



TRANSPORTATION POLICY COMMITTEE
1:00 p.m., Thursday, May 28, 2015
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

AGENDA

**Kentucky
Member
Counties**

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

**Indiana
Member
Counties**

Clark

Floyd

Equal
Opportunity
Employer

1. *Call to Order, Welcome, Introductions*
2. *April 23 Meeting Minutes* – Review and approval (see enclosed). **Action is requested.**
3. *Public Comment Period*
4. *Public Meeting Report* – Staff will report on public involvement activities.
5. *Kentucky STP-Urban (SLO) Funding Priorities* – Staff will present revised priorities for dedicated STP funds in Kentucky (see enclosed). **Action is requested.**
6. *KYTC Project Prioritization* – Proposed priorities (as determined by a Working Group of the TTCC) for projects to be considered for inclusion in the next KYTC Six-Year Highway Plan will be presented and discussed (see enclosed). **Action is requested.**
7. *FY 2015 - FY 2018 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short range funding document.
8. *Other Business*
9. *Adjourn*

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



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

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

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

MINUTES
TRANSPORTATION POLICY COMMITTEE (TPC)
Thursday, April 23, 2015, 10:00 a.m.
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

Call to Order

Chair Bill Dieruf called the meeting to order at 1:01 p.m. After introductions were made, it was determined that a quorum was present.

Review and Approval of Minutes

J. Byron Chapman, Jefferson County League of Cities, made a motion to approve the minutes of the February 26 meeting. Bernard Bowling, City of Saint Matthews, seconded the motion and it carried with a unanimous vote.

Public Comment Period

There were no public comments.

Public Meeting Report

Ashley Davidson, KIPDA staff, reported on recent and upcoming public involvement activities. There was discussion.

FY 2016 Unified Planning Work Program (UPWP)

Larry Chaney, KIPDA staff, presented the Final Draft of the FY 2016 UPWP. **Tom Clevidence, Town of Clarksville, made a motion to approve the Final Draft of the document. J. Byron Chapman, Jefferson County League of Cities, seconded the motion and it carried with a unanimous vote.**

Planning Memorandum of Agreement (MOA)

Larry Chaney, KIPDA staff, presented the Draft MOA. **J. Byron Chapman, Jefferson County League of Cities, made a motion to approve the Draft MOA. Thomas Witt, Kentucky Transportation Cabinet (KYTC), seconded the motion and it carried with a unanimous vote.**

TPC Meeting Operations and Logistics Working Group

Chairman Bill Dieruf and David Burton, KIPDA staff, presented recommendations from the Working Group. There was discussion. **Keith Griffie, Bullitt County, made a motion to approve the recommendations. Tom Clevidence, Town of Clarksville, seconded the motion and it carried with a unanimous vote.**

FY 2015-FY 2018 Transportation Improvement Program (TIP)

Mary Lou Hauber, KIPDA staff, presented information on Administrative Modifications to the short range funding document. No action was required.

Other Business

There was no other business.

Adjournment

The meeting was adjourned at 1:39 p.m.

Larry D. Chaney
Recording Secretary

Members Present:

Keith Griffie	Bullitt County
Bill Dieruf (Chair)	City of Jeffersontown
Bernard Bowling	City of St. Matthews
Brian Dixon	Clark County
Chris Moore	Floyd County
Jim Ude	Indiana Department of Transportation – Seymour
J. Byron Chapman	Jefferson County League of Cities
Thomas Witt	Kentucky Transportation Cabinet
*Tom Hall	Kentucky Transportation Cabinet – District 5
*Emily Liu	Louisville Metro Planning & Design
Tom Clevidence	Town of Clarksville
Aida Copic	Transit Authority of River City (TARC)

Members Absent:

Robert Hall	City of Charlestown
Mike Moore	City of Jeffersonville
Jeff Gahan	City of New Albany
Sherry Conner	City of Shively
*Tommy Dupree	Federal Aviation Administration – Memphis
*Michelle Allen	Federal Highway Administration – Indiana
*Greg Rawlings	Federal Highway Administration – Kentucky
*Robert Buckley	Federal Transit Administration – Region 4
Brandye Hendrickson	Indiana Department of Transportation
Greg Fischer	Louisville Metro Government
Philip Lynch	Louisville Regional Airport Authority
David Voegele	Oldham County
*Christopher Taylor	U.S. Department of Housing & Urban Development

Others Present:

Louise Allen	Aecom
Matt Meunier	City of Jeffersontown
Steve Miller	Congressman Brett Guthrie's Office
Ted Stone	Corradino Group
Bobby Campbell	Jacobi, Toombs & Lanz
David Burton	KIPDA
Gina Marie Caine	KIPDA
Larry Chaney	KIPDA
Jack Couch	KIPDA
Ashley Davidson	KIPDA
Amanda Deatherage	KIPDA
Jarrett Haley	KIPDA
Mary Lou Hauber	KIPDA
Andy Rush	KIPDA
Jim Mims	Louisville Metro Planning and Design
Dirk Gowin	Louisville Metro Public Works & Assets
Tim Emington	TRIMARC
Vince Robison	TRIMARC

* Denotes Advisory Members



MEMORANDUM

Kentucky
Member
Counties

TO: Transportation Technical Coordinating Committee

Bullitt

FROM: Mary C. Hauber

Henry

DATE: May 6, 2015

Jefferson
Oldham

SUBJECT: Review and recommendation for approval of revised Kentucky STP-Urban project priorities

Shelby

The TTCC working group met on April 22 to review the projects programmed with STP-Urban (SLO) funds in the TIP. These are federal funds that are allocated to the KIPDA urbanized area for use in Bullitt, Jefferson, and Oldham counties. KYTC allocates approximately \$17,000,000 of STP- Urban funds annually to KIPDA to be used on surface transportation projects in the urbanized area. This fiscally constrained program of funds is selected and approved by the MPO and is included in the Transportation Improvement Program.

Spencer

Trimble

Indiana
Member
Counties

Because project schedules change, the program is reviewed periodically to accurately reflect correct project costs and schedules. Changes have been proposed for the funding program for FY 2015 through FY 2018. Attached, you will find a copy of the draft revised program of funds for your review and recommendation for approval.

Clark

Floyd

Action is requested.

Equal
Opportunity
Employer

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



FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

April 2015

Federal Funds Only - In Year of Expenditure

DRAFT

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
AB Sawyer Greenway Shared Use Path	Construct a multiuse path through A.B. Sawyer Park and connecting to surrounding neighborhoods includes an underpass, bridge, and site amenities and construction of pedestrian facilities along Hurstbourne Pkwy from Middle Fork of Beargrass Creek bridge to Ormsby Station and connect to A.B. Sawyer Park Greenway.	1662	529.00	Lou Metro Parks	Auth. D	\$306,667	C	\$700,000						
Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation	Development of educational and awareness programs concerning bicycle and pedestrian issues. Provide education and training for cyclists, motorists, and city officials about laws governing cyclists' rights and responsibilities	337		Lou. Metro PW	Auth. X	\$120,000	X	\$120,000	X	\$120,000	X	\$120,000		
Bluegrass Commerce Park Bicycle/Pedestrian Trail Phase II	Construct a multi-use bicycle and pedestrian trail along Bluegrass Parkway from Blankenbaker Parkway to Tucker Station Road and along Tucker Station Road from Bluegrass Parkway to Plantside Drive.	2084		Jeffersontown			C	\$1,300,000						
Bluegrass Commerce Park Infrastructure Improvements Phase 2	Repair, rehabilitate including resurfacing of Bluegrass Parkway from KY 1747 to KY 1819, and Plantside Drive from Bunsen Parkway to Bluegrass Parkway, and to make key safety improvements at various intersections to increase pedestrian movement including sidewalks, curbs as well as enhancements to signage, wayfinding, streetscape and landscaping.			Jeffersontown	C	\$1,200,000								
Broadway & 18th Street	Align intersection of Broadway and 18th Street by moving the south leg of 18th Street to the east.	1192	413.00	Lou. Metro PW	C	\$1,000,000								
					Add'l PE	\$60,000								
					D	\$32,000								
					R	\$66,000								

FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

April 2015

Federal Funds Only - In Year of Expenditure

DRAFT

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
Buckner Connector	Construct new connection from Old LaGrange Road to KY 393. Project length is 0.8 miles.	1808		Oldham County	D R	\$77,000 \$614,500	U C	\$228,000 \$2,300,000						
Bus Stop and Access Improvements	Improvements of the existing or new public transit bus stops and their surroundings, including pedestrian facilities, ADA access and passenger amenities (shelters, benches, trash receptacles).	1500		TARC	D C	\$100,000 \$500,000	C	\$350,000	C	\$250,000	C	\$250,000	C	\$250,000
Cooper Chapel Rd. Phase 3	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 incorporate sidewalks and 10' paved shoulders.	223	404.01	Lou. Metro PW			R	\$3,200,000	U	\$1,500,000	C	\$16,000,000		
English Station Rd.	Widen English Station Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Aiken Road to Avoca Road.	188	353.00	KYTC					C	\$3,750,000				
Good Samaritan Bicycle & Pedestrian Trail Connector	Construct a multi-use bicycle and pedestrian trail along Old Taylorsville Road and Jefferson Street in downtown Jeffersontown connecting the downtown street network to the Good Samaritan Center and the existing bicycle/pedestrian trail at Grand Avenue and Watterson Trail.	2082		Jeffersontown	C	\$1,300,000								

FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

April 2015

Federal Funds Only - In Year of Expenditure

DRAFT

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
Hill Street Sidewalk Rehabilitation	Rehabilitation of sidewalks on Hill Street between 6th St. and 7th St.	2104		Lou. Metro PW	D oversight	\$28,000 \$26,800		C	\$800,000					
Hubbards Ln.	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road). Add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 0.6 mi.	384		Lou. Metro PW	D	\$160,000	U	\$440,000						
I-65	Extend and reconstruct I-65 southbound ramp to Brook Street and Floyd Street.	224	378.10	Lou. Metro PW	R	\$230,000	C	\$2,600,000						
I-65	Extend and reconstruct I-65 southbound ramp to Brook Street and Floyd Street.	224	378.10	Lou. Metro PW			D	\$750,000	U	\$750,000			C	\$1,500,000
Jeffersontown to 21st Century Park Bicycle/ Pedestrian Trail	Preliminary Design and Scoping study to determine location of a multi-use bicycle and pedestrian trail project along Taylorsville Road from downtown Jeffersontown to the 21st Century Park.	2091		Jeffersontown	P	\$189,000								
KY 22	Reconstruct KY-22 from KY-329B to Abbott Lane including the termini intersections of KY-22 @ KY-329B and KY-22 @ Abbott Lane.	1923	304.15	KYTC										
KY 22/KY329	Intersection improvement at KY 22 and KY 329 in Crestwood	1508	449.00	KYTC			C	\$840,000						
KY 44	Construct sidewalk on the north side of KY 44 from Mt. Washington Elementary School to Fisher Lane.	2033		KYTC	auth R	\$75,000								
					U	\$75,000								
					C	\$275,000								

FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

April 2015

Federal Funds Only - In Year of Expenditure

DRAFT

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
KY 146 Sidewalk and Minor Drainage Improvements	Construct an ADA compliant sidewalk and minor drainage improvements on the south side of KY 146 from the Oldham/Jefferson County line east to Foley Ave.	2065		KYTC	auth R	\$30,000								
					U	\$10,000								
					C	\$175,000								
KY 155 Streetscape	Improve streetscape, reconstruct sidewalks and enhance landscaping from College Drive to Ruckriegel Parkway.	1581		Jeffersontown	Add'l D	\$54,000								
					C	\$536,000								
KY 245	Widen KY 245 from 2 to 4 lanes from Bernheim Forest to the Community College.	1790	8509.00	KYTC	R	\$2,013,500	U	\$1,300,000						
KY 329	Intersection realignment/reconstruction at KY 329 and KY 329 Bypass	1877		Oldham County									U	\$44,000
					D	\$198,000				R	\$66,000	C	\$1,000,000	
KY 864	Widen Beulah Church Rd. from 2 to 3 lanes from I-265 to Cedar Creek Rd.	1879	481.00	KYTC									U	\$1,650,000
					D	\$500,000				R	\$2,950,000	C	\$6,100,000	
KY 907 Southside Dr.	Construct minor roadway improvements to KY 907 (Southside Dr.) from KY 1865 (New Cut Road) to Strawberry Lane. Project length is 1.1 miles.	2129		KYTC									C	\$1,500,000
KY 1494	Widen travel lanes (no additional travel lanes) on KY 1494 in Bullitt County, and relocate road from 2000 feet west of KY 61 to KY 61.	1493	293.01	KYTC	C	\$2,560,000								

FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

April 2015

Federal Funds Only - In Year of Expenditure

DRAFT

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
KY 1793 & Various Sidewalks	Construct sidewalks on KY 1793 from Ridgeview Drive to Settlers Point Trail.	1623	440.10	Oldham County	R	\$30,000								
					C	\$80,000								
KY 1931	Widen KY 1931 (Manslick Rd.) from 2 to 3 lanes from Dixie Highway (US 31W) to Doss High School, 1.7 miles.			KYTC	PE	\$900,000	D	\$1,000,000			R	\$3,000,000	U	\$3,000,000
											C	\$9,300,000		
KY 1932 Chenoweth Lane	Improve the safety and congestion of KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Rd.) to US 42 (Brownsboro Rd.), approx. 1.07 miles.	213		KYTC	auth. Planning	\$200,000	PE	\$400,000	D	\$650,000	ROW	\$1,766,400	U	\$2,000,000
											C	\$2,100,000		
KY 2055	Reconstruction and rehab pavement at West Manslick Rd., Mount Holly Rd., Fairdale Rd., and Mitchell Hill Rd. intersection.	1451	8501.00	KYTC	C	\$1,150,000								
LaGrange Underpass West of LaGrange	Construct a 4 lane uninterrupted rail underpass west of LaGrange.	321	434.00	Oldham County	D	\$110,000								
					R	\$3,190,000			U	\$1,350,000	C	\$6,400,000		

FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

April 2015

Federal Funds Only - In Year of Expenditure

DRAFT

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
Louisville CBD Detailed Traffic Model	This effort involves an evaluation of transportation improvements, including: conversions of one-way streets; roadway reconfigurations; intersection improvements; and interchange modifications, for all modes including pedestrians, bicycles, transit, cars and freight. The study area includes the Central Business District, and the surrounding neighborhoods, including: Butchertown; Phoenix Hill; Smoketown; Limerick; Old Louisville; Russell; Shawnee & Portland, as well as the University of Louisville Belknap Campus.			Lou. Metro PW			P	\$300,000						
Louisville Loop - Northwestern Pkwy	Design and construct a shared use path.			Louisville Metro Parks									D	\$405,000
Louisville Loop - Leisure Lane to McNeely Lake	Design and construct a shared use path and Louisville Loop trailhead facilities from Cooper Chapel Rd. at Leisure Lane to McNeely Lake Park, approx. 0.7 miles			Louisville Metro Parks									D	\$157,500
Louisville Loop - Watson Ln to Medora	Design and construct a shared use path and Louisville Loop trailhead facilities from Watson Lane at Mill Creek Generating Station to Medora Rd., including Dixie Highway crossing, approx. 3.5 miles.			Louisville Metro Parks									PE	\$88,900
Louisville Loop Shared Use Path - Jefferson Memorial Forest - Pond Creek	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from north end of sand quarry tunnel at Gene Snyder FWY to west terminus of the existing MSD trail approximately 2.7 miles which will include a bridge over Pond Creek.	2086		Louisville Metro Parks							C	\$1,890,400		

FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

April 2015

Federal Funds Only - In Year of Expenditure

DRAFT

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
					Louisville Loop Shared Use Path - Jefferson Memorial Forest - Dodge Gap	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Blevins Gap Road to north end of sand quarry tunnel at Gene Snyder FWY (the tunnel will be part of this segment) approximately 2.5 miles	2087		Louisville Metro Parks	auth D	\$90,000			
Louisville Loop Shared Use Path - Jefferson Memorial Forest - Medora	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Pendleton Rd at Medora Rd to the beginning of Jefferson Memorial Forest property on Blevins Gap Rd approximately 1.3 miles	2092		Louisville Metro Parks	D	\$108,000					C	\$817,360		
Middletown Streetscape, Phase VI	Roadway and streetscape improvements on Old Shelbyville Rd. from Evergreen Rd. to US 60 (Shelbyville Rd.).	2068		Middletown	auth C	\$80,146								
Miscellaneous Sidewalks and Handicap Ramps	Construct and replace various sidewalks and handicap ramps throughout the city on a reoccurring annual basis.	2083		Jeffersontown					C	\$37,800				
Northeast Louisville Loop	Construct a shared use path along US 60 from Beckley Station to Eastwood Cut-off.	1964	3030.00	Lou. Metro Parks	R	\$200,000	C	\$831,308					C	\$5,000,000
Northeast Louisville Loop Phase 2	Construct a shared use path along US 60 from Eastwood Cutoff to Eastwood Recreation Center.	2116		Lou. Metro Parks									C	\$1,000,000
Ohio River Levee Trail Phase III	Complete the ORLT shared use path along the Ohio River from Chickasaw Park to Lees Lane.	1109	505.00	Lou. Metro Parks			D	\$800,000	R	\$800,000	U	\$750,000	C	\$4,500,000

FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

April 2015

Federal Funds Only - In Year of Expenditure

DRAFT

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
Ohio River Levee Trail	Construct a shared use path of approximately 13,000 linear feet between Riverside Historic Site and the Mill Creek Generating Station.	1640		Lou. Metro Parks										
Old Floydsburg Rd. Safety Improvements	Replace narrow one-lane culvert crossing; clear trees and vegetation out of right-of-way; add shoulder to the road, and add signage for safety.	1606		Oldham County			R	\$230,000	C	\$522,000				
Oldham County Bicycle & Pedestrian Trail	Construct a non-motorized corridor from LaGrange to Jefferson County line along the Buckner Connector, the new 393 alignment to Wendell Moore Park and/or along KY 146 at the new pedestrian bridge over I-71.	327	410.00	Oldham County									C	\$500,000
Oldham County Bicycle & Pedestrian Trail - Old LaGrange Rd.	Construct a bicycle and pedestrian trail along Old LaGrange Road from KY 146 to the intersection with KY 329 Bypass.	2175		Oldham County	D	\$50,000	D	\$200,000			U	\$750,000	R	\$500,000
Olmsted Parkways Bicycle/Pedestrian Improvements - Eastern Parkway	Rehabilitate Eastern Parkway to modern standards, including lane reductions and complete street elements of bicycle lanes, shared use paths, and sidewalks.	2142		Lou. Metro Parks			PE	\$400,000						
Olmsted Pkways. Multi-Use Path System - Southern Pkwy	Construction of a 2.5 mile shared use path system along Southern Parkway between South 3rd and New Cut Road	1899		Lou. Metro Parks					C	\$962,900				
Olmsted Pkways. Multi-Use Path System - Algonquin Pkwy	Construction of a 0.5 mile shared use path system along Algonquin Parkway between Wilson Avenue and Cypress Street.	1900		Lou. Metro Parks			C	\$1,000,000						

FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

April 2015

Federal Funds Only - In Year of Expenditure

DRAFT

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
Olmsted Pkwy. Multi-Use Path System - Algonquin Pkwy	Construction of a 0.45 mile shared use path system along Algonquin Parkway between Cypress Street and Dixie Hwy.	1901		Lou. Metro Parks			C	\$1,000,000						
Olmsted Pkwy. Multi-Use Path System - Algonquin Pkwy	Construction of a 1.2 mile shared use path system along Algonquin Parkway between Dixie Hwy and Sharp Ave.	1902		Lou. Metro Parks			C	\$1,000,000						
One-Way Street Conversion to Two- Way Phase 1	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 (Ormsby to Main Street); and Campbell Street (Jackson to Baxter).	1809	470.00	Lou. Metro PW	Moved from 2013 D	\$225,000	C	\$2,381,500						
One-Way Street Conversion to Two- Way Phase 2	Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: 3rd Street (Market Street to Main Street); and Main Street (2nd Street to Story Avenue).	1810		Lou. Metro PW					D	\$60,000	C	\$600,000		
Phillips Ln	Widen Phillips Lane from 2 to 4 lanes with median from KY 61 (Preston Highway) to KY 1631 (Crittenden Drive).	1267		Lou. Metro PW									PE D R U	\$123,735 \$989,880 \$1,018,710 \$1,484,821
													C	\$7,127,139

FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

April 2015

Federal Funds Only - In Year of Expenditure

DRAFT

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
River Road	Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue. To include bike lanes. Project length is 1.3 miles.	163	91.02	Lou. Metro PW			C	\$11,200,000						
River Road Extension	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.	1338		Lou. Metro Econ. Dev.	PE	\$600,000								
River Rd. Bicycle & Pedestrian Improvements	The Louisville Loop Ohio River Valley Northeast Bicycle/Pedestrian Improvements project will identify alternative shared-use path alignments in the area generally between the Ohio River and approximately Brownsboro Road from the Big 4 Bridge at the Mile 0 trailhead of the Louisville Loop to the City of Prospect at US 42. Approximately 8.5 miles.	1423		Lou. Metro Parks			D	\$200,000	C	\$2,043,030				
Seneca Loop Extensions, East and West	East: Design and construction completing the loop in Seneca Park by adding bicycle facilities on Cannons Ln, Dutchman's Ln and Taylorsville Rd.; West: Design and construction to make connections from Cherokee Park and Seneca Loop to Beargrass Trail and eventual connections to Butchertown Trail and Riverwalk. Work plan considers safety and operational improvements at various street/intersection crossings including the intersection of Lexington Rd and Grinstead Dr and Beargrass Trail entrances.	1401	442.00	Lou. Metro PW	C	\$535,800								

FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

April 2015

Federal Funds Only - In Year of Expenditure

DRAFT

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
Sidewalk Connections on US 60, KY 1747 & KY 22	Installation of sidewalks to fix gaps in pedestrian network on US 60 (Shelbyville Rd), KY 1747 (Westport Road), and KY 22 (Brownsboro Rd). Includes; Westbound US 60 from end of U of L trail to Eden Ave MP 7.717 to MP7.734, Westbound US 60 from Daventry Ln to Wildwood Ln MP 7.966 to MP 8.051, Eastbound US 60 from Wildwood Ln to Cambridge Station Frontage Rd MP 8.062 to MP 8.241, Eastbound US 60 from Dorsey Ln to Country Squire Florist entrance MP 8.535 to MP 8.641, Southbound KY 1747 from Hurstbourne Trace to Eden Ave MP 13.635 to MP 13.869, and Eastbound KY 22 from Paul's Fruit Market to Herr Ln MP 0.370 to MP 0.432.			KYTC	D	\$30,000	R U	\$30,000 \$10,000						
The Park & Ride at Apple Patch	Construction of a park and ride facility including a parking lot, shelter, playground, bike lockers, walkways, and a 1000' access road located on Apple Patch Way off of KY-329 near I-71 Exit 14 in Crestwood.	1826	468.00	Oldham County	C	\$568,000								
Ticket to Ride	Regional Rideshare Program	162	384.00	KIPDA	X	\$873,000	X	\$917,000	X	\$962,000	X	\$1,010,000		
US 42	Reconstruct US 42 and widen from 2 lanes to 3 lanes (3rd lane will be a center turn lane) from Jefferson/Oldham County line to Ridgemoor Drive. Project will include the consideration of improvements to the Hayfield Way intersection.	1271	441.00	KYTC			C	\$3,599,565						
Various Safety Projects	Various safety projects in the Louisville urbanized area	1270		KIPDA										

FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

April 2015

Federal Funds Only - In Year of Expenditure

DRAFT

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
Various Sidewalk Projects in Louisville Metro	Rehabilitation and construction of various sidewalk projects in Louisville Metro	329	439.02	Lou. Metro PW	D	\$100,000	C	\$200,000	C	\$100,000	C	\$100,000		
Various Sidewalks in Oldham County	Construct various sidewalks in Oldham County	1427		Oldham County	D	\$77,000	C	\$308,000			C	\$318,900		
Various Sidewalks on State Routes in Kentucky	Installation of sidewalks to fix gaps in pedestrian network on various state maintained roads in Oldham, Jefferson and Bullitt counties.	1229	440.00	KYTC							C	\$100,000		
Various Sidewalks on KY 155, KY 1932, & KY 1747	Installation of sidewalks to fix gaps in pedestrian network on KY 155 (Taylorsville Rd), KY 1932 (Breckenridge Ln), and KY 1747 (Hurstbourne Ln) in Jefferson Co. South side of KY 155 (Taylorsville Rd) from the west side of Kent Rd to the east side of Seneca Blvd MP 15.178 to MP 15.244 East side of KY 1932 (Breckenridge Ln from Rally's to K'Mart entrance) from MP 2.894 to MP 2.95 West side of KY 1932 (Breckenridge Ln from Debeet south to existing sidewalk) from MP 3.160 to MP 3.205 West side of KY 1932 (Breckenridge Ln from existing sidewalk north to church entrance) from MP 3.019 to MP 3.103 East side of KY 1747 (Hurstbourne Pkwy from existing sidewalk south of Stone Creek Pkwy to existing sidewalk north of Stone Creek Pkwy) MP 12.809 to MP 12.910 East side of KY 1747 (Hurstbourne Pkwy from north side of Vieux Carre Drive to south side of Whittington Pkwy) from MP 13.144 to MP 3.20 AND north side of Vieux Carre Dr from MP 0.441 to MP 0.428 East side of KY 1747 (Hurstbourne Pkwy) from MP	2130		KYTC	R	\$60,000								
					C	\$100,000								

FY 2015 - FY 2018 Transportation Improvement Program

STP-Urban Priorities - Kentucky Projects

April 2015

Federal Funds Only - In Year of Expenditure

DRAFT

Project	Description	KIPDA ID	State ID	Sponsor Agency	FY 2015		FY 2016		FY 2017		FY 2018		Future	
					Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars	Phase	Federal Dollars
Watterson Trail Phase I	Improve streetscape, reconstruct sidewalks and enhance landscaping from Maple Road to Old Taylorsville Road.	1582		Jeffersontown	U	\$288,000	C	\$1,435,500						
Watterson Trail Phase II	Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Parkway to Maple Road, and widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Ruckriegel Parkway. Project to include streetscape enhancements to improve the corridor.	1583		Jeffersontown	D	\$117,480	U	\$194,169	C	\$509,788				
Watterson Trail Bicycle & Pedestrian Trail Phase II	Construct a multi-use bicycle and pedestrian trail along Watterson Trail from Mulberry Row Way to Mansfield Estates Drive.	2081		Jeffersontown									C	\$656,640
Total						\$22,721,185		\$42,949,304		\$14,417,518		\$39,188,660		\$54,597,427
Available Funds						\$68,276,667		\$62,555,482		\$36,606,178		\$39,188,660		
Balance						\$45,555,482		\$19,606,178		\$22,188,660		\$0		

*The Available Funds in 2015 have been reconciled with KYTC. Dollar amount was provided by KYTC on 10/29/14 which includes all carryover funds and 2015 annual allocation.

KYTC Project Prioritization

MPO RANK 2015	2015 KYTC TECH SCORE	ITEM #	CO.	ROUTE	BMP	EMP	DESCRIPTION (PIF: PURPOSE STATEMENT)	NEEDS STATEMENT	P SCH YR	P EST.	D SCH YR	Design Estimate	R SCH YR	R/W Estimate	U SCH YR	Utilities Estimate	C SCH YR	Construction Estimate	Total Cost	Congestion Reduction Impact	Safety Impact
1	97		Jefferson	KY 2052	0.000	4.205	Repair and Diamond Grind PCC Pavement	Notes: ; Total Lanes: 4; ADT: 23956.8		\$0		\$350,000		\$0		\$0	2014	\$3,500,000	\$3,850,000	N/A	N/A
2	97		Jefferson	US 31W	6.690	11.690	Remove and Replace AC Pavement	Notes: Spring Letting; Total Lanes: 5; ADT: 30660.7		\$0		\$1,300,000		\$0		\$0	2014	\$13,000,000	\$14,300,000	N/A	N/A
3	96		Jefferson	KY 1065	2.504	5.250	Repair and Diamond Grind PCC Pavement	Notes: District Priority; Total Lanes: 4; ADT: 28544.6		\$0		\$225,000		\$0		\$0	2014	\$2,250,000	\$2,475,000	N/A	N/A
4	94	5-2702	Jefferson	KY 1703	1.751	2.561	PAVEMENT REHAB CONSISTING OF DIAMOND GRIND ON KY 1703 IN BOTH DIRECTIONS FROM MP 1.751 TO MP 2.561. (2006BOPC) (07PMP)			\$0		\$0		\$0		\$0	2010	\$430,000	\$430,000	N/A	N/A
5	90		Jefferson	KY 1020	2.669	3.661	Repair and Diamond Grind PCC Pavement	Notes: ; Total Lanes: 4; ADT: 16636.8		\$0		\$100,000		\$0		\$0	2015	\$1,000,000	\$1,100,000	N/A	N/A
6	89		Bullitt	I 65	115.770	123.180	Replace PCC Pavement or Structural Asphalt Overlay on I-65 from milepoint 115.77 to milepoint 123.18.	Notes: Possible lane settlements; Repair work currently (2014-2015) Should push project to approx. 2020; Total Lanes: 6; ADT: 91151		\$0		\$6,700,000		\$0		\$0	2017	\$67,000,000	\$73,700,000	N/A	N/A
7	89		Jefferson	KY 864	7.111	11.438	Repair and Diamond Grind PCC Pavement	Notes: District Priority; Total Lanes: 4; ADT: 23021.4		\$0		\$350,000		\$0		\$0	2014	\$3,500,000	\$3,850,000	N/A	N/A
8	89		Jefferson	KY 2048	0.000	1.130	Repair and Diamond Grind PCC Pavement	Notes: ; Total Lanes: 4; ADT: 17390.5		\$0		\$100,000		\$0		\$0	2014	\$1,000,000	\$1,100,000	N/A	N/A
9	86	5-347.5	Bullitt	KY 44	23.140	25.440	MT. WASHINGTON-TAYLORSVILLE RD; RECONSTRUCT KY 44 FROM MT. WASHINGTON BYPASS EAST 2.0 MILES (04CCN)			\$0	2014	\$0	2014	\$890,000	2014	\$1,090,000	2021	\$4,680,000	\$6,660,000	Low	Medium
10	85		Jefferson	CR 1005H	0.685	0.691	Replace Bridge on CR-1005H (0.688) Over FERN CREEK (SD, SR = 29.5) 056C00159N	Substandard: Not substandard; Posted: 80000; ADT: 3706; Year Built: 1940; Detour: 0.311		\$0	2017	\$350,000	2018	\$30,000	2018	\$50,000	2019	\$300,000	\$730,000	N/A	N/A
11	84		Jefferson	KY 841	0.000	10.250	Repair and Diamond Grind PCC Pavement	Notes: ; Total Lanes: 4; ADT: 39717.7		\$0		\$825,000		\$0		\$0	2014	\$8,250,000	\$9,075,000	N/A	N/A
12	79		Jefferson	US 31W	14.510	14.960	Remove and Replace PCC Pavement	Notes: ; Total Lanes: 4; ADT: 37115		\$0		\$75,000		\$0		\$0	2014	\$750,000	\$825,000	N/A	N/A
13	77	5-150.4	Bullitt	KY 44	21.000	22.800	SECTION 4 - FROM ARMSTRONG LANE TO US 31EX. (2008BOPC)			\$0	2021	\$1,000,000	2021	\$10,100,000	2021	\$6,900,000	2021	\$11,500,000	\$29,500,000	High	Medium
14	77		Jefferson	I 265	10.250	11.460	Repair and Diamond Grind PCC Pavement on I-265 Southbound from milepoint 10.25 to milepoint 11.46	Notes: ; Total Lanes: 2; ADT: 82953		\$0		\$50,000		\$0		\$0	2015	\$500,000	\$550,000	N/A	N/A
15	77		Jefferson	KY 1934	4.444	9.742	Repair and Diamond Grind PCC Pavement	Notes: ; Total Lanes: 4; ADT: 18182		\$0		\$450,000		\$0		\$0	2015	\$4,500,000	\$4,950,000	N/A	N/A
16	74		Jefferson	US 60	5.050	6.227	Construct a 5 lane (5th lane will be a center turn lane) connector between Bowling Boulevard & Christian Way. To include bicycle and pedestrian facilities.	This segment is being proposed in eastern Jefferson County in close proximity to US 60, I-64, I-264, and KY 1747. The segment is being proposed for what is currently the Bullitt Farm property, south of Oxmoor mall. There is a lack of connectivity in this area. There are plans for mixed-use medium to high density development of this area within the next 20 years. This segment is needed to provide circulation among the planned land uses, as well as mitigate congestion along US 60 and KY 1747, and between the Mall of St. Matthews and Oxmoor Mall, two regional shopping centers.		\$0		\$800,000		\$400,000		\$160,000		\$9,300,000	\$10,660,000	High	High
17	14		Jefferson	CS 1163H	0.000	0.459	Extend & widen Blowing Tree Boulevard from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 155 (Taylorsville Road) to Bunsen Parkway. To include bicycle and pedestrian facilities.	CS 1163H (Blowing Tree Boulevard) is located in eastern Jefferson County in close proximity to KY 155 and KY 1747. Adequacy rating information is not available as this is not a state-maintained roadway. This segment, once constructed would provide a needed connection between KY 155 and KY 1747. This would mitigate some of the congestion in this area, especially at peak hours. Current surrounding land uses consist of high and medium density residential with medium density commercial and office.		\$0		\$120,000		\$240,000		\$120,000		\$1,160,000	\$1,640,000	High	High
18	14		Jefferson	PF 9999	0.000	0.030	Construct Bunsen Boulevard/Christian Way connector as a 5 lane (5th lane will be a center turn lane) divided highway. To include bicycle and pedestrian facilities.	This segment is being proposed in eastern Jefferson County in close proximity to US 60, I-64, and KY 1747. The segment is being proposed for what is currently the Bullitt Farm property, south of Oxmoor mall. There is a lack of connectivity in this area. There are plans for mixed-use medium to high density development of this area within the next 20 years. This segment is needed to provide circulation among the planned land uses, as well as mitigate congestion along US 60 and KY 1747.		\$0		\$1,200,000		\$640,000		\$250,000		\$15,000,000	\$17,090,000	High	High
19	71		Jefferson	KY 1747	7.636	11.995	Reduce congestion and improve safety along KY 1747 (Hurstbourne Parkway) from Stony Brook Drive to I-64.	High V/SF and CRF (2013).		\$300,000		\$2,700,000		\$3,000,000		\$5,000,000		\$24,000,000	\$35,000,000	High	High
20	71		Jefferson	KY 1932	3.210	3.800	Repair and Diamond Grind PCC Pavement	Notes: ; Total Lanes: 4; ADT: 9663		\$0		\$50,000		\$0		\$0	2014	\$500,000	\$550,000	N/A	N/A
21	69		Bullitt	KY 44	12.215	12.940	Reduce congestion and improve safety from KY 61 to I-65 in Shepherdsville - access management approach.			\$0		\$500,000		\$400,000		\$300,000		\$3,000,000	\$4,200,000	Medium	High
22	69		Jefferson	CR 1003D	1.200	1.208	Replace Bridge on CR-1003D (1.204) Over CHENOWETH RUN (SD, SR = 28.4) 056C00009N	Substandard: Not substandard; Posted: 36000; ADT: 251; Year Built: 1935; Detour: 0.777		\$0	2017	\$300,000	2018	\$100,000	2018	\$50,000	2019	\$300,000	\$750,000	N/A	N/A
23	69		Oldham	KY 1488	2.031	2.037	Replace Bridge on KY-1488 (2.034) Over ORGAN CREEK (SD, SR = 46.3) 093B00048N	Substandard: not substandard; Posted: ; ADT: 414; Year Built: 1950; Detour: 2.6		\$0	2017	\$400,000	2018	\$60,000	2019	\$30,000	2020	\$325,000	\$815,000	N/A	N/A

24	67		Jefferson	KY 1931	3.139	5.477	Widen KY 1931 (St. Andrews Church Road) from 2 to 4 lanes from US 31W (Dixie Highway) to KY 1142 (Palatka Road). To include bicycle and pedestrian facilities.	KY 1931 from MP 3.139 to MP 5.477 is located in southwestern Jefferson County. Medium density commercial and residential uses abut this segment. These adequacy rating data suggest crash potential is high and very rough pavement condition. Congestion will increase as this part of Jefferson County continues to develop.		\$0		\$1,250,000		\$5,000,000		\$3,000,000		\$10,000,000	\$19,250,000	High	Medium
25	67		Jefferson	KY 2049	0.516	1.720	Reduce congestion and improve safety along KY 2049 (Crums Lane) from the I-264 overpass to US 31W (Dixie Highway).	High V/SF, CRF, substandard lane widths, and shoulders (2013).		\$200,000		\$1,300,000		\$300,000		\$100,000		\$5,000,000	\$6,900,000	Low	Medium
26	67		Jefferson	I 64	4.950	6.400	Mill and Thin Asphalt Overlay on I-64 Westbound from milepoint 4.95 to milepoint 6.4	Notes: ; Total Lanes: 2; ADT: 122069		\$0		\$80,000		\$0		\$0	2014	\$800,000	\$880,000	N/A	N/A
27	59		Jefferson	KY 907	1.915	4.660	The James Hill Road and KY 907 intersection has been identified as a needed safety improvement. Sight distance is an issue. Also, improve drainage and enhance roadway signage and pavement marking, as well as reconstruct and widen the existing roadway to four lanes with left turn lanes at major intersections to address current and projected ADT. To include provisions for bicycle and pedestrian modes.	The adequacy rating data as well as the KY 907/St. Andrews Church Road Area Transportation Study (2008) shows this particular segment has high crash potential and safety needs to be addressed. In addition, the IRI and anticipated future ADT illustrates the need for additional travel lanes in this area. The 2008 study also points out that this as well as other projects in the area need to include bicycle and pedestrian facilities as part of an alternative mode network region-wide.		\$0		\$1,500,000		\$1,800,000		\$1,100,000		\$12,000,000	\$16,400,000	Low	Medium
28	65		Jefferson	KY 1932	2.695	4.250	Reduce congestion, improve safety, and provide mobility for all users along KY 1932 (Breckenridge Lane) from Hikes Lane to Kresge Way (Hikes Point to DuPont).	High V/SF and CRF (2013).		\$250,000		\$2,500,000		\$1,000,000		\$1,000,000		\$22,000,000	\$26,750,000	High	Medium
29	63	5-150.31	Bullitt	KY 44	17.600	21.000	SECTION 3 FROM C.E. SMITH ROAD TO ARMSTRONG LANE. (2008BOPC)			\$0	2021	\$3,000,000	2021	\$6,100,000	2021	\$8,500,000	2021	\$19,000,000	\$36,600,000	Low	Medium
30	63		Jefferson	KY 913	2.384	3.072	Repair and Diamond Grind PCC Pavement	Notes: ; Total Lanes: 4; ADT: 33692.7		\$0		\$75,000		\$0		\$0	2016	\$750,000	\$825,000	N/A	N/A
31	63	5-304.1	Oldham	KY 22	3.250	5.320	RECONSTRUCT KY-22 FROM KY-329 TO ABBOTT LANE. (2004BOPC)(08CCR)(10CCR)(12CCR)			\$0		\$0	2017	\$2,560,000	2017	\$2,540,000	2019	\$12,340,000	\$17,440,000	Low	Low
32	61	5-150.06	Bullitt	KY 44	15.100	17.600	SECTION 2 - FROM CHIMNEY ROCK DRIVE TO C.E. SMITH ROAD. (2008BOPC)			\$0	2021	\$2,000,000	2021	\$4,800,000	2021	\$9,100,000	2021	\$11,600,000	\$27,500,000	Low	Low
33	60	5-150.5	Bullitt	KY 44	22.800	23.250	SECTION 5 - FROM US 31EX TO US 31E BYPASS. (2008BOPC).			\$0	2021	\$1,000,000	2021	\$1,400,000	2021	\$500,000	2021	\$2,100,000	\$5,000,000	High	High
34	60		Bullitt	KY 44	22.860	23.260	Improve the intersection of KY 44 and US 31 EX in Mt. Washington.	The intersection of KY 44 at US 31 EX is located in Bullitt County in the City of Mt. Washington. This intersection serves local residents as well as commuters to US 31 E. Each of the four corners surrounding this intersection are occupied by commercial uses. The segment has a average adequacy rating of 42.38, a poor overall adequacy rating. The CRF of 2.4020 indicates a high crash factor; the IRI ranging from 103.59 to 285.97 indicates very rough pavement conditions; and the average V/SF of .74 points to a high level of congestion. Congestion is anticipated to worsen given the development planned to occur within a five mile radius of this intersection.		\$0		\$80,500		\$67,100		\$53,700		\$201,100	\$402,400	High	High
35	60	5-48.01	Jefferson	I 71	0.000	9.063	LOUISVILLE-LAGRANGE; I-71, FROM I-64 TO I-265 (SNYDER FREEWAY) (ADD LANE EACH DIRECTION)			\$0	2021	\$15,000,000	2021	\$10,000,000	2021	\$10,000,000	2021	\$99,999,999	\$134,999,999	High	High
36	60	5-48.9	Jefferson	I 71	0.000	9.800	TRIMARC IMPROVEMENTS ON I-71 FROM NEAR KENNEDY (MP 0.00) TO THE GENE SNYDER FREEWAY (MP 9.80). (2004BOPC)			\$0		\$0		\$0		\$0	2014	\$6,730,000	\$6,730,000	High	High
37	60		Jefferson	I 64	11.574	13.160	Repair and Diamond Grind PCC Pavement on I-64 Westbound from milepoint 11.574 to milepoint 13.16	Notes: ; Total Lanes: 3; ADT: 104976		\$0		\$100,000		\$0		\$0	2016	\$1,000,000	\$1,100,000	N/A	N/A
38	65		Jefferson	KY 907	0.000	6.310	Widen KY 907 (Valley Station Road/3rd Street Road) from 2 to 5 lanes (5th lane will be a center turn lane) from US 31W (Dixie Highway) to KY 1865 (New Cut Road). To include accommodations for bicycle and pedestrian modes.	KY 907 from MP 0.000 to MP 6.310 is located in southwestern Jefferson County. This area is undergoing development currently, both residential and commercial, with additional development planned. These adequacy rating data suggest a high potential for crashes, very rough pavement condition, and an approaching congestion issue.		\$240,000		\$3,480,000		\$1,860,000		\$700,000		\$40,520,000	\$46,800,000	Low	Medium
39	59	5-8852	Oldham	KY 53	3.068	5.685	DESIGN FOR IMPROVING KY-53 FROM ZHALE SMITH ROAD TO KY-22 (TOTAL 3.2 MILES). (14CCN)			\$0	2017	\$2,000,000		\$0		\$0		\$0	\$2,000,000	Low	Low
40	59	5-388.01	Oldham	KY 53	3.068	6.268	LAGRANGE-BALLARDSVILLE ROAD; WIDEN KY-53 FROM KY-22 AT BALLARDSVILLE TO I-71. (PHASE II DESIGN)			\$0	2021	\$1,110,000	2021	\$13,530,000	2021	\$5,490,000	2021	\$27,920,000	\$48,050,000	Low	Medium
41	59		Oldham	KY 53	5.685	6.268	Reconstruct KY 53 as a five-lane roadway (5th lane will be a turning lane) from I-71 to Zhale Smith Road. To include bicycle and pedestrian facilities.	KY 53 south of I-71 (from MP 5.685 to MP 6.268) is located in central Oldham County in the City of LaGrange. The current surrounding and land use along this corridor is primarily commercial with some residential. The adequacy rating in partnership with the IRI, and CRF suggest there are already issues with pavement condition and crashes. Continued development in this area and south along KY 53 is anticipated, adding to future potential congestion issues. □		\$240,000		\$1,600,000		\$820,000		\$350,000		\$17,400,000	\$20,410,000	Low	Medium

42	58		Jefferson	KY 1703	4.876	5.682	Implement peak period parking restrictions on KY 1703 (Baxter Avenue) from Castlewood Avenue to Highland Avenue.	KY 1703 from MP 4.876 to MP 5.682 (Castlewood to Highland Avenue) is located in north central Jefferson County in what is known as the Highlands area. Abutting land uses are primarily medium to high density residential. Both residential and commercial uses are prominent in this area. This segment has high crash potential, a high level of congestion and rough pavement conditions.		\$0		\$5,800		\$5,800		\$3,500		\$57,900	\$73,000	Low	Medium
43	57		Bullitt	I 65	103.308	104.701	Rehabilitate, repair and grind pavement from MP 103.308 (Bullitt County line) north to MP 104.701.	I-65 from BMP 103.308 to EMP 104.701 is located in south central Bullitt County in the town of Lebanon Junction. This route is used for freight and commuting. The land use surrounding this segment is currently primarily agricultural. The adequacy rating is currently 74.25. The IRI indicates very rough pavement conditions, and the CRF indicates a potential safety issue.		\$0		\$90,000		\$0		\$0		\$490,000	\$580,000	N/A	N/A
44	57		Jefferson	I 265	13.920	15.660	Repair and Diamond Grind PCC Pavement on I-265 from milepoint 13.92 to milepoint 15.66	Notes: ; Total Lanes: 4; ADT: 67171		\$0		\$150,000		\$0		\$0	2016	\$1,500,000	\$1,650,000	N/A	N/A
45	57		Jefferson	CS 1142F	0.435	0.475	Replace Bridge on CS-1142F (0.455) Over CSX RAILROAD (SD, SR = 10.2) 056C00164N	Substandard: Not substandard; Posted: 40000; ADT: 7034; Year Built: 1965; Detour: 1.243		\$0	2017	\$450,000	2018	\$50,000	2018	\$300,000	2019	\$2,750,000	\$3,550,000	N/A	N/A
46	57	5-448	Jefferson	I 265	32.400	32.440	UPLIFT MITIGATION, OVERLAY AND EXPANSION JOINT REPLACEMENT ON THE RAMP TO WESTPORT ROAD (B00288L&R). (THIS PROJECT WILL BE GROUPED WITH ANOTHER PROJECT FOR B00287R & B00287L): (056B00288R, 056B00288L)			\$0		\$0		\$0		\$0	2021	\$525,000	\$525,000	N/A	N/A
47	56	5-48.1	Jefferson	I 71	0.000	2.500	ADDITION OF NB AND SB AUXILIARY LANES ON I-71 NEAR KENNEDY, INCLUDING OPERATIONAL IMPROVEMENTS TO THE ZORN INTERCHANGE. (2004BOPC)			\$0		\$0	2021	\$60,000	2021	\$550,000	2021	\$24,750,000	\$25,360,000	High	Medium
48	56		Jefferson	I 71	5.000	9.000	Improve safety and reduce congestion on I-71 from I-264 to I-265 including the I-264/I-265 Interchange.	The critical crash rate factor (CCRF) in this segment of I-71 is 0.950 as cited in the March 2014 I-71 Study. The LOS in 2014 was E and the volume to capacity ratio was 0.95. The percentage truck traffic was 10% and the 2038 anticipated truck percent growth rate was 3.0%/year. Deficiencies as noted in the study include sag curves, narrow width bridges, a structurally deficient bridge, and vertical clearance on an overpass bridge.		\$500,000		\$12,000,000		\$30,000,000		\$5,000,000		\$150,000,000	\$197,500,000	High	Medium
49	56		Jefferson	KY 155	4.250	16.541	Construct bicycle and pedestrian facilities along KY 155 from KY 148 to US 31 E.	KY 155 from KY 148 (MP 4.250) to US 31E (MP 16.541) runs from eastern to central Jefferson County. This segment has variety of uses and densities, ranging from currently low-density agricultural uses to high-density multi-family dwellings. Uses also vary in intensity, including, but not limited to, low intensity uses such as agricultural, residential to high intensity uses such as industrial. KY 155 connects a number of residential areas with retail and industrial areas, providing connections to jobs, goods, and the movement of goods. There are two interchanges on this segment (I-264 and I-265). This segment's adequacy rating data points to high crash potential, rough pavement conditions, and high levels of congestion.		\$0		\$25,000		\$12,000		\$5,000		\$273,000	\$315,000	Low	Low
50	56		Jefferson	KY 1065	0.000	2.514	Improve safety, access, and mobility for all modes along KY 1065 (Outer Loop) from KY 907 (3rd Street Road) to KY 1020 (National Turnpike).	KY 1065 from MP 4.930 to MP 7.655 (from I-65 to KY 2052) is located in southcentral Jefferson County. Surrounding land use is primarily medium density commercial with some residential. These adequacy rating data suggest crash issues, and rough pavement condition. Congestion may become an issue should the area to the south continue to develop at the current rate it is now. Additional commercial development is planned along this corridor.		\$240,000		\$4,060,000		\$2,090,000		\$820,000		\$46,310,000	\$53,520,000	High	Medium
51	56		Jefferson	KY 1819	5.300	10.314	Improve safety, mobility for all modes, and address geometric deficiencies along KY 1819 (Billtown Road) from I-265 (Gene Snyder Freeway) to Ruckriegel Parkway/Billtown Road (in and near Jeffersontown).	KY 1819 from MP 5.300 to MP 10.314 is located in eastern Jefferson County. This area is medium-density residential with some commercial abutting the segment. These adequacy rating data suggest extremely rough pavement condition and potential crash issues; and while congestion is not too much of an issue at present, continued development in and around this segment in the near future will cause the level of congestion to rise.		\$240,000		\$2,090,000		\$1,160,000		\$470,000		\$23,160,000	\$27,120,000	Medium	Low

52	56		Jefferson	KY 1932	5.523	6.590	Widen KY 1932 (Chenoweth Lane) from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). To include bicycle and pedestrian facilities.	KY 1932 from MP 5.523 to MP 6.590 is located in central eastern Jefferson County in the City of St. Matthews. This area is medium to high density commercial and residential. These data suggest this segment has crash issues, very rough pavement and a current high level of congestion. Any improvements would be best attempted within existing ROW to minimize costs and impacts to the surrounding area.		\$250,000									\$1,000,000	\$1,000,000	\$22,000,000	\$26,750,000	Low	Low
53	55	5-347.56	Bullitt	KY 44	24.157	25.276	KY-44 SECTION 2 FROM PARKLAND TR/WINNING COLORS DRIVE EASTWARD TO KINGS CHURCH ROAD (KY 1319). (2008BOPC)			\$0	2021	\$1,000,000	2021	\$2,100,000	2021	\$760,000	2021	\$4,900,000			\$4,900,000	\$8,760,000	Low	Low
54	55		Jefferson	I 64	12.275	14.894	Widen I-64 adding one (1) travel lane in each direction between I-264 and KY 1747 (Hurstbourne Parkway).			\$0		\$470,000		\$240,000		\$82,000		\$4,370,000			\$4,370,000	\$5,162,000	Medium	Low
55	55		Jefferson	I 71	0.000	2.000	Improve safety and reduce congestion on I-71 from I-64 to Zorn Ave.	The critical crash rate factor (CCRF) in this 2 mile section is 2.791 as analyzed in the I-71 Study. The percentage truck traffic is 7% with multiple major traffic and freight generators as noted in the I-71 Study. The 2038 anticipated truck percent growth rate is 2.8%. This section of I-71 has a LOS F and volume to capacity ratio of 1.02. Shoulder width deficiencies and functionally obsolete culverts also exist within these milepoints.		\$0		\$2,200,000		\$1,200,000		\$500,000		\$21,800,000			\$21,800,000	\$25,700,000	High	High
56	55		Jefferson	I 264	0.000	0.333	Reduce congestion and improve safety along I-264 from I-64 to the KY 3082 (Bank Street) interchange.	High V/SF, CRF, and substandard curves (2013).		\$0		\$1,750,000		\$200,000		\$300,000		\$7,000,000			\$7,000,000	\$9,250,000	Low	Medium
57	55	5-8205	Jefferson	KY 2053	0.000	2.688	IMPROVEMENTS TO MT. WASHINGTON ROAD. (04CCN)06CCR			\$0		\$0	2010	\$4,100,000	2010	\$3,020,000	2020	\$0			\$0	\$7,120,000	Low	High
58	55		Jefferson	CR 1001N	3.115	3.125	Replace Bridge on CR-1001N (3.12) Over BACK RUN CREEK (SD, SR = 47.1) 056C00169N	Substandard: WIDTH; Posted: 92000; ADT: ; Year Built: 1980; Detour: 4.971		\$0	2017	\$300,000	2018	\$50,000	2018	\$100,000	2019	\$300,000			\$300,000	\$750,000	N/A	Low
59	54		Jefferson	I 71	2.000	5.000	Improve safety and reduce congestion on I-71 from Zorn Ave to I-264.	The percent of injury crashes cited in the March 2014 I-71 Study along this section of I-71 is 20.3% which exceeds the Interstate average referenced in the study of 17.4%. The percentage truck traffic is 7% with traffic and freight generators close to the 2.0 milepoint. The 2038 anticipated truck growth rate is 1.7%. This section of I-71 has a LOS F and a volume to capacity ratio of 1.27. Deficiencies include shoulder widths.		\$0		\$2,000,000		\$1,500,000		\$514,000		\$25,700,000			\$25,700,000	\$29,714,000	High	N/A
60	46		Jefferson	I 64	21.417	21.517	Construct a new interchange and connector road from KY 148 to US 60 (Shelbyville Road) with an interchange on I-64. The corridor would be in the vicinity of Gilliland Road. To include bicycle and pedestrian facilities on the connector roadway.	This section of I-64 is in eastern Jefferson County. The facility serves as a major commuting and freight route. The adequacy rating data in close proximity points to congestion issues. With development in eastern Jefferson County and Shelby County expected to continue, a new interchange is planned within this segment. Such a facility would improve interstate access to a growing area and provide some relief to adjacent roadways and interchanges. This project will serve to upgrade the existing system and add new system mileage.		\$0		\$0		\$4,700,000		\$2,020,000		\$24,800,000			\$24,800,000	\$31,520,000	High	Medium
	71		Jefferson	KY 155	11.395	13.314	Add one travel lane in each direction (from 4 to 6 lanes) on KY 155 from Hikes Lane/Browns Lane to KY 1747 (Hurstbourne Parkway). To include facilities and accommodations for all modes, including bicycle and pedestrian.	KY 155 from Browns Lane/Hikes Lane (MP 11.395) to KY 1747 - Hurstbourne Parkway (MP 13.314) is located in eastern Jefferson County. Portions of this area are developed while others are undergoing development. Uses vary from single and multi-family residential to big box retailers and shopping centers. These adequacy rating data suggest a very rough pavement condition, high crash potential, and an extremely high level of congestion.		\$120,000		\$1,050,000		\$580,000		\$240,000		\$11,580,000			\$11,580,000	\$13,570,000	Low	Low
	70		Jefferson	I 64	5.104	12.275	Improvements within the I-64 corridor from the Kennedy Interchange to I-264 (Watterson Expressway) addressing safety and congestion issues. The improvements may include but are not limited to: consideration of alternative transportation modes, deployment of ITS technology, addition of auxiliary and/or travel lanes, interchange modifications, and installation of traffic safety devices, signs and lighting. None of the potential improvements will involve expansion of the Cochran Hill Tunnel.	I-64 from I-71 to I-264 (MP 5.104 to MP 12.275) is located in central Jefferson County within the Urban Service Boundary. The surrounding area is established residential development and parkland with some commercial development the closer to downtown (I-71 terminus). This route is heavily used by commuters to downtown Louisville, as well as making connections to other interstates, making it a key freight corridor. The adequacy rating data indicate congestion is the main issue for this segment at this time, but there are also areas of rough pavement, and crashes.		\$0		\$2,550,000		\$1,280,000		\$470,000		\$26,280,000			\$26,280,000	\$30,580,000	High	Medium
	69		Jefferson	US 31W	1.948	19.650	Transportation System Management improvements on US 31W from KY 150 (Broadway) to KY 44 in southern Jefferson County; to include the consideration of access management, bicycle, and continuous pedestrian facilities.	US 31 W (Dixie Highway) from MP 1.948 to MP 19.650 is located in western Jefferson County. This area has a wide range of densities, from low density rural to high density neighborhood, commercial, and industrial uses. This corridor provides access to Fort Knox located to the south in Bullitt County. This corridor also contains a number of destinations to area residents. Improvements would be best attempted within existing right-of-way to lessen the impact on the surrounding uses. Adequacy rating data point to rough pavement conditions, crash issues, and congestion. Given the length of the segment, additional study is needed to address key issues for overall improved corridor operation.		\$50,000		\$1,000,000		\$300,000		\$300,000		\$6,500,000			\$6,500,000	\$8,150,000	High	Low
	68	5-347.51	Bullitt	KY 44	23.250	24.157	KY-44 SECTION 1 FROM US 31E EASTWARD TO PARKLAND TR/WINNING COLORS DRIVE. (2008 BOPC)			\$0	2021	\$1,000,000	2021	\$1,390,000	2021	\$960,000	2021	\$7,180,000			\$7,180,000	\$10,530,000	Low	High

66		Jefferson	KY 1065	6.055	6.155	Construct right turn lane on westbound KY 1065 (Outer Loop) at KY 61 (Preston Highway).	KY 1065 from MP 6.055 to 6.155 (intersection with KY 61) is located in south central Jefferson County. Surrounding land use is primarily commercial. These adequacy data suggest high crash potential, rough pavement condition, and an approaching high level of congestion, particularly at peak hours.	\$0	\$120,000		\$58,000	\$24,000	\$1,160,000	\$1,362,000	Medium	Medium				
66	5-247.2	Jefferson	KY 1450	0.000	1.873	WIDEN BLUE LICK ROAD FROM BULLITT COUNTY LINE NORTH TO THE SNYDER FREEWAY (LOU T.I.P.)(SEE 5-8010.00)(08CCR)(10CCR)		\$0	\$2,350,000	2021	\$11,850,000	2021	\$9,970,000	2021	\$13,000,000	\$37,170,000	Low	Medium		
64		Bullitt	KY 44	13.069	14.584	Widen KY 44 from 2 to 5 lanes from I-65 to US 31 E. The center lane (5th lane will be a center turn lane). To include bicycle and pedestrian facilities.	KY 44 from MP 13.069 (I-65) to US 31 E is located in northeastern portion of Bullitt County, partially in the City of Shepherdsville as well as in Mt. Washington. It serves as a feeder for commuters to I-65 and US 31 E. The surrounding land uses are medium density commercial and industrial closer to I-65 and US 31 E, and more primarily residential, and in some cases, agricultural, in the middle of the corridor. This area is anticipated to grow in terms of both residential and commercial development over the next 20 years. This segment has an average adequacy rating of 57 with the lowest end being 39, a CRF ranging from 0.93 to 3.85 indicating significant crash issues, an IRI ranging from 80.60 to 290.76 indicating rough pavement to very rough pavement conditions, and an average V/SF of 0.54.	\$0	\$9,000,000		\$26,400,000		\$11,600,000		\$58,800,000	\$105,800,000	High	Low		
63	5-8102.1	Jefferson	I 65	131.900	132.400	CONSTRUCT RAMPS CONNECTING NB AND SB I-65 TO THE CENTRAL AVENUE/CRITTENDEN DRIVE INTERSECTION. (2004BOPC)		\$0	2021	\$1,910,000	2021	\$1,350,000	2021	\$220,000	2021	\$19,240,000	\$22,720,000	Low	High	
63		Jefferson	I 65	132.600	133.250	Reconfigure northbound and southbound ramps on I-65 and add a lane between Eastern Parkway and Arthur Street. Add a new ramp at Brandeis Avenue and upgrade Arthur Street. Include improvements for bicyclists and pedestrians in interchange areas.	I-65 from MP 132.600 to MP 133.250 is located in north central Jefferson County. This area is located south of downtown and in close proximity to the University of Louisville. This area is surrounded by dense development; besides the University, there are industries and the residential Old Louisville neighborhood. This segment's adequacy rating data point to crash issues, poor pavement condition, and congestion (highest at peak hours). I-65 in this area, is used to move people and goods in and out of the central business district, to access the University (2006 enrollment: 21,846), and by freight carriers moving goods along the I-65 corridor.	\$470,000			\$2,320,000		\$1,160,000		\$470,000		\$26,050,000	\$30,470,000	High	Low
63		Jefferson	US 31E	10.971	13.580	Transportation System Management & Transportation Demand Management activities on US 31E (Bardstown Road) between Douglass Boulevard & Hikes Lane. Transportation System Management (TSM) projects are intended to improve the operation capacity of existing roadways.	US 31E (Bardstown Road) from Douglass Boulevard to Hikes Lane (MP 10.971 to MP 13.580) is located in central Jefferson County within the Urban Area boundary (former City of Louisville). The surrounding land uses are residential and commercial, and are densely developed in areas along this segment with limited ROW. This segment is used to access a wide variety of uses. The adequacy rating data suggests current issues with crashes, and pavement condition. Currently congestion is approaching high levels, especially at peak hours - please see the photos taken at about 2 p.m. This is especially true north of KY 155 and at the I-264 interchange, both intersecting with this particular segment.	\$0			\$5,800		\$3,500		\$3,500		\$57,900	\$70,700	high	High
61		Jefferson	I 65	135.907	136.007	I-65/1st Street/Liberty Street Transportation System Management/Transportation Demand Management operational improvements southbound on ramp and intersection.	I-65 from MP 135.907 to MP 136.007 is located in northern Jefferson County in downtown Louisville. This area is densely developed with commercial, office and hospital/medical uses. Any improvements would be best attempted with existing right-of-way to lessen the impact on the surrounding uses and to keep project cost as low as possible. The adequacy rating data point to a high crash rate. Congestion is also an issue, especially at peak hour travel.	\$0			\$53,000		\$26,000		\$12,000		\$591,000	\$682,000	Medium	High
61		Jefferson	KY 1932	4.250	5.555	Transportation System Management improvements on KY 1932 (Breckenridge Lane) from KY 1447 (Westport Road) to Kresge Way.	KY 1932 from MP 4.250 to MP 5.555 is located in central eastern Jefferson County in the City of St. Matthews. This area is medium to high density commercial and residential. The Baptist East Hospital complex sits at the southern end of this segment with main access from Kresge Way. These data suggest this segment is very prone to crash incidents, very rough pavement, and a current high level of congestion. Any improvements would be best attempted within existing ROW to avoid the associated costs since this area is developed. TSM improvements would be an effective measure of mitigating congestion and improving air quality without having to widen to more lanes if several measures are employed.	\$0			\$82,000		\$58,000		\$35,000		\$869,000	\$1,044,000	High	High

	60		Jefferson	KY 1931	5.477	7.702	Widen KY 1931 (Manslick Road) from 2 to 4 lanes from KY 1931 (St. Andrews Church Road) to I-264 (Henry Watterson Expressway). To include bicycle and pedestrian facilities.	KY 1931 from MP 5.477 to MP 7.702 is located in western Jefferson County. Medium density residential dominates the land use along this segment with some commercial. These data suggest very rough pavement condition and an approaching congestion issue.		\$0		\$1,250,000		\$5,000,000		\$3,000,000		\$10,000,000	\$19,250,000	Medium	Low
	60		Jefferson	US 60	5.529	7.857	Add one lane in each direction on US 60 from I-264 to KY 1747. To include facilities for bicyclists, pedestrians, and transit users.	US 60 from MP 5.529 to MP 7.857 is located in eastern central Jefferson County. This area is developed with primarily commercial uses abutting the corridor and residential uses either abutting the corridor or located directly behind the commercial. These adequacy rating data point to rough pavement conditions, crash issues, and congestion. There are a number of regional destinations located along this corridor, such as Oxmoor Mall and the University of Louisville Shelby Campus. In addition, there is development planned for the vacant portion of Shelby campus, which will put more demand on surrounding roadways, including this corridor.		\$240,000		\$1,970,000		\$1,050,000		\$470,000		\$23,160,000	\$26,890,000	High	Low
35	60	5-64	Jefferson	I 64	0.000	0.316	I-64 BRIDGE (SHERMAN MINTON) OVER THE OHIO RIVER @ LOUISVILLE (B279); JOINT PROJECT WITH INDIANA TO PAINT THIS BRIDGE. (056B00279N)			\$0		\$0		\$0		\$0	2021	\$4,160,000	\$4,160,000	N/A	Medium
56	55		Jefferson	I 65	136.400	136.500	LOUISVILLE BRIDGES PROJECT. COST REPRESENTS KY SHARE OF ADDITIONAL FUNDS NEEDED IN ADDITION TO FUNDS SCHEDULED IN 6YP ITEMS 05-700.00 THRU 05-745.60.			\$0		\$225,000,000		\$115,000,000		\$40,000,000		\$2,548,900,000	\$2,928,900,000	High	N/A
	54	5-21.1	Jefferson	I 265	25.300	25.600	SNYDER FREEWAY: RECONSTRUCT I-64 EB TO I-265 RAMP WITH POSSIBLE AUXILIARY LANES ON I-64 EB FROM KY 913 TO I-265. (2006BOPC)			\$0	2021	\$1,450,000	2021	\$6,290,000	2021	\$9,870,000	2021	\$48,040,000	\$65,650,000	High	Medium
	53	5-8857	Bullitt	KY 44	13.072	22.865	WIDEN TO 5 LANES BETWEEN MOUNT WASHINGTON AND SHEPHERDSVILLE. (14CCN)			\$0	2015	\$3,000,000		\$0		\$0		\$0	\$3,000,000	High	High
	53	5-150.02	Bullitt	KY 44	13.100	15.100	SECTION -1 FROM I-65 TO CHIMNEY ROCK DRIVE.(06CCN)			\$0	2021	\$1,000,000	2021	\$5,400,000	2021	\$8,300,000	2021	\$14,600,000	\$29,300,000	High	Medium
	53	5-150.01	Bullitt	KY 44	13.100	23.250	RECONSTRUCT KY-44 FROM I-65 TO MT. WASHINGTON. (06CCN)			\$0		\$0	2021	\$27,800,000	2021	\$33,300,000	2021	\$58,800,000	\$119,900,000	High	High
	53		Jefferson	I 64	11.600	12.000	Reconstruct existing interchange including construct ramp 7 "flyover" from northbound KY 1747 (Hurstbourne Parkway) to westbound I-64 and re-time signals along KY 1747 (Hurstbourne Parkway).	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 times.		\$0		\$4,700,000		\$2,400,000		\$940,000		\$54,560,000	\$62,600,000	High	Low
	53	5-371.11	Jefferson	KY 22	3.257	3.357	INTERSECTION SAFETY IMPROVEMENTS ON KY-22 AT TEN BROECK WAY INCLUDING PROVIDING LEFT TURN LANES. (2004BOPC) (DESIGN SHOWN UNDER 371.01).			\$0		\$0	2014	\$610,000	2014	\$620,000	2015	\$1,290,000	\$2,520,000	Low	Low
	53	5-8513	Jefferson	KY 22	3.257	3.357	DISPENSE TIRE GRIP ANTI-SKID MATERIAL ON KY-22 NEAR TEN BROECK. (08CCN)			\$0		\$0		\$0		\$0	2010	\$160,000	\$160,000	Low	Low
	53	5-8601	Jefferson	KY 1447	0.000	1.000	EXTEND THE EXISTING SOUND BARRIER WALL ON THE WEST SIDE OF THE WESTPORT ROAD INTERCHANGE. THE WALL SHALL EXTEND APPROXIMATELY 2900' AND BE 16' HIGH. (10CCN)(10CCR)			\$0		\$0		\$0		\$0	2014	\$1,392,000	\$1,392,000	N/A	N/A

53		Jefferson	KY 1747	0.000	3.540	Widen KY 1747 (Hurstbourne Parkway) from 4 to 6 lanes with a center turning lane from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). To include accommodations for bicyclists and pedestrians.	KY 1747 from MP 0.000 to MP 3.540 is located in eastern Jefferson County. This area is experiencing growth at this time and additional development is planned. Residential and commercial uses are prominent in this area, with commercial and multi-family residential uses directly abutting the corridor. The adequacy rating data indicates potential crash issues, rough pavement condition, and congestion. These issues are likely to grow with the additional planned development.	\$0	\$700,000	\$350,000	\$120,000	\$6,950,000	\$8,120,000	Medium	Medium		
53		Jefferson	US 60	1.910	2.010	Align US 60 (Frankfort Avenue) intersection of Stiliz Avenue and Hillcrest Avenue.	US 60 from MP 1.910 to MP 2.010 is located in north central Jefferson County. This area is densely developed with commercial and residential uses, and runs parallel to an active rail line. These adequacy data suggest rough pavement conditions and crash issues. In addition, a safety improvement is needed at the intersection.	\$0	\$240,000	\$82,000	\$35,000	\$1,740,000	\$2,097,000	Low	Low		
52	5-136	Jefferson	I 265	0.000	1.000	CLEAN AND PAINT ALL STEEL BRIDGES AND STEEL BEARINGS ON THE GENE SNYDER FREEWAY(10CCR)		\$0	\$0	\$0	\$0	2014	\$3,790,000	\$3,790,000	N/A	N/A	
52		Jefferson	I 265	10.250	17.295	Improve safety and reduce congestion on I-265 from I-65 to US 31E.	I-265 from I-65 to US 31E (MP 10.25 to MP 17.295) is located in southeastern Jefferson County. As cited in the I-265 Study of January 2015 the projected 2020 LOS along this section of I-265 is D with 2 smaller sections having LOS E and F in the PM peak, and the 2020 average PM peak v/c ratio is 0.84. The 2014 rear end crash rate from I-65 to KY 61 exceeds the average rate for the road type according to the most recent I-265 Study. 2014 ramp deficiencies include the merge lengths from Smyrna Pkwy to I-265 WB and EB. Two bridges in this section are identified as functionally obsolete. The surrounding land uses are residential, commercial, and industrial. Commuters use this segment to bypass I-65 as well as gain access to I-65. Adequacy rating data point to high levels of congestion and rough pavement conditions in some areas. There is additional growth occurring now and planned for the future in this area in Jefferson County which will only worsen congestion.	\$0	\$6,500,000	\$2,550,000	\$2,300,000	\$65,000,000	\$76,350,000	High	Low		
52	5-371.14	Jefferson	KY 22	1.919	2.419	RECONSTRUCT KY-22 AT BARBOUR LANE. (06CCN) (2004BOPC)		\$0	\$0	2014	\$310,000	\$0	2015	\$570,000	\$880,000	Low	Low
51	5-110	Jefferson	US 31	0.000	1.089	CLEAN AND PAINT THE GEORGE ROGERS CLARK MEMORIAL BRIDGE CARRYING US-31 OVER THE OHIO RIVER BETWEEN LOUISVILLE, KENTUCKY AND JEFFERSONTOWN, INDIANA (THIS STRUCTURE IS 100% OWNED AND MAINTAINED BY KENTUCKY) (B118): (056B00118N)(12CCR)		\$0	\$0	\$0	\$0	2014	\$2,710,000	\$2,710,000	N/A	N/A	
50		Jefferson	I 71	11.000	11.100	New interchange and connector road from KY 1447 to US 42 with interchange on I-71 near Jefferson/Oldham County border. The connector road would accommodate all modes, including bicyclists and pedestrians.	I-71 at the Oldham County/Jefferson County line is located in an area that is seeing development and additional development in the area is planned. Currently congestion is approaching high levels. Because of additional planned development in this area and the lack of connector roadways between KY 1447 and US 42, congestion will worsen over time.	\$410,000	\$1,780,000	\$920,000	\$360,000	\$20,520,000	\$23,990,000	High	Medium		
49		Jefferson	KY 841	2.700	3.500	Improve KY 841/Stonestreet Road interchange as recommended by KIPDA's interchange study.	KY 841 from MP 2.700 to MP 3.500 is located in southwestern Jefferson County. A study was commissioned of select interchanges and was administered by the Kentucky Transportation Cabinet in 2005. In the study, it was noted that the ramps at this interchange have a LOS F at peak hour, and in the evening peak hour, congestion can back up onto KY 841 from the ramp.	\$0	\$20,000	\$10,000	\$3,800	\$220,000	\$253,800	Medium	Low		
49	5-284	Jefferson	KY 841	2.700	3.500	IMPROVE KY-841/STONESTREET ROAD INTERCHANGE AS RECOMMENDED BY KIPDA'S INTERCHANGE STUDY.		\$0	\$0	\$0	2021	\$150,000	2014	\$390,000	\$540,000	Medium	Low
49		Jefferson	KY 864	4.250	6.596	Widen KY 864 (Fegenbush Lane) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 864 (Poplar Level Road) to KY 864 (Beulah Church Road). To include accommodations for bicycle and pedestrian modes.	KY 864 from MP 4.250 to MP 6.977 (from KY 864 [Poplar Level Road] to KY 864 [Beulah Church Road]) is located in southeastern Jefferson County. The primary surrounding land uses are medium density residential with some commercial. The adequacy rating suggest current issues with crash potential, pavement condition (rough to very rough), and congestion.	\$0	\$1,280,000	\$700,000	\$240,000	\$13,660,000	\$15,880,000	Low	Low		
49		Jefferson	KY 1065	10.009	11.858	Widen KY 1065 (Beulah Church Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 864 (Fegenbush Lane) to US 31E (Bardstown Road). To include accommodations for bicyclists and pedestrians.	KY 1065 from MP 10.009 to MP 11.858 (from KY 864 to US 31E) is located in south eastern Jefferson County. Surrounding land use is primarily medium density residential with some commercial. Data suggest less-than-optimum pavement condition and that congestion is an issue currently, as are crashes. Additional development is planned along the US 31E corridor as well as to the south, potentially contributing to the congestion issue in the future.	\$240,000	\$1,050,000	\$580,000	\$240,000	\$11,580,000	\$13,690,000	Low	Low		

48		Bullitt	KY 44	10.000	10.250	Improve safety and address geometric deficiencies along KY 44 near Old Pitts Point Road (in and west of Shepherdsville). Rehabilitate bridge and approaches on ID#015B00020N on KY 44 over Bullitt Lick Creek in Bullitt County in order to maintain the bridge for safety. Bridge was originally constructed in 1938, and approaches, due to erosion from the creek, need to be reconstructed. KYTC D-5 Maintenance Division has performed regular and routine maintenance over the years on this bridge and approaches. Over the last several years, the maintenance requirements have become more frequent as the approaches continue to wear due to erosion. This bridge and approaches will require more maintenance until the approaches can be reconstructed.		\$0		\$200,000		\$100,000		\$100,000		\$1,000,000	\$1,400,000	Low	Low
48		Bullitt	KY 61	14.505	19.000	Widen KY 61 from 2 to 4 lanes from Shepherds Way (existing 4 lane section) to Shepherdsville. KY 61 Shared Lane-Add 2 feet to curb lanes for bicyclists from the existing 4 lane road to Shepherdsville as well as sidewalks. Central northern Bullitt County is developing and additional development is planned for the future. Driving the development is both the proximity to Jefferson County, the Standiford Field Airport and UPS, as well as the easy access to the interstate system. There are few direct routes connecting Jefferson and Bullitt counties in this area, and for that reason, congestion is an issue, especially at peak hours. As this area continues to grow, more people may be reliant on other forms of transportation along this corridor besides an SOV.		\$0		\$4,240,000		\$2,140,000		\$850,000		\$49,130,000	\$56,360,000	Medium	Medium
47		Jefferson	I 265	23.100	28.780	Improve safety and reduce congestion on I-265 from KY 155 (Taylorsville Rd) to KY 3084 (Old Henry Rd). According to the I-265 Study from January of 2015 the projected 2020 AM and PM peak LOS is E and F along this section. The same study projects a 2040 LOS E and majority F in this segment. The rear end crash rate along part of this section exceeds the average crash rate for this road type as cited in the study. There were also 2 fatalities noted. Deficiencies include the diverge length on the I-265 EB to I-64 ramp and the merge length on the I-64 to I-265 EB ramp.		\$0		\$7,000,000		\$2,030,000		\$2,000,000		\$70,000,000	\$81,030,000	High	Low
47	5-41.1	Jefferson	I 265	26.645	26.945	SNYDER FREEWAY; RECONSTRUCT I-265/US-60 INTERCHANGE AS A SINGLE POINT URBAN INTERCHANGE AND CONSTRUCT NEEDED IMPROVEMENTS TO CONNECT WITH THE I-265/I-64 INTERCHANGE. (2006BOPC)		\$0	2021	\$3,250,000	2021	\$4,260,000	2021	\$4,260,000	2021	\$52,640,000	\$64,410,000	High	Low
47	5-371.12	Jefferson	KY 22	1.389	1.789	RECONSTRUCT KY-22 AT SPRINGCREST DRIVE. (06CCN) (2004BOPC)(14CCR)		\$0		\$0	2014	\$400,000	2014	\$600,000	2014	\$1,190,000	\$2,190,000	Low	Low
47		Jefferson	CR 1002B	0.742	0.780	Replace Bridge on CR-1002B (0.761) Over I-71 (SD, SR = 27.3) 056B00058N Substandard: not substandard; Posted: 112000; ADT: 4853; Year Built: 1967; Detour: 3.728		\$0	2017	\$400,000	2018	\$60,000	2019	\$30,000	2020	\$1,600,000	\$2,090,000	N/A	N/A
47		Oldham	KY 22	0.000	3.257	Widen KY 22 from 2 to 5 lanes (5th lane will be a center turn lane) from Haunz Lane to KY 329. To include bicycle and pedestrian facilities. KY 22 from MP 0.000 to MP 3.257 is located in western Oldham County at the Oldham County/Jefferson County line. The current surrounding land use along this corridor is primarily residential, some agricultural and commercial. According to the adequacy rating data, pavement condition is almost completely unacceptable in areas and the potential for crashes is high, particularly at the EMP. This area is also very congested with northeastern Jefferson County developing to the southwest along the county line, and Oldham County developing to the northeast of the county line. Continued development in this area along this corridor will contribute to congestion issues in the future.		\$0		\$930,000		\$470,000		\$240,000		\$10,500,000	\$12,140,000	Low	Low
46	5-8200.1	Jefferson	I 64	21.400	21.500	CONSTRUCT NEW EASTERN JEFFERSON COUNTY INTERCHANGE ON I-64 INCLUDING CONNECTOR ROAD FROM US-60 THROUGH THE NEW I-CHNG TO KY-155/KY-146. (2006BOPC)		\$0	2021	\$2,000,000	2021	\$8,000,000	2021	\$2,000,000	2021	\$50,000,000	\$62,000,000	High	Low
46		Jefferson	KY 864	0.000	2.377	Reconstruct & widen KY 864 (Cedar Creek Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from Mt. Washington Road to Cooper Chapel Road & reconstruct & widen KY 864 (Cooper Chapel Road) from 2 to 3 lanes from Cedar Creek Road to Beulah Church Road. To include accommodations for all modes. KY 864 from MP 0.000 to MP 2.377 is located in central southern Jefferson County. This area is undergoing development currently, both residential and commercial, with additional development planned. These adequacy rating data suggest high potential for crashes, and rough to very rough pavement conditions.		\$0		\$350,000		\$240,000		\$120,000		\$4,060,000	\$4,770,000	Low	Low
46		Jefferson	US 42	5.779	6.795	Widen US 42 (Brownsboro Road) from 5 to 7 lanes from I-264 (Henry Watterson Expressway) to Seminary Drive. To include facilities for all modes of transportation. US 42 from I-264 to Seminary Drive (KY 22) (MP 5.779 to MP 6.795) is located in eastern Jefferson County. The surrounding land uses are residential and commercial, and are densely developed in areas along this segment. This segment is used to access a wide variety of uses in this area as well as KY 22 and I-264. Currently congestion is high, especially at peak hours. There are some rough pavement conditions. Planned growth is expected to occur in eastern Jefferson County contributing to future congestion issues in this area.		\$120,000		\$820,000		\$470,000		\$240,000		\$9,270,000	\$10,920,000	Medium	Low

	46		Jefferson	US 60	7.857	12.020	Add one travel lane in each direction on US 60 from KY 1747 to I-265. To include facilities for bicyclists, pedestrians, and transit users.	US 60 from MP 7.857 to MP 12.020 is located in eastern central Jefferson County. This area is developed with primarily commercial uses directly abutting the corridor and residential uses either abutting the corridor or located directly behind the commercial uses. These adequacy rating data suggest rough pavement conditions and congestion. There are a number of destinations located along this corridor, and with the additional development at US 60 and KY 1747 as well as other development to the east will worsen congestion along the corridor. Certain solutions need to be found that work with the recent improvements made in the City of Middletown along the US 60 corridor.		\$240,000		\$3,010,000		\$1,510,000		\$700,000		\$34,730,000	\$40,190,000	High	Low
	46		Oldham	I 71	11.315	28.176	Mill and Thin Asphalt Overlay on I-71 from milepoint 11.315 to milepoint 28.176	Notes: Base Failures noted on evaluation. 11.315 to 14.1 in SYP; Total Lanes: 4; ADT: 50519		\$0		\$1,700,000		\$0		\$0	2017	\$17,000,000	\$18,700,000	N/A	N/A
	45		Jefferson	KY 155	4.257	6.058	Improve safety, mobility for all modes, and provide better access along KY 155 from KY 148 to I-265 near Pope Lick Park.	KY 155 from KY 148 to I-265 (MP 4.257 to MP 6.058) is located in eastern Jefferson County, east of I-265. This area is undergoing development currently, both residential and commercial, with additional development planned. Commuters use this route to get to and from Shelby and Spencer counties. These adequacy rating data point to rough pavement conditions, and congestion potential. The intersection of KY 155 and KY 148 is often backed up through several light cycles at both morning and evening peak travel hours.		\$300,000		\$1,200,000		\$3,000,000		\$1,500,000		\$13,500,000	\$19,500,000	Low	Low
	45		Jefferson	KY 2050	1.030	2.180	Reduce congestion and improve safety along KY 2050 (Herr Lane) from KY 1447 (Westport Road) to KY 22 (Brownsboro Road).	KY 2050 connects two major roadways (KY 22 and KY 1447) through a residential area with commercial nodes at the north and south ends of the project's parameters. The roadway is currently two lane with little to no shoulder and signals at either end. During peak hour, there are congestion and safety issues with left turns into residential neighborhoods, and congestion issues at commercial nodes.		\$0		\$440,000		\$690,000		\$920,000		\$3,030,000	\$5,080,000	Medium	Low
	44		Jefferson	CR 1003M	0.000	2.048	Widen Mud Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1450 (Blue Lick Road) to Antle Drive. To include bicycle and pedestrian facilities.	As planned development occurs along KY 1450 (Blue Lick Road), Mud Lane will increasingly serve as a much needed outlet for traffic. Mud Lane is also a high accident corridor which will worsen as traffic volumes increase. This project will reduce traffic congestion and improve safety.		\$0		\$580,000		\$350,000		\$120,000		\$5,790,000	\$6,840,000	Medium	Low
	44	5-371.15	Jefferson	KY 22	1.030	1.430	RECONSTRUCT KY-22 AT AVENUE OF THE WOODS AND CHATSWORTH. (06CCN) (2004BOPC)			\$0		\$0	2014	\$1,290,000	2014	\$1,790,000	2015	\$3,540,000	\$6,620,000	Low	Low
	44	5-8611	Jefferson	KY 2053	0.000	1.501	IMPROVE AND WIDEN MT. WASHINGTON ROAD FROM PRESTON HIGHWAY TO PENN RUN CREEK BRIDGE. (10CCN)(12CCR)			\$0	2014	\$600,000	2014	\$3,040,000	2014	\$6,910,000	2016	\$10,250,000	\$20,800,000	Low	Low
	44	5-8205.1	Jefferson	KY 2053	0.000	1.501	IMPROVE AND WIDEN MT WASHINGTON ROAD FROM PRESTON HIGHWAY TO PENN RUN CREEK BRIDGE. (10CCN)(SAME AS 5-8611.00)			\$0		\$0	2011	\$3,260,000	2011	\$6,390,000		\$0	\$9,650,000	Low	Low
	44		Oldham	KY 22	11.400	11.500	Safety and signage improvements on KY 22 at KY 53.	The intersection of KY 22 and KY 53 is located in southeastern Oldham County. KY 22 is currently a through street while northbound KY 53 traffic is stop-controlled. KY 53 has a high functional classification and carries more traffic than KY 22. Therefore, it is logical to make KY 53 the through movement. Making KY 53 the through street relocating the KY 53 stop sight to KY 22westbound approach could prove to make this intersection easier to maneuver. Striping to improve channelization is also recommended.		\$0		\$2,400		\$2,400		\$1,200		\$29,000	\$35,000	Low	Low
	43	5-8503	Jefferson	KY 2055	0.000	1.360	WIDEN KY-2055 (MT. HOLLY ROAD) FROM NATIONAL TURNPIKE TO FAIRDALE ROAD. (08CCN)			\$0	2014	\$1,050,000	2021	\$1,050,000	2021	\$5,220,000	2021	\$9,750,000	\$17,070,000	Low	Low
	42		Jefferson	KY 155	4.800	5.000	KY 155 is a heavily traveled roadway with a speed limit of 55 MPH. It is heavily utilized to get to and from the Louisville area, Spencer County, and other surrounding counties. The purpose of this project is to improve the safe crossing of all modes at or close to the intersection of KY 155 and South Pope Lick Road.	KY 155 is a rural two-lane roadway. East and west of the intersection with South Pope Lick Road, the ADT is over 18,000 (2012, KYTC and LMPW). The Louisville Loop Park system crosses Taylorsville Road at the South Pope Lick Road intersection. Currently, this intersection is not signalized and traffic traveling along KY 155 travels at 55 MPH (the posted speed limit) or higher. Louisville Loop users will be on foot or traveling by bike, and at this time, there is no designated or safe crossing of KY 155 in this area, presenting a hazard to motorists traveling on KY 155 as well as bicyclists and pedestrians crossing KY 155 to continue to their final destinations along the Louisville Loop or beyond.		\$0		\$200,000		\$125,000		\$100,000		\$1,525,000	\$1,950,000	Low	Low

42		Oldham	KY 146	2.642	7.673	Widen KY 146 (LaGrange Road) from 2 to 4 lanes from KY 329 to KY 393. To include bicycle and pedestrian facilities. Consult the Oldham County Major Thoroughfare Plan and the Bike, Pedestrian, and Greenway Trails Master Plan.	KY 146 from MP 2.642 to MP 7.673 is located in central Oldham County. The current adequacy rating range indicates a below adequate performance. There are issues with pavement condition, crashes, and congestion. With planned development in Oldham County, this area is expected to grow and this segment is expected to carry approximately 36,000 vehicles by the year 2030, greatly increasing congestion and the potential for crashes (OCMTP, 2003).		\$240,000		\$1,600,000		\$820,000		\$350,000		\$17,500,000	\$20,510,000	Low	Medium
42		Oldham	US 42	0.942	6.034	Reconstruct US 42 as a three-lane road (3rd lane will be a center turn lane) from Ridgemoor Drive to KY 1694. Bike and pedestrian facilities to be included in accordance with the Oldham County Bike, Pedestrian, and Greenway Trails Master Plan adopted in 2008.	US 42 from MP 0.942 to MP 6.034 is located in northwestern Oldham County. The current surrounding and planned land use along this corridor is primarily residential and agricultural. Local commuters use this route daily to travel to and from Jefferson County. There are five schools located within the project's corridor or within a 1/2 mile of the corridor. The adequacy rating data show that crashes and pavement condition are both an issue. Congestion is very heavy at peak travel hours. Continued development in this area along this corridor will contribute to congestion issues in the future.		\$0		\$820,000		\$470,000		\$240,000		\$9,300,000	\$10,830,000	Medium	Low
41		Jefferson	KY 22	4.420	6.517	Widen KY 22 from 2 to 5 lanes (5th lane will be a center turning lane) from just east of KY 1694 to Haunz Lane. To include accommodations for all modes.	KY 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.		\$0		\$1,000,000		\$500,000		\$200,000		\$11,500,000	\$13,200,000	Medium	Low
41		Jefferson	KY 1065	4.930	7.655	Widen KY 1065 (Outer Loop) from 4 to 6 lanes from I-65 to KY 2052 (Shepherdsville Road). To include bicycle and pedestrian accommodations.	KY 1065 from MP 4.930 to MP 7.655 (from I-65 to KY 2052) is located in southcentral Jefferson County. Surrounding land use is primarily medium density commercial with some residential uses. These adequacy rating data suggest high crash potential, rough pavement condition and congestion may become an issue should the area to the south continue to develop at the current rate it is now. Additional commercial development has been planned along this corridor.		\$240,000		\$1,970,000		\$1,050,000		\$470,000		\$23,160,000	\$26,890,000	Medium	Medium
41	5-8205.2	Jefferson	KY 2053	1.501	2.688	IMPROVE AND WIDEN MT. WASHINGTON ROAD FROM PENN RUN CREEK BRIDGE TO CEDAR CREEK ROAD. (10CCN)(SAME AS 5-8612.00)			\$0	2012	\$1,000,000	2012	\$1,500,000	2012	\$1,300,000		\$0	\$3,800,000	Low	Low
41	5-8612	Jefferson	KY 2053	1.501	2.688	IMPROVE AND WIDEN MT. WASHINGTON ROAD FROM PENN RUN CREEK BRIDGE TO CEDAR CREEK ROAD. (10CCN)(12CCR)			\$0	2014	\$800,000	2015	\$2,020,000	2015	\$1,650,000	2016	\$7,910,000	\$12,380,000	Low	Low
41		Jefferson	KY 2845	0.000	3.776	Reconstruct & widen KY 2845 (Manslick Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from Shepherdsville Road to KY 864 (Beulah Church Road). To include bicycle and pedestrian facilities.	KY 2845 from MP 0.00 to MP 3.776 is located in southern Jefferson County. Surrounding land uses are primarily medium density residential with some commercial nodes. Data suggest this segment has crash issues, and a very rough pavement condition. Current lane width and geometry does not meet current standards.		\$120,000		\$1,390,000		\$700,000		\$350,000		\$13,900,000	\$16,460,000	Low	Low
41		Oldham	KY 1408	2.036	3.132	Improve safety, access, and address geometric deficiencies along KY 1408 (Floydsburg Road) from Old Floydsburg Road to KY 146 (in and near Pewee Valley).	High CRF, substandard grades, curves, lane widths, and shoulders (2013).		\$0		\$1,000,000		\$300,000		\$500,000		\$3,500,000	\$5,300,000	Low	Low
40		Jefferson	CR 1001G	2.138	4.090	Widen Grade Lane from 2 to 4 lanes from KY 1065 (Outer Loop) to KY 1631 (Fern Valley Road). To include bicycle and pedestrian facilities.	CR 1001G (Grade Lane) is located in central Jefferson County in close proximity to the Louisville International Airport. Adequacy rating information is not available as this is not a state-maintained roadway. The roadway, as is does not meet current design standards, especially for the amount of freight being carried on this segment. This segment serves a connection between KY 1631 (Fern Valley Road) and KY 1065 (Outer Loop), both of which serve a number of industries connected to the airport and/or rail in the vicinity. Current surrounding land uses are primarily medium density industrial and commercial.		\$120,000		\$1,050,000		\$580,000		\$240,000		\$11,580,000	\$13,570,000	Low	Low
40		Jefferson	CR 1005H	1.500	2.815	Reconstruct and widen from 2 to 3 lanes (3rd lane will be a center turn lane) Watterson Trail South from KY 1747 (Hurstbourne Parkway) to Glaser Lane. To include bicycle and pedestrian facilities.	CR 1005R (Watterson Trail South) is located in southeastern Jefferson County. Adequacy rating information is not available as this is not a state-maintained roadway. The roadway, as is, does not meet current design standards. This segment serves a connection between KY 1747 and Glaser Lane (which has direct access to I-265). Development is expected to occur in this area within the next 20 years, especially to the west of this segment. Current surrounding land uses are primarily low and medium density residential.		\$240,000		\$2,320,000		\$1,160,000		\$470,000		\$25,470,000	\$29,660,000	Low	Low
40		Jefferson	I 264	22.282	22.382	Reconstruct I-264 (Henry Watterson Expressway) interchange at US 42 (Brownsboro Road). To include the safe passage of pedestrians and bicyclists on US 42 in the interchange area.	I-264 at US 42 (MP 22.282 to MP 22.382) is located in eastern Jefferson County. The surrounding land uses are both residential and commercial, but primarily commercial at the interchange area. Commuters use this interchange to access the interstate system as well as several routes to the east, including US 42 and KY 22, both of which are seeing high growth. The adequacy rating data point to rough pavement conditions and congestion issues. Currently, congestion is highest during peak hours causing exiting traffic to back up onto I-264. Because of additional planned development in this area and to the east, congestion will worsen over time.		\$350,000		\$3,940,000		\$2,090,000		\$820,000		\$40,290,000	\$47,490,000	High	Low

40		Jefferson	I 265	17.300	23.100	Improve safety and reduce congestion on I-265 from US 31E (Bardstown Rd) to KY 155 (Taylorsville Rd).	The I-265 Study completed in January of 2015 cites an existing LOS D along this section in the PM peak with a projected 2020 LOS E in the AM and PM peaks. The projected 2040 LOS is F in the AM and PM peaks according to the study. The merge ramp from Taylorsville Rd to I-265 EB is noted as deficient in the study.	\$0		\$7,500,000	\$2,030,000	\$1,200,000	\$75,000,000	\$85,730,000	Medium	Low			
40		Jefferson	I 265	24.334	24.434	Provide connectivity and improved mobility on I-265 at Rehl Road. The Rehl Road portion would include enhanced safety for bicyclists and pedestrians.	I-265 at Rehl Road (MP 24.334 to MP 24.434) is located in eastern Jefferson County. This segment is located in a developing area. Adequacy rating data points to congestion being a current issue. Because of additional planned development in this area, congestion will worsen over time.	\$470,000		\$2,780,000	\$1,390,000	\$580,000	\$31,360,000	\$36,580,000	High	Low			
40		Jefferson	I 265	24.854	25.559	Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) interchange at I-64.	I-265 at I-64 (MP 24.854 to MP 25.559) is located in eastern Jefferson County. The surrounding land uses are residential, commercial, and industrial. Commuters use this segment to access I-64 and I-71 as well as the intersecting main arterials. Freight carriers use this interchange as it is easily accessible from the Old Henry Road industrial area to the north and the Bluegrass Industrial Park to the west. Currently congestion is approaching high levels, especially at peak hours. There is additional growth both currently and planned for the future in this area in Jefferson County. Because of additional planned development in this area, congestion will worsen over time. Potential alternates include: NB to WB 2 lane flyover, SB to WB 2 lane ramp, and auxiliary lane to tie into KIPDA #197; also includes WB auxiliary lane on I-64 from I-265 to Blankenbaker Parkway.	\$0		\$7,800,000	\$4,000,000	\$1,500,000	\$90,500,000	\$103,800,000	High	Low			
40	5-21.2	Jefferson	I 265	25.300	25.600	COMPLETE RECONSTRUCTION OF THE I-265/I-64 INTERCHANGE: ELIMINATE REMAINING CLOVERLEAF RAMPS AND CONSTRUCT REMAINING FULLY DIRECTIONAL RAMPS. (2006BOPC)		\$0	2021	\$1,830,000	2021	\$9,390,000	2021	\$3,950,000	2021	\$92,520,000	\$107,690,000	High	Low
40		Jefferson	I 265	28.280	29.100	Reduce congestion and improve safety at the KY 3084 (Old Henry Road) interchange.		\$0		\$1,000,000		\$100,000		\$500,000		\$2,000,000	\$3,600,000	High	Medium
40		Jefferson	I 265	28.780	32.500	Improve safety and reduce congestion on I-265 from KY 3084 (Old Henry Rd) to KY 1447 (Westport Rd).	According to the I-265 Study from January of 2015 this segment has a projected 2040 LOS F in the AM and PM peaks. Within the vicinity of the study area of I-265 (I-65 to the new east end bridge) or along the mainline there are over 40 projects identified thru various transportation plans and Project Identification Forms (PIFs). These projects are in various stages of commitment with some having funding in the KYTC 2014 Six-Year Highway Plan.	\$0		\$4,500,000		\$1,500,000		\$400,000		\$45,000,000	\$51,400,000	Medium	Low
40		Jefferson	I 265	32.500	34.727	Improve safety and reduce congestion on I-265 from KY 1447 (Westport Rd) to I-71.	The I-265 Study completed in January of 2015 cites an existing LOS D along a portion of this section with a 2040 projected minimum LOS E and F in the AM and PM peaks. The projected 2040 V/C Ratio from the study ranges from 0.844 to 1.395. The Crash Rate analysis from the study indicates that from KY 22 to I-71 the Crash Rate exceeds the Critical Crash Rate for this road type. Within the vicinity of the I-265 Study area (I-65 to the new east end bridge) or along the mainline there are over 40 projects identified thru various transportation plans and Project Identification Forms (PIFs). These projects are in various stages of commitment with some having funding in the KYTC 2014 Six-Year Highway Plan.	\$0		\$2,500,000		\$780,000		\$250,000		\$25,000,000	\$28,530,000	High	Low
40		Jefferson	KY 155	6.058	9.350	WIDEN KY-155 FROM 2 TO 5 LANES (CENTER TURN LANE) FROM KY-1819 TO I-265, INCLUDING ACCOMODATIONS FOR ALL MODES.	KY 155 from I-265 to KY 1819 (Watterson Trail) (MP 6.058 to MP 9.350) is located in eastern Jefferson County, west of I-265. This area is undergoing development currently, both residential and commercial, with additional development planned. Commuters use this route to access Shelby and Spencer counties. Adequacy rating data suggest a crash potential, very rough pavement condition and an approaching high level of congestion.	\$0		\$1,000,000		\$100,000		\$500,000		\$2,000,000	\$3,600,000	High	Low
40	5-8502	Jefferson	KY 1020	0.615	2.669	WIDEN KY-1020, NATIONAL TURNPIKE, FROM FAIRDALE ROAD TO SOUTH PARK ROAD. MP .615 TO MP 2.669. (08CCN)		\$0	2014	\$1,350,000		\$0		\$0		\$0	\$1,350,000	Low	Low
40	5-373	Jefferson	KY 1819	10.795	12.811	RECONSTRUCT AND WIDEN WATTERSON TRAIL FROM PLANTSIDE DRIVE TO BLANKENBAKER ROAD. (98CCR)		\$0		\$0		\$0		\$0	2021	\$12,910,000	\$12,910,000	Low	Low
40		Jefferson	KY 1934	0.000	4.444	Repair and Diamond Grind PCC Pavement	Notes: ; Total Lanes: 4; ADT: 14811.5	\$0		\$375,000		\$0		\$0	2017	\$3,750,000	\$4,125,000	N/A	N/A
40		Oldham	KY 362	0.975	3.039	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).	High CRF, substandard curves, lane widths, and shoulders (2013). A new corridor (Old Henry Road) will eventually tie into this section of roadway creating additional demand.	\$200,000		\$1,300,000		\$500,000		\$400,000		\$7,000,000	\$9,400,000	Low	Low
39		Bullitt	KY 1450	1.795	1.995	Improve safety and address geometric deficiencies at the intersection of KY 1450 and KY 1526 east of the I-65/KY 1526 interchange.	High CRF, substandard curves, lane widths, and shoulders (2013).	\$0		\$1,000,000		\$400,000		\$300,000		\$5,000,000	\$6,700,000	Low	Medium
39	5-2701	Bullitt	KY 61	1.467	2.021	PAVEMENT REHAB CONSISTING OF DIAMOND GRIND ON KY 61 IN BOTH DIRECTIONS FROM MP 1.467 TO MP 2.021. (2006BOPC) (07PMP)		\$0		\$0		\$0		\$0	2010	\$150,000	\$150,000	N/A	N/A

	39	5-8405	Jefferson	I 264	8.080	8.180	INTERCHANGE AT MANSLICK ROAD (KY-1931) AND I-264. (08CCN)(10CCR)(12CCR)(14CCR)			\$0		\$2,600,000	2016	\$4,000,000	2016	\$1,800,000		\$0	\$8,400,000	High	Medium	
	39		Jefferson	KY 1447	7.641	8.141	Widen KY 1447 (Westport Road) from 2 to 5 lanes (5th lane will be a center turn lane) from Murphy Lane to Collins Lane. To include bicycle and pedestrian facilities.	KY 1447 from MP 7.641 to MP 8.141 is located in eastern Jefferson County. This area is undergoing development currently: residential, commercial, and industrial. This area also contains a Ford auto plant with a large number of employees as well as freight interaction. These data suggest very rough pavement condition and current congestion issues.		\$0	\$470,000			\$240,000		\$120,000		\$4,640,000	\$5,470,000	Medium	Low	
	39		Jefferson	KY 1531	9.000	11.682	Relocate & reconstruct KY 1531 (Johnson Road) as a 2 lane road (no additional lanes) with improved geometry from US 60 (Shelbyville Road) to Aiken Road. To include bicycle and pedestrian facilities.	KY 1531 from MP 9.000 to MP 11.682 is located in eastern Jefferson County. Adequacy rating data for this segment are not complete, and are only provided in terms of ADT and IRI. Upon physical inspection of the area, it is undergoing residential development currently. Both the Polo Fields and Lake Forest are in close proximity to this roadway. In addition, the roadway connects with US 60, which has been under development pressure in the eastern portion of Jefferson County. The roadway geometry is substandard and needs to be brought up to current design standards for safety and improving traffic flow.		\$0	\$930,000			\$470,000		\$240,000		\$10,190,000	\$11,830,000	Low	Low	
	39		Jefferson	CR 1007L	0.997	1.035	Replace Bridge on CR-1007L (1.016) Over POND CREEK (SD, SR = 47.5) 056C00118N	Substandard: Not substandard; Posted: 40000; ADT: ; Year Built: 1938; Detour: 3.728		\$0	2017	\$350,000	2018	\$30,000	2018	\$50,000	2019	\$1,500,000	\$1,930,000	N/A	N/A	
	38		Jefferson	CR 1006H	0.000	2.255	Reconstruct Rehl Road as a 2 lane road (no additional lanes) from KY 913 (Blankenbaker Parkway) to S. Pope Lick Road. To include bicycle and pedestrian facilities.	Rehl Road is an east-west corridor that intersects with Blankenbaker Lane on the west and South Pope Lick Road and English Station Road on the east. At its junction with I-265(Gene Snyder Fwy.), a new interchange is being proposed. Additional development is anticipated; some of it commercial as well as the Louisville Parklands project. Traffic volumes are expected to increase on Rehl Road nearly 500% from 2009 to 2020.		\$0		\$930,000			\$470,000		\$240,000		\$10,420,000	\$12,060,000	Low	Low
	38		Oldham	KY 146	0.000	2.021	Reduce congestion, improve access, and provide better mobility for all modes along KY 146 from the Oldham/Jefferson County line to Pryor Avenue in Pewee Valley.	KY 146 from MP 0.000 (Jefferson/Oldham County line) to MP 2.021 (Pryor Avenue) is located in eastern Oldham County in the City of PeWee Valley. This segment is bounded by residential and commercial uses. An active rail line runs parallel to KY 146 in this segment on the north side. There are also schools and a number of historic properties along the corridor. At this time, the adequacy rating is 39.10; the CRF ranges from 0.546 to 0.664; the IRI ranges from 83.45 to 236.10; and the V/SF is 0.80, indicating this segment has a high level of congestion, potential crash issues, and poor pavement condition. 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.		\$250,000		\$1,500,000			\$500,000		\$500,000		\$12,000,000	\$14,750,000	Low	Low
	37		Jefferson	CR 1003F	0.000	2.317	Reconstruct Arnoldtown Road as a 2 lane road (no additional lanes) from KY 1931 to KY 907 with turning lanes at high volume intersections including Windsor Lakes, Windsor Forest, Mountain Brook & Hardwood Forest. To include bicycle and pedestrian facilities.	The Arnoldtown Road corridor between KY 1931 (St. Andrews Church Road) and KY 907 (Third Street Road) is located in southwestern Jefferson County. Adequacy rating information is not available as this is not a state-maintained roadway. The roadway, as is, does not meet current design standards. It serves a main connector between KY 1931 and KY 907. Left turning movements at peak hour can cause safety issues along this segment. There are issues with existing road geometrics. There is also a need to correct poor curves, narrow lanes, and the lack of shoulders.		\$0		\$1,750,000			\$400,000		\$150,000		\$11,000,000	\$13,300,000	Low	Low
	37		Jefferson	CR 1008G	0.307	1.513	Widen KY 2052 (Shepherdsville Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 2845 (Manslick Road) to Applegate Lane. To include bicycle and pedestrian facilities.	KY 2052 is located in southern Jefferson County. This area is in the process of developing with additional development planned in the future. The current roadway does not meet current design standards.		\$0		\$600,000			\$400,000		\$200,000		\$7,000,000	\$8,200,000	Low	Low
	37		Jefferson	I 65	123.180	127.570	Repair and Diamond Grind PCC Pavement on I-65 Northbound from milepoint 123.18 to milepoint 127.57.	Notes: ; Total Lanes: 4; ADT: 118345		\$0		\$350,000			\$0	2017		\$3,500,000	\$3,850,000	N/A	N/A	
	37		Oldham	KY 329	0.000	6.894	Reconstruct KY 329 as a two lane road with left turning lanes from the Jefferson County line to I-71. To include facilities for all modes.	KY 329 from MP 0.00 (Jefferson/Oldham County line) to MP 6.894 (I-71) is located in western Oldham County. Surrounding land uses are primarily residential and agricultural. This segment has an average adequacy rating of 68.80; a CRF that ranges from 0.1560 to 1.2540; an IRI ranging from 61.90 to 197.29; and, a V/SF ranging from 0.08 to 0.63. Potential for crashes and pavement condition are both issues currently reflected in the adequacy rating data. There is a need, with current and planned development in the area, to increase capacity and improve safety for motorists along this route, especially with improved access to I-71 and to Jefferson County.		\$350,000		\$2,500,000			\$1,300,000		\$580,000		\$29,000,000	\$33,730,000	Low	Low

36		Jefferson	CR 1002M	1.853	3.570	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. To include bicycle and pedestrian facilities.	The area south of I-265 (Gene Snyder Freeway) between KY 61 (Preston Highway) and US 31E (Bardstown Road) is experiencing rapid growth with the development of many new residential subdivisions. Cooper Chapel Road is a heavily traveled collector road serving this area. The project will add shoulders where there are none and improve existing poor geometrics to this rapidly growing residential area south of I-265. The project will also improve traffic flow through major intersections. □ When coupled with the proposed Fairmount Road extension (KIPDA ID #282 and 283), the project will provide a continuous route parallel to I-265 between KY 61 (Preston Highway) and US 31E (Bardstown Road).	\$0	\$580,000	\$350,000	\$120,000	\$5,790,000	\$6,840,000	Low	Medium				
36		Jefferson	KY 1747	6.014	6.144	KY 1747 (Hurstbourne Parkway) intersection improvements at US 60 (Shelbyville Road).	KY 1747 from MP 6.014 to MP 6.144 is located in eastern Jefferson County at the intersection with US 60 (Shelbyville Road). Commercial uses abut all four corners of this intersection. Development in this part of Jefferson County, an additional planned development is contributing to congestion issues, 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. This segment has a composite adequacy rating of 83.80; a CRF of 0.7790; an IRI of 96.99; and, a V/SF of 0.26.	\$0	\$290,000	\$180,000	\$120,000	\$3,010,000	\$3,600,000	Medium	Low				
36		Oldham	US 42	6.034	13.024	Reconstruct US 42 as a two lane road from KY 1694 to KY 53. Bike and ped facilities to be included in accordance to the Oldham County Bike, Pedestrian, and Greenway Trails Master Plan adopted in 2008.	US 42 from MP 6.034 to MP 13.024 is located in north central Oldham County. The current surrounding land use along this corridor is primarily agricultural with some residential. The current adequacy rating data indicates rough pavement condition. Continued □ development in this area along this corridor will contribute to congestion issues in the future.	\$240,000	\$1,600,000	\$820,000	\$350,000	\$17,400,000	\$20,410,000	Low	Low				
35		Jefferson	CR 1011H	0.000	1.956	Reconstruct Fairground Road as 2 lane road (no additional lanes) from US 31E to KY 1819, including left-turn lanes at US 31E, Billtown Road, possibly other intersections & consideration of radius improvements at three 90-degree curves. Bike/ped facilities to be included.	Fairground Road is a collector serving a residentially developed area. Although the length of Fairground Road is only two miles, it has significant number of local street intersections. Three of these have abnormally high volumes of traffic and actually serve as through routes. Fairground Road is in the top twenty of the highest thoroughfare accident rates of Jefferson County routes.	\$0	\$700,000	\$350,000	\$240,000	\$6,950,000	\$8,240,000	Low	Medium				
35		Jefferson	CR 1013L	0.000	1.299	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). To include bicycle and pedestrian facilities.	CR 1013L (East Pages Lane) is located in western Jefferson County. Adequacy rating information is not available as this is not a state-maintained roadway. The roadway, as is, does not meet current design standards, which is an issue in terms of safety and congestion. This segment serves a connection between US 31W and KY 907 (Third Street Road). Current surrounding land uses are primarily medium and low density residential.	\$0	\$700,000	\$350,000	\$240,000	\$6,950,000	\$8,240,000	Low	Medium				
35		Jefferson	CS 1024G	0.000	1.277	Widen Phillips Lane from 2 to 4 lanes with median from KY 61 (Preston Highway) to KY 1631 (Crittenden Drive). To include bicycle and pedestrian facilities.	Phillips Lane connect KY 61 (Preston Highway) and KY 1631 (Crittenden Drive) just south of the Kentucky Fair and Exposition property. Phillips Lane has experience growth recently from the hospitality industry - many new hotels have been added along this corridor in the past 10 years. In addition, the main entrance to the Fairgrounds is along this corridor, as well as access from I-264. Expansion of the Kentucky Fair grounds and being in close proximity of the University of Louisville, the airport, I-264, and I-65 makes this corridor essential to travelers accessing the area.	\$131,000	\$1,042,000	\$1,072,000	\$1,563,000	\$7,501,000	\$11,309,000	Low	Medium				
34	4-8307.2	Bullitt	KY 245	0.000	4.476	WIDEN KY-245 FROM FLAGET HOSPITAL (MP 7.722) THROUGH COUNTY LINE (MP12.261 NELSON/MP0.000 BULLITT) TO HAPPY HOLLOW RD (MP 4.425).		\$0	2017	\$4,500,000	2017	\$10,000,000	2017	\$6,700,000	2017	\$46,000,000	\$67,200,000	Medium	Low
34	4-8307.4	Bullitt	KY 245	0.000	2.648	WIDEN KY-245 FROM BULLITT COUNTY LINE TO OLD CLERMONT ROAD (MP 2.648) IN BULLITT COUNTY. (2012BOP)		\$0	2021	\$1,600,000	2021	\$2,700,000	2021	\$1,900,000	2021	\$10,600,000	\$16,800,000	Medium	Low
34	4-8307.5	Bullitt	KY 245	2.648	4.425	WIDEN KY-245 FROM OLD CLERMONT ROAD (MP 2.648) TO HAPPY HOLLOW (MP 4.425) IN BULLITT COUNTY. (2012BOP)		\$0	2021	\$1,100,000	2021	\$1,800,000	2021	\$1,300,000	2021	\$7,100,000	\$11,300,000	Medium	Low
34		Bullitt	KY 245	4.390	4.490	ADD TURN LANE ON KY 245 AT KY 3219 (CHAPEZE LN)	KY 245 is a rural minor arterial connecting I-65 and Bardstown through southern Bullitt County. This section has primarily low density residential development with an ADT of 11,000 on two 12'lanes. While this segment has a high composite rating of 83.5, a V/SF of 0.58, and an average IRI of 84.17, there are other considerations for □ improvement. Traffic operations are a problem at the intersection with KY 3219 (Chapeze Lane). This project will improve operations on the existing system.	\$0	\$81,100	\$46,400	\$46,400	\$231,600	\$405,500	Medium	Low				

34		Jefferson	KY 61	8.936	9.136	Remove the raised median and construct a center turn lane, widening KY 61 from 4 to 5 lanes from the Southern Railway Underpass to Clarks Lane. To include bicycle and pedestrian facilities.	KY 61 from MP 8.936 to MP 9.136 is located in central Jefferson County. This area is densely developed with primarily commercial uses directly abutting the corridor. Any improvements would be best attempted with existing right-of-way to lessen the impact on the surrounding area and minimize costs. This segment's adequacy rating data show that pavement condition is very rough. There are also congestion issues in this area.		\$0		\$93,000		\$58,000		\$24,000		\$930,000	\$1,105,000	Low	Low
34		Jefferson	KY 146	7.555	8.825	Widen KY 146 from 2 to 5 lanes (5th lane will be a center turn lane) from Factory Lane to Reamers Road. To include accommodations for all modes.	KY 146 from MP 7.555 to MP 8.825 is located in eastern Jefferson County, just north of I-265. An active rail line runs parallel to this segment on the north side. This area is undergoing development currently, both residential and commercial, with additional development planned. This segment's adequacy rating data point to rough pavement conditions. This route is used by commuters to access this portion of Jefferson County as well as gain access to Oldham County. Additional congestion issues are anticipated with further development.		\$0		\$350,000		\$240,000		\$240,000		\$2,900,000	\$3,730,000	Medium	Low
34	5-304.2	Oldham	KY 22	5.320	7.500	RECONSTRUCT KY-22 TO 5-LANES FROM ABBOTT LANE TO PROPOSED KY-393 INTERSECTION AND CONTINUING WITH 3-LANES TO EXISTING KY-393. (2004BOPC)			\$0	2014	\$910,000	2016	\$3,840,000	2016	\$2,540,000	2017	\$10,950,000	\$18,240,000	Low	Low
33	5-371.13	Jefferson	KY 22	2.537	2.937	RECONSTRUCT KY-22 AT GOOSE CREEK ROAD. (06CCN) (2004BOPC)(14CCR)			\$0		\$0	2014	\$560,000	2014	\$970,000	2015	\$1,320,000	\$2,850,000	Low	Low
33		Jefferson	PF 9999	0.000	0.000	Extend Cedar Creek Road connector as a 2 lane road from south & west of Johnson School Road to KY 864 (Beulah Church Road). To include bicycle and pedestrian facilities.	Cedar Creek Road is located in southern Jefferson County. This proposed segment would provide a needed connection between Johnson School Road and KY 864. This area is undergoing development at this time and additional development is planned. To the west, KY 61 is exploding with commercial development at intersection with Cedar Creek Road, drawing residents and commercial uses to the surrounding area. Adequacy rating information is not available as this is not a state-maintained roadway. Current surrounding land uses are primarily medium and low density residential.		\$0		\$310,000		\$155,000		\$65,000		\$3,600,000	\$4,130,000	Low	Low
33		Jefferson	PF 9999	0.000	0.100	Extend and widen Urton Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from north of I-64 to Seatonville Road. To include facilities for all modes (pedestrian, bicycle, SOV, and transit).	Urton Lane begins on the north at the US 60 - English Station Road intersection in Middletown, north of I-64. Several developments are currently planned between US 60 and I-64 along the route. Currently Urton Lane is a narrow 2 lane facility with poor geometrics. By extending Urton Lane south of I-64, traffic from the proposed developments could access Blankenbaker Road/I-64 via Rehl Road and I-265 via KY 155 (Taylorsville Road). An Urton Lane extension from north of I-64 to Seatonville Road would open hundreds of acres to development and provide a parallel route to I-265 which could be used to divert incident related traffic.		\$0		\$4,000,000		\$3,000,000		\$2,500,000		\$52,000,000	\$61,500,000	High	Low
33		Jefferson	US 60	14.686	16.473	Widen US 60 from Spring Drive to Clark Station Road from two to three lanes (3rd lane will be a center turn lane). To include accommodations for bicyclists and pedestrians, and future transit users.	US 60 from MP 14.686 to MP 16.473 is located in eastern Jefferson County. This area is developing with primarily residential uses with commercial nodes. Additional development in this area is expected. These adequacy rating data suggest rough pavement conditions and some early levels of congestion.		\$120,000		\$350,000		\$240,000		\$120,000		\$4,060,000	\$4,890,000	Low	Low
33		Oldham	I 71	14.000	17.000	Improve safety and reduce congestion on I-71 from KY 329 to KY 146.	The percent of injury crashes in this segment of I-71 is 29% which exceeds the Interstate average of 17.4% referenced in the March 2014 I-71 Study. The percent of fatal crashes was 1.0% to 1.2% which exceeds the Interstate average of 0.47% cited in the study. The 2013 LOS was F and the volume to capacity ratio was 1.11. The percentage truck traffic was 18% with some major traffic and freight generators near the 17.0 milepoint as noted in the study. The 2038 anticipated truck percent growth rate is 1.1%/yr. Deficiencies include shoulder widths.		\$0		\$2,000,000		\$1,500,000		\$700,000		\$20,000,000	\$24,200,000	High	Low
33		Oldham	I 71	14.480	14.580	RECONSTRUCT INTERCHANGE AT KY 329	I-71 from MP 14.480 to MP 14.580 is in western Oldham County. It serves a freight route to Cincinnati, and a commuting route for local residents. The surrounding land use is primarily agricultural, although residential and commercial development are potential land uses in the future. This segment has a composite adequacy rating of 88; a CRF of 0.374; an AVERAGE IRI of 43.30; and, a V/SF of 0.78. The relatively high percentage of truck traffic in concert with current high congestion levels and additional development in the future may cause additional congestion and safety issues in the future.		\$240,000		\$1,400,000		\$700,000		\$400,000		\$15,100,000	\$17,840,000	High	Low

33		Oldham	I 71	17.000	18.000	Improve safety and reduce congestion on I-71 from KY 146 to KY 393.	This section of I-71 had a LOS F and a volume to capacity ratio of 0.99 in 2013 as cited in the March 2014 I-71 Study. The truck percentage was 18% with a 2038 estimated truck percent growth rate of 1.0%/yr. There are multiple major traffic and freight generators in the area. There are shoulder width deficiencies along this length as noted in the study.		\$0	\$1,500,000	\$400,000	\$1,000,000	\$14,000,000	\$16,900,000	Medium	Low				
33		Oldham	I 71	18.000	22.000	Improve safety and reduce congestion on I-71 from KY 393 to KY 53.	The percent of injury crashes along this section of I-71 is 22.1% which exceeds the Interstate average referenced in the I-71 Study of 17.4%. The percentage truck traffic is 21% supporting the Regional Goal of truck mobility. There are multiple major freight generators in the area as noted in the I-71 Study with an anticipated truck percent growth rate of 1.3%. Shoulder width deficiencies exist on the inside shoulders. This section has a LOS E and a volume to capacity ratio of 0.94.		\$0	\$4,000,000	\$100,000	\$500,000	\$40,000,000	\$44,600,000	Low	Low				
33		Oldham	I 71	21.328	22.328	Improve safety and reduce congestion on the I-71/KY 53 interchange referenced in the 2014 I-71 Corridor Study. □	The current interchange operates at a low level of service and fails in the AM and PM peaks.		\$0	\$1,000,000	\$500,000	\$800,000	\$7,500,000	\$9,800,000	Low	Low				
32		Jefferson	CS 1003F	0.200	0.800	Transportation System Management/Transportation Demand Management, aesthetic improvements at medical center on Floyd Street (from Broadway to Jefferson Street).			\$0	\$6,200	\$3,200	\$1,200	\$75,000	\$85,600	Low	Medium				
31		Jefferson	CR 1001H	1.079	3.538	Reconstruct Tucker Station Road as a 2 lane road (no additional lanes) from Rehl Road to Ellingsworth Lane & improve intersections (S. Pope Lick, Rehl Road & Ellingsworth Lane). To include bicycle and pedestrian facilities.	Tucker Station Road is a narrow 2 lane collector extending from U. S. 60 to KY 155 (Taylorsville Road). It is the only non-interstate route which crosses I-64 between Blankenbaker and English Station roads. With planned development in the Urton Lane corridor, it should be able to relieve some traffic demand if an Urton Lane-Tucker Station Road-Ellingsworth Road connection is made. It would serve increased development south of I-64 near Rehl Road as well.		\$0	\$930,000	\$470,000	\$240,000	\$10,420,000	\$12,060,000	Low	Low				
31		Jefferson	CS 1005F	0.000	0.212	Realign Kentucky Street to connect to Garland Avenue to avoid crossing the P&L railroad.	There are 10 to 12 tracks that you have to cross at the railyard on Kentucky street. It poses a safety issue. This is an industrial area and tractor trailers avoid this intersection as much as possible. By closing off the RR crossing and realigning Kentucky Street with Garland Avenue (to the north), business traffic will continue to have access; the access will be improved and safer.		\$0	\$50,000	\$25,000	\$10,000	\$565,000	\$650,000	Low	Low				
31		Jefferson	CS 1073H	0.352	0.481	Widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Grand Avenue. To include improvements for all modes.	This area is the "gateway" from the Bluegrass Business Park to the City of Jeffersontown to the south. At this time, this area is heavily congested because of the lack of carrying capacity of the roadway. Additional industry is planned in the business park, and as Jeffersontown embarks on redevelopment of its city center, more traffic is anticipated in this area.		\$0	\$43,000	\$22,000	\$9,000	\$500,000	\$574,000	Low	Low				
31		Oldham	PF 9999	0.000	0.000	Construct a new interchange and connector from KY 1447 to US 42 with interchange on I-71 near the Oldham County/Jefferson County line. Connector to include provisions for bicyclists and pedestrians.	The desire for additional or improved north-south connections in this area has been identified as a key community concern. The proposed connector would serve the growth areas of PeWee Valley, Crestwood, and eastern Jefferson County, potentially reducing congestion along portions of KY 329. An interchange along with the connector road would provide additional access to southwestern Oldham County and northeastern Jefferson County, potentially reducing congestion along I-71.		\$0	\$1,800,000	\$900,000	\$400,000	\$20,000,000	\$23,100,000	High	Low				
31	5-367	Oldham	PF 9999	0.000	5.000	CONSTRUCT NEW ROUTE FROM OLD HENRY INTERCHANGE AT I-265 TO CRESTWOOD BYPASS. (98CCR)(2004BOPP)(10CCN)(14CCR)			\$0	\$0	2014	\$500,000	2014	\$500,000	2016	\$15,000,000	\$16,000,000	Medium	Low	
30	5-8709	Bullitt	PF 9999	0.000	1.000	NEW ROUTE FROM KY 480 TO KY 44 WITH SALT RIVER CROSSING.(12CCN)(14CCN)			\$0	2015	\$0	2021	\$4,250,000	2021	\$3,000,000	2021	\$37,500,000	\$44,750,000	Medium	Low
27	5-371.16	Jefferson	KY 22	0.438	0.870	INTERSECTION IMPROVEMENT ON OLD KY-22 AT HERR LANE AND THE ENTRANCE TO BALLARD HIGH SCHOOL. (06CCR)(2004BOPC)(12CCR)			\$0	\$0	2014	\$1,370,000		\$0	2015	\$1,830,000	\$3,200,000	Low	Low	
26		Jefferson	CR 1002G	2.220	2.309	Align Hikes Lane intersections of Furman Boulevard & Klondike Lane.	CR 1002G (Hikes Lane) is located in central Jefferson County. Adequacy rating information is not available as this is not a state-maintained roadway. The intersection of Hikes Lane, Furman Boulevard, and Klondike Lane is offset, □ causing potential safety issues, not mention long queues waiting at the two traffic signals during peak hour. Current □ surrounding land uses are primarily medium density residential and commercial.		\$0	\$240,000	\$350,000	\$120,000	\$2,670,000	\$3,380,000	Low	Low				

26	5-8508.1	Jefferson	I 264	5.300	6.400	THIS IS SECTION 2 (OF THE PARENT ITEM NO. 5-8508.00) EXTENDING FROM CANE RUN ROAD TO GARRS LANE (MP 5.3- MP 6.4). SEE 5-8508.00 FOR DESIGN PHASE. (08CCN) (10CCR)			\$0	\$0	\$0	\$0	2021	\$3,790,000	\$3,790,000	Medium	Low
23		Jefferson	CR 1013G	0.915	1.858	Reconstruct Briscoe Lane as a 2 lane road (no additional lanes) from Vaughn Mill Road to Smyrna Parkway. To include bicycle and pedestrian facilities.	CR 1013G (Briscoe Lane) is located in southern Jefferson County. Adequacy rating information is not available as this is not a state-maintained roadway. Briscoe Lane, as is, does not meet current design standards (no shoulders, sub-standard lane widths, sub-standard sidewalk widths, etc.). This segment serves a connector between Vaughn Mill Road and Smyrna Parkway, and takes some of the traffic off of KY 1065, since it is roughly a parallel route. Smyrna Parkway has direct access to I-265. Development pressure exists south of this segment. Current surrounding land uses are primarily medium and low density residential.		\$0	\$120,000	\$120,000	\$120,000		\$1,160,000	\$1,520,000	Low	Low
21		Oldham	KY 1793	1.800	2.141	Correct rock fall hazard from MP 1.8 to MP 2.15 on KY 1793. Given current data concerning pavement condition, project scope may need to be expanded to include the rehabilitation of pavement on KY 1793 from MP 0.00 to MP 2.15.	KY 1793 from MP 1.80 to MP 2.15 is located in northern Oldham County. This segment has an adequacy rating of 73.00; a CRF of 0.0960; an IRI of 99.04; and, a V/SF of 0.15. There are no real issues identified through the adequacy rating data at this time; however, a rock fall hazard exists along this segment and there are concerns about a potential rock fall slide should this not be corrected. See the photos for additional information. There are also a number of residential developments in the area, that are on land atop the potential rock fall hazard. Getting the cooperation of local residents is key to seeing this issue addressed.		\$0	\$240,000	\$120,000	\$60,000		\$2,550,000	\$2,970,000	N/A	N/A
20		Jefferson	KY 864	2.377	3.445	Widen KY 864 (Beulah Church Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 864 (Cooper Chapel Road) to I-265 (Gene Snyder Freeway). To include accommodation for bicycle and pedestrian modes.	KY 864 from MP 2.377 to MP 3.445 is in south central Jefferson County. This area is undergoing development currently, both residential and commercial, with additional development planned in the future. This segment's adequacy rating data points to rough pavement condition currently.		\$0	\$470,000	\$240,000	\$120,000		\$5,210,000	\$6,040,000	Low	Low
14		Jefferson	CR 1002J	2.950	3.900	Reconstruct English Station Road as a 2 lane (no additional lanes) road from Poplar Lane to Christian Academy. To include bicycle and pedestrian facilities.	English Station Road is located in eastern Jefferson County. Adequacy rating information is not available as this is not a state-maintained roadway. The roadway, as is, does not meet current design standards. Development is planned to occur in this area over the next 20 year, raising the demands placed on this segment. Current surrounding land uses are primarily medium and low density residential.		\$0	\$150,000	\$80,000	\$30,000		\$1,800,000	\$2,060,000	Low	Low
14		Jefferson	CR 1004N	2.524	4.324	Upgrade Fairmount Road as a 2 lane road (no additional lanes) from US 31E (Bardstown Road) to Broad Run Road. To include bicycle and pedestrian facilities.	This project would upgrade the east portion of CR1004N (Fairmount Road) that connects US 31E east to Broad Run Road. This project, with KIPDA # 282, would upgrade the whole of Fairmount Road from KY 864 (Cooper Chapel Road) east to Broad Run Road. The project as a whole would provide a continuous route parallel to I-265 (Gene Snyder Freeway) from US 31E to KY 61 (Preston Highway). This will allow safe local travel on the south side of I-265 in an east-west direction.		\$0	\$930,000	\$470,000	\$240,000		\$10,420,000	\$12,060,000	Medium	Low
14		Jefferson	CR 1030H	0.000	0.607	Extend & widen Ellingsworth Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 913 (Blankenbaker Parkway) to Urton Lane. To include bicycle and pedestrian facilities.	Ellingsworth Lane connects KY 913 and Tucker Station Road through heavy, residential development. With the proposed reconstruction of Urton Lane (KIPDA # 474) and Tucker Station (KIPDA # 472) Roads, an extension of Ellingsworth Lane would connect Urton Lane, Tucker Station Road and KY 913. This would allow the Urton Lane extension to the south to utilize the existing crossing at I-64 on Tucker Station Road.		\$0	\$350,000	\$240,000	\$120,000		\$3,710,000	\$4,420,000	Low	Low
14		Jefferson	CS 1001H	3.132	3.683	Extend Plantside Drive as a 3 lane collector road (3rd lane will be a center turn lane) from Tucker Station Road to Rehl Road. To include bicycle and pedestrian facilities.	CS 1001H (Plantside Drive) is located in eastern Jefferson County. Adequacy rating information is not available as this is not a state-maintained roadway. The roadway as it currently exists, serves the inhabitants of the Bluegrass Industrial Park. Current 2008 ADT for the existing segment is 11,800. This added segment would allow for added circulation through the park, and would be critical should an interchange at I-265 and Rehl Road be constructed. Current surrounding land uses are primarily low and medium density residential with some industrial at the western end of the segment.		\$0	\$700,000	\$470,000	\$240,000		\$8,110,000	\$9,520,000	Medium	Low

14		Jefferson	CS 1122F	0.000	0.843	Extend Enterprise Drive as a 4 lane road from KY 1020 (National Turnpike) to KY 1631 (Fern Valley Road). To include bicycle and pedestrian facilities.	CS 1122F (Enterprise Drive) is located in central Jefferson County. Adequacy rating information is not available as this is not a state-maintained roadway. Surrounding land uses are primarily industrial and/or warehouse, with some connection to United Parcel Service and/or the Louisville International Airport. At this time, CS 1122F stops just east of KY 1631 (Fern Valley Road), requiring travel onto major thoroughfares to connect with related businesses and the airport.	\$580,000		\$3,480,000		\$2,320,000		\$2,320,000		\$40,520,000	\$49,220,000	Low	Low	
9	5-8102.2	Jefferson	I 65	0.000	0.051	RECONSTRUCT RAMP FROM SB I-65 TO ARTHUR ST, RECONSTRUCT ARTHUR ST AND RAMP TO SB I-65 FROM ARTHUR ST AND REMOVE EXISTING RAMPS TO SB I-65 & OFF-RAMPS FROM SB I-65. (2004BOPC)		\$0	2021	\$1,450,000	2021	\$310,000	2021	\$250,000	2021	\$15,560,000	\$17,570,000	High	High	
9	5-8102.4	Jefferson	I 65	0.000	0.127	RECONSTRUCT RAMP FROM NB I-65 TO WARNOCK ST, FROM WARNOCK ST TO I-65 NB AND REMOVE RAMPS FROM NB I-65 TO EASTERN PARKWAY. (2004BOPC)		\$0	2021	\$1,060,000	2021	\$4,450,000	2021	\$580,000	2021	\$7,420,000	\$13,510,000	High	High	
9	5-8102.3	Jefferson	I 65	0.000	0.295	RECONSTRUCT RAMP FROM CRITTENDEN DRIVE TO NB I-65. (2004BOPC)		\$0	2021	\$200,000	2021	\$230,000	2021	\$120,000	2021	\$1,390,000	\$1,940,000	High	Medium	
9	5-205	Jefferson	I 65	0.000	0.621	RECONSTRUCT SECOND CURVE ONLY ON I-65 SOUTHBOUND RAMP AT KY-1065 (OUTER LOOP).(SEE 5-205.01 FOR BREAKOUT IMPROVEMENTS)		\$0		\$0	2021	\$350,000	2021	\$100,000	2014	\$1,820,000	\$2,270,000	Low	Low	
9	5-8102.5	Jefferson	I 65	0.000	0.082	RECONSTRUCT RAMP FROM PRESTON ST TO NB I-65, CONSTRUCT ACCESS TO S JACKSON ST AND/OR S PRESTON ST, REMOVE RAMP FROM NB I-65 TO WOODBINE ST AND EVALUATE THE IMPACTS OF CLOSING THE MAGNOLIA ST RAMP TO SB I-65. (2004BOPC)		\$0	2021	\$1,650,000	2021	\$4,360,000	2021	\$1,230,000	2021	\$15,720,000	\$22,960,000	High	Medium	
	5-8710	Bullitt	PF 9999	0.000	1.000	NEW ROUTE NORTHWEST OF MT. WASHINGTON FROM US 31E TO KY 2706.(12CCN)(14CCN)		\$0	2015	\$0	2021	\$500,000	2021	\$500,000	2021	\$2,000,000	\$3,000,000	Low	Low	
	5-1079	Jefferson	CR 1001B	3.800	3.870	REPLACE BRIDGE OVER GOOSE CREEK ON RIVER ROAD (CR 1001B) 0.2 MI N OF LIME KILN ROAD (CR 1002B) (056C00130N)(SR=26.5)		\$0	2020	\$450,000	2021	\$50,000	2021	\$10,000	2021	\$1,250,000	\$1,760,000	N/A	N/A	
		Jefferson	PF 9999	0.000	0.000	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 incorporate sidewalks and 10' paved shoulders.	This segment is being proposed in southern Jefferson County in an area that is currently largely undeveloped and utilized as farm land. There is a lack of connectivity in this area. Development is planned for this area and has occurred to the south, east and west of this segment. This segment is needed to provide circulation among the planned land uses, as well as mitigate congestion along US 31E and KY 864.	\$0		\$650,000		\$2,000,000		\$1,000,000		\$14,300,000	\$17,950,000	High	Low	
	5-528	Jefferson	PF 9999	0.000	1.000	CONDUCT A FEASIBILITY STUDY FOR THE JEFFERSON COUNTY OXMOOR FARMS CONNECTOR. (2014BOP)		\$0	2021	\$0	2021	\$0	2021	\$0	2021	\$0	\$0	\$0	N/A	N/A

- Pavement Projects
- Bridge Projects (construction)
- Structure Projects - Other
- No score
- High Impact - Congestion Reduction (CR) or Safety Improvement (SI)
- Also in Move Louisville

