HIGH
KY 1747	386	Improve safety and reduce congestion on KY 1747 (Hurstbourne Parkway) from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). Project will evaluate the addition of one additional travel lane in each direction and other lower impact alternatives. Project will consider acommodations for bicyclists and pedestrians. CHAF IP20080217	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Modal access and choice.KY 1747 from MP 0.000 to MP 3.540 is located in eastern Jefferson County. This area is experiencing growth at this time and additional development is planned. Residential and commercial uses are prominent in this area, with commercial and multi-family residential uses directly abutting the corridor. The adequacy rating data indicates potential crash issues, rough pavement condition, and congestion. These issues are likely to grow with the additional planned development.	Roadway - Project	KYTC	$ 33,036,000	2030	HIGH
KY 1747	2607	KYTC HIGHWAY PLAN (June, 2018): REDUCE CONGESTION AND IMPROVE SAFETY ALONG KY-1747 (HURSTBOURNE PARKWAY) FROM STONY BROOK DRIVE TO I-64. CHAF ID: IP20130135 ADDITIONAL CONSIDERATIONS: This project has been treated as a study only.	CHAF PURPOSE: Reduce congestion and improve safety along KY 1747 (Hurstbourne Parkway) from Stony Brook Drive to I-64. CHAF NEED: The Critical Rate Factor (CRF) for this section from 2012 to 2016 ranges from 3.18 to 5.01.	Roadway - Project	KYTC	$ 4,532,000	2026	MEDIUM

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
KY 1747/US 60	2384	IMPROVE THE HURSTBOURNE PARKWAY (KY 1747) AT SHELBYVILLE ROAD (US 60) INTERSECTION TO INCREASE CAPACITY, REDUCE DELAYS, AND IMPROVE SAFETY. (SEE 5-344.02) (16CCN) KY 1747 MP 13.4-13.6. US 60 MP 7.709-7.960. CHAF IP20080218	Reduce congestion and improve safety at the KY 1747/US 60 intersection.This project is needed because development in this part of Jefferson County, and additional planned development is contributing to congestion issues at the KY 1747/US 60 intersection, especially at peak hour, where motorists may wait between two to three signal cycles before making it through the intersection. The development of the University of Louisville Shelby Campus (to the west on US 60, in close proximity) will contribute directly to the congestion at this intersection.	Roadway - Project	KYTC	$ 4,390,000	2022	MEDIUM
KY 1819	257	Improve safety, mobility for all modes, and address geometric deficiencies along KY 1819 (Billtown Road) from I-265 (Gene Snyder Freeway) to Ruckriegel Parkway/Billtown Road (in and near Jeffersontown). Project will evaluate 3-lane widening and consider accommodations for bicyclists and pedestrians. CHAF IP20080219	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice.The corridor has limited right-of-way and narrow shoulders that are under three feet. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Billtown Road; with the exception of the Ruckriegel Parkway intersection which is expected to increase by 8.0% per year. A speed study showed that most drivers exceed the speed limit, particularly in the north end of the study area. There are several intersections where, as of 2006, there were poor levels of service. In 2010, all intersections have at least one or more approaches with a poor level of service. At the intersection of Gellhaus Lane and Billtown Road, the queue length of the westbound left turn exceeds the available storage. At the intersection of Ruckriegel Parkway and Billtown Road, the queue lengths during peak periods exceed the available storage for the westbound left and the northbound right turn. The entire corridor operates at LOS E in 2006 and 2010. All sections except the portion of Billtown Road between Shady Acres Lane and Ruckriegel Parkway operate at LOS E in 2030. The Shady Acres Lane to Ruckriegel Parkway section operates at LOS F. There is a high crash area between Shady Acres Lane and Ruckriegel Parkway. The intersection of Saint Rene Road with Billtown Road is a high crash spot. The most frequent crash type was rear end crashes on Billtown Road. There are no bicycle or transit facilities along the corridor. Sidewalks are present but only intermittently and they do not exceed the length of the corridor.	Roadway - Project	KYTC	$ 27,120,000	2030	MEDIUM
KY 1819	233	RECONSTRUCT AND WIDEN WATTERSON TRAIL FROM PLANTSIDE DRIVE TO BLANKENBAKER ROAD. (98CCR) CHAF IP20150319	Improve safety and mobility.This section of Watterson Trail has many vertical curves that do not meet minimum sight distance criteria for the design speed of the road. Improvements to the horizontal alignment also need to be made, especially at the north end of the project where a 140' radius curve exists. Existing traffic volumes have exceeded the roadway's capacity and future traffic volumes are predicted to increase significantly. In addition, the intersections named above have less than desirable sight distance and turn radii. The Critical Rate Factors on sections of this roadway are above 0.60 (2012 to 2016).	Roadway - Project	KYTC	$ 15,280,000	2024	MEDIUM
KY 1819	1819	6YP DESC - RECONSTRUCT BILLTOWN ROAD FROM NORTH OF COLONNADES PLACE TO SOUTH OF EASUM ROAD. (04CCN)(06CCN)(08CCR)(10CCR)(12CC) CHAF DESC - The purpose of this project is to bring geometric deficiencies up to modern roadway standards and improve corridor wide capacity and operations. CHAF ID: IP20160185 Travel Model Info - KIPDA ID 257 overrides this project as far as any model changes are concerned. Model reflects KIPDA ID 257 beginning in the 2020 scenario, which is a widening to 3 lanes from I-265 to Watterson Trail. No additional changes to Billtown Rd. are assumed to occur when KIPDA ID 1819 is OTP in 2025. KYTC needs to clarify (should consider removing KIPDA ID 257 from the MTP).	RECONSTRUCT BILLTOWN ROAD FROM NORTH OF COLONNADES PLACE TO SOUTH OF EASUM ROAD. (04CCN)(06CCN)(08CCR)(10CCR)(12CCR). Limited right-of-way and narrow shoulders (three feet or less) exists along the length of the corridor. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Bi	Roadway - Project	KYTC	$ 2,700,000	2025	FURTHER REVIEW
KY 1931	2214	WIDEN KY 1931 (MANSLICK ROAD) FROM 2 TO 3 LANES FROM US 31W (DIXIE HWY) TO DOSS HIGH SCHOOL. (2014BOP) CHAF IP20080220	The purpose of the project is to improve safety, local traffic operations, and mobility for all modes along KY 1931 (Manslick Road) from Dixie Highway (US 31W) to Doss High School. The Critical Rate Factor (CRF) along this segment is greater than 1.0 and over half of the crashes throughout the corridor are rear end collisions, with the next highest type being angle crashes at 20%. This segment experiences congested traffic operations. The KY 1931 corridor links US 31W an Urban Principal Arterial to I-265. Medium density commerical and residential uses abut this segment.	Roadway - Project	KYTC	$ 14,971,000	2022	MEDIUM

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
KY 1931	446	Improve safety and reduce congestion on KY 1931 (Manslick Road) from KY 1931 (St. Andrews Church Road) to I-264 (Henry Watterson Expressway). Project will evaluate 3-lane widening and consider accommodations for bicyclists and pedestrians. CHAF IP20080221	The purpose of the proposed KY 1931 project is to improve safety and local traffic operations along this route between Dixie Highway and I-264. Other project goals include accommodating bicyclists and pedestrians, improving emergency response time, minimizing impacts to the environment, and ensuring any improvement can handle traffic from other planned improvements.The need is expressed through above average crash rates, substandard geometric features, and congested traffic operations. Existing traffic volumes range from 11,100 to 18,200 vehicles per day, with the heavier volumes in the middle section between Palatka Road and Hazelwood Avenue. Existing volume-to-capacity ranges from 0.60 to 0.96, largely controlled by signalized intersections. Three intersections (Blanton Lane, Palatka Road, and Hazelwood Avenue) operate at an unacceptable LOS (E or F) during the AM or PM peak hour. The segment of the corridor between Arnoldtown Road and Blanton Lane has the highest crash frequencies; in four years, 65 total reported crashes occurred. This equates to a Critical Rate Factor of 1.92, indicating crashes are happening more often than can be attributed to random occurrence. The entire corridor south of Hazelwood Avenue exhibit CRFs over 1.00. A review of existing plans and where necessary, field observations, identified a deficient horizontal curve, several deficient vertical curves that limit headlight sight distance, and several sections where the cross-section does not meet current standards.	Roadway - Project	KYTC	$ 29,709,950	2030	MEDIUM
KY 1931	2147	THREE LANE WIDENING ALONG KY-1931 FROM THE DOSS HIGH SCHOOL ENTRANCE TO PALATKA ROAD, INCLUDING INTERSECTION IMPROVEMENTS WITH PALATKA ROAD AND TURN LANES. (14CCN) CHAF IP20150213	Improve safety and local traffic operations along KY 1931 (Saint Andrews Church Road) between Doss High School/Trunnell Elementary and KY 1142 (Palatka Road).This project is needed because KY 1931 (Saint Andrews Church Road) between Doss High School/Trunnell Elementary and KY 1142 (Palatka Road) experiences frequent congestion during peak hours and needs significant improvements in safety and local traffic operations. There are above average crash rates, substandard geometric features, and traffic is expected to continue to increase along this stretch of roadway.	Roadway - Project	KYTC	$ 11,290,000	2026	LOW
KY 1931\Greenwood Road	128	6YP DESC: WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DIXIE HWY (US-31W) (3-LANE IMPROVEMENT) FROM MP 0.54 TO MP 3.148. (98CCR)(R-04DEOB)(04CCR)(BOP2006P)(10CCR)(12CCR) CHAF DESC: Improve safety and mobility on Greenwood Road (KY 1931) between Greenbelt Highway (KY 1934) and Dixie Highway (US- 31W) by providing operational improvements and safety countermeasures for vehicles, pedestrians and bicyclists. CHAF IP20160186 ADDITIONAL CONSIDERATIONS: Widen KY 1931 (Greenwood Rd) from 2 to 3 lanes (3rd lane will be a center turn lane).	CHAF PURPOSE: WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DIXIE HWY (US-31W) (3-LANE IMPROVEMENT) FROM MP 0.54 TO MP 3.148. (98CCR)(R-04DEOB)(04CCR)(BOP2006P)(10CCR)(12CCR) CHAF NEED: Accident data for the last five years show that there have been close to 300 accidents, with an additional 95 accidents involving injuries. Cyclists and pedestrians have few accommodations.	Roadway - Project	KYTC	$ 23,890,000	2024	MEDIUM
KY 1932	2016	Reduce congestion, improve safety, and provide mobility for all users along KY 1932 (Breckenridge Lane) from Hikes Lane to Kresge Way (Hikes Point to DuPont). Project design will evaluate addition of one travel lane in each direction and consider bicycle, pedestrian, and transit facilities. CHAF IP20140002	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality.Route is an unimproved two lane local urban arterial road with deficient roadway geometrics not meeting current roadway design standards resulting in higher than average crash rates. Issues include insufficient lane and shoulder widths, deficient vertical and horizontal curves, limited and disconnected bike/ped facilities, faulty or insufficient drainage features, insufficient sight distance at intersections and/or curves.	Roadway - Project	KYTC	$ 26,750,000	2035	HIGH
KY 1932	213	KYTC HIGHWAY PLAN (June, 2018): IMPROVE THE SAFETY AND CONGESTION OF KY 1932 (CHENOWETH LANE) FROM US 60 (SHELBYVILLE ROAD) TO US 42 (BROWNSBORO ROAD) APPROXIMATELY 1.07 MILES (2014BOP). CHAF ID: IP20080223 ADDITIONAL CONSIDERATIONS: Three lanes from Shelbybyville/Frankfort to Brownsboro.	CHAF PURPOSE: The purpose of the Chenoweth Lane project - from the CSX railroad (just north of Shelbyville Road) to Brownsboro Road is to 1) Improve sight distance and safety for all users, 2) Improve drainage along the corridor and 3) Improve pedestrian safety and mob CHAF NEED: The needs stem from a higher than average crash rate in the southern section, pedestrian strike history, sight distance obstructions, obstructions in the clear zones, inadequate drainage in the corridor, substandard shoulders, and narrow (east side) and i	Roadway - Project	KYTC	$ 4,440,000	2022	LOW

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
KY 2049	2014	Reduce congestion and improve safety on KY 2049 (Crums Lane) from I-264 underpass to US 31W. Includes consideration of pedestrian facilities, consider bike lane, provide access management and safety improvements from I-264 underpass to US 31W. CHAF IP20130134	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality.Route is an unimproved two lane local urban arterial road with deficient roadway geometrics not meeting current roadway design standards resulting in higher than average crash rates. Issues include insufficient lane and shoulder widths, deficient vertical and horizontal curves, limited and disconnected bike/ped facilities, faulty or insufficient drainage features, insufficient sight distance at intersections and/or curves.	Roadway - Project	KYTC	$ 9,170,000	2032	MEDIUM
KY 2050	2114	Reduce congestion and improve safety along KY 2050 (Herr Lane) from KY 1447 (Westport Road) to KY 22 (Brownsboro Road). Project will evaluate 3-lane widening and consider accommodations for bicyclists and pedestrians. CHAF IP20140033	The purpose of this project is to reduce congestion and improve safety along KY 2050 (Herr Lane) from KY 1447 (Westport Road) to KY 22 (Brownsboro Road).The Herr Lane project corridor is a two-lane, 1.15 mile-long, high-traffic section of road in an area of eastern Jefferson County that is almost totally developed. Average daily traffic (ADT) volumes on Herr Lane range from 11,300 to 13,800 vehicles per day (vpd). The primary land uses along the road are several traditional neighborhoods and four schools. Thoughout a typical day, sections of the project corridor experience significant congestion. The southern end of the corridor has a higher than average crash rate. Two notable land use changes on the horizon could exacerbate current traffic problems-Midlands, proposed site of the new Veterans' Administration (VA) Hospital; and the Providence Point development along Herr Lane across from Ballard H.S. The planning process for this Corridor Study has taken into account these proposed changes. As the only north-south connector between Westport Road and Brownsboro Road east of I-264 in the study area, Herr Lane is used as a cut-through route.	Roadway - Project	KYTC	$ 5,280,000	2030	MEDIUM
KY 2052	464	Widen KY 2052 (Shepherdsville Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 2845 (Manslick Road) to Applegate Lane and build sidewalks.	This project will reduce traffic congestion and improve safety.	Roadway - Project	Louisville Metro	$ 24,000,000	2035	LOW
KY 2053	1396	IMPROVE MT. WASHINGTON ROAD FROM PENN RUN CREEK BRIDGE TO CEDAR CREEK ROAD. (10CCN)(SAME AS 5-8612.00) CHAF IP20150272	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality.The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.	Roadway - Project	KYTC	$ 11,400,000	2036	MEDIUM
KY 2053	2148	CHAF: IMPROVE MT. WASHINGTON ROAD FROM PRESTON HIGHWAY TO PENN RUN CREEK BRIDGE. (10CCN)(12CCR) Same as 5-8611.00 Section 1 - Current project design is 3-lane widening with two way center turn lane. CHAF ID: IP20150290	CHAF PURPOSE: The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, adn3) Air quality. CHAF NEED: The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.	Roadway - Project	KYTC	$ 28,375,000	2030	LOW
KY 22	412	Improve safety and reduce congestion on KY 22 from just east of Murphy Lane to Haunz Lane. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities. CHAF IP20110072	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Modal access and choice.KY 22 from MP 4.42 to MP 6.517 is located in northeastern Jefferson County. Development is planned in this area, and to the east in Oldham County. Currently, existing land use is primarily residential and commercial. The continuing planned development along this corridor both in Jefferson and Oldham counties will place a high demand on the roadway, especially at peak hours.	Roadway - Project	KYTC	$ 5,600,000	2026	MEDIUM
KY 22	1445	RECONSTRUCT KY-22 AT SPRINGCREST DRIVE. (06CCN) (2004BOPC)(14CCR)(EMERGENCY CULVERT REPLACEMENT AWARDED UNDER 5-371.12) CHAF IP20160177	The purpose of this project is to provide better turning movements and improve safety on KY 22 at the intersection with Springcrest Drive, thereby improving the existing corridor and supporting the overall quality of life of the roadway users.For the three-year period from 2001-2003, there were thirty crashes on the section of roadway between Greenlawn and Brownhurst Cove Rd. The Springcrest interesection is within this section. The project is needed because twelve of these crashes were rear-end crashes which could be attributed to left turns. Since KY 22 is a two-lane roadway, traffic operations are adversely impacted whenever a vehicle attempts to make a left turn at any of the intersections along the corridor. Providing left turn lanes will help the traffic flow through this corridor. Another fourteen of the crashes were either angle, head-on, or sideswipe which could be a result of the roadway geometry.	Roadway - Project	KYTC	$ 1,740,000	2023	LOW

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
KY 22	414	Improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329. Includes consideration of a three lane widening and bike/ped accommodations.	The purpose of this project is to Improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329. This project is needed because the crash rate is high (particularly at the end of the project near KY 329), multiple roadway deficiencies exist, and projected growth results in inadequate capacity on KY 22 from Haunz Lane to KY 329. Roadway deficiencies include horizontal curves and numerous vertical curves. Continued development in the area along this corridor will contribute to congestion issues in the future.	Roadway - Project	KYTC	$ 12,140,000	2028	LOW
KY 22	1446	KYTC HIGHWAY PLAN (June, 2018): RECONSTRUCT KY-22 AT GOOSE CREEK ROAD. (06CCN)(2004BOPC)(14CCR) CHAF ID: IP20150195 ADDITIONAL CONSIDERATIONS: Center turn bays, but not a continuous 3rd lane have been assumed along KY 22 from US 42 to Hurstbourne. This reflects the series of intersection improvements, not just the one at Goose Creek Rd.	CHAF PURPOSE: Improve safety and traffic operations at the KY 22/Goose Creek Road intersection. CHAF NEED: This project is needed because KY 22 near the Goose Creek Road intersection has a critical crash rate factor greater than that of similar roads in the state. There is also an inadequate capacity to handle turning movements at the intersection.	Roadway - Project	KYTC	$ 4,762,000	2021	LOW
KY 22	1488	Reconstruct KY 22/KY 146 from Pryor Avenue to KY 329B - 3 lane section with center turn lane. From MP 3.500 to MP 3.929. IP20190082	Reconstruct KY 22/KY 146 from Pryor Avenue to KY 329B - 3 lane section with center turn lane. From MP 3.500 to MP 3.929. Improve capacity, provide an improved highway that meets current safety design standards, enhance network connections, implement a long term regional priority and serve recent and planned growth. Complete build out of parent project 5-304.00.	Roadway - Project	KYTC	$ 16,500,000	2028	LOW
KY 22	1489	Reconstruct KY-22 with consideration of a 3 lane section with center turn lane from KY 2858 (Abbott Lane) to Centerfield Drive. MP 5.32 to MP 7.50 IP20150249	Reconstruct KY-22 with consideration of a 3 lane section with center turn lane from KY 2858 (Abbott Lane) to Centerfield Drive. MP 5.32 to MP 7.50 The following needs have been identified for this project: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, 4) Implement a long-term regional priority, 5) Serve recent and planned growth.	Roadway - Project	KYTC	$ 18,240,000	2026	LOW
KY 245	1790	WIDEN KY-245 FROM BERNHEIM FOREST TO THE COMMUNITY COLLEGE. (08CCN)(10CCR)(14CCR) IP20150316 ADDITIONAL CONSIDERATIONS: Four lanes, plus turn bays are assumed from the SB I-65 Ramps to a point approximately 1.7 miles E of the I-65 Interchange.	The purpose of the KY 245 Widening Project is to provide an improved transportation facility to meet the additional traffic demand forecasted to occur and accommodate any existing or future developments, and/or tourist destinations along the corridor. KY 245 leading southward from its interchange with I-65 is the major link between I-65 and the City of Bardstown and the western entrance to the Kentucky Bourbon Trail. The area has significant institutions and tourist destinations near the interchange that attracts local traffic, visitors and travelers along 1-65. Among the most important attractions are the Bernheim Arboretum, Jim Beam Distillery, The Boy Scout Camp, Bernheim Middle School and the Bullitt County Fairgrounds which hosts many events during the year. Currently the roadway is a two lane minor rural arterial. Traffic volumes increased from 9,520 ADT in 1991 to 12,800 ADT in 2007 and it is projected to grow to 17,200 ADT in 2034. A proposed Hotel development is planned on the North side of KY 245 next to 1-65 interchange, which will increase current volumes. Local officials indicated the need to improve access to local institutions expected to enhance tourism and economic development. The proposed road is expected to provide a safe and efficient facility, help address future traffic demand, and generate an entry way that integrates businesses and natural areas creating a major tourist center.	Roadway - Project	KYTC	$ 12,150,000	2025	LOW
KY 2845	961	Reconstruct KY 2845 (Manslick Road) from KY 61 to KY 864 (Beulah Church Road). Project will evaluate 3-lane widening with two-way center turn lane and consider accommodations for bicyclists and pedestrians. Replaces KIPDA ID# 961 with different endpoints. CHAF IP20080224	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Modal access and choice.KY 2845 from MP 0.00 to MP 3.776 is located in southern Jefferson County. Surrounding land uses are primarily medium density residential with some commercial nodes. Data suggest this segment has crash issues, and a very rough pavement condition. Current lane width and geometry does not meet current standards.	Roadway - Project	KYTC	$ 16,460,000	2030	LOW

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
KY 329	1877	The project is improvements to the area of the KY 329 and KY 329 Bypass intersection in Oldham County adjacent to the KY 329 interchange with Interstate 71. Congestion occurs during the morning and evening rush hours due to several nearby public schools as well as several roadways converging close to the intersection. Other areas of concern in the area include the 5% downgrade on KY 329 Bypass approaching KY 329 intersection; the sight distance between KY 329 Bypass to the business on the east of the road is obscured by an existing rock and the distance between a crest vertical curve on KY 329 and the intersection with the Spring Hill Subdivision looking east 575 ft. The project is planned to include: widening or reconstruction of KY 329 to include dual left turn lanes and a signal; widening of the KY 329 Bypass to include a left turn lane onto KY 329 and right turn lane onto KY 329; and, sight distance improvements on both the KY 329 Bypass and existing KY 329.	The purpose of this project is to make the KY 329 and KY 329 Bypass intersection safer and to improve Level of Service. The needs being addressed by the project are based on the following data: Existing traffic volumes result in traffic congestion and intersection delays. The existing eastbound left turn movement has an LOS F in both the AM and PM. MUTCD warrants for signalization are met for this intersection. Sight distance deficiencies - stopping sight distances for posted speed limits of 55 MPH on both roads are not met (vertically on KY 329 and horizontally with rock slopes obstructions on KY 329 Bypass). Crashes are notably high along this intersection of KY 329. Crash data between 1/1/2012 and 12/31/2016 was analyzed. The crash rate approaches critical (CRF = 0.95). There have been numerous crashed including one fatal and five injury crashes near the intersection.	Roadway - Project	Oldham County	$ 1,900,000	2022	LOW
KY 362	D82	Improve safety, access, and address geometric deficiencies along KY 362 from the Oldham/Shelby County line to KY 146 (in and south of Pewee Valley). Includes consideration of a 3 lane widening with a two way left turn lane and bike/ped accommodations. IP20130132	The purpose of this project is to improve safety, access, and address geometric deficiencies along KY 362 from the Oldham/Shelby County line to KY 146 (in and south of Pewee Valley). This project is needed because of a high crash rate, substandard curves, lane widths, and shoulders along KY 362 from the Oldham/Shelby County line to KY 146 (in and south of Pewee Valley). A new corridor (Old Henry Road) will eventually tie into this section of roadway creating additional demand.	Roadway - Project	KYTC	$ 10,385,000	2028	LOW
KY 44	494	Reconstruct KY 44 from US 31 W (Dixie Highway) to KY 61 (Preston Highway)in Shepherdsville. Project design will consider 3 lane section with two way left turn lane. CHAF IP20170066	Reconstruct KY 44 from US 31 W (Dixie Highway) to KY 61 (Preston Highway) in Shepherdsville. Route is an unimproved two lane country road with deficient roadway geometrics not meeting current roadway design standards resulting in higher than average crash rates. Issues include insufficient lane and shoulder widths, deficient vertical and horizontal curves, faulty or insufficient drainage features, insufficient sight distance at intersections and/or curves.	Roadway - Project	KYTC	$ 105,250,000	2034	MEDIUM
KY 44	497	Improve safety and reduce congestion on KY 44 between the I-65 interchange and the KY 61 intersection. Consider access management, pedestrian facilities and grade separated rail crossing. IP20130129	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality. The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.	Roadway - Project	KYTC	$ 11,545,000	2027	MEDIUM
KY 44	417	CHAF: SECTION -1 FROM I-65 TO CHIMNEY ROCK DRIVE.(06CNN) CHAF ID: IP20150318 ADDITIONAL CONSIDERATIONS: Propose 2 added lanes per CHAF database.	CHAF PURPOSE: The purpose of this project is to reduce congestion, improve safety and provide for better emergency vehicle access. This project would provide improved connectivity between the cities of Mt. Washington and Shepherdsville. CHAF NEED: From the approved design executive summary (DES) completed in 2012 for the 2030 No-Build Analysis this segment has a Critical Rate Factor (CRF) of 1.9, a volume to capacity ration (V/C) of 1.83 and level of service (LOS) of F. Pedestrian facilities currently terminate at Lees Valley Road.	Roadway - Project	KYTC	$ 43,568,000	2027	MEDIUM
KY 44	2613	SECTION 5 - FROM US 31EX TO US 31E BYPASS. (2008BOPC). IP20150201	The purpose of the KY 44 project is to reduce congestion, improve safety and provide for better emergency vehicle access. The 3/2012 DES (5-150.01 in Attachments) for the KY 44 corridor cited a CRF of 2.3 for this segment and projected a 2030 V/C of 1.73 and a LOS of F in the No-Build Alternative. This project would provide improved connectivity between the cities of Mt. Washington and Shepherdsville.	Roadway - Project	KYTC	$ 5,000,000	2024	LOW

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
KY 44	493	CHAF: MT. WASHINGTON-TAYLORSVILLE RD; RECONSTRUCT KY 44 FROM MT. WASHINGTON BYPASS EAST 2.0 MILES (04CCN) CHAF ID:IP20150255 ADDITIONAL CONSIDERATIONS: Add center turn lane.	CHAF PURPOSE: The purpose of this project is to improve capacity, relieve congestion, and improve safety along KY 44 from US 31E/150 (Bardstown Road) to KY 1319 (Kings Church Road). CHAF NEED: KY 44's intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 122 rear end collisions, 50 angle collisions and 42KY 44's intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 122 rear end collisions, 50 angle collisions and 42 single vehicle collisions. Of the 29 crashes at the intersection of KY 44 and US 31E (Bardstown Road), 21 were rear end collisions. The significance of crashes along this section is further enhanced by the narrow roadway providing poor access for emergency vehicles. The KY 44 vertical alignment provides inadequate sight distance at the east end of the project, particularly at the intersections with East Sanders Lane and Kings Church Road. Relieving congestion and delays for traffic destined for Bullitt East High School and Old Mill Elementary School, especially during the a.m. peak hours, is particularly needed.	Roadway - Project	KYTC	$ 7,706,000	2032	**LOW**
KY 44	1925	CHAF: NEW TURN LANES IN FRONT OF BULLITT EAST HIGH SCHOOL. (BREAKOUT FROM 347.50) (18CCN) CHAF ID: IP20150154	CHAF PURPOSE: Improve capacity, relieve congestion, and improve safety along KY 44 from US 31E (Bardstown Road) to Parkland Trace/Winning Colors Drive. CHAF NEED: This project is needed because of existing delays especially during AM peak periods near the KY 44/US 31E intersection and Bullitt East High School/Old Mill Elementary School and a high crash rate from US 31E (Bardstown Road) to Parkland Trace/Winning Colors Drive.	Roadway - Project	KYTC	$ 14,246,000	2021	**LOW**
KY 44	2379	CHAF: PROVIDE A RELIABLE CONNECTION AND IMPROVE SAFETY ALONG KY 44 FROM MP 9.2 TO MP 10.3, INCLUDING RAISING THE ROADWAY, WIDENING AND REPLACING BRIDGE 015B00020N. (16CCN) CHAF ID: IP20160220 ADDITIONAL CONSIDERATIONS: Widening roadway from 2 to 3 lanes.	CHAF PURPOSE: PROVIDE A RELIABLE CONNECTION AND IMPROVE SAFETY ALONG KY 44 FROM MP 9.2 TO MP 10.3, INCLUDING RAISING THE ROADWAY, WIDENING AND IMPROVING OR REPLACING BRIDGE 015B00020N. (16CCN) CHAF NEED: KY 44 is a two lane minor arterial road that is prone to flooding between MP 9.20 and 10.30 in the vicinity of Bridge ID 015B00020N creating system reliability issues between Shepherdsville and Fort Knox. There are also deficient roadway geometrics not meeting current roadway design standards resulting in higher than average crash rates. Issues include insufficient lane and shoulder widths, deficient vertical and horizontal curves and roadway elevation too low in flood prone area.	Roadway - Project	KYTC	$ 10,815,000	2024	**FURTHER REVIEW**
KY 44	1926	CHAF: KY-44 SECTION 2 FROM PARKLAND TR/WINNING COLORS DRIVE EASTWARD TO KINGS CHURCH ROAD (KY 1319). (2008BOPC) CHAF ID: IP20150246	CHAF PURPOSE: Improve capacity, relieve congestion, and improve safety along KY 44 from Parkland Trace/Winning Colors Drive to KY 1319 (Kings Church Road). CHAF NEED: This project is needed because the vertical alignment provides inadequate sight distances, particularly at the intersections with East Sanders Lane and Kings Church Road on KY 44 from Parkland Trace/Winning Colors Drive to KY 1319 (Kings Church Road). Existing delays especially during the AM peak periods also occur due to traffic destined to Bullitt East High School/Old Mill Elementary School and Mount Washington.	Roadway - Project	KYTC	$ 11,719,000	2028	**FURTHER REVIEW**

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
KY 44 Bridge	2115	CHAF: Improve safety and address geometric deficiencies along KY 44 near Old Pitts Point Road (in and west of Shepherdsville).(ID#015B00020N) CHAF ID: IP20130146	CHAF PURPOSE: Improve safety and address geometric deficiencies along KY 44 near Old Pitts Point Road (in and west of Shepherdsville). CHAF NEED: Rehabilitate bridge and approaches on ID#015B00020N on KY 44 over Bullitt Lick Creek in Bullitt County in order to maintain the bridge for safety. Bridge was originally constructed in 1938, and approaches, due to erosion from the creek, need to be reconstructed. KYTC D-5 Maintenance Division has performed regular and routine maintenance over the years on this bridge and approaches. Project intent is to raise elevation to amke a reliable connection for freight.	Roadway - Project	KYTC	$ 10,815,000	2024	FURTHER REVIEW
KY 480	1816	CHAF: WIDEN CEDAR GROVE ROAD (KY-480) FROM CEDAR GROVE ELEMENTARY SCHOOL TO VALLEY VIEW DRIVE. (12CCR)(14CCR) (SEE 5-391.3 FOR INTERCHANGE IMPROVEMENTS) CHAF ID: IP20160217 ADDITIONAL CONSIDERATIONS: Widen from 2 to 5 lanes per KIPDA database.	CHAF PURPOSE: Improve capacity and safety on KY 480 (Cedar Grove Road) from Omega Parkway to Valley View Drive. CHAF NEED: The project is needed because the capacity of KY 480 (Cedar Grove Road) from Omega Parkway to Valley View Drive is inadequate to meet current and future traffic volumes, resulting in congestion. Current level of service and projected level of service in 2029 is LOS E for the no-build condition.	Roadway - Project	KYTC	$ 8,211,000	2024	LOW
KY 524	1726	LANDSLIDE REPAIR ON WESTPORT ROAD (KY-524) FROM JCT. US-42 WEST, NORTH 1.0 MILE. (2002BOPC)(NOT REQUIRED) IP20150467	The purpose of this project is to improve safety and reliability of KY 524 (Westport Road) from US 42 to 1/4 miles south of Smith Lane. This project is needed because there has been an ongoing landslide issue on KY 524 (Westport) from US 42 to 1/4 miles south of Smith Lane. Maintenance addresses the problem each year with band-aid approaches including driving pilings, adding new rip rap, and replacing guardrail that slides down the slope but a more permanent fix is needed requiring funding outside of the maintenance budget. Correction of the landslide will maintain the reliability of the network.	Roadway - Project	KYTC	$ 5,600,000	2026	FURTHER REVIEW
KY 53	418	Improve safety and reduce congestion on KY 53 from I-71 to Zhale Smith Road. Includes consideration of a five lane widening and bike/ped accommodations.	The purpose of this project is to improve safety and reduce congestion on KY 53 from I-71 to Zhale Smith Road. This project is needed because there are a high amount of crashes and continued development in this area and south along KY 53 is anticipated, adding to future potential congestion issues on KY 53 from I-71 to Zhale Smith Road.	Roadway - Project	KYTC	$ 20,170,000	2026	MEDIUM
KY 53	2605	KYTC HIGHWAY PLAN (June, 2018): DESIGN FOR IMPROVING KY-53 FROM ZHALE SMITH ROAD TO KY-22 (TOTAL 3.2 MILES). (14CCN) CHAF ID: IP20150414 ADDITIONAL CONSIDERATIONS: Project will evaluate 3 lane section from Zhale Smith Road to KY 22	CHAF PURPOSE: The purpose of this project is to improve safety and reduce congestion on KY 53 from Zhale Smith Road to KY 22. CHAF NEED: This project is needed because continued development in this area and south along KY 53 from Zhale Smith Road to KY 22 will contribute to congestion issues in the future. This route is also highly traveled by local commuters to gain access to I-71 to the	Roadway - Project	KYTC	$ 39,400,000	2026	FURTHER REVIEW
KY 53 from I-71 to Crystal Drive and I-71 SB Ramps	2464	The I-71 Southbound off-ramp to be reconfigured to allow for two right turn only lanes and one left turn only lane. KY-53 to be reconfigured with the addition of a left turn lane at Crystal Drive. Striping and lane assignment signs will also be added to the I-71 ramp to direct drivers in to the correct turn lane.	This intersection gets highly congested, backing up traffic onto the I-71 Southbound off ramp. This queue of vehicles threatens to extend onto the mainline of I-71. In 2009, the intersection of Crystal Drive at KY 53 was identified as having the highest crash rate location in Oldham County. By adding a dedicated left turn lane at Crystal Drive, there will be an increase in driver safety at this dangerous intersection. The proposed project is intended to decrease congestion and increase safety on KY 53 from I-71 to Crystal Drive, including the I-71 Southbound off-ramp. These improvements will improve air quality by reducing the delay times at both the I-71 and Crystal Drive intersections with KY 53.	Interstate/Interchange - Project	KYTC	$ 2,593,690	2020	LOW

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
KY 61	D89	Improve safety, reduce congestion, and improve multi-modal transportation options along KY 61 from Commerce Crossings Dr (BMP 1.395) to Briden Avenue (EMP 8.400) including the I-264 (Watterson Expressway) and I-265 (Gene Snyder Freeway) interchanges. CHAF IP20160018	Improve safety, reduce congestion, and improve multi-modal transportation options along KY 61 from Commerce Crossings Dr. to Briden Avenue including the I-264 (Watterson Expressway) and I-265 (Gene Snyder Freeway) interchanges.The KY 61 corridor from Commerce Crossings Drive to Briden Avenue had four roadway segments ranked in the top 41 of the highest roadway crash segments in the KIPDA MPO area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. KY 61 from Blue Lick Road to Outer Loop was ranked 13th with an average daily traffic (ADT) of 31,500 and crash rate of 10.6 (crashes per million vehicle miles traveled). KY 61 from Fern Valley Road to East Indian Trail was ranked 19th with an ADT of 28,100 and crash rate of 6.7. KY 61 from Gilmore Lane to Grade Lane was ranked 39th with an ADT of 27,300 and crash rate of 5.3. KY 61 from Outer Loop to McCawley Road was ranked 41st with an ADT of 24,500 and crash rate of 7.5. Additionally, the following intersections have been identified by KIPDA in the Transportation Analysis District (TAD) Reports as being high-crash intersections: KY 61/Commerce Crossings Drive, KY 61/KY 1065, KY 61/KY	Roadway - Project	KYTC	$ 34,923,000	2031	HIGH
KY 841/Renaissance Park	2606	KYTC HIGHWAY PLAN (June, 2018): CONSTRUCT NEW INTERCHANGE ON KY-841 AT THE RENAISSANCE SOUTH BUSINESS PARK. CHAF ID: 20190131 ADDITIONAL CONSIDERATIONS: Construct new interchange on KY 841 at the Renaissance South Business Park.	CHAF PURPOSE: Relieve negative congestion and safety impacts to the existing transportation infrastructure surrounding the Renaissance South Business Park by improving access and upgrading facilities to current design and safety standards. Supplement future success of the Business Park by providing additional ingress and egress. CHAF NEED: Congestion and freight delays along Outer Loop, I-65 and Gene Snyder freeway in the vicinity of and accessing Louisville International Airport, Ford's Louisville Assembly Plant and Renaissance South Business Park (UPS). Limited freight access to Renaissance South Business Park.	Interstate/Interchange - Project	KYTC	$ 33,408,000	2024	FURTHER REVIEW
KY 864	357	Improve safety and reduce congestion on KY 864 (Fegenbush Lane) from KY 864 (Beulah Church Road) to KY 1747 (Fern Valley Road/South Hurstbourne Pkwy). Project design will evaluate 3-lane widening with two-way center turn lane and consider accommodations for bicycle and pedestrian modes. CHAF IP20080205	The purpose of this project is to improve safety and reduce congestion on KY 864 (Fegenbush Lane) from KY 864 (Beulah Church Road) to KY 1747 (Fern Valley Road/South Hurstbourne Pkwy). The Critical Rate Factor (CRF) for the longest section of this KY 864 segment (MP 4.391 to MP 6.596) is 1.68 using 2012 to 2016 data. This route connects I-265 and KY 1747 (Hurstbourne Parkway)	Roadway - Project	KYTC	$ 15,880,000	2028	MEDIUM
KY 864	1879	KY 864 - WIDEN BEULAH CHURCH ROAD FROM 2 TO 3 LANES FROM I-265 TO CEDAR CREEK ROAD. CHAF IP20080206	Improve the access, safety and mobility of Beulah Church Road south of the Gene Snyder Freeway.The Beulah Church Road (KY 864) corridor is a rapidly developing section of Louisville with increasing traffic demand. KY 864 is classified as an urban collector and has many access points. It carries traffic from growing residential suburbs to the Gene Snyder Freeway (I-265) with growth expected to continue. According to the 'Traffic Forecast Report, Jefferson County, Widen KY 864, Item No. 5-481.00', which was published January 25, 2013, the 2012 Average Daily Traffic (ADT) Count was 7,600 vehicles per day (vpd), and the projected 2035 ADT is 9,600 vpd. Additionally, the Cooper Chapel Road extension (5-404.01) to Bardstown Road (US 31E) which is currently under design, is anticipated to bring additional traffic to the route once constructed. Safety is also a primary concern within the project corridor. Between January 2010 and February 2015, there have been 27 collisions in the project corridor, 19 with property damage, and 8 collisions with 11 with injuries.	Roadway - Project	KYTC	$ 11,575,000	2024	LOW
KY 864 (Cedar Creek Road/Cooper Chapel Road)	269	Reconstruct and widen KY 864 (Cedar Creek Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from Mount Washington Road to Cooper Chapel Road and reconstruct and widen KY 864 (Cooper Chapel Road) from 2 to 3 lanes from Cedar Creek Road to Beulah Church Road. Add pedestrian accommodations on both sides of the roadway for the length of the project.	This project will reduce traffic congestion and improve safety for vehicles and pedestrians around McNeely Lake Park.	Roadway - Project	Louisville Metro	$ 6,900,000	2040	LOW
KY 907	481	Improve safety and reduce congestion along KY 907 (Valley Station Road/3rd Street Road) from US 31W (Dixie Highway) to KY 1865 (New Cut Road). Project will evaluate 3-lane widening and consider bicycle and pedestrian facilities. CHAF IP20080209	The purpose of this project is to: 1) Improve safety for vehicular, bicycle, and pedestrian traffic, 2) Improve bicycle and pedestrian network and TARC access points, 3) Improve Drainage, 4) Reduce congestion, 5) Improve signage and 6) Focus on low cost solutions.Major issues are deep drainage ditches, substandard shoulders, limited sidewalks, and a lack of adequate lane capacity. There are no bicycle facilities. Average Daily Traffic (ADT) ranges from 5,760 to 22,100 Vehicles per Day (VPD), while the percentage of truck traffic ranges from 4.3% to 7.7%. The corridor has one high crash area that extends south of the Stonestreet Road intersection and ends at the East Pages Lane Intersection (Mile Point [MP] 1.915-2.090), totaling a distance of 0.175 miles. A critical rate factor greater than 1 indicates a high crash area. In this case, the critical rate factor is 1.224.	Roadway - Project	KYTC	$ 104,760,000	2030	MEDIUM

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****Programs and studies submissions to the Connecting Kentuckiana Metropolitan Transportation Plan update were evaluated using a variation of the metrics used for the other project submissions.***

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KY 907	465	Improve safety and reduce congestion on KY 907 (Southside Drive) from KY 1865 (New Cut Road) to KY 1020 (National Turnpike). The design will evaluate 3-lane widening or other lower impact solutions and include consideration of bicycle & pedestrian facilities. CHAF IP20080208	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice.Existing and future traffic estimates show high traffic volumes creating congestion and reduced safety associated with the many entrances along the roadway. Adjacent roadways that have been improved to meet this traffic demand include New Cut Road (5 lanes) and National Turnpike (5 lanes). Both roadways intersect with Southside Drive in the project area and create bottleneck issues at the intersections.	Roadway - Project	KYTC	$ 4,770,000	2026	MEDIUM
KY 907	2017	KY 907 at James Hill Road intersection curve improvements - long term horizontal and vertical curve reconstruction. CHAF IP20110104	The purpose of this project is to reduce congestion and improve safety in the long term on the KY 907 (Third Street) and James Hill Road intersection.The roadway network in this area was established many years ago with few major improvements other than some widening and resurfacing. Consequently, some major issues are deep drainage ditches, substandard shoulders, limited sidewalks, and a lack of adequate lane capacity. Throughout the study area, Average Daily Traffic (ADT) ranges from 5,760 to 22,100 Vehicles per Day (VPD), while the percentage of truck traffic ranges from 4.3% to 7.7%. There were several safety concerns identified by the project team based upon analysis of the crash data, public input, and field reviews. Most of these locations were found to coincide with locations that had the worst combinations of horizontal and vertical deficiencies. The data analysis validated the public-identified high crash locations in the absence of a high number of recorded crashes.	Roadway - Project	KYTC	$ 1,765,000	2030	FURTHER REVIEW
KY1747 (Fern Valley Rd/Hurstbourne Pkwy) Complete Street	D58	Complete bicycle/pedestrian connections along Fern Valley Road and Hurstbourne Pkwy.	Implement complete streets to support active transportation modes and enhance transit.	Bike & Pedestrian - Project	Louisville Metro	$ 16,500,000	2035	MEDIUM
KY-61 Premium Transportation Corridor Project	1357	The KY-61 Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.	The KY-61 Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It is highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." KY-61 is a successful commercial destination resulting in major mobility challenges. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received $16.9 million in federal funds. This project will need to account for various demands and changing urban characteristics across its length. Complete multi-modal connections are needed along the entire corridor with premium transit, or Bus Rapid Transit, needing to be further assessed for portions of the corridor. Preston Highway generally has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. Pedestrian connections need improvements as distance between crossings is so far that it incentivizes uncontrolled crossings. Incomplete sidewalks force pedestrians to use the shoulder. This is a major safety concern as Preston Highway has relatively high rates of pedestrian activity. The 18 Bus, which serves the Corridor is the busiest in the city. There are no safe bicycle facilities along the corridor. Taken together, these issues need to be addressed to ensure that the KY-61 of the future is safer for people of all ages and abilities.	Roadway - Project	Louisville Metro	$ 18,241,610	2030	HIGH
L&I Railroad Intersections: Montgomery Ave and S Clark	D1	Part 1: Overhead L&I Railroad Bridge at Montgomery Ave is a safety hazard. Clearance is only 10' and the structure is in bad shape, Montgomery Ave is typically closed for Jeffersonville bound traffic and vice versa. Montgomery Ave needs to be lowered at a 2-3% decline/incline to allow for an 18' clearance on Montgomery Ave below the railroad overpass. In order to reach appropriate grade, 1/4 mile of Montgomery ave will need to be reconstructed, from Marriott Dr to latitude 38.278284 longitude -85.751269. Propose two 11' lanes, sidewalk on southern side, sharrows on southern side, curb and gutter, and pump station. Part 2: Overhead L&I Railroad Bridge at S Clark: clearance needs to be widened to allow for safe travel of bike/ped.	Town applied for LTRAX grant but was denied as the project did not fit the prototypical requirements for the grant process, i.e. not removing railroad tracks or improving traffic crossings. As area develops, S. Clark will become a dangerous bottleneck and Montgomery Ave will become a serious safety hazard. As currently configured, freight traffic cannot enter this corridor from Montgomery Ave. Important to complete both projects concurrently as both will require railroad coordination.	Roadway - Project	Clarksville	$ 7,500,000	2026	LOW
Lagrange Road Bicycle & Pedestrian Improvements	1634	Increase the pavement width along LaGrange Road by 8 feet to provide two 4' on-street bicycle lanes and sidewalks from Lakeland Road to Whipps Mill Rd and add bicycle facilities on New La Grange Road from Lyndon Lane to Whipps Mill Rd.	Addition of bicycle and pedestrian facilities.	Bike & Pedestrian - Project	Louisville Metro	$ 1,035,000	2020	MEDIUM

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Lagrange Road Pedestrian Facilities Project	1791	(1) Construction of sidewalks along LaGrange Road from Lyndon Lane to Bowen Elementary School.	Addition of pedestrian facilities	Bike & Pedestrian - Project	Louisville Metro	$ 1,695,500	2021	LOW
LaGrange Underpass West of LaGrange	321	Construction of an uninteruppted rail underpass west of LaGrange on Allen Lane. The project will widen Allen Lane between Ky 146 and Commerce Pkwy aligning across from the I-71 Overpass.	The project will allow traffic to be unimpeded by the very heavily used CSX rail line improving congestion. It will also provided enhanced safety as emergency vehicles will be able to bypass the rail line.	Roadway - Project	Oldham County	$ 16,702,500	2025	LOW
Lewis and Clark Road Diet	D32	Segment is 6th worst on KIPDA's Top Crash List for Indiana. Will complete a traffic study in 2019 to confirm, but Town staff feels this segment could warrant a road diet. Currently configured as six 12' lanes of two-way traffic with turning lanes dispersed throughout and 6 11' lanes divided by a 3' curb median for 2-way traffic. Two lanes could be sacrificed in order to make room for more attractive streetscape: 6'+ sidewalks, 6'+ vegetative buffer and two 14 to 15' travel lanes. Segment is host to several dangerous intersections and prone to accidents. Staff consensus is that a road diet will likely be prescribed, the Town will be completing a traffic study for this segment in 2019 to confirm. Road diet, if confirmed by traffic study, will remove at least one traveling lane (likely two) to mitigate and discourage vehicles from dangerous maneuvers, and perhaps widen the lanes to 12 or 13'. Currently there are sidewalks on the north and south side of Lewis and Clark, but they are only 4-5' and the northern side lacks a plant buffer in some areas. The road diet will widen current sidewalks, improve and add crossings, and provide a vegetative buffer between vehicle traffic and pedestrian users in this busy shopping corridor.	Currently a dangerous segment, road diet should serve to significantly alter traffic behavior, extra vegetative buffer and lane reduction will increase safety of maneuvering vehicles within this busy commercial corridor. This segment of Lewis and Clark hosts the 7th Top Crash List for Indiana Intersections (Triangle/Blackiston Mill Road) and the 18th Top Crash List for Indiana Intersections (Greentree North), likely because this segment is 6-lanes wide and runs through a major commercial corridor. Lanes are 11'	Roadway - Project	Clarksville	$ 13,500,000	2028	LOW
Little Indian Creek Trail	2103	project is a multi-use path connecting connecting Highlander Point commercial area to Floyds Knobs commercial area. Path will go along Indian Creek stream system.	Project was identifed in the Floyd County Major Thoroughfare Plan to provide multi-modal access and recreation opportunity between the two commercial nodes. Currently, no multi-modal access or trail system exists in unincorporated areas of Floyd County.	Bike & Pedestrian - Project	Floyd County	$ 2,000,000	2027	LOW
Louisville Loop Northeast Shared-Use Path System	1856	Design and construct an accessible shared-use path system connecting the Parklands of Floyds Fork section of the Louisville Loop from Eastwood Village at Eastwood Cutoff Road to the Ohio River Valley Northeast section of the Louisville Loop at River Road. This corridor is approximately 20 miles of the 100+ mile Louisville Loop.	The northeastern corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.	Bike & Pedestrian - Project	Louisville Metro	$ 40,000,000	2035	MEDIUM
Louisville Loop Ohio River Levee Shared-Use Path System	D66	Design and construct an accessible shared-use path system connecting the Riverwalk section of the Louisville Loop from West Broadway and Southwestern Parkway at Shawnee Park to the Southern section of the Louisville Loop at Watson Lane at the LG&E Mill Creek Generating Plant. This corridor is approximately 17.0 miles of the 100+ mile Louisville Loop.	The Ohio River Levee Trail corridor of the Louisville Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.	Bike & Pedestrian - Project	Louisville Metro	$ 34,000,000	2025	MEDIUM
Louisville Loop Ohio River Valley Northeast Shared-Use Path System	1423	Design and construct an accessible shared-use path system connecting the Riverwalk section of the Louisville Loop from Big Four Bridge in Waterfront Park to the Northeast section of the Louisville Loop in Prospect at River Road and US 42. This corridor is approximately 8.5 miles of the 100+ mile Louisville Loop.	The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.	Bike & Pedestrian - Project	Louisville Metro	$ 17,000,000	2035	MEDIUM

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Louisville Loop Riverwalk Shared-Use Path System	2234	Design and construct an accessible shared-use path system connecting the Ohio River Valley Northeast section of the Louisville Loop from Big Four Bridge in Waterfront Park to the Olmsted Parkways shared use path system and the Ohio River Levee Trail section of the Louisville Loop at West Broadway and Southwestern Parkway. This corridor is approximately 8.0 miles of the 100+ mile Louisville Loop. There are significant lengths of this part of the Louisville Loop that are seasonally flooded. To accommodate the extensive use of the Loop during those seasons, there needs to be a detour alternate route. Northwestern Parkway parallels this section of the Loop and has appropriate ROW for design and construction of bicycle and pedestrian facilities. The improvements vary over 4 distinct zones on Northwestern Parkway: Zone 1 - from West Market Street to Bank Street includes a 10' wide shared use path, restriping pavement dedicated bicycle lanes, signage, and other bicycle and pedestrian facilities, and remains two-way with 2 vehicular travel lanes. Zone 2 - from Bank Street to 39th Street includes 10' shared use path, restriping pavement, dedicated bicycle lanes, signage, and other bicycle and pedestrian facilities, and will be reduced from 2 one-way lanes to 1 lane. Zone 3 - from 39th Street to 33rd Street includes restriping pavement, dedicated bicycle lanes, a cycletrack, signage, and other bicycle and pedesrian facilities, and will be reduced from 4 one-way lanes to 2 one-way lanes. Zone 4 - from 33rd Street to 31st Street includes restriping pavement, dedicated bicycle lanes, a cycletrack, signage, and other bicycle and pedestrian facilities, and remains as two-way traffic with 2 vehicular lanes.	The Riverwalk corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists. The proposed detour alternate route - which currently has limited and disconnected pedestrian facilities - will accommodate pedestrians as well as all categories of bicyclists along the local streets in the Portland and Shawnee neighborhoods.	Bike & Pedestrian - Project	Louisville Metro	$ 16,000,000	2028	MEDIUM
Louisville Loop Southern Shared-Use Path System	1857	Design and construct a shared-use path system connecting the Ohio River Levee Trail section of the Louisville Loop at Watson Lane to the Parklands of Floyds Fork section of the Louisville Loop at Bardstown Road. This corridor is approximately 33 miles of the 100+ mile Louisville Loop.	The southern corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.	Bike & Pedestrian - Project	Louisville Metro	$ 66,000,000	2035	MEDIUM
Luther Luckett Collector	1188	Construct a new two lane road along Corrections Department Property from the main entrance of the KY State Reformatory at KY 146 to Dawkins Road. The road will have restricted access for public safety and the lanes will be 12' wide.	The road will allow restricted access to the prison for transport of prisoners, staff, and trucks for supplies, maintenance, etc. This need is reduce congestion at the existing entrance and to provide a second entrance to the facility.	Roadway - Project	Oldham County	$ 1,500,000	2026	FURTHER REVIEW
Main Street & Story Avenue	2388	Intersection rebuild at Main Street/Story Avenue/Baxter Avenue including transitions between Wentzel Street to the west and Johnson Street to the east, taking an unsignalized intersection that accommodates three one-way segments and transforming it into a more traditional four-legged intersection; including a new traffic signal, lane markings, crosswalks, and related lane-assignment signage .	Project will enhance pedestrian and bicycle safety and mobility by signalizing the intersection and eliminating free flow conditions.	Roadway - Project	Louisville Metro	$4,582,900.00	2022	LOW
Market Street Revitalization Project	D45	Following full closure and cleanup of the Jeff Boat Facility, reconstruct Market Street from Spring Street to Blanchel Terrace. Reconstruction will include new pavement, curb, gutter, sidewalks, and sharrows. In addition to sidewalks, street trees, benches, pedestrian lighting and other amenities shall be provided to create a pleasant walkable connection from Downtown Jeff to future riverfront development at the former Jeff Boat site.	Following the closure and full cleanup of the Jeff Boat Facility, it is anticipated that some quantity of riverfront development will happen on this site. Currently much of the street is in disrepair due to years of freight traffic in the area and general disinvestment in an industrial area. Improvements to this street will be needed to support new development and ensure that there is a safe, accessible, and pleasant pedestrian connection to Downtown Jeffersonville.	Roadway - Project	Jeffersonville	$ 6,000,000	2028	LOW
Marriott Drive Improvements	D5	Streetscape improvements for entirety of Marriott Dr: 14'+ two-way traffic lanes (nearby RV sales), 5' sidewalk, curb and gutter, sharrows or designated bike lanes.	Segments on this road are currently dangerous for pedestrians and motorists. Road lacks sidewalks. Nearby hotel guests and other pedestrians walk in the road, causing potential hazards within this commercial section.	Bike & Pedestrian - Project	Clarksville	$ 1,500,000	2023	LOW

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McNeely Lake Park Road and Shared Use Path System	1823	This project will design and construct a new road and shared use path system to connect the north, south, and east sections of McNeely Lake Park. The road will connect Cooper Chapel Road on the north through Quail Chase Golf Course east of McNeely Lake, to Cedar Creek Road (KY 864) on the southeast at the soccer complex and to Mount Washington Road (KY 2053) on the southwestern portion of McNeely Lake Park. The shared use path system will connect Cooper Chapel Road on the north to the Louisville Loop in McNeely Lake Park on the east and west sides of McNeely Lake, and connect Mount Washington Road to the Louisville Loop in McNeely Lake Park, and connect the Cooper Farms neighborhood and the Washington Green neighborhood to the McNeely Lake Park shared use paths. Bicycling and pedestrian facilities will be designed and built as a part of this project.	This project will provide new and improved accessible bicycle, pedestrian and vehicular access to and within McNeely Lake Park. McNeely Lake Park is an 847 acre park in south Louisville Metro which has never had internal park connectivity for vehicles, pedestrians, or bicyclists. In order to use the various sections of the park, users would have to drive miles along county roads from the north section to the southeast section and to the southwest section.	Roadway - Project	Louisville Metro	$ 15,000,000	2035	LOW
Mount Tabor Road	309	Phase I - Reconstruct as a two lane road (no additional lanes) from Grantline Road to just west of Klerner Lane intersection including new full depth pavement section, stabilization of adjacent hillsides to arrest slides, slightly narrower reconstructed travel lanes, curb/gutter/drainage system installation, and provision of sidewalks on each side separated from the curb/gutter by a 5' grass strip. Phase II - Klerner Lane to Charlestown Rd. is forthcoming and will include the same improvements as above. A new intersection control at the Klerner Lane intersection will be part of this phase, including new crosswalks.	Where Mt. Tabor Road is very near Rail/Slate Run Creek, this project will preserve the road by stabilizing the creek embankments and to continue to provide vehicular access to the elementary school at Mt. Tabor Road and Grantline Road and shopping areas at each end of Mt. Tabor Road. Sidewalks will provide pedestrian access for the first time along this road. Travel lane width will be slightly reduced. This project will add a school flasher, upgrade the signal at Grant Line Rd, and add audible pedestrian signals.	Bike & Pedestrian - Project	New Albany	$ 11,000,000	2025	LOW
Mud Lane	449	Widen Mud Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1450 (Blue Lick Road) to Brookley Drive. Project will provide sidewalks and review for a bicycle facility.	As planned development occurs along KY 1450 (Blue Lick Road), Mud Lane will increasingly serve as a much needed outlet for traffic. Mud Lane is also a high accident corridor which will worsen as traffic volumes increase. This project will reduce traffic congestion and improve vehicular and pedestrian safety.	Roadway - Project	Louisville Metro	$ 11,000,000	2035	LOW
New Cut Road Complete Street	D63	New Cut Road is a four lane cross section from Southern Pkwy to Palatka Road, 5 lane cross section from Palatka Road to I-265 and from I-265 to Mitchell Hill Road, 2 lanes with a turn lane at intersection. This project would reconstruct New Cut Road/W. Manslick Rd, adding access management, sidewalks and bicycle accommodations. We would review for the appropriateness of road re-configuations to achieve better pedestrian accommodations, fill in sidewalk gaps and create bike lanes.	New Cut Road was widened from a 3 lane section to a 5 lane section from just north of the railroad tracks to I-265 in 2004, with anticipation of traffic growth. ADT's along New Cut Road in this segment have been stagnate to date according to KYTC traffic historic counts. There is opportunity to create a complete streets and take some of the unneeded excess right-of-way from the 2004 widening as well as north and south of that segment. The Fairdale round-about was open in 2017 and a greenspace beside the round-about with a Louisville Loop/Jefferson Memorial Forest trailhead installation. This will be a great opportunity to connect pedestrian and bicycle gaps to reach the proposed shared used paths on both sides of the terminus of this project (Southern Pkwy and Jefferson Memorial Forest).	Roadway - Project	Louisville Metro	$ 15,000,000	2035	HIGH
North Clarksville Multi-Use Trail	D30	10' Multi-use bike and ped trail that follows a sewer easement, 8' to 10' separation between multi-use path and vehicular traffic when no curb is in place, minimum 5' required separation between multi-use path and vehicular traffic when crubs are in place	Northern Clarksville currently lacks bike and pedestrian facilities, and access to parks and greenspace in general, a multi-use trail will rectify the lack of recreation activities and provide connectivity to other corridors.	Bike & Pedestrian - Project	Clarksville	$ 14,000,000	2028	LOW
Northwest Mt. Washington Connector	2070	NEW ROUTE NORTHWEST OF MT. WASHINGTON FROM US 31E TO KY 2706.(12CCN)(14CCN) IP20150164	The purpose of this project is to better facilitate traffic movement between eastern Jefferson and Bullitt Counties, as well as to reduce traffic congestion in downtown Mt. Washington. The need of improved mobility in north Mt. Washington by providing an alternate route between KY 2706 (Wales Run) and US 31E (Bardstown Road) will serve to alleviate traffic congestion (due to future increased traffic volumes and current roadway conditions) in downtown Mt. Washington, while better facilitating the transitioning traffic between US 31E and KY 2706. Increased connectivity will also allow for enhanced public safety by reducing traffic congestion, and decreasing the response time of emergency personnel.	Roadway - Project	KYTC	$ 13,773,000	2030	LOW
Ohio River Greenway Extension	D47	Following full cleanup of the Jeff Boat Facility, this project will extend the existing Ohio River Greenway from Walnut Street, upriver, to Arctic Springs Road and up to Utica Pike.	The Ohio River Greenway extends from Downtown Jeffersonville to Downtown New Albany. With the Closure of the Jeff Boat facility there is now an opportunity to extend the Greenway another 1.3 miles up river	Bike & Pedestrian - Project	Jeffersonville	$ 4,000,000	2026	LOW

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PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
Old Heady Road	1325	Reconstruct and widen Old Heady Road from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 155 (Taylorsville Road) to Chenoweth Run Road. Add pedestrian accommodations on both sides of Old Heady Road for the length of the project.	Improve roadway to current standards and increase safety for motorized traffic. Increase pedestrian safety and connectivity from Taylorsville Rd to existing and proposed residential development.	Roadway - Project	Louisville Metro	$ 45,620,937	2040	LOW
Old Henry Road	198	New route between the KY 362 (Ash Avenue) in Pewee Valley and KY 22 (Ballardsville Road) / KY 329B (KY 329 Bypass) in Crestwood. Project is Section 2 of the 5-367.00 Crestwood Bypass parent project. Section 1, KY 3084 (Old Henry Road) from I 265 (Gene Snyder Freeway) to KY 362 (Ash Avenue), being constructed under 5-367.20. Project design will evaluate 3-lane roadway section with two-way center turn lane and will consider accommodations for bicyclists and pedestrians. IP20110079	The purpose of this project is to improve mobility and reduce congestion between the KY 3084 (Old Henry Road) interchange at I-265 (Gene Snyder Freeway) and KY 329B (KY 329 Bypass) in Crestwood. This project is needed to improve mobility between the KY 3084 (Old Henry Road) interchange at I-265 (Gene Snyder Freeway) and KY 329B (KY 329 Bypass) in Crestwood. The existing two-lane KY 146 through PeWee Valley has poor roadway geometrics, numerous roadside obstacles, and high traffic volumes contributing to unsafe travel conditions.	Interstate/Interchange - Project	KYTC	$ 47,330,000	2030	LOW
Old Henry Road Extension	1936	EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR) CHAF IP20160276	The purpose of this project is to provide improved access to the I-265/Old Henry Road (KY 3084) interchange for vehicles traveling from Oldham County, Shelby County, and far eastern Jefferson County.This project is needed because vehicles are using a residential street, Village Green Boulevard, to access Old Henry Road and the interchange. Roadway deficiencies include 10' lanes, 1' shoulders, and substandard geometrics.	Roadway - Project	KYTC	$ 18,180,000	2023	LOW
Old Vincennes Road Reconstruction Phase 3	542	Phase 3 of Reconstruction of Old Vincennes Road from south of Luther Road to US 150 in Floyds Knobs. Reconstruction includes widening of lanes/shoulders, drainage infrastructure, and reduction of unsafe sight lines. Improvement of intersections at Schrieber Road with turn lanes, and reconfiguration at duffy rd/highlander point drive.	Old vincennes Road is the main route from US 150 to Floyd Central High School and Highland Hills Middle School. This section is also used for one of Floyd County's main commercial nodes-Highlander Point. Current infrastructure does not meet growing needs of area.	Roadway - Project	Floyd County	$ 5,000,000	2026	LOW
Oldham County Bicycle & Pedestrian Trail	327	Construct a non-motorized corridor from Ky 53 in LaGrange to the Jefferson County line along the Buckner Connector, the new 393 alignment to Wendell Moore Park and/or along KY 146 at the pedestrian bridge over I-71.	The project will allow alternative transportation, calm traffic,build transit oriented development,improve the environment, encourage healthy lifestyles through safer bike and pedestrian access, and link parks, schools, neighborhoods, and commercial areas throughout the County.	Bike & Pedestrian - Project	Oldham County	$ 1,715,625	2026	MEDIUM
Olmsted Parkways Bicycle/Pedestrian Improvements - Eastern Parkway Rehabilitation	2142	This project will provide planning, design, and implementation phases for Olmsted Parkways Bicycle and Pedestrian Improvements to rehabilitate Eastern Parkway to modern standards, including lane reductions and complete street elements of bicycle lanes, shared use paths, and sidewalks.	Eastern Parkway is one of the original historic Olmsted Parkways - now over 100 years old - and the most heavily used parkway in Louisville (as Alternate US 60, part of the Federal Highway System). Age and use have brought on serious deterioration of an underdesigned facility for current conditions. This project intends to evaluate existing conditions of roadway construction, curbing, drainage, bicycle and pedestrian facilities, and other parkway corridor elements to determine the extent of rehabilitation items required to bring Eastern Parkway up to modern standards and implement the recommendations of the 2009 Olmsted Parkways Shared Use Pathway System master plan, which include lane reductions, bicycle lanes, shared use paths, and sidewalks.	Bike & Pedestrian - Project	Louisville Metro	$ 15,000,000	2035	MEDIUM
Olmsted Parkways Multi-Use Path System	1273	Construct a multi-use path system connecting Algonquin, Southwestern, and Southern Parkways with existing trails to create a continuous 8 miles of connected paths for pedestrians and bicyclists. Change from 4 lanes to 3 lanes (3rd lane will be a center turn lane) on Southwestern Parkway from Shawnee Park to I-264, Algonquin Parkway from I-264 to Winkler Avenue, and Southern Parkway from New Cut Road to South 3rd Street.	Implement recommendations of Olmsted Parkways Shared-Use Pathway System Master Plan to enhance bicycle and pedestrian opportunities along parkways that extend and link to existing and proposed Louisville Loop. This project will provide an accessible shared-use pathway system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Olmsted Parkways Shared-Use Pathway System intends to serve all categories of bicyclists.	Bike & Pedestrian - Project	Louisville Metro	$ 25,000,000	2030	MEDIUM
On-board Intelligent Transportation Systems	D77	Replacement and expansion of Automatic Vehicle Location (AVL), on-board passenger information including next stop annunciation, mobile surveillance and other Intelligent Transportation System (ITS) technologies.	Continual improvement of reliability, safety, and convenience of service for transit customers.	Program*	TARC	$ 13,075,000	2040	LOW

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
One-Way Street Conversion to Two-Way Phase 1	1809	Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: Jefferson Street (Floyd to Baxter Avenue); Liberty Street (Jackson to Baxter); Muhammad Ali Blvd. (Jackson to Chestnut Connector); Chestnut Street (Jackson to Chestnut Connector); 8th Street (Kentucky to Main); 7th Street (Oak to Main); Shelby Street (Gray to Main Street); and Campbell Street (Chestnut to Main Street).	One-way streets make for efficient movers of traffic, but can often introduce safety concerns for motorists, bicyclists and pedestrians because they tend to provide for higher travel speeds than two-way streets and in some cases hinder opportunities for economic development as certain businesses have a formal policy against locating on one-way streets. The benefits of two-way streets are numerous. They tend to have slower travel speeds than one-way streets, they reduce confusion for motorists unfamiliar with the area, they provide better access to both businesses and residential areas, and in some circumstances they can reduce the traffic load on other one-way streets.	Roadway - Project	Louisville Metro	$ 4,390,000	2020	LOW
One-Way Street Conversion to Two-Way Phase 2	1810	Design and construction for the conversion of the following one-way street in downtown Louisville to two-way traffic flow: Main Street (2nd Street to Story Avenue).	One-way streets make for efficient movers of traffic, but can often introduce safety concerns for motorists, bicyclists and pedestrians because they tend to provide for higher travel speeds than two-way streets and in some cases hinder opportunities for economic development as certain businesses have a formal policy against locating on one-way streets. The benefits of two-way streets are numerous. They tend to have slower travel speeds than one-way streets, they reduce confusion for motorists unfamiliar with the area, they provide better access to both businesses and residential areas, and in some circumstances they can reduce the traffic load on other one-way streets.	Roadway - Project	Louisville Metro	$ 825,000	2025	LOW
Outer Loop Circulator	2667	The Outer Loop Circulator trips will complement and enhance the existing level of service and ridership on theconnecting routes:• Route 4 - 150 weekday trips, 3,500 average weekday boardings, 85,000 total monthly boardings• Route 6 - 61 weekday trips, 1,700 average weekday boardings, 40,000 total monthly boardings• Route 18 - 146 weekday trips, 7,000 average weekday boardings, 180,000 total monthly boardings• Route 45X - 10 weekday trips, 75 average weekday boardings, 2,000 total monthly boardings. Funding for service begins FY 2020.	TARC will implement an Outer Loop circulator route to add an estimated 8 peak morning and 8 peak afternoon weekday trips along the corridor from Iroquois Park to Renaissance Business Center and Commerce Crossings via National Turnpike, Outer Loop, and Preston Highway. This new service will add connections to high frequency routes 4 and 18, local route 6, and express route 45X. TARC will work closely with area businesses to address their specific needs, shifts, and hours of operations.	Transit - Project	TARC	$ 1,389,000	2022	LOW
Outer Loop, Fegenbush Lane, and Beulah Church Intersection	365	MAJOR REVISION OF THE INTERSECTION LOCATED AT THE OUTER LOOP, FEGENBUSH LANE, AND BEULAH CHURCH ROAD. TURN LANE TO BE COMPLETED BY TRANSPORTATION CABINET PER AGREEMENT. (04CCN)(08CCR)(10CCR)(12CCR) CHAF IP20160080	The primary purpose of the project is to relieve the vehicle delay and improve safety while considering the possible residential, commercial, environmental, and historical impacts of any solution.Currently KY 1065 (Outer Loop), Fegenbush Lane, Beulah Church Road, and Watterson Trail (CR-1005H) converge within 900' of each other. The junction is controlled by two signalized intersections. Both are plagued by excessive vehicle delay during the morning and evening peak periods. The Critical Rate Factor (CRF) for this section of KY 1065 is 1.817 from 2012 to 2016.	Roadway - Project	KYTC	$ 6,270,000	2026	MEDIUM
PARC and Ride	455	Construct and operate Park & Ride lots that would tie directly into Express or Limited Stop transit service on interstates and highways. These lots would serve as route transfer points and bus layover locations as needed.	To improve mobility options through the implementation of alternate travel modes and improvement to existing alternate travel modes by increasing the number of ways that people can access express transit service. To reduce the demand placed on roadways and interstates by single occupant vehicles by moving commuter and functional trips to transit by improving the ways that people can access express transit service. To improve traffic flow on roadways and interstates by moving single occupant vehicle trips to transit and thus increase the people-carrying capacity of the roadway. To improve air quality by lowering the emissions per person by shifting people in single occupant vehicles to transit vehicles by increasing the number of passengers accessing service at Park & Ride lots.	Transit - Project	TARC	$ 11,960,000	2025	LOW

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Park Hill Streetscape Improvements	1864	Create pedestrian-friendly streetscapes along 7th and 9th Streets in the Park Hill Neighborhood. Includes crosswalk and sidewalk improvements as well as street trees and lighting.	Improvements within the right-of-ways and public spaces in the Industrial Corridor have an impact beyond simply improving the visual appeal. Streetscape features and open spaces play a key role in defining a location's sense of place, positively or negatively. Currently, the deteriorated sidewalks, nonexistent street trees, and inhospitable open spaces contribute to perceptions that the Industrial Corridor is a forgotten place. In addition, the lack of bus shelters hinders the potential for increased transit ridership; the impervious character of the streetscape compounds the combined sewer overflow issue; and the lack of shade increases the urban heat island effect, affecting Louisville Metro air quality. Strategic public realm improvements within the priority focus area can improve quality of life for local businesses and residents, attracting future investment. Create Pedestrian-friendly Streetscapes Streetscapes that address the needs of pedestrians create the kind of atmosphere and sense of place businesses are looking for. Pedestrian-oriented streetscapes include features like street trees to create shade, seating areas for respite, and sidewalks buffered from vehicular lanes by a landscape strip. More and more, employees are looking for exercise opportunities at lunch. A walkable network of streets can address that need without occupying the valuable land of an individual company. Pedestrian-oriented lighting creates even illumination levels, making it easier to recognize faces, leading to a safer pedestrian environment.	Bike & Pedestrian - Project	Louisville Metro	$ 2,000,000	2030	LOW
Plantside Drive	2608	KYTC HIGHWAY PLAN (June, 2018): EXTEND PLANTSIDE DRIVE FROM REHL ROAD TO TAYLORSVILLE ROAD CHAF ID: IP20170096 ADDITIONAL CONSIDERATIONS: Extension anticipated to be a 3 lane roadway.	CHAF PURPOSE: The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Mobility within designated freight corridors. CHAF NEED: The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.	Roadway - Project	KYTC	$ 34,150,745	0	LOW
Port of Indiana Truck-to-Rail and Rail-to-Water Improvements	2231	Completion of a waterfront rail loop, construction of a rail-to-barge transfer facility with mini-rail loop, extension of rail within the existing port boundaries, construction of an additional rail siding adjacent to the existing rail yard that will allow rail carriers to deliver a 90 car unit train to the port, and construction of a 3 acre truck-to-rail paved intermodal yard. All projects are proposed to be constructed within the existing port boundary.	The purposes of the project are to to improve efficiency of rail operations along the Port of Indiana - Jeffersonville waterfront, provide the ability to accommodate delivery of a 90 car unit train, allow the transfer of cargo efficiently between rail cars and trucks, and increase the Port of Indiana - Jeffersonville's bulk commodity capacity by providing a direct rail-to-water facility to help the port meet increasing global demand for agricultural commodities and other bulk materials.	Roadway - Project	Ports of Indiana	$ 17,000,000	2020	FURTHER REVIEW
Portland Neighborhood One-Way Arterial Conversion	1332	Convert existing, arterial one-way streets in Portland to two-way operation.	Recent studies by Metro have identified a number of benefits to converting one-way streets to two-way operation, especially in neighborhood settings such as Portland Ave and Bank Street.These facilities will be slower, safer, and more active. They will support more direct connections for all modes of travel.	Roadway - Project	Louisville Metro	$ 1,500,000	2030	LOW
Progress Way Reconstruction	D102	Progress Way is utilized by UPS and several industrial users, it is also used by RVs stemming from nearby Cunningham campers, yet majority of road is 2-way traffic with only 10' lanes. Road will need to be widened in order to provide a middle turning lane, all lanes need to be at least 12'. 6-7' sidewalk improvements with 5-6' planting space will be constructed on the southern portion of Progress Way and will connect to existing sidewalk improvements at Sam Gwin Dr and extend to I-65 Overpass. 2' curb and gutter will also be constructed throughout. 4-way stop sign may be needed at Sam Gwin intersection. I-65 overpass will require restoration as it is showing wear and tear.	Current configuration is dangerous, pedestrian vehicles and industrial users both utilize this busy road, the narrow lanes and lack of safety improvements aren't currently sustainable with the amount of traffic.	Roadway - Project	Clarksville	$ 8,000,000	2028	LOW
Rangeland Road	2153	Widen Rangeland Road from 2 to 3 lanes from Poplar Level Road to Shepherdsville Road, for 1.23 miles.	Reduce congestion and improve safety on Rangeland Road for 1.23 miles.	Roadway - Project	Louisville Metro	$ 5,670,000	2025	LOW

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Reconstruct Existing Interchange from Northbound KY-1747 to I-64 Westbound	181	Reconstruct existing interchange including construct ramp 7 "flyover" from northbound KY 1747 (Hurstbourne Parkway) to westbound I-64 and re-time signals along KY 1747 (Hurstbourne Parkway). Existing Studies done by MPO MTP (10/02, 12/05, 10/10).	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. This project will reduce traffic congestion and delay by improving ramp and intersection operating conditions, improve vehicular safety by reducing potentially dangerous uncontrolled vehicle conflict points and providing safe access between local and regional highway systems, and will enhance the existing system to provide more efficient connections between local and regional highway systems and promote better use of the existing transportation infrastructure. Current and projected traffic conditions within the study area do not meet the minimum acceptable operating standards. Many of the study intersections operate at poor or failing levels of service during morning and afternoon peak hours. Traffic volumes in the corridor are expected to grow by approximately 28% by 2025. The current roadway design combined with excessive traffic congestion creates a situation where drive safety could be compromised. Significant traffic congestion also leads to longer emergency vehicle response.	Interstate/Interchange - Project	KYTC	$ 82,596,000	2028	MEDIUM
Reconstruction of South Clark Boulevard	D7	The proposed reconstruction of South Clark Boulevard project will implement complete street principles to enhance pedestrian circulation, provide a safe and buffered above grade cycle track, improve vehicular movement, and add landscaping along the existing corridor. The segment from Missouri Avenue to the Louisville and Indiana Railroad overpass would become a four-lane divided median roadway. The intersection with Missouri Ave will require a traffic light as current configuration is somewhat confusing/dangerous. The portion from the railroad overpass to Montgomery Ave would become a two-lane road with a parking lane on each side. The section from Montgomery Ave to S Sherwood Ave would be a sidewalk component to connect to existing pedestrian facilities. Improvements to the L&I overpass may be constructed as part of a separate project. The project includes new curb and gutter with sidewalks and planting strips on each side of the roadway. An above grade cycle track would be included on one side of the roadway. The intersection at Missouri Avenue would need to be rebuilt and realigned to allow for better traffic flow and a safer pedestrian, cyclist, and motorist environment.	The project area is located in the South Clarksville corridor which has been targeted for key development activities.	Roadway - Project	Clarksville	$ 8,500,000	2026	LOW
Reeds Lane Extension	D49	This plan will improve the geometry of the Reeds Lane and 10th Street intersection and extend Reeds Lane through the existing Shopping Center. The extension will connect to the existing Kehoe Lane and create a new north-south connection across 10th street at a signalized intersection.	The 10th Street Strategic Investment Plan (2018) identified several opportunities to help revitalize the aging commercial corridor. One concept presented is to create a new north-south spine through the existing (and aging) Jeff Plaza Shopping Center, that can be used as a catalyst for redevelopment of the site. The plan developed creates not only a through road that better connects the north and south sides of 10th street, but also creates a small community greenspace around which new buildings can be constructed.	Roadway - Project	Jeffersonville	$ 3,000,000	2027	LOW
Regional Connector	2609	KYTC HIGHWAY PLAN (June, 2018): STUDY NEW CONNECTION BETWEEN I-65 IN BULLITT COUNTY TO I-64 IN SHELBY COUNTY TO I-71 IN OLDHAM COUNTY.	TBD. Not in CHAF, so no purpose and need.	Study*	KYTC	$ 2,000,000	2020	FURTHER REVIEW

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
Reimagine 9th Street	D24	This project is a major complete street re-design of 9th Street just west of the Central Business District of Louisville from the Ohio River south to its intersection with Broadway. Ninth Street was originally designed to serve as a freight route with a right of way that ranges from 125 to 206 feet wide with 4-6 lanes and 45-foot medians. This project would redesign the six-lane cross section as a four lane urban arterial with turn lanes and transform the underutilized right of way into a linear park experience that accommodates all users. This project will include: A Redesign of the six-lane cross-section as a four-lane urban arterial with turn lanes, Use of the reclaimed right-of-way for an urban trail, off-street bicycle facilities, wider sidewalks, and transit amenities, Narrowed travel lanes that use a wider outside lane to accommodate trucks and buses, Calmed traffic with maintained roadway efficiency, using upgraded signals and optimized timing on 9th Street and Broadway, Enhanced corridor for non-vehicular users through landscaping, green infrastructure, and a linear park with inviting gathering spaces, Reduced roadway width to facilitate safe crossings by pedestrians and cyclists, New recreational facilities, event space, community gardens, and open space, and A new pedestrian connection to River Road and the planned fourth phase of Louisville's Waterfront Park.	Eliminate the physical and psychological barrier that the "9th Street divide" creates between Louisville's Central Business District and the West End neighborhoods; create a safe and accessible travel experience for all users including pedestrians, cyclists and transit riders; increase economic vitality through creating a safe, attractive and comfortable environment; provide opportunities for parks and open spaces, playgrounds, recreation access, street tree canopy and storm water management features; and provide a safe and efficient corridor for vehicle and freight travel.	Roadway - Project	Louisville Metro	$ 13,000,000	2025	MEDIUM
River Falls Mall: Ring Road Extension	D20	The northern leg of the River Falls mall's Ring Road will be reconstructed and extended to create a continuous east-west connection between Greentree Boulevard and Broadway Street. The road wll extend on new alignment to the east to cross Cedar Street and then "T" into Broadway. The Bass Pro round-about will remain. Typical sections would be 2' buffers, one 7' cycle track, two 5' sidewalks, two 5-7' landscape buffers, two 2-3' curb and gutter, and two 12' lanes. The northern portion of Horn St will be vacated after completion of this project, Woodstock Dr. has already been vacated from Cedar St to Broadway St.	The reconstruction will will transform Ring Road into a public urban street, instead of a mall access road, and should encourage more diverse types of development.	Roadway - Project	Clarksville	$ 2,000,000	2024	LOW
River Road	163	Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue which includes bike lanes. Project length is 1.5 miles.	This project will improve access to downtown Louisville and the waterfront.	Roadway - Project	Louisville Metro	$ 20,500,000	2021	LOW
River Road Extension	1338	Extend River Road west from 7th Street to Northwestern Parkway. The project is feasible using a low design speed criteria and a two-lane section.	Project will extend roadway corridor .	Roadway - Project	Louisville Metro	$ 19,577,400	2022	FURTHER REVIEW

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
River Road Multi-Modal Improvements - 3rd Street to 7th Street	2540	Re-allocation of the northern most lane traveling in the west bound direction and relocation of the existing barrier wall to expand the existing separated multi-use path of sub-standard width. In addition, street lighting would be updated and placed into the relocated barrier wall to reduce maintenance costs and better illuminate the path beneath the shadow the the interstate. This would be accomplished by transitioning the two westbound lanes between 3rd Street and 4th Street from 13 feet in width to 11 feet in width at 4th Street. This will allow the barrier wall to be moved south four (4) feet, increasing the width of the current shared use path from a sub-standard width of six (6) feet to a conforming width of ten (10) feet. Between 4th Street and 6th Street, we propose to reduce from two westbound lanes to a single westbound lane with a shoulder, allowing the multimodal path to increase to 14 feet in width. This project dovetails with the planned 4th Street bike connection improvement projects which will feed cyclists directly into this project via actuated loops and allow seamless interaction for traffic coming from downtown that desire to travel west along the riverfront. Additionally, the junction at 6th Street will be improved to provide better connectivity with dedicated bicycle facilities on 6th Street. Pedestrian improvements are intended as well at the intersections of River Road with 3rd Street, 4th Street, and 6th Street.	Improve safety and comfort of walkers, joggers, and cyclists along the riverfront by re-allocating the northern most travel lane of River Road, relocating the barrier wall and adding street lighting to illuminate the path beneath the shadow of the interstate. The existing path forces users of the path into blind-spots behind the supporting structure of I-64 above. This project allows us to make a safe connection for all users while not adversely impacting operating conditions of motor vehicles.	Bike & Pedestrian - Project	Louisville Metro	$ 854,635	2020	LOW
Riverport Circulator - Access to Jobs in Southwest Louisville	2463	The Riverport Circulator Project will expand public transportation service in the Riverport employment center, and connect homes to jobs in the Southwest Metro Area, adding connections to arterial routes 19 and 63, crosstown route 29, express route 50X, local route 18-Dixie-Preston Hwy, and the proposed BRT service on Dixie Highway. Funding for service begins in FY 2018.	The TARC Riverport Circulator project will significantly improve transit connectivity and increase people-moving capacity to this employment center. Trips made by bus to the southwest neighborhoods and Riverport businesses will be more convenient and attractive for all users, especially commuters, which will increase ridership while reducing vehicle miles traveled, saving energy and improving the air quality/reducing greenhouse gas emissions.	Transit - Project	TARC	$ 3,180,000	2020	MEDIUM
Riverside Drive	2393	Reconstruct Riverside Drive from the town limits to Ashland Park, including sidewalks and parking on both sides of roadway, and an elevated cycle track on the south side of roadway. 0.25 miles.	Reconstruction of the existing roadway, improving the safety of the corridor and improving pedestrian and bicycle facilities.	Roadway - Project	Clarksville	$ 7,854,394	2023	LOW
S. Brook Street	264	Ramp improvements at the Brook Street/Broadway exit from I-65.	The Brook Street intersection and ramp improvements will improve access to the local medical center.	Interstate/Interchange - Project	Louisville Metro	$ 6,000,000	2045	LOW
Salem-Nobel Road	539	Reconstruct Salem-Nobel Road as a 2 lane (no additional lanes) road from IN 62 to IN 403.	Road improvements to make road safe; horizontal and vertical alignment. The area is rural in nature with residentail and commercial subdivisions springing up along the route. The terrain is rolling to steep in some areas with trees lining the road, which creates a safety hazard for the traveling public. There is also a sharp "S" curve within the project limits with very limited visibilty and substandard geometry.	Roadway - Project	Clark County	$ 1,420,250	2021	FURTHER REVIEW
Sam Gwin Extension	D11	Extension of Sam Gwin Dr to Leisure Way: 2-12' Lanes, curb and gutter, 6' grass strips and 6' sidewalks on each side.	Helps achieve more of a complete streets design, provides easier access to town's hotel corridor, and will help continue economic development within Broadway District.	Roadway - Project	Clarksville	$ 1,200,000	2020	LOW
Section 5310 Program*	2291	TARC is the designated recipient of federal Section 5310 grant funds for the Louisville Urbanized Area (UZA). TARC distributes these funds to private nonprofit groups that are meeting the transportation needs of older adults and people with disabilities when normal transportation service is unavailable, insufficient, or inappropriate to meeting these needs.	This project removes barriers to transportation services and expands the transportation mobility options available for Seniors and people with disabilities.	Program*	TARC	$ 21,333,969	2040	LOW
Smyser Ave Extension	D3	New Road Project connecting South Clark Blvd to Riverside Dr. Project extends through flood-wall (requires new gate) to connect with Riverside Dr. Two 11' traffic lanes, curb and gutter, bike/ped, 3-way stop or traffic light at junction with Center Street/Court Ave.	Project has been highlighted as crucial to spur redevelopment within the area and will serve as an additional entrance to the mixed-use South Clarksville corridor. P	Roadway - Project	Clarksville	$ 7,000,000	2022	LOW
South Louisville Loop Connector	1425	This design-build project is for contextually appropriate bicycle and pedestrian connections along 3rd Street and Southern Parkway up to the intersection of New Cut Road. This multi-modal connection links Downtown, UofL, Iroquois Park, and the Louisville Loop. A mix of on-road and off-road facilities will be required to make an all ages and abilities facility.	This corridor is an important connection between Downtown, UofL, Iroquois Park, and will connect to another MTP project along New Cut Rd to the round-about in Fairdale which will have a trailhead to the Louisville Loop for Jefferson Memorial Forest. It runs through many dense urban neighborhoods.	Bike & Pedestrian - Project	Louisville Metro	$ 2,000,000	2030	MEDIUM

DRAFT DOCUMENT

****Programs and studies submissions to the Connecting Kentuckiana Metropolitan Transportation Plan update were evaluated using a variation of the metrics used for the other project submissions.***

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
Spring St - Eastern Blvd Intersection	D38	This project will fully reconstruct the Spring Street and Eastern Boulevard Intersection.	The irregular geometry of the Spring Street/Eastern Blvd Intersection creates a number of safety issues for drivers, cyclists, pedestrians, and commercial freight traffic. The goal of this project is to reconfigure the geometry of the intersection, and fully improve all signalization, crosswalks, and handicapped ramps for increased safety for all users. The plan for this project is outlined in the Spring Street Master Plan (2017)	Roadway - Project	Jeffersonville	$ 1,200,000	2025	LOW
Spring St Eastern to Dutch	D39	Reconstruct Spring Street from Eastern Blvd to Dutch Lane as a two lane road with bicycle lanes, new curb and gutter, and sidewalks. Provide turn lanes where necessary.	The segment of Spring Street between Eastern Blvd. and Dutch Ln. is in rather poor condition and has a narrow, rural cross section with no curb, gutters or sidewalk. This is in stark contrast to the wider and more urban sections to the North and South. As a noted "Minor Arterial" that sees a good deal of freight traffic in this area, the current conditions do not meet the acceptable standards for the road's classification.	Roadway - Project	Jeffersonville	$ 1,500,000	2028	MEDIUM
Spring Street Revitalization and Enhancement	D35	This project will completely reconstruct Spring Street through Downtown Jeffersonville. The project will include the addition of bicycle lanes, turn lanes where necessary, transit stop enhancements and improved pedestrian infrastructure.	Since the opening of the Big Four Bridge, Downtown Jeffersonville has come alive with new restaurants, stores, and housing. With the revitalization has come a larger number of pedestrians, bicycles and transit users in the Downtown Area. While the buildings along Spring Street have been fixed up and reactivated, the street itself is in need of repaving and the sidewalks need a great deal of work. This project, outlined in the Spring Street Master Plan adopted in 2017, aims to create Jeffersonville's first "Complete Street" - designed specifically for all modes of travel. This complete street will extend northward to connect the Clark Memorial Hospital and the Claysburg Neighborhood to the Downtown. Three blocks in Claysburg (north of the Hospital will be completed in 2019; these are not a part of this project).	Roadway - Project	Jeffersonville	$ 3,500,000	2030	MEDIUM
Stansifer Ave Improvements	D6	This segment of Stansifer Ave is 84 feet wide at some points, yet is only used as a 2-way road. Road diet may be required. Current configuration is not clearly delineated. Intersection with S Clark Blvd is a 4-way stop in need of improvements. Curb and gutter needed throughout. Pedestrian sidewalk upgrades and widening to at least 5', designated bike lanes or sharrows, landscaping improvements, pedestrian/bike crossing at I-65/US-31 needs safety improvements, L&I railroad intersection that leads into Jeffersonville lacks pedestrian and bicycle access entirely. The L&I railroad overpass would require modifications not included in this cost estimate to ensure bike/ped accessibility for both communities.	Predominantly residential neighborhood with a small section of local-serving commercial properties. This section is the northernmost boundary of South Clarksville, it has high development potential. Streetscapes, bike/ped, and other improvements will eventually be required.	Bike & Pedestrian - Project	Clarksville	$ 2,500,000	2023	LOW
TARC Cross River Connectors	2408	Implementation of 2 routes to improve cross river mobility over the Kennedy/Lincoln bridges and the Lewis and Clark Bridge to provide access to jobs between Louisville Metro and River Ridge Commerce Center in Southern Indiana. Funding for service begins in FY 2019.	To provide transit service to major destination points from western Louisville to River Ridge Commerce Center and from eastern Jefferson County to River Ridge Commerce Center.	Transit - Project	TARC	$ 3,000,000	2022	MEDIUM
TARC Fleet Replacement & Expansion	1315	Annual replacement of fixed route and paratransit vehicles that have reached the end of their useful life with clean diesel, hybrid electric, full battery electric or other vehicles.	Maintenance of the average age of TARC's fleet to maximize cost-effectiveness given the total cost of ownership and TARC useful life benchmarks.	Program*	TARC	$ 325,408,080	2040	HIGH
TARC High Capacity Corridors	1825	Provide increased frequency TARC service along two high capacity corridors: Broadway - Bardstown Road Corridor and the Dixie Highway - Preston Highway Corridor, increasing frequency from 15 minutes to 10 minutes.	Dixie Hwy- Preston Hwy Corridor and Broadway-Bardstown Rd Corridor serve as the major transportation corridors in Louisville. The two bus routes, Route 18 and Route 23 respectively, that serve these corridors have heavy passenger loads throughout the day and often experience overcrowding during peak periods. The purpose of the project is to provide additional bus service on these major routes.	Transit - Project	TARC	$ 3,774,000	2022	MEDIUM
TARC Purchase Two Extended Range Electric Buses	2668	Purchase two (2) extended range full battery-electric transit buses, and two (2) depot chargers.	The purpose of this project is to get more people out of their cars and onto transit to help AQ	Program*	TARC	$ 1,955,200	2022	MEDIUM
The Park and Ride at Apple Patch	1826	Construction of a park and ride facility including a parking lot, shelter, bike lockers, walkways, and a 1000' access road located on Apple Patch Way off of KY 329 near I-71 Exit 14 in Crestwood.	A permanent parking facility (the current gravel lot used by commuters is a temporary donated lot) will be built for Oldham County residents to use for parking their cars and bicycles while commuting to metro Jefferson County by TARC, carpool, or vanpool to encourage ride sharing and fewer single occupancy vehicles on the road. It will also provide a convenient alternative for one car families to drop-off and pick-up commuters.	Transit - Project	Oldham County	$ 2,357,299	2020	LOW

DRAFT DOCUMENT

Programs and studies submissions to the Connecting Kentuckiana Metropolitan Transportation Plan update were evaluated using a variation of the metrics used for the other project submissions.

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
Three Forks of Beargrass Creek Greenways	D33	This project will plan, design, and construct an accessible shared-use path system in the three forks of Beargrass Creek watershed, which will provide connections among the existing trails in the watershed. The Muddy Fork Beargrass Creek extends from the confluence at the Ohio River next to Eva Bandman Park northeastward to Indian Hills Trail. The Middle Fork Beargrass Creek extends from its confluence with Muddy Fork near Brownsboro Road and Story Avenue eastward to Shelbyville Road at Oxmoor Mall. The South Fork Beargrass Creek extends from its confluence with Middle Fork near East Main Street southward to Bardstown Road near Bashford Manor Mall.	The corridors along the three forks of Beargrass Creek provide the route for an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities in the heavily urbanized eastern section of Louisville. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because this shared-use path system intends to serve all categories of bicyclists. There are significant lengths of the three forks of Beargrass Creek that can be seasonally flooded. To accommodate the use of this corridor during those seasons, detour alternate routes will be planned for.	Bike & Pedestrian - Project	Louisville Metro	$ 75,000,000	2035	MEDIUM
Tucker Station Road	472	Reconstruct Tucker Station Road as a 2 lane road (no additional lanes) from Rehl Road to Ellingsworth Lane and improve intersections (South Pope Lick, Rehl Road and Ellingsworth Lane). Construct pedestrian accommodations for the length of the project.	Tucker Station Road is a narrow 2 lane collector extending from U. S. 60 to KY 155 (Taylorsville Road). It is the only non-interstate route which crosses I-64 between Blankenbaker and English Station Rds. With planned development in the Urton Lane corridor, it should be able to relieve some traffic demand if an Urton Lane-Tucker Station Road-Ellingsworth Road connection is made. It would serve increased development south of I-64 near Rehl Road as well.	Roadway - Project	Louisville Metro	$ 14,409,290	2040	LOW
University Corridor Fourth Street Intersection Improvements	1799	Widen S. 4th Street between Industry Road to Central Avenue (no additional travel lanes) to provide a center median, sidewalk improvements, and bicycle accommodations. The project includes intersection improvements at Industry Road and Central Avenue to facilitate truck movements.	This would be Phase I of a plan to utilize Fourth Street as a transportation corridor in order to move various modes of traffic - motorists, bicyclists and pedestrians - to and from the city's industrial core, through the University of Louisville campus and the Old Louisville neighborhood to I-65 South.	Roadway - Project	Louisville Metro	$ 10,500,000	2030	MEDIUM
Urbanized area capital funding for transit	585	Annual federal formula funding allocations to TARC that provide revenue for vehicle maintenance,contracted service, facility rehabilitation, equipment, and for replacement of vehicles. Per Sections 5307 and 5339 of the FAST Act.	To improve mobility options by creating greater efficiency in transit service delivery by improving transit vehicles, equipment and facilities.	Program*	TARC	$ 461,181,245	2040	HIGH
Urton Lane	474	Extend and widen Urton Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from north of I-64 to Seatonville Road.	Urton Lane begins on the north at the US 60 - English Station Road intersection in Middletown, north of I-64. Several developments are currently planned between US 60 and I-64 along the route. Currently Urton Lane is a narrow 2 lane facility with poor geometrics. By extending Urton Lane south of I-64, traffic from the proposed developments could access Blankenbaker Road/I-64 via Rehl Road and I-265 via KY 155 (Taylorsville Road). An Urton Lane extension from north of I-64 to Seatonville Road would open hundreds of acres to development and provide a parallel route to I-265 which could be used to divert incident related traffic.	Roadway - Project	Louisville Metro	$ 100,000,000	2045	MEDIUM
US 150 & Maple Road	2545	Intersection improvement with added turn lanes at US 150 and Maple Road in Floyd County.	Intersection improvement with added turn lanes.	Roadway - Project	INDOT	$ 883,857	2022	LOW
US 31 Intersection Improvement	2618	There is a pattern of rear-end crashes with a railroad running parallel to US 31. When a train is crossing Bud Prather Rd (east approach), there is not a large amount of room to store vehicles and a southbound vehicle may not have a safe storage place.	The intent of this project is to improve the safety of the intersection and reduce the frequency and severity of crashes that occur by constructing left-turn lanes on US 31.	Roadway - Project	INDOT	$ 1,311,719	2023	LOW
US 31W	D86	IMPROVE DIXIE HIGHWAY BETWEEN GREENWOOD ROAD (KY 1931) AND STONESTREET ROAD (CR 1003). (14CCN) CHAF IP20150310	Improve safety by reducing the number of vehicular and pedestrian injuries, and improve mobility by reducing the travel times for both vehicular and transit users.The CFR for this section of roadway exceeded 1.0 for the years 2012 to 2016 including 5 fatal crashes. Existing sidewalks are discontinuous and in disrepair and not ADA Compliant. Intersections are often far apart resulting in unsafe mid-block crossings.	Roadway - Project	KYTC	$ 7,300,000	2020	HIGH
US 31W	273	Transportation System Management improvements on US 31W from KY 841 to KY 44 in southern Jefferson County; to include the consideration of access management, bicycle, and continuous pedestrian facilities. CHAF IP20080193	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice.While Dixie Highway is one of the busiest and most important transportation corridors in the region, it is also frequently congested (LOS E, F found at multiple intersections), has very high total and fatal crash rates, and passed through several low and moderate income neighborhoods. It also hosts the regions best performing transit route, Route 18, which serves the project corridor with over 4,800 daily riders. The high transportation demand by both vehicular and transit riders results in low speeds and long delays at critical locations; the volume of vehicular traffic coupled with numerous access points and intersections.	Roadway - Project	KYTC	$ 8,150,000	2028	MEDIUM

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****Programs and studies submissions to the Connecting Kentuckiana Metropolitan Transportation Plan update were evaluated using a variation of the metrics used for the other project submissions.***

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
US 42	476	Improve safety and reduce congestion on US 42 (Brownsboro Road) from I-264 (Henry Watterson Expressway) to Seminary Drive. Project will evaluate one additional travel lane in each direction and consider accommodations for bicyclists and pedestrians. CHAF IP20080194	The purpose of the project is to limit the congestion and delay on US 42 and increase safety of I-264, while minimizing the right-of-way impacts to the community.The existing I-264/US 42 Interchange area does not have adequate capacity or storage to accommodate the current left-turn and through-traffic volumes during the peak hours. Commuters often sit through green phases at signalized intersections due to queues from other intersections. These delays cause long queues on the I-264 exit ramps, creating a safety concern. As normal growth and new developments occur in the project area, the problem will continue to degrade, resulting in longer travel times.	Roadway - Project	KYTC	$ 10,470,000	2030	HIGH
US 42	230	US 42 SAFETY IMPROVEMENTS FROM HARRODS CREEK BRIDGE TO RIVER ROAD (10CCR) CHAF IP20150155	Reduce traffic congestion and improve safety along US 42 from Harrods Creek Bridge to River Road.This project is needed because of current traffic congestion combined with the projected future volumes on US 42 from Harrods Creek Bridge to River Road. The traffic congestion also leads to an increase in crashes.	Roadway - Project	KYTC	$ 12,000,000	2035	MEDIUM
US 42	1271	KYTC HIGHWAY PLAN (June, 2018): RECONSTRUCT US 42 AND WIDEN FROM 2 LANES TO 3 LANES (3RD LANE WILL BE A CENTER TURN LANE) FROM JEFFERSON/OLDHAM COUNTY LINE TO RIDGEMOOR DRIVE. PROJECT WILL INCLUDE THE CONSIDERATION OF IMPROVEMENTS TO THE HAYFIELD WAY INTERSECTION. (2004BOPC) CHAF ID: IP20080245	CHAF PURPOSE: The purpose of the project is to improve traffic flow, minimize congestion, and address safety issues on US 42 between the Jefferson County/Oldham County line and Ridgemoor Drive. CHAF NEED: Due to an increase in commuters to and from Louisville and the development along the project corridor, the traffic volumes are expected to double in the next 20 years. The accident data for the last 3 years shows that there are between 10 and 14 rear end	Roadway - Project	KYTC	$ 10,284,000	2021	LOW
US 60	480	Improve safety and reduce congestion on US 60 from I-264 to KY 1747. Project design will evaluate one added travel lane in each direction and consider bicycle and pedestrian facilities. CHAF IP20080196	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice.US 60 from MP 5.529 to MP 7.857 is located in eastern central Jefferson County. This area is developed with primarily commercial uses abutting the corridor and residential uses either abutting the corridor or located directly behind the commercial. These adequacy rating data point to rough pavement conditions, crash issues, and congestion. There are a number of regional destinations located along this corridor, such as Oxmoor Mall and the University of Louisville Shelby Campus. In addition, there is development planned for the vacant portion of Shlby campus, which will put more demand on surrounding roadways, including this corridor.	Roadway - Project	KYTC	$ 35,480,000	2035	HIGH
US 60	479	Improve safety and reduce congestion on US 60 from KY 1747 to Old Shelbyville Road (CS 3596). Project will evaluate the addition of one travel lane in each direction and will consider accommodations for bicyclists, pedestrians, and transit users. CHAF IP20080197	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice.US 60 from MP 7.857 to MP 11.100 is located in eastern central Jefferson County. This area is developed with primarily commercial uses directly abutting the corridor and residential uses either abutting the corridor or located directly behind the commercial uses. These adequacy rating data suggest rough pavement conditions and congestion. There are a number of destinations located along this corridor, and with the additional development at US 60 and KY 1747 as well as other development to the east will worsen congestion along the corridor. Certain solutions need to be found that work with the recent improvements made in the City of Middletown along the US 60 corridor.	Roadway - Project	KYTC	$ 54,883,000	2030	HIGH
US 60	2610	WIDEN US-60 TO 6 LANES FROM OLD SHELBYVILLE RD. TO NORTH ENGLISH STATION RD. CHAF IP20180043	The following needs have been identified for this project: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, 4) Serve recent and planned growth.	Roadway - Project	KYTC	$ 4,025,000	2025	MEDIUM
US 60	D80	Improve safety and reduce congestion on US 60 from Rockcrest Way (CS 3157) to Notting Hill Blvd (CS 1224J) at the Jefferson/Shelby County line. Project design will evaluate 3-lane widening with a continuous two-way center turn lane and other lower impact alternatives. Design will also consider accommodations for bicyclists, pedestrians, and future transit users. CHAF IP20080198	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice.The Critical Rate for this section of US 60 is 0.53 from years 2012 to 2016. This area is developing with primarily residential uses with commerical nodes. Additional development in this area is expected. US 60 is a regionally significant route linking Louisville to Simpsonville, Shelbyville and beyond. US 60 provides an alternate east-west route to I 64 and is essential to I 64 incident management.	Roadway - Project	KYTC	$ 4,890,000	2026	LOW
US 60	2598	WIDEN US 60 TO THREE LANES FROM EASTWOOD CUTOFF (MP 14.7) TO ROCKCREST WAY (MP 15.1). (16CCN) CHAF IP20160176	Improve safety and mobility.The Critical Rate Factor (CRF) along this segment of US 60 is 0.53. The KY State Data Center Report shows an employment annual growth rate in this area ranging from 1.6% to 2.9% and a population annual growth rate ranging from 0.4% to 2.6%.	Roadway - Project	KYTC	$ 2,075,000	2024	LOW

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
US 60 Premium Transportation Corridor Project - Section 1	1352	The US 60 Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.	The US 60 Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." US 60's success as a commercial destination has led to major mobility challenges in the area. Transitioning from a "traditional neighborhood marketplace" to a "suburban marketplace corridor" about halfway through the project area, Section 1 of this project will need to account for various demands across its 7.84 mile length; however, these two sub-areas, despite their differences are united in their demand for significantly improved mass transit service and complete multi-modal connections. The vibrant commercial corridor, anchored by two of Louisville's three regional malls, needs investment and improvements to maintain its success over the years to come. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received 16.9 million in federal funds. US 60 generally has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. It also fails to provide complete pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the US 60 of the future continues to succeed while providing even greater access to people of all ages and abilities.	Roadway - Project	Louisville Metro	$ 16,000,000	2030	HIGH
US 60 Premium Transportation Corridor Project - Section 2	1362	The US 60 Premium Transportation Corridor Project - Section 2 - is a design-build project that will: 1) streamline transit service on a key corridor by upgrading bus stops and enhancing service; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.	The Second Section of the US 60 Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan as a "Major Corridor." This section of US 60 is a commercial corridor for the surrounding residential areas. Residential growth in the area has strained the transportation network in the area. This "suburban marketplace corridor" needs to account for various future demands across its length. Improved mobility and accessibility for all users, including motorists, transit riders, pedestrians, and cyclists will be key to achieve Louisville Metro's long-term goals as outlined in the Move Louisville, Plan 2040, among others. This vibrant commercial corridor needs investment and improvement to enhance access and livability in this growing area of Louisville. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received $16.9 million in federal funds. US 60 generally has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. It also fails to provide complete pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the US 60 of the future continues to succeed while providing even greater access to people of all ages and abilities.	Roadway - Project	Louisville Metro	$ 8,400,000	2030	HIGH
US-150 Premium Transportation Corridor - Section 2	1354	The US-150 Premium Transportation Corridor Project - Section 2 - is a design-build project that will: 1) streamline transit service on a key corridor by upgrading bus stops and enhancing service; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.	The Second Section of the US-150 Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan as a "Major Corridor." This section of US-150 is a commercial corridor for the surrounding residential areas. Residential growth in the area has strained the transportation network in the area. This "suburban marketplace corridor" needs to account for various future demands across its length. Improved mobility and accessibility for all users, including motorists, transit riders, pedestrians, and cyclists will be key to achieve Louisville Metro's long-term goals as outlined in the Move Louisville, Plan 2040, among others. This vibrant commercial corridor needs investment and improvement to enhance access and livability in this growing area of Louisville. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received $16.9 million in federal funds. US-150 generally has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. It also fails to provide complete pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the US-150 of the future continues to succeed while providing even greater access to people of all ages and abilities.	Roadway - Project	Louisville Metro	$ 12,100,000	2030	MEDIUM

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
US-31 W Sidewalk and Pedestrian Improvements	1359	Design and construct pedestrian improvements on Dixie Highway between Broadway and Crums Lane to build upon the Transforming Dixie Highway Project. Improvements include construction of proposed pedestrian infrastructure, signalization upgrades, lighting improvements, and some transit improvements.	The Transforming Dixie Highway was a major improvement to the streetscape and transportation network; however, not all of the pedestrian improvements identified were able to be extended all the way to Broadway. This project would complete the pedestrian network connectivity along Broadway. These improvements are key to supporting the surrounding neighborhoods, the commercial vitality of the corridor, and the coming BRT and other transit investments being made.	Bike & Pedestrian - Project	Louisville Metro	$ 4,208,053	2030	MEDIUM
Utica Ridge Road	D74	Install new connector road to lessen travel miles of east Utica residents, eliminate through traffic in central part of town, providing two lanes parallel to Highway 265 for local traffic. Right-of-way is preliminarily estimated to be 80 feet with 11-foot lanes and five-foot shoulders. LIghting and landscaping to be included in keeping with the character of the area being a gateway into Indiana.	The project will lessen the drive distance to Highway 265 from the growing east side of Utica. As such it will lessen traffic and stopping within the central core of Utica. The road will be designed to agree with the projected commercial and mixed uses expected to be drawn to the area due to the improved access provided by Highway 265 and the Lewis and Clark Ohio River Bridge. Developers are increasingly being attracted to this area. There is presently a need for approximately 107,000 square feet of commercial space and residential expansions are continuing.	Roadway - Project	Utica	$ 1,219,600	2027	FURTHER REVIEW
Veteran's Parkway & I-65 North	D12	Segment of Veteran's Pkwy is categorized as 10% worst level of service (D rating). During peak hours, traffic bottlenecks, specifically for I-65 N bound vehicles. Project will require removing the two left turning lanes between mile markers 1373 and 1389. Left turns in this section are both dangerous and an impediment to traffic during peak hours. Motorists will often stop to allow other motorists to make a left turn, usually into the Lowe's corridor, nearly colliding with unimpeded motorists in the other lane. Removing both left turn lanes will force drivers to utilize the much safer traffic lights. The removal of the left turn lanes will also allow for an additional 420' lane for I-65 N bound traffic. The area may also require a 4' median to discourage aforementioned left turns. Lanes will be demarcated accordingly. The next major road modification is to clearly delineate the northernmost I-65 N bound as left-turn only, the middle lane as left-turn optional, and the southernmost as right-turn optional. The final major modification will be the addition of a 2-lane I-65 N on-ramp to be extended at least 550' until forcing a merge into the existing one-lane I-65 N on-ramp.	Citizens, Town Council, and Staff have all highlighted this segment as congested. It is a top top priority for the safety and continued development of the area.	Roadway - Project	Clarksville	$ 5,000,000	2026	LOW
Watterson Trail Bicyle/ Pedestrian Trail Project Phase 2	2081	The project will construct a 10 foot wide concrete multi-use trail along one side of Watterson Trail from Mansfield Estates Drive to Mulberry Row Way.	The city conducted a bicycle/pedestrian master plan for the city. As a result of the master plan the citizens desired to provide both bicycle and pedestrian facilities that are safe along this section of Watterson Trail. Given the high density of neighborhoods and no sidewalks existing along this section of roadway it was determine to construct a multi-use trail to connect with the central business district of the downtown as well as other segments of the city's trail system.	Bike & Pedestrian - Project	Jeffersontown	$ 1,320,000	2021	LOW
Watterson Trail Pedestrian and Streetscape Project Phase 1	1582	Construct new curb and gutters along the project corridor as well as all new sidewalks on both sides along with new ADA Compliant Ramps and MUTCD crosswalks at each street intersection. The proposed sidewalks will be a minimum of 5 feet wide and will exceed that in many areas. The project will relocate the overhead utilities to the secondary streets of Peach Street and Neal Street. New street lights will be constructed along the route in order to provide improved pedestrian and vehicular safety. Enhanced landscaping will also be installed in order to address the heat island effect and ozone alert days and improve air quality.	Citizens have voiced concern about the narrow sidewalks along the project corridor as well as the various tripping hazards created by the sidewalks and utility guy wires and poles. The current sidewalks are approximately 4 feet wide and do not meet current code requirements of 5 feet minimum. Relocating the overhead utilities will help create an expanded pedestrian zone there by creating a buffer between the pedestrians and the vehicular travel lane of Watterson Trail. The project will upgrade the pedestrian crossings with ADA Compliant ramps and tactile warning mats.	Bike & Pedestrian - Project	Jeffersontown	$ 3,818,930	2021	LOW
Watterson Trail Roadway and Pedestrian Streetscape Project Phase 2	1583	Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Parkway to Maple Road and widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Ruckriegel Parkway. Project will construct sidewalks on both sides of each roadway segment along with new curb and gutters. The project will also create on-street parking along one side of each segment. The project will also include landscape enhancments as well as pedestrian street lighting.	Citizens have expressed desire to improve pedestrian safety and circulation along this corridor as well as address congestion at the Ruckriegel Parkway/Watterson Trail intersection. An additional lane width is desired in order to provide adequate turning movement and on-street parking demands.	Roadway - Project	Jeffersontown	$ 2,456,850	2022	MEDIUM
Watterson Trail South	1324	Reconstruct and widen from 2 to 3 lanes (3rd lane will be a center turn lane) Watterson Trail South from KY 1747 (Hurstbourne Parkway) to Glaser Lane. Add pedestrian accommodations on both sides of S. Watterson Trail for the length of the project.	Improve roadway to current standards and increase safety for motorized traffic. Increase pedestrian safety and connectivity from Hurstbourne Pkwy to residential development.	Roadway - Project	Louisville Metro	$ 47,109,148	2040	LOW

DRAFT DOCUMENT

****Programs and studies submissions to the Connecting Kentuckiana Metropolitan Transportation Plan update were evaluated using a variation of the metrics used for the other project submissions.***

PROJECT	KIPDA ID	PROJECT DESCRIPTION	PROJECT PURPOSE & NEED	PRIMARY PROJECT TYPE	SPONSOR	MTP PROJECT COST (YOE)	YEAR OPEN TO PUBLIC	PROPOSED PERFORMANCE RANK
West Kentucky Street Project	1863	The West Kentucky Street Master Plan Project proposes sidewalk improvements, bicycle facilities, improvements to the rail crossing at 15th Street, the addition of street trees, and holistically analyzes connectivity impacts of nearby street closures. Traffic calming measures (bumpouts, signal upgrades, road realignments) are proposed at 5th, 9th, and 15th Streets.	Kentucky Street is a critical east-west corridor connecting Old Louisville and the California neighborhoods. The Corridor is home to several major institutions such as Memorial Auditorium, Simmons College, and St. Stephen Church. It runs through several industrial areas and lower-income communities in need of investment.	Bike & Pedestrian - Project	Louisville Metro	$ 3,000,000	2030	LOW
Westmont Drive Extension	D22	Road Extension of Westmont Dr: two 12' lanes, two 5' sidewalks, two 4'+ vegetative buffers, curb and gutter	Local residential serving route is needed, currently there is only one entrance to adjoining neighborhood (fire/police/emergency hazard), another entrance/exit is needed.	Roadway - Project	Clarksville	$ 3,000,000	2024	LOW
Widen I-65 from KY-61 to I-265	491	6YP DESC: WIDEN I-65 FROM 6 TO 8 LANES FROM KY-61 (PRESTON HIGHWAY) IN LEBANON JUNCTION TO I-265 (GENE SNYDER FREEWAY) CHAF DESC: Reduce congestion and improve mobility on I-65 from KY 61 (Preston Highway) in Lebanon Junction (Bullitt County) to I-265 (Gene Snyder Freeway) in Jefferson County. CHAF ID: IP20170064	The purpose of this project is to reduce congestion and improve mobility on I-65 from KY 61 (Preston Highway) in Lebanon Junction (Bullitt County) to I-265 (Gene Snyder Freeway) in Jefferson County. This project is needed because the capacity of of I-65 from KY 61 (Preston Highway) in Lebanon Junction (Bullitt County) to I-265 (Gene Snyder Freeway) in Jefferson County is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on this stretch of I-65. This stretch of I-65 is also an important freight corridor and has a high percentage of truck volume.	Interstate/Interchange - Project	KYTC	$ 402,825,000	2030	LOW

Agenda Item #7

KIPDA
Kentuckiana Regional Planning and Development Agency

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Nick Vail

DATE: July 17, 2019

SUBJECT: FY 2020 – 2025 Transportation Improvement Program (TIP)

KIPDA is in the process of developing a Fiscal Year (FY) 2020–2025 Transportation Improvement Program (TIP) update. Staff will present an overview of the TIP development process and explain the steps project sponsors need to follow in order to ensure that their projects are programmed in the new TIP document. This discussion will include a schedule for the process as well as an explanation of the recent email that was sent to sponsors in regard to the updating of Project Information Forms (PIFs).

Kentucky Member Counties

Bullitt
Henry
Jefferson
Oldham
Shelby
Spencer
Trimble

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11520 Commonwealth Drive
Louisville, KY 40299
502-266-6084
Fax: 502-266-5047
KY TDD 1-800-648-6056
www.kipda.org

KIPDA
Kentuckiana Regional Planning and Development Agency

MEMORANDUM

TO: Transportation Policy Committee

FROM: Larry D. Chaney

DATE: July 16, 2019

SUBJECT: KYTC 2020 SHIFT Process

Kentucky Member Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

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The Kentucky Transportation Cabinet's process for determining project priorities and subsequent consideration for inclusion in their Six-Year Highway Plan is currently underway. Projects such as pavement rehabilitation, bridge replacements, bicycle or pedestrian projects, or other projects currently programmed with dedicated funds (TAP, CMAQ, SLO, etc.) were not eligible for inclusion. Under the Strategic Highway Investment Formula for Tomorrow (SHIFT) process, the KYTC District 5 Office had the opportunity to choose 74 projects from their eight-county district. In March of this year, the MPO had the opportunity to "sponsor" (recommend) a total of 54 projects from our three Kentucky counties.

From that list of sponsored projects, KYTC selected a group of projects that were of "statewide significance" as well as another group considered as being "committed". Removal of those from the regional prioritization process left 85 projects from which the MPO and KYTC District 5 may choose to further prioritize by adding "boost" points to their SHIFT scores. The MPO has the opportunity to "boost" 21 projects to be included for consideration in development of the next KYTC Six-Year Highway Plan. KYTC District 5 can "boost" 33 projects across the district, and all projects to be provided the "boost" must be determined by August 15, 2019.

Due to the time constraints involved with MPO committee meetings prior to that date, a TTCC Working Group was formed to determine a list of projects to receive the MPO "boost". That Working Group prepared a recommendation for consideration by the Transportation Policy Committee. Analyses reflecting the KIPDA MPO project evaluation process (based on *Connecting Kentuckiana* Goals and Objectives and Performance Measures previously adopted by the TPC), the SHIFT evaluations, and identification of District 5 project "boosts" were provided to the Working Group for use in their determination.

The TPC is asked to consider the recommendations of the Working Group (see attached) and to approve a list of 21 projects to receive the "boost" by the MPO for the KYTC 2020 SHIFT process.

Action is requested.

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KYTC SHIFT 2020 Boost List - KIPDA MPO Area

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Item Dist.	CHAF ID	KIPDA ID	CK2040 PROJECT	Project Description	Eval County	Eval Route	Project Type	Improvement Type	SHIFT Score (Max 100)	KIPDA PERFORMANCE RANK	KYTC Boost	SHIFT Boost Working Group Selection
5-344.01	IP20150293	359	Y	WIDEN SOUTHBOUND HURSTBOURNE LANE TO 3 LANES FROM LINN STATION RD (CS-1004H) TO EDEN AVE (CS-1660H). (06CCR)(03KYD)(2006BOPP)(SEE 5-344.02 FOR KYD C PHASE)(14CCR)(XCHNG UNDER 5-8953)	Jefferson	056-KY-1747 -000	RECONSTRUCTION(O)	Major Widening-Urban Streets	**55.3**	HIGH		
	IP20080217	386	Y	Improve safety and reduce congestion on KY 1747 (Hurstbourne Parkway) from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). Project will evaluate the addition of one additional travel lane in each direction and other lower impact alternatives. Proj	Jefferson	056-KY-1747 -000	Major Widening	Modernize Roadway-Urban	**53.8**	HIGH		
	IP20080194	476	Y	Improve safety and reduce congestion on US 42 (Brownsboro Road) from I-264 (Henry Watterson Expressway) to Seminary Drive. Project will evaluate one additional travel lane in each direction and consider accommodations for bicyclists and pedestrians.	Jefferson	056-US-0042 -000	Major Widening	Major Widening-Urban Streets	**45.4**	HIGH		
	IP20080197	479	Y	Improve safety and reduce congestion on US 60 from KY 1747 to Old Shelbyville Road (CS 3596). Project will evaluate the addition of one travel lane in each direction and will consider accommodations for bicyclists, pedestrians, and transit users.	Jefferson	056-US-0060 -000	Major Widening	Major Widening-Urban Streets	**52.9**	HIGH		
	IP20130129	497	Y	Improve safety and reduce congestion on KY 44 between the I-65 interchange and the KY 61 intersection. Consider access management, pedestrian facilities and grade separated rail crossing.	Bullitt	015-KY-0044 -000	Congestion Management	Access Consolidation	**53.8**	MEDIUM		
5-150.02	IP20150318	417	Y	SECTION -1 FROM I-65 TO CHIMNEY ROCK DRIVE.(06CCN)	Bullitt	015-KY-0044 -000	RECONSTRUCTION(O)	Major Widening-Urban Streets	**47.9**	MEDIUM	**B**	
	IP20080240	289	Y	Improve safety and reduce congestion on Grade Lane from KY 1065 (Outer Loop) to KY 1631 (Fern Valley Road). Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities.	Jefferson	056-CR-1001G -000	Reconstruction	Modernize Roadway-Urban	**40.2**	MEDIUM		Y
	IP20080241	384	Y	WIDEN HUBBARDS LANE FROM 2 TO 3 LANES (3RD LANE WILL BE A CENTER TURN LANE) FROM US 60 (SHELBYVILLE ROAD) TO KY 1447 (WESTPORT ROAD). ADD BIKE LANES TO HUBBARDS LANE FROM KRESGE WAY TO KY 1447. PROJECT LENGTH IS 0.6 MI.(BOPC2010)	Jefferson	056-CR-1005B -000	Minor Widening	Install Two-way Left Turn Lane	**39.6**	MEDIUM		
	IP20110082	181	Y	Reconstruct the I-64/(Hurstbourne Parkway) interchange.	Jefferson	056-I -0064 -354	Reconstruction	Innovative Interchange	**43.8**	MEDIUM		
5-41.10	IP20150185	D101	Y	SNYDER FREEWAY; RECONSTRUCT I-265/US-60 INTERCHANGE AS A SINGLE POINT URBAN INTERCHANGE AND CONSTRUCT NEEDED IMPROVEMENTS TO CONNECT WITH THE I-265/I-64 INTERCHANGE. (2006BOPC)	Jefferson	056-I -0265 -000	I-CHANGE RECONST(O)	Innovative Interchange	**47.0**	MEDIUM	**B**	
	IP20110072	412	Y	Improve safety and reduce congestion on KY 22 from just east of Murphy Lane to Haunz Lane. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities.	Jefferson	056-KY-0022 -000	Minor Widening	Install Two-way Left Turn Lane	**26.4**	MEDIUM		
	IP20080201	1372	Y	Improve safety and reduce congestion on KY 155 from Watterson Trail to I-265. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities.	Jefferson	056-KY-0155 -000	Major Widening	Major Widening-Urban Streets	**40.1**	MEDIUM		Y
	IP20080205	357	Y	Improve safety and reduce congestion on KY 864 (Fegenbush Lane) from KY 864 (Beulah Church Road) to KY 1747 (Fern Valley Road/South Hurstbourne Pkwy). Project design will evaluate 3-lane widening with two-way center turn lane and consider accommodations f	Jefferson	056-KY-0864 -000	Minor Widening	Install Two-way Left Turn Lane	**39.4**	MEDIUM		
	IP20080208	465	Y	Improve safety and reduce congestion on KY 907 (Southside Drive) from KY 1865 (New Cut Road) to KY 1020 (National Turnpike). The design will evaluate 3-lane widening or other lower impact solutions and include consideration of bicycle & pedestrian facili	Jefferson	056-KY-0907 -000	Congestion Management	Modernize Roadway-Urban	**53.1**	MEDIUM		Y
	IP20080209	481	Y	Improve safety and reduce congestion along KY 907 (Valley Station Road/3rd Street Road) from US 31W (Dixie Highway) to KY 1865 (New Cut Road). Project will evaluate 3-lane widening and consider bicycle and pedestrian facilities.	Jefferson	056-KY-0907 -000	Minor Widening	Modernize Roadway-Urban	**45.0**	MEDIUM		Y
	IP20080211	436	Y	Improve safety and reduce congestion on KY 1065 (Outer Loop) from I-65 to KY 2052 (Shepherdsville Road). Project will evaluate the addition of one travel lane in each direction and consider accommodations for bicyclists and pedestrians.	Jefferson	056-KY-1065 -000	Major Widening	Modernize Roadway-Urban	**50.3**	MEDIUM		

Item Dist.	CHAF ID	KIPDA ID	CK2040 PROJECT	Project Description	Eval County	Eval Route	Project Type	Improvement Type	SHIFT Score (Max 100)	KIPDA PERFORMANCE RANK	KYTC Boost	SHIFT Boost Working Group Selection
	IP20080212	435	Y	Improve safety, access, and mobility for all modes along KY 1065 (Outer Loop) from KY 907 (3rd Street Road) to KY 1865 (New Cut Road). Project will consider 3-lane widening and accommodations for bicyclists and pedestrians.	Jefferson	056-KY-1065 -000	Minor Widening	Modernize Roadway-Urban	**47.8**	MEDIUM		
	IP20080210	453	Y	Improve safety and reduce congestion at the KY 1065 and KY 61 intersection. Project will consider adding a right turn lane on westbound KY 1065 (Outer Loop) at KY 61 (Preston Highway).	Jefferson	056-KY-1065 -000	Spot Improvement	Improve Intersection	**44.5**	MEDIUM		Y
5-122	IP20160080	365	Y	MAJOR REVISION OF THE INTERSECTION LOCATED AT THE OUTER LOOP, FEGENBUSH LANE, AND BEULAH CHURCH ROAD. TURN LANE TO BE COMPLETED BY TRANSPORTATION CABINET PER AGREEMENT. (04CCN)(08CCR)(10CCR)(12CCR)	Jefferson	056-KY-1065 -000	SAFETY(P)	Improve Intersection	**43.7**	MEDIUM	**B**	Y
	IP20080213	256	Y	Improve safety and reduce congestion on KY 1065 (Beulah Church Road) from KY 864 (Fegenbush Lane) to US 31E (Bardstown Road). Project will evaluate 3-lane widening or other lower impact solutions and consider accommodations for bicyclists and pedestrians.	Jefferson	056-KY-1065 -000	Minor Widening	Install Two-way Left Turn Lane	**38.6**	MEDIUM		
	IP20080214	484	Y	Improve safety and reduce congestion on KY 1447 (Westport Road) from Murphy Lane to KY 146. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities.	Jefferson	056-KY-1447 -000	Minor Widening	Install Two-way Left Turn Lane	**34.6**	MEDIUM		
5-247.10	IP20160190	154	Y	WIDEN BLUE LICK ROAD FROM SNYDER FREEWAY NORTH TO KY-61 (LOU T.I.P.) (SECTION 2) (RU-04DEOB)(08CCR)(12CCR)(16CCR)	Jefferson	056-KY-1450 -000	MAJOR WIDENING(O)	Install Two-way Left Turn Lane	**39.6**	MEDIUM		
5-555	IP20130135	2607	Y	REDUCE CONGESTION AND IMPROVE SAFETY ALONG KY-1747 (HURSTBOURNE PARKWAY) FROM STONY BROOK DRIVE TO I-64.	Jefferson	056-KY-1747 -000	CONGESTION MITIGTN(O)	Modernize Roadway-Urban	**59.0**	MEDIUM	**B**	Y
5-8953	IP20080218	2384	Y	IMPROVE THE HURSTBOURNE PARKWAY (KY 1747) AT SHELBYVILLE ROAD (US 60) INTERSECTION TO INCREASE CAPACITY, REDUCE DELAYS, AND IMPROVE SAFETY.(SEE 5-344.02) (16CCN)	Jefferson	056-KY-1747 -000	SAFETY(P)	Improve Intersection	**47.3**	MEDIUM	**B**	Y
	IP20080219	257	Y	Improve safety, mobility for all modes, and address geometric deficiencies along KY 1819 (Billtown Road) from I-265 (Gene Snyder Freeway) to Ruckriegel Parkway/Billtown Road (in and near Jeffersontown). Project will evaluate 3-lane widening and consider	Jefferson	056-KY-1819 -000	Minor Widening	Install Two-way Left Turn Lane	**37.9**	MEDIUM		
5-373	IP20150319	233	Y	RECONSTRUCT AND WIDEN WATTERSON TRAIL FROM PLANTSIDE DRIVE TO BLANKENBAKER ROAD. (98CCR)	Jefferson	056-KY-1819 -000	RECONSTRUCTION(O)	Install Two-way Left Turn Lane	**28.1**	MEDIUM	**B**	Y
	IP20080221	446	Y	Improve safety and reduce congestion on KY 1931 (Manslick Road) from KY 1931 (St. Andrews Church Road) to I-264 (Henry Watterson Expressway). Project will evaluate 3-lane widening and consider accommodations for bicyclists and pedestrians.	Jefferson	056-KY-1931 -000	Minor Widening	Install Two-way Left Turn Lane	**40.1**	MEDIUM		
5-323.01	IP20160186	128	Y	WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DIXIE HWY (US-31W) (3-LANE IMPROVEMENT) FROM MP 0.54 TO MP 3.148. (98CCR)(R-04DEOB)(04CCR)(BOP2006P)(10CCR)(12CCR)	Jefferson	056-KY-1931 -000	MAJOR WIDENING(O)	Install Two-way Left Turn Lane	**39.2**	MEDIUM		
	IP20170070	1915	Y	Address congestion and safety issues in the vicinity of the Breckenridge Lane (KY 1932) and Dutchmans Lane Intersection. Project will consider lane additions to Breckenridge Lane south of Dutchmans Lane; Dutchmans Parkway Lane west of Breckenridge lane; D	Jefferson	056-KY-1932 -000	Spot Improvement	Improve Intersection	**50.0**	MEDIUM		
	IP20140033	2114	Y	Reduce congestion and improve safety along KY 2050 (Herr Lane) from KY 1447 (Westport Road) to KY 22 (Brownsboro Road). Project will evaluate 3-lane widening and consider accommodations for bicyclists and pedestrians.	Jefferson	056-KY-2050 -000	Minor Widening	Install Two-way Left Turn Lane	**39.2**	MEDIUM		
	IP20120002	474	Y	Extend Urton Lane from north of I-64 to Seatonville Road. Includes consideration of facilities for all modes (pedestrian, bicycle, SOV, and transit).	Jefferson	056-PF-9999 -	New Route	Construct Road in New Location	**49.4**	MEDIUM		Y
5-80001	IP20180043	2610	Y	WIDEN US-60 TO 6 LANES FROM OLD SHELBYVILLE RD. TO NORTH ENGLISH STATION RD.(18CCN)	Jefferson	056-US-0060 -000	MAJOR WIDENING(O)	Major Widening-Urban Streets	**54.9**	MEDIUM	**B**	Y
	IP20080250	418	Y	Improve safety and reduce congestion on KY 53 from I-71 to Zhale Smith Road. Includes consideration of a five lane widening and bike/ped accommodations.	Oldham	093-KY-0053 -000	Major Widening	Major Widening-Urban Streets	**48.5**	MEDIUM		
	IP20130128	2024	Y	Improve safety and reduce congestion at the I-71/KY 53 (North/South First Avenue) interchange. Includes consideration of an additional two-way left turn lane and bike/ped accommodations.	Oldham	093-KY-0053 -000	Reconstruction	Interchange Safety Improvements	**45.0**	MEDIUM		
	IP20190078	D94	Y	Improve safety and reduce congestion at the I-65/ KY-1526 (Brooks Hill Road - John Harper Highway) interchange including improvements to KY-1526 from KY-1020 (Coral Ridge Road) to KY-1450 (Blue Lick Road). I-65 MP 121.20 to MP 122.00 .Design may consider	Bullitt	015-I -0065 -000	Reconstruction	Modernize Roadway-Urban	**58.7**	LOW	**B**	
5-391.30	IP20160218	2193	Y	IMPROVE OPERATIONAL PERFORMANCE OF THE I-65/KY-480 INTERCHANGE INCLUDING RAMP IMPROVEMENTS AND TURNING LANES. (12CCR)(14CCR)(2014BOP)(16CCR)	Bullitt	015-I -0065 -000	RECONSTRUCTION(O)	Innovative Interchange	**49.2**	LOW	**B**	
5-150.50	IP20150201	2613	Y	SECTION 5 - FROM US-31EX TO US-31E BYPASS. (2008BOPC).	Bullitt	015-KY-0044 -000	RECONSTRUCTION(O)	Major Widening-Urban Streets	**57.5**	LOW	**B**	

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5-347.51	IP20150154	1925	Y	NEW TURN LANES IN FRONT OF BULLITT EAST HIGH SCHOOL. (BREAKOUT FROM 347.50) (18CCN)	Bullitt	015-KY-0044 -000	RECONSTRUCTION(O)	Modernize Roadway-Urban	**35.7**	LOW	**B**	
5-8509	IP20150316	1790	Y	WIDEN KY-245 FROM BERNHEIM FOREST TO THE COMMUNITY COLLEGE. (08CCN)(10CCR)(14CCR)(16CCR)	Bullitt	015-KY-0245 -000	MINOR WIDENING(O)	2 Lane to 4 Lane Divided - Rural	**39.8**	LOW	**B**	Y
5-391.20	IP20160217	1816	Y	WIDEN CEDAR GROVE ROAD (KY-480) FROM CEDAR GROVE ELEMENTARY SCHOOL TO VALLEY VIEW DRIVE. (12CCR)(14CCR) (SEE 5-391.3 FOR INTERCHANGE IMPROVEMENTS)	Bullitt	015-KY-0480 -000	RECONSTRUCTION(O)	Modernize Roadway-Urban	**32.6**	LOW	**B**	
	IP20130131	2020	Y	Improve safety and reduce congestion at the intersection of KY 1450 and KY 1526 east of the I-65/KY 1526 interchange.	Bullitt	015-KY-1450 -000	Safety-Haz-Elm	Improve Intersection	**27.9**	LOW		
5-8710	IP20150164	2070	Y	NEW ROUTE NORTHWEST OF MT. WASHINGTON FROM US 31E TO KY 2706.(12CCN)(14CCN)	Bullitt	015-PF-9999 -	NEW ROUTE(O)	Construct Road in New Location	**46.9**	LOW		
	IP20080234	472	Y	Reconstruct Tucker Station Road from Rehl Road to Ellingsworth Lane. Project design will evaluate 2 lane road (no added lanes) and consider intersection improvements (S. Pope Lick, Rehl Road & Ellingsworth Lane) and bicycle and pedestrian facilities.	Jefferson	056-CR-1001H -000	Reconstruction	Modernize Roadway-Urban	**19.1**	LOW		
	IP20080228	281	Y	Reconstruct Fairground Road from US 31E to KY 1819. Project design will evaluate a 2 lane road (no added lanes), left-turn lanes at US 31E, Billtown Road, possibly other intersections, and radius improvements at three 90-degree curves and consider bike an	Jefferson	056-CR-1011H -000	Reconstruction	Modernize Roadway-Urban	**33.5**	LOW		
	IP20080226	274	Y	Reconstruct East Pages Lane as a 2 lane (no additional lanes) road with several improvements to intersections from US 31W (Dixie Highway) to KY 907 (3rd Street Road). Includes consideration of bicycle and pedestrian facilities.	Jefferson	056-CR-1013L -000	Reconstruction	Modernize Roadway-Urban	**36.0**	LOW		
	IP20110081	1863	Y	Realign Kentucky Street (CS 1005) to connect to Garland Avenue to avoid crossing the P&L railroad.	Jefferson	056-CS-1005F -000	Relocation	Modernize Roadway-Urban	**25.2**	LOW		
5-8102.30	IP20150178	D88	Y	RECONSTRUCT RAMP FROM CRITTENDEN DRIVE TO NB I-65. (2004BOPC)	Jefferson	056-I -0065 -000	I-CHANGE RECONST(O)	Innovative Interchange	**48.8**	LOW		
5-8102.50	IP20150220	D85	Y	RECONSTRUCT RAMP FROM PRESTON ST TO NB I-65, CONSTRUCT ACCESS TO S JACKSON ST AND/OR S PRESTON ST, REMOVE RAMP FROM NB I-65 TO WOODBINE ST AND EVALUATE THE IMPACTS OF CLOSING THE MAGNOLIA ST RAMP TO SB I-65. (2004BOPC)	Jefferson	056-I -0065 -000	I-CHANGE RECONST(O)	Innovative Interchange	**43.3**	LOW		
5-8102.40	IP20150143	D87	Y	RECONSTRUCT RAMP FROM NB I-65 TO WARNOCK ST, FROM WARNOCK ST TO I-65 NB AND REMOVE RAMPS FROM NB I-65 TO EASTERN PARKWAY. (2004BOPC)	Jefferson	056-I -0065 -000	I-CHANGE RECONST(O)	Innovative Interchange	**31.2**	LOW		
5-371.13	IP20150195	1446	Y	RECONSTRUCT KY-22 AT GOOSE CREEK ROAD. (06CCN) (2004BOPC)(14CCR)(18CCR)	Jefferson	056-KY-0022 -000	SAFETY(P)	Improve Intersection	**27.4**	LOW		
5-371.10	IP20160177	1445	Y	RECONSTRUCT KY-22 AT SPRINGCREST DRIVE. (06CCN) (2004BOPC)(14CCR)(EMERGENCY CULVERT REPLACEMENT AWARDED UNDER 5-371.12)	Jefferson	056-KY-0022 -000	SAFETY(P)	Improve Intersection	**25.4**	LOW	**B**	Y
5-8908	IP20080202	956	Y	WIDEN TAYLORSVILLE ROAD TO 3 LANES FROM I-265 TO KY-148. (18CCN)	Jefferson	056-KY-0155 -000	MINOR WIDENING(O)	Install Two-way Left Turn Lane	**38.0**	LOW	**B**	Y
5-808	IP20130147	2371	Y	SAFETY PROJECT FOR RECONSTRUCTION OF TAYLORSVILLE ROAD AND SOUTH POPE LICK ROAD INTERSECTION AND BRIDGE OVER POPE LICK CREEK. (2016BOP)	Jefferson	056-KY-0155 -000	DESIGN ENGINEERING(O)	Improve Intersection	**36.4**	LOW	**B**	Y
5-8810	IP20150213	2147	Y	THREE LANE WIDENING ALONG KY-1931 FROM THE DOSS HIGH SCHOOL ENTRANCE TO PALATKA ROAD, INCLUDING INTERSECTION IMPROVEMENTS WITH PALATKA ROAD AND TURN LANES. (14CCN)	Jefferson	056-KY-1931 -000	MINOR WIDENING(O)	Install Two-way Left Turn Lane	**40.5**	LOW	**B**	
5-531	IP20080223	213	Y	IMPROVE THE SAFETY AND CONGESTION OF KY 1932 (CHENOWETH LANE) FROM US 60 (SHELBYVILLE ROAD) TO US 42 (BROWNSBORO ROAD) APPROXIMATELY 1.07 MILES (2014BOP).	Jefferson	056-KY-1932 -000	MATCHED FED FUNDS(O)	Modernize Roadway-Urban	**43.3**	LOW		
	IP20080224	961	Y	Reconstruct KY 2845 (Manslick Road) from KY 61 to KY 864 (Beulah Church Road). Project will evaluate 3-lane widening with two-way center turn lane and consider accommodations for bicyclists and pedestrians.	Jefferson	056-KY-2845 -000	Minor Widening	Install Two-way Left Turn Lane	**27.4**	LOW		
	IP20080192	1514	Y	Provide connectivity and improved mobility on I-265 at Rehl Road. The Rehl Road portion would include consideration for enhanced safety for bicyclists and pedestrians.	Jefferson	056-PF-9999 -	New Interchange	Construct Road in New Location	**47.5**	LOW		
5-80002	UNKNOWN	390	Y	NEW INTERCHANGE ON I-64E EAST OF THE GENE SNYDER FREEWAY(18CCN)	Jefferson	056-PF-9999 -	NEW INTERCHANGE(O)	Grade Separated to Interchange	**44.5**	LOW	**B**	Y
5-8102.10	IP20150205	D84	Y	CONSTRUCT RAMPS CONNECTING NB AND SB I-65 TO THE CENTRAL AVENUE/CRITTENDEN DRIVE INTERSECTION. (2004BOPC)	Jefferson	056-PF-9999 -	NEW ROUTE(O)	Construct Road in New Location	**42.3**	LOW		
5-367.20	IP20160276	1936	Y	EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR)(18CCN)	Jefferson	056-PF-9999 -	NEW ROUTE(O)	Construct Road in New Location	**40.8**	LOW	**B**	Y

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	IP20170067	1965	Y	Extend 12th Street from Hill Street to Industry Road	Jefferson	056-PF-9999 -	New Route	Local Roadway Improvements	**37.6**	**LOW**		
5-80053 / 5-80053.10	IP20150157	2064	Y	RECONSTRUCT EAST MARKET (US-31E) FROM FIRST ST TO JOHNSON ST TO IMPROVE PEDESTRIAN SAFETY AND ENHANCE ECONOMIC DEVELOPMENT.(18CCN)	Jefferson	056-US-0031E -001	RECONSTRUCTION(O)	Bike and Pedestrian Improvements	**37.1**	**LOW**		Y
5-8952	IP20160176	2598	Y	WIDEN US-60 TO THREE LANES FROM EASTWOOD CUTOFF (MP 14.7) TO ROCKCREST WAY (MP 15.1). (LOCALS WILL DO DESIGN FOR $330,000). (16CCN)(18CCR)	Jefferson	056-US-0060 -000	MINOR WIDENING(O)	Install Two-way Left Turn Lane	**35.7**	**LOW**	**B**	Y
	IP20080198	D80	Y	Improve safety and reduce congestion on US 60 from Rockcrest Way (CS 3157) to Notting Hill Blvd (CS 1224J) at the Jefferson/Shelby County line. Project design will evaluate 3-lane widening with a continuous two-way center turn lane and other lower impact	Jefferson	056-US-0060 -000	Minor Widening	Install Two-way Left Turn Lane	**23.5**	**LOW**		
	IP20190082	1488	Y	Reconstruct KY 22/KY 146 from Pryor Avenue to KY 329B - 3 lane section with center turn lane. From MP 3.500 to MP 3.929.	Oldham	093-KY-0022 -000	Reconstruction	Improve Railroad Crossing	**35.6**	**LOW**		
	IP20080248	414	Y	Improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329. Includes consideration of a three lane widening and bike/ped accommodations.	Oldham	093-KY-0022 -000	Minor Widening	Install Two-way Left Turn Lane	**29.2**	**LOW**		
	IP20080252	427	Y	Reduce congestion, improve access, and provide better mobility for all modes along KY 146 from the Oldham/Jefferson County line to Pryor Avenue in Crestwood. Project design will consider reconstructing KY 146 as a 2 lane road (no additional lanes) from	Oldham	093-KY-0146 -000	Reconstruction	Modernize Roadway-Urban	**39.5**	**LOW**		
	IP20080251	428	Y	Improve safety and reduce congestion on KY 146 (LaGrange Road) from KY 329B (KY 329 Bypass) to KY 393. Includes consideration of a four lane widening and bike/ped accommodations.	Oldham	093-KY-0146 -000	Minor Widening	Install Two-way Left Turn Lane	**28.1**	**LOW**		
5-80005	IP20080244	2612	Y	IMPROVE THE INTERCHANGE OF I 71 AND KY 329. (18CCN)	Oldham	093-KY-0329 -000	SAFETY(P)	Interchange Safety Improvements	**45.3**	**LOW**	**B**	
	IP20130146	2115	Y	Improve safety and address geometric deficiencies along KY 44 near Old Pitts Point Road (in and west of Shepherdsville).(ID#015B00020N)	Bullitt	015-KY-0044 -000	Safety-Haz-Elm	Modernize Roadway-Urban	**29.6**	**FURTHER REVIEW**	**B**	
5-8203	IP20160185	1819	Y	RECONSTRUCT BILLTOWN ROAD FROM NORTH OF COLONNADES PLACE TO SOUTH OF EASUM ROAD. (04CCN)(06CCN)(08CCR)(10CCR)(12CCR)	Jefferson	056-KY-1819 -000	RECONSTRUCTION(O)	Install Two-way Left Turn Lane	**38.4**	**FURTHER REVIEW**	**B**	Y
5-80006	IP20190131	2606	Y	CONSTRUCT NEW INTERCHANGE ON KY-841 AT THE RENAISSANCE SOUTH BUSINESS PARK(18CCN)	Jefferson	056-PF-9999 -	SPOT IMPROVEMENTS(O)	Grade Separated to Interchange	**27.9**	**FURTHER REVIEW**		
	IP20150467	1726	Y	LANDSLIDE REPAIR ON WESTPORT ROAD (KY-524) FROM JCT. US-42 WEST, NORTH 1.0 MILE. (2002BOPC)(NOT REQUIRED)	Oldham	093-KY-0524 -000	Landslide Repair	Maintenance Improvement	**11.9**	**FURTHER REVIEW**		
	IP20150374	1491	R	RECONSTRUCT KY-44 FROM I-65 TO MT. WASHINGTON. (06CCN)	Bullitt	015-KY-0044 -000	Major Widening	Major Widening-Urban Streets	**52.2**	**N/A**		
5-150.40	IP20150305	N/A	N	SECTION 4 - FROM ARMSTRONG LANE TO US 31EX. (2008BOPC)	Bullitt	015-KY-0044 -000	RECONSTRUCTION(O)	Major Widening-Urban Streets	**48.7**	**N/A**	**B**	
	IP20110078	286	R	Transportation System Management/Transportation Demand Management, aesthetic improvements at medical center on South Floyd Street (CS-1003F) from East Broadway (US-150) to Jefferson Street (CS-1014B).	Jefferson	056-CS-1003F -000	Congestion Management	Access Consolidation	**42.6**	**N/A**		
	IP20170071	1917	R	Reconstruct the intersection of Hill Street and 7th Street to provide left turn lanes.	Jefferson	056-CS-1011F -000	Spot Improvement	Improve Intersection	**36.8**	**N/A**		
	IP20080231	1267	R	Improve safety and reduce congestion on Phillips Lane from KY 61 (Preston Highway) to KY 1631 (Crittenden Drive). Includes consideration of bicycle and pedestrian facilities.	Jefferson	056-CS-1024G -000	Reconstruction	Modernize Roadway-Urban	**36.7**	**N/A**		
	IP20080189	395	R	IMPROVEMENTS TO I-65 FROM CRITTENDEN DRIVE TO ARTHUR STREET. (02CCN)	Jefferson	056-I -0065 -000	Spot Improvement	Innovative Interchange	**38.0**	**N/A**		
5-8102.20	IP20150136	N/A	N	RECONSTRUCT RAMP FROM SB I-65 TO ARTHUR ST, RECONSTRUCT ARTHUR ST AND RAMP TO SB I-65 FROM ARTHUR ST AND REMOVE EXISTING RAMPS TO SB I-65 & OFF-RAMPS FROM SB I-65. (2004BOPC)	Jefferson	056-I -0065 -000	I-CHANGE RECONST(O)	Innovative Interchange	**33.0**	**N/A**		
	IP20080203	469	R	Improve safety and reduce congestion on KY 155 from Hikes Lane/Browns Lane to KY 1747 (Hurstbourne Parkway). To include bicycle and pedestrian facilities .	Jefferson	056-KY-0155 -000	Major Widening	Major Widening-Urban Streets	**54.9**	**N/A**		
	IP20080222	261	R	Transportation System Management improvements on KY 1932 (Breckenridge Lane) from KY 1447 (Westport Road) to Kresge Way.	Jefferson	056-KY-1932 -000	Congestion Management	Access Consolidation	**46.4**	**N/A**		
	IP20000014	952	R	New interchange and connector road from KY 1447 to US 42 with interchange on I-71 near Jefferson/Oldham County border. The connector road would accomodate all modes, including bicyclists and pedestrians.	Jefferson	056-PF-9999 -	New Interchange	Construct Road in New Location	**25.4**	**N/A**		

Item Dist.	CHAF ID	KIPDA ID	CK2040 PROJECT	Project Description	Eval County	Eval Route	Project Type	Improvement Type	SHIFT Score (Max 100)	KIPDA PERFORMANCE RANK	KYTC Boost	SHIFT Boost Working Group Selection
5-234	IP20160227	147	R	KY-393 RECONSTRUCT FROM 140FEET SOUTH OF RAILROAD CROSSING (CSX) EXTENDING NORTHWEST TOWARDS KY 146 ENDING AT STATION 12+00 (DESIGN UNDER 5-230.00). (CONSTRUCTION SEQ.#2)	Oldham	093-KY-0393 -000	MAJOR WIDENING(O)	Grade Seperation of Highway/Railroad Crossing	**42.8**	**N/A**	**B**	Y
	IP20080246	477	R	Improve traffic flow, minimize congestion, and address safety issues on US 42 between Ridgemoor Drive and KY 1694 (Gum Street). Includes consideration of a three lane widening and bike/ped accommodations.	Oldham	093-US-0042 -000	Minor Widening	Install Two-way Left Turn Lane	**25.4**	**N/A**		

Note: The "R" and "N" notations in the CK2040 Project column (column D) represent projects that are not being carried forward by the project sponsor to the *Connecting Kentuckiana 2040* MTP ("R" for removed) or have never been in a KIPDA MTP ("N" for no).

Note: Project information provided by KYTC from the CHAF database for the SHIFT 2020 process.

Note: Dark gray projects are either committed or funded with SLO funds.

KIPDA
Kentuckiana Regional Planning and Development Agency

MEMORANDUM

TO: Transportation Policy Committee

FROM: Amanda Deatherage

DATE: July 16, 2019

SUBJECT: Administrative Modification 33 of the FY 2018 – FY 2021 Transportation Improvement Program

KIPDA has been informed of administrative modifications to be made to the FY 2018 – FY 2021 Transportation Improvement Program (TIP). Administrative modifications are changes that are considered relatively minor and no action is required of the MPO.

Qualifying criteria for administrative modifications include the following actions:

- Correcting obvious minor data entry errors.
- Splitting or combining projects without modifying the original project intent.
- Changing or clarifying elements of a project description (with no change in funding). This change would not alter the original project intent.
- Moving a project from one funding category to another.
- Shifting the schedule of a project or phase within the years covered by the STIP/TIP (with no impact to fiscal constraint).
- Adding Planning, Design, ROW or Utilities phases to a construction project that is already included in the STIP.
- Moving any identified project phase programmed for previous year into a new TIP (rollover provision).
- Updating project cost estimates (within the original project scope and intent) that do not impact fiscal constraint.
- Adding projects that are considered "grouped projects" that do not require public review, redemonstration of fiscal constraint, or a conformity determination.

The changes to the FY 2018 – 2021 TIP are included on the attached tables and are being presented to you for your information only. These changes do not affect the fiscal constraint of the Transportation Improvement Program, nor will they affect the progress of other projects in the program.

11520 Commonwealth Drive
Louisville, KY 40299
502-266-6084
Fax: 502-266-5047
KY TDD 1-800-648-6056
www.kipda.org

Administrative Modification 33
FY 2018 - FY 2021 Transportation Improvement Program
July 25, 2019

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
KENTUCKY PROJECTS							
						STBG-U	In FY 2019 Construction, reduce $300,000 (Federal) and $0 (Other) for a new cost of this phase: $5,020,000 (Federal) $0 (Other) $5,020,000 (Total Cost)
KYTC	Oldham	1271	5-441.01	US 42	Reconstruct US 42 and widen from 2 lanes to 3 lanes (3rd lane will be a center turn lane) from Jefferson/Oldham County line to Ridgemoor Drive. Project will include the consideration of improvements to the Hayfield Way intersection.	STBG-U	Program Utilities in FY 2019: $300,000 (Federal) $0 (Other) $300,000 (Total Cost)
							Change Open to Public date from 2023 to 2021.
KYTC	Jefferson	2508	5-759.00	KY 146 Sidewalks in Eastern Jefferson County	Improve pedestrian connectivity along KY 146 from Saddlecreek Drive to the existing sidewalk near the Oldham County line.	STBG-U	Program Construction in FY 2021: $250,000 (Federal) $0 (Other) $250,000 (Total Cost)
							Add to TIP via Group: Roadway and Bridge Preservation and Rehabilitation - Kentucky. Open to Public date 2021
KYTC	Bullitt	NEW	5-568.00	Bullitt County Welcome Center Repairs	Upgrade the existing welcome center facility in Bullitt County along the I-65 Corridor with new tile floors, new restroom fixtures, partitions, and doors as well as new building doors and windows, among several other improvements.	STBG-ST	Program Construction in FY 2019: $1,280,000 (Federal) $320,000 (Other) $1,600,000 (Total Cost)
Louisville Metro	Jefferson	329	5-439.05	Various Sidewalk Projects in Louisville Metro	Rehabilitation and construction of various sidewalk projects in Louisville Metro.	STBG-U	Remove the FY 2020 Design phase that had the following cost: $42,000 (Federal) $10,500 (Other) $52,500 (Total Cost)
Louisville Metro	Jefferson	2104	5-3037.00	Hill Street Sidewalk Rehabilitation	Rehabilitation of sidewalks along Hill Street between 6th Street and 7th Street.	STBG-U	In FY 2019 Construction, increase $42,000 (Federal) and $9,725 (Other) for a new cost of this phase: $117,000 (Federal) $26,600 (Other) $143,600 (Total Cost)

Administrative Modification 33
FY 2018 - FY 2021 Transportation Improvement Program
July 25, 2019

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
							Change description to: The project is improvements to the area of the KY 329 and KY 329 Bypass intersection in Oldham County adjacent to the KY 329 interchange with Interstate 71. Congestion occurs during the morning and evening rush hours due to several nearby public schools as well as several roadways converging close to the intersection. Other areas of concern in the area include the 5% downgrade on KY 329 Bypass approaching KY 329 intersection; the sight distance between KY 329 Bypass to the business on the east of the road is obscured by an existing rock and the distance between a crest vertical curve on KY 329 and the intersection with the Spring Hill Subdivision looking east 575 ft. The project is planned to include: widening or reconstruction of KY 329 to include dual left turn lanes and a signal; widening of the KY 329 Bypass to include a left turn lane onto KY 329 and right turn lane onto KY 329; and, sight distance improvements on both the KY 329 Bypass and existing KY 329.
Oldham County	Oldham	1877	5-542.00	KY 329	Intersection realignment/reconstruction at KY 329 and KY 329 Bypass.	STBG-U	Program Construction in FY 2021: $2,000,000 (Federal) $500,000 (Other) $2,500,000 (Total Cost)
							Change Open to Public date from 2022 to <u>2024</u>.
Oldham County	Oldham	2175	5-410.01	Oldham County Bicycle & Pedestrian Trail Old LaGrange Road Improvements	To provide pedestrian and bicycle improvements along Old LaGrange Road from the intersection with KY 146 to the intersection with KY 329 Bypass.		Program Utilities in FY 2021: $750,000 (Federal) $187,500 (Other) $937,500 (Total Cost)

Administrative Modification 33
FY 2018 - FY 2021 Transportation Improvement Program
July 25, 2019

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
INDIANA PROJECTS							
Clarksville	Clark	2187	1401350	Blackiston Mill Road	Reconstruction and improvement of approximately 580 feet of Blackiston Mill Road, just north of Lewis & Clark Parkway, including the installation of turn lanes into and out of Kroger Drive, the addition of a raised center curb, improvement of sight lines, and drainage improvements.	STBG-U	In FY 2020 Construction, increase $94,070 (Federal) and $23,517 (Other) for a new cost of this phase: $1,104,000 (Federal) $276,000 (Other) $1,380,000 (Total Cost)
Clarksville	Clark	2393	1700725	Riverside Drive	Reconstruct Riverside Drive from the town limits to Ashland Park, including sidewalks and parking on both sides of roadway, and an elevated cycle track on the south side of roadway. 0.25 miles.	STBG-U	In FY 2021 Right of Way, increase $66,846 (Federal) and $166,712 (Other) for a new cost of this phase: $2,310,266 (Federal) $577,592 (Other) $2,887,958 (Total Cost)
Clarksville	Clark	2541	1801597	Jeffersonville 9th Street/Clarksville Montgomery Avenue Multimodal Connection	Phase 1 - FY2019 - Design of multimodal connection between Jeffersonville and Clarksville's Arts Districts, underneath I-65 along Montgomery Avenue and 9th Street. The design will include new sidewalks, bicycle paths, lighting, and other aesthetic amenities. Phase 2 - FY2022 - Construction phase of above-referenced improvements.		Change description to: Design and construction of multimodal connection between Jeffersonville and Clarksville's Arts Districts, underneath I-65 along Montgomery Avenue and 9th Street. The design will include new sidewalks, bicycle paths, lighting, and other aesthetic amenities. Project length is 0.64 miles.
						TAP-U	Program Right of Way in FY 2021: $36,615 (Federal) $7,323 (Other) $43,938 (Total Cost)
Floyd County	Floyd	1558		Blackiston Mill Road	Replacement of Bridge 51 over Silver Creek and reconstruction of approaches on Blackiston Mill Road. Total project length is approximately 0.312 miles.		Change Project Name to "Replacement of Bridge 51." Program Right of Way in FY 2021: $850,000 (Federal) $170,000 (Other) $1,020,000 (Total Cost)

Administrative Modification 33
FY 2018 - FY 2021 Transportation Improvement Program
July 25, 2019

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
							Change description to: Construct a multi-use path from Sunset Drive to County Line Road in New Albany, Indiana. The multi-use path is 10 feet in width. Additional traffic calming measures are planned, including re-striping and additional signage. Project length is 1.31 miles.
							Change Open to Public date from 2023 to 2022.
							Right of Way in FY 2020 was previously split between STBG-U and TAP-U funding sources. Convert STBG-U portion to TAP-U to fund Right of Way with TAP-U funds only.
						STBG-U	Remove the FY 2020 Right of Way phase that had the following cost: $150,000 (Federal) $37,500 (Other) $187,500 (Total Cost)
						TAP-U	In FY 2020 Right of Way, increase $150,000 (Federal) and $37,500 (Other) for a new cost of this phase: $384,147 (Federal) $84,400 (Other) $468,547 (Total Cost)
Floyd County	Floyd	2128	1400550	Charlestown Road Corridor Complete Streets	Construction of sidewalks along Charlestown Road from Sunset Drive to County Line Road.	TAP-U	Program Utilities in FY 2021: $300,000 (Federal) $60,000 (Other) $360,000 (Total Cost)
							Remove all federal funding, project will move forward with local funds only at this time.
						STBG-U	Remove the FY 2020 Preliminary Engineering phase that had the following cost: $298,400(Federal) $74,600 (Other) $373,000 (Total Cost)
New Albany	Floyd	2390	1700727	Charlestown Road	Reconstruction of Charlestown Road from Hedden Court to Genung Drive, 0.31 miles, includes construction of curb and gutter, sidewalk and storm sewer system.	Local	Program Preliminary Engineering in FY 2020: $0 (Federal) $373,000 (Other) $373,000 (Total Cost)