AGENDA

1. Call to Order, Welcome, Introductions


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
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

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**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
Agenda Item #2

Thomas Witt
Matt Bullock
Sarah Baer
David Burton
Larry Chaney
Amanda Deatherage
Elizabeth Farc
Andy Rush
Nick Vail
Michael King
Cathy Hinko
Vince Robinson
Jackie Cobb
Genevieve Foxworth
Pat Smith

Kentucky Transportation Cabinet
Kentucky Transportation Cabinet – District 5
KIPDA
KIPDA
KIPDA
KIPDA
KIPDA
KIPDA
Louisville Metro Government
Metropolitan Housing Coalition
TRIMARC

* Denotes Advisory Members
MEMORANDUM

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.
# Indiana Quarterly Progress Report Summary
## July 2019

### Legend:
- **Unknown**: Behind Schedule
- **On/Ahead Schedule**: Obligated

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## Indiana Quarterly Progress Report Summary
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### Phase Legend
- D = Design
- PE = Preliminary Engineering
- R = Right of Way
- U = Utilities
- C = Construction

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# Kentucky Quarterly Progress Report Summary
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<tr>
<td>Oldham County</td>
<td>327</td>
<td>STBG</td>
<td>Oldham Co Bike/Ped Trail</td>
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<td>Oldham County</td>
<td>1427</td>
<td>STBG</td>
<td>Various Sidewalks</td>
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<tr>
<td>Oldham County</td>
<td>1606</td>
<td>STBG</td>
<td>Old Floydsburg Rd</td>
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<tr>
<td>Oldham County</td>
<td>1808</td>
<td>STBG</td>
<td>Buckner Connector</td>
<td>R, U, C</td>
</tr>
<tr>
<td>Oldham County</td>
<td>1877</td>
<td>STBG</td>
<td>KY 329</td>
<td>D, R, U</td>
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<tr>
<td>Oldham County</td>
<td>2175</td>
<td>STBG</td>
<td>Old Co Bike/Ped Trail - Old LaGrange Rd</td>
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<tr>
<td>Oldham County</td>
<td>2236</td>
<td>STBG</td>
<td>Spring Hill Trace Sidewalk</td>
<td>R, U, C</td>
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<tr>
<td>TARC</td>
<td>1500</td>
<td>STBG</td>
<td>Bus Stop and Access Improvements</td>
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**TA Projects**

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>KIPDA ID</th>
<th>Funding Source</th>
<th>Project Name</th>
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<tr>
<td>Jeffersontown</td>
<td>2230</td>
<td>TA</td>
<td>Misc. Sidewalks &amp; ADA Ramps</td>
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<tr>
<td>Jeffersontown</td>
<td>2385</td>
<td>TA</td>
<td>Patti Ln</td>
<td>C</td>
</tr>
<tr>
<td>Louisville Metro</td>
<td>2539</td>
<td>TA</td>
<td>Lou Loop: McNeely Lake</td>
<td>C</td>
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<tr>
<td>Louisville Metro</td>
<td>2540</td>
<td>TA</td>
<td>River Rd Multi-Modal Improvements</td>
<td>D, U, C</td>
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<tr>
<td>Middletown</td>
<td>2228</td>
<td>TA</td>
<td>Bliss Ave</td>
<td>C</td>
</tr>
<tr>
<td>Middletown</td>
<td>2229</td>
<td>TA</td>
<td>Wetherby Ave</td>
<td>C</td>
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<tr>
<td>U of L</td>
<td>2225</td>
<td>TA</td>
<td>UofL Pedestrian Improvements - Lighting</td>
<td>C</td>
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<tr>
<td>U of L</td>
<td>2229</td>
<td>TA</td>
<td>UofL Pedestrian Improvements - ADA</td>
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</tbody>
</table>

**Phase Legend**

D = Design  
PE = Preliminary Engineering  
R = Right of Way  
U = Utilities  
C = Construction
## Newly Programmed Project Phases

<table>
<thead>
<tr>
<th>Local Public Agency</th>
<th>Project</th>
<th>KIPDA ID</th>
<th>Funding Program</th>
<th>Request</th>
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<tbody>
<tr>
<td>APCD</td>
<td>Kentuckiana Air Education</td>
<td>370</td>
<td>CMAQ</td>
<td>- Award $200,000 (Federal) in FY 2022, 2023, 2024 and 2025 for this ongoing program</td>
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<tr>
<td>Clark County</td>
<td>CR 403 and Stacy Road Intersection Improvements</td>
<td>2549</td>
<td>HSIP</td>
<td>- Award $82,500 (Federal) for the Right of Way phase in FY 2022</td>
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<td></td>
<td>- Award $108,000 (Federal) for the Utility phase in FY 2023</td>
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<td>- Award $1,923,750 (Federal) for the Construction phase in FY 2024</td>
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<tr>
<td>Clarksville</td>
<td>Blackiston Mill Road Phase II</td>
<td>2389</td>
<td>STBG</td>
<td>- Award $1,200,000 (Federal) for the Construction phase in FY 2022</td>
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<tr>
<td>Clarksville</td>
<td>Riverside Drive Reconstruction</td>
<td>2393</td>
<td>STBG</td>
<td>- Award $1,733,231 (Federal) for the Construction phase in FY 2024</td>
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<tr>
<td>Clarksville / Jeffersonville</td>
<td>Montgomery Avenue / 9th Street Multimodal Connection</td>
<td>2541</td>
<td>TA</td>
<td>- Award $36,615 (Federal) for the Right of Way phase in FY 2021</td>
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<td>- Award $688,981 (Federal) for the Construction phase in FY 2023</td>
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<tr>
<td>Floyd County</td>
<td>Bridge 51 (Blackiston Mill Rd) Replacement Project</td>
<td>1558</td>
<td>STBG</td>
<td>- Award $850,000 (Federal) for the Right of Way phase in FY 2021</td>
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<td></td>
<td>- Award $3,500,000 (Federal) for the Construction phase in FY 2023</td>
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<tr>
<td>Floyd County</td>
<td>Charlestown Road Corridor Complete Streets</td>
<td>2128</td>
<td>TA</td>
<td>- Award $300,000 (Federal) for the Utilities phase in FY 2021</td>
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<tr>
<td>Floyd County</td>
<td>Blunk Knob Road Guardrail Installation</td>
<td>2531</td>
<td>HSIP</td>
<td>- Award $250,000 (Federal) for the Construction phase in FY 2022</td>
</tr>
<tr>
<td>Local Public Agency</td>
<td>Project</td>
<td>KIPDA ID</td>
<td>Funding Program</td>
<td>Request</td>
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<td>---------------------</td>
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<tr>
<td>Floyd County</td>
<td>Farnsley Knob Road Guardrail Installation</td>
<td>2532</td>
<td>STBG</td>
<td>- Award $142,000 (Federal) for the Construction phase in FY 2022</td>
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<tr>
<td>New Albany</td>
<td>E. Main Street from State Street Intersection to E. Sth Street Intersection</td>
<td>2392</td>
<td>STBG</td>
<td>- Award $2,225,880 (Federal) for the Construction phase in FY 2022</td>
</tr>
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</table>
| 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 |
| 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) |
# Newly Programmed Project Phases

<table>
<thead>
<tr>
<th>Local Public Agency</th>
<th>Project Description</th>
<th>KIPDA ID</th>
<th>Funding Program</th>
<th>Request</th>
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</thead>
<tbody>
<tr>
<td>KIPDA</td>
<td>Every Commute Counts (formerly Ticket to Ride)</td>
<td>162</td>
<td>STBG</td>
<td>- 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</td>
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<tr>
<td>KYTC</td>
<td>KY 1932 Chenoweth Lane</td>
<td>213</td>
<td>STBG</td>
<td>- Award $625,000 (Federal) for the Utility phase in FY 2023 - Award $1,940,000 (Federal) for the Construction phase in FY 2024</td>
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<td>KYTC</td>
<td>KY 864</td>
<td>1879</td>
<td>STBG</td>
<td>- Award $9,150,000 (Federal) for the Construction phase in FY 2025</td>
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<tr>
<td>KYTC</td>
<td>KY 1931</td>
<td>2214</td>
<td>STBG</td>
<td>- Award $10,780,000 (Federal) for the Construction phase in FY 2025</td>
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<tr>
<td>KYTC</td>
<td>KY 146 Sidewalks Eastern Jefferson County</td>
<td>2508</td>
<td>STBG</td>
<td>- Award $250,000 (Federal) for the Construction phase in FY 2021</td>
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<tr>
<td>Louisville Metro</td>
<td>Cooper Chapel Rd. Phase 3</td>
<td>223</td>
<td>STBG</td>
<td>- Award $16,000,000 (Federal) for the Construction phase in FY 2022</td>
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<tr>
<td>Louisville Metro</td>
<td>I-65 (Brooks Street)</td>
<td>224</td>
<td>STBG</td>
<td>- Award $8,000,000 (Federal) for the Construction phase in FY 2025</td>
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<td>Louisville Metro</td>
<td>Bicycle &amp; Pedestrian Education, Encouragement, Enforcement &amp; Evaluation</td>
<td>337</td>
<td>STBG</td>
<td>- Award $120,000 (Federal) in FY 2022, 2023, 2024 and 2025 for this ongoing program</td>
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<tr>
<td>Louisville Metro</td>
<td>River Road Extension</td>
<td>1338</td>
<td>STBG</td>
<td>- Award $7,000,000 (Federal) for the Construction phase in FY 2022</td>
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<tr>
<td>Louisville Metro</td>
<td>River Road Bicycle &amp; Pedestrian Education, Encouragement, Enforcement &amp; Evaluation</td>
<td>1423</td>
<td>STBG</td>
<td>- Award $2,250,000 (Federal) for the Construction phase in FY 2025</td>
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<td>Location</td>
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<td>Award Details</td>
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<tr>
<td>---------------------------</td>
<td>----------------------------------------------------------</td>
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<td>--------------------------------------------------------------------------------</td>
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<tr>
<td>Louisville Metro</td>
<td>Stony Brook Drive Sidewalk Connector</td>
<td>2594</td>
<td>STBG</td>
<td>$300,000 (Federal) for the Construction phase in FY 2022</td>
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<tr>
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<td>Olmsted Parkways Multi-Use Path System Section 2</td>
<td>2623</td>
<td>STBG</td>
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<td>2624</td>
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<td>$600,000 (Federal) for the Utility phase in FY 2025</td>
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<td>$1,600,000 (Federal) for the Construction phase in FY 2025</td>
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<td>Oldham Country Bicycle &amp; Pedestrian Trail</td>
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<td>$500,000 (Federal) for the Construction phase in FY 2023</td>
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<td>Oldham County</td>
<td>KY 329</td>
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<td>2175</td>
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<td>$750,000 (Federal) for the Utility phase in FY 2021</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$500,000 (Federal) for the Construction phase in FY 2023</td>
</tr>
</tbody>
</table>
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.

Kentucky Member Counties
Bullitt
Henry
Jefferson
Oldham
Shelby
Spencer
Trimble
Indiana Member Counties
Clark
Floyd

Equal Opportunity Employer

Metropolitan Planning Organization
Kentucky Designated Area Agency on Aging
To provide connectivity for pedestrians and cyclists along one of Jeffersonville’s busiest corridors.

12th Street Extension: $2,000,000

- Extend 12th Street from Hill Street to Industry Road, extending 12th Street directly to industry road can create a continuous traffic corridor 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 navigate the current twists and turns to access properties in the heart of the corridor.

403/62 Connector: $5,250,000

- 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.

A.B. Sawyer Shared Use Path: $5,000,000

- Design and construct a 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 sidewalk amenities; and construction of pedestrian facilities along Hurtbourne Pike from Middle Fork of Beargrass Creek bridge to Ormsby Station Rd. including a bridge over Middle Fork Beargrass Creek.

Applegate Lane: $13,674,261

- Reconstruct Applegate Lane 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.

A.B. Sawyer Shared Use Path: $5,000,000

- To improve pedestrian and bicycling access and connect park resources with residential neighborhoods.

Addition of auxiliary lanes on I-71: $37,970,000

- CHAF DESC: Addition of NB and SB Auxiliary Lanes on I-71 near Kennedy, including Operational Improvements to the Zorn interchange. (20440PC) Improve safety and reduce congestion on I-71 from I-64 near the Kennedy interchange to Zorn Ave.

A.B. Sawyer Shared Use Path: $5,000,000

- To improve pedestrian and cycling access and connect park resources with residential neighborhoods.

ROADWAY - Project Louisville Metro

- Louisville Metro

- Louisville Metro

- Louisville Metro

- Louisville Metro

- Louisville Metro

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.
Bardstown Road Safety Study Implementation - Southern Phase

**PROJECT:** The Bardstown Road Safety Study was created in 2018 and provides recommendations to improve safety for non-motorized users along the corridor from Broadway to I-264. Bump-outs at specific locations to improve pedestrian crossings, removal of the existing alternating lane lights, expanding the travel lanes from 4 to 5 (adding 787 LF) from Douglass Blvd to Taylorsville Rd and from Tyler Lane to Brighton Drive, improved crosswalks at several locations, a 15 mph speed zone 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.

**PROJECT COST:** $9,000,000

**SPONSOR:** Louisville Metro

**YEAR OPEN TO PUBLIC:** 2021

**MTP PROJECT RANK:** HIGH

**PROJECT PURPOSE & NEED:** improves safety for non-motorized users along the Bardstown Road corridor.

**PROPOSED PERFORMANCE: CRASHES:** Crashes along the corridor are noticeably high for both pedestrians and bicyclists. 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 pedestrian collisions per year (both of which occur more frequently at night). The multiple improvements proposed in the plan will help mitigate these unsafe conditions along one of Louisville’s most vibrant urban corridors.

Baxter/Bardstown Premium Transportation Corridor - Section 1

**PROJECT:** 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.

**PROJECT COST:** $11,600,000

**SPONSOR:** Louisville Metro

**YEAR OPEN TO PUBLIC:** 2030

**MTP PROJECT RANK:** HIGH

**PROJECT PURPOSE & NEED:** improves access and mobility along one of Louisville Metro’s most heavily traveled 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 of the corridor. The vibrant cultural corridor, constituting the heart of Louisville’s Highlands Neighborhood, needs investment and improvements to maintain its success over the years to come. The improvements sought 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 multi-lane 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 being adjacent, need significant mass transit improvements and more complete multimodal connections. The area inside of the Watterson has high pedestrian activity while the area outside of the highway has poor access management, crash-producing typical cross sections, and poor transit accommodations and connections. Both sections have room for improvement concerning pedestrian connections and free 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.

**PROJECT PURPOSE & NEED:** The project will provide for a widening of Blackiston Mill Road from Blackiston View Drive to Bardstown Road. Included in the improvements are the installation of turn lanes into and out of Kroger Creek, the addition of a raised center curb, improvement of sight lines and drainage improvements.

**PROJECT COST:** $2,300,000

**SPONSOR:** Louisville Metro

**YEAR OPEN TO PUBLIC:** 2025

**MTP PROJECT RANK:** LOW

**PROJECT PURPOSE & NEED:** improves safety for non-motorized users along the corridor.

**PROJECT PURPOSE & NEED:** To increase vehicular and pedestrian safety at the intersection of Blackiston Mill Road and Lewis Clark. It is estimated that this project will decrease accidents by over 50% in the improved stretch of roadway.

**PROJECT PURPOSE & NEED:** 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 new Ohio River Bridges Project.

**PROJECT PURPOSE & NEED:** 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.

**PROJECT PURPOSE & NEED:** 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.

**PROJECT PURPOSE & NEED:** The project will 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.

**PROJECT COST:** $1,630,000

**SPONSOR:** Jeffersonville

**YEAR OPEN TO PUBLIC:** 2020

**MTP PROJECT RANK:** MEDIUM

**PROJECT PURPOSE & NEED:** Provides 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.
The Bowling Boulevard / Christian Way connector will improve system connectivity 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

Buechel Bank Road  
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 0.8 miles.

Roadway - Project  
Louisville Metro  
$6,850,000  
2025  
LOW

Burban Blvd/Christian Way  
Construct Burban Boulevard/Christian Way connector as a 5 lane (5th lane will be a center turn lane) divided highway.

Roadway - Project  
Louisville Metro  
$32,488,000  
2040  
LOW

Byron Dr to Lombardy Dr Connection  
New Road Project connecting Byron Dr to Lombardy Dr, running somewhat parallel with Greentree Blvd/Veterans Pkwy. Construct 2 12’ travel lanes, 2 curbs and gutter, 6’ ADA accessible sidewalk on Eastern side of new road, 6’ planting space.

Roadway - Project  
Clarksville  
$3,500,000  
2025  
LOW

Cardinal Boulevard Extension  
Extend Cardinal Boulevard to the west of 4th Street, across the railroad tracks at grade to connect to Dixies Avenue and 7th Street.

Roadway - Project  
Louisville Metro  
$6,000,000  
2030  
LOW

Cedar Creek Rd Connector  
East/west collector corridor from KY864 (Beulah Church) to Cedar Creek Road consisting of a two-lane roadway with pedestrian accommodations.

Roadway - Project  
Louisville Metro  
$4,000,000  
2035  
FURTHER REVIEW

Cedar St Extension  
5-Curve alignment road extension of Cedar St to Veterans Pkwy, two-way road with 12’x lanes, curb and gutter, 5’ sidewalks on both sides, 2’ median verge, all should match adjacent streetscape.

Roadway - Project  
Clarksville  
$750,000  
2022  
LOW

Cedar St Reconstruction  
Cedar Street would be reconstructed from Woodstock Drive south to Lewis & Clark Pkwy. The segment between Ring Road extension (the rail’s circular 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.

Roadway - Project  
Clarksville  
$3,500,000  
2022  
LOW

Broadway Complete Street  
A complete street retrofit of Broadway from Shawnee Park to Webster Avenue to include fixed guide-way BRT, two-way cycle track and pedestrian safety improvements. The project scope should include the following:

Roadway - Project  
Louisville Metro  
$30,000,000  
2035  
MEDIUM

Buckner Connector  
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 LeRoiange. 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.

Roadway - Project  
Oldham County  
$4,291,330  
2021  
LOW
The Roadway - Project

- **Project:** Construction of 1 new CNG fueling stations in Jefferson County.
- **Purpose & Need:** To provide alternative fuel infrastructure.
- **Sponsor:** Louisville Metro
- **Year Open to Public:** 2024
- **Proposed Performance Rank:** MEDIUM

- **Project:** Commerce Parkway Widening
- **Description:** Widening 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.
- **Sponsor:** Louisville Metro
- **Year Open to Public:** 2024
- **Proposed Performance Rank:** MEDIUM

- **Project:** Clark Road Extension
- **Description:** 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. The existing road will start at Sunset Drive and extend north 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.
- **Sponsor:** Floyd County
- **Year Open to Public:** 2023
- **Proposed Performance Rank:** HIGH

- **Project:** CNG Fueling Stations
- **Description:** Construction of 1 new CNG fueling stations in Jefferson County.
- **Sponsor:** Oldham County
- **Year Open to Public:** 2022
- **Proposed Performance Rank:** FURTHER REVIEW

- **Project:** Connection 21
- **Description:** Expansion of 10' wide shared-use path along major arterials in Jefferson County with high current and projected congestion. Preston Hwy, Westport Rd, Hurstbourne Pkwy, Can Run Rd, Bardstown Rd, Shebyville Rd (S&W), N Broadway.
- **Sponsor:** Louisville Metro
- **Year Open to Public:** 2022
- **Proposed Performance Rank:** MEDIUM

*Programs and studies submissions to the Connecting Kentucky/Indiana Metropolitan Transportation Plan update were evaluated using a variation of the metrics used for the other project submissions.*
Bike and Ped trail on former CSX railroad corridor, 10’ trail with designated biking lane, will be

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 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 terminus 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.

PROJECT
Cooper Chapel Road Phase 2
KIPDA ID 271
PROJECT DESCRIPTION
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).

Purpose:
The project will improve the safety of the rail crossing and enhance bike and pedestrian network.

Roadway - Project
Louisville Metro
$ 15,000,000
2030
LOW

Cooper Chapel Road Phase 3
KIPDA ID 223
PROJECT DESCRIPTION
Phase 3: Extend and construct 1 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 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.

Purpose:
The project will improve the safety of the rail crossing and enhance bike and pedestrian network.

Roadway - Project
Louisville Metro
$ 30,699,792
2023
LOW

Court Avenue Streetscape Improvements
KIPDA ID D42
PROJECT DESCRIPTION
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, Vander 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.

Purpose:
The purpose of this project is to improve the safety of the rail crossing and enhance bike and pedestrian network.

Roadway - Project
Jeffersonville
$ 2,500,000
2023
MEDIUM

CR 1086C/English Station Road
KIPDA ID 188
PROJECT DESCRIPTION
WYP DESC: WIDEN ENGLISH STATION ROAD FROM 2 TO 3 LANES (3RD LANE WILL BE A CENTER TURN LANE) FROM AMEN ROAD TO AVOSA 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.

Roadway - Project
KYTC
$ 10,716,000
2024
MEDIUM

CSX Trail Bike/Ped Project
KIPDA ID D10
PROJECT DESCRIPTION
Bike and Ped trail on former CSX railroad corridor, 10’ trail with designated biking lane, will connect to other town bike/ped trails.

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.

Roadway - Project
Clarksville
$ 8,000,000
2020
LOW

*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.

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.**

Operating cost for the new Dixie Hwy BRT service to support access to jobs and education, and support economic redevelopment along Dixie Hwy.

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.

Dutchmans Lane/Pkwy & Breckenridge Lane intersection improvements

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.

Mitigate congestion and improved access for pedestrians.

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 upon the Heavy Highway Evaluation System (HHERS) and involves a comprehensive rating of the roadway conditions.

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 Strat Alley to the north; Baxter Avenue to the east; and Nanny Goat Strat 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.

**PROJECT** Dixie Bus Rapid Transit  
**KIPDA ID** 070  
**PROJECT DESCRIPTION** 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.

**PROJECT PURPOSE & NEED** Operating cost for the new Dixie Hwy BRT service to support access to jobs and education, and support economic redevelopment along Dixie Hwy.

**PRIMARY PROJECT TYPE** Transit - Project

**SPONSOR** TARC

**MTP PROJECT COST (YOE)** $4,325,000

**YEAR OPEN TO PUBLIC** 2020

**PROPOSED PERFORMANCE RANK** MEDIUM

Running cost for the new Dixie Hwy BRT service to support access to jobs and education, and support economic redevelopment along Dixie Hwy.

**PROJECT** Dixie TIGER project  
**KIPDA ID** 2332  
**PROJECT DESCRIPTION** 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, appropriate adjacent bike lane and bus turnouts.

**PROJECT PURPOSE & NEED** Operating cost for the new Dixie Hwy BRT service to support access to jobs and education, and support economic redevelopment along Dixie Hwy.

**PRIMARY PROJECT TYPE** Transit - Project

**SPONSOR** Louisville Metro

**MTP PROJECT COST (YOE)** $34,500,000

**YEAR OPEN TO PUBLIC** 2020

**PROPOSED PERFORMANCE RANK** HIGH

**PROJECT** Dutchmans Lane/Pkwy & Breckenridge Lane intersection improvements  
**KIPDA ID** 1915  
**PROJECT DESCRIPTION** 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.

**PROJECT PURPOSE & NEED** Operating cost for the new Dixie Hwy BRT service to support access to jobs and education, and support economic redevelopment along Dixie Hwy.

**PRIMARY PROJECT TYPE** Transit - Project

**SPONSOR** Louisville Metro

**MTP PROJECT COST (YOE)** $2,500,000

**YEAR OPEN TO PUBLIC** 2030

**PROPOSED PERFORMANCE RANK** MEDIUM

**PROJECT** East Main St. (from State St. to E. 5th St.)  
**KIPDA ID** 2392  
**PROJECT DESCRIPTION** This road reconstruction project on E. Main Street will extend from State Street to E 5th Street for approximately 1,600 feet or 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 8-foot bike lanes.
- 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).
- 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.

**PROJECT PURPOSE & NEED** Operating cost for the new Dixie Hwy BRT service to support access to jobs and education, and support economic redevelopment along Dixie Hwy.

**PRIMARY PROJECT TYPE** Transit - Project

**SPONSOR** New Albany

**MTP PROJECT COST (YOE)** $2,493,750

**YEAR OPEN TO PUBLIC** 2023

**PROPOSED PERFORMANCE RANK** MEDIUM

**PROJECT** East Market Street Streetscape Improvements  
**KIPDA ID** 2064  
**PROJECT DESCRIPTION** Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brooks Street to Johnson Street and along the following intersecting streets for Nanny Goat Alley to Billy Goat Strat Alley: Brook St., Floyd St., Preston St, Jackson St, Hancock St, Clay St, Shelby St., Campbell St., Wernot 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.

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 upon the Heavy Highway Evaluation System (HHERS) and involves a comprehensive rating of the roadway conditions.

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 Strat Alley to the north; Baxter Avenue to the east; and Nanny Goat Strat 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.

**PROJECT PURPOSE & NEED** Operating cost for the new Dixie Hwy BRT service to support access to jobs and education, and support economic redevelopment along Dixie Hwy.

**PRIMARY PROJECT TYPE** Transit - Project

**SPONSOR** Louisville Metro

**MTP PROJECT COST (YOE)** $14,000,000

**YEAR OPEN TO PUBLIC** 2020

**PROPOSED PERFORMANCE RANK** LOW
<table>
<thead>
<tr>
<th>PROJECT</th>
<th>KIPDA ID</th>
<th>PROJECT DESCRIPTION</th>
<th>PROJECT PURPOSE &amp; NEED</th>
<th>PRIMARY PROJECT TYPE</th>
<th>SPONSOR</th>
<th>MTP PROJECT COST (T&amp;OE)</th>
<th>YEAR OPEN TO PUBLIC</th>
<th>PROPOSED PERFORMANCE RANK</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Pages Lane</td>
<td>274</td>
<td>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.</td>
<td>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).</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$7,895,591</td>
<td>2040</td>
<td>LOW</td>
</tr>
<tr>
<td>Ellingsworth Lane</td>
<td>276</td>
<td>Extend and widen Ellingsworth Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 913 (Blankenbaker Parkway) to Utton Lane and add sidewalks.</td>
<td>Ellingsworth Lane connects KY 913 and Tucker Station Road through heavy, residential development. With the proposed reconstruction of Utton Lane (KIPDA #474) and Tucker Station Road (KIPDA #472) Roads, an extension of Ellingsworth Lane would connect Utton Lane, Tucker Station Road and KY 913. This would allow the Utton Lane extension to the south to utilize the existing crossing at 164 on Tucker Station Road.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$11,000,000</td>
<td>2035</td>
<td>LOW</td>
</tr>
<tr>
<td>Emery Crossing Road</td>
<td>525</td>
<td>The project is a road reconstruction and stabilization project. No additional lanes would be added, but some drainage work will be included.</td>
<td>The roadway has been severely damaged from heavy industrial traffic, as well as frequent flooding 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 additional 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 with regard to flooding.</td>
<td>Roadway - Project</td>
<td>Clarksville</td>
<td>$3,500,000</td>
<td>2025</td>
<td>LOW</td>
</tr>
<tr>
<td>English Station Road</td>
<td>277</td>
<td>Reconstruct English Station Road as a 2 lane (no additional lanes) road from Winkle 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.</td>
<td>This project will facilitate access to Christian Academy, reduce traffic congestion and improve safety.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$4,200,000</td>
<td>2040</td>
<td>LOW</td>
</tr>
<tr>
<td>Fairground Road</td>
<td>281</td>
<td>Reconstruct Fairground Road as a 2 lane road (no additional lanes) from US 31E (Barstow Road) to KY 1835 (Belfont Road), including left-turn lanes at US 31E, Belfont 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.</td>
<td>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 alarmingly 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.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$6,000,000</td>
<td>2040</td>
<td>LOW</td>
</tr>
<tr>
<td>Ferndale Road</td>
<td>1330</td>
<td>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.</td>
<td>To improve roadway to current standards and increase safety. Increase pedestrian safety and connectivity along Ferndale Road to Bardstown Road, a major transit route.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$13,000,000</td>
<td>2025</td>
<td>LOW</td>
</tr>
<tr>
<td>Flat Rock Road</td>
<td>1323</td>
<td>Reconstruct Flat Rock Road as a 2-lane road (no additional lanes) from US 60 (Shelbyville Road) to Aiken Avenue. Add pedestrian accommodations on both sides of Flat Rock Road for the length of the project.</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$63,542,571</td>
<td>2040</td>
<td>LOW</td>
</tr>
<tr>
<td>Floyd Central High School/Highland Hills Middle School Safe Routes to School Project</td>
<td>2052</td>
<td>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.</td>
<td>Safe routes to 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.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Floyd County</td>
<td>$3,770,000</td>
<td>2025</td>
<td>LOW</td>
</tr>
<tr>
<td>Floyd Street Roundabout, Cardinal Blvd, Brandies Arthur Street Intersection and other Bellknaps Campus Improvements</td>
<td>2150</td>
<td>N 540/390/15 METRIC DIRECTIONAL NON-VEHICLE / VEHICLE SAFETY PROTEOEHICLE S BELKNAP 1ST 1YR TO INCLUDE CONST FUNDS FOR INTERSECTIONS/BRANDIES &amp; ARTHUR ST. UOFL FOUNDATION WILL PAY UPRONT $45M OF $22.5M (BRICO IN 1ST YR 35%Y)</td>
<td>The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$24,000,000</td>
<td>2021</td>
<td>LOW</td>
</tr>
<tr>
<td>Galene Drive/Sprawl Road Collector Extension</td>
<td>D72</td>
<td>Realign Gauley Drive and Sprawl Road to eliminate the right turn/lef turn movement as it approaches Taylorsville Road. Extend Sprawl Road across Taylorville 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.</td>
<td>The project will increase connectivity in the downtown business district of Jeffersontown and provide a new collector roadway to relieve the congestion at the that the Taylorsville Road/Watterson Trail intersection. It will enhance economic development opportunities and connectivity to schools, civic uses of the city.</td>
<td>Roadway - Project</td>
<td>Jeffersontown</td>
<td>$3,250,500</td>
<td>2028</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Good Samaritan Bicycle and Pedestrian Trail Connector</td>
<td>2082</td>
<td>Construct a 67 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.</td>
<td>This project will greatly enhance both pedestrian and bicycle connectivity to the surrounding streets in downtown Jeffersontown as well provide enhanced access to school, 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.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Jeffersontown</td>
<td>$1,600,000</td>
<td>2020</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Grade Lane</td>
<td>289</td>
<td>Widen Grade Lane from 2 to 3 lanes from KY 1065 (Outer Loop) to KY 1631 (Fern Valley Rd). Includes pedestrian and bicycle accommodations.</td>
<td>This project will improve access to the Louisville International Airport and industrial development.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$26,000,000</td>
<td>2035</td>
<td>MEDIUM</td>
</tr>
</tbody>
</table>
### Projects

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Sponsor</th>
<th>Year Open to Public</th>
<th>Performance Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grant Line Rd. (Hausfeldt Ln to Security Parkway)</td>
<td>New Albany</td>
<td>2028</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Grant Line Rd. South (Oakley Lane to McDonald Lane)</td>
<td>New Albany</td>
<td>2020</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Heavy Haul Transportation Corridor</td>
<td>Louisville Metro</td>
<td>2022</td>
<td>FURTHER REVIEW</td>
</tr>
<tr>
<td>Hubbard Lane</td>
<td>Louisville Metro</td>
<td>2022</td>
<td>MEDIUM</td>
</tr>
</tbody>
</table>

#### Programs and Studies

- **Roadway - Project**
  - **New Albany**
  - **Funding:** $9,176,400
  - **Year:** 2028
  - **Performance Rank:** MEDIUM

- **Roadway - Project**
  - **New Albany**
  - **Funding:** $5,600,000
  - **Year:** 2020
  - **Performance Rank:** MEDIUM

- **Roadway - Project**
  - **Louisville Metro**
  - **Funding:** $4,403,200
  - **Year:** 2022
  - **Performance Rank:** MEDIUM

**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.**
I-64 Bridge Painting

2596  KYTC HIGHWAY PLAN (June, 2018): BRIDGE PAINTING OF I-64 REVERSIBLE EXPRESSWAY BRIDGES.


CHAF ID: TBD

PROPOSED PERFORMANCE RANK: MEDIUM

CHAF NEED - TBD

PROJECT PURPOSE & NEED: Maintain the existing transportation network in a state of good repair.

PRIMARY PROJECT TYPE: Interstate/Interchange - Project

SPONSOR: KYTC

MTP PROJECT COST (YOE): $30,000,000

YEAR OPEN TO PUBLIC: 2022

FURTHER REVIEW

I-264


I-264

958  KYTC HIGHWAY PLAN (June, 2018): IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM US-31E TO US-31E. Project will evaluate widening to the inside from 4 to 6 lanes.

ADDITIONAL CONSIDERATIONS: Widening all ramps to two lanes.

CHAF ID: IP20160046

PROPOSED PERFORMANCE RANK: MEDIUM

CHAF PURPOSE: The purpose of the project is to improve system operation by reducing delays and congestion along Interstate 264 (Watershorne Expressway) and the interchange at US-42. By reducing congestion and delay within the project limits the safety on US 42 and I-264 interchange.

PROJECT KYTC 321,900,000$       2025

PROJECT PURPOSE: Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) from I-65 to US-31E (Bardstown Road).

CHAF ID: IP20160130

MTP PROJECT COST (YOE): $56,730,000

YEAR OPEN TO PUBLIC: 2025

FURTHER REVIEW

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 ID: IP20150080

PROJECT KYTC 9,250,000$       2040

PROJECT 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. The purpose of the I-264 and I-64 interchange widening and expansion 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.

CHAF NEED - TBD

PROJECT KYTC 4,000,000$       2028

YEAR OPEN TO PUBLIC: 2028

MEDIUM

FURTHER REVIEW

I-265

407  KYTC HIGHWAY PLAN (June, 2018): IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM US-31E TO US-31E. Project will evaluate widening to the inside from 4 to 6 lanes.

ADDITIONAL CONSIDERATIONS: Project will evaluate widening to the inside from 4 to 6 lanes.

CHAF ID: IP20160191

PROPOSED PERFORMANCE RANK: MEDIUM

CHAF NEED - TBD

PROJECT PURPOSE: Improve safety and reduce congestion 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 reaches an unacceptable LOS D. The purpose of this project is to improve system operation by reducing delays and congestion along Interstate 265 (Watershorne Expressway) and the interchange at US-42. By reducing congestion and delay within the project limits the safety on US 42 and I-264 interchange.

PROJECT KYTC 321,900,000$       2025

PROJECT PURPOSE: Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) from I-65 to US-31E.

CHAF ID: IP20150185

MTP PROJECT COST (YOE): $7,500,000

YEAR OPEN TO PUBLIC: 2029

LOW

FURTHER REVIEW

I-265

958  KYTC HIGHWAY PLAN (June, 2018): SIX LANE PRIORITY SECTION OF I-265 BETWEEN TAYLORSVILLE ROAD AND I-71. Project will evaluate widening to the inside from 4 to 6 lanes.

ADDITIONAL CONSIDERATIONS: Project will evaluate widening to the inside from 4 to 6 lanes.

CHAF ID: IP20160174

PROPOSED PERFORMANCE RANK: MEDIUM

CHAF NEED - TBD

PROJECT PURPOSE: The purpose of the project is to decrease existing congestion on the mainline of I-265 (Gene Snyder Freeway) between KY 155 Taylorsville Road and I-71. As cited in the I-265 Study of January 2015 the projected 2020 LOS along this reaches an unacceptable LOS D. The purpose of this project is to improve system operation by reducing delays and congestion along Interstate 265 (Watershorne Expressway) and the interchange at US-42. By reducing congestion and delay within the project limits the safety on US 42 and I-264 interchange.

PROJECT KYTC 321,900,000$       2025

PROJECT PURPOSE: Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) from US 31E to KY 155 (Taylorsville Rd). The purpose of this project is to improve system operation by reducing delays and congestion along Interstate 265 (Watershorne Expressway) and the interchange at US-42. By reducing congestion and delay within the project limits the safety on US 42 and I-264 interchange.

CHAF ID: IP20160119

MTP PROJECT COST (YOE): $321,900,000

YEAR OPEN TO PUBLIC: 2025

MEDIUM

FURTHER REVIEW

I-265

179  KYTC HIGHWAY PLAN (June, 2018): RECONSTRUCTION OF THE I-265/I-64 INTERCHANGE. Project will evaluate widening to the inside from 4 to 6 lanes.

ADDITIONAL CONSIDERATIONS: Project will evaluate widening to the inside from 4 to 6 lanes.

CHAF ID: IP20110064

PROPOSED PERFORMANCE RANK: MEDIUM

CHAF NEED - TBD

PROJECT PURPOSE: The purpose of the project is to improve system operation by reducing delays and congestion along Interstate 265 (Watershorne Expressway) and the interchange at US-42. By reducing congestion and delay within the project limits the safety on US 42 and I-264 interchange.

PROJECT KYTC 103,800,000$       2023

PROJECT PURPOSE: Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) from US 31E (Bardstown Rd) to KY 155 (Taylorsville Rd). The purpose of this project is to improve system operation by reducing delays and congestion along Interstate 265 (Watershorne Expressway) and the interchange at US-42. By reducing congestion and delay within the project limits the safety on US 42 and I-264 interchange.

CHAF ID: IP201505080

MTP PROJECT COST (YOE): $103,800,000

YEAR OPEN TO PUBLIC: 2023

MEDIUM

FURTHER REVIEW

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). Project will evaluate widening to the inside from 4 to 6 lanes.

ADDITIONAL CONSIDERATIONS: Project will evaluate widening to the inside from 4 to 6 lanes.

CHAF ID: IP201505080

PROPOSED PERFORMANCE RANK: LOW

CHAF NEED - TBD

PROJECT PURPOSE: Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) from US 31E (Bardstown Rd) to KY 155 (Taylorsville Road). The purpose of this project is to improve system operation by reducing delays and congestion along Interstate 265 (Watershorne Expressway) and the interchange at US-42. By reducing congestion and delay within the project limits the safety on US 42 and I-264 interchange.

PROJECT KYTC 7,500,000$       2029

YEAR OPEN TO PUBLIC: 2029

LOW

FURTHER REVIEW

I-265 Rehl Road

1514  Construct a new interchange on I-265 at Rehl Road.

CHAF ID: IP20150185

PROJECT PURPOSE: The purpose of this project is to improve system operation by reducing delays and congestion along Interstate 265 (Watershorne Expressway) and the interchange at US-42. By reducing congestion and delay within the project limits the safety on US 42 and I-264 interchange.

PROJECT KYTC 64,410,000$       2023

YEAR OPEN TO PUBLIC: 2023

MEDIUM

FURTHER REVIEW

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 ID: IP20150185

PROJECT PURPOSE: The purpose of this project is to improve system operation by reducing delays and congestion along Interstate 265 (Watershorne Expressway) and the interchange at US-42. By reducing congestion and delay within the project limits the safety on US 42 and I-264 interchange.

PROJECT KYTC 64,410,000$       2023

YEAR OPEN TO PUBLIC: 2023

MEDIUM

FURTHER REVIEW

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.*
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.

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 Crosman Hill Tunnel.

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>KIPDA ID</th>
<th>PROJECT DESCRIPTION</th>
<th>PRIMARY PROJECT TYPE</th>
<th>SPONSOR</th>
<th>MTP PROJECT COST (YOE)</th>
<th>YEAR OPEN TO PUBLIC</th>
<th>PROPOSED PERFORMANCE RANK</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-64</td>
<td>389</td>
<td>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-64. [206809P][12CCR]</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$ 40,687,000</td>
<td>2024</td>
<td>MEDIUM</td>
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<tr>
<td>I-64</td>
<td>397</td>
<td>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-64. [206809P][12CCR]</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$ 24,550,000</td>
<td>2019</td>
<td>LOW</td>
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<tr>
<td>I-64</td>
<td>351</td>
<td>CHAF: EASTWOOD FISHERSVILLE CONNECTOR TO I-64</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$ 47,000,000</td>
<td>2026</td>
<td>FURTHER REVIEW</td>
</tr>
<tr>
<td>I-64</td>
<td>253</td>
<td>Maintenance of the I-64 Sherman Minton Bridge and three Indiana approach bridges and one Kentucky approach bridge.</td>
<td>Interstate/Interchange - Project</td>
<td>INDOT</td>
<td>$ 48,675,000</td>
<td>2022</td>
<td>FURTHER REVIEW</td>
</tr>
<tr>
<td>I-64</td>
<td>224</td>
<td>Extend and reconstruct I-65 southbound ramp to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.</td>
<td>Interstate/Interchange - Project</td>
<td>Louisville Metro</td>
<td>$ 5,840,000</td>
<td>2024</td>
<td>LOW</td>
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<tr>
<td>I-65</td>
<td>D87</td>
<td>RECONSTRUCT RAMP FROM NB I-65 TO WARNICK ST, FROM WARNICK ST TO I-65 NB AND REMOVE RAMP FROM NB I-65 TO EASTERN PARKWAY. [20809P]</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$ 13,510,000</td>
<td>2022</td>
<td>LOW</td>
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<tr>
<td>I-65</td>
<td>D85</td>
<td>RECONSTRUCT RAMP FROM PRESTON ST TO NB I-65, CONSTRUCT ACCESS TO S JACKSON ST AND CONTINUE ACCESS TO 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. [20809P]</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$ 22,960,000</td>
<td>2034</td>
<td>LOW</td>
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<tr>
<td>PROJECT</td>
<td>KIPOA ID</td>
<td>PROJECT DESCRIPTION</td>
<td>PROJECT PURPOSE &amp; NEED</td>
<td>PRIMARY PROJECT TYPE</td>
<td>SPONSOR</td>
<td>MTP PROJECT COST (YOE)</td>
<td>YEAR OPEN TO PUBLIC</td>
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<tr>
<td>I-65</td>
<td>2616</td>
<td>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-17549), 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+0.437 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.</td>
<td>Roadway - Project</td>
<td>INDOT</td>
<td>$104,243,431</td>
<td>2023</td>
<td>LOW</td>
</tr>
<tr>
<td>I-65</td>
<td>2333</td>
<td>KYTC IMPROVEMENT PLAN (June, 2018): CONSTRUCT NEW I-65 INTERCHANGE BETWEEN KY-480 AND KY-245.</td>
<td>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-65/0Y 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 northbound ramp intersection is projected to operate at LOS D while 1 ADDITIONAL CONSIDERATIONS: Project includes construction of a 3 lane connector road from KY 61 east to Alpha Way.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$30,830,000</td>
<td>0</td>
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<tr>
<td>I-65</td>
<td>2185</td>
<td>RECONSTRUCT RAMPS CONNECTING CRITTENDEN DRIVE TO NB I-65 [200408PC]</td>
<td>CHAF PURPOSE: 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.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$1,940,000</td>
<td>2033</td>
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<tr>
<td>I-65</td>
<td>2095</td>
<td>CONSTRUCT RAMPS BETWEEN NB I-65 AND I-65 TO THE CENTRAL AVENUE/CRITTENDEN DRIVE INTERSECTION [200408PC]</td>
<td>CHAF PURPOSE: 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.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$22,720,000</td>
<td>2035</td>
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<tr>
<td>I-65 / KY 61</td>
<td>392</td>
<td>Construct new interchange at I-65 and KY 61 (Preston Highway).</td>
<td>CHAF PROVIDE Access to I-65 for developing area of Bullitt County. Alleviate congestion of existing I-65/Y44 interchange in Shepherdsville.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$50,000,000</td>
<td>2039</td>
</tr>
<tr>
<td>I-65 Barrier Wall</td>
<td>MP 116 to MP 118</td>
<td>D51 Sound Barrier wall on I-65 from MP 116 to MP 118 post North bound side.</td>
<td>CHAF PROVIDE Relief of interstate noise to residents that bound the North Bound Lanes of I-65 from MP 116 to MP 118.</td>
<td>Roadway - Project</td>
<td>Bullitt County</td>
<td>$4,800,000</td>
<td>2026</td>
</tr>
</tbody>
</table>

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### 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 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 2.819 (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.

### CHAF PURPOSE
Improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange.

### PRIMARY PROJECT TYPE
 Interstate/Interchange - Project

### SPONSOR
KYTC

### MTP PROJECT COST [YOE] $145,593,000

### YEAR OPEN TO PUBLIC
2029

### PROPOSED PERFORMANCE RANK
LOW

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### CHAF NEED
The I-65/KY 480 southbound ramps' signalized intersection west of I-65 operates at LOS C during the AM travel period and LOS D during the PM travel period. In 2016 design year, it is projected to operate at LOS D during the AM peak and LOS F during the PM peak, assuming 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 F will decline in operational performance to LOS E for the AM peak and LOS F for the PM peak in the 2040 design year.

### CHAF PURPOSE
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 interchange ramps.

### PRIMARY PROJECT TYPE
 Interstate/Interchange - Project

### SPONSOR
KYTC

### MTP PROJECT COST [YOE] $12,160,000

### YEAR OPEN TO PUBLIC
2026

### PROPOSED PERFORMANCE RANK
LOW

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### CHAF NEED
The 2015 I-265 Programming Study has projected the I-265 westbound to I-65, the 2015 AM and PM LOS of B will decline 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 PURPOSE
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 interchange ramps.

### PRIMARY PROJECT TYPE
 Interstate/Interchange - Project

### SPONSOR
KYTC

### MTP PROJECT COST [YOE] $6,600,000

### YEAR OPEN TO PUBLIC
2026

### PROPOSED PERFORMANCE RANK
LOW

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### 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

### CHAF PURPOSE
Improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange.

### PRIMARY PROJECT TYPE
 Interstate/Interchange - Project

### SPONSOR
KYTC

### MTP PROJECT COST [YOE] $220,734,000

### YEAR OPEN TO PUBLIC
2030

### PROPOSED PERFORMANCE RANK
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.

### I-71

#### 2512
- **CHAF ID:** IP20150031
- **ADDITIONAL CONSIDERATIONS:** Widen priority section of I-71 between I-265 and KY 329 from 4 to 6 lanes.

#### 2602
- **CHAF ID:** IP20160031
- **ADDITIONAL CONSIDERATIONS:** Project will evaluate widening to the inside from 4 to 6 lanes.

#### 2612
- **CHAF ID:** IP20160234
- **ADDITIONAL CONSIDERATIONS:** Project will evaluate: signalizing SB I-71 on and off ramps; various sight distance improvements.

### CHAF NEED:

- I-71, I-265, and the interchange between these facilities carry high traffic volumes, inadequate current and future capacity, and roadway deficiencies on I-71 from Zorn Avenue to I-264 (Watterson Expressway).
- 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).
- 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 on I-71 from Zorn Ave to I-264 (Watterson Expressway).
- Improve safety and reduce congestion at the I-71/KY 329 interchange.
- Improve safety and reduce congestion on I-71 from Zorn Avenue to I-264 (Watterson Expressway).

### PERFORMANCE RANK

- MEDIUM
- LOW
- LOW
- 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.*

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<thead>
<tr>
<th>PROJECT</th>
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<th>PROJECT DESCRIPTION</th>
<th>PROJECT PURPOSE &amp; NEED</th>
<th>PRIMARY PROJECT TYPE</th>
<th>SPONSOR</th>
<th>MTP PROJECT COST [YOE]</th>
<th>YEAR OPEN TO PUBLIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-71</td>
<td>2512</td>
<td>Widen priority section of I-71 between I-265 and KY 329 (16CER)</td>
<td>CHAF PURPOSE: The purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize this 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.</td>
<td>CHAF PURPOSE: The Purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize this 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.</td>
<td>KYTC</td>
<td>$ 80,318,000</td>
<td>2024</td>
</tr>
<tr>
<td>I-71</td>
<td>2602</td>
<td>Improve safety and reduce congestion on I-71 from Zorn Ave to I-264 (Watterson Expressway)</td>
<td>CHAF PURPOSE: Improve safety and reduce congestion on I-71 from Zorn Ave to I-264 (Watterson Expressway). 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 injuries 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 critical rate factor. The higher truck traffic is 1.76%. This section of I-71 has a LOS F and a volume to capacity ratio of 1.27. Deficiencies include shoulder widths.</td>
<td>CHAF PURPOSE: Improve safety and reduce congestion on I-71 from Zorn Ave to I-264 (Watterson Expressway). 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 injuries 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 critical rate factor. The higher truck traffic is 1.76%. This section of I-71 has a LOS F and a volume to capacity ratio of 1.27. Deficiencies include shoulder widths.</td>
<td>KYTC</td>
<td>$ 39,238,000</td>
<td>2030</td>
</tr>
<tr>
<td>I-71</td>
<td>2612</td>
<td>Improve safety and reduce congestion at the I-71/KY 329 interchange.</td>
<td>CHAF PURPOSE: Improve safety and reduce congestion at the I-71/KY 329 interchange.</td>
<td>CHAF PURPOSE: Improve safety and reduce congestion at the I-71/KY 329 interchange.</td>
<td>KYTC</td>
<td>$ 4,240,000</td>
<td>2025</td>
</tr>
<tr>
<td>I-71</td>
<td>2382</td>
<td>Provide collector-distributor lane on southbound I-71 to facilitate ramp movements to and from I-265.</td>
<td>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.</td>
<td>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.</td>
<td>KYTC</td>
<td>$ 6,580,000</td>
<td>2020</td>
</tr>
</tbody>
</table>
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 9.065 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.

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 surrounding 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 56,000 vehicles per day (vpd). In 2015, the traffic volume has increased to 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 has been accounted for with the recent opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-65 in Indiana.
• I-71 has roadway deficiencies and poor traffic operational characteristics. The lane span of the pavement surface and bridge 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.
• In 2016 crash rates were notably high along this section of I-71.

The purpose of this project is to provide connectivity to the surrounding development/community that is already experiencing growth today.

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 surrounding 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 56,000 vehicles per day (vpd). In 2015, the traffic volume has increased to 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 has been accounted for with the recent opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-65 in Indiana.
• I-71 has roadway deficiencies and poor traffic operational characteristics. The lane span of the pavement surface and bridge 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.
• In 2016 crash rates were notably high along this section of I-71.

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-72/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.

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 surrounding 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 56,000 vehicles per day (vpd). In 2015, the traffic volume has increased to 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 has been accounted for with the recent opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-65 in Indiana.
• I-71 has roadway deficiencies and poor traffic operational characteristics. The lane span of the pavement surface and bridge 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.
• In 2016 crash rates were notably high along this section of I-71.

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-72/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.
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.

### DRAFT DOCUMENT

Kentuckiana Air Education & Outreach campaign to educate public about air quality issues and encourage the public to make air-friendly choices.

### Roadway - Project

**Location:** Louisville Metro

**Cost:** $30,000,000

**Year Open to Public:** 2025

**Primary Purpose & Need:**

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.

### Bike & Pedestrian - Project

**Location:** JCMT

**Cost:** $4,200,000

**Year Open to Public:** 2025

**Primary Purpose & Need:**

- 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.
- 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.

### Bike & Pedestrian - Project

**Location:** Jeffersontown

**Cost:** $4,500,000

**Year Open to Public:** 2025

**Primary Purpose & Need:**

- 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.

### Bike & Pedestrian - Project

**Location:** Louisville Metro

**Cost:** $3,392,000

**Year Open to Public:** 2035

**Primary Purpose & Need:**

- 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.

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>KIPDA ID</th>
<th>PROJECT DESCRIPTION</th>
<th>PROJECT PURPOSE &amp; NEED</th>
<th>PRIMARY PROJECT TYPE</th>
<th>SPONSOR</th>
<th>MTP PROJECT COST [YOE]</th>
<th>YEAR OPEN TO PUBLIC</th>
<th>PROPOSED PERFORMANCE RANK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intelligent Transportation Systems - Priority Corridors</td>
<td>D29</td>
<td>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.</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$30,000,000</td>
<td>2025</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>JCTC Downtown Campus Pedestrian and Bicycle Improvements</td>
<td>1111</td>
<td>The project needed by JCTC includes improvements on the downtown campus for pedestrians and bicyclists. The Downtown campus is bordered by 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 Jacobs 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, bicyclists, 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.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>JCTC</td>
<td>$4,200,000</td>
<td>2025</td>
<td>MEDIUM</td>
<td></td>
</tr>
<tr>
<td>Jeff Boat Rail Spur Multi-Use Trail</td>
<td>D36</td>
<td>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.</td>
<td>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 administration buildings. Crosswalks on these busy streets can be extremely dangerous, crosswalks at intersections identified as non-existent. Adequate lighting is essential as well as other safety mechanisms, like security call boxes with emergency connections to 911 and Metropolix and essential. All 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.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Jeffersontown</td>
<td>$4,500,000</td>
<td>2025</td>
<td>LOW</td>
</tr>
<tr>
<td>Jeffersonville 9th street/Clarksville Montgomery Ave intermediate connection</td>
<td>2541</td>
<td>Design and construction of multimodal connection between Jeffersonville and Clarksville’s Arts Districts, underwrite I-65 along Montgomery Avenue and 9th Street. The design will include new sidewalks, bicycle paths, lighting, and other aesthetic amenities.</td>
<td>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 currently 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.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Clarksville</td>
<td>$2,964,000</td>
<td>2022</td>
<td>LOW</td>
</tr>
<tr>
<td>Joseph Drive Extension</td>
<td>D23</td>
<td>Extend Joseph Lane to Hubbard Way and Hwy 60. 14 Lanes for nearby fire truck accessibility, curb and gutter, two 5’ sidewalks, 4’ vegetative buffer.</td>
<td>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 Hubbard Way is ever obstructed the firetrucks will have another outlet.</td>
<td>Roadway - Project</td>
<td>Clarksville</td>
<td>$4,000,000</td>
<td>2025</td>
<td>FURTHER REVIEW</td>
</tr>
<tr>
<td>Jtown to Parklands Multi-use Bicycle/Pedestrian Trail</td>
<td>D75</td>
<td>Construct a 10-foot wide multi-use bicycle/pedestrian trail along Taylorsville Road from Cheroewth Run Road to South Pope Lick Road/Parklands.</td>
<td>To provide alternatives to the automobile by increasing connectivity for pedestrians and bicyclists. 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.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Jeffersontown</td>
<td>$5,450,000</td>
<td>2025</td>
<td>LOW</td>
</tr>
<tr>
<td>Kentuckiana Air Education</td>
<td>369</td>
<td>Information/Outreach campaign to educate public about air quality issues and encourage the public to make air-friendly choices.</td>
<td>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.</td>
<td>Program*</td>
<td>Louisville Metro</td>
<td>$5,492,000</td>
<td>N/A</td>
<td>LOW</td>
</tr>
<tr>
<td>Kentuckiana Air Education</td>
<td>370</td>
<td>Kentuckiana Air Education (KAIRE): Air pollution prevention and awareness Program*.</td>
<td>KAIRe works to encourage voluntary air quality changes through community involvement. The goal is to decrease the areas levels of ground-level ozone and fine particulates.</td>
<td>Program*</td>
<td>Louisville Metro</td>
<td>$3,793,500</td>
<td>N/A</td>
<td>LOW</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Project</th>
<th>KIPDA ID</th>
<th>Project Description</th>
<th>Project Purpose &amp; Need</th>
<th>Primary Project Type</th>
<th>Sponsor</th>
<th>MTP Project Cost (YOE)</th>
<th>Year Open to Public</th>
<th>Proposed Performance Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kenwood Road</td>
<td>2615</td>
<td>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.</td>
<td>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 access to the South Oldham School campus.</td>
<td>Roadway - Project</td>
<td>Oldham County</td>
<td>$3,279,688</td>
<td>2024</td>
<td>LOW</td>
</tr>
<tr>
<td>KIPDA Regional Rideshare Program*</td>
<td>162</td>
<td>The KIPDA Regional Rideshare Program* supports ridesharing and alternative mode activities such as carpooling, vanpooling, biking, walking, and riding the bus. This occurs through education, outreach, and promotion; rideshare matching services; and, the administration of a vanpool Program*</td>
<td>To reduce congestion, improve air quality, and provide a better quality of life.</td>
<td>Program*</td>
<td>KIPDA</td>
<td>$51,043,475</td>
<td>N/A</td>
<td>HIGH</td>
</tr>
<tr>
<td>KIPDA Regional Rideshare Program*</td>
<td>56</td>
<td>The KIPDA Regional Rideshare Program* supports ridesharing and alternative mode activities such as carpooling, vanpooling, biking, walking, and riding the bus. This occurs through education, outreach, and promotion; rideshare matching services; and, the administration of a vanpool Program*</td>
<td>To reduce congestion, improve air quality, and provide a better quality of life.</td>
<td>Program*</td>
<td>KIPDA</td>
<td>$3,492,500</td>
<td>N/A</td>
<td>HIGH</td>
</tr>
<tr>
<td>KY 1020</td>
<td>1817</td>
<td>Improve safety and mobility on KY-1020 (National Turnpike) from Fairdale Road (CR1003M) MP 0.615 to South Park Road (CR1001M-KY1020) MP 2.669. Design will include consideration for a 2-lane to 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 2016134/KIPDA ID 81817</td>
<td>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%. CHAF ID 2016134/KIPDA ID 81817</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$14,960,000</td>
<td>2019</td>
<td>LOW</td>
</tr>
<tr>
<td>KY 1065</td>
<td>436</td>
<td>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 IP20082211</td>
<td>The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility, such as designated freight corridors, and 5) Modal access and choice. KY 1065 from MP 4.292 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 accessory roads and areas suggest high crash potential, rough pavement condition and congestion may become a major 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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$35,430,000</td>
<td>2020</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>KY 1065</td>
<td>453</td>
<td>Improve safety and reduce congestion at the KY 1065 and KY 63 intersection. Project will consider adding a right turn lane on westbound KY 1065 (Outer Loop) at KY 63 (Preston Highway). CHAF IP20082210</td>
<td>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 12/31/2014, including 44 injuries and one fatality. The highest crash types are angle (44) and right (63). It is ranked the #5 for crash amount in Jefferson county.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$2,075,000</td>
<td>2024</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>KY 1065</td>
<td>455</td>
<td>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 IP20082212</td>
<td>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 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 navigate through traffic in as many as three lanes when turning left. Additional high crash spots occur at 3rd Street, and in 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 27,600 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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$26,470,000</td>
<td>2030</td>
<td>MEDIUM</td>
</tr>
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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.

KY 1065

256

Improve safety and reduce congestion on KY 1065 (Bowish Church Road) from KY 864 (Yaugerbrush 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 ID: 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

090

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.

Roadway - Project
KYTC $ 23,528,000 2031 LOW

KY 1408

083

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.

IP2013033

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 Crestwood). Includes consideration of a three lane widening with a two way left turn lane. 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 accommodations.

CHAF ID: IP20080224

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 Crestwood). Includes consideration of a three lane widening with a two way left turn lane.

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) (RLU-04DEB) (BBCC) (12CCR) (16CCR)

CHAF ID: IP20060590

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.

KYFC 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

CHAF ID: IP20080213

DRAFT DOCUMENT

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<tbody>
<tr>
<td>KY 1450</td>
<td>229</td>
<td>Widen Blue Lick Road from Bullitt County line north to the Snyder Freeway (LOU 7.17, XSEE S-B010/02 AND S-B017-00)(086CCR)(010CCR)</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 37,170,000</td>
<td>2028</td>
<td>LOW</td>
</tr>
<tr>
<td>KY 1450</td>
<td>2020</td>
<td>Improve safety and reduce congestion at the intersection of KY 1450 and KY 1526 east of the I-65/KY 1526 interchange.</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 6,700,000</td>
<td>2024</td>
<td>LOW</td>
</tr>
<tr>
<td>KY 1450 Blue Lick Rd. Widening</td>
<td>040</td>
<td>Widen KY 1450 (Blue Lick Road) from 2 to 4 lanes from Bullitt/Jefferson County line to KY 1526 (John Harper Way).</td>
<td>Congestion, visibility, intersection realignment, and safety are all issues needing to be addressed that have created the need for this project.</td>
<td>Roadway - Project</td>
<td>Bullitt County</td>
<td>$ 8,000,000</td>
<td>2024</td>
<td>LOW</td>
</tr>
<tr>
<td>KY 146</td>
<td>443</td>
<td>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.</td>
<td>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 5.79 for the years 2012 to 2016. The KY State Data Center Report indicates a current employment annual growth rate of 2.8% and a population annual growth rate of 0.70%. This route connects I-265 and Oldham County. 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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 14,500,000</td>
<td>2024</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>KY 146</td>
<td>428</td>
<td>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.</td>
<td>This project is needed because 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).</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 20,510,000</td>
<td>2028</td>
<td>LOW</td>
</tr>
<tr>
<td>KY 146</td>
<td>417</td>
<td>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.</td>
<td>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 railroad running parallel to the corridor.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 14,750,000</td>
<td>2026</td>
<td>LOW</td>
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<tr>
<td>KY 1494</td>
<td>1493</td>
<td>Widen travel lanes (no additional travel lanes) and relocate a section of KY 1494 from KY 61 to Currell Lane.</td>
<td>Minor widening project to improve traffic flow.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 5,095,020</td>
<td>2019</td>
<td>LOW</td>
</tr>
<tr>
<td>KY 1531</td>
<td>411</td>
<td>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.</td>
<td>Johnson Road and its surrounding roads of Aiken Rd and Shelbyville Rd have been several subvisions/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.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$ 35,000,000</td>
<td>2030</td>
<td>LOW</td>
</tr>
<tr>
<td>KY 155</td>
<td>1372</td>
<td>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.</td>
<td>The Critical Rate Factor (CRF) for the longest segment of KY 155 (MP 6.0 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 1.4% for this area. The development in the area is both residential and commercial. Commuters use this route to access Shelby and Spencer counties.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 24,300,000</td>
<td>2028</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>PROJECT</td>
<td>KIPDA ID</td>
<td>PROJECT DESCRIPTION</td>
<td>PROJECT PURPOSE &amp; NEED</td>
<td>PRIMARY PROJECT TYPE</td>
<td>SPONSOR</td>
<td>MTP PROJECT COST (YOE)</td>
<td>YEAR OPEN TO PUBLIC</td>
<td>PROPOSED PERFORMANCE RANK</td>
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<tr>
<td>KY 1747</td>
<td>359</td>
<td>WIDEN SOUTHBOUND HURSTBOURNE LANE TO 3 LANES FROM LENN STATION RD (CS-1004H) TO EDEN AVE (CS-1660H) (06CCR) (03KYD) (2006BOP) (SEE 5-344.02 FOR KYD C PHASE) (14CCR)</td>
<td>CHAF PURPOSE: Improve safety and reduce congestion on KY 1747; CHAF NEED: The Critical Rate Factor for this section of KY 1747 is 1.192 for the years 2012 to 2016. The KIPDA MPO TAZ data shows a 2.6% projected future population and employment growth in the project area. Commuters use this route to get to and from Shelby and Spence 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 1747 from the approach roads at the KY 1747/South Pope Lick Road intersection. The intersection is not signalized and traffic on KY 1747 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 1747. A shared-use trail crosses under KY 1747 at the South Pope Lick intersection.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$7,655,000</td>
<td>2024</td>
<td>HIGH</td>
</tr>
<tr>
<td>KY 1747</td>
<td>386</td>
<td>KIPDA HIGHWAY PLAN (June, 2018): REDUCE CONGESTION AND IMPROVE SAFETY ALONG KY-1747 (HURSTBOURNE PARKWAY) FROM STONY BROOK DRIVE TO I-64.</td>
<td>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) Modal access and choice. KY 1747 from MP 0.00 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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$33,036,000</td>
<td>2009</td>
<td>HIGH</td>
</tr>
<tr>
<td>KY 1747</td>
<td>2607</td>
<td>KIPDA HIGHWAY PLAN (June, 2018): REDUCE CONGESTION AND IMPROVE SAFETY ALONG KY-1747 (HURSTBOURNE PARKWAY) FROM STONY BROOK DRIVE TO I-64.</td>
<td>CHAF PURPOSE: Reduce congestion and improve safety along KY 1747 (Hurstbourne Parkway) from Stony Brook Drive to I-64.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$4,532,000</td>
<td>2026</td>
<td>MEDIUM</td>
</tr>
</tbody>
</table>
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

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

KY 1819

233

RECONSTRUCT AND WIDEN WATTERSON TRAIL FROM PLANTSIDE DRIVE TO BLANKENBAKER ROAD. (08CCR)

CHAF IP20150319

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 width 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 if 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) exist 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 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 F in 2010. The Shady Acres Lane to Bus Highway Parkway section operates at LOS F. There is a high crash area between Shady Acres Lane and Ruckriegel Parkway. The intersection of Saint Remy Road with Billtown Road is a high crash spot. The most frequent crash type was rear end collisions. There are no bicycle or transit facilities along the corridor. Sideswipes are present but very intermittently and they do not exceed the length of the corridor.

KY 1931

2214

WIDEN KY 1931 (MANSICK ROAD) FROM 2 TO 3 LANES FROM US 31W (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 Dixie 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 commercial and residential uses abut this segment.

CHAF IP20080220

KY 1931

5

The Critical Rate Factors on sections of this roadway are above 0.60 (2012 to 2016).

Roadway - Project

KYTC

$ 14,971,000

2022

MEDIUM

Roadway - Project

KYTC

$ 4,390,000

2022

MEDIUM

Roadway - Project

KYTC

$ 27,120,000

2030

MEDIUM

Roadway - Project

KYTC

$ 15,280,000

2024

MEDIUM

Roadway - Project

KYTC

$ 2,700,000

2025

FURTHER REVIEW
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. 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 0.86, largely controlled by signalized intersections. Three intersections (Brintton 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 Brintton 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, high front headlight sight distance, and several sections where the cross-section does not meet current standards.

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 0.86, largely controlled by signalized intersections. Three intersections (Brintton 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 Brintton 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, high front headlight sight distance, and several sections where the cross-section does not meet current standards.

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. 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 0.86, largely controlled by signalized intersections. Three intersections (Brintton 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 Brintton 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, high front headlight sight distance, and several sections where the cross-section does not meet current standards.

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. 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.
<table>
<thead>
<tr>
<th>PROJECT</th>
<th>KIPDA ID</th>
<th>PROJECT DESCRIPTION</th>
<th>PROJECT PURPOSE &amp; NEED</th>
<th>PRIMARY PROJECT TYPE</th>
<th>SPONSOR</th>
<th>MTP PROJECT COST (YOE)</th>
<th>YEAR OPEN TO PUBLIC</th>
<th>PROPOSED PERFORMANCE RANK</th>
</tr>
</thead>
<tbody>
<tr>
<td>KY 2049</td>
<td>2014</td>
<td>Reduce congestion and improve safety on KY 2049 (Crum Lane) from I-264 underpass to US 11W. Includes consideration of pedestrian facilities, consider bike lane, provide access management and safety improvements from I-264 underpass to US 11W.</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$9,170,000</td>
<td>2032</td>
<td>MEDIUM</td>
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<tr>
<td>KY 2050</td>
<td>2114</td>
<td>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.</td>
<td>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 11,500 to 13,800 vehicles per day (vpd). The primary land uses along the road are several traditional neighborhoods and four schools. Throughout 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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$5,280,000</td>
<td>2035</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>KY 2052</td>
<td>464</td>
<td>Walden KY 2052 (Shepherdsville Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 2845 (Marvinlick Road) to Applegate Lane and build sidewalks.</td>
<td>This project will reduce traffic congestion and improve safety.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$24,000,000</td>
<td>2025</td>
<td>LOW</td>
</tr>
<tr>
<td>KY 2053</td>
<td>1396</td>
<td>IMPROVE MT. WASHINGTON ROAD FROM PENN RUN CREEK BRIDGE TO CEDAR CREEK ROAD 11CCN(SAME AS S-8612.00)</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$11,400,000</td>
<td>2026</td>
<td>MEDIUM</td>
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<tr>
<td>KY 2053</td>
<td>2148</td>
<td>CHAF: IMPROVE MT. WASHINGTON ROAD FROM PENN RUN CREEK BRIDGE TO CEDAR CREEK ROAD 11CCN(SAME AS S-8612.00)</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$28,375,000</td>
<td>2039</td>
<td>LOW</td>
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<tr>
<td>KY 22</td>
<td>412</td>
<td>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 pedestrian facilities.</td>
<td>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 6.537 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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$5,600,000</td>
<td>2026</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>KY 22</td>
<td>1445</td>
<td>RECONSTRUCT KY-22 AT SPRINGCREST DRIVE 11CCN 100400PC[[14CC]]EMERGENCY CULVERT REPLACEMENT AWARDED UNDER S-371.12</td>
<td>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 Brownsboro Cove Rd. The Springcrest intersection 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 side swipe which could be a result of the roadway geometry.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$1,740,000</td>
<td>2023</td>
<td>LOW</td>
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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.
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.

**KY 22**

- **KIPDA ID**: 414
- **Project Description**: 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.

  - **Primary Project Type**: Roadway - Project
  - **Sponsor**: KYTC
  - **Cost (YOE)**: $12,140,000
  - **Year Open To Public**: 2028
  - **Proposed Performance Rank**: LOW

**KY 22**

- **KIPDA ID**: 1446
- **Project Description**: CHAF ID: IP20151039
  
  **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.

  - **Primary Project Type**: Roadway - Project
  - **Sponsor**: KYTC
  - **Cost (YOE)**: $4,782,000
  - **Year Open To Public**: 2021
  - **Proposed Performance Rank**: LOW

**KY 22**

- **KIPDA ID**: 1488
- **Project Description**: 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. CHAF ID: IP20190082

  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.

  - **Primary Project Type**: Roadway - Project
  - **Sponsor**: KYTC
  - **Cost (YOE)**: $16,500,000
  - **Year Open To Public**: 2028
  - **Proposed Performance Rank**: LOW

**KY 22**

- **KIPDA ID**: 1489
- **Project Description**: 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.

  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.

  - **Primary Project Type**: Roadway - Project
  - **Sponsor**: KYTC
  - **Cost (YOE)**: $18,240,000
  - **Year Open To Public**: 2026
  - **Proposed Performance Rank**: LOW

**KY 245**

- **KIPDA ID**: 1790
- **Project Description**: WIDEN KY-245 FROM BERNHEIM FOREST TO THE COMMUNITY COLLEGE. [08CCR](10CCR)(14CCR)

  The area has significant institutions and tourist destinations near the interchange that attracts local traffic, visitors and travelers along I-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 2014. A proposed hotel development is planned on the North side of KY 245 next to I-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.

  - **Primary Project Type**: Roadway - Project
  - **Sponsor**: KYTC
  - **Cost (YOE)**: $12,150,000
  - **Year Open To Public**: 2025
  - **Proposed Performance Rank**: LOW

**KY 2845**

- **KIPDA ID**: 961
- **Project Description**: Reconstruct KY 2845 (Manslick Road) from KY 63 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 ID: 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.

  - **Primary Project Type**: Roadway - Project
  - **Sponsor**: KYTC
  - **Cost (YOE)**: $16,460,000
  - **Year Open To Public**: 2020
  - **Proposed Performance Rank**: LOW

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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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</tr>
</thead>
<tbody>
<tr>
<td>KY 329</td>
<td>1877</td>
<td>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:</td>
<td>Roadway - Project</td>
<td>Oldham County</td>
<td>$1,900,000</td>
<td>2022</td>
<td>LOW</td>
<td></td>
</tr>
<tr>
<td>KY 362</td>
<td>082</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$10,385,000</td>
<td>2028</td>
<td>LOW</td>
<td></td>
</tr>
<tr>
<td>KY 44</td>
<td>404</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$105,250,000</td>
<td>2034</td>
<td>MEDIUM</td>
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<tr>
<td>KY 44</td>
<td>407</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$11,545,000</td>
<td>2027</td>
<td>MEDIUM</td>
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<tr>
<td>KY 44</td>
<td>417</td>
<td>CHAF - SECTION -1 FROM I-65 TO CHIMNEY ROCK DRIVE,(66CN)</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$43,568,000</td>
<td>2027</td>
<td>MEDIUM</td>
<td></td>
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<tr>
<td>KY 44</td>
<td>2613</td>
<td>SECTION 5 - FROM US 31EX TO US 31E BYPASS. (2008BOPC).</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$5,000,000</td>
<td>2024</td>
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<tr>
<td>PROJECT</td>
<td>KIPDA ID</td>
<td>PROJECT DESCRIPTION</td>
<td>PROJECT PURPOSE &amp; NEED</td>
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<tr>
<td>KY 44</td>
<td>495</td>
<td>CHAF: MT. WASHINGTON-TAYLORSVILLE RD; RECONSTRUCT KY 44 FROM MT. WASHINGTON BYPASS EAST 2.0 MILES (6CCN)</td>
<td>CHAF PURPOSE: The purpose of this project is to improve capacity, relieve congestion, and improve safety along KY 44 from US 31E/150 (Bardstown Road) to KY 1319 (Kings Church Road). CHAF NEED: KY 44's intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 112 rear end collisions, 50 angle collisions and 42 single vehicle collisions. Of the 20 crashes at the intersection of KY 44 and US 31E (Bardstown Road), 21 were rear end collisions. The significance of crashes along this section is further enhanced by the narrow roadway providing poor access for emergency vehicles. The KY 44 vertical alignment provides inadequate sight distance at the west end of the project, particularly at the intersections with East Sanders Lane and Kings Church Road. Relieving congestion and delays for traffic destined for Bullitt East High School and Old Mill Elementary School, especially during the a.m. peak hours, is particularly needed.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 7,706,000</td>
<td>2032</td>
<td>LOW</td>
</tr>
<tr>
<td>KY 44</td>
<td>1925</td>
<td>CHAF: NEW TURN LANES IN FRONT OF BULLITT EAST HIGH SCHOOL. (BREAKOUT FROM 347.50 (1BCN)</td>
<td>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 (Bardstown Road) 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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 14,246,000</td>
<td>2021</td>
<td>LOW</td>
</tr>
<tr>
<td>KY 44</td>
<td>2379</td>
<td>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)</td>
<td>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. 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 Sheppardsville 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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 10,815,000</td>
<td>2014</td>
<td>FURTHER REVIEW</td>
</tr>
<tr>
<td>KY 44</td>
<td>1926</td>
<td>CHAF: KY-44 SECTION 2 FROM PARKLAND TR/WINNING COLORS DRIVE EASTWARD TO KINGS CHURCH ROAD (KY 1319). (2008BOPC)</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 11,719,000</td>
<td>2028</td>
<td>FURTHER REVIEW</td>
</tr>
</tbody>
</table>

*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.*
### 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.

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>KIPDA ID</th>
<th>PROJECT DESCRIPTION</th>
<th>PROJECT PURPOSE &amp; NEED</th>
<th>PRIMARY PROJECT TYPE</th>
<th>SPONSOR</th>
<th>MTP PROJECT COST (YOE)</th>
<th>YEAR OPEN TO PUBLIC</th>
<th>PROPOSED PERFORMANCE RANK</th>
</tr>
</thead>
<tbody>
<tr>
<td>KY 44 Bridge</td>
<td>2115</td>
<td>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</td>
<td>CHAF NEED: Rehabilitate bridge and approaches on KY 44 over Bulllet 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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$10,815,000</td>
<td>2024</td>
<td>FURTHER REVIEW</td>
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<tr>
<td>KY 480</td>
<td>1816</td>
<td>CHAF: WIDEN CEDAR GROVE ROAD (KY-480) FROM CEDAR GROVE ELEMENTARY SCHOOL TO VALLEY VIEW DRIVE. (122CRC)(14CRC) (SEE 5-391.3 FOR INTERCHANGE IMPROVEMENTS) CHAF ID: IP20160217</td>
<td>CHAF PURPOSE: Improve capacity and safety on KY 480 (Cedar Grove Road) from Omega Parkway to Valley View Drive.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$8,211,000</td>
<td>2024</td>
<td>LOW</td>
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<tr>
<td>KY 524</td>
<td>1726</td>
<td>LANDSLIDE REPAIR ON WESTPORT ROAD (KY-524) FROM ICT. US-42 WEST, NORTH 1.0 MILE. [200280PC](NOT REQUIRED) IP20150467</td>
<td>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 guardrails that slide 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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$5,600,000</td>
<td>2016</td>
<td>FURTHER REVIEW</td>
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<tr>
<td>KY 53</td>
<td>418</td>
<td>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.</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$20,170,000</td>
<td>2026</td>
<td>MEDIUM</td>
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<tr>
<td>KY 53</td>
<td>2605</td>
<td>KYTC HIGHWAY PLAN (June, 2018): DESIGN FOR IMPROVING KY-53 FROM ZHALE SMITH ROAD TO KY-22 (TOTAL 3.2 MILES). [14ACN] CHAF ID: IP20250414</td>
<td>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 south.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$39,400,000</td>
<td>2016</td>
<td>FURTHER REVIEW</td>
</tr>
<tr>
<td>KY 53 from I-71 to Crystal Drive and I-71 SB Ramps</td>
<td>2464</td>
<td>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.</td>
<td>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.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$2,593,690</td>
<td>2020</td>
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<td>PROJECT</td>
<td>KIPDA ID</td>
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<tr>
<td>KY 61</td>
<td>089</td>
<td>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. CHAF IJP0160018</td>
<td>Program &amp; Study</td>
<td>KYTC</td>
<td>$34,923,000</td>
<td>2021</td>
<td>HIGH</td>
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<tr>
<td>KY 841/Renaissance Park</td>
<td>2606</td>
<td>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.</td>
<td>Program &amp; Study</td>
<td>KYTC</td>
<td>$33,408,000</td>
<td>2024</td>
<td>FURTHER REVIEW</td>
<td></td>
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<tr>
<td>KY 864</td>
<td>357</td>
<td>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 IJP2080205</td>
<td>Program &amp; Study</td>
<td>KYTC</td>
<td>$15,880,000</td>
<td>2028</td>
<td>MEDIUM</td>
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<tr>
<td>KY 864</td>
<td>1879</td>
<td>KY 864 - WIDEN BEULAH CHURCH ROAD FROM 2 TO 3 LANES FROM I-265 TO CEDAR CREEK ROAD. CHAF IJP2080206</td>
<td>Program &amp; Study</td>
<td>KYTC</td>
<td>$11,575,000</td>
<td>2024</td>
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<tr>
<td>KY 864</td>
<td>269</td>
<td>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.</td>
<td>Program &amp; Study</td>
<td>Louisville Metro</td>
<td>$6,900,000</td>
<td>2040</td>
<td>LOW</td>
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<tr>
<td>KY 907</td>
<td>481</td>
<td>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 IJP2080209</td>
<td>Program &amp; Study</td>
<td>KYTC</td>
<td>$104,760,000</td>
<td>2030</td>
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KY 907  2017  CHAF  JP01010104  Roadway - Project  KYTC  $ 1,765,000  2030  FURTHER REVIEW

KY 907  2016  Complete bicycle/pedestrian connections along Fern Valley Road and Hurstbourne Pkwy.

KY 907  2016  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.

KY 907  2016  Complete bicycle/pedestrian connections along Fern Valley Road and Hurstbourne Pkwy.

KY 907  2016  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, the 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.
Lagrange Road Pedestrian Facilities Project

Construction of sidewalks along LaGrange Road from Lyndon Lane to Bowen Elementary School.

Addition of pedestrian facilities

Project Purpose & Need: 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.

Primary Project Type: Bike & Pedestrian - Project

KIPDA ID: 1791

LaGrange Underpass West of LaGrange

Construction of an uninterrupted 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.

Roadway - Project

KIPDA ID: 321

Lewis and Clark Road Diet

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.

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 12’.

Roadway - Project

KIPDA ID: 032

Little Indian Creek Trail

Project is a multi-use path connecting Highlighter Point commercial area to Floyds Knobs commercial area. Path will go along Indian Creek stream system.

Project was identified 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 the unincorporated areas of Floyd County.

Bike & Pedestrian - Project

KIPDA ID: 2103

Louisville Loop Northeast Shared-Use Path System

Design and construct an accessible shared-use path system connecting the Parklands of Floyds Fork to 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

KIPDA ID: 1856

Louisville Loop Ohio River Levee Shared-Use Path System

Design and construct an accessible shared-use path system connecting the Riverwalk section of the Louisville Loop from West Broadway and Southern Parkway at Shawnee Park to the Southern section of the Louisville Loop at Watson Lane at the L&G 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

KIPDA ID: 066

Louisville Loop Ohio River Valley Northeast Shared-Use Path System

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

KIPDA ID: 1423
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.

Louisville Loop Riverwalk Shared-Use Path System

2234
Design and construct a shared-use path system connecting 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 detox 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 across 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 pedestrian 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 alternate route - which currently has limited and disconnected sections of facilities - will accommodate pedestrians as well as all categories of bicyclists along the local streets in the Portland and Shawnee neighborhoods.

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 Barstow Road. This corridor is approximately 53 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.

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.

Main Street & Story Avenue

2388
Intersection rebuilt at Main Street/Story Avenue/Master Avenue including transitions between Wentzell 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 signaling the intersection and eliminating free flow conditions.

Market Street Revitalization Project

045
Following full closure and cleanup of the Jeff Boat Facility, reconstruct Market Street from Spring Street to Blanchet Terrace. Reconstruction will include new pavement, curb, gutter, sidewalks, and storm. In addition to sidewalks, street trees, benches, pedestrian lighting and other amenities shall be provided to create a pleasant walkable connection from Downtown Jeffersonville 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.

Marriott Drive Improvements

05
Streetscape improvements for entirety of Marriott Dr: 14’ two-way traffic lanes (nearby RV sales), 5’ sidewalk, curb and gutter, storm, shrubbery 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.

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<tr>
<td>Louisville Loop Riverwalk Shared-Use Path System</td>
<td>2234</td>
<td>Design and construct a shared-use path system connecting 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.</td>
<td>To accommodate the extensive use of the Loop during those seasons, there needs to be a detox 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 across 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 pedestrian 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.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Louisville Metro</td>
<td>$16,000,000</td>
<td>2028</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Louisville Loop Southern Shared-Use Path System</td>
<td>1857</td>
<td>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 Barstow Road. This corridor is approximately 53 miles of the 100+ mile Louisville Loop.</td>
<td>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.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Louisville Metro</td>
<td>$66,000,000</td>
<td>2035</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Luther Luckett Collector</td>
<td>1188</td>
<td>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.</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>Oldham County</td>
<td>$1,500,000</td>
<td>2026</td>
<td>FURTHER REVIEW</td>
</tr>
<tr>
<td>Main Street &amp; Story Avenue</td>
<td>2388</td>
<td>Intersection rebuilt at Main Street/Story Avenue/Master Avenue including transitions between Wentzell 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.</td>
<td>Project will enhance pedestrian and bicycle safety and mobility by signaling the intersection and eliminating free flow conditions.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$4,582,900</td>
<td>2022</td>
<td>LOW</td>
</tr>
<tr>
<td>Market Street Revitalization Project</td>
<td>045</td>
<td>Following full closure and cleanup of the Jeff Boat Facility, reconstruct Market Street from Spring Street to Blanchet Terrace. Reconstruction will include new pavement, curb, gutter, sidewalks, and storm. In addition to sidewalks, street trees, benches, pedestrian lighting and other amenities shall be provided to create a pleasant walkable connection from Downtown Jeffersonville to future riverfront development at the former Jeff Boat site.</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>Jeffersonville</td>
<td>$6,000,000</td>
<td>2028</td>
<td>LOW</td>
</tr>
<tr>
<td>Marriott Drive Improvements</td>
<td>05</td>
<td>Streetscape improvements for entirety of Marriott Dr: 14’ two-way traffic lanes (nearby RV sales), 5’ sidewalk, curb and gutter, storm, shrubbery or designated bike lanes.</td>
<td>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.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Clarksville</td>
<td>$1,500,000</td>
<td>2023</td>
<td>LOW</td>
</tr>
</tbody>
</table>
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 of 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 along county roads from the north section to the southeast section and to the southwest section.

**McNeely Lake Park Road and Shared Use Path System**

1823

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>KIPA ID</th>
<th>PROJECT DESCRIPTION</th>
<th>PROJECT PURPOSE &amp; NEED</th>
<th>PRIMARY PROJECT TYPE</th>
<th>SPONSOR</th>
<th>MTP PROJECT COST (YOE)</th>
<th>YEAR OPEN TO PUBLIC</th>
<th>PERFORMANCE RANK</th>
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</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$ 15,000,000</td>
<td>2035</td>
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**Mount Tabor Road**

309

<table>
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<tr>
<th>PROJECT</th>
<th>KIPA ID</th>
<th>PROJECT DESCRIPTION</th>
<th>PROJECT PURPOSE &amp; NEED</th>
<th>PRIMARY PROJECT TYPE</th>
<th>SPONSOR</th>
<th>MTP PROJECT COST (YOE)</th>
<th>YEAR OPEN TO PUBLIC</th>
<th>PERFORMANCE RANK</th>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Bike &amp; Pedestrian - Project</td>
<td>New Albany</td>
<td>$ 11,000,000</td>
<td>2025</td>
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**Mud Lane**

449

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<th>PROJECT</th>
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<th>SPONSOR</th>
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<th>YEAR OPEN TO PUBLIC</th>
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<td></td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$ 11,000,000</td>
<td>2035</td>
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**New Cut Road Complete Street**

D63

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<tr>
<th>PROJECT</th>
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<th>PROJECT DESCRIPTION</th>
<th>PROJECT PURPOSE &amp; NEED</th>
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<th>SPONSOR</th>
<th>MTP PROJECT COST (YOE)</th>
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<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$ 15,000,000</td>
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**North Clarksville Multi-Use Trail**

D30

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<th>PROJECT</th>
<th>KIPA ID</th>
<th>PROJECT DESCRIPTION</th>
<th>PROJECT PURPOSE &amp; NEED</th>
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<th>SPONSOR</th>
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<th>YEAR OPEN TO PUBLIC</th>
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<td></td>
<td></td>
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<td>Bike &amp; Pedestrian - Project</td>
<td>Clarksville</td>
<td>$ 14,000,000</td>
<td>2028</td>
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**Northwest Mt. Washington Connector**

2070

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<th>PROJECT</th>
<th>KIPA ID</th>
<th>PROJECT DESCRIPTION</th>
<th>PROJECT PURPOSE &amp; NEED</th>
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<th>SPONSOR</th>
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<td></td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 13,773,000</td>
<td>2030</td>
<td>LOW</td>
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**Ohio River Greenway Extension**

O47

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<th>PROJECT</th>
<th>KIPA ID</th>
<th>PROJECT DESCRIPTION</th>
<th>PROJECT PURPOSE &amp; NEED</th>
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<th>YEAR OPEN TO PUBLIC</th>
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<td></td>
<td></td>
<td></td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Jefferso</td>
<td>$ 4,000,000</td>
<td>2026</td>
<td>LOW</td>
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</table>

**Appendix A: Performance and Cost Summary**

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<tr>
<th>MTP PROJECT</th>
<th>COST (YOE)</th>
<th>YEAR OPEN TO PUBLIC</th>
<th>PERFORMANCE RANK</th>
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<tbody>
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</tbody>
</table>

**Notes:**
- Projects are evaluated using a variation of the metrics used for the other project submissions.
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.

**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 (Taylorville Road) to Chenoweth Run Road. Add pedestrian accommodations on both sides of Old Heady Road for the length of the project.

**Old Henry Road**
196
New route between the KY 382 (Ash Avenue) in Pewee Valley and KY 22 (Dallastownville Road) / KY 329B (KY 329 Bypass) in Crestwood. Project is Section 2 of the S-367.00 Crestwood Bypass parent project. Section 1, KY 3084 (Old Henry Road) from I-265 (Gene Snyder Freeway) to KY 382 (Ash Avenue), being constructed under S-367.20.

**Old Henry Road Extension**
1936
EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR)

**Olmsted Parkways Bicycle/Pedestrian**

**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 Schriever Road with turn lanes, and reconfiguration at duffy rd/highlander point drive.

**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.

**Olmssted 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.

**Olmssted 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.

**On-board Intelligent Transportation Systems**
D77
Replacement and expansion of Automatic Vehicle Location (AVL), on-board passenger information including next stop announcement, mobile surveillance and other Intelligent Transportation System (ITS) technologies.

**PROJECTS**

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>KIPDA ID</th>
<th>PROJECT DESCRIPTION</th>
<th>PROJECT PURPOSE &amp; NEED</th>
<th>PRIMARY PROJECT TYPE</th>
<th>SPONSOR</th>
<th>MTP PROJECT COST (YOE)</th>
<th>PROPOSED PERFORMANCE RANK</th>
<th>YEAR OPEN TO PUBLIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Old Heady Road</td>
<td>1325</td>
<td>Reconstruct and widen Old Heady Road from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 155 (Taylorville Road) to Chenoweth Run Road. Add pedestrian accommodations on both sides of Old Heady Road for the length of the project.</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$ 45,620,937</td>
<td>LOW</td>
<td>2040</td>
</tr>
<tr>
<td>Old Henry Road</td>
<td>196</td>
<td>New route between the KY 382 (Ash Avenue) in Pewee Valley and KY 22 (Dallastownville Road) / KY 329B (KY 329 Bypass) in Crestwood. Project is Section 2 of the S-367.00 Crestwood Bypass parent project. Section 1, KY 3084 (Old Henry Road) from I-265 (Gene Snyder Freeway) to KY 382 (Ash Avenue), being constructed under S-367.20. Project design will evaluate 3-lane roadway section with two-way center turn lane and will consider accommodations for bicyclists and pedestrians.</td>
<td>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 roadway obstacles, and high traffic volumes contributing to unsafe travel conditions.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$ 47,330,000</td>
<td>LOW</td>
<td>2030</td>
</tr>
<tr>
<td>Old Henry Road Extension</td>
<td>1936</td>
<td>EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR)</td>
<td>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 for eastern Jefferson County. This project is needed because vehicles are using a residential street, Village Green Boulevard, to access Old Henry Road and Old Gang Road. Roadway deficiencies include 10' lanes, 1' shoulders, and substandard geometrics.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 18,180,000</td>
<td>LOW</td>
<td>2023</td>
</tr>
<tr>
<td>Old Vincennes Road Reconstruction Phase 3</td>
<td>542</td>
<td>Reconstruction includes widening of lanes/shoulders, drainage infrastructure, and reduction of unsafe sight lines. Improvement of intersections at Schriever Road with turn lanes, and reconfiguration at duffy rd/highlander point drive.</td>
<td>Old Vincennes Road is the main route from US 150 to Floyd Central High School and Highland Hills Middle School. This section is needed for one of Floyd County’s main commercial nodes - Highland Point. Current infrastructure does not meet growing needs of area.</td>
<td>Roadway - Project</td>
<td>Floyd County</td>
<td>$ 5,000,000</td>
<td>LOW</td>
<td>2026</td>
</tr>
<tr>
<td>Oldham County Bicycle &amp; Pedestrian Trail</td>
<td>327</td>
<td>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.</td>
<td>The project will allow an easier transition, 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.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Oldham County</td>
<td>$ 1,715,625</td>
<td>MEDIUM</td>
<td>2026</td>
</tr>
<tr>
<td>Olmssted Parkways Bicycle/Pedestrian Improvements - Eastern Parkway Rehabilitation</td>
<td>2142</td>
<td>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.</td>
<td>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, curb, 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.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Louisville Metro</td>
<td>$ 15,000,000</td>
<td>MEDIUM</td>
<td>2035</td>
</tr>
<tr>
<td>Olmssted Parkways Multi-Use Path System</td>
<td>1273</td>
<td>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.</td>
<td>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.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Louisville Metro</td>
<td>$ 25,000,000</td>
<td>MEDIUM</td>
<td>2030</td>
</tr>
<tr>
<td>On-board Intelligent Transportation Systems</td>
<td>D77</td>
<td>Replacement and expansion of Automatic Vehicle Location (AVL), on-board passenger information including next stop announcement, mobile surveillance and other Intelligent Transportation System (ITS) technologies.</td>
<td>Continual improvement of reliability, safety, and convenience of service for transit customers.</td>
<td>Program*</td>
<td>TARC</td>
<td>$ 13,075,000</td>
<td>LOW</td>
<td>2040</td>
</tr>
</tbody>
</table>

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.*

32
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.

PARC and Ride

Church Intersection

Outer Loop, Fegenbush Lane, and Beulah Church Intersection

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.

The Outer Loop Circulator trips will complement and enhance the existing level of service and ridership on the connecting routes: • Route 4 - 150 weekday trips, 3,500 average weekday boardings, 45,000 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.

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. 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.

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.

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.

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. To improve roadway options through one implementation or assure travel times are improving 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.

MTP PROJECT | COST (YOE) | TO PUBLIC YEAR OPEN SPONSOR PROJECT Purpose & Need PRIMARY PROJECT TYPE PROPOSED RANK PERFORMANCE
---|---|---|---|---|---|---|---|---|
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 the connecting routes: • Route 4 - 150 weekday trips, 3,500 average weekday boardings, 45,000 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 Commercial Buildings 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.

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 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)

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. To improve roadway options through one implementation or assure travel times are improving 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.

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.

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. To improve roadway options through one implementation or assure travel times are improving 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

CO (04CCN)(08CCR)(10CCR)(12CCR)

CHAF (IP20160088)

33

DRAFT DOCUMENT

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<table>
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<tbody>
<tr>
<td>Park Hill Streetscape Improvements</td>
<td>1864</td>
<td>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.</td>
<td>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 inopportune 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.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Louisville Metro</td>
<td>$ 2,000,000</td>
<td>2030</td>
<td>LOW</td>
</tr>
<tr>
<td>Plantside Drive</td>
<td>2608</td>
<td>KYTC HIGHWAY PLAN (June, 2018): EXTEND PLANTSIDE DRIVE FROM REEL ROAD TO TAYLORSVILLE ROAD</td>
<td>CHAF PURPOSE: The purpose of the 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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 34,150,745</td>
<td>0</td>
<td>LOW</td>
</tr>
<tr>
<td>Port of Indiana Truck-to-Rail and Rail-to-Water Improvements</td>
<td>2231</td>
<td>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.</td>
<td>The purposes of the project are 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.</td>
<td>Roadway - Project</td>
<td>Ports of Indiana</td>
<td>$ 17,000,000</td>
<td>2020</td>
<td>FURTHER REVIEW</td>
</tr>
<tr>
<td>Portland Neighborhood One-Way Arterial Conversion</td>
<td>1332</td>
<td>Convert existing, arterial one-way streets in Portland to two-way operation.</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$ 1,500,000</td>
<td>2030</td>
<td>LOW</td>
</tr>
<tr>
<td>Progress Way Reconstruction</td>
<td>D022</td>
<td>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.</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>Clarksville</td>
<td>$ 8,000,000</td>
<td>2028</td>
<td>LOW</td>
</tr>
<tr>
<td>Rangeland Road</td>
<td>2153</td>
<td>Widen Rangeland Road from 2 to 3 lanes from Poplar Level Road to Shepherdsville Road, for 1.23 miles.</td>
<td>Reduce congestion and improve safety on Rangeland Road for 1.23 miles.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$ 5,670,000</td>
<td>2025</td>
<td>LOW</td>
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<tr>
<td>Reconstruct Existing Interchange from Northbound KY-1747 to I-64 Westbound 181</td>
<td>Reconstrcut existing interchange including construct ramp 7 &quot;flyover&quot; 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].</td>
<td>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.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$82,596,000</td>
<td>2028</td>
<td>MEDIUM</td>
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<tr>
<td>Reconstruction of South Clark Boulevard D7</td>
<td>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&amp;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.</td>
<td>The project area is located in the South Clarksville corridor which has been targeted for key development activities.</td>
<td>Roadway - Project</td>
<td>Clarksville</td>
<td>$8,500,000</td>
<td>2026</td>
<td>LOW</td>
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<tr>
<td>Reeds Lane Extension D49</td>
<td>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.</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>Jeffersonville</td>
<td>$3,200,000</td>
<td>2027</td>
<td>LOW</td>
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<tr>
<td>Regional Connector 2609</td>
<td>KYTC HIGHWAY PLAN (June, 2018): STUDY NEW CONNECTION BETWEEN I-65 IN BULLIT County TO I-64 IN SHELBY COUNTY TO I-71 IN OLDHAM COUNTY. TBD. Not in CHAF, so no purpose and need.</td>
<td>TBD. Not in CHAF, so no purpose and need.</td>
<td>Study*</td>
<td>KYTC</td>
<td>$2,000,000</td>
<td>2020</td>
<td>FURTHER REVIEW</td>
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<tr>
<td>Reimagine 9th Street</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$13,000,000</td>
<td>2025</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>River Falls Mall: Ring Road Extension</td>
<td>The northern leg of the River Falls mall’s Ring Road will be reconstructed and extended to create a continuous east-west connection between Green Tree Boulevard and Broadway Street. The road will extend on new alignment to the east to cross Cedar Street and then &quot;T&quot; into Broadway. The Bass Pro roundabout 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.</td>
<td>Roadway - Project</td>
<td>Clarksville</td>
<td>$2,000,000</td>
<td>2024</td>
<td>LOW</td>
</tr>
<tr>
<td>River Road</td>
<td>Widep 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.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$20,500,000</td>
<td>2021</td>
<td>LOW</td>
</tr>
<tr>
<td>River Road Extension</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$19,577,400</td>
<td>2022</td>
<td>FURTHER REVIEW</td>
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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 shade in 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 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 improvements 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 for 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.

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, who will have ease of ride while reducing vehicle miles traveled, saving energy and improving the air quality/reducing greenhouse gas emissions.

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

The Brook Street intersection and ramp improvements will improve access to the local medical facilities.

The group Street intersection and ramp improvements will improve access to the local medical facilities.

Reconstruct Salem-Nobel Road as a 2 lane (no additional lanes) road from IN 62 to IN 403.

Road improvement to make road safe; horizontal and vertical alignment. The area is rural in nature with residential 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 visibility and substandard geometry.

Roadway - Project

Roadway to 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 3rd Street and Southern Parkway up to the intersection of Nuc 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 Nuc Cut Rd to the round-about in Fairdale which will have a trail/road to the Louisville Loop for Jefferson Memorial Forest. It runs through many dense urban neighborhoods.
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.

- **Spring St - Eastern Blvd Intersection**: This project will fully reconstruct the Spring Street and Eastern Boulevard intersection.
  - Purpose & Need: 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).
  - Type: Roadway - Project
  - Sponsor: Jeffersontown
  - Cost: $1,200,000
  - Proposed Performance Rank: LOW

- **Spring St East to Dutch**: 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.
  - Purpose & Need: 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.
  - Type: Roadway - Project
  - Sponsor: Jeffersontown
  - Cost: $1,500,000
  - Proposed Performance Rank: MEDIUM

- **Spring Street Revitalization and Enhancement**: 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.
  - Purpose & Need: 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, bicyclists 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).
  - Type: Roadway - Project
  - Sponsor: Jeffersonville
  - Cost: $3,500,000
  - Proposed Performance Rank: MEDIUM

- **Stansifer Ave Improvements**: 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 w/ 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 45/55-5-11 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.
  - Purpose & Need: Predominantly residential neighborhood with a small section of local-serving commercial properties. This section to the northernmost boundary of South Clarksville, it has high development potential. Streetscape, bike/ped, and other improvements will eventually be required.
  - Type: Bike & Pedestrian - Project
  - Sponsor: Clarksville
  - Cost: $2,500,000
  - Proposed Performance Rank: LOW

- **TARC Cross River Connectors**: 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.
  - Purpose & Need: 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.
  - Type: Transit - Project
  - Sponsor: TARC
  - Cost: $3,000,000
  - Proposed Performance Rank: MEDIUM

- **TARC Fleet Replacement & Expansion**: 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.
  - Purpose & Need: Maintenance of the average age of TARC’s fleet to maximize cost-effectiveness given the total capital ownership and TARC useful life benchmarks.
  - Type: Program*
  - Sponsor: TARC
  - Cost: $325,408,083
  - Proposed Performance Rank: HIGH

- **TARC High Capacity Corridors**: 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.
  - Purpose & Need: 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.
  - Type: Transit - Project
  - Sponsor: TARC
  - Cost: $3,774,000
  - Proposed Performance Rank: MEDIUM

- **TARC Purchase Two Extended Range Electric Buses**: Purchase two (2) extended range full battery-electric transit buses, and two (2) depot chargers.
  - Purpose & Need: The purpose of this project is to get more people out of their cars and onto transit to help AQ
  - Type: Program*
  - Sponsor: TARC
  - Cost: $1,955,200
  - Proposed Performance Rank: MEDIUM

- **The Park and Ride at Apple Patch**: 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.
  - Purpose & Need: 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.
  - Type: Transit - Project
  - Sponsor: Oldham County
  - Cost: $2,357,299
  - Proposed Performance Rank: LOW

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*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.*
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 Dameron Mall. The South Fork Beargrass Creek extends from its confluence with Middle Fork near East Main Street southward to Bardstown Road near Basford 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 wherever 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.

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 provides a bypass for I-64 between Blankenbaker and English Station Rds. With improved development in the Tucker Station Road corridor, it would 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.

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 link 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.

Urbanized area capital funding for transit

585

Annual federal formula funding allocations to TARC that provide revenue for vehicle maintenance, contracted services, 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

Urbanized area capital funding for transit

585

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 link 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 Louisvile Metro $14,409,290 2040

Low

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, south 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 geometry. By extending Urton Lane south of I-64, traffic from the proposed developments could access Blankenbaker Boulevard/US-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 Interchange Improvement

2618

There is a pattern of near-end crashes with a railroad running parallel to US 31. When a train is crossing Bud Feather Rd (exit 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

DB8

IMPROVE DIXIE HIGHWAY BETWEEN GREENWOOD ROAD (KY 1391) AND STONE STREET ROAD (CR 1003). (14ACN)

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 DFR 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

279

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.

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 (US 51, 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 12, 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

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.
The purpose of the project is to limit the congestion and delay on US 42 and increase safety of I-64, while minimising the right-of-way impacts to the community. The existing I-64/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.

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>KIPD ID</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 42</td>
<td>476</td>
</tr>
</tbody>
</table>

**Project Description:** Improve safety and reduce congestion on US 42 (Brownsboro Road) from I-264 to KY 1747 (Henry Watterson Expressway) to Seminary Drive. Project will evaluate one additional travel lane in each direction and consider accommodations for bicyclists and pedestrians.

**Chaf Id:** IP20080194

**Project Purpose & Need:** The purpose of the 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 6.53 to MP 7.837 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. 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, the problem will continue to degrade, resulting in longer travel times.

**Chaf Id:** IP20080216

**Sponsor:** KYTC

**Year Open to Public:** 2020

**Highway Plan:** June, 2018

**Project Cost:** $10,470,000

**Performance Rank:** HIGH

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<tr>
<td>US 42</td>
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</table>

**Project Description:** US 42 SAFETY IMPROVEMENTS FROM HARRODS CREEK BRIDGE TO RIVER ROAD (LOC8CR) Project will evaluate the addition of one travel lane in each direction and will consider accommodations for bicyclists and pedestrians.

**Chaf Id:** IP20105155

**Project Purpose & Need:** 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 Id:** ID: IP20080245

**Sponsor:** KYTC

**Year Open to Public:** 2021

**Highway Plan:** June, 2018

**Project Cost:** $10,284,000

**Performance Rank:** MEDIUM

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<tbody>
<tr>
<td>US 60</td>
<td>480</td>
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**Project Description:** 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 Id:** IP20080219

**Project Purpose & Need:** The purpose of the 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 7.837 to MP 11.303 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. 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, the problem will continue to degrade, resulting in longer travel times.

**Chaf Id:** IP20080217

**Sponsor:** KYTC

**Year Open to Public:** 2021

**Highway Plan:** June, 2018

**Project Cost:** $35,480,000

**Performance Rank:** HIGH

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<tr>
<td>US 60</td>
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**Project Description:** Improve safety and reduce congestion on US-60 from KY 1747 to Old Shelbyville Road (CS 1355). Project will evaluate the addition of one travel lane in each direction and will consider accommodations for bicyclists, pedestrians, and transit users.

**Chaf Id:** IP20080219

**Project Purpose & Need:** The purpose of the 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 11.303 to MP 14.703 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. 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, the problem will continue to degrade, resulting in longer travel times.

**Chaf Id:** IP20080217

**Sponsor:** KYTC

**Year Open to Public:** 2020

**Highway Plan:** June, 2018

**Project Cost:** $54,883,000

**Performance Rank:** MEDIUM

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<td>US 60</td>
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**Project Description:** WIDEN US-60 TO 6 LANES FROM OLD SHELBYVILLE RD. TO NORTH ENGLISH STATION RD. Project will evaluate the addition of one travel lane in each direction and will consider accommodations for bicyclists, pedestrians, and transit users.

**Chaf Id:** IP20080403

**Project Purpose & Need:** 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.

**Chaf Id:** IP20080217

**Sponsor:** KYTC

**Year Open to Public:** 2021

**Highway Plan:** June, 2018

**Project Cost:** $4,025,000

**Performance Rank:** MEDIUM

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<tr>
<td>US 60</td>
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**Project Description:** Improve safety and reduce congestion on US 60 from Rockcrest Way (CS 5157) to Notting Hill Blvd (CS 1224) 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 Id:** IP20080218

**Project Purpose & Need:** The purpose of the 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 commercial 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.

**Chaf Id:** IP20080218

**Sponsor:** KYTC

**Year Open to Public:** 2026

**Highway Plan:** June, 2018

**Project Cost:** $4,890,000

**Performance Rank:** LOW

<table>
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<tr>
<td>US 60</td>
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**Project Description:** WIDEN US 60 TO THREE LANES FROM EASTWOOD CUTOFF (MP 14.7) TO ROCKCREST WAY (MP 15.1). Project will evaluate the addition of one travel lane in each direction and will consider accommodations for bicyclists, pedestrians, and transit users.

**Chaf Id:** IP20105176

**Project Purpose & Need:** 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%.

**Chaf Id:** IP20105176

**Sponsor:** KYTC

**Year Open to Public:** 2024

**Highway Plan:** June, 2018

**Project Cost:** $2,075,000

**Performance Rank:** 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.*
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 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 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" 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 achieving 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 the US 60 of the future continues to succeed while providing even greater access to people of all ages and abilities.

**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 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 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 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 achieving 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 | 1545 | 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 achieving 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 |

**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.*
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.

Utica Ridge Road

- 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.
- Install new connector road to lessen travel miles of east Utica residents, eliminated 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.
- 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 underway.

Veteran's Parkway & I-65 North

- 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 1375 and 1380. Right 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 lowerright corridor, 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 northmost 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 500’ until forcing a merge into the existing one-lane I-65 N on-ramp.

Watterson Trail Bicycle/ Pedestrian Trail Project Phase 2

- The project will construct a 10 foot wide concrete multi-use trail along one side of Watterson Trail from Mansfield Estates Drive to Mullberry 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.

Watterson Trail Pedestrian and Streetscape Project Phase 1

- 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 gay 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.

Watterson Trail Roadway and Pedestrian Streetscape Project Phase 2

- Widens 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 curbs and gutters. The project will also create on-street parking along one side of each segment. The project will also include landscape enhancements 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.

Watterson Trail South

- Reconstruct and widen from 2 to 3 lanes (3rd lane will be a center turn lane) Watterson Trail South from KY 147 (Huntsbourne 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 Huntsbourne Parkway to residential development.
<table>
<thead>
<tr>
<th>PROJECT DESCRIPTION</th>
<th>PROJECT PURPOSE &amp; NEED</th>
<th>PRIMARY PROJECT TYPE</th>
<th>SPONSOR</th>
<th>MTP PROJECT COST (YOE)</th>
<th>YEAR OPEN TO PUBLIC</th>
<th>PROPOSED PERFORMANCE RANK</th>
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<tbody>
<tr>
<td>West Kentucky Street Project</td>
<td>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.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Louisville Metro</td>
<td>$3,000,000</td>
<td>2030</td>
<td>LOW</td>
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<tr>
<td>Westmont Drive Extension</td>
<td>Road Extension of Westmont Dr: two 12’ lanes, two 5’ sidewalks, two 4’+ vegetative buffers, curb and gutter</td>
<td>Roadway - Project</td>
<td>Clarksville</td>
<td>$3,000,000</td>
<td>2024</td>
<td>LOW</td>
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<tr>
<td>Widen I-65 from KY-61 to I-265</td>
<td>Widen I-65 from 6 to 8 lanes from KY-61 (Preston Highway) in Lebanon Junction to I-265 (Gene Snyder Freeway) in Jefferson County. This project is needed because the capacity 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.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$402,825,000</td>
<td>2030</td>
<td>LOW</td>
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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).
MEMORANDUM

TO: Transportation Policy Committee

FROM: Larry D. Chaney

DATE: July 16, 2019

SUBJECT: KYTC 2020 SHIFT Process

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.
### Kytc Shift 2020 Boost List - Kipda Mpo Area

#### Draft Not for Public Distribution

<table>
<thead>
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<th>Item Dist.</th>
<th>Chaf Id</th>
<th>Kipda Id</th>
<th>Casey County Project</th>
<th>Eval County</th>
<th>Eval Route</th>
<th>Project Type</th>
<th>Improvement Type</th>
<th>Kytc Boost</th>
<th>Kipda Performance Rank</th>
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<tbody>
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<td>5-344.01</td>
<td>IP20150293</td>
<td>359</td>
<td>Widen Southbound Hurstbourne Lane To 3 Lanes From Linn Station Rd (CS-1004H) To Eden Ave (CS-1660H). [06CCR][03Kyd][2006Bop]</td>
<td>Jefferson</td>
<td>056-KY-1747 -000</td>
<td>Reconstruction(O)</td>
<td>Major Widening- Urban Streets</td>
<td>55.3</td>
<td>HIGH</td>
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<tr>
<td>5-344.01</td>
<td>IP2008217</td>
<td>386</td>
<td>Improve safety and reduce congestion on KY 1747 (Hurstbourne Parkway) from US 31E (Barstow Road) to KY 155 (Taylorsville Road). Project will evaluate the addition of one additional travel lane in each direction and other lower impact alternatives.</td>
<td>Jefferson</td>
<td>056-KY-1747 -000</td>
<td>Major Widening</td>
<td>Modernize Roadway- Urban</td>
<td>53.8</td>
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<tr>
<td>5-344.01</td>
<td>IP2008194</td>
<td>476</td>
<td>Improve safety and reduce congestion on US 42 (Brownboro 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.</td>
<td>Jefferson</td>
<td>056-US-0042 -000</td>
<td>Major Widening</td>
<td>Modernize Roadway- Urban Streets</td>
<td>45.4</td>
<td>HIGH</td>
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<tr>
<td>5-344.01</td>
<td>IP2008197</td>
<td>479</td>
<td>Improve safety and reduce congestion on US 60 from KY 1747 to Old Shelbyville Road (CS 3506). Project will evaluate the addition of one travel lane in each direction and will consider accommodations for bicyclists, pedestrians, and transit users.</td>
<td>Jefferson</td>
<td>056-US-0060 -000</td>
<td>Major Widening</td>
<td>Major Widening - Urban Streets</td>
<td>52.9</td>
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<td>5-344.01</td>
<td>IP20130129</td>
<td>497</td>
<td>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 road crossing.</td>
<td>Bullitt</td>
<td>015-KY-0044 -000</td>
<td>Access Consolidation</td>
<td>Major Widening- Urban Streets</td>
<td>47.9</td>
<td>MEDIUM</td>
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<td>5-344.01</td>
<td>IP20150318</td>
<td>417</td>
<td>SECTION -1 FROM I-65 TO CHIMNEY ROCK DRIVE (06CCN)</td>
<td>Bullitt</td>
<td>015-KY-0044 -000</td>
<td>Reconstruction(O)</td>
<td>Major Widening- Urban Streets</td>
<td>40.2</td>
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<td>5-344.01</td>
<td>IP2008240</td>
<td>289</td>
<td>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.</td>
<td>Jefferson</td>
<td>056-CR-1001G -000</td>
<td>Reconstruction</td>
<td>Modernize Roadway- Urban</td>
<td>Y</td>
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<tr>
<td>5-344.01</td>
<td>IP2008241</td>
<td>384</td>
<td>Widen Hubbard 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. (BCP-D2010)</td>
<td>Jefferson</td>
<td>056-CR-10058 -000</td>
<td>Minor Widening</td>
<td>Install Two-way Left Turn Lane</td>
<td>39.6</td>
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<td>5-344.01</td>
<td>IP2011082</td>
<td>181</td>
<td>Reconstruct the I-64 (Hurstbourne Parkway) interchange.</td>
<td>Jefferson</td>
<td>056-I-0064 -035</td>
<td>Reconstruction</td>
<td>Innovative Interchange</td>
<td>43.8</td>
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<tr>
<td>5-41.10</td>
<td>IP20150185</td>
<td>D010</td>
<td>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)</td>
<td>Jefferson</td>
<td>056-I-0265 -000</td>
<td>I-Change Reconstruction(O)</td>
<td>Innovative Interchange</td>
<td>47.0</td>
<td>MEDIUM</td>
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<tr>
<td>5-344.01</td>
<td>IP2011072</td>
<td>412</td>
<td>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.</td>
<td>Jefferson</td>
<td>056-KY-0022 -000</td>
<td>Install Two-way Left Turn Lane</td>
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<td>5-344.01</td>
<td>IP2008201</td>
<td>1372</td>
<td>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.</td>
<td>Jefferson</td>
<td>056-KY-0155 -000</td>
<td>Install Two-way Left Turn Lane</td>
<td>Major Widening- Urban Streets</td>
<td>40.1</td>
<td>MEDIUM</td>
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<td>5-344.01</td>
<td>IP2008205</td>
<td>357</td>
<td>Improve safety and reduce congestion on KY 904 (Regentown 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.</td>
<td>Jefferson</td>
<td>056-KY-0864 -000</td>
<td>Install Two-way Left Turn Lane</td>
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<td>39.4</td>
<td>MEDIUM</td>
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<tr>
<td>5-344.01</td>
<td>IP2008208</td>
<td>465</td>
<td>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 &amp; pedestrian facilities.</td>
<td>Jefferson</td>
<td>056-KY-0907 -000</td>
<td>Congestion Management</td>
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<td>5-344.01</td>
<td>IP2008209</td>
<td>481</td>
<td>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.</td>
<td>Jefferson</td>
<td>056-KY-0907 -000</td>
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<tr>
<td>5-344.01</td>
<td>IP2008211</td>
<td>436</td>
<td>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.</td>
<td>Jefferson</td>
<td>056-KY-1065 -000</td>
<td>Major Widening</td>
<td>Modernize Roadway- Urban</td>
<td>50.3</td>
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</table>
IP02008212 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  Modify/2-Way Lane 47.8 MEDIUM

IP02008210 453 Y Improve safety and reduce congestion at the KY 1065 and KY 85 intersection. Project will consider adding a right turn lane on westbound KY 1065 (Outer Loop) at KY 85 (Fenwick Highway).  Jefferson 056-KY-1065 -000 Spot Improvement  Improve Intersection 44.5 MEDIUM Y

5-122  IP02160980 365 Y MAJOR REVISION OF THE INTERSECTION LOCATED AT THE OUTER LOOP, FENGBUSH LANE, AND BELLUSH CHURCH ROAD, TURN LANE TO BE COMPLETED BY TRANSPORTATION CABINET PER AGREEMENT.  (04CCN)(06CCR)(12CCR)(12CCN)  Jefferson 056-KY-1065 -000 SAFETY(P)  Improve Intersection 43.7 MEDIUM B Y

IP02008213 256 Y Improve safety and reduce congestion on KY 1065 (Bells Church Road) from KY 864 (Fengbush 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

IP02008214 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 IP02160190 154 Y WIDEN BLUE LICK ROAD FROM SNYDER FREeway NORTH TO KY-61 (LOU.T.F.P.) (SECTION 2) (RU-MED Chỉ)(06CCR)(12CCR)(12CCN)  Jefferson 056-KY-1450 -000 MAJOR WIDENING(OS) Install Two-way Left Turn Lane 39.6 MEDIUM

5-555  IP02130135 2607 Y REDUCE CONGESTION AND IMPROVE SAFETY ALONG KY-1474 (HURSTBOURNE PARKWAY) FROM STONY BROOK DRIVE TO I-64.  Jefferson 056-KY-1747 -000 CONGESTION/MITIGATION Modernize Roadway-Urban Modernize Roadway-Urban 59.0 MEDIUM B Y

5-8953  IP02008218 2384 Y IMPROVE THE HURSTBOURNE PARKWAY (KY 1474) AT SHELBIVILLE 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

IP02008219 257 Y Improve safety, mobility for all modes, and address geometric deficiencies along KY 1819 (Bullitttown Road) from I-265 (Gene Snyder Freeway) to Ruckriegel Parkway/Blufftown 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  IP02150319 233 Y RECONSTRUCT AND WIDEN WATTERSON TRAIL ON PLANTSFIELD DRIVE TO BLANKENBAKER ROAD. (98CCR)  Jefferson 056-KY-1819 -000 RECONSTRUCTION(OS) Install Two-way Left Turn Lane 28.1 MEDIUM B Y

IP02008221 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 IP02160186 128 Y WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DKIE HWY (US-11W) (3-LANE IMPROVEMENT) FROM MP 0.54 TO MP 3.148. (98CCR)(04DEOB)(04CCN)(08CCR)(08CCN)(10CCR)(12CCR)  Jefferson 056-KY-1931 -000 MAJOR WIDENING(OS) Install Two-way Left Turn Lane 39.2 MEDIUM

IP0217070 1915 Y Address congestion and safety issues in the vicinity of the Breckenridge Lane (KY 1932) and Dutchtman Lane Intersection. Project will consider lane additions to Breckenridge Lane south of Dutchtman Lane; Dutchtman Park Way Lane west of Breckenridge Lane; D  Jefferson 056-KY-1932 -000 Spot Improvement  Improve Intersection 50.0 MEDIUM

IP02140033 2114 Y Reduce congestion and improve safety along KY 2050 (Nell Lane) from KY 1447 (Westport Road) to KY 22 (Brownsville 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

IP02120002 474 Y Extend Utton Lane from north of I-64 to Seatowville 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


IP02008250 418 Y Improve safety and reduce congestion on KY 53 from I-71 to Zala Smith Road. Includes consideration of a five lane widening and bike/ped accommodations.  Oldham 093-KY-0053 -000 MAJOR WIDENING(OS) Major Widening: Urban Streets 48.5 MEDIUM

IP02130128 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

IP02190078 094 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 015-1-0065 -000 Reconstruction  Modernize Roadway-Urban 58.7 LOW B

5-391.30  IP02160218 2193 Y IMPROVE OPERATIONAL PERFORMANCE OF THE I-64/KY-480 INTERCHANGE INCLUDING RAMP IMPROVEMENTS AND TURNING LANES. (12CCR)(14CCR)(201416P)(16CCR)  Bullitt 015-1-0065 -000 RECONSTRUCTION(OS) Innovative Interchange 49.2 LOW B

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<tr>
<th>Item Dist.</th>
<th>CHAF ID</th>
<th>KIPDA ID</th>
<th>CE200D PROJECT</th>
<th>Project Description</th>
<th>Eval County</th>
<th>Eval Route</th>
<th>Project Type</th>
<th>Improvement Type</th>
<th>Shift Score (Max 100)</th>
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<td>5-347.51</td>
<td>IP20150154</td>
<td>1925</td>
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<td>NEW TURN LAKES IN FRONT OF BULLITT EAST HIGH SCHOOL. (BREAKOUT FROM 347.50) (18CCN)</td>
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<td>015-KY-0044 - 000</td>
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<td>5-8509</td>
<td>IP20150316</td>
<td>1790</td>
<td>Y</td>
<td>WIDEN KY-245 FROM BERNHEIM FOREST TO THE COMMUNITY COLLEGE. (08CCN)(10CCR)(14CCR)(16CCR)</td>
<td>Bullitt</td>
<td>015-KY-0245 - 000</td>
<td>MINOR WIDENING(O)</td>
<td>2 Lane to 4 Lane Divided - Rural</td>
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<td>5-391.20</td>
<td>IP20160217</td>
<td>1816</td>
<td>Y</td>
<td>WIDEN CEDAR GROVE ROAD (KY-480) FROM CEDAR GROVE ELEMENTARY SCHOOL TO VALLEY VIEW DRIVE. (12CCR)(14CCR)(16CCR) See 5-391.3 FOR INTERCHANGE IMPROVEMENTS</td>
<td>Bullitt</td>
<td>015-KY-0480 - 000</td>
<td>RECONSTRUCTION(O)</td>
<td>Modernize Roadway-Urban</td>
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<td>5-2020</td>
<td>IP20130131</td>
<td>2020</td>
<td>Y</td>
<td>Improve safety and reduce congestion at the intersection of KY 1450 and KY 1526 east of the I-65/KY 1526 interchange.</td>
<td>Bullitt</td>
<td>015-KY-1450 - 000</td>
<td>SAFETY-Haz-Elm</td>
<td>Improve Intersection</td>
<td>27.9</td>
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<td>5-8710</td>
<td>IP20150164</td>
<td>2070</td>
<td>Y</td>
<td>NEW ROUTE NORTHWEST OF MT. WASHINGTON FROM US 31E TO KY 2706 (12CCN)(14CCN)</td>
<td>Bullitt</td>
<td>015-PF-9999 -</td>
<td>NEW ROUTE(O)</td>
<td>Construct Road in New Location</td>
<td>46.9</td>
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<td>IP20080234</td>
<td>472</td>
<td>Y</td>
<td>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 Luck, Rehl Road &amp; Ellingsworth Lane) and bicycle and pedestrian facilities.</td>
<td>Jefferson</td>
<td>056-CR-1001H - 000</td>
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<td>IP20080228</td>
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<td>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</td>
<td>Jefferson</td>
<td>056-CR-1011H - 000</td>
<td>Reconstruction</td>
<td>Modernize Roadway-Urban</td>
<td>33.5</td>
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<td>IP20080226</td>
<td>274</td>
<td>Y</td>
<td>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.</td>
<td>Jefferson</td>
<td>056-CR-1013L - 000</td>
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<td>IP20110081</td>
<td>1863</td>
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<td>Realign Kentucky Street (CS 1005) to connect to Garland Avenue to avoid crossing the PBL railroad.</td>
<td>Jefferson</td>
<td>056-CS-1005F - 000</td>
<td>Relocation</td>
<td>Modernize Roadway-Urban</td>
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<td>5-8102.30</td>
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<td>RECONSTRUCT RAMP FROM CRITTENDE DRIVE TO NB I-65. (2004BOPC)</td>
<td>Jefferson</td>
<td>056-PF-10002 - 000</td>
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<td>5-8102.50</td>
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<td>085</td>
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<td>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)</td>
<td>Jefferson</td>
<td>056-PF-10002 - 000</td>
<td>I-CHANGE RECONST(O)</td>
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<td>RECONSTRUCT RAMP FROM NB I-65 TO WARNOCK ST, FROM WARNOCK ST TO SB I-65 NB AND REMOVE RAMPS FROM NB I-65 EAST TO EASTERN PARKWAY. (2004BOPC)</td>
<td>Jefferson</td>
<td>056-PF-10002 - 000</td>
<td>I-CHANGE RECONST(O)</td>
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<td>RECONSTRUCT KY-22 AT GOSO CREEK ROAD. (96CCN) (04BOPC)(14CCR)(18CCR)</td>
<td>Jefferson</td>
<td>056-PF-10022 - 000</td>
<td>SAFETY(P)</td>
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<td>WIDEN TAYLORSVILLE ROAD TO 3 LANES FROM I-265 TO KY-148. (18CCN)</td>
<td>Jefferson</td>
<td>056-PF-1015P - 000</td>
<td>MINOR WIDENING(O)</td>
<td>Install Two-way Left Turn Lane</td>
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<td>5-808</td>
<td>IP20130147</td>
<td>2371</td>
<td>Y</td>
<td>SAFETY PROJECT FOR RECONSTRUCTION OF TAYLORSVILLE ROAD AND SOUTH POPE LICK ROAD INTERSECTION AND BRIDGE OVER POPE LICK CREEK. (2016BOP)</td>
<td>Jefferson</td>
<td>056-PF-1015P - 000</td>
<td>DESIGN ENGINEERING(O)</td>
<td>Improve Intersection</td>
<td>36.4</td>
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<td>5-8810</td>
<td>IP20150213</td>
<td>2147</td>
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<td>THREE LANE WIDENING ALONG KY-1931 FROM THE DOSS HIGH SCHOOL ENTRANCE TO PALATKA ROAD, INCLUDING INTERSECTION IMPROVEMENTS WITH PALATKA ROAD AND TURN LAKES. (14CCN)</td>
<td>Jefferson</td>
<td>056-PF-1015P - 000</td>
<td>MINOR WIDENING(O)</td>
<td>Install Two-way Left Turn Lane</td>
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<td>IP20080224</td>
<td>961</td>
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<td>Reconstruct KY 2845 (Manilick 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.</td>
<td>Jefferson</td>
<td>056-PF-2845 - 000</td>
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<td>Install Two-way Left Turn Lane</td>
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<td>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.</td>
<td>Jefferson</td>
<td>056-PF-9999 -</td>
<td>New Interchange</td>
<td>Construct Road in New Location</td>
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<td>NEW INTERCHANGE ON I-44 EAST OF THE GENE SNYDER FREEWAY (18CCN)</td>
<td>Jefferson</td>
<td>056-PF-9999 -</td>
<td>NEW INTERCHANGE(O)</td>
<td>Grade Separated to Interchange</td>
<td>44.5</td>
<td>LOW</td>
<td>B</td>
<td>Y</td>
</tr>
<tr>
<td>5-8102.10</td>
<td>IP20150205</td>
<td>084</td>
<td>Y</td>
<td>CONSTRUCT RAMPS CONNECTING NB AND SB I-65 TO THE CENTRAL AVENUE/Crittenden Drive Intersection.</td>
<td>Jefferson</td>
<td>056-PF-9999 -</td>
<td>NEW ROUTE(O)</td>
<td>Construct Road in New Location</td>
<td>42.3</td>
<td>LOW</td>
<td></td>
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<tr>
<td>5-367.20</td>
<td>IP20160276</td>
<td>1936</td>
<td>Y</td>
<td>EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR)(18CCN)</td>
<td>Jefferson</td>
<td>056-PF-9999 -</td>
<td>NEW ROUTE(O)</td>
<td>Construct Road in New Location</td>
<td>40.8</td>
<td>LOW</td>
<td>B</td>
<td>Y</td>
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<td>Item Dist.</td>
<td>CHAF ID</td>
<td>KIPDA ID</td>
<td>CE2040 PROJECT</td>
<td>Project Description</td>
<td>Eval County</td>
<td>Eval Route</td>
<td>Project Type</td>
<td>Improvement Type</td>
<td>SHIFT Score (Max 100)</td>
<td>KIPDA PERFORMANCE RANK</td>
<td>KYTC Boost</td>
<td>SHIFT Boost Working Group Selection</td>
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<tr>
<td>5-80053 / 5-80053.10</td>
<td>IP20150157</td>
<td>2064</td>
<td>Y</td>
<td>RECONSTRUCT EAST MARKET (US-31E) FROM FIRST ST TO JOHNSON ST TO IMPROVE PEDESTRIAN SAFETY AND ENHANCE ECONOMIC DEVELOPMENT (18CCN)</td>
<td>Jefferson</td>
<td>056-US-0031E -001</td>
<td>RECONSTRUCTION(O)</td>
<td>Bike and Pedestrian Improvements</td>
<td>37.1</td>
<td>LOW</td>
<td>B</td>
<td>Y</td>
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<tr>
<td>5-8952</td>
<td>IP20160176</td>
<td>2598</td>
<td>Y</td>
<td>WIDEN US-60 TO THREE LANE FROM EASTWOOD CUTOFF (MP 14.7) TO ROCKCREST WAY (MP 15.1). (LOCALS WILL DO DESIGN FOR $530,000.;16CCN;18CCR)</td>
<td>Jefferson</td>
<td>056-US-0060 -000</td>
<td>MINOR WIDENING(O)</td>
<td>Install Two-way Left Turn Lane</td>
<td>35.7</td>
<td>LOW</td>
<td>B</td>
<td>Y</td>
</tr>
<tr>
<td>427</td>
<td>IP2008198</td>
<td>D80</td>
<td>Y</td>
<td>IMPROVE SAFETY AND REDUCE CONGESTION ON US 60 FROM ROCKCREST WAY (CS 3157) TO NOTTING HILL BLVD (CS 1224) 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</td>
<td>Jefferson</td>
<td>056-US-0060 -000</td>
<td>Minor Widening</td>
<td>Install Two-way Left Turn Lane</td>
<td>23.5</td>
<td>LOW</td>
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<tr>
<td>414</td>
<td>IP2008248</td>
<td>2612</td>
<td>Y</td>
<td>IMPROVE SAFETY AND REDUCE CONGESTION ON KY 22 FROM HARRIS LANE TO KY 329. INCLUDES CONSIDERATION OF A THREE LANE WIDENING AND BIKE/PED ACCOMMODATIONS.</td>
<td>Oldham</td>
<td>093-KY-0022 -000</td>
<td>Reconstruction</td>
<td>Improve Railroad Crossing</td>
<td>35.6</td>
<td>LOW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>427</td>
<td>IP2008252</td>
<td>056-PF-9999</td>
<td>Y</td>
<td>REDUCE CONGESTION, IMPROVE ACCESS, AND PROVIDE BETTER MOBILITY FOR ALL MODES ALONG KY 146 FROM THE OLDHAM/JEFFERSON COUNTY LINE TO PYOR AVENUE IN CRESTWOOD. PROJECT DESIGN WILL CONSIDER RECONSTRUCTING KY 146 AS A 2 LANE ROAD (NO ADDITIONAL LANE) FROM OLDHAM COUNTY LINE TO PYOR AVENUE.</td>
<td>Oldham</td>
<td>093-KY-0146 -000</td>
<td>Reconstruction</td>
<td>Modernize Roadway-Urban</td>
<td>39.5</td>
<td>LOW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>428</td>
<td>IP2008251</td>
<td>Y</td>
<td>IMPROVE SAFETY AND REDUCE CONGESTION ON KY 246 (LUDRANGE ROAD) FROM KY 328 (KY 328 BYPASS TO KY 393. INCLUDES CONSIDERATION OF A FOUR LANE WIDENING AND BIKE/PED ACCOMMODATIONS.</td>
<td>Oldham</td>
<td>093-KY-0329 -000</td>
<td>SAFETY(P)</td>
<td>Interchange Safety Improvements</td>
<td>45.3</td>
<td>LOW</td>
<td>B</td>
<td></td>
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<tr>
<td>2115</td>
<td>IP20130146</td>
<td>5-80006</td>
<td>Y</td>
<td>IMPROVE SAFETY AND ADDRESS GEOMETRIC DEFICIENCIES ALONG KY 44 NEAR OLD PITTS POINT ROAD (IN AND WEST OF SHEPHERDSVILLE). (ID#015B00020N)</td>
<td>Bullitt</td>
<td>015-KY-0044 -000</td>
<td>Safety-Haz-Hzm</td>
<td>Modernize Roadway-Urban</td>
<td>29.6</td>
<td>LOW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1819</td>
<td>IP20160185</td>
<td>2598</td>
<td>Y</td>
<td>RECONSTRUCT BILLTOWN ROAD FROM NORTH OF COLONNADES PLACE TO SOUTH OF EASUM ROAD. (04CCN;06CCN;08CCN;10CCN)</td>
<td>Jefferson</td>
<td>056-KY-1819 -000</td>
<td>RECONSTRUCTION(O)</td>
<td>Install Two-way Left Turn Lane</td>
<td>38.4</td>
<td>LOW</td>
<td></td>
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<tr>
<td>2060</td>
<td>IP20190082</td>
<td>1488</td>
<td>Y</td>
<td>RECONSTRUCT KY 22/KY 146 FROM PYOR AVENUE TO KY 329 - 1 LANE SECTION WITH CENTER TURN LANE. FROM MP 3.500 TO MP 3.929.</td>
<td>Oldham</td>
<td>093-KY-0022 -000</td>
<td>Reconstruction</td>
<td>Install Two-way Left Turn Lane</td>
<td>29.2</td>
<td>LOW</td>
<td></td>
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<tr>
<td>1491</td>
<td>IP20150374</td>
<td>056-KY-1932</td>
<td>R</td>
<td>RECONSTRUCT KY 44 FROM I-65 TO MT. WASHINGTON. (06CCN)</td>
<td>Bullitt</td>
<td>015-KY-0044 -000</td>
<td>Major Widening</td>
<td>Major Widening-Urban Streets</td>
<td>52.2</td>
<td>LOW</td>
<td>N/A</td>
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<tr>
<td>150.40</td>
<td>IP20150305</td>
<td>N/A</td>
<td>N</td>
<td>SECTION 4 - FROM ARMSTRONG LANE TO US 31E. (2008BOPC)</td>
<td>Bullitt</td>
<td>015-KY-0044 -000</td>
<td>RECONSTRUCTION(O)</td>
<td>Major Widening-Urban Streets</td>
<td>48.7</td>
<td>LOW</td>
<td>B</td>
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<tr>
<td>286</td>
<td>IP20110078</td>
<td>2171</td>
<td>R</td>
<td>IMPROVEMENTS TO I-65 FROM CRITTENDEN DRIVE TO ARTHUR STREET. (02CCN)</td>
<td>Jefferson</td>
<td>056-I-0086 -000</td>
<td>Spot Improvements</td>
<td>Innovative Interchange</td>
<td>38.0</td>
<td>LOW</td>
<td>N/A</td>
<td></td>
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<tr>
<td>286</td>
<td>IP20170071</td>
<td>1917</td>
<td>R</td>
<td>RECONSTRUCT THE INTERSECTION OF HILL STREET AND 7TH STREET TO PROVIDE LEFT TURN LANES.</td>
<td>Jefferson</td>
<td>056-C-1011F -000</td>
<td>Spot Improvement</td>
<td>Improve Intersection</td>
<td>36.8</td>
<td>LOW</td>
<td>N/A</td>
<td></td>
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<tr>
<td>1267</td>
<td>IP20080231</td>
<td>056-PF-9999</td>
<td>R</td>
<td>IMPROVE SAFETY AND REDUCE CONGESTION ON PHILLIPS LANE FROM KY 61 (PRESTON HIGHWAY) TO KY 1631 (Crittenden Drive). INCLUDES CONSIDERATION OF BIKE AND PEDESTRIAN FACILITIES.</td>
<td>Jefferson</td>
<td>056-C-1024G -000</td>
<td>I-CHANGE RECONST(O)</td>
<td>Innovative Interchange</td>
<td>33.0</td>
<td>LOW</td>
<td>N/A</td>
<td></td>
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<tr>
<td>395</td>
<td>IP2008189</td>
<td>056-US-0060</td>
<td>R</td>
<td>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 &amp; OFF-RAMPS FROM SB I-65. (2004BOPC)</td>
<td>Jefferson</td>
<td>056-I-0065 -000</td>
<td>Spot Improvement</td>
<td>Innovative Interchange</td>
<td>38.0</td>
<td>LOW</td>
<td>N/A</td>
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<tr>
<td>Item Dist.</td>
<td>CHAF ID</td>
<td>KIPDA ID</td>
<td>CK2040 PROJECT</td>
<td>Project Description</td>
<td>Eval County</td>
<td>Eval Route</td>
<td>Project Type</td>
<td>Improvement Type</td>
<td>SHIFT Score (Max 100)</td>
<td>KIPDA PERFORMANCE RANK</td>
<td>KYTC Boost</td>
<td>Working Group Selection</td>
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<tr>
<td>5-234</td>
<td>IP20160227</td>
<td>147</td>
<td>R</td>
<td>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)</td>
<td>Oldham</td>
<td>093-KY-0393 -000</td>
<td>MAJOR WIDENING(O)</td>
<td>Grade Separation of Highway/Railroad Crossing</td>
<td>42.8</td>
<td>N/A</td>
<td>B</td>
<td>Y</td>
</tr>
<tr>
<td>IP20080246</td>
<td>477</td>
<td>R</td>
<td>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.</td>
<td>Oldham</td>
<td>093-US-0042 -000</td>
<td>Minor Widening</td>
<td>Install Two-way Left Turn Lane</td>
<td>25.4</td>
<td>N/A</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

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.
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.
<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>County</th>
<th>KIPDA ID</th>
<th>State ID</th>
<th>Project Name</th>
<th>Description</th>
<th>Funding Source</th>
<th>Change to TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>KYTC</td>
<td>Oldham</td>
<td>1271</td>
<td>5-441.01</td>
<td>US 42</td>
<td>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.</td>
<td>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)</td>
<td>STBG-U</td>
</tr>
<tr>
<td>KYTC</td>
<td>Jefferson</td>
<td>2508</td>
<td>5-759.00</td>
<td>KY 146 Sidewalks in Eastern Jefferson County</td>
<td>Improve pedestrian connectivity along KY 146 from Saddlecreek Drive to the existing sidewalk near the Oldham County line.</td>
<td>Program Utilities in FY 2019: $300,000 (Federal) $0 (Other) $300,000 (Total Cost)</td>
<td>Change Open to Public date from 2023 to 2021</td>
</tr>
<tr>
<td>KYTC</td>
<td>Bullitt</td>
<td>NEW</td>
<td>5-568.00</td>
<td>Bullitt County Welcome Center Repairs</td>
<td>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.</td>
<td>Program Construction in FY 2019: $1,280,000 (Federal) $320,000 (Other) $1,600,000 (Total Cost)</td>
<td>Add to TIP via Group: Roadway and Bridge Preservation and Rehabilitation - Kentucky. Open to Public date 2021</td>
</tr>
<tr>
<td>Louisville Metro</td>
<td>Jefferson</td>
<td>329</td>
<td>5-439.05</td>
<td>Various Sidewalk Projects in Louisville Metro</td>
<td>Rehabilitation and construction of various sidewalk projects in Louisville Metro.</td>
<td>Remove the FY 2020 Design phase that had the following cost: $42,000 (Federal) $10,500 (Other) $52,500 (Total Cost)</td>
<td>STBG-U</td>
</tr>
<tr>
<td>Louisville Metro</td>
<td>Jefferson</td>
<td>2104</td>
<td>5-3037.00</td>
<td>Hill Street Sidewalk Rehabilitation</td>
<td>Rehabilitation of sidewalks along Hill Street between 6th Street and 7th Street.</td>
<td>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)</td>
<td>STBG-U</td>
</tr>
</tbody>
</table>

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

Agenda Item #9a
### Administrative Modification 33
**FY 2018 - FY 2021 Transportation Improvement Program**

**July 25, 2019**

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>County</th>
<th>KIPDA ID</th>
<th>State ID</th>
<th>Project Name</th>
<th>Description</th>
<th>Funding Source</th>
<th>Change to TIP</th>
</tr>
</thead>
</table>
| Oldham County   | Oldham | 1877     | 5-542.00 | KY 329       | Intersection realignment/reconstruction at KY 329 and KY 329 Bypass. | STBG-U | Change description to:  
The project is improvements to the area of the KY 329 and KY 329 Bypass interchange 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 | 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. | STBG-U | Change Open to Public date from 2022 to 2024,  
Program Construction in FY 2021:  
$2,000,000 (Federal)  
$500,000 (Other)  
$2,500,000 (Total Cost) |
|                 |        |          |          |              |              | STBG-U | Program Utilities in FY 2021:  
$750,000 (Federal)  
$187,500 (Other)  
$937,500 (Total Cost) |
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<th>Project Sponsor</th>
<th>County</th>
<th>KIPDA ID</th>
<th>State ID</th>
<th>Project Name</th>
<th>Description</th>
<th>Funding Source</th>
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<tbody>
<tr>
<td>Clarksville</td>
<td>Clark</td>
<td>2187</td>
<td>1401350</td>
<td>Blackiston Mill Road</td>
<td>Reconstruction and improvement of approximately 580 feet of Blackiston Mill Road, just north of Lewis &amp; 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.</td>
<td>STBG-U</td>
<td>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)</td>
</tr>
<tr>
<td>Clarksville</td>
<td>Clark</td>
<td>2393</td>
<td>1700725</td>
<td>Riverside Drive</td>
<td>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.</td>
<td>STBG-U</td>
<td>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)</td>
</tr>
<tr>
<td>Floyd County</td>
<td>Floyd</td>
<td>1558</td>
<td>Blackiston Mill Road</td>
<td>Replacement of Bridge 51 over Silver Creek and reconstruction of approaches on Blackiston Mill Road. Total project length is approximately 0.312 miles.</td>
<td></td>
<td></td>
<td>Change Project Name to &quot;Replacement of Bridge 51.&quot;</td>
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<tr>
<td>Project Sponsor</td>
<td>County</td>
<td>KIPDA ID</td>
<td>State ID</td>
<td>Project Name</td>
<td>Description</td>
<td>Funding Source</td>
<td>Change to TIP</td>
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<tr>
<td>New Albany</td>
<td>Floyd</td>
<td>2390</td>
<td>1700727</td>
<td>Charlestown Road</td>
<td>Reconstruction of Charlestown Road from Hedden Court to Genung Drive, 0.31 miles, includes construction of curb and gutter, sidewalk and storm sewer system.</td>
<td>Local</td>
<td>$0 (Federal) $373,000 (Other) $373,000 (Total Cost)</td>
</tr>
<tr>
<td>Floyd County</td>
<td>Floyd</td>
<td>2128</td>
<td>1400550</td>
<td>Corridor Complete Streets</td>
<td>Construction of sidewalks along Charlestown Road from Sunset Drive to County Line Road.</td>
<td>STBG-U</td>
<td>$298,400 (Federal) $74,600 (Other) $373,000 (Total Cost)</td>
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<td>TAP-U</td>
<td>$300,000 (Federal) $60,000 (Other) $360,000 (Total Cost)</td>
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<td>TAP-U</td>
<td>Program Utilities in FY 2021:</td>
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<td>Remove all federal funding, project will move forward with local funds only at this time.</td>
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<tr>
<td>Floyd County</td>
<td>Floyd</td>
<td>2128</td>
<td>1400550</td>
<td>Charlestown Road</td>
<td>Construction of sidewalks along Charlestown Road from Sunset Drive to County Line Road.</td>
<td>STBG-U</td>
<td>$384,147 (Federal) $84,400 (Other) $468,547 (Total Cost)</td>
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<td>TAP-U</td>
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<td>Remove the FY 2020 Preliminary Engineering phase that had the following cost:</td>
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<td>Program Preliminary Engineering in FY 2020:</td>
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<td></td>
<td>$0 (Federal) $373,000 (Other) $373,000 (Total Cost)</td>
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**Administrative Modification 33**

FY 2018 - FY 2021 Transportation Improvement Program

July 25, 2019

<table>
<thead>
<tr>
<th>KIPDA ID</th>
<th>State ID</th>
<th>Project Name</th>
<th>Description</th>
<th>Funding Source</th>
<th>Change to TIP</th>
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<tbody>
<tr>
<td>1700727</td>
<td></td>
<td>Charlestown Road</td>
<td>Reconstruction of Charlestown Road from Hedden Court to Genung Drive, 0.31 miles, includes construction of curb and gutter, sidewalk and storm sewer system.</td>
<td>Local</td>
<td>$0 (Federal) $373,000 (Other) $373,000 (Total Cost)</td>
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<td>1400550</td>
<td></td>
<td>Corridor Complete Streets</td>
<td>Construction of sidewalks along Charlestown Road from Sunset Drive to County Line Road.</td>
<td>STBG-U</td>
<td>$298,400 (Federal) $74,600 (Other) $373,000 (Total Cost)</td>
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<td>TAP-U</td>
<td>$300,000 (Federal) $60,000 (Other) $360,000 (Total Cost)</td>
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<td>STBG-U</td>
<td>$384,147 (Federal) $84,400 (Other) $468,547 (Total Cost)</td>
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