TRANSPORTATION TECHNICAL COORDINATING COMMITTEE
1:00 p.m., Wednesday, July 10, 2019
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

AGENDA

1) Call to Order, Welcome, Introductions

2) June 12 TTCC Meeting Minutes – Review and approval (see enclosed). Action is requested.

3) Public Comment Period

4) Transportation Policy Committee Report – Staff will report on the June TPC meeting.

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) – Staff will discuss formation of a TTCC Working Group for the next stage of the Kentucky Transportation Cabinet’s 2020 SHIFT project prioritization process (see enclosed). Action is requested.

9) Other Business

10) Adjourn

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

See http://www.ridetarc.org/tripplan/ for TARC service.
Call to Order
Chair Jim Urban called the meeting to order at 1:08 p.m. After introductions were made, it was determined that there was a quorum present.

Review and Approval of Minutes
Keith Griffee, Bullitt County, made a motion to approve the minutes of the May 8 TTCC meeting. Brian Dixon, Clark County, seconded the motion and it carried with a unanimous vote.

Transportation Policy Committee (TPC) Report
Larry Chaney, KIPDA staff, reported on the May TPC meeting. No action was required.

Public Comment Period
There were no public comments.

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

Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend approval to the TPC of the proposed amendment to the Horizon 2035 MTP. Felicia Harper, Bullitt County, seconded the motion and it carried with a unanimous vote.

Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend approval to the TPC of the proposed amendment to the FY 2018-FY 2021 TIP. Matt Meunier, City of Jeffersontown, 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. Michelle King, Louisville Metro APCD, made a motion to recommend approval to the TPC of the proposed freight advisory sub-committee. Keith Griffee, Bullitt County, seconded the motion and it carried with a unanimous vote.

Additional Obligation Authority for KYTC
Larry Chaney, KIPDA staff, discussed the Kentucky Transportation Cabinet (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. **Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend approval to the TPC of the proposed request. Keith Griffee, Bullitt County, seconded the motion and it carried with a unanimous vote.**

**Other Business**
Chair Jim Urban updated the TTCC on the progress of the complete streets working group.

**Adjournment**
The meeting was adjourned at 1:36 p.m.

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Larry Chaney  
Recording Secretary

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**Members Present:**  
Keith Griffee   Bullitt County  
Matt Meunier   City of Jeffersontown  
Arthur Jones   City of Shepherdsville  
Brian Dixon   Clark County  
Thomas Witt   Kentucky Transportation Cabinet  
Judi Hickerson   Kentucky Transportation Cabinet – District 5  
Larry Chaney   KIPDA  
Michelle King   Louisville Metro Air Pollution Control District  
Dirk Gowin   Louisville Metro Public Works & Assets  
Jim Urban   Oldham County Planning Commission  
*Ashlie Woods   Regional Mobility Council  
Brittany Montgomery   Town of Clarksville  
*Rickie Boller   TRIMARC

**Members Absent:**  
*Eric Evans   AARP – Kentucky  
*Alex Wimsatt   Bullitt County Chamber of Commerce  
Ben Ledbetter   City of Charlestown  
Mike Moore   City of Jeffersonville  
Barry Armstrong   City of Mt. Washington  
Jeff Gahan   City of New Albany  
Kenan Stratman   City of St. Matthews  
Jim Baker   Clark County Air Board  
*Brad Meixell   Clark County Fire Chiefs Association  
Stacia Franklin   Clark County Planning Commission  
*Joyce Newland   Federal Highway Administration – Indiana  
*Eric Rothermel   Federal Highway Administration – Kentucky  
*Stan Mitchell   Federal Transit Administration – Region 4  
Justin Tackett   Floyd County  
*Deanna Karem   Greater Louisville Inc.  
Shawn Seals   Indiana Department of Environmental Management  
Kathy Eaton McKallip   Indiana Department of Transportation – Public Transportation  
Tony McClellan   Indiana Department of Transportation – Seymour District  
Emmanuel Nsonwu   Indiana Department of Transportation – Urban & MPO Section  
Gary Langston   Indiana Motor Truck Association  
Leslie Poff   Kentucky Division for Air Quality  
Eric Perez   Kentucky Transportation Cabinet – Office of Transportation Delivery  
Guy Young   Kentucky Trucking Association  
Maria Bouvette   Louisville & Jefferson County Riverport Authority  
Gretchen Miliken   Louisville Metro Economic Development  
Jeff O'Brien   Louisville Metro Planning & Design Services  
Dan Mann   Louisville Regional Airport Authority  
*Eric Pruitt   Louisville Water Company  
*Tony Parrott   Louisville/Jefferson County Metro Sewer District  
*David Bizianes   Oldham Chamber & Economic Development  
David Voegele   Oldham County  
*Wendy Dant Chesser   One Southern Indiana
Agenda Item #2

Jeff Miles
*John King
*Jill Saegesser
*Chris Fitzgerald
Ferdinand Risco
Regina Ostertag
*Shannon Rickett

Ports of Indiana – Jeffersonville
Procarent
River Hills Economic Development District
Southern Indiana Transportation Advisory Group
TARC
TARC Accessibility Advisory Council
University of Louisville

Others Present:
Felicia Harper
Larry Brown
David Burton
Amanda Deatherage
Elizabeth Farc
Andy Rush
Ashley Tinius
Nick Vail
Michael Hill
Craig Butler
Bradley Coomes
Nic Langford
Bruce Bohne
Kenneth Myers
Bob Stein

Bullitt County
DLG
KIPDA
KIPDA
KIPDA
KIPDA
KIPDA
Lochmueller Group
Louisville Metro Air Pollution Control District
Louisville Metro Air Pollution Control District
Town of Clarksville
TRIMARC
TRIMARC
United Consulting

* Denotes Advisory Members
MEMORANDUM

TO: Transportation Technical Coordinating Committee
FROM: Nick Vail
DATE: July 3, 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. This information is being sent for your review prior to the TTCC meeting, where action will be requested to recommend approval of the requested changes to the Transportation Policy Committee.

**Action is requested.**
# Indiana Quarterly Progress Report Summary

**July 2019**

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>KIPDA ID</th>
<th>Funding Source</th>
<th>Project Name</th>
<th>Phases Programmed</th>
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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

Last Updated 7/3/2019
# Kentucky Quarterly Progress Report Summary
## July 2019

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**Legend:**
- **Unknown**: Project has not been started.
- **On/Ahead Schedule**: Project is on or ahead of schedule.
- **Behind Schedule**: Project is behind schedule.
- **Obligated**: Project has been obligated funds.

Last Updated 7/3/2019
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## Kentucky Quarterly Progress Report Summary
### July 2019

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

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<td>Bus Stop and Access Improvements</td>
<td>2019 C, 2020 C, 2021 C</td>
</tr>
</tbody>
</table>

### TA Projects

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>KIPDA ID</th>
<th>Funding Source</th>
<th>Project Name</th>
<th>Phases Programmed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jeffersontown</td>
<td>2230</td>
<td>TA</td>
<td>Misc. Sidewalks &amp; ADA Ramps</td>
<td>2019 C</td>
</tr>
<tr>
<td>Jeffersontown</td>
<td>2385</td>
<td>TA</td>
<td>Patti Ln</td>
<td>2019 C</td>
</tr>
<tr>
<td>Louisville Metro</td>
<td>2539</td>
<td>TA</td>
<td>Lou Loop: McNeely Lake</td>
<td>2018 C</td>
</tr>
<tr>
<td>Middletown</td>
<td>2228</td>
<td>TA</td>
<td>Bliss Ave</td>
<td>2019 C</td>
</tr>
<tr>
<td>Middletown</td>
<td>2229</td>
<td>TA</td>
<td>Wetherby Ave</td>
<td>2019 C</td>
</tr>
<tr>
<td>U of L</td>
<td>2225</td>
<td>TA</td>
<td>UofL Pedestrian Improvements - Lighting</td>
<td>2019 C</td>
</tr>
<tr>
<td>U of L</td>
<td>2229</td>
<td>TA</td>
<td>UofL Pedestrian Improvements - ADA</td>
<td>2019 C</td>
</tr>
</tbody>
</table>

**Phase Legend**
- D = Design
- PE = Preliminary Engineering
- R = Right of Way
- U = Utilities
- C = Construction

Last Updated 7/3/2019
## 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>
</tr>
</thead>
<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>
</tr>
<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>
</tr>
<tr>
<td></td>
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<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>
</tr>
<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>
</tr>
<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>
</tr>
<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>
</tr>
<tr>
<td></td>
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<td></td>
<td>- Award $688,981 (Federal) for the Construction phase in FY 2023</td>
</tr>
<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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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>- Award $3,500,000 (Federal) for the Construction phase in FY 2023</td>
</tr>
<tr>
<td>Floyd County</td>
<td>Charlestown Road Corridor Complete Streets</td>
<td>2128</td>
<td>STBG</td>
<td>- Award $300,000 (Federal) for the Utilities phase in FY 2021</td>
</tr>
<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>
</tbody>
</table>
## Indiana Project Changes
### July 2019

<table>
<thead>
<tr>
<th>Local Public Agency</th>
<th>Project Description</th>
<th>KIPDA ID</th>
<th>Funding Program</th>
<th>Request</th>
</tr>
</thead>
<tbody>
<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>
</tr>
<tr>
<td>New Albany</td>
<td>E. Main Street from State Street Intersection to E. 5th Street Intersection</td>
<td>2392</td>
<td>STBG</td>
<td>- Award $2,225,880 (Federal) for the Construction phase in FY 2022</td>
</tr>
</tbody>
</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 |

## Modified 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>
</tr>
</thead>
<tbody>
<tr>
<td>Clarksville</td>
<td>Blackiston Mill Road Improvements Phase I</td>
<td>2187</td>
<td>STBG</td>
<td>- Increase Construction phase in FY 2020 by $94,070 (Federal) for a total of $1,104,000 (Federal)</td>
</tr>
<tr>
<td>Clarksville</td>
<td>Riverside Drive Reconstruction</td>
<td>2393</td>
<td>STBG</td>
<td>- Increase Right of Way phase in FY 2021 by $666,846 (Federal) for a total of $2,310,366 (Federal)</td>
</tr>
</tbody>
</table>
# Kentucky Project Changes

**July 2019**

## 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>
</tr>
</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>
</tr>
</tbody>
</table>
| KYTC                | KY 1932 Chenoweth Lane | 213      | STBG            | - Award $625,000 (Federal) for the Utility phase in FY 2023  
                              - Award $1,940,000 (Federal) for the Construction phase in FY 2024 |
| KYTC                | KY 864               | 1879     | STBG            | - Award $9,150,000 (Federal) for the Construction phase in FY 2025 |
| KYTC                | KY 1931              | 2214     | STBG            | - Award $10,780,000 (Federal) for the Construction phase in FY 2025 |
| KYTC                | KY 146 Sidewalks Eastern Jefferson County | 2508     | STBG            | - Award $250,000 (Federal) for the Construction phase in FY 2021 |
| Louisville Metro    | Cooper Chapel Rd. Phase 3 | 223      | STBG            | - Award $16,000,000 (Federal) for the Construction phase in FY 2022 |
| Louisville Metro    | I-65 (Brooks Street) | 224      | STBG            | - Award $8,000,000 (Federal) for the Construction phase in FY 2025 |
| Louisville Metro    | Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation | 337      | STBG            | - Award $120,000 (Federal) in FY 2022, 2023, 2024 and 2025 for this ongoing program |
| Louisville Metro    | River Road Extension | 1338     | STBG            | - Award $7,000,000 (Federal) for the Construction phase in FY 2022 |
| Louisville Metro    | River Road Bicycle & | 1423     | STBG            | - Award $2,250,000 (Federal) for the Construction phase in FY 2025 |
## Kentucky Project Changes
### July 2019

<table>
<thead>
<tr>
<th>Project Name</th>
<th>STBG</th>
<th>Award Amount</th>
<th>Fiscal Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Louisville Metro, Stony Brook Drive Sidewalk Connector</td>
<td>2594</td>
<td>STBG</td>
<td>$300,000 (Federal)</td>
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<tr>
<td></td>
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<td>for the Construction</td>
<td>FY 2022</td>
</tr>
<tr>
<td></td>
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<td>phase in FY 2022</td>
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</tr>
<tr>
<td>Louisville Metro, Olmsted Parkways Multi-Use Path System</td>
<td>2623</td>
<td>STBG</td>
<td>$3,000,000 (Federal)</td>
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<tr>
<td>Section 2</td>
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<td>for the Construction</td>
<td>FY 2025</td>
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<tr>
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<td>phase in FY 2025</td>
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<tr>
<td>Louisville Metro, Olmsted Parkways Multi-Use Path System</td>
<td>2624</td>
<td>STBG</td>
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<tr>
<td>Section 3</td>
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<td>for the Right of Way</td>
<td>FY 2022</td>
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<td>phase in FY 2022</td>
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<tr>
<td></td>
<td></td>
<td>- Award $600,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>(Federal) for the</td>
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<tr>
<td></td>
<td></td>
<td>Utility phase in FY</td>
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<tr>
<td></td>
<td></td>
<td>2025</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Award $1,600,000</td>
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<tr>
<td></td>
<td></td>
<td>(Federal) for the</td>
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<tr>
<td></td>
<td></td>
<td>Construction phase in</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>FY 2025</td>
<td></td>
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<tr>
<td>Louisville Metro, Olmsted Parkways Multi-Use Path System</td>
<td>2629</td>
<td>STBG</td>
<td>$4,500,000 (Federal)</td>
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<td>Section 8</td>
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<td>for the Construction</td>
<td>FY 2025</td>
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<td>phase in FY 2025</td>
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<tr>
<td>Louisville Metro, Olmsted Parkways Multi-Use Path System</td>
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<td>Section 9</td>
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<td>phase in FY 2025</td>
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<tr>
<td>Oldham County, Oldham County Bicycle &amp; Pedestrian Trail</td>
<td>327</td>
<td>STBG</td>
<td>$500,000 (Federal)</td>
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<td>for the Construction</td>
<td>FY 2023</td>
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<td></td>
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<td>phase in FY 2023</td>
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<tr>
<td>Oldham County, KY 329</td>
<td>1877</td>
<td>STBG</td>
<td>$2,000,000 (Federal)</td>
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<td>for the Construction</td>
<td>FY 2021</td>
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<tr>
<td></td>
<td></td>
<td>phase in FY 2021</td>
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<tr>
<td>Oldham County, Oldham County Bicycle &amp; Pedestrian Trail -</td>
<td>2175</td>
<td>STBG</td>
<td>$750,000 (Federal)</td>
</tr>
<tr>
<td>Old LaGrange Rd.</td>
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<td>for the Utility phase</td>
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<tr>
<td></td>
<td></td>
<td>in FY 2021</td>
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<tr>
<td></td>
<td></td>
<td>- Award $500,000</td>
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<tr>
<td></td>
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<td>(Federal) for the</td>
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<tr>
<td></td>
<td></td>
<td>Construction phase in</td>
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<tr>
<td></td>
<td></td>
<td>FY 2023</td>
<td></td>
</tr>
</tbody>
</table>
MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Elizabeth Farc
Sarah Baer

DATE: July 3, 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.

KIPDA is seeking recommendation 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.

Action is requested.
To provide connectivity for pedestrians and cyclists along one of Jeffersonville’s busiest corridors. Extending 12th Street directly to industry road can create a continuous 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 negotiate the current twists and turns to access properties in the heart of the corridor.

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.

Design and construct shared-use path through A.B. Sawyer Park along Middle Fork Beargrass Creek to Dorsey Lane and connecting to surrounding neighborhoods including an underpass, bridge, and side amenities; and construction of pedestrian facilities along Bardstown Pike from Middle Fork of Beargrass Creek bridge to Ormsby Station Rd. including a bridge over Middle Fork Beargrass Creek.

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

Roadway - Project
Charlestown
$ 5,250,000
2021
LOW

Roadway - Project
Louisville Metro
$ 5,000,000
2025
MEDIUM

Roadway - Project
Louisville Metro
$ 13,674,261
2040
LOW

Roadway - Project
Clarksville
$ 4,250,000
2025
LOW

Roadway - Project
Clarksville
$ 4,000,000
2028
FURTHER REVIEW

Roadway - Project
Louisville Metro
$ 6,900,000
2040
LOW

Roadway - Project
Louisville Metro
$ 4,000,000
2030
MEDIUM

To provide connectivity for pedestrians and cyclists along one of Jeffersonville’s busiest corridors. Improving roadway to current standards and increase safety.

Mix of commercial and residential activities on this road segment, some light to heavy industrial truck use occurs and causes potentially hazardous conditions and safety concerns. Internal staff discussion yielded a median left turn lane as the best option to rectify the safety concerns while also continuing to serve the industrial and residential activities.

Projects 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 DESCRIPTION</th>
<th>PROJECT PURPOSE &amp; NEED</th>
<th>PRIMARY PROJECT TYPE</th>
<th>SPONSOR</th>
<th>MTP PROJECT COST (FYD)</th>
<th>YEAR OPEN TO PUBLIC</th>
<th>PROPOSED PERFORMANCE RANK</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Bardstown Road Safety Study was created in 2018 and provides recommendations to improve safety (prioritizing non-motorized users) along the corridor from Broadway to I-264.</td>
<td>Crashes along the corridor are noticeably high for both pedestrians and automobiles. 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 would help mitigate these unsafe conditions along one of Louisville’s most vibrant urban corridors.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$3,300,000</td>
<td>2025</td>
<td>HIGH</td>
</tr>
<tr>
<td>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 signalization, 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.</td>
<td>The Baxter/Bardstown Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro’s most heavily travelled corridors. It is highly prioritized in Move Louisville, Louisville Metro’s 20-year transportation plan, as both a “Major Corridor” and a “Premium Transit Corridor.” A large sub-area of this Section was the focus of the intensive Bardstown/Baxter Safety Study, completed by Louisville Metro’s Office of Advanced Planning. Baxter Avenue and Bardstown Road succeed as a commercial destination resulting in major mobility challenges. These two corridors have limited road space with high demand for each portion of the cross-section. The vibrant commercial corridor, constituting the heart of Louisville’s Highlands Neighborhoods, needs improvement and improvements to maintain its success over the years to come. The improvements proposed 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 multilane 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 too small for significant mass transit improvements and more complete multi-modal connections. The area inside of the Watterson has high pedestrian activity while the area outside of the Watterson has poor access management, crash inducing typical cross-sections, and poor transit accommodations and connections. Both sections have room for improvement concerning pedestrian connections and free to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the Baxter/Bardstown Corridor of the future continues to succeed while providing even greater access to people of all ages and abilities.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$11,600,000</td>
<td>2030</td>
<td>HIGH</td>
</tr>
<tr>
<td>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.</td>
<td>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.</td>
<td>Bicycle &amp; Pedestrian - Project</td>
<td>Jeffersonville</td>
<td>$1,630,000</td>
<td>2020</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 (FY0)</td>
</tr>
<tr>
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</tr>
<tr>
<td>Bowling Blvd/Christian Way</td>
<td>260</td>
<td>Construct a 5 lane (5th lane will be a center turn lane) connector between Bowling Boulevard and Christian Way.</td>
<td>The Bowling Boulevard / Christian Way connector will improve system continuity as well as provide additional access, respond to regional growth and development and provide traffic congestion relief for US 60 (Shelbyville Road) and KY 1747 (Hurstbourne Parkway).</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$21,000,000</td>
</tr>
<tr>
<td>Broadway Complete Street</td>
<td>D33</td>
<td>A complete street retrofit of Broadway from Shawnee Park to Baxter Avenue to include tied guide-way BRT, two-way cycle track and pedestrian safety improvements. The project scope should include the following: -Improved roadway design to increase transit speed, reliability and efficiency -Enhanced transit stations and rider amenities to improve the transit user experience -Enhanced bicycle and pedestrian access to frequent high capacity transit services -Operational plan including extension of BRT line southeast on Bardstown Road (non-fixed guideway)</td>
<td>Improve connectivity for all modes; improve safety; Promote social equity; and Enhance neighborhoods.</td>
<td>Transit - Project</td>
<td>Louisville Metro</td>
<td>$30,000,000</td>
</tr>
<tr>
<td>Buckner Connector</td>
<td>1808</td>
<td>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 Leitchfield. The proposed extension would begin approximately 1,220 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.</td>
<td>The purpose of the project is to improve system connectivity. Mattingly Road serves the Oldham County Industrial Park, located between the CSX railroad and dead-ends at I-71. At present, all industrial park traffic must cross the CSX railroad at two at-grade locations to access I-71. The road would connect the Park to KY 393 just north of I-71, thereby providing an option to avoid the two railroad crossings.</td>
<td>Roadway - Project</td>
<td>Oldham County</td>
<td>$4,291,330</td>
</tr>
<tr>
<td>Buechel Bank Road</td>
<td>181</td>
<td>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 0.6 miles.</td>
<td>This project will reduce traffic congestion and enhance traffic flow and public safety.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$6,850,000</td>
</tr>
<tr>
<td>Bremen Blvd/Christian Way</td>
<td>265</td>
<td>Construct Bremen Boulevard/Christian Way connector as a 5 lane (5th lane will be a center turn lane) divided highway.</td>
<td>From Bumrun Parkway, drivers would have easy access to KY 1747, KY 155 (Taylorsville Road) and I-64. The alternative would also provide relief to the I-64 and KY 1747 interchange.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$32,488,000</td>
</tr>
<tr>
<td>Byron Dr to Lombardy Dr Connection</td>
<td>O26</td>
<td>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.</td>
<td>Signalized LRAs on major intersecting streets, largely due to volume; some too fast around the curve and with tight turns lacking demarcation. The new road project connecting Byron Dr to Lombardy Dr will connect the two predominantly residential corridors, a connecting route currently lacking. The new connecting route should ease some of the traffic stemming from connecting Veterans Pkwy.</td>
<td>Roadway - Project</td>
<td>Clarksville</td>
<td>$3,500,000</td>
</tr>
<tr>
<td>Cardinal Boulevard Extension</td>
<td>1945</td>
<td>Extend Cardinal Boulevard to the west of 4th Street, across the railroad tracks at grade to connect to Dixie Avenue and 7th Street.</td>
<td>Stronger linkages between the University of Louisville and the Industrial Corridor will benefit both the residents of the new University Housing west of the railroad and help support retail/commercial development along the Cardinal Boulevard corridor. This connector will reduce travel times for a growing residential population south of I-265 (Gene Snyder Expressway) lying between US150 (Bardstown Road) and KY864 (Beulah Church Road). Additionally, this project will provide vehicle and pedestrian connectivity to future improvements along KY864 and Cooper Chapel Road.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$6,000,000</td>
</tr>
<tr>
<td>Cedar Creek Rd Connector</td>
<td>268</td>
<td>East-west collector corridor from KY864 (Beulah Church) to Cedar Creek Road consisting of a two-lane roadway with pedestrian accommodations.</td>
<td>Access to site-specific buildings and connectivity to the University of Louisville.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$4,000,000</td>
</tr>
<tr>
<td>Cedar St Extension</td>
<td>D15</td>
<td>S-Curve alignment road extension of Cedar St to Veterans Pkwy, two-way road with 12+ lanes, curb and gutter, 5’ sidewalks on both sides, 2’ median verge, all should match adjacent streetscape.</td>
<td>Since Broadway Street and Cedar Street are tracts at opposite ends, no single street provides a connection between Veterans Pkwy and Lewis &amp; Clark. The extension of cedar street would provide the necessary connection by utilizing already existing internal roadways.</td>
<td>Roadway - Project</td>
<td>Clarksville</td>
<td>$750,000</td>
</tr>
<tr>
<td>Cedar St Reconstruction</td>
<td>D14</td>
<td>Cedar Street would be reconstructed from Woodstock Drive south to Lewis &amp; Clark Pkwy. The segment between Ring Road extension (the mall’s circulator road) and Madison Street would shift slightly west to operate as both a public street and circulatory for River Falls Mall. This segment of Ring Road would be removed. Throughout the reconstructed road would be curb and gutter, 24’-plating verge, and 5’ sidewalks on both sides of the roadway.</td>
<td>The Broadway District and Lewis and Clark Pkwy district are not well-connected, the reconstruction of Cedar Street will tie into the new Cedar Street extension, thereby providing accessibility and reducing congestion on the other two connecting routes for these two important corridors.</td>
<td>Roadway - Project</td>
<td>Clarksville</td>
<td>$3,500,000</td>
</tr>
</tbody>
</table>
The Construction of 1 new CNG fueling stations in Jefferson County.

Roadway - Project
Louisville Metro
2199
Alternative Fuel Infrastructure
LOW

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The Project includes the following Phases:
1. Preliminary Engineering/Right-of-way Engineering
2. Right-of-Way Acquisition
3. Utilities
4. Construction

The Project provides connections to an Elementary School, a N- hood Center, urban residential neighborhoods and nearby commercial uses.

The Project begins at Hedden Court and proceeds northerly for 0.31 miles to Genung Drive. The project consists of uniformly widening approximately 0.6 miles of existing road to two (2) - twelve-foot-wide lanes. Existing sidewalks will be improved and new sidewalks will be constructed along both sides of the road. These sidewalks will be five (5) - foot in width and ADA compliant. Clark Road will be extended by constructing a new two (2) lane road of twelve-foot lane width for approximately 0.6 mile. The extension will terminate at a future arterial road that will connect Highlands 403 and 62.

The Charlestown Road Complete Streets Project is the construction of a multi-use path from Sunset Drive to County Line Road in New Albany, Indiana. The multi-use path is 10 feet in width. Additional traffic calming measures are planned, including re-striping and additional signage.

The Charlestown Road Complete Streets Project provides connections to an Elementary School, a N-hood Center, urban residential neighborhoods and nearby commercial uses.

The Suncrest Drive to the western corridor of the city. The collector road residential development within the city is expanding rapidly, this project will provide motorist and pedestrians safe and reliable access to the “western” corridor of the city. The collector road will provide motorist and pedestrians an alternative route to reduce congestion within Highways 65 and 62.

The Charlestown Road Complete Streets Project brings pedestrian and multi-modal infrastructure to an area that currently lacks any at all. The multi-use path will provide access for residents living in the subdivisions along the corridor the ability to access Kevin Hammersmith Park and the commercial area by bike or by foot. Currently, this segment of Charlestown Road is not safe for pedestrian nor bike traffic.

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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. Cooper Chapel Road is a heavily traveled collector road serving this area.

Cooper Chapel Road Phase 2  271  Phase 2: Reconstruct Cooper Chapel Road as a 2 lane road with left turn lanes at major intersections (Smyrna Parkway, Pennsylvania Run Road, KY 864, Beulah Church Road) from Smyrna Parkway to KY 864.

Purpose: The area south of I-265 (Game 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.

Need: The project will add shoulders where there are none and improve existing poor geometrics to this quickly 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 #262 and 283), the project will provide a continuous route parallel to I-265 between KY 61 (Preston Highway) and US 31E (Bardstown Road).

Cooper Chapel Road Phase 3  223  Phase 3: Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will include consideration of bicycle and pedestrian facilities.

Purpose: The area south of I-265 (Game 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.

Need: The Location and Feasibility Study will establish and preserve a corridor for the future extension of Cooper Chapel Road so that it can be established and through route between KY 61 and US 31E.

Court Avenue Streetscape Improvements  042  This project will reconnect 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.

Purpose: 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 businesses and a future Downtown elementary school (now under construction).

Need: Due to the two lane configuration and the numerous developments and entrances along the corridor, traffic operations are adversely impacted by vehicles making left turns along this congested corridor. Sight distance in the sag near Chenoweth Run and the crest near the railroad at the northern terminal of the project do not meet the 35 mph design speed criteria. The corridor is a high accident area. The existing roadway surface shows excessive wear with several sections having significant base failures that are not remedied by typical pavement resurfacing. The corridor is heavily traveled by trucks accessing a nearby rock quarry on Old Henry Road and school buses going to the Jefferson Public Schools maintenance facility on East Aiken. Several of the entrances have rutting on the shoulders with drop offs resulting from turning radii not adequate for truck turning movements. Rail crossing is substandard. There are gaps in the bike and pedestrian network.

CSX Trail Bike/Ped Project  010  Bike and Ped trail on former CSX railroad corridor, 10’ trail with designated biking lane, will connect to other town bike/ped trails.

Purpose: 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).

Need: 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  Louisville Metro  $15,000,000  2030  LOW

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

Roadway - Project  Jeffersville  $2,500,000  2025  MEDIUM

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

Roadway - Project  Clarksville  $8,900,000  2020  LOW

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DRAFT DOCUMENT

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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.

This road reconstruction project on E. Main Street will extend from State Street to E 5th Street for approximately 1,600 feet or 0.3 miles and is located in the heart of Downtown New Albany. The proposed road reconstruction project will provide for a continuation of the improvements of the E Main Street corridor extending from the recently completed project on E Main from Vincennes Street to E 5th Street in 2014 and connect to the improvements completed by INDOT on W Main Street from State Street to Corydon Pike in 2015. Like the preceding E Main project, the improvements will focus on replacing or rehabilitating deteriorated pavement and sidewalks, improve walkability and multi-modal accessibility of the Main Street corridor, improve 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 section to be reduced by 8 feet to promote traffic calming).
- New pavement markings identifying two 11-foot travel lanes, 7-foot parking lanes and accommodations for cyclists.
- Replacement of curbs/gutter and the addition of intersection curb bump-outs to promote traffic calming.
- Replacement and widening of existing sidewalks to provide reduced pavement width and encourage lower travel speeds.
- Installation of ADA compliant curbs ramps at all intersections/crosswalks.
- Installation of street lighting to improve pedestrian visibility and motorist awareness.

These improvements will take place entirely within currently designated right-of-way and will not require any acquisitions. Construction is anticipated to be completed in a single phase.

The project includes design and construction of a 1.000+/- length, 52’ wide section of E. Main Street between State Street and E. 5th Street. Currently, this portion of the E. Main Street corridor has extensive deteriorated sidewalks and a poor pavement rating. It’s worn out and dysfunctional. It lies in the Mansion Hill National Register District and connects the residential portion of this unique Historic District to the Downtown and the north-south Major Arterial, State Street. In fact, the Project ends at the E. Main and State Street intersection where the Founding Father’s historic Strober House Museum and the City’s new YMCA-Aquatic Center are located.

The proposed project will connect to two recently completed Main Street corridor improvement projects. The segment to the east of the proposed project area from E 5th Street to Vincennes Street was reconstructed in 2014 and included sidewalks, curbs replacement, a new median, improved pavement surface, bicycle improvements, traffic calming measures and lighting/landscaping. The segment of Main Street to the west, from State Street to Corydon Pike is under INDOT’s jurisdiction and was improved in 2015. That improvement included base patching, full width HMA overlay, curb ramp improvements and re-striping including provision for bike lanes.

The proposed project segment lies in a HUD-designated lower income area and is also identified as a KIPDA Title VI - Environmental Justice Area and listed as a KIPDA Bicycle & Pedestrian Priority Corridor. Several years ago, the City reconstructed the portion of E. Main Street between Vincennes Street and East Street using local/state funding. Based upon the pavement inventory that was completed in 2016 in conjunction with the Community Crossings Grant Application, the PASER ratings of the E. Main Street segments between State Street and E. 5th Street range from 4-5, which correlates to a "fair" to "poor" condition that requires structural improvements for correction. The condition rating is based on the past repair history and the condition of the pavement.

The 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. Street 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.

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- **East Pages Lane**
  - 274
  - Reconstruct East Pages Lane as a 2 lane (no additional lanes) road with several improvements to intersections from US 31W ( Dixie Highway) to KY 907 (3rd Street Road). Construct pedestrian accommodations on both sides of roadway for the length of the project.
  - East Pages Lane is a narrow 2 lane roadway with inadequate shoulders and poor geometry. It connects US 31W to KY 907 (Third Street Rd) at KY 907 (Valley Station Road).
  - Roadway - Project
  - Louisville Metro
  - 7,895,591 $ 2040 LOW

- **Ellingsworth Lane**
  - 276
  - Extend and widen Ellingsworth Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 913 (Blankenbarker Parkway) to Urton Lane and add sidewalks.
  - Ellingsworth Lane connects KY 913 and Tucker Station Road through heavy, residential development. With the proposed reconstruction of Urton Lane (KIPDA #474) and Tucker Station
    (KIPDA #472) Roads, an extension of Ellingsworth Lane would connect Urton Lane, Tucker Station Road and KY 913. This would allow the Urton Lane extension to the south to utilize the existing crossing at 164 on Tucker Station Road.
  - Roadway - Project
  - Louisville Metro
  - 11,000,000 $ 2035 LOW

- **Emery Crossing Road**
  - 525
  - The project is a road reconstruction and stabilization project. No additional lanes would be added, but some drainage work will be included.
  - The roadway has been 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 Tour to install a roadway suitable for both the heavy visitor and industrial traffic along the roadway, as well as with regular flooding.
  - Roadway - Project
  - Louisville Metro
  - 3,500,000 $ 2025 LOW

- **English Station Road**
  - 277
  - Reconstruct English Station Road as a 2 lane (no additional lanes) road from Wibble Hill Road to Christian Academy (700 S English Station Rd). Construct pedestrian accommodations on both sides of English Station Road for the length of the project.
  - This project will facilitate access to Christian Academy, reduce traffic congestion and improve safety.
  - Roadway - Project
  - Louisville Metro
  - 4,200,000 $ 2040 LOW

- **Fairground Road**
  - 281
  - Reconstruct Fairground Road as a 2 lane road (no additional lanes) from US 31E (Barstow Road) to KY 1819 (Biffletown Road), including left-turn lanes at US 31E, Biffletown Road and possibly other intersections and consideration of radii improvements at three 90-degree curves. Add pedestrian accommodations on both sides of Fairground Road for the length of the project.
  - Fairground Road is a collector serving a residentially developed area. Although the length of Fairground Road is only two miles, it has significant number of local street intersections. Three of these have abnormally high volume of traffic and actually serve as through routes.
  - Roadway - Project
  - Louisville Metro
  - 6,000,000 $ 2040 LOW

- **Ferndale Road**
  - 1330
  - Reconstruct Ferndale Road as a 2-lane road (no additional lanes) from Watterson Trail to Bardstown Road. Add pedestrian accommodations on both sides of Ferndale Road for the length of the project.
  - Reconstruct Flat Rock Road as a 2-lane road (no additional lanes) from US 60 (Shelbyville Road) to Aiken Road. Add pedestrian accommodations on both sides of Flat Rock Road for the length of the project.
  - Reconstruct East Pages Lane as a narrow 2 lane roadway with inadequate shoulders and poor geometry. It connects US 31W to KY 907 (Third Street Rd) at KY 907 (Valley Station Road).
  - Roadway - Project
  - Louisville Metro
  - 13,000,000 $ 2040 LOW

- **Flat Rock Road**
  - 1323
  - 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.
  - Improve roadway to current standards and increase safety. Increase pedestrian safety and improvements from Shelbyville Road to existing and potential residential development.
  - Roadway - Project
  - Louisville Metro
  - 63,542,571 $ 2040 LOW

- **Floyd Central High School/Highland Hills Middle School Safe Routes to School Project**
  - 2052
  - 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.
  - Improve roadway to current standards and increase safety for motorized traffic. Increase pedestrian safety and improvements from Shelbyville Road to existing and potential residential development.
  - Bike & Pedestrian - Project
  - Floyd County
  - 3,770,000 $ 2025 LOW

- **Floyd Street Roundabout, Cardinal Blvd, Brandies Arthur Street Intersection and other Bellknaps Campus Improvements**
  - 2150
  - "BC for MULTI-MODAL DIRECTIONAL NON-VEHICLE & VEHICLE SAFETY, PROGRESSIVE BELKNAP 1ST YR TO INCLUDE CONST FUNDS FOR ROUNDABOUT@FLOYD ST & CARDINAL BLVD & INTERS@BRANDIES & ARTHUR ST. UOFI FOUNDATION WILL PAY UPRFRONT $4.5M OF $22.5M (KYDO) IN 1ST YR ($4.5CN)
  - "The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.
  - Roadway - Project
  - KYTC
  - 24,000,000 $ 2021 LOW

- **Galen Drive/Sprawl Road Collector Extension**
  - 072
  - Realize Galene Drive and Sprawl Road to eliminate the right turn/left turn movement as it approaches Taylorsville Road. Extend Sprawl Road across Taylorstown Road and connect up with Shelby Street and widen Shelby Street to Watterson Trail intersection. The project includes widening the collector roadway, curb and gutters, sidewalks and bicycle facilities. Project will include turning movements and signalization as warranted.
  - The project will increase connectivity in the downtown business district of Jeffersontown and provide a new collector roadway to relieve the congestion at the that the Taylorsville Road/Watterson Trail Intersection. It will enhance economic development opportunities and connectivity to schools, civic uses of the city.
  - Roadway - Project
  - Jeffersontown
  - 3,250,500 $ 2028 MEDIUM

- **Good Samaritan Bicycle and Pedestrian Trail Connector**
  - 2082
  - Construct a 57 miles multi-use bicycle and pedestrian trail 10 feet wide along portions of Watterson Trail, Grand Avenue, Bluebird Lane and Shelley Street as well as travering between the Jeffersontown Public Library and the Academy of Individual Excellence School and the Good Samaritan Residential Community in downtown Jeffersontown.
  - This project will greatly enhance both pedestrian and bicycle connectivity to the surrounding streets in downtown Jeffersontown as well provide enhanced access to 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.
  - Bike & Pedestrian - Project
  - Jeffersontown
  - 1,630,000 $ 2020 MEDIUM

- **Grade Lane**
  - 289
  - Widen Grade Lane from 2 to 3 lanes from KY 1065 (Outter Loop) to KY 1631 (Fern Valley Rd). Includes pedestrian and bicycle accommodations.
  - This project will improve access to the Louisville International Airport and industrial development.
  - Roadway - Project
  - Louisville Metro
  - 26,000,000 $ 2035 MEDIUM

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Grant Line Rd. (Hausfeldt Ln. to Security Parkway)  

The need for improvement is based on the existing substandard geometrics, and lack of traffic capacity along the corridor, which is in a rapidly growing area of New Albany and Floyd County. Existing Level of Service (LOS) has fallen below minimum standards. This project is needed to improve safety and traffic flow/mobility by adding capacity and improving geometrics along the corridor. This project will increase vehicular capacity, add pedestrian access and resolve fundamental and unsafe roadway deficiencies within this section of Grantline Road north of I-265.

This road rehabilitation and multi-use (MU) trail project along Grantline Road will extend from Hausfeld Lane to Security Parkway. The MU trail/sidewalk only portion of the project will begin at Hausfeld Lane, and will run north along Grantline Road for approximately 2150 ft. to Indiana University Southeast (IU-SE/Klerner Lane intersection). The MU trail will be located on the west side of the road, and the sidewalk will be located on the east side. The roadway rehabilitation portion of the project will begin at IU-SE/Klerner Lane. The Multi-Use Trail/sidewalk and roadway rehabilitation project will then run north to just north of the intersection with Security Parkway. The length of the MU trail/sidewalk only portion of the project will be approximately 0.41 miles. The length of the Grantline Road rehabilitation with MU trail/sidewalk project will be approximately 1.31 miles. The total project length is estimated to be approximately 1.72 miles. The project is located within the INDOT Seymour District.

The MU trail will be constructed as a 10 ft. wide trail, and will follow all applicable INDOT Standards for geometry and pavement thickness, along with the AASHTO Guide for the Development of Bicycle Facilities. The 5 ft. concrete sidewalk will also follow all INDOT Standards. Both facilities will meet or exceed ADA requirements.

Grantline Road will be widened and resurfaced from approximately 250 ft. south of IU-SE/Klerner Lane intersection to approximately 300 ft. north of IU-SE/Klerner Lane. This is currently a five lane section with curb and gutter. From approximately 300 ft. north to 700 ft. north of IU-SE/Klerner Lane, Grantline Road will transition from the five lane section to a three lane section. From that point Grantline Road will be reconstructed as a three lane section with curbs and gutters. Reconstruct this 1.2 mile major arterial/street/urban highway segment from its current casual as an abandoned highway to a more complete urban street by building curb/gutter/drainage system, a multi-use trail on the west side and sidewalks on the east side to connect with existing sidewalks to the north and Daisy Lane on the south, by defining/reducing curb cuts and where needed by providing by providing better access to Sam Peden Community Park as well as to businesses along/near this route. The project updates traffic signals and provides a new northwest bound turn lane at the Beechwood Avenue intersection and an adequate subsurface base for the travel lanes, with improved, visible street markings.

This corridor provides access to downtown New Albany, with improved, visible street markings.

Grant Line Rd. South (Daisy Lane to McDonald Lane)  

Construction of a new 2 lane road from the Port of Indiana to IN 265 and construction of a 3 lane road from the IN 265/Old Salem Road interchange through River Ridge to IN 62. The project will also identify a direct railroad route from the Port of Indiana to River Ridge.

The Heavy Haul Road provides direct access to IN 265 from both the Port of Indiana and River Ridge and also direct access between the Port of Indiana and River Ridge which will alleviate the mixing of truck and passenger vehicles on IN 62 and Port Road by reducing the amount of trucks in the future. The future railroad will provide a direct connection between the Port of Indiana and River Ridge and also give better connectivity to two Class I railroads.

Hubbards Lane  

Hubbards Lane is a heavily traveled collector which passes through residential development between US 60 and US 42. This road is a heavily traveled collector which passes through residential development between US 60 and US 42.

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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-264 Bridge Painting 2598
CHAF NEED: TBD
CHAF: TBD

I-265

<table>
<thead>
<tr>
<th>CHAF 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>CHAF ID</td>
<td>KYTC HIGHWAY PLAN (June, 2018): IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM I-65 TO US 31E. Project will evaluate widening to the inside from 4 to 6 lanes.</td>
<td>CHAF NEED: Projects are needed because of deficient ramps, inadequate capacity, and higher than average crash rates.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$30,000,000</td>
<td>2022</td>
<td>FURTHER REVIEW</td>
</tr>
<tr>
<td>CHAF ID</td>
<td>KYTC HIGHWAY PLAN (June, 2018): IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM I-65 TO US 31E.</td>
<td>CHAF NEED: Projects are needed because of deficient ramps, inadequate capacity, and higher than average crash rates.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$64,410,000</td>
<td>2023</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>CHAF ID</td>
<td>KYTC HIGHWAY PLAN (June, 2018): IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM US 64/31E (BARDSTOWN RD) TO KY 155 (TAYLORSVILLE RD).</td>
<td>CHAF NEED: Projects are needed because of deficient ramps, inadequate capacity, and higher than average crash rates.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$9,250,000</td>
<td>2040</td>
<td>FURTHER REVIEW</td>
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<tr>
<td>CHAF ID</td>
<td>KYTC HIGHWAY PLAN (June, 2018): IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM US 64/31E TO KY 155.</td>
<td>CHAF NEED: Projects are needed because of deficient ramps, inadequate capacity, and higher than average crash rates.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$4,000,000</td>
<td>2023</td>
<td>MEDIUM</td>
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<td>CHAF ID</td>
<td>KYTC HIGHWAY PLAN (June, 2018): IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM US 64/31E TO KY 155.</td>
<td>CHAF NEED: Projects are needed because of deficient ramps, inadequate capacity, and higher than average crash rates.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$321,900,000</td>
<td>2025</td>
<td>MEDIUM</td>
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<tr>
<td>CHAF ID</td>
<td>KYTC HIGHWAY PLAN (June, 2018): IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM US 64/31E (BARDSTOWN RD) TO KY 155 (TAYLORSVILLE RD).</td>
<td>CHAF NEED: Projects are needed because of deficient ramps, inadequate capacity, and higher than average crash rates.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$103,800,000</td>
<td>2023</td>
<td>MEDIUM</td>
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<td>CHAF ID</td>
<td>KYTC HIGHWAY PLAN (June, 2018): IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM US 64/31E TO KY 155.</td>
<td>CHAF NEED: Projects are needed because of deficient ramps, inadequate capacity, and higher than average crash rates.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$7,500,000</td>
<td>2025</td>
<td>LOW</td>
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<tr>
<td>CHAF ID</td>
<td>KYTC HIGHWAY PLAN (June, 2018): IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM US 64/31E (BARDSTOWN RD) TO KY 155 (TAYLORSVILLE RD).</td>
<td>CHAF NEED: Projects are needed because of deficient ramps, inadequate capacity, and higher than average crash rates.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$50,000,000</td>
<td>2040</td>
<td>LOW</td>
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<tr>
<td>CHAF ID</td>
<td>KYTC HIGHWAY PLAN (June, 2018): IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM US 64/31E (BARDSTOWN RD) TO KY 155 (TAYLORSVILLE RD).</td>
<td>CHAF NEED: Projects are needed because of deficient ramps, inadequate capacity, and higher than average crash rates.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$64,410,000</td>
<td>2024</td>
<td>MEDIUM</td>
</tr>
</tbody>
</table>
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**I-65 224**

KYTC added to the description that this project is a study only.

AND/OR S PRESTON ST, REMOVE RAMP FROM NB I-65 TO WOODBINE ST AND EVALUATE THE

portion that contains the tunnel. This was changed with the recent model update in 2018 when

KYTC added to the description that this project is a study only.

**I-64 351**

KYTC HIGHWAY PLAN (June, 2018): IMPROVE RAMP CAPACITY OF THE I-64 WESTBOUND RAMP

TO I-64 WESTBOUND FROM ONE TO TWO LANES FOR ENTIRE LENGTH AND OTHER NEEDED

IMPROVEMENTS TO ADDRESS WEAVE ISSUES AT MERGE ON I-64. (2006BOPP)(12CCR)

CHAF ID: IP20150209

**I-64 350**

KYTC HIGHWAY PLAN (June, 2018): ADDRESS DEFICIENCIES ON I-64 SHERRAM MINTON BRIDGE

OVER THE OHIO RIVER. JOINT PROJECT WITH INDIANA.(056B0379N)(058B)

CHAF ID: 20190123From MP 0 to MP 0.316.

**I-64 2533**

DESCRIPTION: Reduce congestion and improve connectivity to I-64 in eastern Jefferson County

between I-65 and US 150 (Gene Snyder Freeway) in Jefferson County to I-264 (Buck Creek Road) in

Shelby County. CHAF ID: IP20150139

**I-64 397**

ADDITIONAL CONSIDERATIONS: New interchange and connector road in the vicinity of Gilliland

Road. This project was changed in the 2018 Non-Exempt amendment, changing the OTP Date

from 2021 to 2029. A standard diamond interchange at Gilliland Rd. is assumed. A 3rd lane is

assumed to be added from the interchange north to Eastwood Cutoff.

**I-64 225**

Maintenance of the I-64 Sherman Minton Bridge and three Indiana approach bridges and one

Kentucky approach bridge.

**I-64 224**

Renovate the bridge decks, perform minor structural repairs on the five bridges in the I-64

Sherman Minton Corridor. These maintenance efforts are required to sustain the bridges through

their 100 year design life.

**I-64 224**

Improve interstate egress and movement at Jefferson Street increasing access to the Medical

Center.

**I-64 208**

Improve traffic flow, safety, and access associated with the I-65 ramps from US 60A (Eastern

Parkway) to University Boulevard. This project is needed because there is inadequate weaving

distance between the on-ramp from Eastern Parkway to southbound I-65 and the exit ramp to

Crittenden Drive, making entering, exiting, and weaving maneuvers difficult. The on-ramp from

University Boulevard to northbound I-65 also has inadequate merge and acceleration distances.

The southbound I-65 off-ramp to Warnock Street also creates a potentially unsafe merge

situation for vehicles attempting to enter and exit the freeway. The on-ramp from northbound I-65

to Warnock Street also creates a potentially unsafe move from the median to the left lane of

traffic.

**I-64 207**

Improve traffic flow, safety, and access associated with the I-65 ramps at KY 63 (Preston Street),

KY 61 (Jackson Street), Woodbine Street, and Magnolia Avenue. This project is needed because

the on-ramp from northbound KY 61 (Preston Street) is inadequate and provides little

acceleration distance. KY 61 (Jackson Street) and Woodbine Street exits are immediately north

of the on-ramp; all three ramps are too close together making entering, exiting, and weaving

maneuvers difficult.

**I-64 205**

Improve traffic flow, safety, and access associated with the I-65 ramps at KY 61 (Preston Street),

KY 61 (Jackson Street), Woodbine Street, and Magnolia Avenue. This project is needed because

the on-ramp from northbound KY 61 (Preston Street) is inadequate and provides little

acceleration distance. KY 61 (Jackson Street) and Woodbine Street exits are immediately north

of the on-ramp; all three ramps are too close together making entering, exiting, and weaving

maneuvers difficult.
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<th>KIPDA ID</th>
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<tbody>
<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 edge lines were patched to the top of concrete to mitigate severe joint deterioration. Unfortunately, these partial depth patches effectively created a dam in the stripped layers, forcing water to come up through the new surface under traffic loading. 71 wet spots have been inventoried and are creating a safety hazard, especially during the winter months, when the water turns to ice. Additionally, questionable subgrade conditions were discovered under the last contract on the southern portion of the job from 16+0.417 to RP 19+0.995 (R-33833) demonstrating yet another water issue. Given these observations, it is likely that the existing underdrains are not performing as intended.</td>
<td>Roadway - Project</td>
<td>INDOT</td>
<td>$ 104,243,431</td>
<td>2023</td>
<td>LOW</td>
<td></td>
</tr>
<tr>
<td>I-65</td>
<td>2333</td>
<td>KYTC REVISION PLAN (June, 2018): CONSTRUCT NEW I-65 INTERCHANGE BETWEEN KY-480 AND KY-249.</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-65/074 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</td>
<td></td>
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</tr>
<tr>
<td>I-65</td>
<td>288</td>
<td>RECONSTRUCT RAMPS CONNECTING KB AND I-65 TO THE CENTRAL AVENUE CRITTENDEN DRIVE INTERSECTION (200480PC)</td>
<td>CHAF: 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>Interchange/intersection - Project</td>
<td>KYTC</td>
<td>$ 1,940,000</td>
<td>2033</td>
<td>LOW</td>
</tr>
<tr>
<td>I-65</td>
<td>284</td>
<td>CONSTRUCT RAMPS CONNECTING NB AND SB I-65 TO THE CENTRAL AVENUE CRITTENDEN DRIVE INTERSECTION (200480PC)</td>
<td>CHAF ID: IP20150178</td>
<td>CHAF: 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 access to Center 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. CHAF NEED: This project is needed because the I-65/074 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</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<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: 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 access to Center 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. CHAF NEED: This project is needed because the I-65/074 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</td>
<td></td>
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DRAFT DOCUMENT

### Table: Summary of Project Descriptions and Proposals

<table>
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<tr>
<th>PROJECT</th>
<th>KIPDA ID</th>
<th>PROJECT DESCRIPTION</th>
<th>PROJECT PURPOSE &amp; NEED</th>
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</thead>
<tbody>
<tr>
<td>I-65/I-264 Interchange</td>
<td>2211</td>
<td>6YP DESC: IMPROVE SAFETY AND REDUCE CONGESTION AT THE I-65/I-264 (WATTERSON EXPRESSWAY) INTERCHANGE. CHAF NEED: The I-65/I-264 interchange ranked as the 5th highest crash interchange in the KIPDA MPO area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. In that time period there were 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.</td>
<td>CHAF PURPOSE: Improve safety and reduce congestion at the I-65/I-264 (Wattersson Expressway) interchange. CHAF NEED: The I-65/I-264 interchange was ranked as the number one highest crash interchange in the KIPDA MPO area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. In that time period there were 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.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$145,593,000</td>
<td>2029</td>
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<tr>
<td>I-65/I-265</td>
<td>2601</td>
<td>IMPROVE SAFETY AND REDUCE CONGESTION AT THE I-65/I-265 (GENE SNYDER FREEWAY) INTERCHANGE. CHAF ID: IP20160019</td>
<td>CHAF NEED: This project is needed because of inadequate current and future capacity and patterns caused by the growing employment of the industrial and commercial growth. The work will improve safety and reduce congestion at the I-65/I-265 interchange. The interchange is now an Opportunity Zone and development will accelerate and will add to the strained traffic surrounding the interchange. CHAF ID: IP20150032</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$100,400,000</td>
<td>2028</td>
<td>LOW</td>
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<tr>
<td>I-65/KY 480 Interchange</td>
<td>2193</td>
<td>6YP DESC: IMPROVE OPERATIONAL PERFORMANCE OF THE I-65/KY 480 INTERCHANGE INCLUDING RAMP IMPROVEMENTS AND TURNING LANES. CHAF ID: IP20160021</td>
<td>CHAF PURPOSE: The purpose of this project is to reduce future traffic congestion at the I-65/KY 480 (Cedar Grove Road) interchange to acceptable levels of service (i.e., A, B, C, or D) and to improve access to existing and committed businesses in the Cedar Grove Business Park and surrounding area. CHAF NEED: The I-65/KY 480 interchange ranked as the 5th highest crash interchange in the KIPDA MPO area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. In that time period there were 347 total crashes within the interchange (meaning the area between the exit and entrance ramps in all directions) which included two fatalities and 5 injuries. The average daily traffic entering this interchange is 121,345 with a crash rate of 1.746 (the ratio of the number of crashes to the number of vehicles entering an interchange) and severity index of 1.071.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$12,160,000</td>
<td>2026</td>
<td>LOW</td>
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<tr>
<td>I-65/KY 1526</td>
<td>204</td>
<td>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 122.20 to MP 122.00. Design may consider addition of dedicated turn lanes along length of KY 1526 where appropriate and adding turn lane capacity to interstate ramps. CHAF ID: IP20190078</td>
<td>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). 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). 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). Multiple concerns from first responders as they head into traffic on the John Harper Highway along with congestion on Blue Lick Road due to accelerated growth of both Industrial and Commercial on Blue Lick. The west side of Exit 121 is now an Opportunity Zone and development will accelerate and will add to the strained traffic patterns caused by the growing employment of the Industrial and Commercial growth.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$6,600,000</td>
<td>2026</td>
<td>LOW</td>
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<tr>
<td>I-71</td>
<td>2611</td>
<td>KYTC HIGHWAY PLAN (June, 2018): IMPROVE SAFETY AND REDUCE CONGESTION ON I-71 FROM I-264 TO I-265. CHAF NEED: This project is needed because of inadequate current and future capacity and roadway deficiencies on I-71 from I-264 (Wattersson Expressway) to I-265 (Gene Snyder Freeway).</td>
<td>CHAF PURPOSE: Improve safety and reduce congestion on I-71 from I-264 (Wattersson Expressway) to I-265 (Gene Snyder Freeway). CHAF NEED: This project is needed because of inadequate current and future capacity and roadway deficiencies on I-71 from I-264 (Wattersson 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</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$228,734,000</td>
<td>2030</td>
<td>MEDIUM</td>
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</tbody>
</table>

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### I-71

**Project ID:** 2512  
**Project Description:** Six Lane Priority Section of I-71 between I-265 and KY 329 (I5CER)  
**Additional Considerations:** Widen priority section of I-71 between I-265 and KY 329 from 4 to 6 lanes.

**CHAF Purpose:** The purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through traffic on I-71, as well as local users traveling to and from the Louisville Metro and Crestwood/Brownsboro areas.

**CHAF Need:** The needs being addressed by the proposed I-71 project are based on the following facts:

- Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was 56,600 vehicles per day (vpd). In 2015, the traffic volume has increased to 61,300 vpd. By 2040, those numbers are forecasted to increase to 80,000 vpd. Traffic projections illustrate continued growth in traffic volumes. This forecast takes into account the future opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-265 in Indiana.
- I-71 has roadway deficiencies and poor traffic operational characteristics. The life span of the pavement surface and bridges will be reached within the foreseeable future, regardless of the transportation demand, the crash rates along with the inside shoulder width are less than desirable.
- Driver crash rates are notably high along this section of I-71. Between January 2013 and December 2015, there were 265 crashes, including 3 fatalities, along the project corridor. The northbound direction had 123 crashes and southbound direction had 237 crashes. Based on a quantitative analysis, the project had six 0.2 miles sections of roadway that had a statistically high crash rate (i.e., critical rate factor greater than 1.0). The six sections were all in the southbound direction and the critical rate factors ranging from 1.072 to 1.5.

**Interstate/Interchange - Project**  
**Spender:** KYTC  
**Year Open to Public:** 2024  
**Medium**

**Project ID:** 2602  
**Project Description:** Improve safety and reduce congestion on I-71 from Zorn Ave to I-264.  
**Additional Considerations:** Project will widen the inside from 4 to 6 lanes.

**CHAF Purpose:** Improve safety and reduce congestion on I-71 from Zorn Ave to I-264 (Watterson Expressway).

**CHAF Need:** This project is needed because of a higher than average injury crash rate, inadequate current and future capacity, and roadway deficiencies on I-71 from Zorn Avenue to I-264 (Watterson Expressway). The percent of injury crashes cited in the March 2014 I-71 Study along this section of I-71 is 20.3% which exceeds the Interstate average referenced in the study of 17.4%. The percentage truck traffic is 7% with traffic and freight generators close to the 2.0 multiple. The 2038 anticipated truck growth rate is 1.7%. This section of I-71 has a LOS F and a volume to capacity ratio of 1.27. Deficiencies include shoulder widths.

**Interstate/Interchange - Project**  
**Spender:** KYTC  
**Year Open to Public:** 2030  
**Low**

**Project ID:** 2612  
**Project Description:** Improve the interchange of I-71 and KY 329  
**Additional Considerations:** Project will evaluate: signalizing SB I-71 on and off ramps; adding left turn lane on KY 329 for left turns onto SB I-71 ramp; multi-use path along KY 329; and various sight distance improvements.

**CHAF Purpose:** Improve safety and reduce congestion at the I-71/KY 329 interchange.

**CHAF Need:** This project is needed because of a high amount of crashes and limited sight distance that exists at the I-71 ramps at KY 329. Additionally, the capacity of KY 329 is inadequate to handle current traffic volumes during peak hours.

**Interstate/Interchange - Project**  
**Spender:** KYTC  
**Year Open to Public:** 2025  
**Low**

**Project ID:** 2382  
**Project Description:** Provide collector-distributor lane on southbound I-71 to facilitate ramp movements to and from I-265.  
**Additional Considerations:** Provide collector-distributor lane on southbound I-71 to facilitate ramp movements to and from I-265.

**CHAF Purpose:** The purpose of the proposed project is to facilitate traffic flow on I-71 and improve ramp movement efficiency to and from I-265.

**CHAF Need:** I-71, I-265, and the interchange between these facilities carry high traffic volumes, particularly during peak travel periods. Capacity analysis using the HCS7 Freeways module indicates the weaving segment (between the I-71 southbound loop ramps) is over capacity based on 2035 AM peak hour forecast volumes; it operates at LOS F. The lower volumes heading into town during the 2015 PM peak lead to LOS D operations, speeds drop 20+ mph versus the mainline through vehicles in the adjacent lane.

According to Kentucky State Police crash data for 2015-2017, 234 crashes were reported along I-71/marine between MP 8.4 and 9.8. Of these, 145 (over 60%) were southbound. There were no fatalities and 28 injury collisions, divided evenly between directions. Looking at only southbound crashes, five 0.1 mile long high crash “spots” occur along the corridor.

**Interstate/Interchange - Project**  
**Spender:** KYTC  
**Year Open to Public:** 2020  
**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.*
The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Mobility within designated freight corridors.

I-71 interchange at I-265 (MP 9.063 to MP 9.163) is located in north eastern Jefferson County. The land uses in this area are low to medium density residential. The adequacy rating data point to crash issues and congestion. At this time, this segment is experiencing a high level of congestion, especially at peak hours. This interchange is used to move people and goods in and out of east Jefferson County and Oldham County; I-71 is used by freight carriers moving goods along the corridor and accessing other interstate facilities in addition to commuters. The planned growth in this area and the Ohio River Bridges project in close proximity may place additional demand on this facility.

**PROJECT** | **KPIDA ID** | **PROJECT DESCRIPTION** | **PROJECT PURPOSE & NEED** | **PRIMARY PROJECT TYPE** | **SPONSOR** | **MTP PROJECT COST (YOE)** | **YEAR OPEN TO PUBLIC** | **PROPOSED PERFORMANCE RANK**
---|---|---|---|---|---|---|---|---
I-71 | 1480 | Improve safety and reduce congestion of the I-265 northbound to I-71 southbound movement at the I-71/I-265 (Gene Snyder Freeway) interchange. | CHAF PURPOSE: The purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through traffic on I-71, as well as local users traveling to and from the Louisville Metro and Crestwood/Clarkson areas. | Interstate/Interchange - Project | KYTC | $63,201,000 | 2030 | LOW
I-71 | 2604 | I-71: Improve I-71 from four to six lanes from KY-329 (MP 14.1) to KY-393 (MP 18.0). (16CCN) CHAF ID: IP20160192 ADDITIONAL CONSIDERATIONS: Widen I-71 from 4 to 6 lanes from KY 329 to KY 395. | CHAF NEED: The Needs being addressed by the proposed I-71 project are based on the following facts: 1) Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was near 56,600 vehicles per day (vpd). In 2015, the traffic volume has increased to nearly 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 adjusted to account for the recent opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-265 in Indiana. 2) I-71 has roadway deficiencies and poor traffic operational characteristics. The life span of the pavement surface and bridges warrant they be replaced within the foreseeable future, regardless of the transportation demands; the clear zones along with the inside shoulder width are less than desirable. 3) In 2009, the accident rate was notably high along this section of I-71. | Roadway - Project | KYTC | $54,258,000 | 2025 | LOW
I-71 | 2603 | KYTC HIGHWAY PLAN (June, 2018): CONSTRUCT NEW I-71 INTERCHANGE BETWEEN KY-393 AND KY-53 TO RELIEVE CONGESTION IN LAGRANGE. | CHAF PURPOSE: The purpose of the project is to provide connectivity to the surrounding development/community that is already experiencing growth today. | Interstate/Interchange - Project | KYTC | $18,400,000 | 2026 | LOW
I-71 | D79 | KYTC HIGHWAY PLAN (June, 2018): WIDEN I-71 FROM FOUR TO SIX LANE FROM KY-393 (MP 18.0) TO KY-53 (MP 22.4). (16CCN) CHAF ID: IP20160193 ADDITIONAL CONSIDERATIONS: Widen I-71 from 4 to 6 lanes from KY 329 to KY 395. | CHAF NEED: The Needs being addressed by the proposed I-71 project are based on the following facts: 1) Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was near 56,600 vehicles per day (vpd). In 2015, the traffic volume has increased to nearly 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 adjusted to account for the recent opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-265 in Indiana. 2) I-71 has roadway deficiencies and poor traffic operational characteristics. The life span of the pavement surface and bridges warrant they be replaced within the foreseeable future, regardless of the transportation demands; the clear zones along with the inside shoulder width are less than desirable. 3) In 2009, the accident rate was notably high along this section of I-71. | Interstate/Interchange - Project | KYTC | $71,300,000 | 2030 | FURTHER REVIEW
I-71 | D98 | Project may include the following scope: widen the exit ramp from 1 to 2 lanes; add a right turn lane and a left turn lane to create dual right and dual left turn movements; install a new traffic signal for the intersection improvements; and add lane striping and way finding signs for lane assignment to guide drivers to the correct lane for turning or thru traffic movements at the intersection. | Reduce congestion and improve safety on the northbound exit ramp from I-71 to KY 53, and at the exit ramp and KY 53 intersection. | Interstate/Interchange - Project | KYTC | $2,099,000 | 2020 | LOW
I-71/1-264 | D93 | Improve safety and reduce congestion at the I-71/I-264 (Watterson Expressway) interchange. | The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Mobility within designated freight corridors. The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Capacity for all vehicle types. | Interstate/Interchange - Project | KYTC | $69,250,000 | 2034 | LOW
I-71/KY 53 Interchange | 2024 | Improve safety and reduce congestion at the I-71/KY 53 (North/South First Avenue) interchange. Includes consideration of an additional two-way left turn lane and bike/ped accommodations. | The purpose of this project is to improve safety and reduce congestion at the I-71/KY 53 (North/South First Avenue) interchange. | Interstate/Interchange - Project | KYTC | $9,800,000 | 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.*
<table>
<thead>
<tr>
<th>PROJECT</th>
<th>KIPDA ID</th>
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<th>PROJECT PURPOSE &amp; NEED</th>
<th>PRIMARY PROJECT TYPE</th>
<th>SPONSOR</th>
<th>MTP PROJECT COST (FY0)</th>
<th>YEAR OPEN TO PUBLIC</th>
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</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>2015</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>JC/TC Downtown Campus Pedestrian and Bicyclist Improvements</td>
<td>1111</td>
<td>The project needed by JC/TC includes improvements on the downtown campus for pedestrians and bicyclists. The Downtown campus is bordered on Chestnut Street to the north, 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 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, bicycles, and other foot traffic will continue to increase throughout this area and certainly as a new building is opened and the number of students grows. Improvements to crosswalks, lighting, pedestrian areas, safety, and bicycle lanes and parking are all part of the comprehensive nature of a Phase 3 Downtown Comprehensive Plan for Pedestrian and Bicyclist 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>JC/TC</td>
<td>$4,000,000</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>This project will provide an off-street bicycle and pedestrian route that connects the existing neighborhood to community spaces along the existing rail spur (Highland Park, Park View Middle School, and the Westville Athletic Complex). The Trail culminates at the Ohio River and could someday be connected to the Ohio River Greenway with redevelopment of the Jeff Boat Site. The project provides a healthy alternative to driving to these destinations and provides a desirable recreation amenity in the existing neighborhoods.</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 intermodal connection</td>
<td>2541</td>
<td>Design and construction of multimodal connection between Jeffersonville and Clarksville's Arts Districts, underneath I-65 along Montgomery Avenue and 9th Street. The design will include new sidewalks, bicycle paths, lighting, and other aesthetic amenities.</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 few alternative transportation options available connecting these two communities, due to restrictions created by the interstate corridor.</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 Hamburg Way and Hwy 60.</td>
<td></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 Chenoweth 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 (KARE): Air pollution prevention and awareness Program.</td>
<td>KARE works to encourage voluntary air quality changed through community involvement. The goal is to decrease the areas levels of ground-level ozone and fine particulates.</td>
<td>Program*</td>
<td>Louisville Metro</td>
<td>$3,793,500</td>
<td>N/A</td>
<td>LOW</td>
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<table>
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<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.</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, bikepooling, walking, and riding the bus.</td>
<td>To reduce congestion, improve air quality, and provide a better quality of life.</td>
<td>Program*</td>
<td>KIPDA ID #1817</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, bikepooling, walking, and riding the bus.</td>
<td>To reduce congestion, improve air quality, and provide a better quality of life.</td>
<td>Program*</td>
<td>KIPDA ID #1817</td>
<td>$3,492,500</td>
<td>N/A</td>
<td>HIGH</td>
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<tr>
<td>KY 1020</td>
<td>1817</td>
<td>Improve safety and mobility on KY-1020 (National Turnpike) from Fairdale Road (CR100SM) MP 0.015 to South Park Road (CR1001SM/KY-1020) MP 2.669. Design will include consideration for a 2-lane to a 3-lane widening with 11' lanes, 2' curbed shoulders, and a 13' two way center left turn lane with 5' sidewalks on both sides of the road.</td>
<td>CHAF ID 20160134/KIPDA ID #81817</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$14,960,000</td>
<td>2020</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.</td>
<td>CHAF ID #20208211</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$35,430,000</td>
<td>2020</td>
<td>MEDIUM</td>
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<tr>
<td>KY 1065</td>
<td>453</td>
<td>Improve safety and reduce congestion on 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).</td>
<td>CHAF ID #20208210</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>453</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.</td>
<td>CHAF ID #20208212</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$26,470,000</td>
<td>2020</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.**
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 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

The purpose of this project is to improve safety and reduce congestion on KY 1065 (Beulah Church Road) from KY 864 (Loganrock Lane) to US 31E (Henderson Road). Project will evaluate 3-lane widening or other lower impact solutions and consider accommodations for bicyclists and pedestrians.

KY 1065

The New Cut Road and National Turnpike intersections are identified as numbers one and nine, respectively, on the region's 2011 Top 40 High Crash Intersections list supplied by the KIPDA MPO. Records show 283 reported crashes along Outer Loop during 2014-2016. This number included three fatal and 51 injury collisions. Current crash trends mirror KIPDA's earlier findings with high crash spots at New Cut Road and National Turnpike. Business entrances and exits too close to the major intersections contribute to areas. Crashes as motorists must negotiate through traffic in as many as three lanes when turning left. Additional high crash spot occurs at the signalized Walmart entrance. Annual average daily traffic (AADT) ranges from 14,000 vehicles per day (vpd) at the western end of the study area to 37,000 vpd at 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, substandard grades, curves, lane widths, and shoulders along KY 1408 (Floydsburg Road) from Old Floydsburg Road to KY 146 (in and near Pewee Valley). This project is needed because of a high crash rate, substandard grades, curves, lane widths, and shoulders along KY 1408 (Floydsburg Road) from Old Floydsburg Road to KY 146 (in and near Pewee Valley).

KY 1408

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.

KY 1447

The purpose of this project is to 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.

KY 1450

KYTC HIGHWAY PLAN (June, 2018) WIDEN BLUE LICK ROAD FROM SPOKESWAY ROAD TO KY 61 (LOU T I P )  SECTION 2 (RLU-04DEL08)(8BC00)(12CR00)(65CR)

CHAF ID: IP201506190 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.

KYTC PURPOSE: The purpose of this project is to improve safety and relieve congestion while accommodating pedestrian traffic.

KYTC 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.
The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality. Blue Lick Road (KY 1450) from Bullitt County line north to the Snyder Freeway is currently a two lane road with narrow driving lanes, no shoulders, and steep roadside ditches. The crash rate in the project area is approximately double the statewide average for similar facilities. Also, there are no accommodations for left turning vehicles or pedestrians for the majority of the corridor. The purpose of this project is to improve safety and relieve congestion while accommodating pedestrian traffic.

Roadway - Project  
KYTC  
$37,170,000  
2028  
LOW

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality. The following needs have been identified at the KY 1450 and KY 1526 intersection as a result of significant commercial and residential growth in the Brooks, KY area: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, 4) Increase freight capacity, 5) Serve recent and planned growth.

Roadway - Project  
KYTC  
$6,700,000  
2024  
LOW

The Critical Rate Factor (CRF) for the longest segment of KY 155 (MP 6.9 to MP 9.1) from 2012 to 2016. The KY State Data Center Report indicates a current employment annual growth rate of 2.9% and a population annual growth rate of 0.70%. This project 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 328B (KY 328 Bypass) to KY 393. This project is needed because there are sections of KY 146 from KY 328B (KY 328 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 35,000 vehicles by the year 2050, greatly increasing congestion and the potential for crashes (OCMTP, 2003).

Roadway - Project  
KYTC  
$20,510,000  
2028  
LOW

The purpose of this project is to improve 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. With the additional population expected in Oldham County in this area, and the additional development of commercial and industrial uses in eastern Jefferson County, congestion is expected to increase in the near future and is already problematic today. Congestion is further compounded by the rail line running parallel to the corridor.

Roadway - Project  
KYTC  
$14,750,000  
2026  
LOW

This project is needed because KY 155 from the Oldham/Jefferson County line to Waterston Trail is frequently congested during peak hours. KY 155 has an annual growth rate of 1.38% for this area. The development in this area is both residential and commercial. Commuters use this route to access Shelby and Spencer counties.

Roadway - Project  
KYTC  
$24,300,000  
2028  
MEDIUM

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality. Miller Parkway (CR1019C) to Reamers Road (CR1004C). 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.

Roadway - Project  
Bullitt County  
$8,000,000  
2024  
LOW

The purpose of this project is to improve safety and reduce congestion on KY 146 from Nelson Miller Parkway (CR1019C) to Reamers Road (CR1004C). To include consideration for bicycle and pedestrian facilities. The Critical Rate Factor (CRF) for this segment of KY 146 is 3.79 for the years 2012 to 2016. The KY State Data Center Report indicates a current employment annual growth rate of 2.9% and a population annual growth rate of 0.70%. This project 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 328B (KY 328 Bypass) to KY 393. This project is needed because there are sections of KY 146 from KY 328B (KY 328 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 35,000 vehicles by the year 2050, greatly increasing congestion and the potential for crashes (OCMTP, 2003).

Roadway - Project  
KYTC  
$20,510,000  
2028  
LOW

The purpose of this project is to improve 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. With the additional population expected in Oldham County in this area, and the additional development of commercial and industrial uses in eastern Jefferson County, congestion is expected to increase in the near future and is already problematic today. Congestion is further compounded by the rail line running parallel to the corridor.

Roadway - Project  
KYTC  
$14,750,000  
2026  
LOW

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality. Blue Lick Road (KY 1450) from Bullitt County line north to the Snyder Freeway is currently a two lane road with narrow driving lanes, no shoulders, and steep roadside ditches. The crash rate in the project area is approximately double the statewide average for similar facilities. Also, there are no accommodations for left turning vehicles or pedestrians for the majority of the corridor. The purpose of this project is to improve safety and relieve congestion while accommodating pedestrian traffic.

Roadway - Project  
KYTC  
$37,170,000  
2028  
LOW

The purpose of this project is to improve safety and reduce congestion at the intersection of KY 1450 and KY 1526 east of the I-65/KY 1526 interchange.

Roadway - Project  
KYTC  
$6,700,000  
2024  
LOW
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<tr>
<td>KY 155</td>
<td>956</td>
<td>KYTC HIGHWAY PLAN (June, 2018): WIDEN TAYLORSVILLE RD. TO 3 LANES FROM I-265 TO KY-148. CHAF ID: IP20088202</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$19,840,000</td>
<td>2025</td>
<td>LOW</td>
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<tr>
<td>KY 155</td>
<td>2371</td>
<td>SAFETY PROJECT FOR RECONSTRUCTION OF TAYLORSVILLE ROAD AND SOUTH POPE LICK ROAD INTERSECTION AND BRIDGE OVER POPE LICK CREEK.(2016BOP)</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$2,125,000</td>
<td>2021</td>
<td>LOW</td>
</tr>
<tr>
<td>KY 1747</td>
<td>359</td>
<td>WIDEN SOUTHBOUND HURSTBOURNE LANE TO 3 LANES FROM LNN STATION RD (CS-1004H) TO EDEN AVE (CS-1660H). CHAF ID: IP20150293</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>IMPROVE SAFETY AND REDUCE CONGESTION ON KY 1747 (HURSTBOURNE PARKWAY) FROM US 31E (Bardstown Road) TO KY 155 (Taylorsville Rd). Project will evaluate the addition of one additional travel lane in each direction and other lower impact alternatives. Project will consider accommodations for bicyclists and pedestrians. CHAF ID: IP20088217</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$33,036,000</td>
<td>2000</td>
<td>HIGH</td>
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<tr>
<td>KY 1747</td>
<td>2607</td>
<td>KYTC HIGHWAY PLAN (June, 2018): REDUCE CONGESTION AND IMPROVE SAFETY ALONG KY-1747 (HURSTBOURNE PARKWAY) FROM STONY BROOK DRIVE TO I-64. CHAF ID: IP20130135</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$4,532,000</td>
<td>2026</td>
<td>MEDIUM</td>
</tr>
</tbody>
</table>
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 is needed because development in this part of Jefferson County, and additional planned development is contributing to congestion issues at the KY 1747/US 60 intersection, especially at peak hour, where motorists may wait between two to three signal cycles before making it through the intersection. The development of the University of Louisville Shelby Campus (to the west on US 60, in close proximity) will contribute directly to the congestion at this intersection.

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. The corridor has limited right-of-way and narrow shoulders that are under three feet. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Billtown Road; with the exception of the Ruckriegel Parkway intersection which is expected to increase by 8.0% per year. A speed study showed that most drivers exceed the speed limit, particularly in the north end of the study area. There are several intersections where, as of 2006, there were poor levels of service. In 2010, all intersections have at least one or more approaches at 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 exceeds the available storage for the westbound left and the northbound right turns. 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. There is a high crash area between Shady Acres Lane and Ruckriegel Parkway. The intersection of Saint Rena Road with Billtown Road is a high crash spot. The most frequent crash type was rear end crashes on Billtown Road. There are no bicycle or transit facilities along the corridor. Sidewalks are present but only intermittently and they do not exceed the length of the corridor.

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. The corridor has limited right-of-way and narrow shoulders that are under three feet. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Billtown Road; with the exception of the Ruckriegel Parkway intersection which is expected to increase by 8.0% per year. A speed study showed that most drivers exceed the speed limit, particularly in the north end of the study area. There are several intersections where, as of 2006, there were poor levels of service. In 2010, all intersections have at least one or more approaches at 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 exceeds the available storage for the westbound left and the northbound right turns. 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. There is a high crash area between Shady Acres Lane and Ruckriegel Parkway. The intersection of Saint Rena Road with Billtown Road is a high crash spot. The most frequent crash type was rear end crashes on Billtown Road. There are no bicycle or transit facilities along the corridor. Sidewalks are present but only intermittently and they do not exceed the length of the corridor.

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

The purpose of the project is to improve safety, local traffic operations, and mobility for all modes along KY 1931 (Maniscal Road) from Dixie Highway (US 31W) to Dixie Highway. 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 to Dixie Highway.

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The purpose of the project is to improve safety, local traffic operations, and mobility for all modes along KY 1931 (Maniscal Road) from Dixie Highway (US 31W) to Dixie Highway. 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 to Dixie Highway.
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 (Binton 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 Binton Lane has the highest crash frequencies; in four years, 65 total reported crashes occurred. This equates to a critical rate factor of 1.50, indicating crashes are happening more often than can be attributed to random occurrence. The entire corridor south of Hazelwood Avenue exhibits CRFs over 1.00.

A review of existing plans and where necessary, field observations, identified a deficient horizontal curve, several deficient vertical curves that limit headlight sight distance, and several sections where the cross-section does not meet current standards.

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 (Binton 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 Binton Lane has the highest crash frequencies; in four years, 65 total reported crashes occurred. This equates to a critical rate factor of 1.50, indicating crashes are happening more often than can be attributed to random occurrence. The entire corridor south of Hazelwood Avenue exhibits CRFs over 1.00.

A review of existing plans and where necessary, field observations, identified a deficient horizontal curve, several deficient vertical curves that limit headlight sight distance, and several sections where the cross-section does not meet current standards.
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<tr>
<td>KY 2049</td>
<td>2014</td>
<td>Reduce congestion and improve safety on KY 2049 (Crums Lane) from I-264 underpass to US 31W. Includes consideration of pedestrian facilities, consider bike lane, provide access management and safety improvements from I-264 underpass to US 31W.</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 11,300 to 13,800 vehicles per day (vpd). The primary land uses along the road are several traditional neighborhoods and four schools. Thoughout a typical day, sections of the project corridor experience significant congestion. The southern limit 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>2030</td>
<td>MEDIUM</td>
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<tr>
<td>KY 2052</td>
<td>464</td>
<td>Walen KY 2052 (Shepherdsville Road) from 2 to 3 lanes [3rd lane will be a center turn lane] from KY 2845 (Marlinclick 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>2035</td>
<td>LOW</td>
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<tr>
<td>KY 2053</td>
<td>1396</td>
<td>IMPROVE MIT. WASHINGTON ROAD FROM PENN RUN CREEK BRIDGE TO CEDAR CREEK ROAD</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>$11,408,000</td>
<td>2036</td>
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<td>KY 2053</td>
<td>2148</td>
<td>CHAF - IMPV. WASHINGTON ROAD FROM PENN RUN CREEK BRIDGE. [10CCN][SAME AS 5-6812.00] Section 1 - Current project design is 3-lane widening with two way center turn lane.</td>
<td>CHAF ID: IP20150272 The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality. CHAF ID: IP20150272 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>2030</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 bicycle and 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 6.517 is located in northeastern Jefferson County. Development is planned in this area, and to the east in Oldham County. Currently, existing land use is primarily residential and commercial. The continuing planned development along this corridor both in Jefferson and Oldham counties will place a high demand on the roadway, especially at peak hours.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$5,600,000</td>
<td>2026</td>
<td>MEDIUM</td>
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<tr>
<td>KY 22</td>
<td>1445</td>
<td>RECONSTRUCT KY-22 AT SPRINGCREST DRIVE, [40CCN] [10DB08PC][14CCR][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 Greenlaen and Brownhurt 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 sideswipe 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>
</tr>
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### Projects

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<tr>
<td>KY 22</td>
<td>414</td>
<td>Improve safety and reduce congestion on KY 22 from Hurstbourne to KY 329. Includes consideration of a three lane widening and bike/ped accommodations.</td>
<td>The purpose of this project is to improve safety and reduce congestion on KY 22 from Hurstbourne 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 Hurstbourne 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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$12,140,000</td>
<td>2028</td>
<td>LOW</td>
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<tr>
<td>KY 22</td>
<td>1446</td>
<td>KY 22/KY 146: RECONSTRUCT KY-22 AT GOOSE CREEK ROAD. (Becjcn) [2004BOPC][04CCR]</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$4,762,000</td>
<td>2021</td>
<td>LOW</td>
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<tr>
<td>KY 22</td>
<td>1488</td>
<td>Reconstruct KY 22/KY 146 from Pryor Avenue to KY 329B - 3 lane section with center turn lane.</td>
<td>Reconstruct KY 22 with consideration of a 3 lane section with center turn lane from KY 2858 (Abbott Lane) to Centerfield Drive. MP 5.32 to MP 7.50. The following needs have been identified for this project: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, implement a long term regional priority and serve recent and planned growth.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$16,500,000</td>
<td>2028</td>
<td>LOW</td>
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<tr>
<td>KY 22</td>
<td>1489</td>
<td>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</td>
<td>Reconstruct KY 22 with consideration of a 3 lane section with center turn lane from KY 2858 (Abbott Lane) to Centerfield Drive. MP 5.32 to MP 7.50. The following needs have been identified for this project: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, implement a long term regional priority, 5) Serve recent and planned growth.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$18,240,000</td>
<td>2026</td>
<td>LOW</td>
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<tr>
<td>KY 245</td>
<td>1790</td>
<td>WIDEN KY-245 FROM BERNHEIM FOREST TO THE COMMUNITY COLLEGE. [08CCR][2004CC][14CCR]</td>
<td>The area has significant institutions and tourist destinations near the interchange that attract 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 2034. 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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$12,150,000</td>
<td>2025</td>
<td>LOW</td>
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<tr>
<td>KY 2845</td>
<td>961</td>
<td>Reconstruct KY 2845 (Manslick Road) from KY 61 to KY 864 (Beulah Church Road). Project will evaluate 3-lane widening with two-way center turn lane and consider accommodations for bicyclists and pedestrians. Replaces KIPDA ID 961 with different endpoints.</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 2845 from MP 0.00 to MP 3.776 is located in southeastern 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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$16,460,000</td>
<td>2019</td>
<td>LOW</td>
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*Draft Document*

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<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.</td>
<td>The purpose of this project is to make the KY 329 and KY 329 Bypass intersection safer and to improve level of Service. The needs being addressed by the project are based on the following data: Existing traffic volumes result in traffic congestion and intersection delays. The existing eastbound left turn movement has an LOS F in both the AM and PM. MUTCD warrants for signalization are met for this intersection. Sight distance deficiencies - stopping sight distances for posted speed limits of 55 MPH on both roads are not met (vertically on KY 329 and horizontally with rock slopes obstructions on KY 329 Bypass). Crashes are notably high along this intersection of KY 329. Crash data between 1/1/2012 and 12/31/2016 was analyzed. The crash rate approaches critical (CRF = 0.95). There have been numerous crashed including one fatal and five injury crashes near the intersection.</td>
<td>Roadway - Project</td>
<td>Oldham County</td>
<td>$ 1,890,000</td>
<td>2022</td>
<td>LOW</td>
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<tr>
<td>KY 362</td>
<td>820</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>The purpose of this project is to improve safety, access, and address geometric deficiencies along KY 362 from the Oldham/Shelby County line to KY 146 (in and south of Pewee Valley).</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 10,385,000</td>
<td>2028</td>
<td>LOW</td>
</tr>
<tr>
<td>KY 44</td>
<td>494</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>Reconstruct KY 44 from US 31 W (Dixie Highway) to KY 61 (Preston Highway) in Shepherdsville. Route is an unimproved two lane country road with deficient roadway geometrics not meeting current roadway design standards resulting in higher than average crash rates. Issues include insufficient lane and shoulder widths, deficient vertical and horizontal curves, faulty or insufficient drainage features, insufficient sight distance at intersections and/or curves.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 105,250,000</td>
<td>2034</td>
<td>MEDIUM</td>
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<td>KY 44</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 rail crossing.</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>$ 11,545,000</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.(06CNR)</td>
<td>CHAF PURPOSE: the purpose of this project is to reduce congestion, improve safety and provide for better emergency vehicle access. This project would provide improved connectivity between the cities of Mt. Washington and Shepherdsville.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 43,568,000</td>
<td>2027</td>
<td>MEDIUM</td>
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<td>KY 44</td>
<td>2613</td>
<td>SECTION 5 - FROM US 31EX TO US 31E BYPASS. (2008BOPC).</td>
<td>CHAF NEED: From the approved design executive summary (DES) completed in 2012 for the 2030 No-Build Analysis this segment has a Critical Rate Factor (CRF) of 1.9, a volume to capacity ratio (V/C) of 1.83 and level of service (LOS) of F. Pedestrian facilities currently terminate at Lees Valley Road.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 5,000,000</td>
<td>2024</td>
<td>LOW</td>
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<td>KY 44</td>
<td>499</td>
<td>CHAF: MT. WASHINGTON-TAYLORSVILLE RD; RECONSTRUCT KY 44 FROM MT. WASHINGTON BYPASS EAST 2.0 MILES (16CCN)</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 24KX 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 east end of the project, particularly at the intersections with East Sanders Lane and Kings Church Road. Relieving congestion and delays for traffic destined for Bullitt East High School and Old Mill Elementary School, especially during the a.m. peak hours, is particularly needed.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$ 7,706,000</td>
<td>2032</td>
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<tr>
<td>KY 44</td>
<td>1025</td>
<td>CHAF: NEW TURN LANES IN FRONT OF BULLITT EAST HIGH SCHOOL. (BREAKOUT FROM 347.50) (18CCN)</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>2370</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 replacing bridge 015B00020N. (16CCN) CHAF NEED: KY 44 is a two lane minor arterial road that is prone to flooding between MP 9.20 and 10.30 in the vicinity of Bridge ID 015B00020N creating system reliability issues between Shepherdsville and Fort Knox. There are also deficient roadway geometrics not meeting current roadway design standards resulting in higher than average crash rates. Issues include insufficient lane and shoulder widths, deficient vertical and horizontal curves and roadway elevation too low in flood prone area.</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>
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</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)</td>
<td>CHAF NEED: Rehabilitate bridge and approaches on KY 44 over Bullitt Lick Creek in Bullitt County in order to maintain the bridge for safety. Bridge was originally constructed in 1938, and approaches, due to erosion from the creek, need to be reconstructed. KYTC D-5 Maintenance Division has performed regular and routine maintenance over the years on this bridge and approaches. Project intent is to raise elevation to amke a reliable connection for freight.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$15,015,000</td>
<td>2024</td>
<td>FURTHER REVIEW</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CHAF ID: IP20130146</td>
<td>CHAF PURPOSE: Improve safety and address geometric deficiencies along KY 44 near Old Pitts Point Road (in and west of Shepherdsville).</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. (120CR)(140CR)(SEE 5-391.3 FOR INTERCHANGE IMPROVEMENTS)</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>
</tr>
<tr>
<td></td>
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<td>CHAF ID: IP20150217</td>
<td>CHAF NEED: The project is needed because the capacity of KY 480 (Cedar Grove Road) from Omega Parkway to Valley View Drive is insufficient to meet current and future traffic volumes resulting in congestion. Current level of service and projected level of service in 2029 is LOS E for the no-build condition.</td>
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<td>ADDITIONAL CONSIDERATIONS:</td>
<td>This project is needed because there is an ongoing landslide issue on KY 480 (Cedar Grove 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 480 (Cedar Grove Road) from US 42 to 1/4 miles south of Smith Lane. Maintenance addresses the problem each year with band-aid approaches including driving pilings, adding new rip rap, and replacing guardrail that slides down the slope but a more permanent fix is needed requiring funding outside of the maintenance budget. Correction of the landslide will maintain the reliability of the network.</td>
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<td>KY 524</td>
<td>1726</td>
<td>LANDSLIDE REPAIR ON WESTPORT ROAD (KY-524) FROM I-71 TO WEST, NORTH 1.0 MILE. (2002801C)(NOT REQUIRED)</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 is an ongoing landslide issue on KY 524 (Westport) from US 42 to 1/4 miles south of Smith Lane. Maintenance addresses the problem each year with band-aid approaches including driving pilings, adding new rip rap, and replacing guardrail that slides down the slope but a more permanent fix is needed requiring funding outside of the maintenance budget. Correction of the landslide will maintain the reliability of the network.</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>
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<td>CHAF ID: IP20150467</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>
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<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></td>
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<td>CHAF ID: IP201056217</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>
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<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). (140CN)</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. 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 middle of the state.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$39,400,000</td>
<td>2016</td>
<td>FURTHER REVIEW</td>
</tr>
<tr>
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<td>CHAF ID: IP202150414</td>
<td>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 middle of the state.</td>
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<td>ADDITIONAL CONSIDERATIONS: Project will evaluate 3 lane section from Zhale Smith Road to KY 22.</td>
<td>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 middle of the state.</td>
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<td>&amp; 3.2 MILES.</td>
<td>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 middle of the state.</td>
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<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.</td>
<td>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 middle of the state.</td>
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<td>This intersection gets highly congested, backing up traffic onto the I-71 Southbound off ramp.</td>
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<td>Crystal Drive intersections with KY 53.</td>
<td>Crystal Drive intersections with KY 53.</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 (Watson Expressway) and I-265 (Gene Snyder Freeway) interchanges.</td>
<td>The project aims to improve safety, reduce congestion, and enhance multi-modal transportation options along KY 61.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$34,923,000</td>
<td>2031</td>
<td>HIGH</td>
</tr>
<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.</td>
<td>CHAF ID: 20190131 ADDITIONAL CONSIDERATIONS: Construct new interchange on KY 841 at the Renaissance South Business Park.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$33,408,000</td>
<td>2024</td>
<td>FURTHER REVIEW</td>
</tr>
<tr>
<td>KY 864</td>
<td>357</td>
<td>Improve safety and reduce congestion on KY 864 (Fegenbush Lane) from KY 646 (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.</td>
<td>The purpose of this project is to improve safety and reduce congestion on KY 864 (Fegenbush Lane) from KY 646 (Beulah Church Road) to KY 1747 (Fern Valley Road/South Hurstbourne Pkwy). The Critical Rate Factor (CRF) for the longest section of this KY 864 segment (MP 4.361 to MP 6.600) was 1.18 (2012) to 1.05 (2016) data. This route connects I-265 and KY 1747 (Hurstbourne Parkway).</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$15,880,000</td>
<td>2028</td>
<td>MEDIUM</td>
</tr>
<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.</td>
<td>Improve the access, safety, and mobility of Beulah Church Road south of the Gene Snyder Freeway. The Beulah Church Road (KY 864) corridor is a rapidly developing section of Louisville with increasing traffic demand. KY 864 is classified as an urban collector and has many access points. It carries traffic from growing residential suburbs to the Gene Snyder Freeway (I-265) and has a high potential for growth. According to the Traffic Forecast Report, Jefferson County, only KY 864, Item No. 5-9.170.00’ which was published January 25, 2013, the 2012 Average Daily Traffic (ADT) Count was 7,600 vehicles per day (vpd), and the projected 2035 ADT is 9,600 vpd. Additionally, the Cooper Chapel Road extension (5-240.01) to Bardstown Road (10-311) which is a currently under design, is anticipated to bring additional traffic to the route once constructed. Safety is also a primary concern within the project corridor. Between January 2010 and February 2011, there have been 47 collisions in the project corridor, 19 with property damage, and 18 collisions with 11 with injuries.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$11,575,000</td>
<td>2024</td>
<td>LOW</td>
</tr>
<tr>
<td>KY 864 [Cedar Creek Road/Cooper Chapel Road]</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.</td>
<td>This project will reduce traffic congestion and improve safety for vehicles and pedestrians around McNeely Lake Park.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$6,900,000</td>
<td>2040</td>
<td>LOW</td>
</tr>
<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.</td>
<td>The purpose of this project is to: 1) Improve safety for vehicular, bicycle, and pedestrian traffic, 2) improve bicycle and pedestrian network and TARC access points, 3) improve drainage, 4) reduce congestion, 5) improve signage and 6) focus on low cost solutions. Major issues are deep drainage ditches, substantial shoulders, limited sidewalks, and a lack of adequate lane capacity. There are no bicycle facilities. Average Daily Traffic (ADT) ranges from 5,760 to 22,100 Vehicles per Day (VPD), while the percentage of truck traffic ranges from 4.3% to 7.9%. The corridor has one high crash area that extends south of the Stonestreet Road intersection and ends at the East Pages Lane intersection (Map Point [MP] 1.51S-2.00E), totaling a distance of 0.175 miles. A critical rate factor greater than 1 indicates a high crash area. In this case, the critical rate factor is 1.224.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$104,760,000</td>
<td>2030</td>
<td>MEDIUM</td>
</tr>
</tbody>
</table>

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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 907 465

**PROJECT**
Improve safety and reduce congestion on KY 907 (Southside Drive) from KY 1865 (New Cut Road) to KY 1520 (National Turnpike). The design will evaluate 3-lane widening or other lower impact solutions and include consideration of bicycle & pedestrian facilities.

**CHAP** IP20080208

**PROJECT DESCRIPTION**
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.

**PROJECT PURPOSE & NEED**
Roadway - Project
KYTC
$ 4,770,000
2026
MEDIUM

**YEAR OPEN TO PUBLIC**
2026

**PROGRAMS AND STUDIES**

**IMPACT**

**PROPOSED PERFORMANCE RANK**

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KY 907 2017

**PROJECT**
KY 907 at James Hill Road intersection curve improvements - long term horizontal and vertical curve reconstruction.

**CHAP** IP20101004

**PROJECT DESCRIPTION**
The purpose of this project is to reduce congestion and improve safety in the long term on the KY 907 (Third Street) and James Hill Road intersection. The roadway network in this area was established many years ago with few major improvements other than some widening and resurfacing. Consequently, some major issues are deep drainage ditches, substandard shoulders, limited sidewalks, and a lack of adequate lane capacity. Throughout the study area, Average Daily Traffic (ADT) ranges from 5,760 to 22,100 Vehicles per Day (VPD), while the percentage of truck traffic ranges from 4.3% to 7.7%.

**PROJECT PURPOSE & NEED**
Roadway - Project
KYTC
$ 1,765,000
2030
FURTHER REVIEW

**YEAR OPEN TO PUBLIC**
2030

**PROGRAMS AND STUDIES**

**IMPACT**

**PROPOSED PERFORMANCE RANK**

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KY247 (Fern Valley Rd/Hurstbourne Pkwy) Complete Street D18

**PROJECT**
Complete bicycle/pedestrian connections along Fern Valley Road and Hurstbourne Pkwy.

**PROJECT DESCRIPTION**
Implement complete streets to support active transportation modes and enhance transit. Bike & Pedestrian - Project
Louisville Metro
$ 16,500,000
2035
MEDIUM

**YEAR OPEN TO PUBLIC**
2035

**PROGRAMS AND STUDIES**

**IMPACT**

**PROPOSED PERFORMANCE RANK**

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KY-61 Premium Transportation Corridor Project 1317

**PROJECT**
The KY-61 Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.

**PROJECT DESCRIPTION**
The KY-61 Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro’s most heavily traveled corridors. It is highly prioritized in Move Louisville, Louisville Metro’s 2010 Regional Plan, as both a “Major Corridor” and a “Premium Transit Corridor.” KY-61 is a successful commercial destination resulting in major mobility challenges. The improvements outlined in this design-build project are comparable to those seen in the “Transforming Dixie Highway” project, which received $16.9 million in federal funds. This project is intended to account for various demands and changing urban characteristics across its length. Complete multi-modal connections are needed along the entire corridor with premium transit, or Rapid Bus Transit, needing to be further assessed for portions of the corridor. Preston Highway generally has poor access management, crash inducing typical cross-sections, and poor transit accommodations and connections. Pedestrian connections need improvements as driveways between crossings is so far that it incentivizes uncontrolled crossings. Incomplete sidewalks force pedestrians to use the shoulder. This is a major safety concern as Preston Highway has relatively high rates of pedestrian activity. The 18 Bus, which serves the Corridor is the busiest in the city. There are no safe bicycle facilities along the corridor. Taken together, these issues need to be addressed to ensure that the KY-61 of the future is safer for people of all ages and abilities.

**PROJECT PURPOSE & NEED**
Roadway - Project
Louisville Metro
$ 18,241,610
2030
HIGH

**YEAR OPEN TO PUBLIC**
2030

**PROGRAMS AND STUDIES**

**IMPACT**

**PROPOSED PERFORMANCE RANK**

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L&I Railroad Intersections: Montgomery Ave and S Clark D1

**PROJECT**
Part 1: Overhead L&I Railroad Bridge at Montgomery Ave is a safety hazard. Clearance is only 10’ and the structure is in bad shape. Montgomery Ave is typically closed for Jeffersonville bound traffic and vice versa. Montgomery Ave needs to be lowered at a 2-3% decline/incline to allow for 18’ clearance on Montgomery Ave below the railroad overpass. In order to reach an appropriate grade, 1/4 mile of Montgomery ave will need to be reconstructed, from Marriott Dr to latitude 38.278284 longitude -85.751269.

**PROJECT DESCRIPTION**
Propose two 11’ lanes, sidewalk on southern side, sharrows on southern side, curb and gutter, and pump station.

**PART 2: Overhead L&I Railroad Bridge at S Clark:**

**PROJECT PURPOSE & NEED**
Roadway - Project
Clarksville
$ 7,500,000
2026
LOW

**YEAR OPEN TO PUBLIC**
2026

**PROGRAMS AND STUDIES**

**IMPACT**

**PROPOSED PERFORMANCE RANK**

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Lagrange Road Bicycle & Pedestrian Improvements 1634

**PROJECT**
Addition of bicycle and pedestrian facilities.

**PROJECT PURPOSE & NEED**
Bike & Pedestrian - Project
Louisville Metro
$ 1,035,000
2020
MEDIUM

**YEAR OPEN TO PUBLIC**
2020

**PROGRAMS AND STUDIES**

**IMPACT**

**PROPOSED PERFORMANCE RANK**

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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. 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.

**LeGrange Underpass West of LeGrange**

*Project ID: 321*

Construction of an uninterrupted rail underpass west of LeGrange on Allen Lane. The project will widen Allen Lane between Ky 146 and Commerce Pkwy aligning across from the I-71 Overpass. The project was identified by the Floyd County Major Thoroughfare Plan to provide multi-modal access and recreation opportunity between the two commercial nodes. Currently, no multi-modal access or trail system exists in unincorporated areas of Floyd County.

*Project Purpose & Need: Additional pedestrian facilities*

The project intends to serve all categories of bicyclists. The Loop intends to serve all categories of bicyclists. Addition of pedestrian facilities

Addition of pedestrian facilities

**Lewis and Clark Road Diet**

*Project ID: 032*

Segment is 6th worst on KIPDA’s Top Crash List for Indiana. Will complete a traffic study in 2019 to confirm, but Town staff feels this segment could warrant a road diet. Currently configured as six 12’ lanes of two-way traffic with turning lanes dispersed throughout and 6’11” lanes divided by a 3’ curb median for 2-way traffic. Two lanes could be sacrificed in order to make room for more attractive streetscape: 6’ sidewalks, 6’ vegetative buffer and two 14’ to 15’ travel lanes. Segment is host to several dangerous intersections and prone to accidents. Staff consensus is that a road diet will likely be prescribed, the Town will be completing a traffic study for this segment in 2019 to confirm.

Road diet, if confirmed by traffic study, will remove at least one traveling lane (likely two) to mitigate and discourage vehicles from dangerous maneuvers, and perhaps widen the lanes to 12 or 13’. Currently there are sidewalks on the north and south side of Lewis and Clark, but they are only 4-5’ and the northern side lacks a plant buffer in some areas. The road diet will widen current sidewalks, improve and add crossings, and provide a vegetative buffer between vehicle traffic and pedestrian users in this busy shopping corridor.

segments are 6-lanes wide and runs through a major commercial corridor. Lanes are 12’.

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/Blackston Mill Road) and the 18th Top Crash List for Indiana Intersections (Greenview North), likely because this segment is 6-lanes wide and runs through a major commercial corridor. Lanes are 12’.

**Little Indian Creek Trail**

*Project ID: 2103*

This segment is 6th worst on KIPDA’s Top Crash List for Indiana. Will complete a traffic study in 2019 to confirm, but Town staff feels this segment could warrant a road diet. Currently configured as six 12’ lanes of two-way traffic with turning lanes dispersed throughout and 6’11” lanes divided by a 3’ curb median for 2-way traffic. Two lanes could be sacrificed in order to make room for more attractive streetscape: 6’ sidewalks, 6’ vegetative buffer and two 14’ to 15’ travel lanes. Segment is host to several dangerous intersections and prone to accidents. Staff consensus is that a road diet will likely be prescribed, the Town will be completing a traffic study for this segment in 2019 to confirm.

Road diet, if confirmed by traffic study, will remove at least one traveling lane (likely two) to mitigate and discourage vehicles from dangerous maneuvers, and perhaps widen the lanes to 12 or 13’. Currently there are sidewalks on the north and south side of Lewis and Clark, but they are only 4-5’ and the northern side lacks a plant buffer in some areas. The road diet will widen current sidewalks, improve and add crossings, and provide a vegetative buffer between vehicle traffic and pedestrian users in this busy shopping corridor.

segments are 6-lanes wide and runs through a major commercial corridor. Lanes are 12’.

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/Blackston Mill Road) and the 18th Top Crash List for Indiana Intersections (Greenview North), likely because this segment is 6-lanes wide and runs through a major commercial corridor. Lanes are 12’.

**Louisville Loop Northeast Shared-Use Path System**

*Project ID: 1856*

Design and construct an accessible shared-use path system connecting the Parklands of Floyds Fork area of the Louisville Loop from Eastwood Village at Eastwood Cutoff Road to the Ohio River Valley Northeast section of the Louisville Loop at River Road. This corridor is approximately 20 miles of the 100+ mile Louisville Loop.

The northeastern corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.

*Project Purpose & Need: Additional pedestrian facilities*

The project was identified by the Floyd County Major Thoroughfare Plan to provide multi-modal access and recreation opportunity between the two commercial nodes. Currently, no multi-modal access or trail system exists in unincorporated areas of Floyd County.

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*Project Purpose & Need: Additional pedestrian facilities*

The project was identified by the Floyd County Major Thoroughfare Plan to provide multi-modal access and recreation opportunity between the two commercial nodes. Currently, no multi-modal access or trail system exists in unincorporated areas of Floyd County.
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 improvements vary over 4 distinct zones on Northwestern Parkway:

<table>
<thead>
<tr>
<th>Project Name</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>
</tr>
</thead>
<tbody>
<tr>
<td>Louisville Loop Riverwalk Shared-Use Path System</td>
<td>Design and construct a shared-use path system connecting the Ohio River Levee Trail section of the Louisville Loop at Bank Street to Market Street. This corridor is approximately 10.0 miles of the 100+ mile Louisville Loop.</td>
<td>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.</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>Design and construct a shared-use path system connecting the Ohio River Levee Trail section of the Louisville Loop at Watson Lane to the Parklands of Floyds Fork section of the Louisville Loop at Bardstown Road. This corridor is approximately 33 miles of the 100+ mile Louisville Loop.</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.</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>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>Intersection rebuilt at Main Street/Story Avenue/Market Avenue including transitions between Wentzell Street to the west and Johnson Street to the east. Taking an unsignaled 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>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 sharrows. In addition to sidewalks, street trees, benches, pedestrian lighting and other amenities shall be provided to create a pleasant walkable connection from Downtown Jeff to future riverfront development at the former Jeff Boat site.</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>Jeffersontown</td>
<td>$6,000,000</td>
<td>2028</td>
<td>LOW</td>
</tr>
<tr>
<td>Marriott Drive Improvements</td>
<td>Streetscape improvements for entirety of Marriott Dr: 14’ two-way traffic lanes (nearby RV sales), 5’ sidewalk, curb and gutter, sharrows or designated bike lanes.</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>
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.

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

1823

This project will design and construct a new road and shared use path system to connect the north, south, and east sections of McNeely Lake Park.

The road will connect Cooper Chapel Road on the north through Quail Chase Golf Course east of McNeely Lake, to Cedar Creek Road (KY 84) on the southeast at the soccer complex and to Mount Washington Road (KY 2053) on the southwestern portion of McNeely Lake Park.

The shared use path system will connect Cooper Chapel Road on the north to the Louisville Loop in McNeely Lake Park on the east and west sides of McNeely Lake, and connect Mount Washington Road to the Louisville Loop in McNeely Lake Park, and connect the Coop Farm 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.

**Mount Tabor Road**

309

Phase I - Reconstruct as a two lane road (no additional lanes) from Grantline Road to just west of Kliner Lane intersection including new full depth pavement section, stabilization of adjacent hillsides to arrest slides, slightly narrower reconstructed travel lanes, curb/gutter/drainage system installation, and provision of sidewalks on each side separated from the curb/gutter by a 5' grass strip.

Phase II - Kliner Lane to Charlestown Rd. is forthcoming and will include the same improvements as above. A new intersection control at the Kliner Lane intersection will be part of this phase, including new crosswalks.

**Mud Lane**

449

Widen Mud Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1450 (Blue Lick Road) to Brookley Drive. Project will provide sidewalks and review for a bicycle facility.

As planned development occurs along KY 1450 (Blue Lick Road), Mud Lane will increasingly serve as a multi-modal arterial for traffic. Mud Lane is also a high accident corridor which will worsen as traffic volumes increase. This project will reduce traffic congestion and improve vehicular and pedestrian safety.

**New Cut Road Complete Street**

065

New Cut Road is a four lane cross section from Southern Pkwy to Palatka Road, 5 lane cross section from Palatka Road to I-265 and from I-265 to Mitchell Hill Road, 2 lanes with a turn lane at intersection. This project would reconstruct New Cut Road (W. Manslick Rd., adding services management, sidewalks and bicycle accommodations. We would review for the appropriate road re-configurations to achieve better pedestrian accommodations, fill in sidewalk gaps and create bike lanes.

New Cut Road was widened from a 3 lane section to a 5 lane section from just north of the railroad tracks to I-265 in 2004, with anticipation of traffic growth. ADT's along New Cut Road in this segment have stagnated to date according to KYTC traffic historic counts. There is opportunity to create a complete streets and take some of the unused excesses right-of-way from the 2004 widening as well as north and south of that segment. The Fairdale roundabout was reconstructed in 2017 and a green space beside the roundabout with a Louisville Loop/Jefferson Memorial Forest trailhead installation. This will be a great opportunity to connect pedestrian and bicycle gaps to reach the proposed shared uses paths on both sides of the terminus of this project (Southern Pkwy and Jefferson Memorial Forest).

**North Clarksville Multi-Use Trail**

030

10' Multi-use bike and ped trail that follows a sewer easement, 8' to 10' separation between multi-use path and vehicular traffic when no curb is in place, minimum 5' required separation between multi-use path and vehicular traffic when crubs are in place.

Northern Clarksville currently lacks bike and pedestrian facilities, and access to parks and greenspace in general, a multi-use trail will rectify the lack of recreation activities and provide connectivity to other corridors.

**Northwest Mt. Washington Connector**

2070

NEW ROUTE NORTHWEST OF MT. WASHINGTON FROM US 31E TO KY 2706 (12CCN)/(14CCN)

The purpose of this project is to better facilitate traffic movement between eastern Jefferson and Bullitt Counties, as well as to reduce traffic congestion in downtown Mt. Washington.

The need of improved mobility in north Mt. Washington by providing an alternate route between KY 2706 (Wales Run) and US 31E (Bardstown Road) will serve to alleviate traffic congestion (due to future increased traffic volumes and current roadway conditions) in downtown Mt. Washington, while better facilitating the transitioning traffic between US 31E and KY 2706. Increased connectivity will also allow for enhanced public safety by reducing traffic congestion, and decreasing the response time of emergency personnel.

**Ohio River Greenway Extension**

047

Following full cleanup of the Jaff Boat Facility, this project will extend the existing Ohio River Greenway from Walnut Street, upriver, to Artic Springs Road and up to Utica Pike.

The Ohio River Greenway extends from Downtown Jeffersonville to Downtown New Albany. With the Closure of the Jaff Boat facility there is now an opportunity to extend the Greenway another 1.3 miles up river.

<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>McNeely Lake Park Road and Shared Use Path System</td>
<td>1823</td>
<td>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 84) on the southeast at the soccer complex and to Mount Washington Road (KY 2053) on the southwestern portion of McNeely Lake Park. The shared use path system will connect Cooper Chapel Road on the north to the Louisville Loop in McNeely Lake Park on the east and west sides of McNeely Lake, and connect Mount Washington Road to the Louisville Loop in McNeely Lake Park, and connect the Coop Farm 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.</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$15,000,000</td>
<td>2035</td>
<td>LOW</td>
</tr>
<tr>
<td>Mount Tabor Road</td>
<td>309</td>
<td>Phase I - Reconstruct as a two lane road (no additional lanes) from Grantline Road to just west of Kliner Lane intersection including new full depth pavement section, stabilization of adjacent hillsides to arrest slides, slightly narrower reconstructed travel lanes, curb/gutter/drainage system installation, and provision of sidewalks on each side separated from the curb/gutter by a 5' grass strip. Phase II - Kliner Lane to Charlestown Rd. is forthcoming and will include the same improvements as above. A new intersection control at the Kliner Lane intersection will be part of this phase, including new crosswalks.</td>
<td>Where Mt. Tabor Road is very near Rail/State Run Creek, this project will preserve the road by stabilizing the creek embankments and to continue to provide vehicular access to the elementary school at Mt. Tabor Road and Grantline Rd. and shopping areas at each end of Mt. Tabor Road. Sidewalks will provide pedestrian access for the first time along this road. Travel lane width will be slightly reduced. This project will add a school flasher, upgrade the signal at Grant Line Rd., and add audible pedestrian signals.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>New Albany</td>
<td>$11,000,000</td>
<td>2025</td>
<td>LOW</td>
</tr>
<tr>
<td>Mud Lane</td>
<td>449</td>
<td>Widen Mud Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1450 (Blue Lick Road) to Brookley Drive. Project will provide sidewalks and review for a bicycle facility.</td>
<td>As planned development occurs along KY 1450 (Blue Lick Road), Mud Lane will increasingly serve as a multi-modal arterial for traffic. Mud Lane is also a high accident corridor which will worsen as traffic volumes increase. This project will reduce traffic congestion and improve vehicular and pedestrian safety.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$11,000,000</td>
<td>2035</td>
<td>LOW</td>
</tr>
<tr>
<td>New Cut Road Complete Street</td>
<td>065</td>
<td>New Cut Road was widened from a 3 lane section to a 5 lane section from just north of the railroad tracks to I-265 in 2004, with anticipation of traffic growth. ADT's along New Cut Road in this segment have stagnated to date according to KYTC traffic historic counts. There is opportunity to create a complete streets and take some of the unused excesses right-of-way from the 2004 widening as well as north and south of that segment. The Fairdale roundabout was reconstructed in 2017 and a green space beside the roundabout with a Louisville Loop/Jefferson Memorial Forest trailhead installation. This will be a great opportunity to connect pedestrian and bicycle gaps to reach the proposed shared uses paths on both sides of the terminus of this project (Southern Pkwy and Jefferson Memorial Forest).</td>
<td>New Cut Road was widened from a 3 lane section to a 5 lane section from just north of the railroad tracks to I-265 in 2004, with anticipation of traffic growth. ADT's along New Cut Road in this segment have stagnated to date according to KYTC traffic historic counts. There is opportunity to create a complete streets and take some of the unused excesses right-of-way from the 2004 widening as well as north and south of that segment. The Fairdale roundabout was reconstructed in 2017 and a green space beside the roundabout with a Louisville Loop/Jefferson Memorial Forest trailhead installation. This will be a great opportunity to connect pedestrian and bicycle gaps to reach the proposed shared uses paths on both sides of the terminus of this project (Southern Pkwy and Jefferson Memorial Forest).</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$15,000,000</td>
<td>2035</td>
<td>HIGH</td>
</tr>
<tr>
<td>North Clarksville Multi-Use Trail</td>
<td>030</td>
<td>10' Multi-use bike and ped trail that follows a sewer easement, 8' to 10' separation between multi-use path and vehicular traffic when no curb is in place, minimum 5' required separation between multi-use path and vehicular traffic when crubs are in place.</td>
<td>Northern Clarksville currently lacks bike and pedestrian facilities, and access to parks and greenspace in general, a multi-use trail will rectify the lack of recreation activities and provide connectivity to other corridors.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$14,000,000</td>
<td>2028</td>
<td>LOW</td>
</tr>
<tr>
<td>Northwest Mt. Washington Connector</td>
<td>2070</td>
<td>NEW ROUTE NORTHWEST OF MT. WASHINGTON FROM US 31E TO KY 2706 (12CCN)/(14CCN)</td>
<td>The purpose of this project is to better facilitate traffic movement between eastern Jefferson and Bullitt Counties, as well as to reduce traffic congestion in downtown Mt. Washington. The need of improved mobility in north Mt. Washington by providing an alternate route between KY 2706 (Wales Run) and US 31E (Bardstown Road) will serve to alleviate traffic congestion (due to future increased traffic volumes and current roadway conditions) in downtown Mt. Washington, while better facilitating the transitioning traffic between US 31E and KY 2706. Increased connectivity will also allow for enhanced public safety by reducing traffic congestion, and decreasing the response time of emergency personnel.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$13,773,000</td>
<td>2030</td>
<td>LOW</td>
</tr>
<tr>
<td>Ohio River Greenway Extension</td>
<td>047</td>
<td>Following full cleanup of the Jaff Boat Facility, this project will extend the existing Ohio River Greenway from Walnut Street, upriver, to Artic Springs Road and up to Utica Pike.</td>
<td>The Ohio River Greenway extends from Downtown Jeffersonville to Downtown New Albany. With the Closure of the Jaff Boat facility there is now an opportunity to extend the Greenway another 1.3 miles up river.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Jeffersonville</td>
<td>$4,000,000</td>
<td>2026</td>
<td>LOW</td>
</tr>
<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 (FY0)</td>
<td>YEAR OPEN TO PUBLIC</td>
<td>PROPOSED PERFORMANCE RANK</td>
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<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 (Taylorsville 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>2040</td>
<td>LOW</td>
</tr>
<tr>
<td>Old Henry Road</td>
<td>188</td>
<td>New route between the KY 382 (Ash Avenue) in Pewee Valley and KY 22 (Dalsteinville Road) / KY 329B (KY 329 Bypass) in Crestwood. Project is Section 2 of the 5-367.00 Crestwood Bypass parent project. Section 1, KY 3294 (Old Henry Road) from I-265 (Gene Snyder Freeway) to KY 382 (Ash Avenue), being constructed under 5-367.20.</td>
<td>The purpose of this project is to improve mobility and reduce congestion between the KY 3294 (Old Henry Road) interchange at I-265 (Gene Snyder Freeway) and KY 329B (KY 329 Bypass) in Crestwood.</td>
<td>Interstate/Interchange - Project</td>
<td>KYTC</td>
<td>$47,330,000</td>
<td>2030</td>
<td>LOW</td>
</tr>
<tr>
<td>Old Henry Road Extension</td>
<td>1936</td>
<td>EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY326).</td>
<td>The purpose of this project is to provide improved access to the I-265/Old Henry Road (KY 3294) 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 Interchange.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$18,180,000</td>
<td>2023</td>
<td>LOW</td>
</tr>
<tr>
<td>Old Vincennes Road Reconstruction Phase 3</td>
<td>542</td>
<td>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. Intersection of intersections at Schrieber Road with turn lanes, and reconfiguration at Duffy Rd/highlander point drive.</td>
<td>Old vincennes Road 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 wear have brought on serious deterioration of an undersized facility for current conditions. This project intends to evaluate existing conditions of roadway construction, curbing, crosswalks, bicycle and pedestrian facilities, and other roadway elements to determine the extent of rehabilitation items required to bring Eastern Parkway up to modern standards and implement the recommendations of the 2009 Oldsmarly Parkways Shared Use Pathway system master plan, which include lane reductions, bicycle lanes, shared use paths, and sidewalks.</td>
<td>Roadway - Project</td>
<td>Oldham County</td>
<td>$1,715,625</td>
<td>2026</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Oldham County Bicycle &amp; Pedestrian Trail</td>
<td>327</td>
<td>Construct a non-motorized corridor from Ky 53 at the Louisville Metro in the Jefferson County line along the Buckner Connector, the new 391 alignment to Wendell Moore Park and/or along KY 146 at the pedestrian bridge over I-71.</td>
<td>The project will allow an easy transit transfer, calm traffic, and pedestrian development, improve the surrounding area, 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>$15,000,000</td>
<td>2035</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Oldham County Bicycle/Pedestrian Improvements - Eastern Parkway Rehabilitation</td>
<td>2142</td>
<td>This project will provide planning, design, and implementation phases for Oldsmarly 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>Implement recommendations of Oldsmarly 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, worksites, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as young 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 Oldsmarly Parkways Shared Use Pathway System intends to serve all categories of bicyclists.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Louisville Metro</td>
<td>$25,300,000</td>
<td>2030</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Oldsmarly 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. Change 4 from 3 lanes to 3 lanes (3rd lane will be a center turn lane) on Southwestern Parkway from Shawnee Park to I-264, Algonquin Parkway from I-264 to Winkler Avenue, and Southern Parkway from New Cut Road to South 3rd Street.</td>
<td></td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Louisville Metro</td>
<td>$25,300,000</td>
<td>2030</td>
<td>MEDIUM</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>2040</td>
<td>LOW</td>
</tr>
</tbody>
</table>
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.

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.

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, 85,000 total monthly boardings • Route 6 - 61 weekday trips, 1,700 average weekday boardings, 40,000 total monthly boardings • Route 18 - 146 weekday trips, 7,000 average weekday boardings, 180,000 total monthly boardings • Route 45X - 10 weekday trips, 75 average weekday boardings, 40,000 total monthly boardings • Route 18 - 146 weekday trips, 7,000 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 Distressed 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.

To improve some projects through existing alternatives or to improve travel times on roadways that are congested, improving existing alternate travel modes by increasing the number of ways that people can access express transit service.

The primary purpose of the project is to improve the existing level of service and ridership on the connecting routes: • Route 4 - 150 weekday trips, 3,500 average weekday boardings, 85,000 total monthly boardings • Route 6 - 61 weekday trips, 1,700 average weekday boardings, 40,000 total monthly boardings • Route 18 - 146 weekday trips, 7,000 average weekday boardings, 180,000 total monthly boardings • Route 45X - 10 weekday trips, 75 average weekday boardings, 40,000 total monthly boardings • Route 18 - 146 weekday trips, 7,000 average weekday boardings, 2,000 total monthly boardings. Funding for service begins FY 2020.

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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 inescapable open spaces contribute to perceptions that the Industrial Corridor is a forgotten place. In addition, the lack of bus shelters hinders the potential for increased transit ridership; the impervious character of the streetscape compounds the combined sewer overflow issue; and the lack of shade increases the urban heat island effect, affecting Louisville Metro air quality. Strategic public realm improvements within the priority focus area can improve quality of life for local businesses and residents, attracting future investment. Create Pedestrian-friendly Streetscapes Streetscapes that address the needs of pedestrians create the kind of atmosphere and sense of place businesses are looking for. Pedestrian-oriented streetscapes include features like street trees to create shade, seating areas for respite, and sidewalks buffered from vehicular lanes by a landscape strip. More and more, employers are looking for exercise opportunities at lunch. A walkable network of streets can address that need without occupying the valuable land of an individual company. Pedestrian-oriented lighting creates even illumination levels, making it easier to recognize faces, leading to a safer pedestrian environment.

**Additional Considerations:**

- Extension anticipated to be a 3 lane roadway.
- 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.
- Convert existing, arterial one-way streets in Portland to two-way operation.
- 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-lane effect, affecting Louisville Metro air quality. Strategic public realm improvements within the priority focus area can improve quality of life for local businesses and residents, attracting future investment. Create Pedestrian-friendly Streetscapes Streetscapes that address the needs of pedestrians create the kind of atmosphere and sense of place businesses are looking for. Pedestrian-oriented streetscapes include features like street trees to create shade, seating areas for respite, and sidewalks buffered from vehicular lanes by a landscape strip. More and more, employers are looking for exercise opportunities at lunch. A walkable network of streets can address that need without occupying the valuable land of an individual company. Pedestrian-oriented lighting creates even illumination levels, making it easier to recognize faces, leading to a safer pedestrian environment.

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<tr>
<th>PROJECT</th>
<th>KIPDA ID</th>
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<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>Reconstruct Existing Interchange from Northbound KY-1747 to I-64 Westbound</td>
<td>181</td>
<td>Reconstruct 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>2018</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Reconstruct of South Clark Boulevard</td>
<td>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 of 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>
</tr>
<tr>
<td>Reeds Lane Extension</td>
<td>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>$3,300,000</td>
<td>2027</td>
<td>LOW</td>
</tr>
<tr>
<td>Regional Connector</td>
<td>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>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>D24</td>
<td>This project is a major complete street re-design of 9th Street just west of the Central Business District of Louisville from the Ohio River south to its intersection with Broadway. Ninth Street was originally designed to serve as a freight route with a right of way that ranges from 125 to 206 feet wide with 4-6 lanes and 45-foot medians. This project will redesign the six-lane cross section as a four lane urban arterial with turn lanes and transform the underutilized right of way into a linear park experience that accommodates all users. This project will include: 1. A Redesign of the six-lane cross-section as a four-lane urban arterial with turn lanes, 2. Use of the reclaimed right-of-way for an urban trail, off-street bicycle facilities, wider sidewalks, and transit amenities, 3. Narrowed travel lanes that use a wider outside lane to accommodate trucks and buses, 4. Calmed traffic with maintained roadway efficiency, using upgraded signals and optimized timing on 9th Street and Broadway, 5. Enhanced corridor for non-vehicular users through landscaping, green infrastructure, and a linear park with inviting gathering spaces, 6. Reduced roadway width to facilitate safe crossings by pedestrians and cyclists, 7. New recreational facilities, event space, community gardens, and open space, and 8. A new pedestrian connection to River Road and the planned fourth phase of Louisville’s Waterfront Park. Eliminate the physical and psychological barrier that the “9th Street divide” creates between Louisville’s Central Business District and the West End neighborhoods; create a safe and accessible travel experience for all users including pedestrians, cyclists and transit riders; increase economic vitality through creating a safe, attractive and comfortable environment; provide opportunities for parks and open spaces, playgrounds, recreation access, street tree canopy and storm water management features; and provide a safe and efficient corridor for vehicle and freight travel.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$13,000,000</td>
<td>2025</td>
<td>MEDIUM</td>
<td></td>
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<tr>
<td>River Falls Mall: Ring Road Extension</td>
<td>D20</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 Greentree 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 round-about will remain. Typical sections would be 2’ buffers, one 7’ cycle track, two 5’ sidewalks, two 5-7’ landscape buffers, two 2-3’ curb and gutter, and two 12’ lanes. The northern portion of Horn St will be vacated after completion of this project, Woodlawn Dr has already been vacated from Cedar St to Broadway St. The reconstruction will will transform Ring Road into a public urban street, instead of a mall access road, and should encourage more diverse types of development.</td>
<td>Roadway - Project</td>
<td>Clarksville</td>
<td>$2,000,000</td>
<td>2024</td>
<td>LOW</td>
<td></td>
</tr>
<tr>
<td>River Road</td>
<td>163</td>
<td>Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue which includes bike lanes. Project length is 1.5 miles. This project will improve access to downtown Louisville and the waterfront.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$20,500,000</td>
<td>2021</td>
<td>LOW</td>
<td></td>
</tr>
<tr>
<td>River Road Extension</td>
<td>1338</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. Project will extend roadway corridor.</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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<td>Re-allocation of the northern most lane traveling in the west bound direction and relocation of the existing barrier wall to expand the existing separated multi-use path of sub-standard width. In addition, street lighting would be updated and placed into the relocated barrier wall to reduce maintenance costs and better illuminate the path beneath the shadow the interstate.</td>
<td>This would be accomplished by transitioning the two westbound lanes between 3rd Street and 4th Street from 13 feet in width to 11 feet in width at 4th Street. This will allow the barrier wall to be moved south four (4) feet, increasing the width of the current shared use path from a sub-standard width of 6 (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.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Louisville Metro</td>
<td>$854,635</td>
<td>2020</td>
</tr>
<tr>
<td>The Riverport Circulator Project will expand public transportation service in the Riverport employment center, and connect homes to jobs in the Southwest Metro Area, adding connections to arterial routes 19 and 63, crosstown route 29, express route 50X, local route 18-Dixie-Preston Hwy, and the proposed BRT service on Dixie Highway. Funding for service begins in FY 2018.</td>
<td>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, by adding new weekday service while reducing vehicle miles traveled, saving energy, and improving the air quality/reducing greenhouse gas emissions.</td>
<td>Transit - Project</td>
<td>TARC</td>
<td>$3,181,000</td>
<td>2020</td>
</tr>
<tr>
<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. Reconstruct of the existing roadway, improving the safety of the corridor and improving pedestrian and bicycle facilities.</td>
<td>Reconstruction of the existing roadway, improving the safety of the corridor and improving pedestrian and bicycle facilities.</td>
<td>Roadway - Project</td>
<td>Clarksville</td>
<td>$7,854,394</td>
<td>2023</td>
</tr>
<tr>
<td>Ramp improvements at the Brook Street/Broadway exit from I-65.</td>
<td>The project includes widening the highway to 3 lanes and installing a center turn lane. This will provide improved mobility for vehicles traveling on the interstate and will help accommodate the growing traffic demands in the area.</td>
<td>Interstate/Interchange - Project</td>
<td>Louisville Metro</td>
<td>$6,000,000</td>
<td>2045</td>
</tr>
<tr>
<td>Reconstruct Salem-Nobell Road as a 2 lane (no additional lanes) road from IN 62 to IN 403.</td>
<td>Road improvements 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.</td>
<td>Roadway - Project</td>
<td>Clark County</td>
<td>$1,420,250</td>
<td>2021</td>
</tr>
<tr>
<td>Extension of Sam Gwin Dr to Leisure Way: 2-12’ lanes, curb and gutter, 6’ grass strips and 6’ sidewalks on each side.</td>
<td>Helps achieve more of a complete streets design, provides easier access to town’s hotel corridor, and will help continue economic development within Broadway District.</td>
<td>Roadway - Project</td>
<td>Clarksville</td>
<td>$1,200,000</td>
<td>2020</td>
</tr>
<tr>
<td>TARC is the designated recipient of federal Section 5310 grant funds for the Louisville Urbanized Area (UZA). TARC distributes these funds to private nonprofit groups that are meeting the transportation needs of older adults and people with disabilities when normal transportation service is unavailable, insufficient, or inappropriate to meet these needs.</td>
<td>This project removes barriers to transportation services and expands the transportation mobility options available for Seniors and people with disabilities.</td>
<td>Program*</td>
<td>TARC</td>
<td>$21,333,969</td>
<td>2040</td>
</tr>
<tr>
<td>New Road Project connecting South Clark Blvd to Riverside Dr. Project extends through Floodwall, (requires new gate) to connect with Riverside Dr. Two 11’ traffic lanes, curb and gutter, bike/ped, 3-way stop or traffic light at junction with Center Street/Gourt Ave.</td>
<td>Project has been highlighted as crucial to spur redevelopment within the area and will serve as an additional entrance to the mixed-use South Clarksville corridor.</td>
<td>Roadway - Project</td>
<td>Clarksville</td>
<td>$7,000,000</td>
<td>2022</td>
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<tr>
<td>Bike &amp; Pedestrian - Project</td>
<td>Louisville Metro</td>
<td>$2,000,000</td>
<td>2030</td>
<td>MEDIUM</td>
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<tr>
<td>Spring St - Eastern Blvd Intersection</td>
<td>D18</td>
<td>This project will fully reconstruct the Spring Street and Eastern Boulevard intersection.</td>
<td>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)</td>
<td>Roadway - Project</td>
<td>Jeffersomille</td>
</tr>
<tr>
<td>Spring St Eastern to Dutch</td>
<td>D19</td>
<td>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.</td>
<td>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 &quot;Minor Arterial&quot; 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.</td>
<td>Roadway - Project</td>
<td>Jeffersomille</td>
</tr>
<tr>
<td>Spring St Revitalization &amp; Enhancement</td>
<td>D35</td>
<td>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.</td>
<td>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 &quot;Complete Street&quot; - 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.</td>
<td>Roadway - Project</td>
<td>Jeffersomille</td>
</tr>
<tr>
<td>Stansifer Ave Improvements</td>
<td>D6</td>
<td>This segment of Stansifer Ave is 84 feet wide at some points, yet is only used as a 2-way road. Road diet may be required. Current configuration is not clearly delineated. Intersection with S Clark Blvd is a 4-way stop in need of improvements. Curb and gutter needed throughout. Pedestrian sidewalk upgrades and widening to at least 5', designated bicycle lanes or sharrows, landscaping improvements, pedestrian/bike crossing at 45/90/31 needs safety improvements, L&amp;I railroad intersection that leads into Jeffersonville lacks pedestrian and bicycle access entirely. The L&amp;I railroad overpass would require modifications not included in this cost estimate to ensure bike/ped accessibility for both communities.</td>
<td>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. Additional bike/ped, and other improvements will eventually be required.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Clarksville</td>
</tr>
<tr>
<td>TARC Cross River Connectors</td>
<td>2408</td>
<td>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.</td>
<td>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.</td>
<td>Transit - Project</td>
<td>TARC</td>
</tr>
<tr>
<td>TARC Fleet Replacement &amp; Expansion</td>
<td>1315</td>
<td>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.</td>
<td>Maintenance of the average age of TARC’s fleet to maximize cost-effectiveness given the total cost of ownership and TARC useful life benchmarks.</td>
<td>Program*</td>
<td>TARC</td>
</tr>
<tr>
<td>TARC High Capacity Corridors</td>
<td>1825</td>
<td>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.</td>
<td>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.</td>
<td>Transit - Project</td>
<td>TARC</td>
</tr>
<tr>
<td>TARC Purchase Two Extended Range Electric Buses</td>
<td>2668</td>
<td>Purchase two (2) extended range full battery-electric transit buses, and two (2) depot chargers.</td>
<td>The purpose of this project is to get more people out of their cars and onto transit to help AQ performance. 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.</td>
<td>Program*</td>
<td>TARC</td>
</tr>
<tr>
<td>The Park and Ride at Apple Patch</td>
<td>1826</td>
<td>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.</td>
<td>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.</td>
<td>Transit - Project</td>
<td>Oldham County</td>
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<th>YEAR OPEN TO PUBLIC</th>
<th>PROPOSED PERFORMANCE RANK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Three Forks of Beargrass Creek Greenways</td>
<td>D33</td>
<td>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 Middle Fork Beargrass Creek extends from its confluence with the Ohio River next to Eva Bandman Park northeastward to Indian Mills Trail. The Middle Fork Beargrass Creek extends from its confluence with Muddy Fork near Brownsboro Road and Story Avenue eastward to Shelbyville Road at Cemser Mall. The South Fork Beargrass Creek extends from its confluence with Middle Fork near East Main Street southward to Bardstown Road near Baxford Manor Mall.</td>
<td>The corridors along the three forks of Beargrass Creek provide the route for an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities in the heavily urbanized eastern section of Louisville. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because this shared-use path system intends to serve all categories of bicyclists. There are significant lengths of the three forks of Beargrass Creek that can be seasonally flooded. To accommodate the use of this corridor during those seasons, detour alternate routes will be planned.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Louisville Metro</td>
<td>$75,000,000</td>
<td>2035</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Tucker Station Road</td>
<td>472</td>
<td>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.</td>
<td>Tucker Station Road is a narrow 2 lane collector extending from U. S. 60 to KY 155 (Taylorville Road). It is the only non-interstate route which U.S. 144 between Blankenbaker and English Station Rds. With planned development in the Utton Lane corridor, it should be able to relieve some traffic demand if an Utton Lane, Tucker Station Road-Ellingsworth Lane connection is made. It would serve increased development south of U.S. 64 near Rehl Road as well.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$14,409,290</td>
<td>2040</td>
<td>LOW</td>
</tr>
<tr>
<td>University Corridor Fourth Street Intersection Improvements</td>
<td>1799</td>
<td>Widens 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.</td>
<td>This would be Phase I of a plan to build 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.</td>
<td>Roadway - Project</td>
<td>Louisville Metro</td>
<td>$10,500,000</td>
<td>2030</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Urbanized area capital funding for transit</td>
<td>585</td>
<td>Annual federal formula funding allocations to TARC that provide revenue for vehicle maintenance, contracted service, facility rehabilitation, equipment, and for replacement of vehicles. Per Sections 5307 and 5339 of the FAST Act.</td>
<td>To improve mobility options by creating greater efficiency in transit service delivery by improving transit vehicles, equipment and facilities.</td>
<td>Program*</td>
<td>TARC</td>
<td>$461,181,245</td>
<td>2040</td>
<td>HIGH</td>
</tr>
<tr>
<td>US 150 &amp; Maple Road</td>
<td>2545</td>
<td>Intersection improvement with added turn lanes at US 150 and Maple Road in Floyd County.</td>
<td>Intersection improvement with added turn lanes.</td>
<td>Roadway - Project</td>
<td>INDOT</td>
<td>$883,857</td>
<td>2022</td>
<td>LOW</td>
</tr>
<tr>
<td>US 31S</td>
<td>2618</td>
<td>There is a pattern of rear-end crashes with a railroad running parallel to US 31. When a train is crossing Budd Prather 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.</td>
<td>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 31S.</td>
<td>Roadway - Project</td>
<td>INDOT</td>
<td>$1,311,719</td>
<td>2023</td>
<td>LOW</td>
</tr>
<tr>
<td>US 31W</td>
<td>D86</td>
<td>IMPROVE DIXIE HIGHWAY BETWEEN GREENWOOD ROAD (KY 1391) AND STONESTREET ROAD (CR 1003). (14CCN) CHAF IP20150130</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$7,300,000</td>
<td>2020</td>
<td>HIGH</td>
</tr>
<tr>
<td>US 31W</td>
<td>273</td>
<td>Transportation System Management improvements on US 31W from KY 44 to KY 44 in southern Jefferson County; to include the consideration of access management, bicycle, and continuous pedestrian facilities. CHAF IP200802199</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. White Dixie Highway is one of the busiest and most important transportation corridors in the region. It is also frequently congested (105.6, 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 region's best performing transit route, Route 18, which serves the project corridor with over 4,800 daily riders. The high transportation demand by both vehicular and transit riders results in low speeds and long delays at critical locations; the volume of vehicular traffic coupled with numerous access points and intersections.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$8,150,000</td>
<td>2028</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>Three Forks of Beargrass Creek Greenways</td>
<td></td>
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</tbody>
</table>
The 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.

- **US 60**
  - **2610**: Widen US 60 to 6 lanes from Old Shelbyville Rd. to North English Station Rd. (CHAF ID: IP20160176)
  - **2611**: Improve safety and reduce congestion on US 60 from I-264 to KY 1747 (CHAF ID: IP20190103)
  - **3505**: Develop the crossing of US 42 and US 60 from Vinnin to KY 44 (CHAF ID: IP20190191)
  - **3506**: Improve safety and reduce congestion on US 60 from I-64 to I-264 (CHAF ID: IP20190203)
  - **3620**: Improve safety and reduce congestion on US 60 from Old Shelbyville Rd. to US 42 (CHAF ID: IP20190205)

- **US 62**
  - **2050**: Widen US 62 to 6 lanes from Old Shelbyville Rd. to North English Station Rd. (CHAF ID: IP20180107)
  - **2051**: Improve capacity and increase safety and mobility in the area (CHAF ID: IP20180110)

- **US 42**
  - **230**: US 42 SAFETY IMPROVEMENTS FROM HARRODS CREEK BRIDGE TO RIVER ROAD (12002) (CHAF ID: IP20100101)

<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>
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<tr>
<td>US 42</td>
<td>476</td>
<td>Improve safety and reduce congestion on US 42 (Brownsboro Road) from I-264 (Henry Watterson Expressway) to Seminary Drive. Project will evaluate one additional travel lane in each direction and consider accommodations for bicyclists and pedestrians. (CHAF ID: IP20080194)</td>
<td>The purpose of the project is to limit the congestion and delay on US 42 and increase safety of I-264, while minimizing the right-of-way impacts to the community. The existing I-264-US 42 interchange area does not have adequate capacity or storage to accommodate the current left-turn and through-traffic volumes during the peak hours. Commuters often sit through green phases at signalized intersections due to queues from other intersections. These delays cause large 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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$10,470,000</td>
<td>2030</td>
<td>HIGH</td>
</tr>
<tr>
<td>US 42</td>
<td>230</td>
<td>US 42 SAFETY IMPROVEMENTS FROM HARRODS CREEK BRIDGE TO RIVER ROAD (12002)</td>
<td>Reduce traffic congestion and improve safety along US 42 from Harrods Creek Bridge to River Road. This project is needed because of current traffic congestion combined with the projected future volumes on US 42 from Harrods Creek Bridge to River Road. The traffic congestion also leads to an increase in crashes.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$12,000,000</td>
<td>2035</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>US 42</td>
<td>1271</td>
<td>KYTC HIGHWAY PLAN (June, 2018): RECONSTRUCT US 42 AND WIDEN FROM 2 LANES TO 3 LANES [3RD LANE WILL BE A CENTER TURN LANE] FROM JEFFERSON/OLDHAM COUNTY LINE TO RIDGEMOOR DRIVE. PROJECT WILL INCLUDE THE CONSIDERATION OF IMPROVEMENTS TO THE HAYFIELD WAY INTERSECTION, (2004BOPC)</td>
<td>CHAF PURPOSE: The purpose of the project is to improve traffic flow, minimize congestion, and address safety issues on US 42 between the Jefferson County/Oldham County line and Ridgemoor Drive.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$10,284,000</td>
<td>2021</td>
<td>LOW</td>
</tr>
<tr>
<td>US 60</td>
<td>480</td>
<td>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: IP20080296)</td>
<td>CHAF NEED: Due to an increase in commuters to and from Louisville and the development along the project corridor, the traffic volumes are expected to double in the next 20 years. The accident data for the last 3 years shows that there are between 10 and 14 rear end</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$35,480,000</td>
<td>2035</td>
<td>HIGH</td>
</tr>
<tr>
<td>US 60</td>
<td>479</td>
<td>US 60 ROADWAY IMPROVEMENT FROM OLD SHLEBYVILLE RD. TO KY 44</td>
<td>Improve safety and reduce congestion on US 60 from KY 1747 to Old Shelbyville Road (CS 3505). Project will evaluate the addition of one travel lane in each direction and will consider accommodations for bicyclists, pedestrians, and transit users. (CHAF ID: IP20160197)</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$54,883,000</td>
<td>2030</td>
<td>HIGH</td>
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<tr>
<td>US 60</td>
<td>2610</td>
<td>WIDEN US-60 TO 6 LANES FROM OLD SHLEBYVILLE RD. TO NORTH ENGLISH STATION RD. (CHAF ID: IP20180303)</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$4,025,000</td>
<td>2025</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>US 60</td>
<td>2611</td>
<td>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 accommodations for bicyclists, pedestrians, and future transit users. (CHAF ID: IP20180304)</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. US 60 from MP 5.501 to MP 7.877 is located in eastern central Jefferson County. This area is developed with primarily commercial uses abutting the corridor and residential uses either abutting the corridor or located directly behind the commercial. These adequacy rating data suggest rough pavement conditions and congestion. There are a number of destinations located along this corridor, and with the additional development at US 60 and KY 1747 as well as other development to the east will worsen congestion along the corridor. Certain solutions need to be found that work with the recent improvements made in the City of Middletown along the US 60 corridor.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$4,890,000</td>
<td>2026</td>
<td>LOW</td>
</tr>
<tr>
<td>US 60</td>
<td>2050</td>
<td>WIDEN US 60 TO 6 LANES FROM OLD SHLEBYVILLE RD. TO NORTH ENGLISH STATION RD. (CHAF ID: IP20180303)</td>
<td>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.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$4,025,000</td>
<td>2025</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>US 60</td>
<td>2051</td>
<td>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 accommodations for bicyclists, pedestrians, and future transit users. (CHAF ID: IP20180304)</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. The Critical Rate for this section of US 60 is 0.53 from years 2012 to 2016. This area is developed with primarily residential uses with commercial nodes. There are a number of regional destinations located along this 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 within the additional development at US 60 and KY 1747 as well as other development to the east will worsen congestion along the corridor. Certain solutions need to be found that work with the recent improvements made in the City of Middletown along the US 60 corridor.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$4,890,000</td>
<td>2026</td>
<td>LOW</td>
</tr>
<tr>
<td>US 60</td>
<td>2598</td>
<td>WIDEN US 60 TO THREE LANES FROM EASTWOOD CUTOFF (MP 14.7) TO ROCKCREST WAY (MP 15.4)</td>
<td>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%.</td>
<td>Roadway - Project</td>
<td>KYTC</td>
<td>$2,075,000</td>
<td>2024</td>
<td>LOW</td>
</tr>
</tbody>
</table>
The US 60 Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.

The US 60 Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." US 60's success as a commercial destination has led to major mobility challenges in the area. Transitioning from a "traditional neighborhood marketplace" to a "suburban marketplace corridor" about halfway through the project area, Section 1 of this project will need to account for various demands across its 7.84 mile length; however, these two sub-areas, despite their differences are united in their demand for significantly improved mass transit service and complete multi-modal connections. The vibrant commercial corridor, anchored by two of Louisville's three regional malls, needs investment and improvements to maintain its success over the years to come. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received $16.9 million in federal funds. US 60 generally has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. It also fails to provide complete pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that US 60 of the future continues to succeed while providing even greater access to people of all ages and abilities.

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" includes demand 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.

The US 150 Premium Transportation Corridor Project 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 US-150 Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan as a "Major Corridor." This section of US-150 is a commercial corridor for the surrounding residential areas. Residential growth in the area has strained the transportation network in the area. This "suburban marketplace corridor" needs to account for various future demands across its length. Improved mobility and accessibility for all users, including motorists, transit riders, pedestrians, and cyclists will be key to achieve Louisville Metro's long-term goals as outlined in the Move Louisville Plan 2040, among others. This vibrant commercial corridor needs investment and improvement to enhance access and livability in this growing area of Louisville. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received $16.9 million in federal funds. US-150 generally has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. It also fails to provide complete pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the US-150 of the future continues to succeed while providing even greater access to people of all ages and abilities.
**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**
  - D14
  - Install new connector road to lessen travel miles of east Utica residents, eliminate through traffic in central part of town, providing two lanes parallel to Highway 265 for local traffic.
  - Right-of-way is preliminarily estimated to be 80'-feet with 11'-foot lanes and five-foot shoulders. Lighting and landscaping to be included in keeping with the character of the area being a gateway into Indiana.

- **Veteran's Parkway & I-65 North**
  - D12
  - Segment of Veteran's Pkwy is categorized as 10% worst level of service (D rating). During peak hours, traffic bottlenecks, specifically for I-65 N bound vehicles. Project will require removing the two left turning lanes between mile markers 1376 and 1398. Left turns in this section are both dangerous and an impediment to traffic during peak hours. Motorists will often stop to allow other motorists to make a left turn, usually into the Lowe's corridor, nearly colliding with unimpeded motorists in the other lane. Removing both left turn lanes will force drivers to utilize the much safer traffic lights.
  - The removal of the left turn lanes will also allow for an additional 420' lane for I-65 N bound traffic. The area may also require a 4'-median to discourage aforementioned left turns. Lanes will be demarcated accordingly.
  - The next major road modification is to clearly delineate the northernmost I-65 N bound as left-turn only, the middle lane as left-turn optional, and the southermost as right-turn optional.
  - The final major modification will be the addition of a 2-lane I-65 N on-ramp to be extended at least 550' until forcing a merge into the existing one-lane I-65 N on-ramp.

- **Watterson Trail Bicycle/Pedestrian Trail Project Phase 2**
  - 2081
  - The project will construct a 10 foot wide concrete multi-use trail along one side of Watterson Trail from Mansfield Estates Drive to 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 roadway it was determined 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**
  - 1582
  - Construct new curb and gutters along the project corridor as well as new sidewalks on both sides along with new ADA Compliant ramps and MUTCD crosswalks at each street intersection.
  - The proposed sidewalks will be a minimum of 5 feet wide and will exceed that in many areas. The project will relocate the overhead utilities to the secondary streets of Peach Street and Neal Street. New street lights will be constructed along the route in order to provide improved pedestrian and vehicular safety. Enhanced landscaping will also be installed in order to address the heat island effect and ozone alert days and improve air quality.
  - Citizens have voiced concern about the narrow sidewalks along the project corridor as well as the various tripping hazards created by the sidewalks and utility guy wires and poles. The current sidewalks are approximately 4 feet wide and do not meet current code requirements of 5 feet minimum. Relocating the overhead utilities will help create an expanded pedestrian zone there by creating a buffer between the pedestrians and the vehicular travel lane of Watterson Trail. The project will upgrade the pedestrian crossings with ADA-Compliant ramps and tactile warning mats.

- **Watterson Trail Roadway and Pedestrian Streetscape Project Phase 2**
  - 1583
  - 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 Taylorville 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**
  - 1324
  - Reconstruct and widen from 2 to 3 lanes (3rd lane will be a center turn lane) Watterson Trail South from KY 1347 (Huntsbourne Parkway) to Glacer Lane. Add pedestrian accommodations on both sides of 5 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</th>
<th>KIPDA ID</th>
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<tr>
<td>West Kentucky Street Project</td>
<td>1863</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>Kentucky Street is a critical east-west corridor connecting Old Louisville and the California neighborhoods. The Corridor is home to several major institutions such as Memorial Auditorium, Simmons College, and St. Stephen Church. It runs through several industrial areas and lower-income communities in need of investment.</td>
<td>Bike &amp; Pedestrian - Project</td>
<td>Louisville Metro</td>
<td>$3,000,000</td>
<td>2030</td>
<td>LOW</td>
</tr>
<tr>
<td>Westmont Drive Extension</td>
<td>D22</td>
<td>Road Extension of Westmont Dr: two 12’ lanes, two 5’ sidewalks, two 4’+ vegetative buffers, curb and gutter</td>
<td>Local residential serving route is needed, currently there is only one entrance to adjoining neighborhood (fire/police/emergency hazard), another entrance/exit is needed.</td>
<td>Roadway - Project</td>
<td>Clarksville</td>
<td>$3,000,000</td>
<td>2024</td>
<td>LOW</td>
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| Widen I-65 from KY-61 to I-265 | 491      | 6YP DESC: WIDEN I-65 FROM 6 TO 8 LANES FROM KY-61 (PRESTON HIGHWAY) IN LEBANON JUNCTION TO I-265 (GENE SNYDER FREEWAY)  
CHAF DESC: Reduce congestion and improve mobility on I-65 from KY 61 (Preston Highway) in Lebanon Junction (Bullitt County) to I-265 (Gene Snyder Freeway) in Jefferson County.  
CHAF ID: IP20170064  

The purpose of this project is to reduce congestion and improve mobility on I-65 from KY 61 (Preston Highway) in Lebanon Junction (Bullitt County) to I-265 (Gene Snyder Freeway) in Jefferson County.  

This project is needed because the capacity of I-65 from KY 61 (Preston Highway) in Lebanon Junction (Bullitt County) to I-265 (Gene Snyder Freeway) in Jefferson County is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on this stretch of I-65.  

This stretch of I-65 is also an important freight corridor and has a high percentage of truck volume. | Interstate/Interchange - Project | KYTC          | $402,825,000             | 2030                   | LOW                    |
MEMORANDUM

TO: Transportation Technical Coordinating Committee
FROM: Nick Vail
DATE: July 3, 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 regards to the updating of Project Information Forms (PIFs).

Kentucky Member Counties
Bullitt
Henry
Jefferson
Oldham
Shelby
Spencer
Trimble

Indiana Member Counties
Clark
Floyd

Equal Opportunity Employer
MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Larry D. Chaney

DATE: July 3, 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. Only projects in the Metropolitan Transportation Plan at the time “sponsorship” was determined were considered for MPO endorsement, since those projects had all been approved through the appropriate committee and federal conformity processes.

From that list of sponsored projects, KYTC selected a group of projects that were considered to be of “statewide significance”. Removal of those from the regional prioritization process left 85 projects from which the MPO and KYTC District 5 may now choose to further prioritize by adding “boost” points to their SHIFT scores. The MPO now 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, because the project list was provided only last week, and in anticipation of KYTC District 5’s determination of their priorities, it is suggested that a TTCC Working Group be formed to determine a list of projects to receive the MPO “boost”. That Working Group would be required to meet on July 16 and would prepare a recommendation to be sent out in the meeting packet for the July Transportation Policy Committee (TPC) meeting. 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” will be provided to the Working Group for use in their determination.

The TTCC is asked to consider formation of a Working Group to provide recommendations to the TPC for the “boost” of 21 projects for the KYTC 2020 SHIFT process.

Action is requested