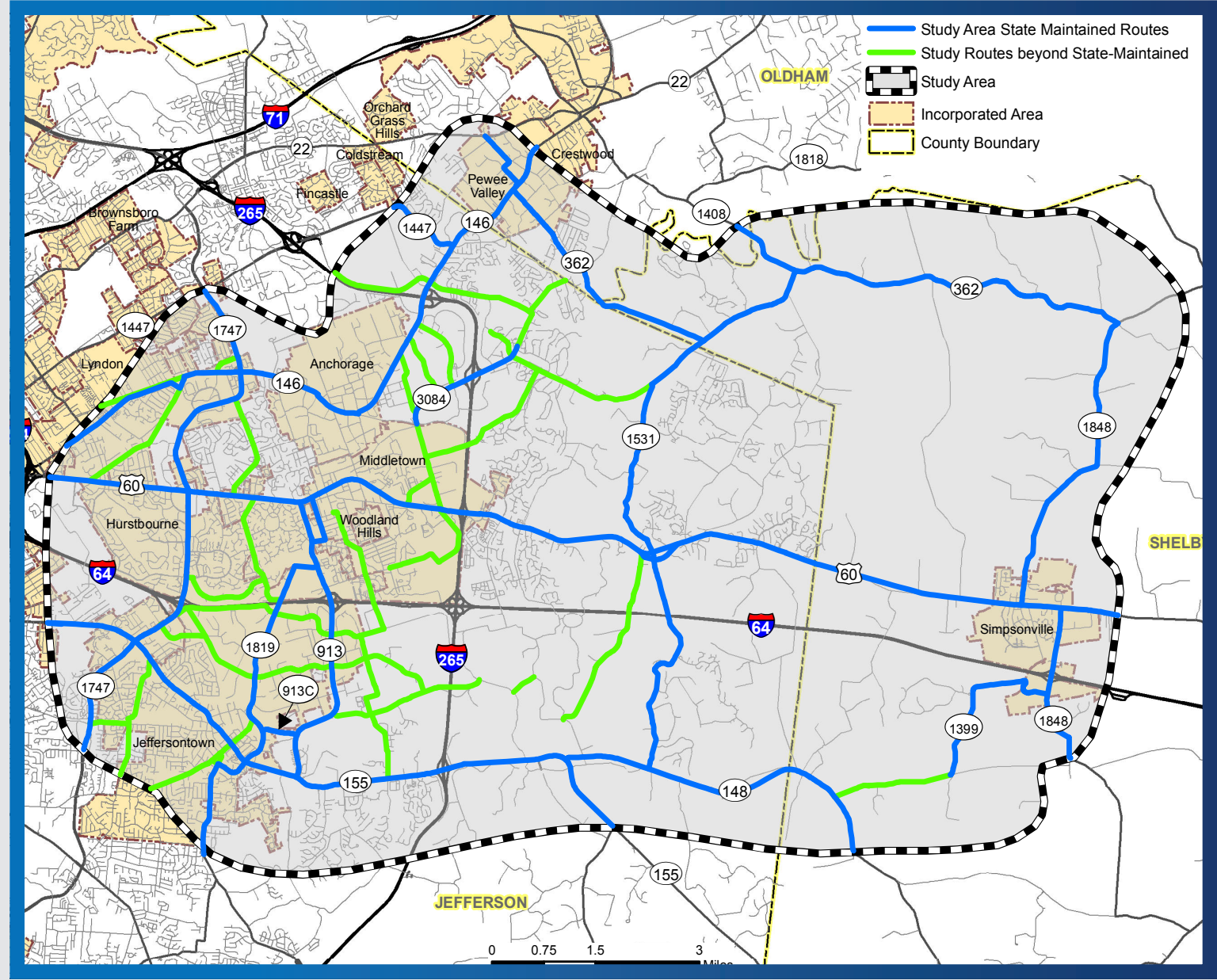


MIDDLETOWN to SIMPSONVILLE

NEEDS ANALYSIS STUDY

FINAL REPORT
JULY 2019



In Partnership With



Groundbreaking by Design.

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EXECUTIVE SUMMARY

The Kentucky Transportation Cabinet (KYTC) initiated a Needs Analysis Study for portions of Jefferson, Oldham, and Shelby counties. The study examined transportation needs related to safety and congestion on key routes in the study area to assist KYTC District 5 personnel and other elected public officials in the decision-making process as the 2020 Strategic Highway Investment Formula for Tomorrow (SHIFT) cycle began. SHIFT is the mechanism used to prioritize projects for Kentucky’s biennial highway plan; key steps in the process are illustrated in **Figure ES-1**.

The study began in October 2018, with the goal of producing information to feed into the 2020 SHIFT sponsorship phase, scheduled to occur January 2 through March 15, 2019. Therefore, the project team inventoried existing conditions (**Chapter 2**) on study routes, including state-maintained routes and a selection of city- and county-owned local roadways, representing nearly 140 centerline miles of highway. The team reviewed previous plans, projects, and studies (**Chapter 3**). KYTC District 5 provided a list of 40 projects for evaluation. Ten additional possible improvement concepts were developed after a gap analysis was completed (**Chapter 4**). A comprehensive project matrix was compiled (**Chapter 5**), summarizing up-to-date project descriptions, cost estimates, safety statistics, and congestion information.

Table ES-1 contains the matrix; project locations are shown geographically in **Figure ES-3 (p. ES-6)**. In total, 26 projects within the matrix were selected for sponsorship in 2020 SHIFT, shown with an asterisk by their name on the map.

Figure ES-2 contains a template for the matrix format, including a hypothetical project.

- The first portion of the matrix, noted with a red 1 and blue 2 in **Figure ES-2**, contain background information about the proposed project.
- The central portion, noted with a purple 3, describes year 2018 existing and year 2040 No-Build future traffic, highlighting any segments operating at Level of Service (LOS) E/F, having a volume to capacity (v/c) ratio ≥ 0.8 , or demonstrating Medium High/High delay as red text to emphasize potential priorities.
- Noted with a green 4 and gray 5, the next portions describe crashes and high Critical Crash Rate Factor (CCRF) spots/segments, highlighting locations with more than one high CCRF spot/segment or high crash areas exceeding expected crashes (EEC) based on roadway type as red text.
- The results of the geometric data review are included in the next column, noted with a yellow 6.
- The final section, noted with an orange 7, describes the year 2040 Build condition traffic.

How SHIFT Works

The List: KYTC starts with a list of projects previously identified by state and local transportation leaders (Area Development Districts, Metropolitan Planning Organizations and KYTC Districts). These leaders may add or subtract projects at this stage.

Sponsorship: To move forward, projects must either be sponsored by local transportation leaders or be committed projects—those listed in the previous State Highway Plan with funding beyond the design phase. Each ADD, MPO and District are allocated a number of sponsorships based on population, lane miles and number of counties served. After consulting with local elected officials, transportation leaders choose which projects to sponsor.

Review and Scoring: Each project is reviewed and scored on a scale of 0 to 100 with a formula that uses objective measures for five key attributes—safety, congestion, asset management, economic growth and benefit/cost. Projects of statewide significance—interstates, parkways and other major connecting routes—are scored first. The remaining projects, known as regional projects, are scored using a similar formula.

Statewide Priorities: KYTC identifies the top scoring statewide projects and about one-third are selected for priority funding. The remaining statewide projects are considered during the next phase.

Local Boosting: Local transportation leaders take the lead role in prioritizing regional priorities, which include highways and local roads as well as the remaining statewide projects. Using local insights, ADDs, MPOs and KYTC Districts may "boost" the scores for their top priority projects, adding 15 points to their base scores on the 0-to-100 point scale. Projects boosted by both the District and ADD/MPO receive an additional 30 points—a "turbo boost."

Regional Priorities: Kentucky is divided into four geographic regions—each containing three contiguous KYTC districts. Each region gets an equal allocation of funds. The top ranking projects in each region are the priorities considered in drafting the State Highway Plan.

Recommended State Highway Plan: KYTC combines the statewide and regional priorities to help develop the Governor’s Recommended State Highway Plan, which is presented to the General Assembly.

Enacted State Highway Plan: During the legislative session, lawmakers fine-tune the plan based on additional information and funding availability. The result is the Enacted State Highway Plan, which includes two years of funded projects and spending priorities for the following four years.

Figure ES-1: Key Steps in the 2020 SHIFT Process

Guide to interpreting the Matrix:

| 1 | | | | | | | 2 | | 3 | | | | | 4 | | 5 | | 6 | | 7 | | | | |
|-----------------|-------------------------|-----------|--------|-------|-------|--|---|---------------------------------------|---------------------|----------|---------------|---------|-------|----------------------------|-----------------|-------------|-----------------------|----------------------|----------------------------|-----------------|---------------------------------|-----------------------|-------------|----|
| Project ID | Other IDs | County | Route | BMP | EMP | Description of Improvement | Conceptual Project for Modeling & Cost Estimate | Other Notes | Existing Conditions | | | | | 7/15-6/18 Crashes (F//PDO) | High CCRF Sites | EEC Seg Int | Substandard Geometry | 2040 Build Summary | Project Development Status | Total Cost Est. | Bike/Ped | | | |
| | | | | | | | | | 2018 | | 2040 No Build | | | | | | | | | | | | | |
| | | | | | | | | | ADT | % Trucks | LOS | V/C | Delay | ADT | LOS | V/C | | | | | | | | |
| CHAF IP20000000 | Item 5-000 MTP # 001 | Jefferson | KY 000 | 0.000 | 1.000 | Widen KY 000 to five lanes from Begin Dr to End Rd | Major widening (five lanes) | Ranked 50th regionally in 2018 SHIFT. | 10,000 | 5 | D | 0.2-0.3 | ML-M | 13,000 | E | 0.2-0.4 | 100 crashes (0/10/90) | 0 segment 3 spots | 0.2 mi 1 int | 2 sharp curves | 13,500 ADT LOS A-B 0.2 V/C | Design & ROW complete | \$5,000,000 | No |

Figure ES-2: Guide to Data Headings in Stage 1 Matrix

Table ES-1: Stage 1 Matrix

| Project ID | Other IDs | County | Route | BMP | EMP | Description of Improvement | Conceptual Project for Modeling & Cost Estimate | Other Notes | Existing Conditions | | | | | | | | | | | Improvement Info | | | | |
|--|-------------------------------|-----------|---------|--------|--------|--|---|---|---------------------|----------|-----|---------|------------------------|----------------|-----|---------|-----------------------------|---------------------|---------------|---------------------------------------|---|----------------------------|-------------------------------|----------|
| | | | | | | | | | 2018 | | | | Delay | 2040 No Build | | | 7/15-6/18 Crashes (F/I/PDO) | High CCRF Sites | EEC Seg Int | Substandard Geometry | 2040 Build Summary | Project Development Status | Total Remaining Cost Estimate | Bike/Ped |
| | | | | | | | | | ADT | % Trucks | LOS | V/C | | ADT | LOS | V/C | | | | | | | | |
| Statewide Significance (Interstates & NHS Routes) | | | | | | | | | | | | | | | | | | | | | | | | |
| CHAF IP20160174 | Item 5-537.00/01/02 MTP # 958 | Jefferson | I-265 | 23.409 | 34.727 | SIX LANE PRIORITY SECTION OF I-265 BETWEEN TAYLORSVILLE ROAD AND I-71. | Major Widening (six lanes) | Priority 1-2-4 in 2015 Programming Study. Ranked 1st statewide in 2018 SHIFT. | 48,500-86,500 | 10-11 | | | L-H MH 2.6 mi H 0.2 mi | 56,000-95,000 | | | | | 2.6 mi 0 int | N/A | 64,000-115,000 ADT -7,027 VHT +11,242 VMT | Design ongoing | \$147,310,000 | N/A |
| CHAF IP20150080 | Item 5-558.00 MTP # 959 | 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). | Major Widening (six lanes) | Priority 5 of 5 in 2015 Programming Study. Ranked 29th statewide in 2018 SHIFT. | 66,000-71,000 | 9-12 | | | ML-M | 77,000-83,000 | | | | | 2.6 mi 0 int | N/A | 87,000-93,000 ADT -2,716 VHT +6,774 VMT | Pre-design | \$85,730,000 | N/A |
| CHAF IP20150184 | Item 5-549.00/01 MTP # 179 | Jefferson | I-265 | 24.600 | 26.400 | RECONSTRUCTION OF THE I-265/I-64 INTERCHANGE. (2016BOP) | Reconstruct I-265/I-64 Interchange | Priority in 2015 Programming Study. Ranked 33rd statewide (#5-549) and 22nd regionally (#5-21.2) in 2018 SHIFT. | 48,500 | 10.6 | | | L-H MH 0.7 mi H 0.3 mi | 56,000-111,000 | | | | | 3.4 mi 0 int | N/A | 57,000-111,000 -347 VHT -3,001 VMT | Design ongoing | \$41,330,000 | N/A |
| | | | I-64 | 18.600 | 19.200 | | | | 60,000-95,000 | 9.5 | | | | | | | | | | | | | | |
| CHAF IP20080196 | N/A | Jefferson | US 60 | 5.529 | 7.857 | Improve safety and reduce congestion on US 60 from I-264 to KY 1747. Project design will evaluate one added travel lane in each direction and consider bicycle and pedestrian facilities. | Major Widening (six+ lanes) | CHAF notes dense development, regional attractions, growing UL Shelby campus. Not sponsored in 2018 SHIFT. | 38,400-56,590 | 7.8 | C-E | 0.6-0.8 | ML-MH | 43,000-62,000 | D-E | 0.6-0.9 | 474 crashes (1/49/424) | 2 segments 4 spots | 0.8 mi 9 int | 10-foot lanes 1 fair condition bridge | 52,000-68,000 ADT LOS D 0.6-0.8 V/C | Pre-design | \$26,890,000 | Yes |
| Concept L | N/A | Jefferson | KY 155 | 3.000 | 4.200 | Improve safety and congestion on KY 155 (Taylorsville Lake Road) from KY 148 (Taylorsville Road) to KY 1531 (Routt Road). Project will evaluate the addition of one travel lane in each direction and the addition of bicycle and pedestrian facilities. | Major Widening (four lanes) | Covington by the Park development (800+ homes, retail) to add turn lanes. New project. | 17,460 | 7.5 | E | 0.6 | L | 28,000 | F | 1.0 | 25 crashes (0/3/22) | 0 segments 0 spot | 1.2 mi 2 int | 1 fair condition bridge | 29,000 ADT LOS B 0.4 V/C | Pre-design | \$16,926,000 | Yes |
| CHAF IP20080202 | Item 5-8908.00 MTP #956 | Jefferson | KY 155 | 4.400 | 5.750 | IMPROVE SAFETY AND REDUCE CONGESTION ON KY 155 (TAYLORSVILLE ROAD) FROM I-265 TO KY 148 (TAYLORSVILLE ROAD). PROJECT WILL EVALUATE UP TO 5-LANE WIDENING WITH TWO-WAY CENTER TURN LANE AND CONSIDER BICYCLE AND PEDESTRIAN FACILITIES. | Minor Widening (add center turn lane) | \$19.8M in SPP funds in 2018-24 SYP. Ranked 7th regionally in 2018 SHIFT (MP 4.4-6.3). | 20,310 | 7.5 | A-E | 0.2-0.5 | L | 25,000-29,000 | A-E | 0.3-0.8 | 87 crashes (1/29/57) | 0 segments 2 spots | 0.7 mi 3 int | N/A | 28,000-29,000 ADT LOS A-E 0.3-0.7 V/C | Pre-design | \$19,840,000 | Yes |
| CHAF IP20080218 | Item 5-8953 MTP # 2384 | Jefferson | KY 1747 | 13.400 | 13.600 | IMPROVE THE HURSTBOURNE PARKWAY (KY 1747) AT SHELBYVILLE ROAD (US 60) INTERSECTION TO INCREASE CAPACITY, REDUCE DELAYS, AND IMPROVE SAFETY. (SEE 5-344.02) | Intersection Improvements | In 2016-22 SYP but not 2018-24. Ranked 126th regionally in 2018 SHIFT. | 22,180-33,930 | 2-10 | E | 0.3-0.4 | M | 26,000-40,000 | F | 0.4-0.5 | 83 crashes (0/5/78) | 2 segments 2 spots | 0.4 mi 1 int | 1 sharp curve | 26,000-40,000 ADT LOS E-F for intersection | Design completed | \$4,390,000 | No |
| | | | US 60 | 7.857 | 7.857 | | | | 38,400 | 8-10 | | 0.5-0.6 | | 43,000 | | 0.5-0.7 | -- | -- | N/A | 43,000 ADT | | | | |
| CHAF IP20080197 | MTP #479 | Jefferson | US 60 | 7.857 | 11.093 | Improve safety and reduce congestion on US 60 from KY 1747 to Old Shelbyville Road (CS3596). Project will evaluate the addition of one travel lane in each direction and will consider accommodations for bicyclists, pedestrians, and transit users. | Major Widening (six lanes) | CHAF notes dense development, regional attractions, growing area. Ranked 184th regionally in 2018 SHIFT. | 30,500-45,600 | 2-10 | C-D | 0.4-0.7 | ML-MH | 35,000-60,000 | C-E | 0.5-1.0 | 753 crashes (1/97/655) | 5 segments 14 spots | 2.1 mi 19 int | 1 steep grade 1 sharp curve | 38,000-56,000 ADT LOS B-D 0.4-0.6 V/C | Pre-design | \$54,883,000 | Yes |
| CHAF IP20180043 | Item 5-80001.00 | Jefferson | US 60 | 11.093 | 11.684 | WIDEN US-60 TO 6 LANES FROM OLD SHELBYVILLE RD. TO NORTH ENGLISH STATION RD. (18CCN) | Major Widening (six lanes) | \$4.0M in SPP funds in 2018-24 SYP. Not sponsored in 2018 SHIFT. | 32,430-35,620 | 9.6 | C | 0.6 | MH | 41,000-45,000 | D | 0.7-0.8 | 208 crashes (0/20/188) | 1 segment 3 spots | 0.5 mi 3 int | N/A | 42,000-46,000 ADT LOS C 0.5 V/C | Pre-design | \$4,025,000 | Yes |
| CHAF IP20080201 | MTP # 1372 | Jefferson | KY 155 | 6.300 | 9.350 | Improve safety and reduce congestion on KY 155 from Watterson Trail to I-265. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities. | Major Widening (five lanes) | CHAF notes developing area plus commuter link for Shelby & Spencer Co. Ranked 108th regionally in 2018 SHIFT. | 11,620-18,060 | 7-15 | A-E | 0.2-0.5 | L-ML | 17,000-23,000 | A-E | 0.3-0.7 | 241 crashes (2/30/209) | 2 segments 4 spots | 1.1 mi 5 int | N/A | 24,000-32,000 ADT LOS A-B 0.3-0.4 V/C | Pre-design | \$24,300,000 | Yes |
| CHAF IP20130147 | Item 5-808.00 TIP #1507 | Jefferson | KY 155 | 4.400 | 5.000 | SAFETY PROJECT FOR RECONSTRUCTION OF TAYLORSVILLE ROAD AND SOUTH POPE LICK ROAD INTERSECTION AND BRIDGE OVER POPE LICK CREEK. (2016BOP) | Safety/Hazard Elimination (intersection/bridge) | \$2.1M in STP funds in 2018-24 SYP. Ranked 79th regionally in 2018 SHIFT. | 20,310 | 7.5 | E | 0.5 | ML | 29,000 | E | 0.7 | 47 crashes (1/18/28) | 0 segments 1 spot | 0.3 mi 3 int | 1 poor condition bridge | Minimal operational changes | Design ongoing | \$2,125,000 | Yes |
| CHAF IP20080203 | MTP # 469 | Jefferson | KY 155 | 11.395 | 13.314 | Improve safety and reduce congestion on KY 155 from Hikes Lane/Browns Lane to KY 1747 (Hursbourne Parkway). To include bicycle and pedestrian facilities. | Major Widening (six lanes) | CHAF notes developing area. Ranked 254th regionally in 2018 SHIFT. | 30,850-42,020 | 7-8 | B-D | 0.3-.07 | L-M | 36,000-46,000 | C-D | 0.4-0.8 | 202 crashes (0/41/161) | 0 segments 4 spots | 0.9 mi 8 int | N/A | 38,000-58,000 ADT LOS C-D 0.4-0.7 V/C | Pre-design | \$15,450,000 | Yes |

| Project ID | Other IDs | County | Route | BMP | EMP | Description of Improvement | Conceptual Project for Modeling & Cost Estimate | Other Notes | Existing Conditions | | | | | | | | | | | Improvement Info | | | | | |
|-------------------------------|--|-----------|---------------------------|--------|--------|--|---|--|---------------------|----------|-----|---------|-------------------|---------------|-----|---------|-----------------------------|-----------------------|------------------|----------------------|---|----------------------------|-------------------------------|----------|--|
| | | | | | | | | | 2018 | | | | Delay | 2040 No Build | | | 7/15-6/18 Crashes (F/I/PDO) | High CCRF Sites | EEC Seg Int | Substandard Geometry | 2040 Build Summary | Project Development Status | Total Remaining Cost Estimate | Bike/Ped | |
| | | | | | | | | | ADT | % Trucks | LOS | V/C | | ADT | LOS | V/C | | | | | | | | | |
| CHAF IP20130135 | Item 5-555.00 | Jefferson | KY 1747 | 10.500 | 11.995 | REDUCE CONGESTION AND IMPROVE SAFETY ALONG KY-1747 (HURSTBOURNE PARKWAY) FROM STONY BROOK DRIVE TO I-64. | Congestion Management | \$250K NH planning funds in 2018-24 SYP. Ranked 11th regionally in 2018 SHIFT. | 32,680-56,410 | 3-4 | B-C | 0.3-0.5 | ML-MH | 34,000-62,000 | B-C | 0.4-0.5 | 709 crashes (0/75/634) | 5 segments 9 spots | 0.9 mi 10 int | N/A | 38,000-66,000 ADT LOS B-C 0.4-0.6 | Pre-design | \$3,436,279 | Yes | |
| Concept G CHAF IP20080217 | N/A | Jefferson | KY 1747 | 7.489 | 11.033 | Improve safety and mobility on KY 1747 (South Hurstbourne Parkway) from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). Project will evaluate operational improvements and signal optimization. | Safety Improvements | MTP #386 (1999) showed 6 lane widening with improved access to Christian Academy. New project. | 24,300-32,680 | 4.3 | B-C | 0.3-0.5 | L-M | 34,000 | B-C | 0.4-0.5 | 304 crashes (0/36/268) | 1 segment 6 spots | 1.7 mi 4 int | 1 sharp curve | Minimal operational changes | Pre-design | \$2,106,000 | Yes | |
| CHAF IP20150185 | Item 5-41.10 | Jefferson | I-265 | 26.500 | 27.100 | 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) | Reconstruct I-265/US 60 Interchange as SPUI with C/D to I-64 Interchange | Ranked 185th regionally in 2018 SHIFT. | 86,500 | 10.0 | | | L-MH MH 1.0 MI | 83,000-95,000 | | | | | 0.3 mi 8 int | N/A | 83,000-95,000 -180 VHT -1,289 VMT | Pre-design | \$64,410,000 | N/A | |
| | | | US 60 | 11.800 | 12.300 | | | | 34,500 | 2.0 | | | | | | | | | N/A | | | | | | |
| CHAF IP20150293 | Item 5-344.01 MTP # 359 | Jefferson | KY 1747 | 12.289 | 13.362 | WIDEN SOUTHBOUND HURSTBOURNE LANE TO 3 LANES FROM LINN STATION RD (CS-1004H) TO EDEN AVE (CS-1660H). (06CCR)(03KYD)(2006BOPP)(SEE 5-344.02 FOR KYD C PHASE)(14CCR) | Reconstruction (add 3rd SB thru lane) | In 2016-22 SYP but not 2018-24. Ranked 36th statewide and 32nd regionally in 2018 SHIFT. | 33,930 | 2 | B-C | 0.3-0.4 | ML-M | 26,000-40,000 | B | 0.4 | 205 crashes (0/33/172) | 0 segment 2 spots | 1.0 mi 3 int | N/A | 39,000-43,000 ADT LOS C 0.4-0.7 V/C | Utilities cleared | \$5,810,000 | No | |
| Concept O | N/A | Jefferson | I-265 | 22.700 | 23.400 | Improve safety and reduce congestion on the I-265/KY 155 (Taylorsville Road) interchange. Project will evaluate reconstruction of the interchange. | Reconstruct I-265/KY 155 Interchange | Identified in 2015 Programming Study (moderate/low priority). New project. | 71,000 | 12.4 | | | L-M | 56,000-83,000 | | | | | 0.5 mi 3 int | N/A | 56,000-83,000 -75 VHT +160 VMT | Pre-design | \$32,366,000 | N/A | |
| | | | KY 155 | 6.058 | 6.058 | | | | 20,000 | 6.7 | | | | | | | | N/A | | | | | | | |
| Concept O2 | N/A | Jefferson | KY 155 | 6.058 | 6.058 | Improve safety and mobility at the I-265/KY 155 (Taylorsville Road) interchange. Project will evaluate the addition of a second eastbound left turn lane on KY 155 to northbound I-265 with consideration of bicycle and pedestrian facilities. | Add second eastbound left | Short term option versus Concept O. Also identified in 2015 Programming Study. | 20,000 | 6.7 | | | L | | | | 12 crashes (0/2/10) | 1 segment 1 spot | 0 mi 1 int | N/A | Minimal operational changes | Pre-design | \$4,790,000 | Yes | |
| CHAF IP20080192 | MTP #1514 | Jefferson | I-265 | 24.000 | 24.600 | Provide connectivity and improved mobility on I-265 at Rehl Road. The Rehl Road portion would include enhanced safety for bicyclists and pedestrians. | New Interchange at I-265/Rehl Road | Identified in 2015 Programming Study (moderate/low priority). | 48,500 | 10.6 | | | M | 56,000 | | | | | 0.6 mi 0 int | N/A | 57,000 ADT +508 VHT -6,500 VMT | Pre-design | \$36,580,000 | N/A | |
| CHAF IP20150139 | Item 5-80002.00 Item 5-80000.00 Item 5-8200.1 MTP # 390 | Jefferson | I-64 | 21.000 | 22.000 | NEW INTERCHANGE ON I-64E EAST OF THE GENE SNYDER FREEWAY. EASTWOOD FISHERVILLE CONNECTOR TO I-64. (18CCN) | New Eastwood/Fisherville Interchange with connection between US 60 and KY 148 | Ranked 186th regionally in 2018 SHIFT. | 60,000 | 9.5 | | | L-ML | 75,000 | | | | | 0 mi 0 int | N/A | 78,000 ADT +59 VHT -1,970 VMT | Pre-design | \$74,240,000 | N/A | |
| CHAF IP20160184 | Item 5-8905.00 MTP # 2383 | Jefferson | KY 1747 | 9.483 | 9.583 | EXTEND THE LEFT TURN LANE ON HURSTBOURNE LANE AT INTERSECTION WITH SIX MILE LANE. | Safety/Hazard Elimination (extend left turn lane) | In 2016-22 SYP but not 2018-24. Ranked 156th regionally in 2018 SHIFT. | 24,300 | 4.3 | B | 0.3 | ML | 34,000 | B | 0.4 | 29 crashes (0/3/26) | 0 segment 1 spot | 0.1 mi 0 int | N/A | Minimal operational changes. Queue storage ratio improves (<1). | Pre-design | \$200,000 | No | |
| | | | Six Mile Ln | 2.868 | 2.868 | | | | 7,130 | -- | -- | -- | | 10,160 | -- | -- | -- | -- | 1 sharp curve | | | | | | |
| Other Regional & Local Routes | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHAF IP20080200 | MTP # 443 | Jefferson | KY 146 | 6.964 | 8.251 | Improve safety and reduce congestion on KY 146 from Nelson Miller Parkway (CR1019C) to Reamers Road (CR1004D). To include consideration for bicycle and pedestrian facilities. Project will consider improvements to the I-265/KY 146 Interchange and the addition of one travel lane in each direction. | Major Widening (five lanes) | CHAF notes regional attractions, anticipated growth, adjacent rail line. Ranked 118th regionally in 2018 SHIFT (MP 7.5-8.3). | 11,070-18,680 | 3-6 | A-E | 0.2-0.6 | L-ML | 14,000-23,000 | A-E | 0.2-0.8 | 224 crashes (0/23/201) | 2 segments 4 spots | 0.7 mi 6 int | N/A | 15,000-33,000 ADT LOS B-C 0.3-0.5 V/C | Pre-design | \$14,500,000 | Yes | |
| CHAF IP20150319 | Item 5-373 MTP # 233 | Jefferson | KY 1819 | 10.795 | 12.811 | RECONSTRUCT AND WIDEN WATTERSON TRAIL FROM PLANTSIDE DRIVE TO BLANKENBAKER ROAD. (98CCR) | Major Widening | Ranked 100th regionally in 2018 SHIFT. | 5,840-10,880 | 8-9 | E | 0.2-0.3 | L-ML | 8,000-13,000 | E | 0.2-0.4 | 79 crashes (0/11/68) | 0 segment 3 spots | 0.9 mi 2 int | 6 sharp curves | 9,300-13,000 ADT LOS A-B 0.2 V/C | ROW complete | \$15,280,000 | No | |
| CHAF IP20170032 | Item 5-353.00 MTP # 188 | Jefferson | N English Stn CR-1006C | 0.457 | 1.232 | WIDEN ENGLISH STATION ROAD FROM 2 TO 3 LANES (3RD LANE WILL BE A CENTER LANE) FROM AIKEN ROAD TO AVOCA ROAD. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | Minor Widening (add center turn lane) | \$6.5M SLO const funds in 2018-24 SYP. Ranked 32nd regionally in 2018 SHIFT. | 17,400 | 8.6 | E | 0.6 | ML-M | 16,000-22,000 | E | 0.6-0.8 | 0 crashes | -- | 0.5 mi 0 int | 10-foot lanes | 18,000-23,000 ADT LOS D-E 0.4-0.5 V/C | Design & ROW ongoing | \$6,410,000 | Yes | |

| Project ID | Other IDs | County | Route | BMP | EMP | Description of Improvement | Conceptual Project for Modeling & Cost Estimate | Other Notes | Existing Conditions | | | | | | | | | | Improvement Info | | | | | |
|---------------------------|-----------------------------------|-----------|---------------------|--------|--------|---|---|---|---------------------|----------|-----|---------|-------|---------------|-----|---------|-----------------------------|------------------|------------------|------------------------------|---|----------------------------|-------------------------------|----------|
| | | | | | | | | | 2018 | | | | Delay | 2040 No Build | | | 7/15-6/18 Crashes (F/I/PDO) | High CCRF Sites | EEC Seg Int | Substandard Geometry | 2040 Build Summary | Project Development Status | Total Remaining Cost Estimate | Bike/Ped |
| | | | | | | | | | ADT | % Trucks | LOS | V/C | | ADT | LOS | V/C | | | | | | | | |
| CHAF IP20080214 | Overlaps MTP # 484 | Jefferson | KY 1447 | 7.500 | 9.240 | Improve safety and reduce congestion on KY 1447 (Westport Road) from Murphy Lane to KY 146. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities. | Minor Widening (add center turn lane) | CHAF notes ongoing growth, Ford plant freight and employee flows. Not sponsored in 2018 SHIFT. | 7,540 | 18.3 | E | 0.2 | L | 11,000 | E | 0.4 | 54 crashes (0/8/46) | 0 segment 1 spot | 0.6 mi 5 int | 5 sharp curves 10-foot lanes | 11,000 ADT LOS E 0.4 V/C | Pre-design | \$5,470,000 | Yes |
| Concept R | N/A | Jefferson | KY 146 | 2.740 | 2.740 | Improve safety at the KY 146 (LaGrange Road)/Whipps Mill (CR-1005C) intersection. Project will evaluate adding a two-way center turn lane and other capacity improvements including consideration of bicycle and pedestrian facilities. | Intersection Improvements | New project | 9,710 | 5.5 | D-E | 0.3 | L-ML | 13,000 | D-F | 0.4 | 2 crashes (0/0/2) | 0 segment 1 spot | 0 mi 1 int | sharp curve | 13,000 ADT LOS D-E for intersection | Pre-design | \$2,880,000 | Yes |
| | | | Whipps Mill | 2.740 | 2.740 | | | | 8,100 | -- | -- | -- | -- | -- | -- | -- | -- | | | | | | | |
| CHAF IP20160185 | Item 5-8203.00 MTP # 1819 | Jefferson | KY 1819 | 6.900 | 8.100 | RECONSTRUCT BILLTOWN ROAD FROM NORTH OF COLONNADES PLACE TO SOUTH OF EASUM ROAD.(04CCN)(06CCN)(08CCR)(10CCR)(12CCR) | Reconstruction of three intersections | \$2.7M SPP const funds in 2018-24 STP. Ranked 17th regionally in 2018 SHIFT. | 13,770-13,900 | 4-7 | E | 0.5 | L | 18,000 | E | 0.6-0.7 | 39 crashes (0/4/35) | 0 segment 0 spot | 0.3 mi 7 int | 3 sharp curves 10-foot lanes | 18,000 ADT LOS E 0.6-0.7 V/C | ROW complete | \$2,700,000 | No |
| CHAF IP20080219 | MTP # 257 | Jefferson | KY 1819 | 5.300 | 8.900 | Improve safety, mobility for all modes, and address geometric deficiencies along KY 1819 (Billtown Road) from I-265 (Gene Snyder Freeway) to Ruckriegel Parkway/Billtown Road (in and near Jeffersontown). Project will evaluate 3-lane widening and consider accommodations for bicyclists and pedestrians | Minor Widening | Ultimate solution beyond IP20160185. CHAF notes ongoing growth. Not sponsored in 2018 SHIFT. | 13,770-13,900 | 4-7 | E | 0.5 | L | 18,000 | E | 0.5-0.7 | 94 crashes (0/12/82) | 0 segment 0 spot | 1.3 mi 12 int | 3 sharp curves 10-foot lanes | 16,000-18,000 ADT LOS E 0.5-0.7 V/C | Pre-design | \$27,120,000 | Yes |
| Concept C CHAF IP20080198 | Overlaps MTP # 953 | Jefferson | US 60 | 15.114 | 17.375 | Improve safety and reduce congestion on US 60 from Rockcrest Way (CS-3157) to Notting Hill Blvd (CS-1224) at the Jefferson/Shelby County line. Project design will evaluate 3-lane widening with a continuous two-way center turn lane and other low impact alternatives. Design will also consider accommodations for bicyclists, pedestrians, and future transit users. | Minor Widening (add center turn lane) | New project. | 13,570-19,330 | 6.6 | B-E | 0.3-0.5 | L | 19,000-26,000 | B-E | 0.4-0.7 | 33 crashes (0/5/28) | 0 segment 0 spot | 0 mi 3 int | 1 poor condition bridge | 20,000-26,000 ADT LOS B-E 0.4-0.7 V/C | Pre-design | \$9,953,750 | Yes |
| CHAF IP20080252 | MTP # 412 | 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 Crestwood. Project design will consider reconstructing KY 146 as a 2 lane road (no additional lanes) from Jefferson/Oldham County line to Pryor Avenue in Oldham County with consideration for turn lanes at Ash Avenue, Houston Avenue, Maple Avenue, and Central Avenue. | Reconstruction | CHAF notes regional attractions, anticipated growth, adjacent rail line. Not sponsored in 2018 SHIFT. | 9,920-19,130 | 5.8 | A-E | 0.2-0.4 | L | 12,000-24,000 | E | 0.5 | 59 crashes (1/10/48) | 0 segment 1 spot | 0.7 mi 5 int | 10-foot lanes | 16,000 ADT LOS E 0.5-0.6 V/C | Pre-design | \$14,750,000 | Yes |
| CHAF IP20080234 | MTP # 472 | Jefferson | Tucker Stn CR-1001H | 1.079 | 3.538 | Reconstruct Tucker Station Road from Rehl Road to Ellingsworth Lane. Project design will evaluate 2 lane road (no added lanes) and consider intersection improvements (S. Pope Lick, Rehl Road, & Ellingsworth Lane) and bicycle and pedestrian facilities. | Reconstruction (no additional lanes) | CHAF notes ongoing growth, few I-64 crossings. Not sponsored in 2018 SHIFT. | 4,220 | 6.9 | C-D | 0.3 | L | 6,300-7,800 | D-E | 0.4-0.5 | -- | -- | 0.2 mi 0 int | 5 sharp curves 10-foot lanes | 6,300-7,800 ADT LOS D-E 0.4-0.5 V/C | Pre-design | \$11,880,000 | Yes |
| CHAF IP20160176 | Item 5-8952.00 Overlaps MTP # 953 | Jefferson | US 60 | 14.718 | 15.114 | WIDEN US-60 TO THREE LANES FROM EASTWOOD CUTOFF (MP 14.7) TO ROCKCREST WAY (MP 15.1). (16CCN) | Minor Widening and Intersection Improvements | \$1.9M in SPP funds in 2018-24 SYP. Ranked 80th regionally in 2018 SHIFT. | 19,330 | 6.6 | B | 0.3 | L | 26,000 | B | 0.4 | 32 crashes (1/3/28) | 0 segment 1 spot | 0.1 mi 2 int | 4 sharp curves | 25,000 ADT LOS B 0.4 V/C | Pre-design | \$2,075,000 | No |

| Project ID | Other IDs | County | Route | BMP | EMP | Description of Improvement | Conceptual Project for Modeling & Cost Estimate | Other Notes | Existing Conditions | | | | | | | | | | Improvement Info | | | | | |
|-----------------|---------------|-----------|------------------------|-------|--------|--|---|---|---------------------|----------|-----|---------|-------|---------------|-----|---------|-----------------------------|----------------------|------------------|--|--|----------------------------|-------------------------------|----------|
| | | | | | | | | | 2018 | | | | Delay | 2040 No Build | | | 7/15-6/18 Crashes (F/I/PDO) | High CCRF Sites | EEC Seg Int | Substandard Geometry | 2040 Build Summary | Project Development Status | Total Remaining Cost Estimate | Bike/Ped |
| | | | | | | | | | ADT | % Trucks | LOS | V/C | | ADT | LOS | V/C | | | | | | | | |
| CHAF IP20130132 | N/A | 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). Includes consideration of a 3 lane widening with a two-way left turn lane and bike/ped accommodations. | Safety/Hazard Elimination | CHAF notes future connection to Old Henry Rd (IP20110079). Not sponsored in 2018 SHIFT. | 1,590-4,290 | 5 | B-D | 0.1-0.2 | L | 3,100-6,900 | C-D | 0.1-0.3 | 16 crashes (0/2/14) | 0 segments 1 spot | 0 mi 4 int | 2 sharp curves 1 poor condition bridge 1 fair condition bridge 9-foot lanes | 2,200-7,700 ADT LOS C-D 0.1-0.3 V/C | Pre-design | \$10,385,000 | Yes |
| Concept N | N/A | Oldham | KY 362 | 0.000 | 0.000 | Improve safety at the KY 22/KY 362 intersection. Project will evaluate adding a northbound right turn lane on KY 362 (Central Avenue) to KY 22 (Ballardville Road) and add a westbound left turn lane and an eastbound right turn lane on KY 22 at KY 362. | Intersection Improvements | Moderate short-term in KY 22 Scoping study (2005). New project. | 1,940 | 5 | A | 0.1 | L | 4,400 | B | 0.1 | 2 crashes (0/0/2) | 0 segment 0 spot | 0.1 mi 0 int | skewed intersection 9-foot lanes on KY 362 | Minimal operational changes | Pre-design | \$3,780,000 | No |
| | | | KY 22 | 1.825 | 1.825 | | | | 9,100 | -- | -- | -- | | -- | -- | -- | -- | -- | | | | | | |
| CHAF IP20080215 | MTP # 411 | Jefferson | KY 1531 | 9.100 | 11.900 | 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. Project will consider bicycle and pedestrian facilities. | Reconstruction (no additional lanes) | CHAF notes ongoing growth, outlet for US 60 congestion. Not sponsored in 2018 SHIFT. | 940-2,420 | 7-11 | B | 0.1 | L | 2,600-4,300 | C | 0.1-0.2 | 9 crashes (0/1/8) | 0 segment 0 spot | 0 mi 2 int | 16 sharp curves 1 fair condition bridge 9-foot lanes | 3,500-4,300 ADT LOS C 0.1-0.2 V/C | Pre-design | \$11,830,000 | Yes |
| Concept D | Comp Plan #29 | Shelby | KY 1848 | 6.418 | 7.005 | Improve connectivity to KY 1848 (Todds Point Road) from Grand Central Drive to approximately 3,100 feet north of Grand Central Drive. Project will consider roadway widening with no additional thru lanes and bicycle and pedestrian facilities. | Minor Widening | New project. | 2,690 | 8.2 | C | 0.1 | L | 5,200 | C | 0.2 | 3 crashes (0/0/3) | 0 segment 0 spot | 0.1 mi 0 int | 2 sharp curves 9-foot lanes | 5,200 ADT LOS C 0.2 V/C | Pre-design | \$3,340,750 | Yes |
| Concept A | MTP #1323 | Jefferson | Flat Rock CR-1002D | 0.000 | 3.848 | Improve safety on Flat Rock Road (CR-1002D) from Shelbyville Road (US 60) to Aiken Road (KY 1531). Project will evaluate widening with no additional thru lanes and consider bicycle and pedestrian facilities. Bicycle and pedestrian facilities would be proposed due to parks etc. in area. | Minor Widening | KIPDA MTP project. US 60 intersection already improved. New project. | 4,800 | -- | -- | -- | L | -- | -- | -- | -- | -- | -- | sharp curves 10-foot lanes | 6,700 ADT LOS D 0.3 V/C | Pre-design | \$75,237,000 | No |
| CHAF IP20110077 | MTP # 277 | Jefferson | S English Stn CR-1002J | 2.950 | 3.900 | Reconstruct South English Station Road (CR1002J) from Poplar Lane to Christian Academy. Project design will evaluate 2 lane road (no added lanes) and consider bicycle and pedestrian facilities. | Reconstruction (no additional lanes) | Not sponsored in 2018 SHIFT. | 1,700 | -- | -- | -- | L | -- | -- | -- | -- | -- | 0.4 mi 0 int | N/A | 1,700 ADT LOS C 0.2 V/C | Pre-design | \$2,060,000 | Yes |
| CHAF IP20080232 | MTP # 462 | Jefferson | Rehl CR-1006H | 0.000 | 2.255 | Reconstruct Rehl Road from KY 913 (Blankenbaker Parkway) to S. Pope Lick Road. Project design will evaluate 2 lane road (no added lanes) and consider bicycle and pedestrian facilities. | Reconstruction (no additional lanes) | CHAF notes proposed growth from new interchange (IP20080192). Not sponsored in 2018 SHIFT. | 750 | 2 | B | 0.1 | L | 3,000 | C | 0.3 | ±7 crashes | -- | 0.1 mi 1 int | 3 sharp curves 9- to 10-foot lanes | 3,000 ADT LOS C 0.3 V/C | Pre-design | \$12,060,000 | Yes |
| Concept M | MTP #1325 | Jefferson | Old Heady CR-1008H | 0.000 | 1.376 | Improve safety and mobility on Old Heady Road (CR-1008H) from KY 155 (Taylorsville Road) to Chenoweth Run Road (CR-1003H). Project will evaluate adding a two-way center turn lane and bicycle and pedestrian facilities. | Widening with Center Turn Lane | MTP (2004) shows adding TWLTL. New project. | 4,350 | -- | -- | -- | L | -- | -- | -- | -- | -- | 0 mi 1 int | 10-foot lanes sharp curves | 5,400 ADT LOS C 0.2 V/C | Pre-design | \$52,087,000 | Yes |
| CHAF IP20080227 | MTP # 277 | Jefferson | Ellingsworth CS-1030H | 0.000 | 0.607 | Extend & widen Ellingsworth Lane from KY 913 (Blankenbaker Parkway) to Urton Lane. Project design will evaluate 3 lane road with two-way center turn lane and consider bicycle and pedestrian facilities. | Extend/widen Ellingsworth Lane (add center turn lane) | CHAF notes dense development, proposed link to Urton (IP20120002). Not sponsored in 2018 SHIFT. | 7,000 | -- | -- | -- | N/A | 3,700 | -- | -- | -- | -- | 0.1 mi 0 int | N/A | -18 VHT +105 VMT | Pre-design | \$4,420,000 | Yes |

| Project ID | Other IDs | County | Route | BMP | EMP | Description of Improvement | Conceptual Project for Modeling & Cost Estimate | Other Notes | Existing Conditions | | | | | | | | | | Improvement Info | | | | | |
|-----------------|---------------------------|-----------|-----------------------|-------|--|---|--|--|---------------------|----------|-----|-----|-------|---------------|-----|-----|-----------------------------|-----------------|-------------------------|------------------------|--------------------|----------------------------|-------------------------------|----------|
| | | | | | | | | | 2018 | | | | Delay | 2040 No Build | | | 7/15-6/18 Crashes (F/I/PDO) | High CCRF Sites | EEC Seg Int | Substandard Geometry | 2040 Build Summary | Project Development Status | Total Remaining Cost Estimate | Bike/Ped |
| | | | | | | | | | ADT | % Trucks | LOS | V/C | | ADT | LOS | V/C | | | | | | | | |
| CHAF IP20080242 | MTP # 258 | Jefferson | Blowing Tree CS-1163H | 0.000 | 0.459 | Extend & reconstruct Blowing Tree Boulevard from KY 155 (Taylorsville Road) to Bunsen Parkway. Project design will evaluate 3 lane road with two-way center turn lane and consider bicycle and pedestrian facilities. | Extend/widen Blowing Tree Blvd (three lanes) | CHAF notes dense development, outlet for KY 155 and KY 1747 congestion. Ranked 329th regionally in 2018 SHIFT. | 1,900 | -- | -- | -- | N/A | -- | -- | -- | -- | -- | Narrow lanes | -435 VHT -4,971 VMT* | Pre-design | \$4,530,000 | Yes | |
| CHAF IP20110073 | MTP # 265 | Jefferson | New | N/A | Improve Safety & Connectivity and Reduce Congestion along Shelbyville Road (US60), Hurstbourne Lane (KY 1747), Interstate I-64 and Taylorsville Road (KY 155) in the vicinity of Oxmoor Farms. Project will consider a Bunsen Boulevard/Christian Way connector as a 5 lane (5th lane will be a center turn lane) divided highway with consideration of bicycle and pedestrian facilities. | Bunsen Blvd/Christian Way Connector (five lanes) | CHAF notes proposed growth (Bullitt Farm), poor connectivity, US 60 & KY 1747 congestion. Ranked 167th regionally in 2018 SHIFT. | -- | -- | -- | -- | N/A | -- | -- | -- | -- | -- | N/A | -623 VHT -8,965 VMT* | Pre-design | \$23,440,000 | Yes | | |
| CHAF IP20110074 | MTP # 260 | Jefferson | New | N/A | Improve Safety and Connectivity and Reduce Congestion along Shelbyville Road (US60), Hurstbourne Lane (KY 1747), Interstate I 64 and Taylorsville Road (KY 155) in the vicinity of Oxmoor Farms. Project will consider a Bowling Boulevard/Christian Way connector as a 5 lane (5th lane will be a center turn lane) divided highway with consideration of bicycle and pedestrian facilities. | Bowling Blvd/Christian Way Connector (five lanes) | CHAF notes proposed growth (Bullitt Farm), poor connectivity, US 60 & KY 1747 congestion. Ranked 157th regionally in 2018 SHIFT. | -- | -- | -- | -- | N/A | -- | -- | -- | -- | -- | N/A | -1,173 VHT -367 VMT* | Pre-design | \$23,750,000 | Yes | | |
| CHAF IP20110079 | Item 5-376.00 MTP # 198 | Oldham | New | N/A | New Route Between KY 362 (Ash Avenue) in Pewee Valley and KY 22 (Ballardsville Road)/KY 329B (KY 329 Bypass) In Crestwood. Project is Section 2 of the 5-367.00 Crestwood Bypass Parent Project. Section 1, KY 3084 (Old Henry Road) From I-265 (Gene Snyder Freeway) To KY 362 (Ash Avenue), being constructed under 5-367.20. Project design will evaluate 3-lane roadway section with Two-Way Center Turn Lane and will consider accommodations for bicyclists and pedestrians. | Connector (four lanes), Old Henry Rd Interchange to KY 22 | CHAF notes proposed connection replacing KY 146. Not sponsored in 2018 SHIFT. | -- | -- | -- | -- | N/A | -- | -- | -- | -- | -- | N/A | -4,482 VHT -6,321 VMT | Pre-design | \$47,330,000 | Yes | | |
| CHAF IP20120002 | MTP # 474 | Jefferson | New | N/A | Extend Urton Lane from north of I-64 to Seatonville Road. Includes consideration of facilities for all modes (pedestrian, bicycle, SOV, and transit). | Extend Urton Lane (three lanes), north of I-64 to Seatonville Rd | CHAF notes planned growth, development potential, outlet for I-265. Not sponsored in 2018 SHIFT. | 2,400-6,500 | -- | -- | -- | N/A | -- | -- | -- | -- | -- | N/A | -1,594 VHT -2,721 VMT | Pre-design | \$61,500,000 | Yes | | |
| CHAF IP20160276 | Item 5-367.20/.21 | Oldham | New | N/A | EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR)(18CCN) | Extend Old Henry Rd to KY 362 Ash Ave | CHAF notes traffic uses residential Village Green Blvd to access Old Henry Rd today. Ranked 129th regionally in 2018 SHIFT. | -- | -- | -- | -- | N/A | -- | -- | -- | -- | -- | N/A | -1,393 VHT -1,364 VMT | Utilities ongoing | \$18,180,000 | Yes | | |
| CHAF IP20170096 | Item 5-80003.00 MTP # 458 | Jefferson | New | N/A | EXTEND PLANTSIDE DRIVE FROM REHL ROAD TO TAYLORSVILLE ROAD (18CCN) | Extend Plantside Drive, Rehl Rd to KY 155 | \$750k SPP design funds in 2018-24 SYP. Not sponsored in 2018 SHIFT. | -- | -- | -- | -- | N/A | -- | -- | -- | -- | -- | N/A | -495 VHT -1621 VMT | Pre-design | \$23,663,000 | No | | |

* Not available within statewide model; results included from KIPDA model are not directly comparable to other build scenarios but included to provide scale of reference.

KYTC's bridge data shows 42 bridges along study routes, with conditions rated as Good, Fair, or Poor. There are four Poor condition bridges on study routes: KY 155 at Pope Lick Creek, US 60 at Long Run Creek, KY 362 at Floyds Fork, and KY 1408 at Floyds Fork.

As a second stage of the study, existing traffic information at four select interchanges were assembled to highlight existing congestion and safety needs (**Chapter 6**), enabling District 5 to prioritize improvements at specific locations.

- I-64 at KY 913 (Blankenbaker Parkway) is the highest priority of the four interchanges; widening the westbound off-ramp to two lanes with dual lefts would provide relatively low-cost benefits.
- I-265 at KY 146 (LaGrange Road) is next; the District receives regular complaints about the interchange. Operations are likely to worsen as the Ford plant expands, increasing traffic volumes in the area.
- I-265 at US 60 (Shelbyville Road) is third: the primary capacity issue is the southbound on-ramp. Heavy movements to the south are an issue as motorists are trying to reach I-64.
- I-265 at KY 155 (Taylorsville Road) is the lowest priority as delay/safety trends at the interchange are controlled by the capacity limitations along the two-lane portion of the corridor to the east. Improving the interchange will have minimal effect until KY 155 is widened.



Representative project area views

1.0 INTRODUCTION

The Kentucky Transportation Cabinet (KYTC) initiated a Needs Analysis Study that included portions of Jefferson, Oldham, and Shelby counties in Kentucky (**Figure 1-2**). The study examined transportation needs related to safety and congestion on a selection of routes in the study area, focusing on evaluating potential highway projects for future programming. Study analyses were intended to assist KYTC District 5 personnel and other elected public officials in the decision making process as the 2020 Strategic Highway Investment Formula for Tomorrow (SHIFT) cycle approached its sponsorship phase. SHIFT is the mechanism used to prioritize projects for Kentucky’s biennial highway plan; key steps in the process are illustrated in **Figure 1-1**.

Due to the rapidly developing study area, KYTC District 5 personnel recognized the need for a comprehensive planning overview for projects located in the area. Potential transportation projects are listed in several routinely updated statewide and regional planning/programming documents. Searching myriad corridor-specific studies for pertinent projects can be cumbersome, especially given the scale, rich planning history, and multiple jurisdictions overseeing the study area. Study activities included compiling an inventory of existing and future conditions, reviewing existing documents and studies, identifying and analyzing improvement options, developing cost estimates, and tabulating key metrics at proposed improvement locations to assist in prioritization. The study began in October 2018, with the goal of producing information to feed into the 2020 SHIFT sponsorship phase, scheduled to occur January 2 through March 15, 2019.

The project team—consisting of KYTC Central Office and District 5 staff, the Kentuckiana Regional Planning & Development Agency (KIPDA) Metropolitan Planning Organization (MPO) representatives, and the consultant team—held three meetings over the course of the study to produce a comprehensive project matrix containing up-to-date project descriptions, cost estimates, safety statistics, and congestion information. A standalone inventory of four interchanges was also prepared to assist in prioritization efforts.

1.1 Study Area


The Middletown to Simpsonville Needs Analysis Study Area encompasses an approximate area (west to east) from near I-264 in Jefferson County to Simpsonville in Shelby County, and (south to north) from Jeffersontown in Jefferson County to Pewee Valley in Oldham County (**Figure 1-2**). The 128-square mile study area represents approximately 6.5% of the total land area in KYTC District 5 jurisdiction. Land uses vary from dense urban residential and industrial zones in the west to open parklands and agricultural fields heading east.


Listed in **Table 1-1**, study area roadways include state-maintained routes and a selection of city- and county-owned local roadways (**Figure 1-3, p. 3**). Interstate facilities are excluded from the existing conditions analysis as KYTC considers interstate needs through separate mechanisms. Combined between from city, county, and state maintenance, study routes represent nearly 140 centerline miles of highway.





Congested urban (US 60) and low-volume rural highways (KY 1848) in study area


How SHIFT Works


- 


The List: KYTC starts with a list of projects previously identified by state and local transportation leaders (Area Development Districts, Metropolitan Planning Organizations and KYTC Districts). These leaders may add or subtract projects at this stage.
- 


Sponsorship: To move forward, projects must either be sponsored by local transportation leaders or be committed projects—those listed in the previous State Highway Plan with funding beyond the design phase. Each ADD, MPO and District are allocated a number of sponsorships based on population, lane miles and number of counties served. After consulting with local elected officials, transportation leaders choose which projects to sponsor.
- 

Review and Scoring: Each project is reviewed and scored on a scale of 0 to 100 with a formula that uses objective measures for five key attributes—safety, congestion, asset management, economic growth and benefit/cost. Projects of statewide significance—interstates, parkways and other major connecting routes—are scored first. The remaining projects, known as regional projects, are scored using a similar formula.
- 

Statewide Priorities: KYTC identifies the top scoring statewide projects and about one-third are selected for priority funding. The remaining statewide projects are considered during the next phase.
- 

Local Boosting: Local transportation leaders take the lead role in prioritizing regional priorities, which include highways and local roads as well as the remaining statewide projects. Using local insights, ADDs, MPOs and KYTC Districts may "boost" the scores for their top priority projects, adding 15 points to their base scores on the 0-to-100 point scale. Projects boosted by both the District and ADD/MPO receive an additional 30 points—a "turbo boost."
- 

Regional Priorities: Kentucky is divided into four geographic regions—each containing three contiguous KYTC districts. Each region gets an equal allocation of funds. The top ranking projects in each region are the priorities considered in drafting the State Highway Plan.
- 

Recommended State Highway Plan: KYTC combines the statewide and regional priorities to help develop the Governor’s Recommended State Highway Plan, which is presented to the General Assembly.
- 

Enacted State Highway Plan: During the legislative session, lawmakers fine-tune the plan based on additional information and funding availability. The result is the Enacted State Highway Plan, which includes two years of funded projects and spending priorities for the following four years.

Figure 1-1: Key Steps in the 2020 SHIFT Process

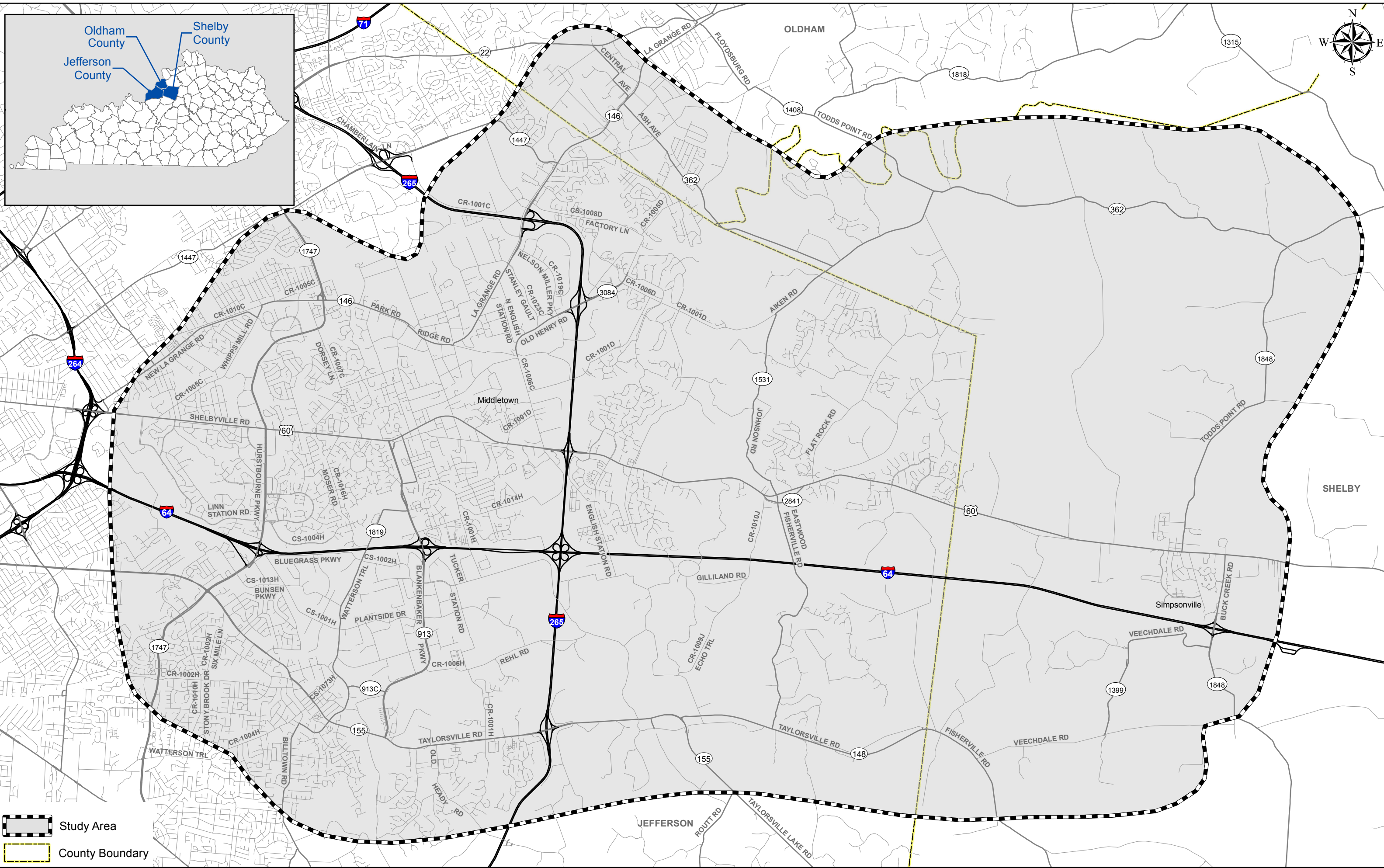
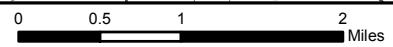
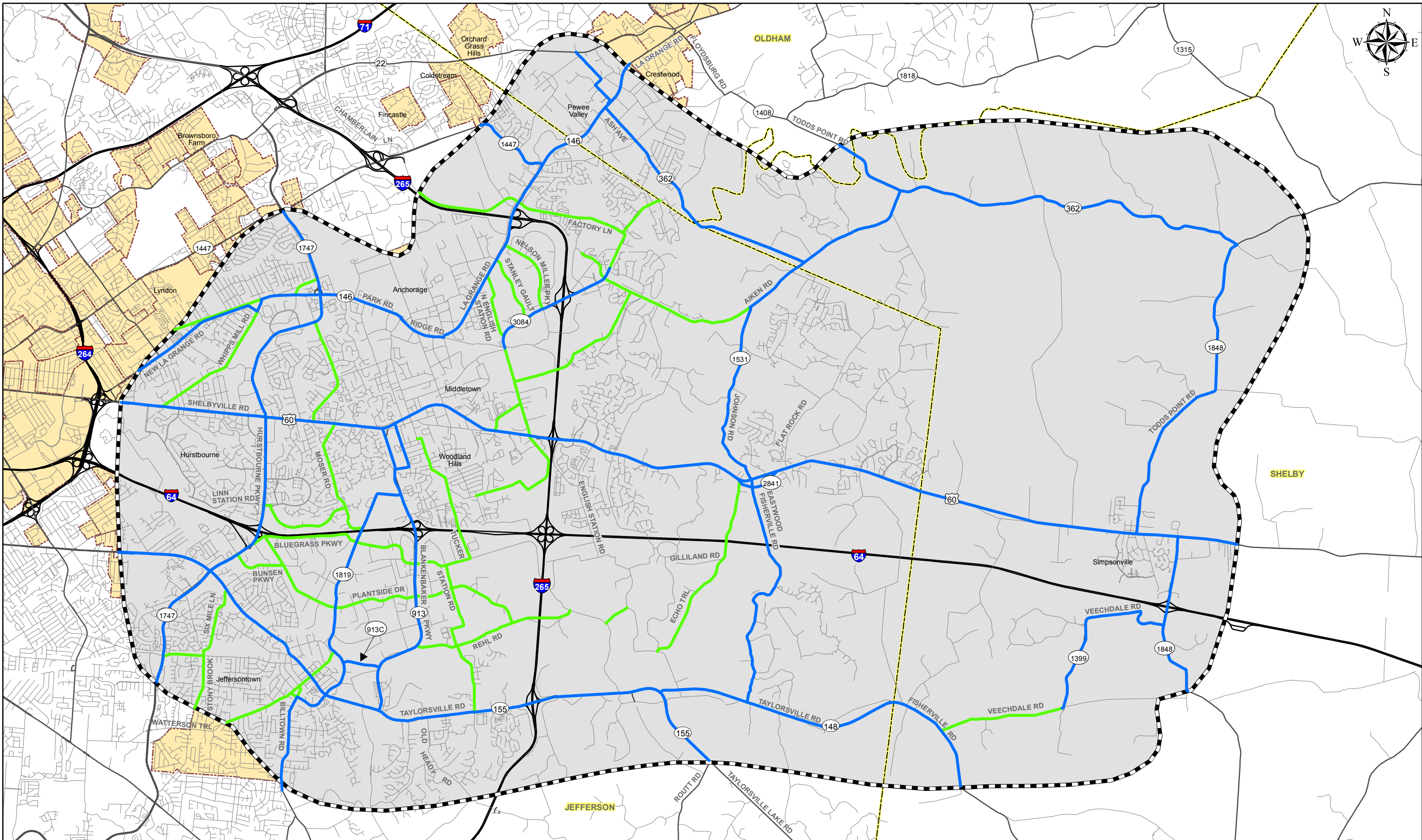


Figure 1-2: Study Area

0 0.5 1 2 Miles



- State-maintained Study Routes
- City- or County-maintained Study Routes
- Study Area
- Incorporated Area
- County Boundary

Figure 1-3: Study Area Routes

Table 1-1: Study Routes with Milepoint (MP) Limits

| Route | Local Name(s) | MP Limits |
|--|--|--|
| State-Maintained Routes | | |
| US 60 | Shelbyville Rd | Jefferson 5.850-17.375 Shelby 0.000-4.450 |
| KY 146 | New LaGrange Rd Whipps Mill Rd LaGrange Rd Park Rd Bellewood Rd Ridge Rd LaGrange Rd | Jefferson 0.636-8.825 Oldham 0.000-1.343 |
| KY 148 | Taylorsville Rd Hwy 148 Fisherville Rd | Jefferson 0.000-3.394 Shelby 0.000-1.675 |
| KY 155 | Taylorsville Lake Rd Taylorsville Rd | Jefferson 3.012-12.700 |
| KY 362 | Central Ave Ash Ave Aiken Rd | Oldham 0.000-3.039 Shelby 0.000-8.399 |
| KY 913 | Blankenbaker Pkwy | Jefferson 0.000-4.337 |
| KY 913C | Blankenbaker Access Rd | Jefferson 0.000-0.500 |
| KY 1399 | Veechdale Rd | Shelby 0.000-2.572 |
| KY 1408 | Todds Point Rd Floydsburg Rd | Oldham 0.000-0.25 Shelby 0.000-0.871 |
| KY 1447 | Westport Rd | Jefferson 8.161-9.242 |
| KY 1531 | Routt Rd Eastwood Fisherville Rd Johnson Rd Aiken Rd | Jefferson 5.620-12.656 Shelby 0.000-0.084 |
| KY 1747 | Hurstbourne Pkwy | Jefferson 9.200-17.138 |
| KY 1819 | Billtown Rd Ruckreigel Pkwy Watterson Trl | Jefferson 7.546-13.624 |
| KY 1848 | Buck Creek Rd Todds Point Rd | Shelby 3.717-10.591 |
| KY 2841 | Eastwood Cut Off Rd | Jefferson 0.000-0.643 |
| KY 3084 | Old Henry Rd | Jefferson 0.000-1.978 |
| City- or County-Maintained Routes | | |
| CR-1231 | Veechdale Rd | Shelby 0.000-1.725 |
| CS-1001H | Plantside Dr | Jefferson 0.000-4.200 |
| CS-1002H | Bluegrass Pkwy | Jefferson 0.000-2.927 |
| CS-1004H | Linn Station Rd | Jefferson 1.108-2.500 |
| CS-1008D | Factory Ln | Jefferson 0.000-1.520 |
| CS-1013H | Bunsen Pkwy | Jefferson 0.000-0.740 |
| CS-1073H | Watterson Trl | Jefferson 0.000-0.694 |
| CS-1720H | Billtown Rd | Jefferson 0.000-0.165 |
| CS-2056H | Ruckriegel Pkwy | Jefferson 0.000-0.103 |
| CR-1001C | Chamberlain Ln | Jefferson 0.000-1.500 |
| CR-1001D | Aiken Rd | Jefferson 0.000-4.535 |
| CR-1001H | Tucker Stn Rd | Jefferson 0.000-4.534 |
| CR-1002H | Six Mile Ln | Jefferson 2.868-4.385 |
| CR-1004H | Watterson Trl | Jefferson 2.200-3.330 |
| CR-1005C | Whipps Mill Rd | Jefferson 0.000-2.316 |
| CR-1005D | Old Henry Rd | Jefferson 0.000-1.258 |
| CR-1006C | N English Stn Rd | Jefferson 0.000-2.131 |
| CR-1006D | Bush Farm Rd | Jefferson 0.000-0.897 |
| CR-1006H | Rehl Rd | Jefferson 0.000-2.625 |
| CR-1007C | Dorsey Ln | Jefferson 0.000-1.563 |
| CR-1009J | Echo Tr | Jefferson 0.000-1.655 |
| CR-1010C | La Grange Rd | Jefferson 0.400-1.672 |
| CR-1010H | Stony Brook Dr | Jefferson 1.334-2.150 |
| CR-1010J | Gilliland Rd | Jefferson 0.000-1.107 |
| CR-1014H | Urton Ln | Jefferson 0.000-1.779 |
| CR-1016H | Moser Rd | Jefferson 0.000-1.733 |
| CR-1019C | Nelson Miller Pkwy | Jefferson 0.000-1.139 |
| CR-1023C | Stanley Gault Pkwy | Jefferson 0.000-0.944 |

2.0 EXISTING CONDITIONS INVENTORY

Existing conditions along study routes were inventoried to provide a baseline scenario. Identification of study area information included assembly of secondary source information obtained from the KYTC's Highway Information System (HIS), supplemented with desktop reviews, project team input, and site visits as appropriate.

2.1 Roadway Systems and Characteristics

KYTC's HIS database was queried during October/November 2018 to obtain roadway systems information and geometric characteristics of study routes listed in **Table 1-1**. Data assembled from HIS for analyses included:

- Number of lanes with lane widths;
- Horizontal and vertical deficiencies;
- Truck routes; and
- Functional classifications.

For study routes, **Figure 2-1 (p.5)** graphically depicts existing number of lanes and widths. These vary from narrow two-lane highways in rural portions of the study area up to a seven-lane cross-section along KY 1747 (Hurstbourne Parkway) near the interchange with I-64.

Figure 2-2 (p.6) shows the existing geometry of study routes including sharp horizontal curves, steep vertical grades, and narrow lane widths. Guidelines for horizontal and vertical alignments vary based on design speed and other factors.

- Current KYTC design guidelines suggest a minimum of 11-foot-wide lanes on arterial and collector roadways and 12-foot-wide lanes for roads with 2,000 or greater daily traffic volumes.
- At a planning-level, KYTC classifies grades into six classes, graded A through F. The worst two classes are shown on the map, corresponding to 6.5% and steeper sections, roughly equating to KYTC's guideline for rural collector routes with 50 to 55 mph design speeds.
- Similarly, KYTC classifies horizontal curves into six classes, graded A through F. Any curve rated C through F is shown on the map, corresponding to a 5.5-degree curve and sharper, roughly equating to KYTC's guideline for rural collector routes with 55 mph design speeds.

Figure 2-3 (p.7) highlights study routes by their posted speed limits. Identifying posted speed limits can help suggest the character and intended function of highway segments.

Figure 2-4 (p.8) identifies designated truck routes within the study area. Beyond interstates, major highways are listed as state-designated truck routes and/or included in Kentucky's Highway Freight Network: US 60, KY 146, KY 155, KY 913, KY 1747, and portions of KY 1819, KY 1447, KY 1848, KY 3084, CR-1006C (North English Station Road), CR-1023C (Stanley Gault Parkway), and CR-1019C (Nelson Miller Parkway).

Figure 2-5 (p.9) illustrates functional classification of study routes. Functional classification is the process of grouping streets and highways according to the character of travel service and land use access they provide. This creates a hierarchical system of facilities that progress from lower classifications handling short, locally oriented trips to higher classifications serving longer distance travel at a higher level of mobility. Other than interstates, the highest mobility corridors are principal arterials and include US 60, KY 155, KY 913, and KY 1747.

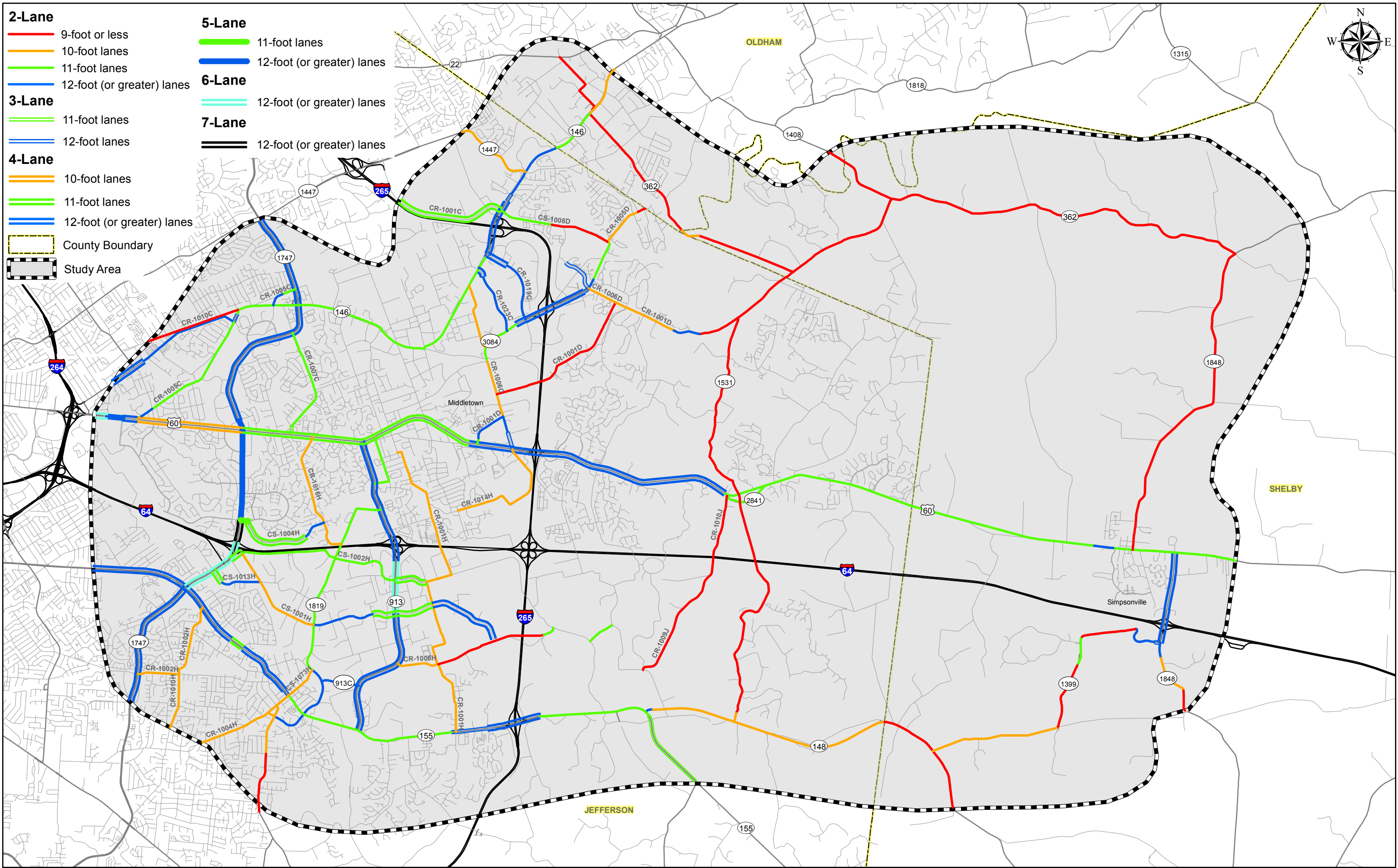


Figure 2-1: Lane Number and Widths of Study Area Routes

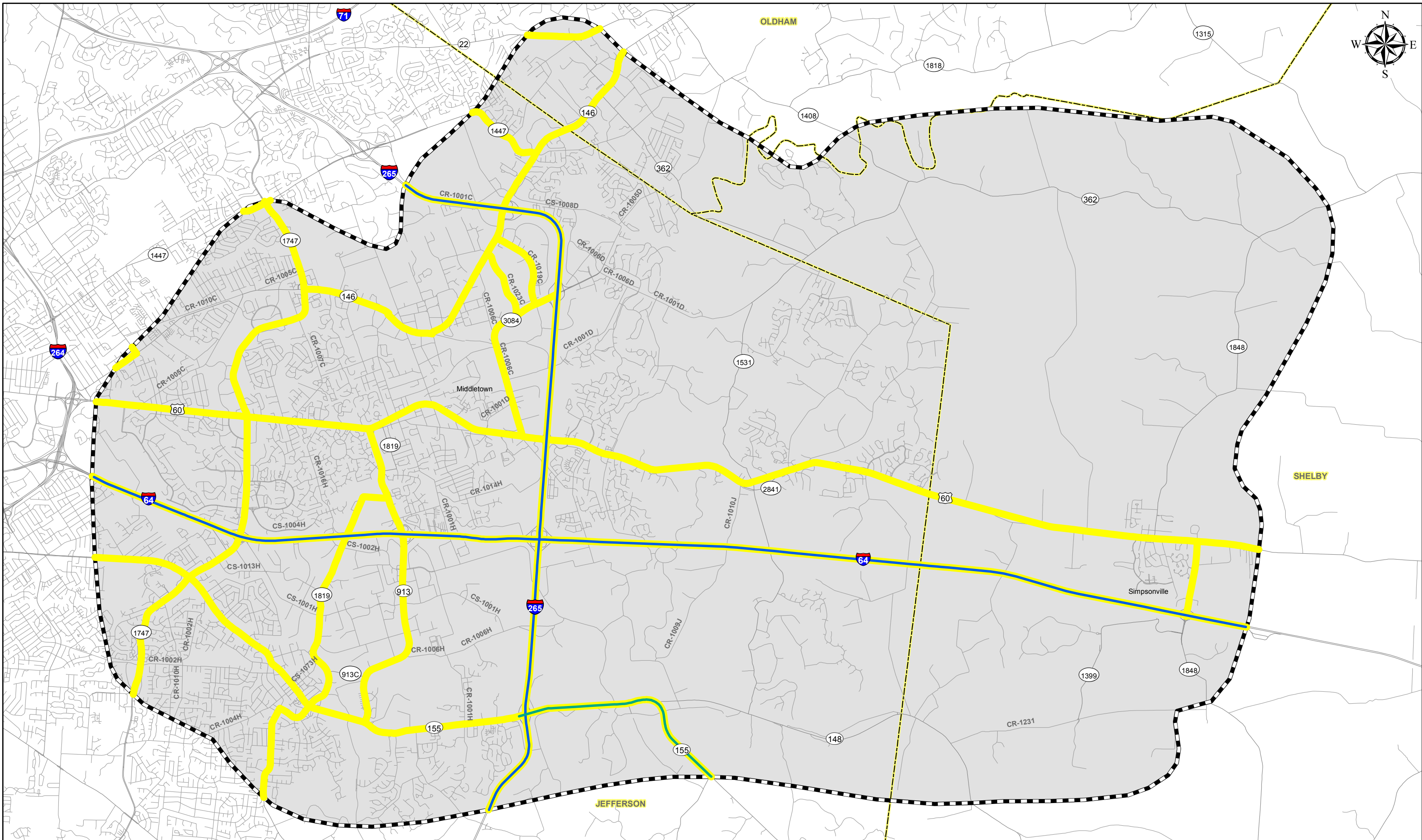


Figure 2-4: Study Area Truck Routes

- Federal Designated Truck Route
- State Designated Truck Route
- Kentucky Highway Freight Network
- County Boundary
- Study Area

2.2 Bridges

KYTC's Division of Maintenance 2017 National Bridge Inventory (NBI) bridge data shows 42 bridges along study routes, as shown in **Figure 2-6 (p. 11)**. In accordance with federal standards, bridges are inspected by KYTC every two years to evaluate their conditions and other elements. Bridge conditions are rated as Good, Fair, or Poor based on their deck, superstructure, and substructure condition. There are four poor condition structures on study routes:

- 056B00017N, KY 155 at Pope Lick Creek
- 056B00008N, US 60 at Long Run Creek
- 093B00012N, KY 362 at Floyds Fork
- 106B00049N, KY 1408 at Floyds Fork

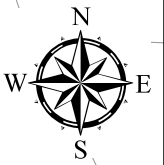
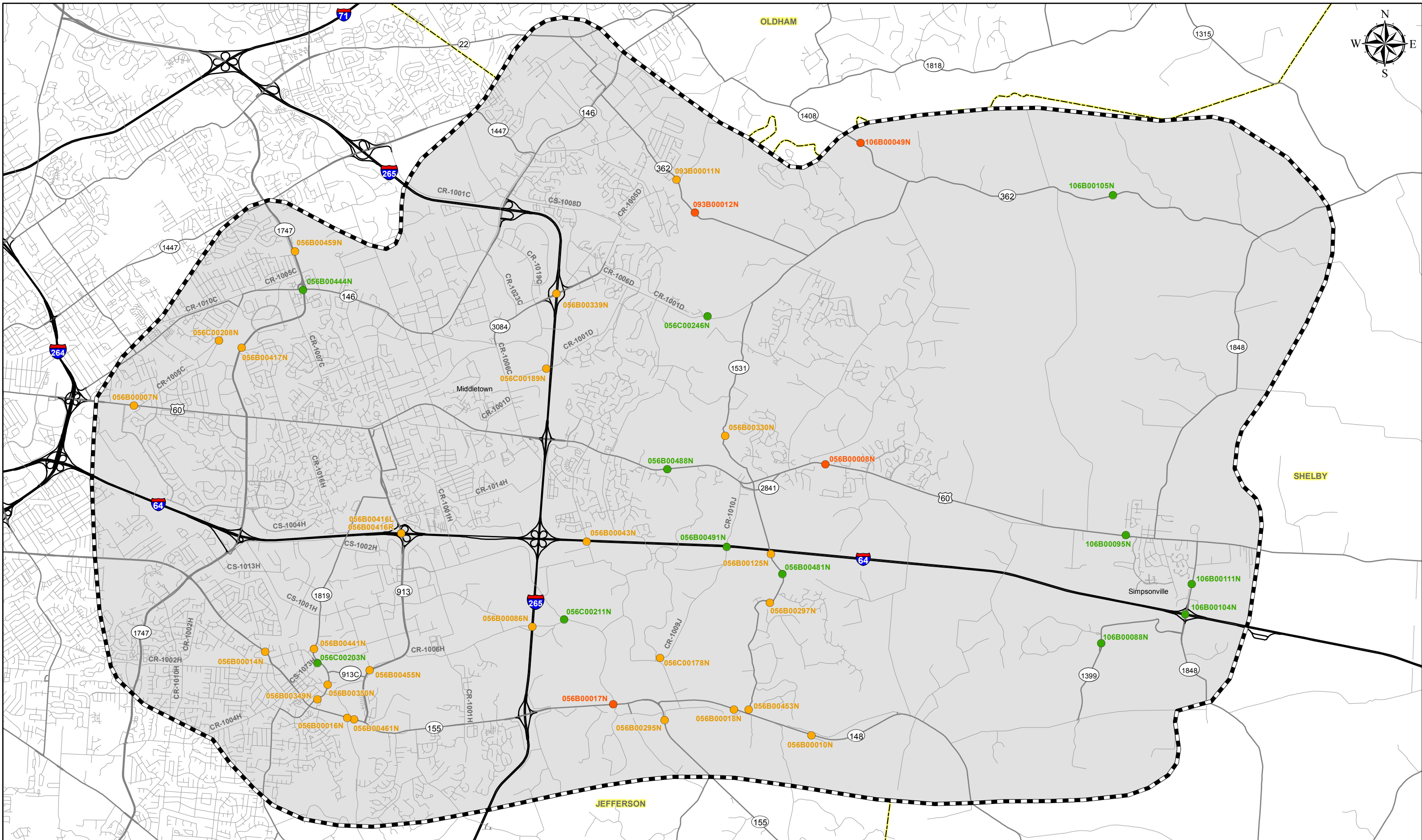
Table 2-1 provides an overview of rating information for bridges within the study area, based on 2017 inspections.

Table 2-1: Bridge Condition Summary from 2017 NBI Database

| Bridge ID | Location | Deck Rating | Super-structure Rating | Substructure Rating | Bridge Condition | Sufficiency Rating |
|----------------------|---|-------------|------------------------|---------------------|------------------|--------------------|
| Jefferson Co. | | | | | | |
| 056B00007N | US 60 MP 6.353 /Mid Fk Beargrass Creek | N/A | N/A | N/A | Fair | 50 |
| 056B00008N | US 60 MP 15.906/Long Run Creek | 4 | 5 | 5 | Poor | 52 |
| 056B00010N | KY 148 MP 2.126/Brush Run | N/A | N/A | N/A | Fair | 81 |
| 056B00014N | KY 155 MP 9.971/Br Chenoweth Run | N/A | N/A | N/A | Fair | 65 |
| 056B00016N | KY 155 MP 8.399/Br Chenoweth Run | N/A | N/A | N/A | Fair | 78 |
| 056B00017N | KY 155 MP 4.899/Pope Lick Creek | 6 | 6 | 4 | Poor | 39 |
| 056B00018N | KY 148 MP 1.041/Floyds Fork | 6 | 6 | 5 | Fair | 71 |
| 056B00043N | S English Stn MP 3.166/I-64 | 5 | 7 | 6 | Fair | 79 |
| 056B00086N | Rehl Rd MP 1.793/I-265 | 6 | 6 | 5 | Fair | 67 |
| 056B00125N | KY 1531 MP 8.124/Long Run Creek | 6 | 5 | 5 | Fair | 66 |
| 056B00295N | KY 155 MP 4.050/Floyds Fork | 6 | 7 | 6 | Fair | 93 |
| 056B00297N | KY 1531 MP 7.374/Shakes Run | 7 | 5 | 6 | Fair | 68 |
| 056B00330N | KY 1531 MP 9.894/Brush Run | 6 | 5 | 5 | Fair | 67 |
| 056B00339N | KY 3084 MP 1.144/I-265 | 6 | 6 | 7 | Fair | 93 |
| 056B00349N | Ruckriegel Pkwy MP 9.532 /Chenoweth Trib | N/A | N/A | N/A | Fair | 100 |
| 056B00350N | Ruckriegel Pkwy MP 9.774 /Chenoweth Run | 6 | 7 | 6 | Fair | 98 |
| 056B00416L | KY 913 MP 2.833/I-64 | 7 | 7 | 7 | Good | 90 |
| 056B00416R | KY 913 MP 2.829/I-64 | 7 | 7 | 6 | Fair | 90 |
| 056B00417N | Hurstbourne MP 14.484 /Mid Fk Beargrass Creek | 6 | 7 | 7 | Fair | 91 |
| 056B00441N | Watterson Tr MP 0.077/NS Railroad | 6 | 7 | 7 | Fair | 94 |
| 056B00444N | Hurstbourne MP 15.750 /KY 146/CSX Railroad | 7 | 7 | 7 | Good | 99 |
| 056B00453N | KY 1531 MP 5.676 Brush Run | 7 | 8 | 6 | Fair | 97 |
| 056B00455N | KY 913 MP 0.718/NS Railroad | 6 | 7 | 7 | Fair | 97 |

| Bridge ID | Location | Deck Rating | Super-structure Rating | Substructure Rating | Bridge Condition | Sufficiency Rating |
|-------------------|---|-------------|------------------------|---------------------|------------------|--------------------|
| 056B00459N | Hurstbourne MP 16.266 /Goose Creek | N/A | N/A | N/A | Fair | 51 |
| 056B00461N | KY 1155 MP 8.481/Chenoweth Run | 7 | 8 | 6 | Fair | 99 |
| 056B00481N | KY 1531 MP 7.812 /Trib to Long Run Creek | N/A | N/A | N/A | Good | 100 |
| 056B00488N | US 60 MP 13.701/Floyds Fork | 7 | 7 | 7 | Good | 94 |
| 056B00491N | Gilliland Rd MP 0.854 /I-64 | 7 | 7 | 7 | Good | 100 |
| 056C00178N | Echo Tr MP 1.562/Floyds Fork | 5 | 5 | 5 | Fair | 57 |
| 056C00189N | Aiken Rd MP 1.106 /Unnamed Stream | 7 | 7 | 6 | Fair | 98 |
| 056C00203N | Watterson Tr MP 0.669 /Chenoweth Run | 7 | 7 | 7 | Good | 100 |
| 056C00208N | Whipps Mill Rd MP 1.394 /Mid Fk Beargrass Creek | N/A | N/A | N/A | Fair | 76 |
| 056C00211N | Rehl Rd MP 2.235/Pope Lick Creek | 7 | 7 | 7 | Good | 99 |
| 056C00246N | Aiken Rd MP 3.882/Floyds Fork | 7 | 8 | 7 | Good | 78 |
| Oldham Co. | | | | | | |
| 093B00011N | KY 362 MP 2.512/Flat Rock Creek | 6 | 6 | 5 | Fair | 66 |
| 093B00012N | KY 362 MP 3.028/Floyds Fork | 4 | 7 | 7 | Poor | 85 |
| Shelby Co. | | | | | | |
| 106B00049N | KY 1408 MP 0.864/Floyds Fork | 4 | 6 | 6 | Poor | 76 |
| 106B00088N | KY 1399 MP 1.087/NS Railroad | 7 | 7 | 7 | Good | 90 |
| 106B00095N | US 60 MP 2.661/CSX Railroad | 7 | 8 | 7 | Good | 97 |
| 106B00104N | KY 1848 MP 5.065/I-64 | 7 | 7 | 7 | Good | 98 |
| 106B00105N | KY 362 MP 6.232/Junkins Rd | N/A | N/A | N/A | Good | 89 |
| 106B00111N | KY 1848 MP 5.468/NS Railroad | 7 | 7 | 7 | Good | 92 |

N/A denotes culvert



Bridge Condition

- Poor Rating
- Fair Rating
- Good Rating

County Boundary

Study Area

Figure 2-6: Study Area Bridges

2.3 Existing and Future No-Build Traffic

KYTC and KIPDA databases provided existing average daily traffic (ADT) volumes for study area roadways, including truck percentages, K-factors, and peak hour directional distributions as available. The majority of counts were collected within the last three years. To supplement this data, tube counts were conducted in late 2018 on KY 1819 (Billtown Road), CS-1004H (Linn Station), CR-1010J (Gilliland Road), CS-1001H (Plantside Drive), CR-1006H (Rehl Road), KY 1399 (Veechdale Road), and CR-1231 (Veechdale Road). A peak hour turning movement count was conducted at the KY 1747 / CR-1002H (Six Mile Lane) intersection. Existing segment volumes are based on historical trends, with pre-2018 volumes adjusted to create a consistent existing year dataset.

The *Middletown to Simpsonville 2019 Abbreviated Traffic Forecast* completed for this study (**Appendix A**) showed annual growth rates that ranged from negative growth (assumed to remain constant) to over 5% growth. Most roadway segments showed moderate growth, averaging 0.5% annually.

2.3.1 Traffic Analysis Tools

LOS is a qualitative measure that describes traffic conditions based on measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. LOS typically represents a driver's perspective of traffic conditions based on perceived congestion, rated "A" through "F." LOS A is associated with free flow conditions, high freedom to maneuver, and little or no delay. Conditions at or near capacity are typically associated with LOS E. At LOS F, traffic conditions are oversaturated and beyond capacity, with low travel speeds, little to no freedom to maneuver, and high delays. Although LOS C or better is desirable, LOS D is generally acceptable in urban areas.

Due to the scale of the study area, only segment-level LOS calculations were performed. Please note: a more detailed examination of individual corridors could find specific intersections or other bottlenecks dominating operations, not reflected in the broader segment analysis.

Another measure, volume-to-capacity (v/c) ratio, compares the traffic volume using a facility to its theoretical capacity over a specific duration, one hour in this instance. A v/c ratio greater than 1.0 indicates a route has exceeded its theoretical capacity; additional lanes may be justified. Note: as v/c is measured over an hour period by segment, a roadway or intersection could be congested during peak commuter periods but show a relatively low v/c averaged over a longer duration. KYTC policy recommends a targeted v/c ratio for freeways and multi-lane highway segments of 1.0 in urban areas and 0.9 in rural areas.

Existing year (2018) level of service (LOS) analyses and volume-to-capacity (v/c) ratios are based on worst traffic hour by segment for study routes.

2.3.2 Existing (2018) Traffic Analysis

Using *Highway Capacity Software version 7* (HCS), existing LOS and v/c ratios were calculated for all study routes. Routes with portions of roadway currently operating at LOS E (substandard) are listed in **Table 2-2**. All other roadway segments operate at acceptable LOS D or better. Estimated 2018 traffic volumes and LOS for all study routes are shown on **Figure 2-7 (p.13)**.

Segment v/c ratios are shown on **Figure 2-8 (p.14)**. All segments within the study area have v/c ratios within an acceptable range; however, as noted previously, this analysis does not account for intersections or other bottlenecks. The highest v/c ratio is on US 60 (MP 6.029-6.227) near the western boundary of the study area (v/c = 0.80).

Table 2-2: Routes with LOS E or Worse based on 2018 Traffic

| Route | County | BMP | EMP | 2018 ADT | 2018 LOS | 2018 v/c |
|--|-----------|--------|--------|---------------|----------|-----------|
| US 60 Shelbyville Rd | Jefferson | 6.029 | 6.227 | 48,030 | E | 0.80 |
| US 60 Shelbyville Rd | Jefferson | 6.435 | 6.660 | 45,200 | E | 0.75 |
| US 60 Shelbyville Rd | Jefferson | 15.194 | 17.375 | 13,570 | E | 0.50-0.51 |
| US 60 Shelbyville Rd | Shelby | 2.485 | 3.800 | 6,570-8,080 | E | 0.28-0.30 |
| KY 146 New LaGrange Rd | Jefferson | 1.149 | 6.964 | 7,090-11,070 | E | 0.26-0.44 |
| KY 146 Park Rd | Jefferson | 7.555 | 7.718 | 13,240-18,680 | E | 0.50-0.60 |
| KY 146 LaGrange Rd | Oldham | 0.000 | 0.630 | 12,600-13,240 | E | 0.41-0.50 |
| KY 155 Taylorsville Rd | Jefferson | 0.000 | 5.711 | 14,410-20,310 | E | 0.52-0.71 |
| KY 155 Taylorsville Rd | Jefferson | 6.450 | 6.951 | 15,470-18,060 | E | 0.40-0.53 |
| KY 155 Taylorsville Rd | Jefferson | 7.089 | 8.247 | 15,470 | E | 0.40-0.41 |
| KY 155 Taylorsville Rd | Jefferson | 8.590 | 9.439 | 11,620-24,560 | E | 0.39-0.68 |
| KY 913C Blankenbaker Access | Jefferson | 0.000 | 0.500 | 5,250 | E | 0.26 |
| KY 1447 Westport Rd | Jefferson | 8.028 | 9.242 | 7,540 | E | 0.24 |
| KY 1819 Billtown Rd/ Ruckriegel Pkwy/ Watterson Tr | Jefferson | 7.139 | 13.624 | 3,160-13,900 | E | 0.15-0.51 |
| KY 3084 Old Henry Rd | Jefferson | 0.000 | 0.692 | 14,090-17,400 | E | 0.55-0.61 |
| KY 3084 Old Henry Rd | Jefferson | 1.721 | 1.799 | 17,840 | E | 0.74-0.76 |
| CS-1001H Plantside Dr | Jefferson | 2.242 | 2.326 | 8,490 | E | 0.31 |
| CS-1073H Watterson Tr | Jefferson | 0.000 | 0.694 | 10,330 | E | 0.44 |
| CR-1001C Chamberlain Ln | Jefferson | 2.043 | 2.104 | 10,480 | E | 0.44 |
| CR-1001H Tucker Stn Rd | Jefferson | 4.435 | 4.534 | 5,160 | E | 0.27 |
| CR-1004H Watterson Tr | Jefferson | 1.083 | 3.330 | 10,400 | E | 0.39 |
| CR-1006C N English Stn | Jefferson | 0.000 | 1.232 | 17,400 | E | 0.6 |
| CR-1007C Dorsey Ln | Jefferson | 0.000 | 1.563 | 11,140 | E | 0.44 |
| CR-1035C Mill Brook Rd | Jefferson | 0.000 | 0.271 | 10,550 | E | 0.41 |

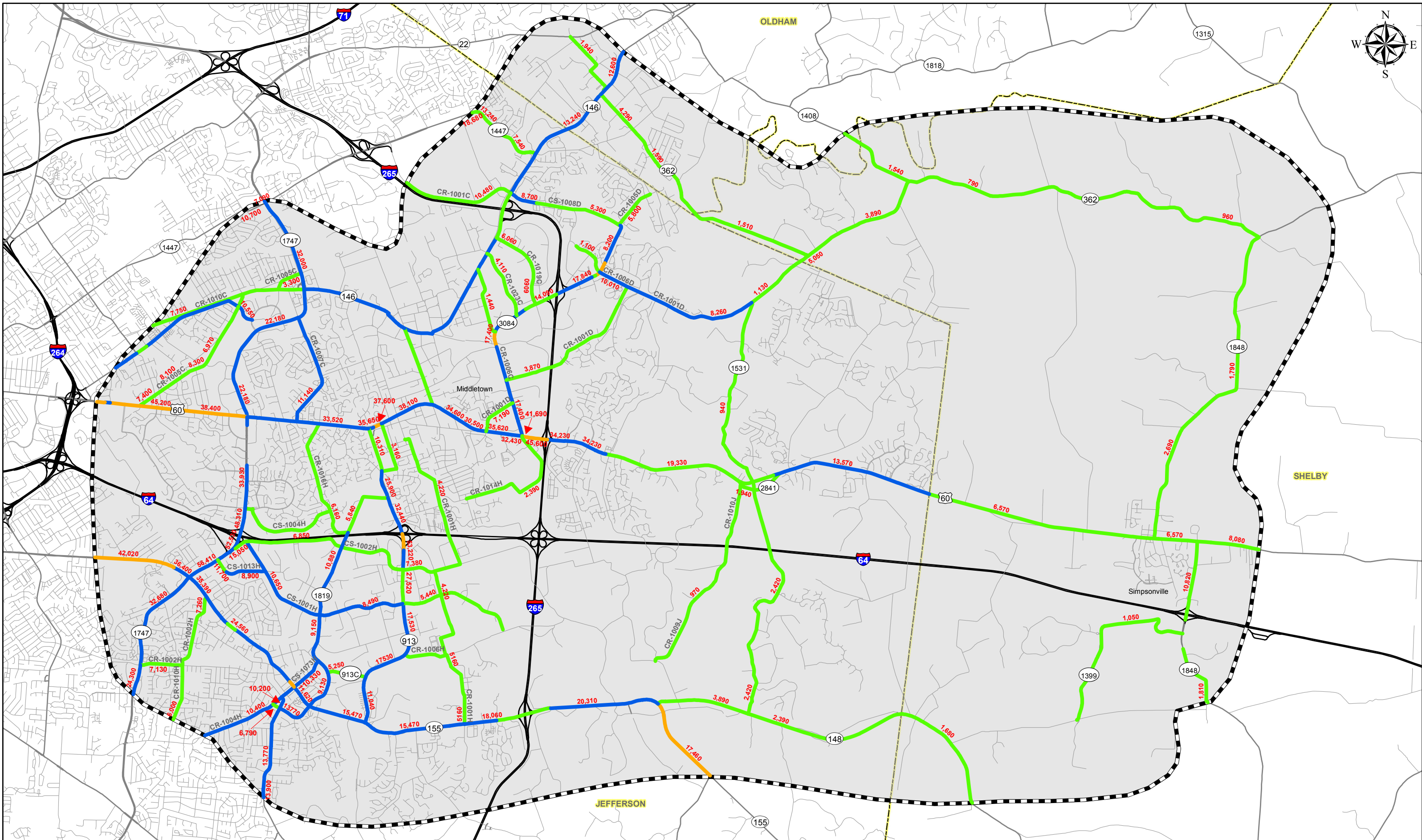


Figure 2-8: Existing (2018) ADT and v/c Ratios

Volume to Capacity Ratio V/C

- V/C = 0 - 0.3
- V/C = 0.3 - 0.6
- V/C = 0.6 - 0.8

County Boundary
 Study Area

2.3.3 Future (2040) No-Build Capacity Analysis

Analysts used the Kentucky Statewide Travel Demand Model (KYSTM) version 5905 to forecast future traffic volumes (year 2040) on study roadways. Future year traffic analyses included two “committed” projects likely to influence regional traffic flows in the 2040 No-Build network:

- Widening I-71 to six lanes in Oldham County (approximate MP 0-22)
- Widening I-64 to six lanes in Shelby County (approximate MP 32-39)

Other large-scale improvements likely to influence regional traffic flows were included in the individual build scenarios discussed in **Section 5.1.5**.

As the model relies heavily on background socioeconomic growth assumptions to forecast future growth, analysts invested substantial effort to verify anticipated development trends.

- Statewide model zones were compared geographically to zones in the recently updated KIPDA model to align areas of expected household and employment growth.
- Select zones in the statewide model were subdivided, providing a finer level of detail, particularly for Oldham County.
- Planners reached out to local government representatives in Spencer, Shelby, Oldham, and Jefferson counties plus regional planners with KIPDA to identify anticipated large-scale developments. Comprehensive plans were reviewed to explore long-term expected growth.
- Louisville Metro provided a list of development applications filed since 2013, representing 19,500 new households, four large warehouses, 87 industrial developments, 12 hotels, and over 400 commercial developments.

Projected 2040 No-Build traffic operations for study routes were compared to existing conditions. **Table 2-3** lists routes exhibiting LOS E or F conditions in the future No-Build scenario. **Figure 2-9 (p. 16)** shows 2040 No-Build ADT and LOS for study routes. Year 2040 No-Build v/c ratios are depicted on **Figure 2-10 (p. 17)**. Congestion issues in 2040 mimic those seen in 2018, expanding to include additional segments. Two segments degrade to LOS F and exhibit v/c ratios greater than 1.0: segments along KY 155 and KY 3084.



Queuing at US 60 (Shelbyville Rd) / KY 1747 (Hurstbourne Pkwy) intersection

Table 2-3: Future (2040) No-Build Traffic Operations with LOS E or Worse

| Route | County | BMP | EMP | 2040 ADT | 2040 LOS | 2040 v/c |
|--|-----------|--------|--------|---------------|----------|-----------|
| US 60 Shelbyville Rd | Jefferson | 6.029 | 7.857 | 43,000-53,000 | E | 0.71-0.88 |
| US 60 Shelbyville Rd | Jefferson | 9.473 | 9.537 | 46,000 | E | 0.77 |
| US 60 Shelbyville Rd | Jefferson | 11.684 | 12.020 | 52,000-60,000 | E | 0.88-0.99 |
| US 60 Shelbyville Rd | Jefferson | 15.194 | 17.375 | 19,000-20,000 | E | 0.50-0.72 |
| US 60 Shelbyville Rd | Shelby | 2.485 | 3.800 | 11,000-13,000 | E | 0.43-0.55 |
| KY 146 New LaGrange Rd | Jefferson | 1.149 | 6.964 | 9,800-14,000 | E | 0.32-0.57 |
| KY 146 Park Rd | Jefferson | 7.555 | 8.825 | 20,000-23,000 | E | 0.72-0.77 |
| KY 146 LaGrange Rd | Oldham | 0.000 | 2.021 | 15,000-16,000 | E | 0.51-0.59 |
| KY 155 Taylorsville Rd | Jefferson | 0.000 | 5.711 | 22,000-29,000 | E-F | 0.74-1.02 |
| KY 155 Taylorsville Rd | Jefferson | 6.450 | 9.439 | 17,000-30,000 | E | 0.45-0.84 |
| KY 913C Blankenbaker Access | Jefferson | 0.000 | 0.500 | 8,400 | E | 0.41 |
| KY 1447 Westport Rd | Jefferson | 8.028 | 9.242 | 11,000 | E | 0.36 |
| KY 1819 Billtown Rd | Jefferson | 7.139 | 7.770 | 15,000-18,000 | E | 0.53-0.65 |
| KY 1819 Ruckriegel Pkwy/ Watterson Tr | Jefferson | 9.386 | 13.624 | 5,200-13,000 | E | 0.19-0.43 |
| KY 3084 Old Henry Rd | Jefferson | 0.000 | 0.692 | 14,000-17,000 | E | 0.55-0.61 |
| KY 3084 Old Henry Rd | Jefferson | 1.721 | 1.978 | 22,000-25,000 | E-F | 0.91-1.03 |
| CS-1001H Plantside Dr | Jefferson | 0.000 | 3.135 | 9,100-15,000 | E | 0.28-0.55 |
| CS-1004H Linn Stn Rd | Jefferson | 2.183 | 2.270 | 10,000 | E | 0.41 |
| CS-1008D Factory Ln | Jefferson | 0.000 | 1.520 | 12,000-14,000 | E | 0.46-0.56 |
| CS-1013H Bunsen Pkwy | Jefferson | 0.000 | 0.534 | 9,900 | E | 0.39 |
| CS-1073H Watterson Tr | Jefferson | 0.000 | 0.694 | 12,000-13,000 | E | 0.51-0.55 |
| CR-1001C Chamberlain Ln | Jefferson | 2.043 | 2.104 | 12,000 | E | 0.49 |
| CR-1001H Tucker Stn Rd | Jefferson | 0.000 | 2.104 | 7,800-8,900 | E | 0.52-0.59 |
| CR-1001H Tucker Stn Rd | Jefferson | 2.257 | 3.538 | 6,300 | E | 0.42 |
| CR-1001H Tucker Stn Rd | Jefferson | 4.435 | 4.534 | 7,500 | E | 0.39 |
| CR-1004H Watterson Tr | Jefferson | 1.083 | 3.330 | 12,000 | E | 0.45 |
| CR-1005C Whipps Mill | Jefferson | 0.240 | 1.085 | 8,900-9,300 | E | 0.33-0.34 |
| CR-1005D Old Henry Rd | Jefferson | 0.000 | 1.147 | 11,000-14,000 | E | 0.44-0.56 |
| CR-1006C N English Stn | Jefferson | 0.000 | 0.101 | 17,000-21,000 | E | 0.60-0.74 |
| CR-1007C Dorsey Ln | Jefferson | 0.000 | 1.563 | 13,000-14,000 | E | 0.51-0.55 |

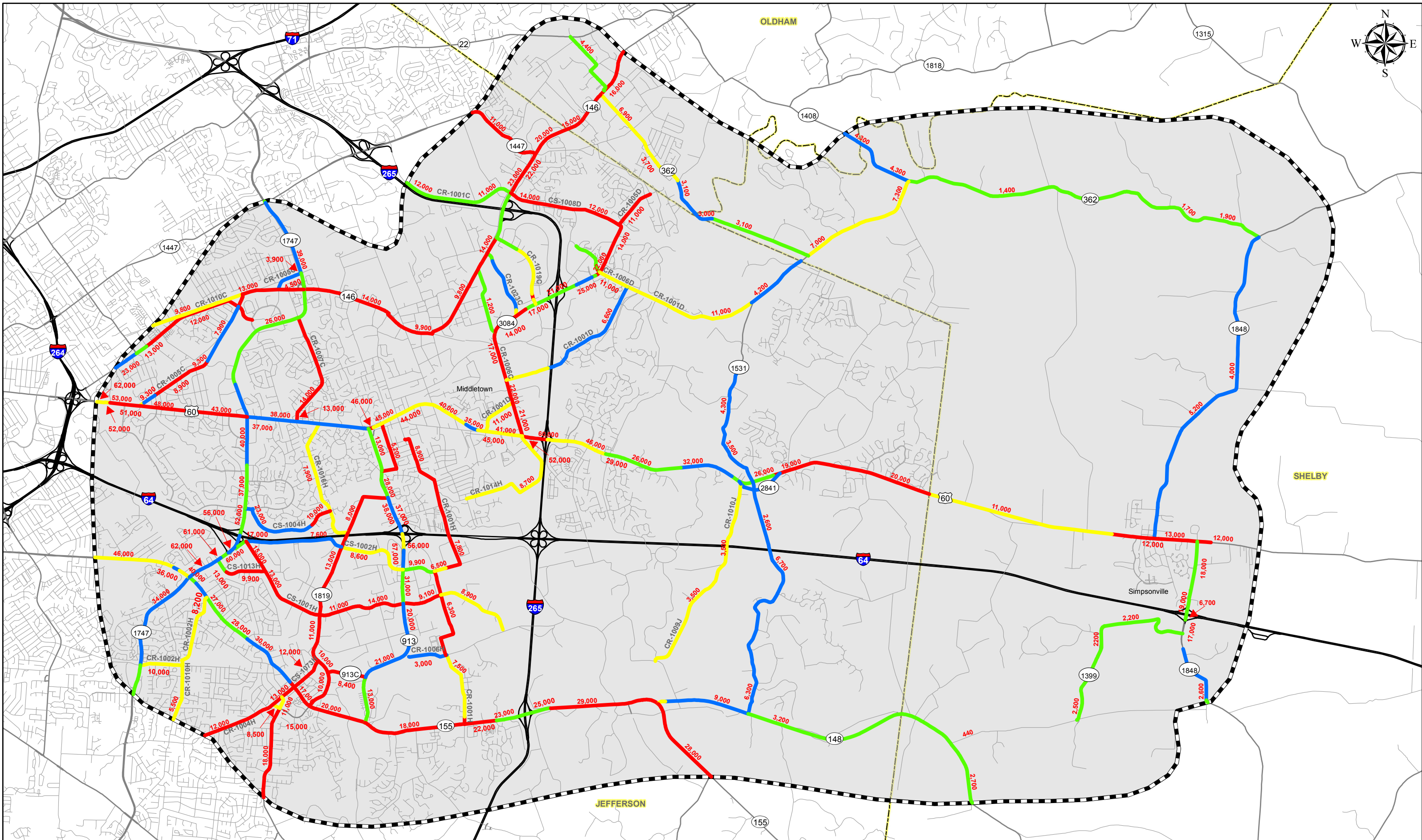


Figure 2-9: Future No-Build (2040) ADT and LOS

| Levels of Service | | County Boundary |
|-------------------|--------|-------------------------|
| Green | A or B | Dashed Yellow Line |
| Blue | C | Thick Dashed Black Line |
| Yellow | D | |
| Red | E or F | |

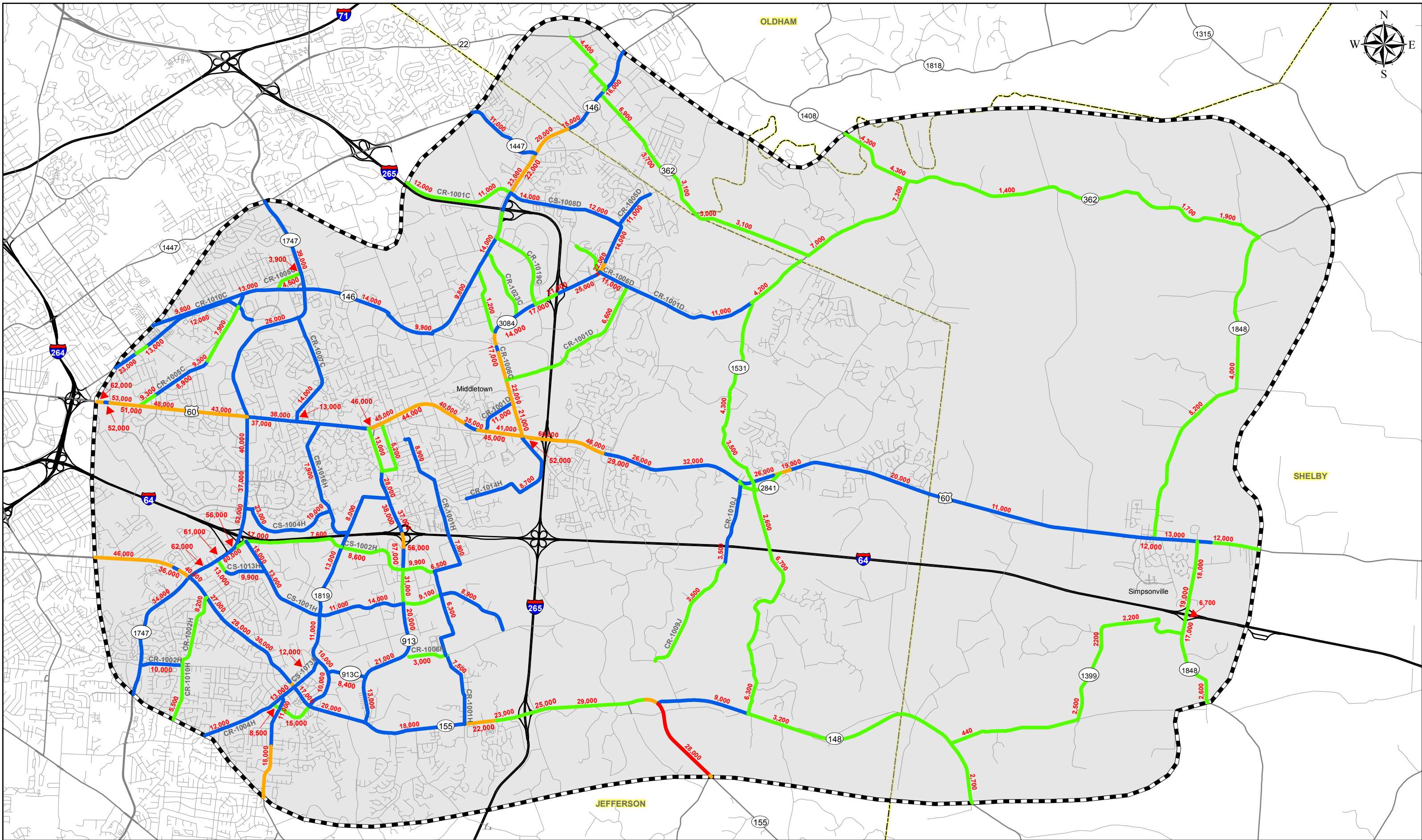


Figure 2-10: Future No-Build (2040) ADT and v/c Ratios

| | | |
|-------------------------------------|-----------------|-----------------|
| Volume to Capacity Ratio V/C | | County Boundary |
| V/C = 0 - 0.3 | V/C = 0.6 - 1.0 | Study Area |
| V/C = 0.3 - 0.6 | V/C > 1.0 | |

2.4 Crash Analysis for State-Maintained Routes

KYTC provided crash data for study routes obtained from the Transportation Enterprise Data (TED) database for the three-year period from July 2015 through June 2018. Crash data on state-maintained study routes were analyzed by individual route. A total of 7,672 crashes were reported during the three-year analysis period. In total, 13 vehicular crashes with bicyclists and 30 crashes involving pedestrians were included in the dataset. Complete crash records are included in **Appendix B**.

Table 2-4 shows the number of crashes occurring on each state-maintained study route and the corresponding percentage of total crashes within the study area. Three routes—**noted in bold blue text in the table**—account for 71% of total crashes: US 60 (Shelbyville Road, 31%), KY 1747 (Hurstbourne Parkway, 26%), and KY 155 (Taylorsville Road, 15%).

Table 2-4: Total Crashes on State-Maintained Study Routes

| Route | County | BMP | EMP | Total Crashes – State Routes | |
|--|------------------|--------------|---------------|------------------------------|------------|
| | | | | Number | % |
| US 60 | Jefferson | 5.850 | 17.375 | 2,303 | 30% |
| | Shelby | 0.000 | 4.450 | 103 | 1% |
| KY 146 | Jefferson | 0.636 | 8.825 | 539 | 7% |
| | Oldham | 0.000 | 1.343 | 73 | 1% |
| KY 148 | Jefferson | 0.000 | 3.394 | 20 | <1% |
| | Shelby | 0.000 | 1.675 | 19 | <1% |
| KY 155 | Jefferson | 3.051 | 12.700 | 1,182 | 15% |
| KY 362 | Oldham | 0.000 | 3.039 | 29 | 1% |
| | Shelby | 0.000 | 8.399 | 42 | 1% |
| KY 913 | Jefferson | 0.000 | 4.337 | 526 | 7% |
| KY 913C | Jefferson | 0.000 | 0.500 | 7 | <1% |
| KY 1399 | Shelby | 0.000 | 2.572 | 10 | 1% |
| KY 1408 | Oldham | 0.000 | 0.250 | 2 | <1% |
| | Shelby | 0.000 | 0.871 | 5 | <1% |
| KY 1447 | Jefferson | 8.161 | 9.242 | 70 | 1% |
| KY 1531 | Jefferson | 5.620 | 12.656 | 34 | <1% |
| | Shelby | 0.000 | 0.084 | 0 | <1% |
| KY 1747 | Jefferson | 9.200 | 17.040 | 2,008 | 26% |
| KY 1819 | Jefferson | 7.546 | 13.624 | 362 | 5% |
| KY 1848 | Shelby | 3.717 | 10.591 | 201 | 3% |
| KY 2841 | Jefferson | 0.000 | 0.643 | 8 | <1% |
| KY 3084 | Jefferson | 0.000 | 1.978 | 129 | 2% |
| Total Crashes on State-Maintained Study Routes | | | | 7,672 | 100% |

A summary of crashes categorized by severity on state-maintained, non-interstate routes is shown in **Table 2-5**. Property damage only (PDO) crashes comprised the vast majority of total crashes (86%), followed by injury collisions (14%). Sixteen fatalities (representing less than 1% of all reported crashes) occurred in the study area: seven on KY 155, five on US 60, two on KY 913, and one each on KY 1747 and KY 146. **Figure 2-11** shows the geographic distribution of fatality and injury crashes on study routes.

Table 2-5: State-Maintained Study Routes - Crashes by Severity

| Route | County | BMP | EMP | Total Crashes | Fatalities | Injuries | PDO |
|--|-----------|-------|--------|-----------------|-------------|----------------|----------------|
| US 60 | Jefferson | 5.850 | 17.375 | 2,303 | 5 | 255 | 2,043 |
| | Shelby | 0.000 | 4.450 | 103 | 0 | 22 | 81 |
| KY 146 | Jefferson | 0.636 | 8.825 | 539 | 0 | 60 | 479 |
| | Oldham | 0.000 | 1.343 | 73 | 1 | 14 | 58 |
| KY 148 | Jefferson | 0.000 | 3.394 | 20 | 0 | 5 | 15 |
| | Shelby | 0.000 | 1.675 | 19 | 0 | 6 | 13 |
| KY 155 | Jefferson | 3.051 | 12.700 | 1,182 | 7 | 217 | 958 |
| KY 362 | Oldham | 0.000 | 3.039 | 29 | 0 | 4 | 25 |
| | Shelby | 0.000 | 8.399 | 42 | 0 | 10 | 32 |
| KY 913 | Jefferson | 0.000 | 4.337 | 526 | 2 | 72 | 452 |
| KY 913C | Jefferson | 0.000 | 0.500 | 7 | 0 | 0 | 7 |
| KY 1399 | Shelby | 0.000 | 2.572 | 10 | 0 | 3 | 7 |
| KY 1408 | Oldham | 0.000 | 0.250 | 2 | 0 | 0 | 2 |
| | Shelby | 0.000 | 0.871 | 5 | 0 | 0 | 5 |
| KY 1447 | Jefferson | 8.161 | 9.242 | 70 | 0 | 13 | 57 |
| KY 1531 | Jefferson | 5.620 | 12.656 | 34 | 0 | 7 | 27 |
| | Shelby | 0.000 | 0.084 | 0 | 0 | 0 | 0 |
| KY 1747 | Jefferson | 9.200 | 17.040 | 2,008 | 1 | 250 | 1,757 |
| KY 1819 | Jefferson | 7.546 | 13.624 | 362 | 0 | 45 | 317 |
| KY 1848 | Shelby | 3.717 | 10.591 | 201 | 0 | 42 | 159 |
| KY 2841 | Jefferson | 0.000 | 0.643 | 8 | 0 | 0 | 8 |
| KY 3084 | Jefferson | 0.000 | 1.978 | 129 | 0 | 20 | 109 |
| Total Crashes on State-Maintained Study Routes | | | | 7,672 (100%) | 16 (<1%) | 1,045 (14%) | 6,611 (86%) |

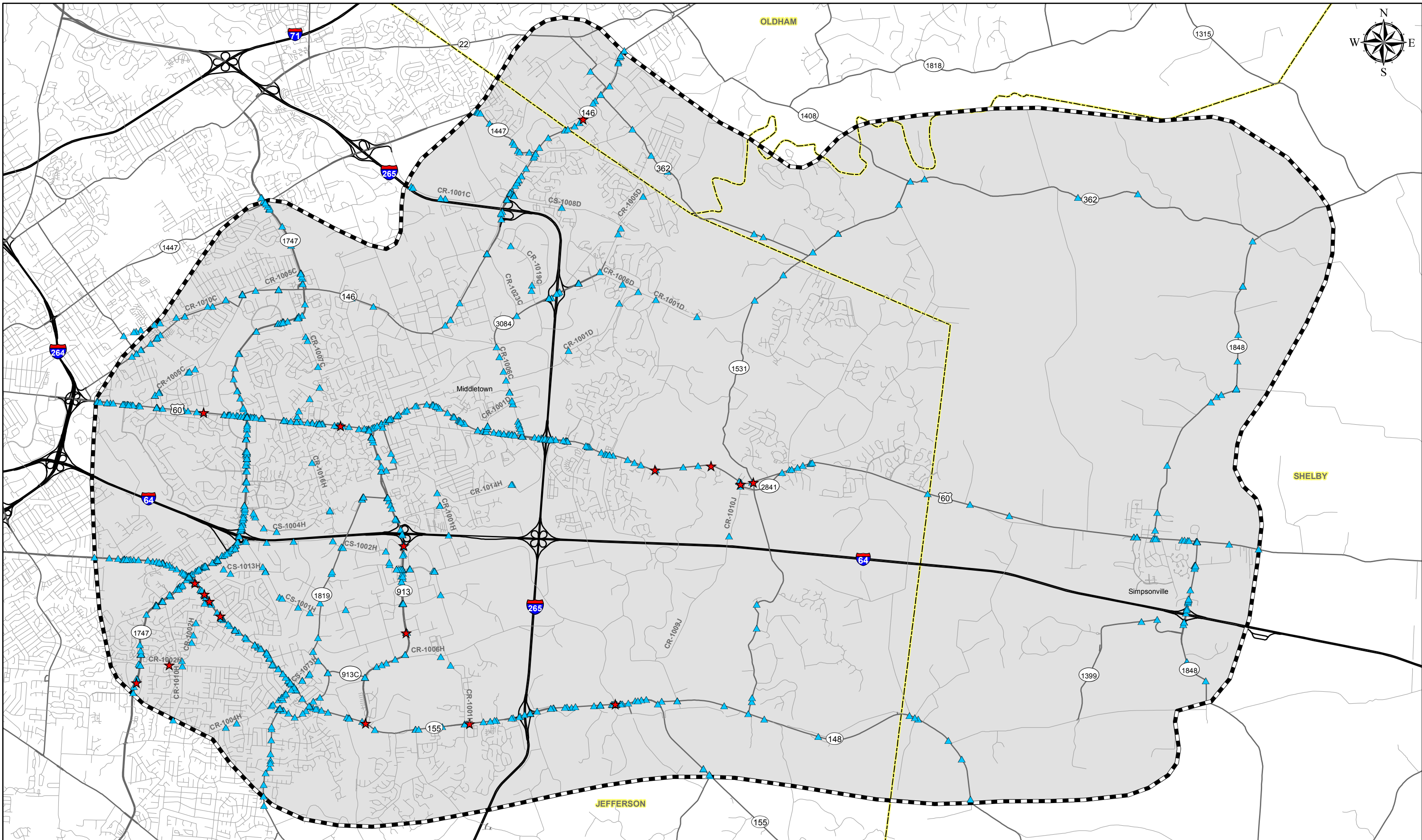


Figure 2-11: Fatal and Injury Crash Locations





| | | | |
|---|-----------------|---|--------------|
|  | Study Area |  | Fatal Crash |
|  | County Boundary |  | Injury Crash |

Table 2-6 summarizes crashes by manner of collision on state-maintained routes in the study area. Rear end collisions were the most common crash type with 3,720 (48%) occurrences followed by angle crashes, 2,101 (27%).

Table 2-6: Crashes by Manner of Collision on State-Maintained Study Routes

| Route | County | BMP | EMP | All Crashes | Angle/Turn | Backing | Head-On | Rear End | Sideswipe | Single Veh |
|--|-----------|-------|--------|-------------|------------|---------|---------|----------|-----------|------------|
| US 60 | Jefferson | 5.850 | 17.375 | 2,303 | 603 | 20 | 39 | 1,218 | 321 | 102 |
| | Shelby | 0.000 | 4.450 | 103 | 24 | 1 | 0 | 39 | 5 | 34 |
| KY 146 | Jefferson | 0.636 | 8.825 | 539 | 192 | 8 | 3 | 220 | 62 | 54 |
| | Oldham | 0.000 | 1.343 | 73 | 11 | 0 | 0 | 36 | 5 | 21 |
| KY 148 | Jefferson | 0.000 | 3.394 | 20 | 7 | 0 | 0 | 6 | 1 | 6 |
| | Shelby | 0.000 | 1.675 | 19 | 1 | 0 | 0 | 2 | 1 | 15 |
| KY 155 | Jefferson | 3.051 | 12.700 | 1,182 | 309 | 10 | 28 | 628 | 134 | 73 |
| KY 362 | Oldham | 0.000 | 3.039 | 29 | 15 | 1 | 0 | 4 | 1 | 8 |
| | Shelby | 0.000 | 8.399 | 42 | 6 | 1 | 1 | 0 | 8 | 26 |
| KY 913 | Jefferson | 0.000 | 4.337 | 526 | 187 | 3 | 1 | 226 | 73 | 36 |
| KY 913C | Jefferson | 0.000 | 0.500 | 7 | 3 | 2 | 1 | 0 | 1 | 0 |
| KY 1399 | Shelby | 0.000 | 2.572 | 10 | 3 | 1 | 1 | 2 | 1 | 2 |
| KY 1408 | Oldham | 0.000 | 0.250 | 2 | 0 | 0 | 0 | 1 | 0 | 1 |
| | Shelby | 0.000 | 0.871 | 5 | 1 | 0 | 0 | 0 | 2 | 2 |
| KY 1447 | Jefferson | 8.161 | 9.242 | 70 | 20 | 2 | 3 | 31 | 6 | 8 |
| KY 1531 | Jefferson | 5.620 | 12.656 | 34 | 6 | 2 | 1 | 0 | 8 | 17 |
| | Shelby | 0.000 | 0.084 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| KY 1747 | Jefferson | 9.200 | 17.040 | 2,008 | 519 | 24 | 4 | 1,024 | 370 | 67 |
| KY 1819 | Jefferson | 7.546 | 13.624 | 362 | 97 | 7 | 14 | 169 | 34 | 41 |
| KY 1848 | Shelby | 3.717 | 10.591 | 201 | 42 | 6 | 11 | 58 | 22 | 62 |
| KY 2841 | Jefferson | 0.000 | 0.643 | 8 | 3 | 0 | 0 | 4 | 0 | 1 |
| KY 3084 | Jefferson | 0.000 | 1.978 | 129 | 52 | 1 | 0 | 53 | 14 | 9 |
| Total Crashes on State-Maintained Study Routes | | | | 7,672 | 2,101 | 89 | 107 | 3,720 | 1,069 | 585 |

2.4.1 Critical Crash Rate Factors

KYTC uses a systematic procedure to identify locations having high crash rates. The actual number of crashes, as obtained from KYTC's TED database, occurring within a roadway segment is used to calculate the Actual Crash Rate using roadway length, annualized ADT, and the number of years for which crash data are being examined. Using an analysis procedure from the Kentucky Transportation Center (KTC) and referenced in *The Analysis of Traffic Crash Data in Kentucky (2013-2017)*, Actual Crash Rates are compared to the Critical Crash Rate for similar types of Kentucky roadways. The Critical Crash Rate is the rate which is statistically greater than the average crash rate for similar roadways, and represents a rate above which crashes may be occurring in a non-random fashion. This ratio of Actual Crash Rate to the Critical Crash Rate is the Critical Crash Rate Factor (CCRF). A CCRF greater than 1.0 indicates crashes may be occurring more often than can be attributed to random occurrence. This procedure is a screening technique indicating locations where further analysis may be needed. It is neither a definitive statement nor a measurement of a crash problem.

As defined in the KTC methodology report, two analysis types were examined: "segments" and "spots." Segments vary in length and are divided along roadways as geometry or traffic volumes change. Spots are defined by analyzing 0.1-mile-long sections where crashes are concentrated.

Table 2-7 lists state-maintained study routes with segments having CCRFs equaling 1.0 or higher and gives the total number of segments on those routes that fall into this category. Locations of high CCRF segments are shown in **Figure 2-12**. The highest concentrations of high CCRF segments are found on US 60 and KY 1747 with 34 and 25 identified segments, respectively.

Table 2-7: Number of High CCRF Segments on State Maintained Study Routes

| Route | County | BEG MP | END MP | Length (mi) | Total Crashes | High CCRF Segments |
|---------|-----------|--------|--------|-------------|---------------|--------------------|
| US 60 | Jefferson | 5.850 | 17.375 | 11.525 | 2,303 | 28 |
| | Shelby | 0.000 | 4.450 | 4.450 | 103 | 6 |
| KY 146 | Jefferson | 0.636 | 8.825 | 8.189 | 539 | 11 |
| | Oldham | 0.000 | 1.343 | 1.343 | 73 | 1 |
| KY 148 | Jefferson | 0.000 | 3.394 | 3.394 | 20 | 1 |
| | Shelby | 0.000 | 1.675 | 1.675 | 19 | 1 |
| KY 155 | Jefferson | 3.051 | 12.700 | 9.688 | 1,182 | 19 |
| KY 362 | Oldham | 0.000 | 3.039 | 3.039 | 29 | 1 |
| | Shelby | 0.000 | 8.399 | 8.399 | 42 | 2 |
| KY 913 | Jefferson | 0.000 | 4.337 | 4.337 | 526 | 7 |
| KY 1447 | Jefferson | 8.161 | 9.242 | 1.081 | 70 | 1 |
| KY 1747 | Jefferson | 9.200 | 17.040 | 7.840 | 2,008 | 25 |
| KY 1819 | Jefferson | 7.546 | 13.624 | 6.078 | 362 | 10 |
| KY 1848 | Shelby | 3.717 | 10.591 | 6.874 | 201 | 18 |
| KY 2841 | Jefferson | 0.000 | 0.643 | 0.643 | 8 | 2 |
| KY 3084 | Jefferson | 0.000 | 1.978 | 1.978 | 129 | 5 |

Spot level crash analysis was calculated using the same procedure as used to calculate segment CCRFs, adjusting length calculations to reflect 0.1-mile lengths. State-maintained roadway high crash spots are shown on **Figure 2-13 (p.22)**.

Clusters of reported crashes along city- and county-owned study routes were identified visually from TED and Kentucky State Police data although a formal CCRF analysis was not completed. Potentially high crash clusters on city/county study routes are shown on **Figure 2-13** as well.

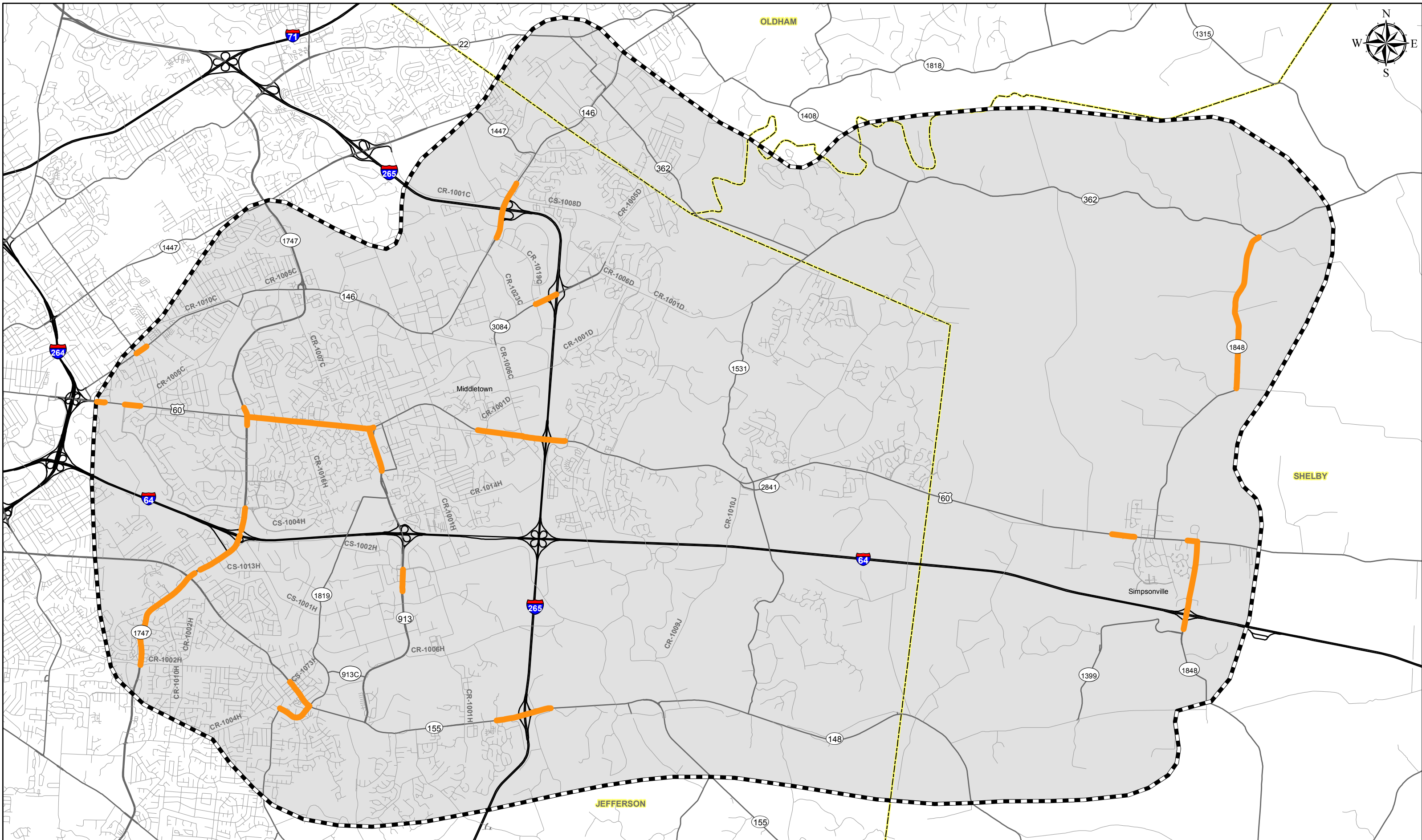


Figure 2-12: High Crash Segments on State-Maintained Study Area Routes

Study Area
 County Boundary
 State-maintained High CCRF Segments
 Crash Data July 1, 2015 to June 30, 2018
Note: CCRF (Critical Crash Rate Factor) = A CCRF of 1.0 or greater may indicate that crashes are happening due to circumstances not attributed to random occurrence.

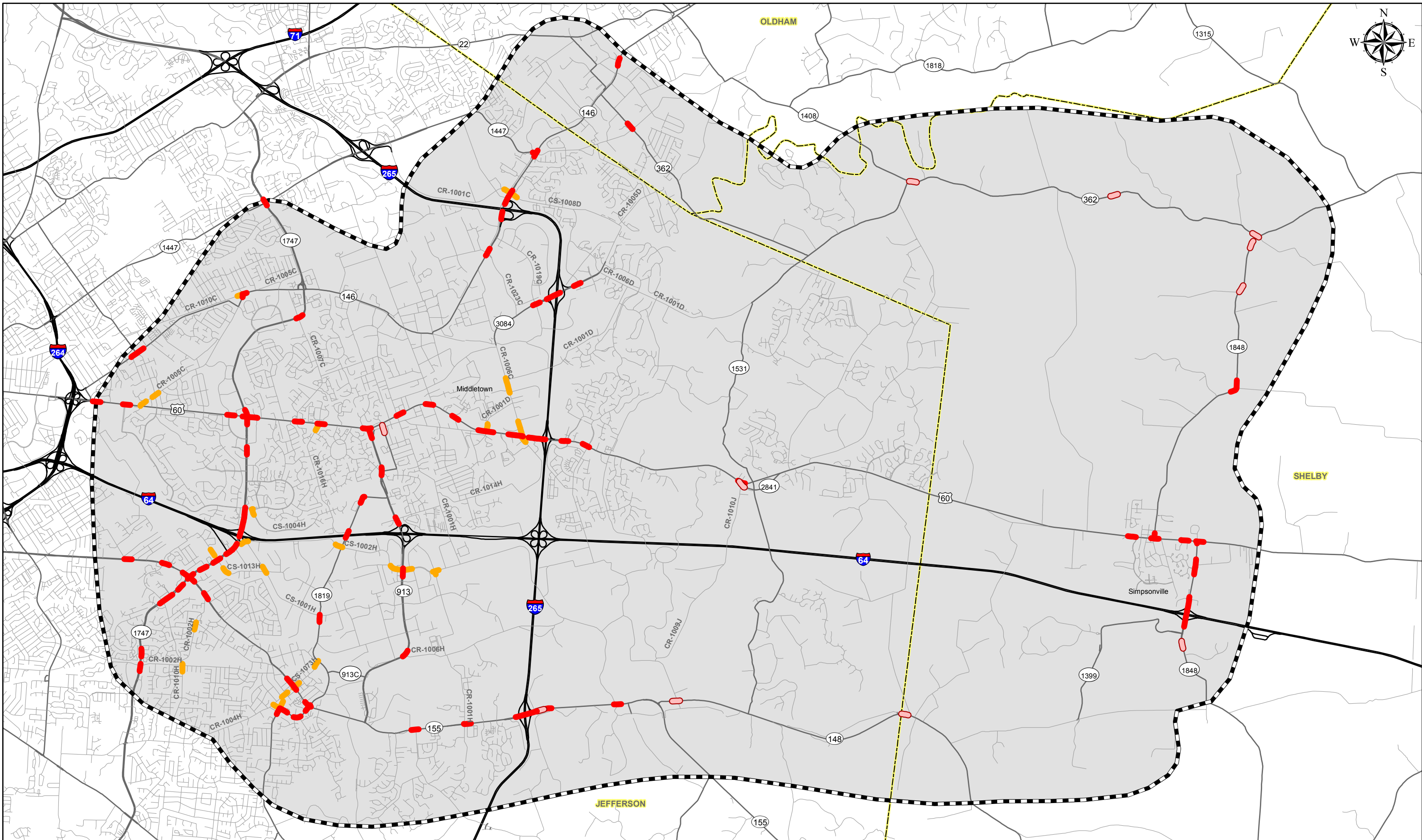


Figure 2-13: High Crash Spots

0 0.5 1 2 Miles

Crash Data July 1, 2015 to June 30, 2018
 Note: CCRF (Critical Crash Rate Factor) = A CCRF of 1.0 or greater may indicate that crashes are happening due to circumstances not attributed to random occurrence.

- Study Area
- State-maintained High CCRF Spots
- State-maintained High CCRF/Low ADT or Short Spots
- Locally-maintained High Crash Spots
- County Boundary

3.0 PREVIOUS PROJECTS AND STUDIES

To understand the rich context of transportation planning within the study area, a series of documents and datasets were reviewed. The intent was to develop a comprehensive set of transportation projects previously identified within the study area footprint.

3.1 Regional Planning/Programming Documents

The following regional/statewide documents were reviewed.

1. [Kentucky's FY 2018–FY 2024 Highway Plan](#), the legislatively authorized biennial budget for transportation projects, supplemented by [2018 SHIFT North Region Scores](#) that fed the statewide prioritization process. The current highway plan identifies 11 safety/capacity projects along study routes:

- Item #5-353: Widen North English Station Road from two to three lanes (3rd lane will be a center turn lane) from Aiken Road to Avoca Road.
- Item #5-367.2: Extension of Old Henry Road (KY 3084) east to Ash Avenue (KY 362).
- Item #5-518: Widen Watterson Trail from two to three lanes from Ruckriegel Parkway to Maple Road, and widen Watterson Trail from two to three lanes from Old Taylorsville Road to Ruckriegel Parkway. Project to include streetscape enhancements to improve the corridor.
- Item #5-555: Planning study to reduce congestion and improve safety along KY 1747 (Hurstbourne Parkway) from Stony Brook Drive to I-64.
- Item #5-808: Safety Project for reconstruction of Taylorsville Road and South Pope Lick Road Intersection and bridge over Pope Lick Creek.
- Item #5-8203: Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road.
- Item #5-8908: Widen Taylorsville Road to three lanes from I-265 to KY 148.
- Item #5-8952: Widen US 60 to three lanes from Eastwood Cutoff (MP 14.7) to Rockcrest Way (MP 15.1).
- Item #5-80000: New Interchange with Eastwood Fisherville Connector to I-64.
- Item #5-80001: Widen US 60 to six lanes from Old Shelbyville Rd. to North English Station Rd.
- Item #5-80003: Extend Plantside Drive from Rehl Road to Taylorsville Road.

2. [Kentucky's FY 2016–FY 2022 Highway Plan](#), which was superseded by the subsequent highway plan but contains a history of project concepts in various stages of development. A few additional concepts were identified that do not appear in the latest Highway Plan:

- Item #5-344.01: Widen Southbound Hurstbourne Lane to three lanes from Linn Station Rd (CS-1004H) to Eden Ave.
- Item #5-8905: Extend the left turn lane on Hurstbourne Lane at intersection with Six Mile Lane.
- Item #5-8953: Improve Hurstbourne Parkway (KY 1747) at Shelbyville Road (US 60) intersection to increase capacity, reduce delays, and improve safety.

3. **Continuous Highway Analysis Framework (CHAF) Project Identification Forms (PIF)**, representing identified needs and improvement concepts monitored by KYTC. District 5 provided 39 CHAF PIFs within the study area. See **Chapter 4.0** for additional details; forms are included as **Appendix C**.

4. **KIPDA's Metropolitan Transportation Plan (MTP)**, [Horizon 2035](#), the fiscally constrained planning document that reflects all KIPDA's anticipated surface transportation investments through 2035 in the five-county Louisville metropolitan planning area. KIPDA files show 72 projects wholly or partially within the study area, several of which are transit or bicycle/pedestrian projects beyond the scope of this study.

5. **Shelby County's 2015–2040 Comprehensive Plan**, intended to guide future community growth and development. Five proposed capacity/safety improvements within the Simpsonville area are included in the county's comprehensive plan:

- Project 24, a new connector between KY 1848 and KY 55, parallel to and north of I-64.
- Project 26, a new connector between KY 1848 and Webb Road, providing an alternate link to US 60 northwest of town.
- Project 29, improve and widen KY 1848 approximately 3,100 feet north from Grand Central Drive (north of town).
- Project 30, improve and widen KY 1848 from KY 1399 to Hunters Point Place (south of town).
- Project 31, a new connector between KY 1848 and KY 1399, south of town.

6. [Cornerstone 2020](#), in which the Louisville/Jefferson County Planning Commission defined their community vision for community forms, mobility, livability, and more in their year 2000 comprehensive plan.

3.2 Corridor and Small Area Plans

Additionally, project-specific planning studies were also reviewed:

1. [I-265 Programming Study](#) (2015). KYTC identified improvements along I-265, its interchanges, and cross-streets, prioritizing improvements by section based on traffic and safety data, public input, and likely impacts. Improvements covered mainline I-265 widening and technology deployments, plus 25 other projects for further study (e.g., interchange improvements, added capacity at cross-streets, improved traffic control, etc.). Within the study area, recommended improvements were identified at the KY 155, I-64, KY 3084, and KY 146 interchanges plus a new interchange at CR-1006H (Rehl Road).

2. [Rehl Road/I-265 Interchange Feasibility Study](#) (2009). KYTC evaluated the feasibility of a new interchange linking I-265 and Rehl Road. Accommodating anticipated industrial growth here is a challenge; the city identified the interchange as a top priority with substantial economic benefits for the area.

3. [I-64 Interchange and New Connector Alternatives Study](#) (2008). KYTC investigated a new I-64 interchange in the vicinity of CR-1010J (Gilliland Road) and a new north-south connector between KY 155 (Taylorsville Road) and US 60 (Shelbyville Road). The area has experienced significant growth in recent decades, rapidly transitioning from rural residential to suburban neighborhoods. The study recommends preliminary engineering to develop alternatives within the western corridor studied, with rural and urban sections, plus bicycle/pedestrian facilities.

4. [Taylorsville Road Scoping Study](#) (2007). KYTC examined traffic, access, and safety issues along KY 155 from Jeffersontown to the KY 148 intersection to develop low-cost, short-term improvements and larger, long-term capacity solutions. Following an inventory of existing conditions and outreach with local stakeholders, the study recommended five relatively small-scale operational improvements plus reconstructing the highway with four lanes, curb/gutter, sidewalk, and a multi-use path.

5. [Billtown Road Scoping Study](#) (2007). KYTC considered low-cost, short-term solutions and broader alternatives to improve corridor-wide capacity and operations along Billtown Road from Jeffersontown to I-265. The corridor operated at LOS E at the time of the analysis and is expected to degrade to LOS E-F as traffic growth continues. In addition to ten short-term improvements, widening the entire corridor to three lanes with sidewalks was recommended.

6. [Top 40 High Crash Intersections](#) (2015). KIPDA published their top 40 high-crash intersections in Jefferson and Bullitt counties. Two segments were within the study area limits:

- KY 1747 (Hurstbourne Parkway) from KY 155 (Taylorsville Road) to the I-64 off-ramp / Bluegrass Parkway, with the intersection at either end flagged as top 40 intersections.
- US 60 (Shelbyville Road) from KY 1747 (Hurstbourne Parkway) to Dorsey Lane / Blue Ridge Manor.

7. [South Floyd's Fork Vision](#) (2019 Draft). Concurrent with this Middletown to Simpsonville Needs Analysis Study, Floyd's Fork advocates are developing a master plan for the area roughly bounded by US 60, I-265, US 150, and the county line. The draft plan acknowledges the need for improved roadways, emphasizing multi-modal connections, low speeds, and natural landscaping.

8. [Eastern Thoroughfare Plan](#) (2008). Louisville Metro undertook this study to identify and plan for short-, medium-, and long-term needs in the Floyd's Fork area of eastern Jefferson County. Network improvements are recommended: a three-lane collector east of I-265, a three to five lane arterial with an I-64 interchange, and supporting scenic connections between.

9. [Taylorsville Road Area/Urton Lane Study](#) (2007). Louisville Metro examined land use forms and the proposed extension of Urton Lane, including coordination with local officials and the public. Improved access control along KY 155—eliminating left turns from cross-streets—is recommended.

10. [Jeffersontown Transportation Study](#) (2007). To support downtown revitalization efforts, the city assessed its roadway system to identify mobility enhancements. The study identified high priority, medium priority, and long-term improvements to parking, streetscaping, signals, pedestrian facilities, and local streets.

4.0 STAGE 1 GAP ANALYSIS

As part of the initial scoping process, KYTC District 5 personnel provided a list of study area projects previously identified (**Table 4-1**), forming the foundation for the Build scenario improvements. To supplement these 40 projects, analysts overlaid existing conditions information (**Chapter 2.0**) with the list of other previously identified project concepts (**Chapter 3.0**) to identify gaps in the system where improvements should be considered based on congested traffic operations, high crash frequencies, and related data. Nineteen safety/capacity improvement projects were compiled with potential for Stage 1 evaluation, shown on **Figure 4-1 (p.26)**.

Table 4-1: KYTC District 5 Scoped Projects for Stage 1 Evaluation

| Project ID | Location | Type of Work |
|---|---|---|
| CHAF IP20080234 | Tucker Station Road CR-1001H MP 1.079-3.538 | Reconstruction (no additional lanes) |
| CHAF IP20110077 | S English Station Road CR-1002J MP 2.950-3.900 | Reconstruction (no additional lanes) |
| Item #5-353.00 CHAF IP20170032 | N English Station Road CR-1006C MP 0.457-1.232 | Minor Widening (add center turn lane) |
| CHAF IP20080232 | Rehl Road CR-1006H MP 0.000-2.255 | Reconstruction (no additional lanes) |
| CHAF IP20080227 | Ellingsworth Lane CS-1030H MP 0.000-0.607 | Extend/widen Ellingsworth Lane (add center turn lane), KY 913 to Urton Ln |
| CHAF IP20080239 ^B | New Route | Extend Plantside Drive (three lanes), Tucker Station Rd to Rehl Rd |
| CHAF IP20080242 | Blowing Tree Boulevard CS-1163H MP 0.000-0.459 | Extend/widen Blowing Tree Blvd (three lanes), KY 155 to Bunsen Pkwy |
| CHAF IP20080192 | Gene Snyder I-265 MP 24.000-24.600 | New Interchange at Rehl Road |
| Item #5-558.00 CHAF IP20150080 | Gene Snyder I-265 MP 17.300-23.100 | Major Widening |
| Item #5-549.00/.01 CHAF IP20150184 | Gene Snyder I-265 MP 24.600-26.400 | Reconstruct I-64/I-265 Interchange |
| Item #5-537.00/.01/.02 CHAF IP20160174 | Gene Snyder I-265 MP 23.409-34.727 | Major Widening |
| Item #5-80000.00 CHAF IP20150139 | I-64 MP 21.000-22.000 | New Interchange at Eastwood/Fisherville |
| CHAF IP20080200 | LaGrange Road KY 146 MP 6.964-8.251 | Major Widening (five lanes) |
| CHAF IP20080215 | Johnson Road KY 1531 MP 9.100-11.900 | Reconstruction (no additional lanes) |
| CHAF IP20080201 | Taylorsville Road KY 155 MP 6.300-9.350 | Major Widening (five lanes) |
| Item #5-8908.00 CHAF IP20080202 | Taylorsville Road KY 155 MP 4.400-5.750 | Minor Widening (add center turn lane) |
| CHAF IP20080203 | Taylorsville Road KY 155 MP 11.395-13.314 | Major Widening (six lanes) |
| Item #5-808.00 CHAF IP20130147 | Taylorsville Road KY 155 MP 4.400-5.000 | Safety/Hazard Elimination (intersection/bridge) |
| Item #5-8953 CHAF IP20080218 | Hurstbourne Pkwy KY 1747 MP 13.400-13.600 | Intersection Improvements |

| Project ID | Location | Type of Work |
|--|--|--|
| Item #5-555.00 CHAF IP20130135 | Hurstbourne Pkwy KY 1747 MP 10.500-11.995 | Congestion Management |
| Item #5-344.01 CHAF IP20150293 | Hurstbourne Pkwy KY 1747 MP 12.289-13.362 | Reconstruction (add center turn lane) |
| Item #5-8905.00 CHAF IP20160184 | Hurstbourne Pkwy KY 1747 MP 9.483-9.583 | Safety/Hazard Elimination (extend turn lane) |
| CHAF IP20110073 | New Route | Bunsen Blvd/Christian Way Connector (five lanes) |
| CHAF IP20080219 | Billtown Road KY 1819 MP 5.300-8.900 | Minor Widening |
| Item #5-373 CHAF IP20150319 | Watterson Trail KY 1819 MP 10.795-12.811 | Major Widening |
| Item #5-8203.00 CHAF IP20160185 | Billtown Road KY 1819 MP 6.900-8.100 | Reconstruction of three intersections |
| Item #5-80003.00 CHAF IP20170096 | New Route | Extend Plantside Drive, Rehl Rd to KY 155 |
| CHAF IP20120002 | New Route | Extend Urton Lane (three lanes), north of I-64 to Seatonville Rd |
| CHAF IP20080196 | Shelbyville Road US 60 MP 5.529-7.857 | Major Widening |
| CHAF IP20080197 | Shelbyville Road US 60 MP 7.857-11.093 | Major Widening |
| CHAF IP20110074 | New Route | Bowling Blvd/Christian Way Connector (five lanes) |
| Item #5-8952.00 CHAF IP20160176 | Shelbyville Road US 60 MP 14.718-15.114 | Minor Widening and Intersection Improvements |
| Item #5-80001.00 CHAF IP20180043 | Shelbyville Road US 60 MP 11.093-11.684 | Major Widening (six lanes) |
| Item #5-80002.00 ^C CHAF IP20080252 | I-64 MP 21.000-22.000 LaGrange Road KY 146 MP 0.000-2.021 ^O | New Interchange east of I-265 Reconstruction |
| Item #5-376.00 CHAF IP20110079 | New Route ^O | Connector from Old Henry Rd Interchange to KY 22 |
| Item #5-367.20/.21 CHAF IP20160276 | New Route ^O | Extend Old Henry Rd to Ash Ave |
| CHAF IP20130132 | Ash Ave KY 362 MP 0.975-3.039 ^O | Safety/Hazard Elimination |
| Item #5-41.10 CHAF IP20150185 | Gene Snyder I-265 MP 26.500-27.100 | Reconstruct I-265/US 60 Interchange |
| CHAF IP20080214 | Westport Road KY 1447 MP 7.500-9.240 | Minor Widening (add center turn lane) |

^O Denotes Oldham County MP limits; otherwise projects are within Jefferson County

^B Subsequently combined with CHAF IP20170096

^C Subsequently combined with CHAF IP20150139

US 60 at Eastwood Cutoff Road



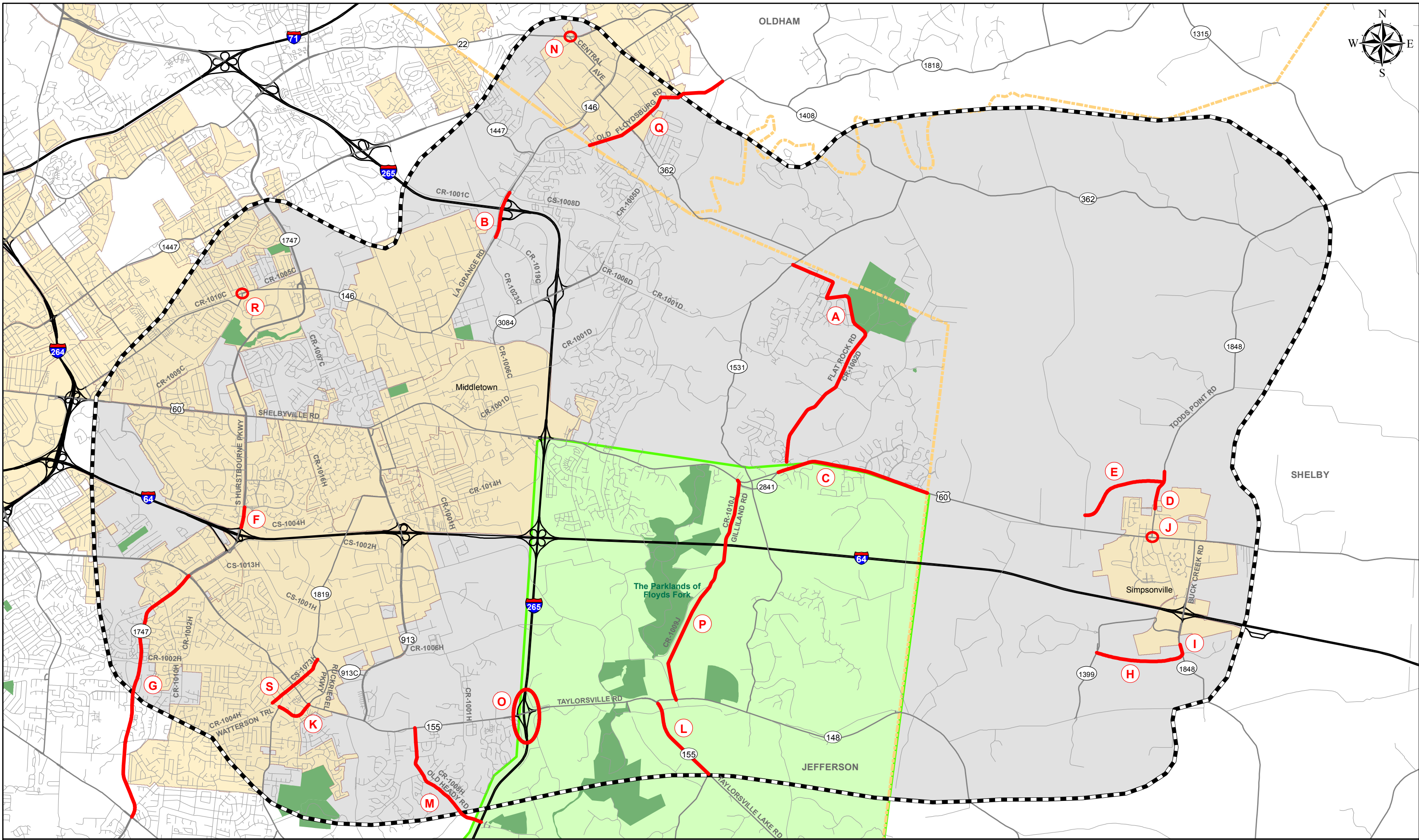


Figure 4-1: Additional 19 Potential Stage 1 Projects

| | | |
|------------------------------|-------------------|------------------------|
| Potential New Projects (A-Q) | County Boundary | Louisville Metro Parks |
| Study Area | Incorporated Area | Parklands Vision Area |

4.1 First Project Team Meeting

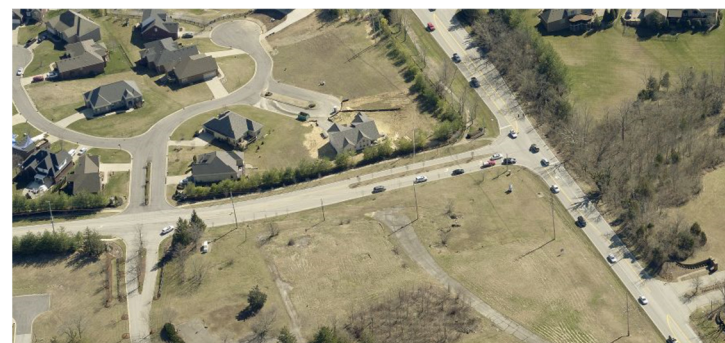
The first project team meeting was held December 3, 2018, at KYTC District 5 to discuss existing conditions in the study area and identify up to ten additional improvements from the gap analysis for inclusion in the prioritization matrix. The meeting summary is included in **Appendix D**. Ten of nineteen additional improvements were selected to add to the Stage 1 evaluation, listed in **Table 4-2**.

Table 4-2: Additional Projects for Stage 1 Evaluation

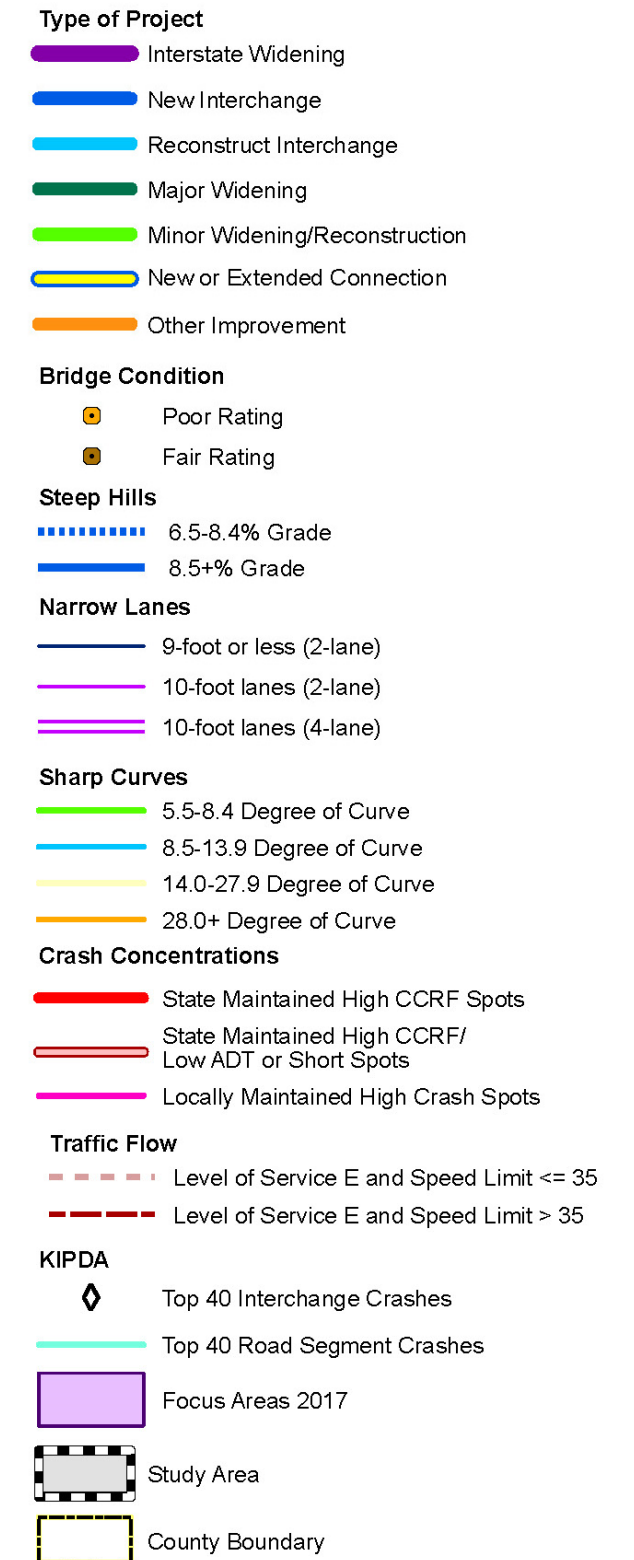
| Project ID(s) | Location | Type of Work |
|--|---|--|
| Concept A KIPDA MTP #1323 | CR-1002D (Flat Rock Rd) MP 0.000–3.848 | Minor Widening, US 60 to KY 1531 |
| Concept C CHAF IP20080198 | US 60 (Shelbyville Rd) MP 15.114–17.375 | US 60 Widening, Rockcrest to county line (add center turn lane) |
| Concept D | KY 1848 (Todds Point Rd) MP 6.418–7.005 | KY 1848 Minor Widening, North of Simpsonville |
| Concept G CHAF IP20080217 | KY 1747 (Hurstbourne Pkwy) MP 7.489–11.033 | KY 1747 Safety improvements, US 31E to KY 155. |
| Concept L | KY 155 (Taylorsville Rd) MP 3.00–4.200 | KY 155 Major Widening, KY 148 to KY 1531, Fisherville (four lanes) |
| Concept M KIPDA MTP #1325 | CR-1008H (Old Heady Rd) MP 0.000-1.376 | Widening, KY 155 to Chenoweth Run (with center turn lane) |
| Concept N | KY 22 (Ballardsville Rd) MP 1.825 / KY 362 (Central Ave) MP 0.000 | Intersection Improvements |
| Concept O | I-265 (Gene Snyder Freeway) / KY 155 (Taylorsville Rd) Interchange | O: Reconstruct Interchange O2: Improve Safety and Mobility (add second eastbound left lane) |
| Concept P ^A KIPDA MTP #390 | New Route | New connector generally following Echo Trail, paired with new I-64 interchange serving Eastwood/Fisherville area |
| Concept R | KY 146 (LaGrange Rd) / CR-1005C (Whipps Mill Road) | Intersection Improvements |

^A Subsequently combined with CHAF IP20150139

Figure 4-2 shows the 49 Stage 1 projects geographically, overlaid on the key findings of the gap analysis. Due to space limitations, the legend corresponding to the **Figure 4-2** map is presented at right.



Recently reconstructed US 60 (Shelbyville Road) / Flat Rock Road intersection



5.0 COMPARISON OF STAGE 1 PROJECTS

As described in the previous chapter, 48 projects were identified for inclusion in the Stage 1 evaluation.

5.1 Stage 1 Matrix

The following subsections explain the scope of the analyses, summarized in the matrix (**Figure 5-4, p. 34+**) following this introductory text. Data were intended to assist KYTC District 5 personnel in prioritizing improvements as the 2020 SHIFT cycle approached its sponsorship phase in February 2019. **Figure 5-1** contains a template of the matrix format, including a hypothetical example project to illustrate information included for Stage 1 projects.

Project sheets for all Stage 1 projects, organized by CHAF PIF numbers followed by concept letters, are included following the matrix (**p. 39+**). Sheets are arranged alphanumerically by CHAF PIF name. Each sheet contains a stand-alone project description, providing a concise overview of transportation needs. Project location maps and phase costs are also included for easy reference.

5.1.1 Background Project Information

The first portion of the matrix, noted with a red 1 in **Figure 5-1**, contains background information about the proposed project: the relevant KYTC or KIPDA identifiers, project location with beginning mile point (BMP) and ending mile point (EMP) designations, and a description of the improvement from its corresponding CHAF PIF.

The next columns, noted with a blue 2 in **Figure 5-1**, contain additional supporting information. This includes a conceptual description of the planned improvement assumed in build traffic analyses and development of preliminary cost estimates. The “Other Notes” field provides a description of how the project ranked in the 2018 SHIFT prioritization process, prioritization information from other planning efforts, or other miscellaneous supporting information about the importance of the improvement.

5.1.2 Existing and No-Build Traffic

The central portion of the matrix, noted with a purple 3 in **Figure 5-1**, describes 2018 existing and 2040 No-Build future traffic, as discussed in **Section 2.3**. Presented information includes existing ADT and truck percentages from recent counts, future No-Build ADT projections from the statewide travel demand model, plus LOS and v/c operational measures for both scenarios. The matrix highlights any segments operating at LOS E/F or with a v/c ratio ≥ 0.8 in red text to emphasize these as potential priorities based on congested peak hour traffic operations. A v/c ratio ≥ 0.8 is approaching capacity; a more detailed intersection-level analysis is likely to show locations at or above capacity within the larger segment.

One additional factor, “Delay” is added beyond data presented in **Chapter 2.0**. GIS-based delay data was provided by KYTC staff as a preliminary input describing congestion for the 2020 SHIFT process, built on 2015-2017 speed data acquired from HERE Technologies. Vehicle Hours of Delay (VHD) represents the excess time spent on a trip compared to what would be required in uncongested conditions. It represents total delay experienced by all vehicles traveling on a section of highway during the analysis period, divided into five categories:

- Low (L), representing less than 1,000 vehicle-hours of delay during an average daytime weekday (6 AM—8 PM)
- Medium-Low (ML), representing 1,000 to 2,500 vehicle-hours
- Medium (M), representing 2,500 to 5,000 vehicle-hours
- Medium-High (MH), representing 5,000 to 10,000 vehicle-hours
- High (H), representing over 10,000 vehicle-hours

The matrix highlights any section with a Medium-High or High rating as red text to emphasize these as potential priorities. For large projects containing all five categories, additional information describes the extents categorized as Medium-High and High.

Figure 5-2 (p. 30) presents VHD data within the study area limits. As expected, the greatest delays are concentrated near high volume congested interchanges: I-265 at I-64 and KY 3084, I-64 east of KY 913, KY 1747 near I-64, and along US 60.

5.1.3 Historic Crash Data

Noted with a green 4 in **Figure 5-1**, the next portion of the matrix describes crashes and high CCRF spots/segments within the limits of each Stage 1 project, using the data described in **Section 2.4**. Reported crashes during July 2015 through June 2018 are presented, also broken down by severity into fatal (F), injury (I), and property damage only (PDO) collisions. The total number of high CCRF spots and segments within the project limits are included, highlighting locations with more than one high CCRF spot/segment in red text.

The next column, noted with a gray 5 in **Figure 5-1**, represents Excess Expected Crashes (EEC). KTC developed a new methodology based on the Highway Safety Manual (HSM) to rank safety needs of projects included in the 2020 SHIFT process. EEC is based on a crash prediction model estimating the number of excess crashes a segment is experiencing compared to others of its type. GIS-based data is measured for both segments and intersections. Legend categories break the data into quartiles, categorizing sites as Minimal, Low, Medium, or High. The matrix lists the length of segments and intersections with a positive EEC (any category). The matrix highlights as red text any High crash areas exceeding the median value for its roadway type.

Study area EEC values are shown on **Figure 5-3 (p. 31)**. The highest concentrations in the study area are found along KY 1747: at the I-64 westbound ramp terminal (215 additional crashes, the highest intersection in the entire database), at the intersection with CS-1013H (Bunsen Parkway, 83 crashes), and at the intersection with KY 155 (Taylorsville Road, 79 crashes).

5.1.4 Substandard Geometry

The results of the HIS data review described in **Sections 2.1 and 2.2** are included in the next column of the matrix, noted with a yellow 6 in **Figure 5-1**. The column identifies any substandard roadway design features (i.e., narrow lane widths, steep grades, sharp curves, or poor condition bridges) within each project’s limits.

Guide to interpreting the Matrix:

| 1 | | | | | | 2 | | 3 | | | | 4 | | 5 | 6 | | | | 7 | | | | | | | |
|-----------------|-------------------------|-----------|--------|-------|-------|--|---|---------------------------------------|---------------------|---------------|-----|---------|-----------------------------|----------------|-------------|----------------------|-----------------------|----------------------|-----------------|---------------------------------|--------------------|-----------------------|----------------------------|-------------|-----------------|----------|
| Project ID | Other IDs | County | Route | BMP | EMP | Description of Improvement | Conceptual Project for Modeling & Cost Estimate | Other Notes | Existing Conditions | | | | 7/15-6/18 Crashes (F/I/PDO) | High CRF Sites | EEC Seg Int | Substandard Geometry | Improvement Info | | | | | | | | | |
| | | | | | | | | 2018 | | 2040 No-Build | | | | | | | | | | | | | | | | |
| | | | | | | | | ADT | % Trucks | LOS | V/C | Delay | ADT | LOS | V/C | | | | | | | | | | | |
| CHAF IP20000000 | Item 5-000 MTP # 001 | Jefferson | KY 000 | 0.000 | 1.000 | Widen KY 000 to five lanes from Begin Dr to End Rd | Major widening (five lanes) | Ranked 50th regionally in 2018 SHIFT. | 10,000 | 5 | D | 0.2-0.3 | ML-M | 13,000 | E | 0.2-0.4 | 100 crashes (0/10/90) | 0 segment 3 spots | 0.2 mi 1 int | 2 sharp curves | 2040 Build Summary | | Project Development Status | | Total Cost Est. | Bike/Ped |
| | | | | | | | | | | | | | | | | | | | | 13,500 ADT LOS A-B 0.2 V/C | | Design & ROW complete | | \$5,000,000 | No | |

Figure 5-1: Guide to Data Headings in Stage 1 Matrix

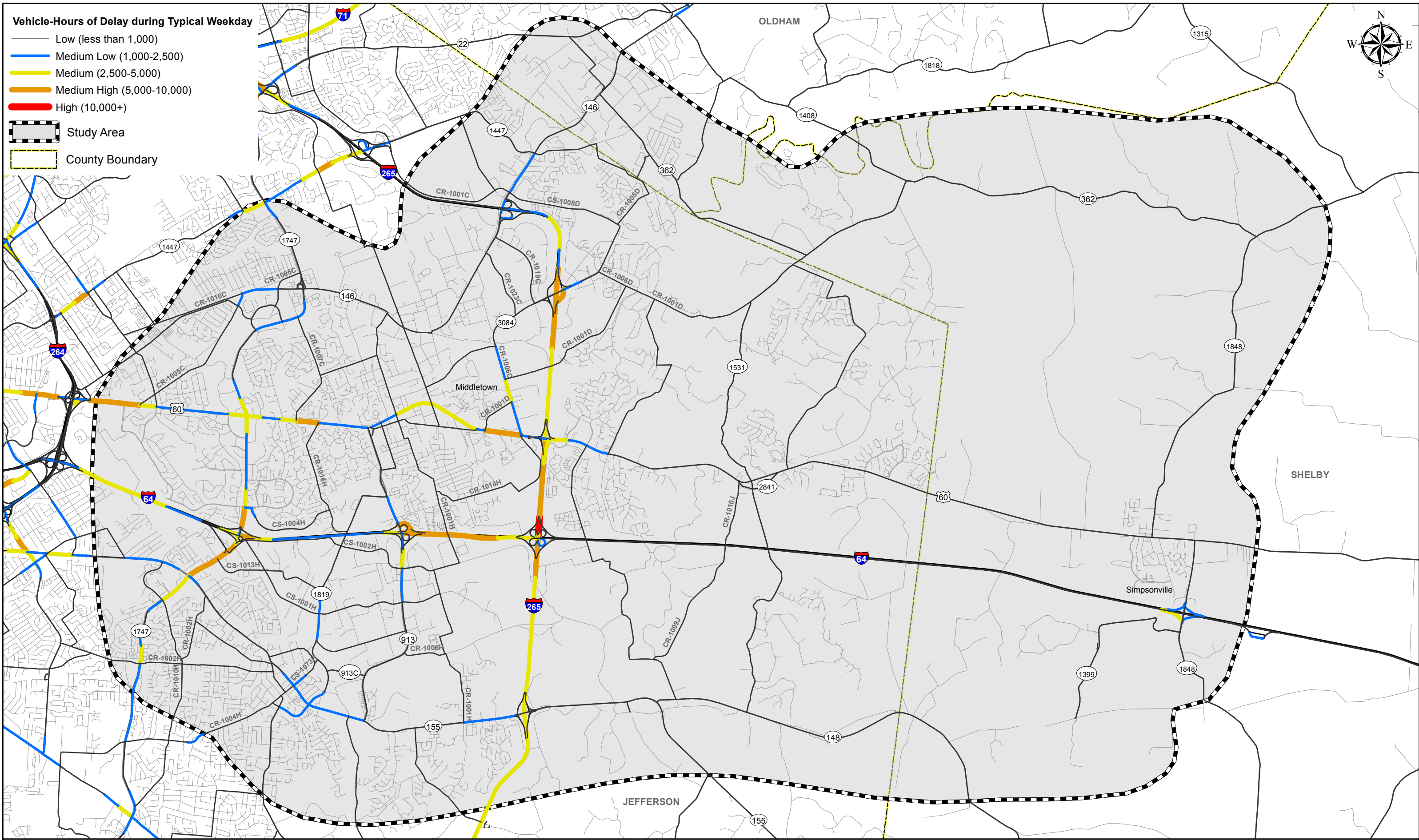


Figure 5-2: VHD Calculated within the Study Area

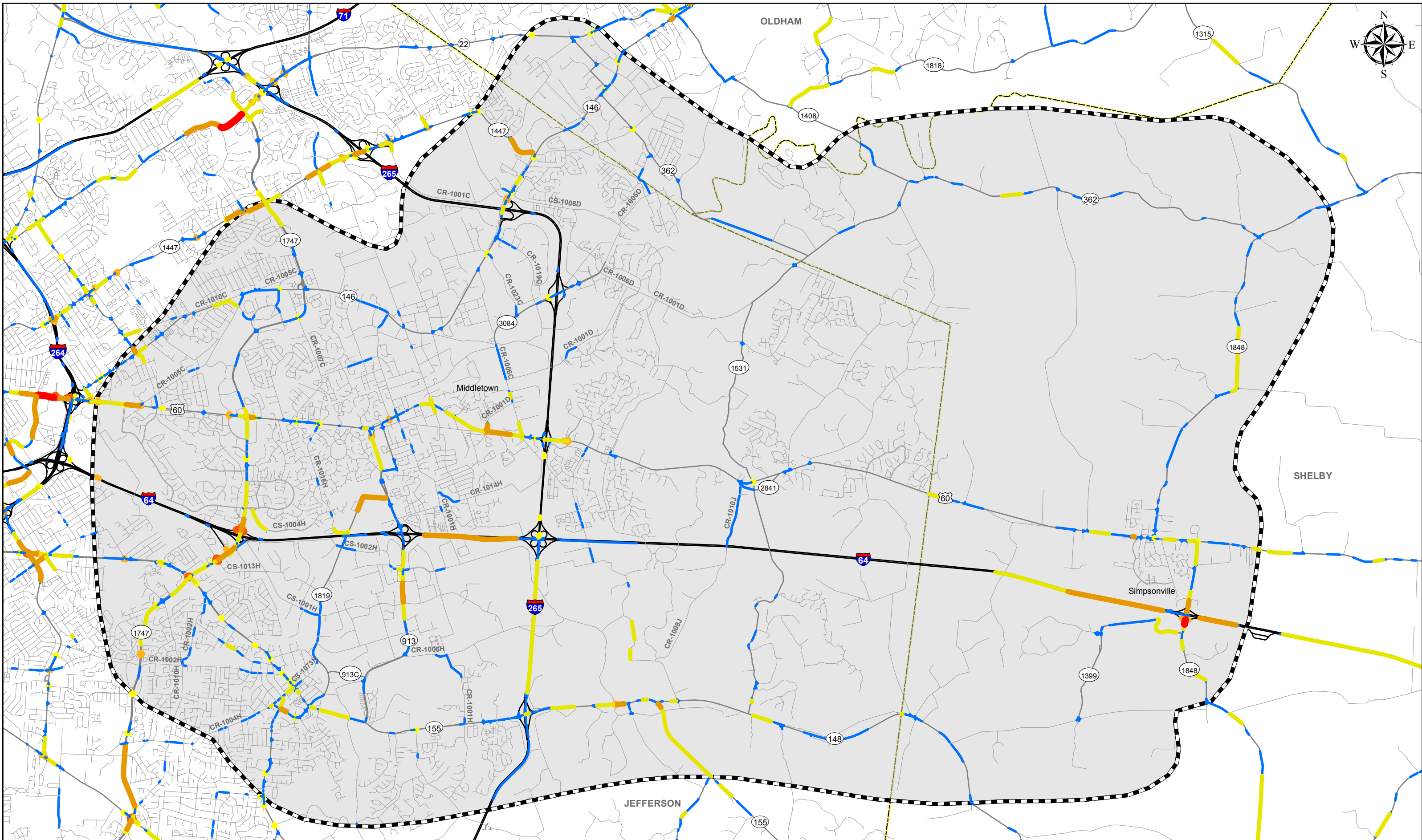


Figure 5-3: EEC Calculated within the Study Area

| | | |
|---|--------|-------------------------------|
| Sites Exceeding Expected Crash Frequencies | | Study Area County Boundary |
| Minimal | Medium | |
| Low | High | |

5.1.5 Improvement Information

The final section of the matrix, noted with an orange 7 in **Figure 5-1**, describes the Build condition, assuming the proposed project is implemented. It includes traffic impacts, project development activities, costs, and bicycle/pedestrian considerations.

The “Project Development Status” column shows whether KYTC has invested in any previous project development efforts, including design, right-of-way (ROW) acquisition, utility relocations, or construction.

The “Bike/Ped” column identifies whether accommodations for bicyclists and pedestrians have been identified for consideration for inclusion into the improvement, based on the CHAF database and/or approved local bicycle and pedestrian plans.

2040 Build Traffic

The “2040 Build Summary” column describes future traffic impacts. Each large-scale build scenario was modeled independently. This means the cumulative impact on regional traffic flows from multiple projects are not evaluated. That is, widening I-265 to six lanes (CHAF IP20160174) is likely to influence future traffic volumes/operations using the I-265 / I-64 interchange (CHAF 20150184) but this study does not quantify those impacts. Each project is treated as a standalone concept since SHIFT evaluates each independently.

Build traffic reports one of two metrics for these large-scale projects.

- For existing route improvements, ADT, LOS, and v/c are presented, assuming the improvement is built.
- For interstates or projects on new alignment, ADT, Vehicles Hours Traveled (VHT), and Vehicle Miles Traveled (VMT) are presented. VHT equates to the regional time savings network-wide over a 24-hour period; for example, -100 VHT means 100 fewer hours spent sitting in congestion every day if the project is built, divided between all the drivers on all the routes influenced by the project. VMT represents the total distance driven by all motorists; the model assumes drivers will choose whichever route provides the shortest travel time, even if it is a longer path. For example, +100 VMT means 100 extra miles would be driven if the project were built, divided between all the drivers on all the routes influenced by the project.

As noted in the matrix, three projects were not run within the statewide model. Located near the western limit of the study area, the statewide model does not contain adequate coverage in the vicinity to estimate impacts from the proposed new local routes. Results are presented in **Figure 5-4** from the KIPDA model instead. While the values are not directly comparable to other build scenarios evaluated with the statewide model, they are included to provide scale of reference. The three projects in question are in the Oxmoor vicinity near the western limit of the study area: CHAF IP20080242 Blowing Tree Boulevard extension, CHAF IP20110073 Bunsen Boulevard to Christian Way Connector, and CHAF IP20110074 Bowling Boulevard to Christian Way Connector.

Small-scale projects (e.g., intersection improvements and hazard elimination/safety projects) would result in minimal operational changes and were not input into the model as they represent a finer level of detail than the model is built to approximate.

Cost Estimates

Planning-level cost estimates were prepared for all remaining project development phases: design, ROW, utilities, and construction. Where available, costs were incorporated from CHAF PIF or earlier planning studies, adjusted to current year dollars as needed using KYTC’s 2017 construction cost index, inflated to 2019 and rounded. For new project concepts, construction costs were estimated based on planning-level

quantities for pavement, structures, earthwork, etc. KYTC District 5 staff provided necessary ROW and utility estimates. Remaining costs by phase are summarized—with project IDs in numerical order—in **Table 5-1**.

Table 5-1: Cost Estimates by Phase for Remaining Project Development Activities (2019 Dollars)

| Project ID | Planning | Design | ROW | Utilities | Construction | Total |
|-----------------|-------------|-------------|--------------|--------------|---------------|---------------|
| CHAF IP20080192 | \$470,000 | \$2,780,000 | \$1,390,000 | \$580,000 | \$31,360,000 | \$36,580,000 |
| CHAF IP20080196 | \$240,000 | \$1,970,000 | \$1,050,000 | \$470,000 | \$23,160,000 | \$26,890,000 |
| CHAF IP20080197 | \$0 | \$3,500,000 | \$6,245,000 | \$10,408,000 | \$34,730,000 | \$54,883,000 |
| CHAF IP20080200 | \$0 | \$1,500,000 | \$500,000 | \$500,000 | \$12,000,000 | \$14,500,000 |
| CHAF IP20080201 | \$0 | \$1,800,000 | \$2,000,000 | \$2,500,000 | \$18,000,000 | \$24,300,000 |
| CHAF IP20080202 | \$915,000 | \$1,495,000 | \$1,000,000 | \$500,000 | \$15,930,000 | \$19,840,000 |
| CHAF IP20080203 | \$0 | \$1,200,000 | \$750,000 | \$1,500,000 | \$12,000,000 | \$15,450,000 |
| CHAF IP20080214 | \$0 | \$470,000 | \$240,000 | \$120,000 | \$4,640,000 | \$5,470,000 |
| CHAF IP20080215 | \$0 | \$930,000 | \$470,000 | \$240,000 | \$10,190,000 | \$11,830,000 |
| CHAF IP20080218 | \$0 | Authorized | \$750,000 | \$1,040,000 | \$2,600,000 | \$4,390,000 |
| CHAF IP20080219 | \$240,000 | \$2,090,000 | \$1,160,000 | \$470,000 | \$23,160,000 | \$27,120,000 |
| CHAF IP20080227 | \$0 | \$350,000 | \$240,000 | \$120,000 | \$3,710,000 | \$4,420,000 |
| CHAF IP20080232 | \$0 | \$930,000 | \$470,000 | \$240,000 | \$10,420,000 | \$12,060,000 |
| CHAF IP20080234 | \$0 | \$930,000 | \$470,000 | \$240,000 | \$10,240,000 | \$11,880,000 |
| CHAF IP20080242 | \$0 | \$500,000 | \$450,000 | \$580,000 | \$3,000,000 | \$4,530,000 |
| CHAF IP20080252 | \$250,000 | \$1,500,000 | \$500,000 | \$500,000 | \$12,000,000 | \$14,750,000 |
| CHAF IP20110073 | \$0 | \$2,250,000 | \$560,000 | \$370,000 | \$20,260,000 | \$23,440,000 |
| CHAF IP20110074 | \$0 | \$2,000,000 | \$860,000 | \$890,000 | \$20,000,000 | \$23,750,000 |
| CHAF IP20110077 | \$0 | \$150,000 | \$80,000 | \$30,000 | \$1,800,000 | \$2,060,000 |
| CHAF IP20110079 | \$0 | \$3,600,000 | \$1,800,000 | \$710,000 | \$41,220,000 | \$47,330,000 |
| CHAF IP20120002 | \$0 | \$4,000,000 | \$3,000,000 | \$2,500,000 | \$52,000,000 | \$61,500,000 |
| CHAF IP20130132 | \$250,000 | \$1,365,000 | \$1,000,000 | \$420,000 | \$7,350,000 | \$10,385,000 |
| CHAF IP20130135 | \$250,000 | \$275,000 | \$100,000 | \$50,000 | \$2,761,279 | \$3,436,279 |
| CHAF IP20130147 | \$0 | Authorized | \$175,000 | \$150,000 | \$1,800,000 | \$2,125,000 |
| CHAF IP20150080 | \$0 | \$7,500,000 | \$2,030,000 | \$1,200,000 | \$75,000,000 | \$85,730,000 |
| CHAF IP20150139 | \$1,400,000 | \$4,500,000 | \$10,190,000 | \$2,450,000 | \$55,700,000 | \$74,240,000 |
| CHAF IP20150184 | \$0 | \$540,000 | \$1,250,000 | \$1,270,000 | \$38,270,000 | \$41,330,000 |
| CHAF IP20150185 | \$0 | \$3,250,000 | \$4,260,000 | \$4,260,000 | \$52,640,000 | \$64,410,000 |
| CHAF IP20150293 | \$0 | \$0 | \$100,000 | \$2,380,000 | \$3,330,000 | \$5,810,000 |
| CHAF IP20150319 | \$0 | Authorized | Authorized | \$2,870,000 | \$12,410,000 | \$15,280,000 |
| CHAF IP20160174 | \$0 | Authorized | \$3,150,000 | \$4,160,000 | \$140,000,000 | \$147,310,000 |
| CHAF IP20160176 | \$0 | \$325,000 | \$400,000 | \$450,000 | \$900,000 | \$2,075,000 |
| CHAF IP20160184 | \$0 | \$85,000 | \$0 | \$0 | \$115,000 | \$200,000 |
| CHAF IP20160185 | \$0 | Authorized | Authorized | Authorized | \$2,700,000 | \$2,700,000 |
| CHAF IP20160276 | \$0 | Authorized | Authorized | Authorized | \$18,180,000 | \$18,180,000 |
| CHAF IP20170032 | \$0 | Authorized | Authorized | Authorized | \$6,410,000 | \$6,410,000 |
| CHAF IP20170096 | \$0 | \$1,663,000 | \$8,200,000 | \$800,000 | \$13,000,000 | \$23,663,000 |

| Project ID | Planning | Design | ROW | Utilities | Construction | Total |
|-----------------|-----------|-------------|-------------|-------------|--------------|--------------|
| CHAF IP20180043 | \$0 | \$1,255,000 | \$550,000 | \$720,000 | \$1,500,000 | \$4,025,000 |
| Concept A | \$0 | \$6,350,000 | \$2,309,000 | \$3,078,000 | \$63,500,000 | \$75,237,000 |
| Concept C | \$565,250 | \$570,000 | \$1,357,000 | \$1,809,000 | \$5,652,500 | \$9,953,750 |
| Concept D | \$0 | \$228,977 | \$352,000 | \$470,000 | \$2,289,773 | \$3,340,750 |
| Concept G | \$0 | \$180,000 | \$90,000 | \$36,000 | \$1,800,000 | \$2,106,000 |
| Concept L | \$0 | \$4,053,333 | \$900,000 | \$450,000 | \$40,533,333 | \$16,926,000 |
| Concept M | \$0 | \$4,560,000 | \$826,000 | \$1,101,000 | \$45,600,000 | \$52,087,000 |
| Concept N | \$0 | \$323,000 | \$162,000 | \$65,000 | \$3,230,000 | \$3,780,000 |
| Concept O | \$0 | \$2,926,000 | \$30,000 | \$150,000 | \$29,260,000 | \$32,366,000 |
| Concept O2 | \$0 | \$750,000 | \$30,000 | \$10,000 | \$4,000,000 | \$4,790,000 |
| Concept R | \$0 | \$120,000 | \$80,000 | \$1,480,000 | \$1,200,000 | \$2,880,000 |

5.2 Second Project Team Meeting

The project team met January 8, 2019 at KYTC District 5 in Louisville to discuss the analysis completed to date and refine the draft matrix. The team reviewed 2040 traffic analyses and examined the draft matrix to adjust content and format to improve utility. The meeting summary is included in **Appendix D**.

Figure 5-4: Stage 1 Matrix

| Project ID | Other IDs | County | Route | BMP | EMP | Description of Improvement | Conceptual Project for Modeling & Cost Estimate | Other Notes | Existing Conditions | | | | | | | | | | | Improvement Info | | | | | |
|--|-------------------------------|-----------|---------|--------|--------|--|---|---|---------------------|----------|-----|---------|------------------------|----------------|---------------|---------|-----------------------------|---------------------|--------------------|---------------------------------------|---|--|-------------------------------|-------------|----|
| | | | | | | | | | 2018 | | | | Delay | 2040 No Build | | | 7/15-6/18 Crashes (F/I/PDO) | High CCRF Sites | EEC Seg Int | Substandard Geometry | 2040 Build Summary | Project Development Status | Total Remaining Cost Estimate | Bike/Ped | |
| | | | | | | | | | ADT | % Trucks | LOS | V/C | | ADT | LOS | V/C | | | | | | | | | |
| Statewide Significance (Interstates & NHS Routes) | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHAF IP20160174 | Item 5-537.00/01/02 MTP # 958 | Jefferson | I-265 | 23.409 | 34.727 | SIX LANE PRIORITY SECTION OF I-265 BETWEEN TAYLORSVILLE ROAD AND I-71. | Major Widening (six lanes) | Priority 1-2-4 in 2015 Programming Study. Ranked 1st statewide in 2018 SHIFT. | 48,500-86,500 | 10-11 | | | L-H MH 2.6 mi H 0.2 mi | 56,000-95,000 | | | | | 2.6 mi 0 int | N/A | 64,000-115,000 ADT -7,027 VHT +11,242 VMT | Design ongoing | \$147,310,000 | N/A | |
| CHAF IP20150080 | Item 5-558.00 MTP # 959 | 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). | Major Widening (six lanes) | Priority 5 of 5 in 2015 Programming Study. Ranked 29th statewide in 2018 SHIFT. | 66,000-71,000 | 9-12 | | | ML-M | 77,000-83,000 | | | | | 2.6 mi 0 int | N/A | 87,000-93,000 ADT -2,716 VHT +6,774 VMT | Pre-design | \$85,730,000 | N/A | |
| CHAF IP20150184 | Item 5-549.00/01 MTP # 179 | Jefferson | I-265 | 24.600 | 26.400 | RECONSTRUCTION OF THE I-265/I-64 INTERCHANGE. (2016BOP) | Reconstruct I-265/I-64 Interchange | Priority in 2015 Programming Study. Ranked 33rd statewide (#5-549) and 22nd regionally (#5-21.2) in 2018 SHIFT. | 48,500 | 10.6 | | | L-H MH 0.7 mi H 0.3 mi | 56,000-111,000 | | | | | 3.4 mi 0 int | N/A | 57,000-111,000 -347 VHT -3,001 VMT | Design ongoing | \$41,330,000 | N/A | |
| | | | I-64 | 18.600 | 19.200 | | | | 60,000-95,000 | 9.5 | | | | | | | | | | | | | | | |
| CHAF IP20080196 | N/A | Jefferson | US 60 | 5.529 | 7.857 | Improve safety and reduce congestion on US 60 from I-264 to KY 1747. Project design will evaluate one added travel lane in each direction and consider bicycle and pedestrian facilities. | Major Widening (six+ lanes) | CHAF notes dense development, regional attractions, growing UL Shelby campus. Not sponsored in 2018 SHIFT. | 38,400-56,590 | 7.8 | C-E | 0.6-0.8 | ML-MH | 43,000-62,000 | D-E | 0.6-0.9 | 474 crashes (1/49/424) | 2 segments 4 spots | 0.8 mi 9 int | 10-foot lanes 1 fair condition bridge | 52,000-68,000 ADT LOS D 0.6-0.8 V/C | Pre-design | \$26,890,000 | Yes | |
| Concept L | N/A | Jefferson | KY 155 | 3.000 | 4.200 | Improve safety and congestion on KY 155 (Taylorsville Lake Road) from KY 148 (Taylorsville Road) to KY 1531 (Routt Road). Project will evaluate the addition of one travel lane in each direction and the addition of bicycle and pedestrian facilities. | Major Widening (four lanes) | Covington by the Park development (800+ homes, retail) to add turn lanes. New project. | 17,460 | 7.5 | E | 0.6 | L | 28,000 | F | 1.0 | 25 crashes (0/3/22) | 0 segments 0 spot | 1.2 mi 2 int | 1 fair condition bridge | 29,000 ADT LOS B 0.4 V/C | Pre-design | \$16,926,000 | Yes | |
| CHAF IP20080202 | Item 5-8908.00 MTP #956 | Jefferson | KY 155 | 4.400 | 5.750 | IMPROVE SAFETY AND REDUCE CONGESTION ON KY 155 (TAYLORSVILLE ROAD) FROM I-265 TO KY 148 (TAYLORSVILLE ROAD). PROJECT WILL EVALUATE UP TO 5-LANE WIDENING WITH TWO-WAY CENTER TURN LANE AND CONSIDER BICYCLE AND PEDESTRIAN FACILITIES. | Minor Widening (add center turn lane) | \$19.8M in SPP funds in 2018-24 SYP. Ranked 7th regionally in 2018 SHIFT (MP 4.4-6.3). | 20,310 | 7.5 | A-E | 0.2-0.5 | L | 25,000-29,000 | A-E | 0.3-0.8 | 87 crashes (1/29/57) | 0 segments 2 spots | 0.7 mi 3 int | N/A | 28,000-29,000 ADT LOS A-E 0.3-0.7 V/C | Pre-design | \$19,840,000 | Yes | |
| CHAF IP20080218 | Item 5-8953 MTP # 2384 | Jefferson | KY 1747 | 13.400 | 13.600 | IMPROVE THE HURSTBOURNE PARKWAY (KY 1747) AT SHELBYVILLE ROAD (US 60) INTERSECTION TO INCREASE CAPACITY, REDUCE DELAYS, AND IMPROVE SAFETY. (SEE 5-344.02) | Intersection Improvements | In 2016-22 SYP but not 2018-24. Ranked 126th regionally in 2018 SHIFT. | 22,180-33,930 | 2-10 | | E | 0.3-0.4 | M | 26,000-40,000 | F | 0.4-0.5 | 83 crashes (0/5/78) | 2 segments 2 spots | 0.4 mi 1 int | 1 sharp curve | 26,000-40,000 ADT LOS E-F for intersection | Design completed | \$4,390,000 | No |
| | | | US 60 | 7.857 | 7.857 | | | | 38,400 | 8-10 | | | 0.5-0.6 | | 43,000 | | 0.5-0.7 | -- | -- | N/A | 43,000 ADT | | | | |
| CHAF IP20080197 | MTP #479 | Jefferson | US 60 | 7.857 | 11.093 | Improve safety and reduce congestion on US 60 from KY 1747 to Old Shelbyville Road (CS3596). Project will evaluate the addition of one travel lane in each direction and will consider accommodations for bicyclists, pedestrians, and transit users. | Major Widening (six lanes) | CHAF notes dense development, regional attractions, growing area. Ranked 184th regionally in 2018 SHIFT. | 30,500-45,600 | 2-10 | C-D | 0.4-0.7 | ML-MH | 35,000-60,000 | C-E | 0.5-1.0 | 753 crashes (1/97/655) | 5 segments 14 spots | 2.1 mi 19 int | 1 steep grade 1 sharp curve | 38,000-56,000 ADT LOS B-D 0.4-0.6 V/C | Pre-design | \$54,883,000 | Yes | |
| CHAF IP20180043 | Item 5-80001.00 | Jefferson | US 60 | 11.093 | 11.684 | WIDEN US-60 TO 6 LANES FROM OLD SHELBYVILLE RD. TO NORTH ENGLISH STATION RD. (18CCN) | Major Widening (six lanes) | \$4.0M in SPP funds in 2018-24 SYP. Not sponsored in 2018 SHIFT. | 32,430-35,620 | 9.6 | C | 0.6 | MH | 41,000-45,000 | D | 0.7-0.8 | 208 crashes (0/20/188) | 1 segment 3 spots | 0.5 mi 3 int | N/A | 42,000-46,000 ADT LOS C 0.5 V/C | Pre-design | \$4,025,000 | Yes | |
| CHAF IP20080201 | MTP # 1372 | Jefferson | KY 155 | 6.300 | 9.350 | Improve safety and reduce congestion on KY 155 from Watterson Trail to I-265. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities. | Major Widening (five lanes) | CHAF notes developing area plus commuter link for Shelby & Spencer Co. Ranked 108th regionally in 2018 SHIFT. | 11,620-18,060 | 7-15 | A-E | 0.2-0.5 | L-ML | 17,000-23,000 | A-E | 0.3-0.7 | 241 crashes (2/30/209) | 2 segments 4 spots | 1.1 mi 5 int | N/A | 24,000-32,000 ADT LOS A-B 0.3-0.4 V/C | Pre-design | \$24,300,000 | Yes | |
| CHAF IP20130147 | Item 5-808.00 TIP #1507 | Jefferson | KY 155 | 4.400 | 5.000 | SAFETY PROJECT FOR RECONSTRUCTION OF TAYLORSVILLE ROAD AND SOUTH POPE LICK ROAD INTERSECTION AND BRIDGE OVER POPE LICK CREEK. (2016BOP) | Safety/Hazard Elimination (intersection/bridge) | \$2.1M in STP funds in 2018-24 SYP. Ranked 79th regionally in 2018 SHIFT. | 20,310 | 7.5 | E | 0.5 | ML | 29,000 | E | 0.7 | 47 crashes (1/18/28) | 0 segments 1 spot | 0.3 mi 3 int | 1 poor condition bridge | Minimal operational changes | Design ongoing | \$2,125,000 | Yes | |
| CHAF IP20080203 | MTP # 469 | Jefferson | KY 155 | 11.395 | 13.314 | Improve safety and reduce congestion on KY 155 from Hikes Lane/Browns Lane to KY 1747 (Hursbourne Parkway). To include bicycle and pedestrian facilities. | Major Widening (six lanes) | CHAF notes developing area. Ranked 254th regionally in 2018 SHIFT. | 30,850-42,020 | 7-8 | B-D | 0.3-.07 | L-M | 36,000-46,000 | C-D | 0.4-0.8 | 202 crashes (0/41/161) | 0 segments 4 spots | 0.9 mi 8 int | N/A | 38,000-58,000 ADT LOS C-D 0.4-0.7 V/C | Pre-design | \$15,450,000 | Yes | |

| Project ID | Other IDs | County | Route | BMP | EMP | Description of Improvement | Conceptual Project for Modeling & Cost Estimate | Other Notes | Existing Conditions | | | | | | | | | | | Improvement Info | | | | |
|-------------------------------|--|-----------|---------------------------|--------|--------|--|---|--|---------------------|----------|-----|---------|-------------------|---------------|-----|---------|-----------------------------|-----------------------|------------------|----------------------|---|----------------------------|-------------------------------|----------|
| | | | | | | | | | 2018 | | | | Delay | 2040 No Build | | | 7/15-6/18 Crashes (F/I/PDO) | High CCRF Sites | EEC Seg Int | Substandard Geometry | 2040 Build Summary | Project Development Status | Total Remaining Cost Estimate | Bike/Ped |
| | | | | | | | | | ADT | % Trucks | LOS | V/C | | ADT | LOS | V/C | | | | | | | | |
| CHAF IP20130135 | Item 5-555.00 | Jefferson | KY 1747 | 10.500 | 11.995 | REDUCE CONGESTION AND IMPROVE SAFETY ALONG KY-1747 (HURSTBOURNE PARKWAY) FROM STONY BROOK DRIVE TO I-64. | Congestion Management | \$250K NH planning funds in 2018-24 SYP. Ranked 11th regionally in 2018 SHIFT. | 32,680-56,410 | 3-4 | B-C | 0.3-0.5 | ML-MH | 34,000-62,000 | B-C | 0.4-0.5 | 709 crashes (0/75/634) | 5 segments 9 spots | 0.9 mi 10 int | N/A | 38,000-66,000 ADT LOS B-C 0.4-0.6 | Pre-design | \$3,436,279 | Yes |
| Concept G CHAF IP20080217 | N/A | Jefferson | KY 1747 | 7.489 | 11.033 | Improve safety and mobility on KY 1747 (South Hurstbourne Parkway) from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). Project will evaluate operational improvements and signal optimization. | Safety Improvements | MTP #386 (1999) showed 6 lane widening with improved access to Christian Academy. New project. | 24,300-32,680 | 4.3 | B-C | 0.3-0.5 | L-M | 34,000 | B-C | 0.4-0.5 | 304 crashes (0/36/268) | 1 segment 6 spots | 1.7 mi 4 int | 1 sharp curve | Minimal operational changes | Pre-design | \$2,106,000 | Yes |
| CHAF IP20150185 | Item 5-41.10 | Jefferson | I-265 | 26.500 | 27.100 | 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) | Reconstruct I-265/US 60 Interchange as SPUI with C/D to I-64 Interchange | Ranked 185th regionally in 2018 SHIFT. | 86,500 | 10.0 | | | L-MH MH 1.0 MI | 83,000-95,000 | | | | | 0.3 mi 8 int | N/A | 83,000-95,000 -180 VHT -1,289 VMT | Pre-design | \$64,410,000 | N/A |
| | | | US 60 | 11.800 | 12.300 | | | | 34,500 | 2.0 | | | | | | | | | | | | | | |
| CHAF IP20150293 | Item 5-344.01 MTP # 359 | Jefferson | KY 1747 | 12.289 | 13.362 | WIDEN SOUTHBOUND HURSTBOURNE LANE TO 3 LANES FROM LINN STATION RD (CS-1004H) TO EDEN AVE (CS-1660H). (06CCR)(03KYD)(2006BOPP)(SEE 5-344.02 FOR KYD C PHASE)(14CCR) | Reconstruction (add 3rd SB thru lane) | In 2016-22 SYP but not 2018-24. Ranked 36th statewide and 32nd regionally in 2018 SHIFT. | 33,930 | 2 | B-C | 0.3-0.4 | ML-M | 26,000-40,000 | B | 0.4 | 205 crashes (0/33/172) | 0 segment 2 spots | 1.0 mi 3 int | N/A | 39,000-43,000 ADT LOS C 0.4-0.7 V/C | Utilities cleared | \$5,810,000 | No |
| Concept O | N/A | Jefferson | I-265 | 22.700 | 23.400 | Improve safety and reduce congestion on the I-265/KY 155 (Taylorsville Road) interchange. Project will evaluate reconstruction of the interchange. | Reconstruct I-265/KY 155 Interchange | Identified in 2015 Programming Study (moderate/low priority). New project. | 71,000 | 12.4 | | | L-M | 56,000-83,000 | | | | | 0.5 mi 3 int | N/A | 56,000-83,000 -75 VHT +160 VMT | Pre-design | \$32,366,000 | N/A |
| | | | KY 155 | 6.058 | 6.058 | | | | 20,000 | 6.7 | | | | | | | | | | | | | | |
| Concept O2 | N/A | Jefferson | KY 155 | 6.058 | 6.058 | Improve safety and mobility at the I-265/KY 155 (Taylorsville Road) interchange. Project will evaluate the addition of a second eastbound left turn lane on KY 155 to northbound I-265 with consideration of bicycle and pedestrian facilities. | Add second eastbound left | Short term option versus Concept O. Also identified in 2015 Programming Study. | 20,000 | 6.7 | | | L | | | | 12 crashes (0/2/10) | 1 segment 1 spot | 0 mi 1 int | N/A | Minimal operational changes | Pre-design | \$4,790,000 | Yes |
| CHAF IP20080192 | MTP #1514 | Jefferson | I-265 | 24.000 | 24.600 | Provide connectivity and improved mobility on I-265 at Rehl Road. The Rehl Road portion would include enhanced safety for bicyclists and pedestrians. | New Interchange at I-265/Rehl Road | Identified in 2015 Programming Study (moderate/low priority). | 48,500 | 10.6 | | | M | 56,000 | | | | | 0.6 mi 0 int | N/A | 57,000 ADT +508 VHT -6,500 VMT | Pre-design | \$36,580,000 | N/A |
| CHAF IP20150139 | Item 5-80002.00 Item 5-80000.00 Item 5-8200.1 MTP # 390 | Jefferson | I-64 | 21.000 | 22.000 | NEW INTERCHANGE ON I-64E EAST OF THE GENE SNYDER FREEWAY. EASTWOOD FISHERVILLE CONNECTOR TO I-64. (18CCN) | New Eastwood/Fisherville Interchange with connection between US 60 and KY 148 | Ranked 186th regionally in 2018 SHIFT. | 60,000 | 9.5 | | | L-ML | 75,000 | | | | | 0 mi 0 int | N/A | 78,000 ADT +59 VHT -1,970 VMT | Pre-design | \$74,240,000 | N/A |
| CHAF IP20160184 | Item 5-8905.00 MTP # 2383 | Jefferson | KY 1747 | 9.483 | 9.583 | EXTEND THE LEFT TURN LANE ON HURSTBOURNE LANE AT INTERSECTION WITH SIX MILE LANE. | Safety/Hazard Elimination (extend left turn lane) | In 2016-22 SYP but not 2018-24. Ranked 156th regionally in 2018 SHIFT. | 24,300 | 4.3 | B | 0.3 | ML | 34,000 | B | 0.4 | 29 crashes (0/3/26) | 0 segment 1 spot | 0.1 mi 0 int | N/A | Minimal operational changes. Queue storage ratio improves (<1). | Pre-design | \$200,000 | No |
| | | | Six Mile Ln | 2.868 | 2.868 | | | | 7,130 | -- | -- | -- | | 10,160 | -- | -- | -- | -- | -- | -- | | | | |
| Other Regional & Local Routes | | | | | | | | | | | | | | | | | | | | | | | | |
| CHAF IP20080200 | MTP # 443 | Jefferson | KY 146 | 6.964 | 8.251 | Improve safety and reduce congestion on KY 146 from Nelson Miller Parkway (CR1019C) to Reamers Road (CR1004D). To include consideration for bicycle and pedestrian facilities. Project will consider improvements to the I-265/KY 146 Interchange and the addition of one travel lane in each direction. | Major Widening (five lanes) | CHAF notes regional attractions, anticipated growth, adjacent rail line. Ranked 118th regionally in 2018 SHIFT (MP 7.5-8.3). | 11,070-18,680 | 3-6 | A-E | 0.2-0.6 | L-ML | 14,000-23,000 | A-E | 0.2-0.8 | 224 crashes (0/23/201) | 2 segments 4 spots | 0.7 mi 6 int | N/A | 15,000-33,000 ADT LOS B-C 0.3-0.5 V/C | Pre-design | \$14,500,000 | Yes |
| CHAF IP20150319 | Item 5-373 MTP # 233 | Jefferson | KY 1819 | 10.795 | 12.811 | RECONSTRUCT AND WIDEN WATTERSON TRAIL FROM PLANTSIDE DRIVE TO BLANKENBAKER ROAD. (98CCR) | Major Widening | Ranked 100th regionally in 2018 SHIFT. | 5,840-10,880 | 8-9 | E | 0.2-0.3 | L-ML | 8,000-13,000 | E | 0.2-0.4 | 79 crashes (0/11/68) | 0 segment 3 spots | 0.9 mi 2 int | 6 sharp curves | 9,300-13,000 ADT LOS A-B 0.2 V/C | ROW complete | \$15,280,000 | No |
| CHAF IP20170032 | Item 5-353.00 MTP # 188 | Jefferson | N English Stn CR-1006C | 0.457 | 1.232 | WIDEN ENGLISH STATION ROAD FROM 2 TO 3 LANES (3RD LANE WILL BE A CENTER LANE) FROM AIKEN ROAD TO AVOCA ROAD. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | Minor Widening (add center turn lane) | \$6.5M SLO const funds in 2018-24 SYP. Ranked 32nd regionally in 2018 SHIFT. | 17,400 | 8.6 | E | 0.6 | ML-M | 16,000-22,000 | E | 0.6-0.8 | 0 crashes | -- | 0.5 mi 0 int | 10-foot lanes | 18,000-23,000 ADT LOS D-E 0.4-0.5 V/C | Design & ROW ongoing | \$6,410,000 | Yes |

| Project ID | Other IDs | County | Route | BMP | EMP | Description of Improvement | Conceptual Project for Modeling & Cost Estimate | Other Notes | Existing Conditions | | | | | | | | | | Improvement Info | | | | | |
|------------------------------|-----------------------------------|-----------|---------------------|--------|--------|---|---|---|---------------------|----------|-----|---------|-------|---------------|-----|---------|-----------------------------|------------------|------------------|------------------------------|---|----------------------------|-------------------------------|----------|
| | | | | | | | | | 2018 | | | | Delay | 2040 No Build | | | 7/15-6/18 Crashes (F/I/PDO) | High CCRF Sites | EEC Seg Int | Substandard Geometry | 2040 Build Summary | Project Development Status | Total Remaining Cost Estimate | Bike/Ped |
| | | | | | | | | | ADT | % Trucks | LOS | V/C | | ADT | LOS | V/C | | | | | | | | |
| CHAF IP20080214 | Overlaps MTP # 484 | Jefferson | KY 1447 | 7.500 | 9.240 | Improve safety and reduce congestion on KY 1447 (Westport Road) from Murphy Lane to KY 146. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities. | Minor Widening (add center turn lane) | CHAF notes ongoing growth, Ford plant freight and employee flows. Not sponsored in 2018 SHIFT. | 7,540 | 18.3 | E | 0.2 | L | 11,000 | E | 0.4 | 54 crashes (0/8/46) | 0 segment 1 spot | 0.6 mi 5 int | 5 sharp curves 10-foot lanes | 11,000 ADT LOS E 0.4 V/C | Pre-design | \$5,470,000 | Yes |
| Concept R | N/A | Jefferson | KY 146 | 2.740 | 2.740 | Improve safety at the KY 146 (LaGrange Road)/Whipps Mill (CR-1005C) intersection. Project will evaluate adding a two-way center turn lane and other capacity improvements including consideration of bicycle and pedestrian facilities. | Intersection Improvements | New project | 9,710 | 5.5 | D-E | 0.3 | L-ML | 13,000 | D-F | 0.4 | 2 crashes (0/0/2) | 0 segment 1 spot | 0 mi 1 int | sharp curve | 13,000 ADT LOS D-E for intersection | Pre-design | \$2,880,000 | Yes |
| | | | Whipps Mill | 2.740 | 2.740 | | | | 8,100 | -- | -- | -- | -- | -- | -- | -- | -- | | | | | | | |
| CHAF IP20160185 | Item 5-8203.00 MTP # 1819 | Jefferson | KY 1819 | 6.900 | 8.100 | RECONSTRUCT BILLTOWN ROAD FROM NORTH OF COLONNADES PLACE TO SOUTH OF EASUM ROAD.(04CCN)(06CCN)(08CCR)(10CCR)(12CCR) | Reconstruction of three intersections | \$2.7M SPP const funds in 2018-24 STP. Ranked 17th regionally in 2018 SHIFT. | 13,770-13,900 | 4-7 | E | 0.5 | L | 18,000 | E | 0.6-0.7 | 39 crashes (0/4/35) | 0 segment 0 spot | 0.3 mi 7 int | 3 sharp curves 10-foot lanes | 18,000 ADT LOS E 0.6-0.7 V/C | ROW complete | \$2,700,000 | No |
| CHAF IP20080219 | MTP # 257 | Jefferson | KY 1819 | 5.300 | 8.900 | 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 Jeffersonton). Project will evaluate 3-lane widening and consider accommodations for bicyclists and pedestrians | Minor Widening | Ultimate solution beyond IP20160185. CHAF notes ongoing growth. Not sponsored in 2018 SHIFT. | 13,770-13,900 | 4-7 | E | 0.5 | L | 18,000 | E | 0.5-0.7 | 94 crashes (0/12/82) | 0 segment 0 spot | 1.3 mi 12 int | 3 sharp curves 10-foot lanes | 16,000-18,000 ADT LOS E 0.5-0.7 V/C | Pre-design | \$27,120,000 | Yes |
| Concept C CHAF IP20080198 | Overlaps MTP # 953 | Jefferson | US 60 | 15.114 | 17.375 | Improve safety and reduce congestion on US 60 from Rockcrest Way (CS-3157) to Notting Hill Blvd (CS-1224) at the Jefferson/Shelby County line. Project design will evaluate 3-lane widening with a continuous two-way center turn lane and other low impact alternatives. Design will also consider accommodations for bicyclists, pedestrians, and future transit users. | Minor Widening (add center turn lane) | New project. | 13,570-19,330 | 6.6 | B-E | 0.3-0.5 | L | 19,000-26,000 | B-E | 0.4-0.7 | 33 crashes (0/5/28) | 0 segment 0 spot | 0 mi 3 int | 1 poor condition bridge | 20,000-26,000 ADT LOS B-E 0.4-0.7 V/C | Pre-design | \$9,953,750 | Yes |
| CHAF IP20080252 | MTP # 412 | 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 Crestwood. Project design will consider reconstructing KY 146 as a 2 lane road (no additional lanes) from Jefferson/Oldham County line to Pryor Avenue in Oldham County with consideration for turn lanes at Ash Avenue, Houston Avenue, Maple Avenue, and Central Avenue. | Reconstruction | CHAF notes regional attractions, anticipated growth, adjacent rail line. Not sponsored in 2018 SHIFT. | 9,920-19,130 | 5.8 | A-E | 0.2-0.4 | L | 12,000-24,000 | E | 0.5 | 59 crashes (1/10/48) | 0 segment 1 spot | 0.7 mi 5 int | 10-foot lanes | 16,000 ADT LOS E 0.5-0.6 V/C | Pre-design | \$14,750,000 | Yes |
| CHAF IP20080234 | MTP # 472 | Jefferson | Tucker Stn CR-1001H | 1.079 | 3.538 | Reconstruct Tucker Station Road from Rehl Road to Ellingsworth Lane. Project design will evaluate 2 lane road (no added lanes) and consider intersection improvements (S. Pope Lick, Rehl Road, & Ellingsworth Lane) and bicycle and pedestrian facilities. | Reconstruction (no additional lanes) | CHAF notes ongoing growth, few I-64 crossings. Not sponsored in 2018 SHIFT. | 4,220 | 6.9 | C-D | 0.3 | L | 6,300-7,800 | D-E | 0.4-0.5 | -- | -- | 0.2 mi 0 int | 5 sharp curves 10-foot lanes | 6,300-7,800 ADT LOS D-E 0.4-0.5 V/C | Pre-design | \$11,880,000 | Yes |
| CHAF IP20160176 | Item 5-8952.00 Overlaps MTP # 953 | Jefferson | US 60 | 14.718 | 15.114 | WIDEN US-60 TO THREE LANES FROM EASTWOOD CUTOFF (MP 14.7) TO ROCKCREST WAY (MP 15.1). (16CCN) | Minor Widening and Intersection Improvements | \$1.9M in SPP funds in 2018-24 SYP. Ranked 80th regionally in 2018 SHIFT. | 19,330 | 6.6 | B | 0.3 | L | 26,000 | B | 0.4 | 32 crashes (1/3/28) | 0 segment 1 spot | 0.1 mi 2 int | 4 sharp curves | 25,000 ADT LOS B 0.4 V/C | Pre-design | \$2,075,000 | No |

| Project ID | Other IDs | County | Route | BMP | EMP | Description of Improvement | Conceptual Project for Modeling & Cost Estimate | Other Notes | Existing Conditions | | | | | | | | | | Improvement Info | | | | | |
|-----------------|---------------|-----------|------------------------|-------|--------|--|---|---|---------------------|----------|-----|---------|-------|---------------|-----|---------|-----------------------------|----------------------|------------------|--|--|----------------------------|-------------------------------|----------|
| | | | | | | | | | 2018 | | | | Delay | 2040 No Build | | | 7/15-6/18 Crashes (F/I/PDO) | High CCRF Sites | EEC Seg Int | Substandard Geometry | 2040 Build Summary | Project Development Status | Total Remaining Cost Estimate | Bike/Ped |
| | | | | | | | | | ADT | % Trucks | LOS | V/C | | ADT | LOS | V/C | | | | | | | | |
| CHAF IP20130132 | N/A | 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). Includes consideration of a 3 lane widening with a two-way left turn lane and bike/ped accommodations. | Safety/Hazard Elimination | CHAF notes future connection to Old Henry Rd (IP20110079). Not sponsored in 2018 SHIFT. | 1,590-4,290 | 5 | B-D | 0.1-0.2 | L | 3,100-6,900 | C-D | 0.1-0.3 | 16 crashes (0/2/14) | 0 segments 1 spot | 0 mi 4 int | 2 sharp curves 1 poor condition bridge 1 fair condition bridge 9-foot lanes | 2,200-7,700 ADT LOS C-D 0.1-0.3 V/C | Pre-design | \$10,385,000 | Yes |
| Concept N | N/A | Oldham | KY 362 | 0.000 | 0.000 | Improve safety at the KY 22/KY 362 intersection. Project will evaluate adding a northbound right turn lane on KY 362 (Central Avenue) to KY 22 (Ballardville Road) and add a westbound left turn lane and an eastbound right turn lane on KY 22 at KY 362. | Intersection Improvements | Moderate short-term in KY 22 Scoping study (2005). New project. | 1,940 | 5 | A | 0.1 | L | 4,400 | B | 0.1 | 2 crashes (0/0/2) | 0 segment 0 spot | 0.1 mi 0 int | skewed intersection 9-foot lanes on KY 362 | Minimal operational changes | Pre-design | \$3,780,000 | No |
| | | | KY 22 | 1.825 | 1.825 | | | | 9,100 | -- | -- | -- | | -- | -- | -- | -- | -- | | | | | | |
| CHAF IP20080215 | MTP # 411 | Jefferson | KY 1531 | 9.100 | 11.900 | 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. Project will consider bicycle and pedestrian facilities. | Reconstruction (no additional lanes) | CHAF notes ongoing growth, outlet for US 60 congestion. Not sponsored in 2018 SHIFT. | 940-2,420 | 7-11 | B | 0.1 | L | 2,600-4,300 | C | 0.1-0.2 | 9 crashes (0/1/8) | 0 segment 0 spot | 0 mi 2 int | 16 sharp curves 1 fair condition bridge 9-foot lanes | 3,500-4,300 ADT LOS C 0.1-0.2 V/C | Pre-design | \$11,830,000 | Yes |
| Concept D | Comp Plan #29 | Shelby | KY 1848 | 6.418 | 7.005 | Improve connectivity to KY 1848 (Todds Point Road) from Grand Central Drive to approximately 3,100 feet north of Grand Central Drive. Project will consider roadway widening with no additional thru lanes and bicycle and pedestrian facilities. | Minor Widening | New project. | 2,690 | 8.2 | C | 0.1 | L | 5,200 | C | 0.2 | 3 crashes (0/0/3) | 0 segment 0 spot | 0.1 mi 0 int | 2 sharp curves 9-foot lanes | 5,200 ADT LOS C 0.2 V/C | Pre-design | \$3,340,750 | Yes |
| Concept A | MTP #1323 | Jefferson | Flat Rock CR-1002D | 0.000 | 3.848 | Improve safety on Flat Rock Road (CR-1002D) from Shelbyville Road (US 60) to Aiken Road (KY 1531). Project will evaluate widening with no additional thru lanes and consider bicycle and pedestrian facilities. Bicycle and pedestrian facilities would be proposed due to parks etc. in area. | Minor Widening | KIPDA MTP project. US 60 intersection already improved. New project. | 4,800 | -- | -- | -- | L | -- | -- | -- | -- | -- | -- | sharp curves 10-foot lanes | 6,700 ADT LOS D 0.3 V/C | Pre-design | \$75,237,000 | No |
| CHAF IP20110077 | MTP # 277 | Jefferson | S English Stn CR-1002J | 2.950 | 3.900 | Reconstruct South English Station Road (CR1002J) from Poplar Lane to Christian Academy. Project design will evaluate 2 lane road (no added lanes) and consider bicycle and pedestrian facilities. | Reconstruction (no additional lanes) | Not sponsored in 2018 SHIFT. | 1,700 | -- | -- | -- | L | -- | -- | -- | -- | -- | 0.4 mi 0 int | N/A | 1,700 ADT LOS C 0.2 V/C | Pre-design | \$2,060,000 | Yes |
| CHAF IP20080232 | MTP # 462 | Jefferson | Rehl CR-1006H | 0.000 | 2.255 | Reconstruct Rehl Road from KY 913 (Blankenbaker Parkway) to S. Pope Lick Road. Project design will evaluate 2 lane road (no added lanes) and consider bicycle and pedestrian facilities. | Reconstruction (no additional lanes) | CHAF notes proposed growth from new interchange (IP20080192). Not sponsored in 2018 SHIFT. | 750 | 2 | B | 0.1 | L | 3,000 | C | 0.3 | ±7 crashes | -- | 0.1 mi 1 int | 3 sharp curves 9- to 10-foot lanes | 3,000 ADT LOS C 0.3 V/C | Pre-design | \$12,060,000 | Yes |
| Concept M | MTP #1325 | Jefferson | Old Heady CR-1008H | 0.000 | 1.376 | Improve safety and mobility on Old Heady Road (CR-1008H) from KY 155 (Taylorsville Road) to Chenoweth Run Road (CR-1003H). Project will evaluate adding a two-way center turn lane and bicycle and pedestrian facilities. | Widening with Center Turn Lane | MTP (2004) shows adding TWLTL. New project. | 4,350 | -- | -- | -- | L | -- | -- | -- | -- | -- | 0 mi 1 int | 10-foot lanes sharp curves | 5,400 ADT LOS C 0.2 V/C | Pre-design | \$52,087,000 | Yes |
| CHAF IP20080227 | MTP # 277 | Jefferson | Ellingsworth CS-1030H | 0.000 | 0.607 | Extend & widen Ellingsworth Lane from KY 913 (Blankenbaker Parkway) to Urton Lane. Project design will evaluate 3 lane road with two-way center turn lane and consider bicycle and pedestrian facilities. | Extend/widen Ellingsworth Lane (add center turn lane) | CHAF notes dense development, proposed link to Urton (IP20120002). Not sponsored in 2018 SHIFT. | 7,000 | -- | -- | -- | N/A | 3,700 | -- | -- | -- | -- | 0.1 mi 0 int | N/A | -18 VHT +105 VMT | Pre-design | \$4,420,000 | Yes |

| Project ID | Other IDs | County | Route | BMP | EMP | Description of Improvement | Conceptual Project for Modeling & Cost Estimate | Other Notes | Existing Conditions | | | | | | | | | | | Improvement Info | | | | |
|-----------------|---------------------------|-----------|-----------------------|-------|--|---|--|--|---------------------|----------|-----|-----|-------|---------------|-----|-----|-----------------------------|-----------------|-------------------------|------------------------|--------------------|----------------------------|-------------------------------|----------|
| | | | | | | | | | 2018 | | | | Delay | 2040 No Build | | | 7/15-6/18 Crashes (F/I/PDO) | High CCRF Sites | EEC Seg Int | Substandard Geometry | 2040 Build Summary | Project Development Status | Total Remaining Cost Estimate | Bike/Ped |
| | | | | | | | | | ADT | % Trucks | LOS | V/C | | ADT | LOS | V/C | | | | | | | | |
| CHAF IP20080242 | MTP # 258 | Jefferson | Blowing Tree CS-1163H | 0.000 | 0.459 | Extend & reconstruct Blowing Tree Boulevard from KY 155 (Taylorsville Road) to Bunsen Parkway. Project design will evaluate 3 lane road with two-way center turn lane and consider bicycle and pedestrian facilities. | Extend/widen Blowing Tree Blvd (three lanes) | CHAF notes dense development, outlet for KY 155 and KY 1747 congestion. Ranked 329th regionally in 2018 SHIFT. | 1,900 | -- | -- | -- | N/A | -- | -- | -- | -- | -- | Narrow lanes | -435 VHT -4,971 VMT* | Pre-design | \$4,530,000 | Yes | |
| CHAF IP20110073 | MTP # 265 | Jefferson | New | N/A | Improve Safety & Connectivity and Reduce Congestion along Shelbyville Road (US60), Hurstbourne Lane (KY 1747), Interstate I-64 and Taylorsville Road (KY 155) in the vicinity of Oxmoor Farms. Project will consider a Bunsen Boulevard/Christian Way connector as a 5 lane (5th lane will be a center turn lane) divided highway with consideration of bicycle and pedestrian facilities. | Bunsen Blvd/Christian Way Connector (five lanes) | CHAF notes proposed growth (Bullitt Farm), poor connectivity, US 60 & KY 1747 congestion. Ranked 167th regionally in 2018 SHIFT. | -- | -- | -- | -- | N/A | -- | -- | -- | -- | -- | N/A | -623 VHT -8,965 VMT* | Pre-design | \$23,440,000 | Yes | | |
| CHAF IP20110074 | MTP # 260 | Jefferson | New | N/A | Improve Safety and Connectivity and Reduce Congestion along Shelbyville Road (US60), Hurstbourne Lane (KY 1747), Interstate I 64 and Taylorsville Road (KY 155) in the vicinity of Oxmoor Farms. Project will consider a Bowling Boulevard/Christian Way connector as a 5 lane (5th lane will be a center turn lane) divided highway with consideration of bicycle and pedestrian facilities. | Bowling Blvd/Christian Way Connector (five lanes) | CHAF notes proposed growth (Bullitt Farm), poor connectivity, US 60 & KY 1747 congestion. Ranked 157th regionally in 2018 SHIFT. | -- | -- | -- | -- | N/A | -- | -- | -- | -- | -- | N/A | -1,173 VHT -367 VMT* | Pre-design | \$23,750,000 | Yes | | |
| CHAF IP20110079 | Item 5-376.00 MTP # 198 | Oldham | New | N/A | New Route Between KY 362 (Ash Avenue) in Pewee Valley and KY 22 (Ballardsville Road)/KY 329B (KY 329 Bypass) In Crestwood. Project is Section 2 of the 5-367.00 Crestwood Bypass Parent Project. Section 1, KY 3084 (Old Henry Road) From I-265 (Gene Snyder Freeway) To KY 362 (Ash Avenue), being constructed under 5-367.20. Project design will evaluate 3-lane roadway section with Two-Way Center Turn Lane and will consider accommodations for bicyclists and pedestrians. | Connector (four lanes), Old Henry Rd Interchange to KY 22 | CHAF notes proposed connection replacing KY 146. Not sponsored in 2018 SHIFT. | -- | -- | -- | -- | N/A | -- | -- | -- | -- | -- | N/A | -4,482 VHT -6,321 VMT | Pre-design | \$47,330,000 | Yes | | |
| CHAF IP20120002 | MTP # 474 | Jefferson | New | N/A | Extend Urton Lane from north of I-64 to Seatonville Road. Includes consideration of facilities for all modes (pedestrian, bicycle, SOV, and transit). | Extend Urton Lane (three lanes), north of I-64 to Seatonville Rd | CHAF notes planned growth, development potential, outlet for I-265. Not sponsored in 2018 SHIFT. | 2,400-6,500 | -- | -- | -- | N/A | -- | -- | -- | -- | -- | N/A | -1,594 VHT -2,721 VMT | Pre-design | \$61,500,000 | Yes | | |
| CHAF IP20160276 | Item 5-367.20/.21 | Oldham | New | N/A | EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR)(18CCN) | Extend Old Henry Rd to KY 362 Ash Ave | CHAF notes traffic uses residential Village Green Blvd to access Old Henry Rd today. Ranked 129th regionally in 2018 SHIFT. | -- | -- | -- | -- | N/A | -- | -- | -- | -- | -- | N/A | -1,393 VHT -1,364 VMT | Utilities ongoing | \$18,180,000 | Yes | | |
| CHAF IP20170096 | Item 5-80003.00 MTP # 458 | Jefferson | New | N/A | EXTEND PLANTSIDE DRIVE FROM REHL ROAD TO TAYLORSVILLE ROAD (18CCN) | Extend Plantside Drive, Rehl Rd to KY 155 | \$750k SPP design funds in 2018-24 SYP. Not sponsored in 2018 SHIFT. | -- | -- | -- | -- | N/A | -- | -- | -- | -- | -- | N/A | -495 VHT -1621 VMT | Pre-design | \$23,663,000 | No | | |

* Not available within statewide model; results included from KIPDA model are not directly comparable to other build scenarios but included to provide scale of reference.

5.3 Project Sheets

| | | | |
|------------------------------|-----------------------------------|-------------------|-----------------|
| Statewide Significance | CHAF IP20080192, Jefferson County | Route: | I-265 |
| | | Name: | Gene Snyder |
| CHAF PIF Description: | | Work Type: | New Interchange |

Provide connectivity and improved mobility on I-265 at Rehl Road. The Rehl Road portion would include enhanced safety for bicyclists and pedestrians.

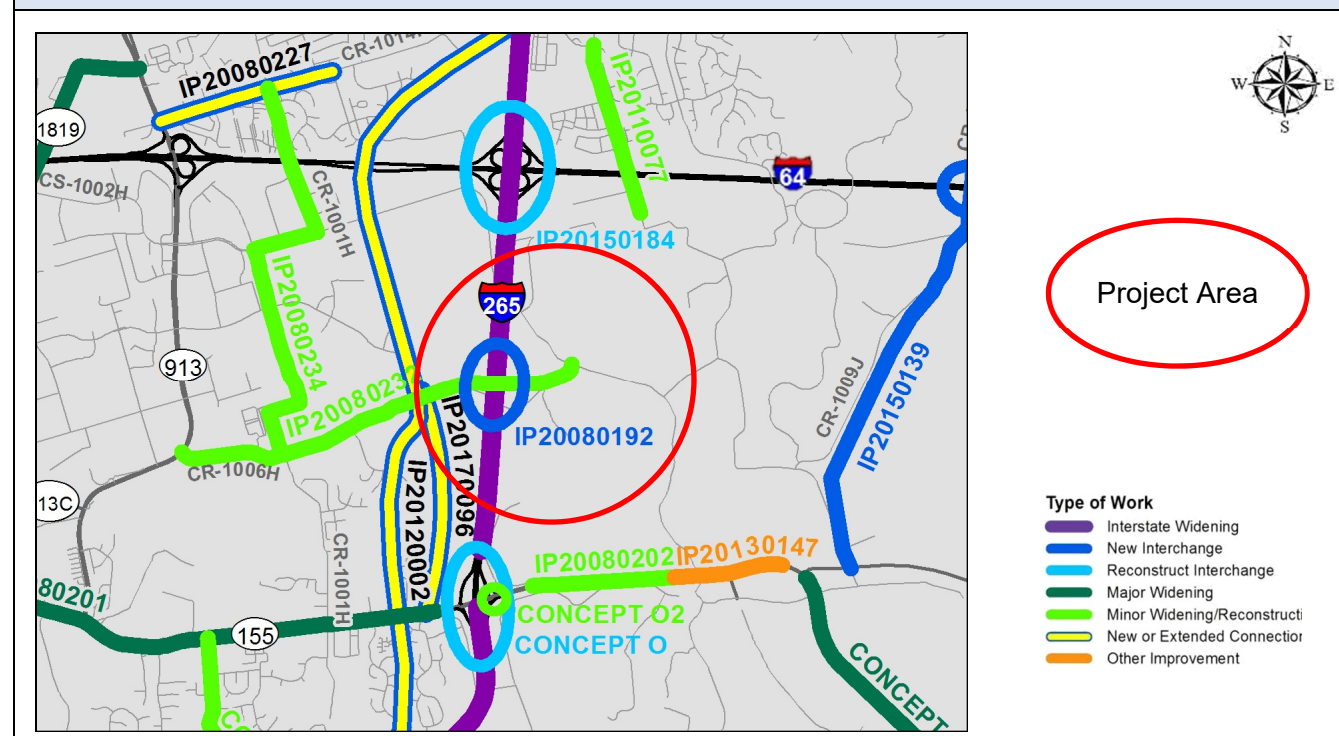
MP 24.000 to MP 24.600 Project Length: 0.600 MI

| | | | | | |
|--------------------------|---------------------------------------|------|----|---|----|
| Identified Needs: | Crash History Analysis Period: | N/A | | | |
| | | CCRF | MP | - | MP |
| | | N/A | | - | |
| | | | | - | |
| | | | | - | |

- Identified in 2015 Programming Study (moderate/low priority).
- Beyond scope of safety/operational analysis.

| | | | | |
|----------------------|--------------------|---------------------------------|-----------------------|-------------------|
| Project Dev. Status: | Predesign | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | N/A | Planning: | \$ | 470,000 |
| 2035 KIPDA MTP: | # 1514 | Design: | \$ | 2,780,000 |
| Functional Class: | Urban Interstate | Right-of-Way: | \$ | 1,390,000 |
| 2018 ADT % Trucks: | 48,500 vpd 10.6% | Utilities: | \$ | 580,000 |
| 2040 No Build ADT: | 56,000 vpd | Construction: | \$ | 31,360,000 |
| Bike/Ped Facilities: | N/A | Total Remaining Cost: | \$ | 36,580,000 |

| | | |
|--------------------------|------------------|----------|
| Project Location: | Estimate Source: | CHAF PIF |
|--------------------------|------------------|----------|



| | | | |
|------------------------------|-----------------------------------|-------------------|------------------|
| Statewide Significance | CHAF IP20080196, Jefferson County | Route: | US 60 |
| | | Name: | Shelbyville Road |
| CHAF PIF Description: | | Work Type: | Major Widening |

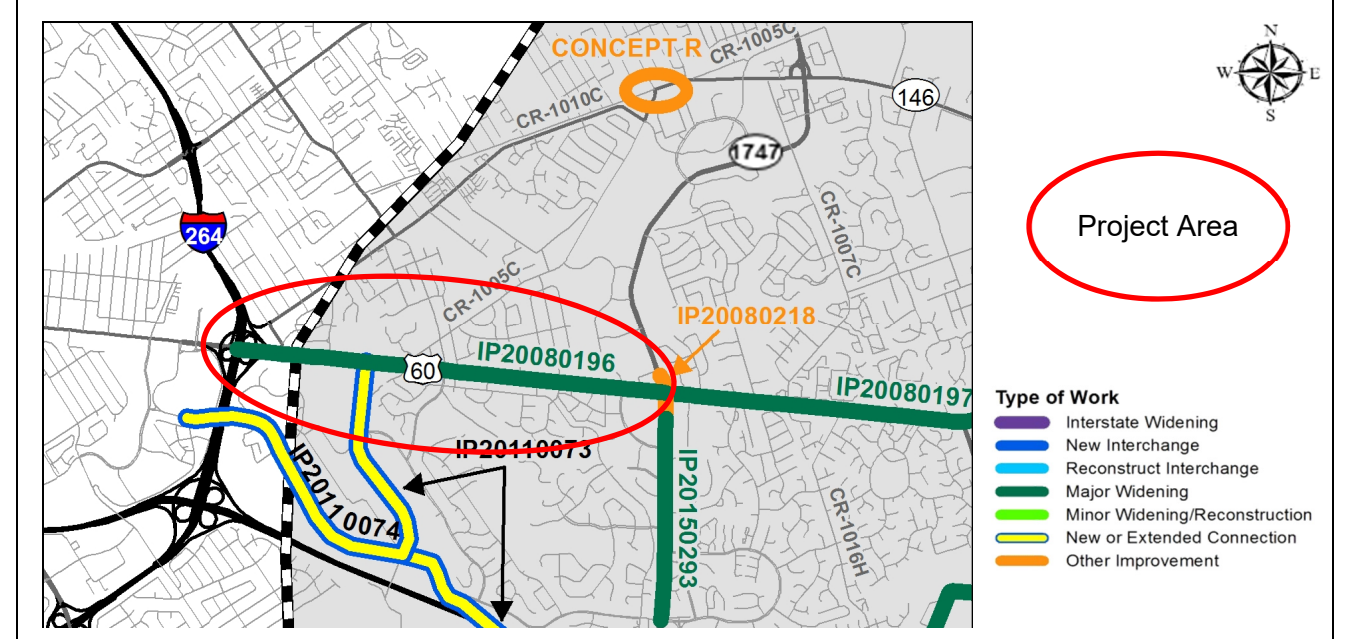
Improve safety and reduce congestion on US 60 from I-264 to KY 1747. Project design will evaluate one added travel lane in each direction and consider bicycle and pedestrian facilities.

MP 5.529 to MP 7.857 Project Length: 2.328 MI

| | | | | | |
|---|---------------------------------------|-----------------------|------|---|------|
| Identified Needs: | Crash History Analysis Period: | July 2015 – June 2018 | | | |
| | | CCRF | MP | - | MP |
| • CHAF PIF notes dense development, regional attractions, growing UL Shelby campus. | | 1.73 | 5.85 | - | 5.96 |
| • Not Sponsored in 2018 SHIFT | | 1.10 | 6.23 | - | 6.44 |
| • Existing: 4-6 lanes | | 1.60 | 5.80 | - | 5.90 |
| • Existing LOS C-E, worsening to LOS D-E in 2040 No-Build | | 1.53 | 6.20 | - | 6.30 |
| • Existing v/c 0.6-0.8, worsening to v/c 0.6-0.9 in 2040 No-Build | | 1.38 | 7.60 | - | 7.70 |
| • 474 total crashes: 1 fatal/49 injury/424 PDO | | 2.35 | 7.80 | - | 7.90 |
| • Geometry: 10 foot lanes, 1 fair condition bridge | | | | | |
| • 2 high crash segments and 4 high crash spots, details at right | | | | | |

| | | | | |
|----------------------|--------------------------|---------------------------------|-----------------------|-------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | N/A | Planning: | \$ | 240,000 |
| 2035 KIPDA MTP: | N/A | Design: | \$ | 1,970,000 |
| Functional Class: | Urban Principal Arterial | Right-of-Way: | \$ | 1,050,000 |
| 2018 ADT % Trucks: | 38,400-56,590 vpd 7.8% | Utilities: | \$ | 470,000 |
| 2040 No-Build ADT: | 43,000-62,000 vpd | Construction: | \$ | 23,160,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ | 26,890,000 |

| | | |
|--------------------------|------------------|----------|
| Project Location: | Estimate Source: | CHAF PIF |
|--------------------------|------------------|----------|



| | | | |
|------------------------------|--|-------------------|------------------|
| Statewide Significance | CHAF IP20080197, Jefferson County | Route: | US 60 |
| | | Name: | Shelbyville Road |
| CHAF PIF Description: | | Work Type: | Major Widening |

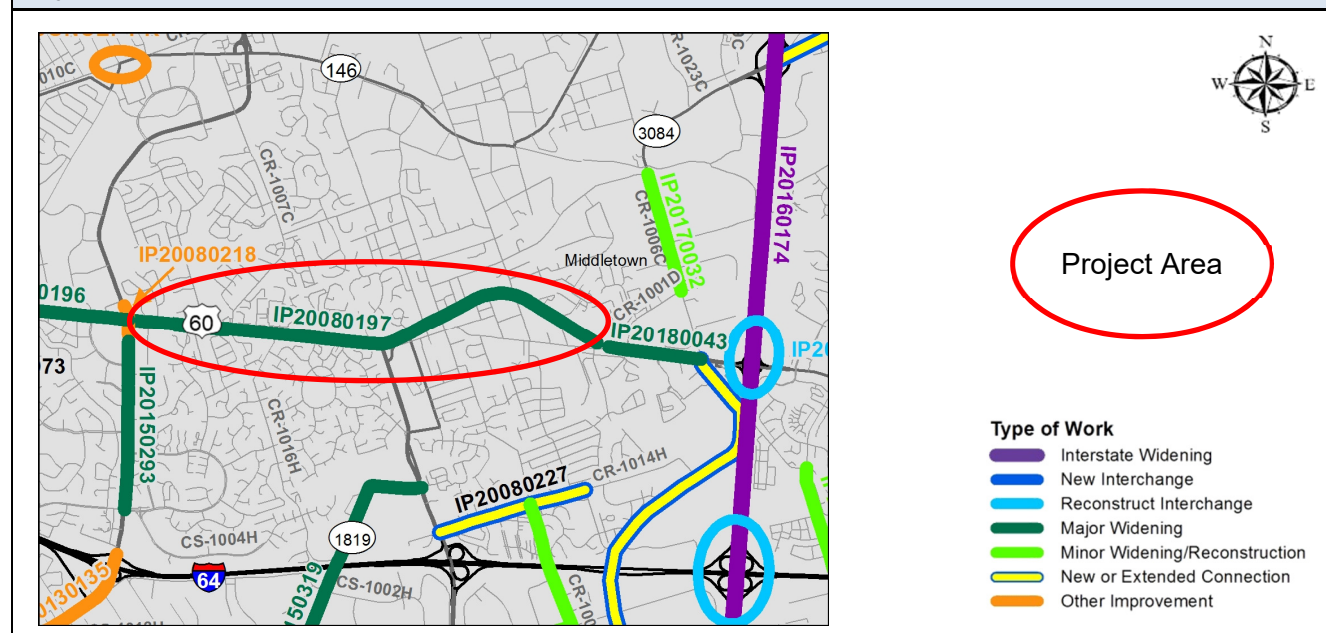
Improve safety and reduce congestion on US 60 from KY 1747 to Old Shelbyville road (CS-3596). Project will evaluate the addition of one travel lane in each direction and will consider accommodations for bicyclists, pedestrians, and transit users.

MP 7.857 to MP 11.093 Project Length: 3.236 MI

| Identified Needs: | Crash History Analysis Period: July 2015 – June 2018 | | | |
|--|--|-------|---|-------|
| | CCRF | MP | - | MP |
| • CHAF PIF notes dense development, regional attractions, growing area. | 1.00 | 7.86 | - | 9.41 |
| • Ranked 184th regionally in 2018 SHIFT. | 1.36 | 9.41 | - | 9.47 |
| • Existing: 4 lanes | 2.35 | 7.80 | - | 7.90 |
| • Existing LOS C-D, worsening to LOS C-E in 2040 No-Build | 1.93 | 7.90 | - | 8.00 |
| • Existing v/c 0.4-0.7, worsening to v/c 0.5-1.0 in 2040 No-Build | 1.68 | 9.40 | - | 9.50 |
| • 753 total crashes: 1 fatal/97 injury/655 PDO | 1.62 | 10.30 | - | 10.40 |
| • 2 high crash segments and 14 high crash spots (segments and highest 4 spots listed at right) | | | | |
| • Geometry: 1 steep grade and 1 sharp curve | | | | |

| Project Status: | Pre-design | Project Phase Estimates: (2019 Dollars) | |
|----------------------|---------------------------|---|----------------------|
| SYP Number: | N/A | Planning: | \$ 0 |
| 2035 KIPDA MTP: | # 479 | Design: | \$ 3,500,000 |
| Functional Class: | Urban Principal Arterial | Right-of-Way: | \$ 6,245,000 |
| 2018 ADT % Trucks: | 30,500-45,600 vpd 2-10% | Utilities: | \$ 10,408,000 |
| 2040 No-Build ADT: | 35,000-60,000 vpd | Construction: | \$ 34,730,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 54,883,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|--|-------------------|------------------|
| Regional/Local | CHAF IP20080198/Concept C, Jefferson County | Route: | US 60 |
| | | Name: | Shelbyville Road |
| CHAF PIF Description: | | Work Type: | Minor Widening |

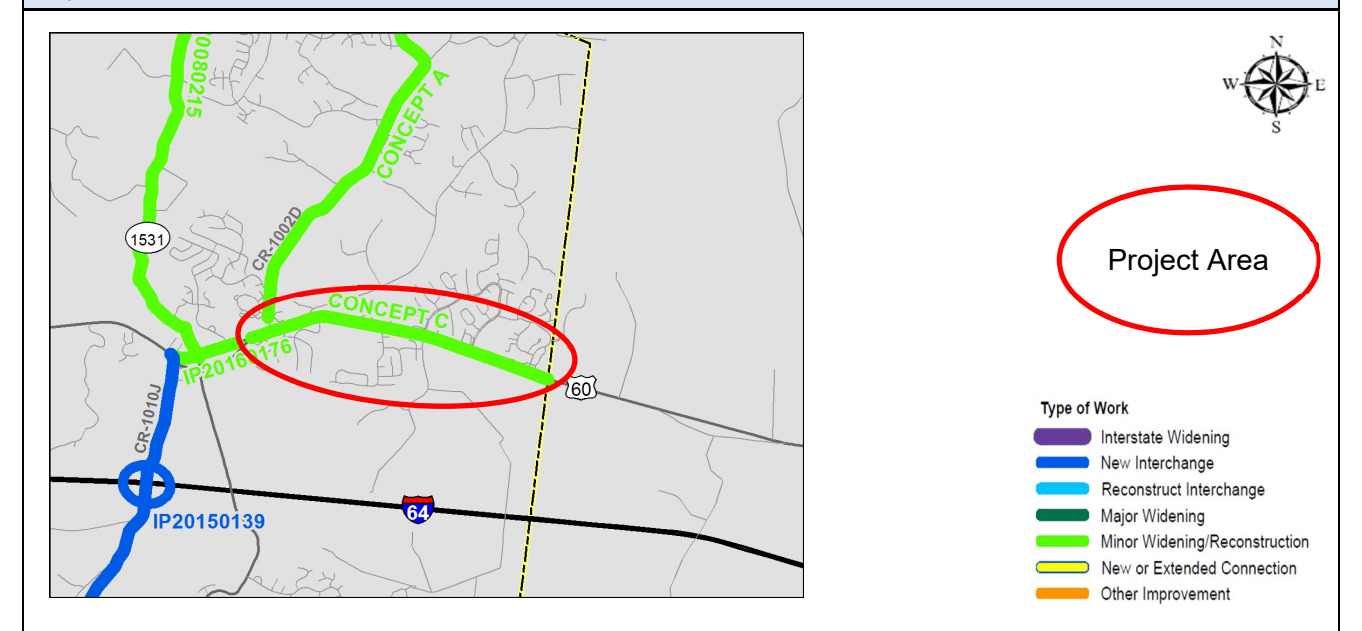
Improve safety and reduce congestion on US 60 from Rockcrest Way (CS-3157) to Notting Hill Blvd (CS-1224J) at the Jefferson/Shelby County line. Project design will evaluate 3-lane widening with a continuous two-way center turn lane and other low impact alternatives. Design will also consider accommodations for bicyclists, pedestrians, and future transit users.

MP 15.114 to MP 17.375 Project Length: 2.261 MI

| Identified Needs: | Crash History Analysis Period: July 2015 – June 2018 | | | |
|---|--|----|---|----|
| | CCRF | MP | - | MP |
| • Existing: 2 lanes | N/A | | - | |
| • Existing LOS B-E, maintaining LOS B-E in 2040 No-Build | | | - | |
| • Existing v/c 0.3-0.5, worsening to v/c 0.4-0.7 in 2040 No-Build | | | - | |
| • 33 total crashes: 0 fatal/5 injury/28 PDO | | | - | |
| • 0 high crash segments and 0 high crash spots | | | - | |
| • Geometry: 1 poor condition bridge | | | - | |

| Project Status: | Pre-design | Project Phase Estimates: (2019 Dollars) | |
|----------------------|-------------------------------|---|---------------------|
| SYP Number: | N/A | Planning: | \$ 565,250 |
| 2035 KIPDA MTP: | Overlaps # 953 (MP 14.7-16.5) | Design: | \$ 570,000 |
| Functional Class: | Urban Minor Arterial | Right-of-Way: | \$ 1,357,000 |
| 2018 ADT % Trucks: | 13,570-19,330 vpd 6.6% | Utilities: | \$ 1,809,000 |
| 2040 No-Build ADT: | 19,000-26,000 vpd | Construction: | \$ 5,652,500 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 9,953,750 |

Project Location: Estimate Source: Per mile from MTP



| | | | |
|------------------------------|--|-------------------|--------------------------------|
| Regional/ Local | CHAF IP20080200, Jefferson County | Route: Name: | KY 146 LaGrange Road |
| CHAF PIF Description: | | Work Type: | Major Widening |

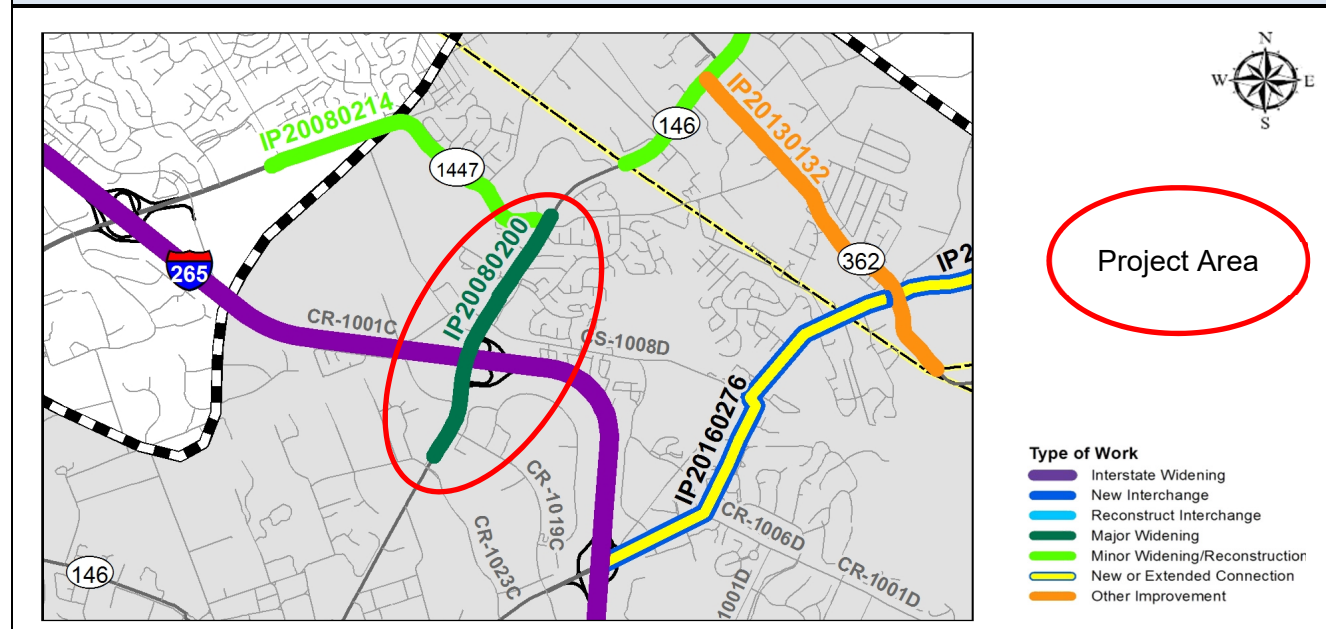
Improve safety and reduce congestion on KY 146 from Nelson Miller Parkway (CR-1019C) to Reamers Road (CR-1004D). To include consideration for bicycle and pedestrian facilities. Project will consider improvements to the I-265/KY 146 interchange and the addition of one travel lane in each direction.

MP 6.964 to MP 8.251 Project Length: 1.500 MI

| Identified Needs: | Crash History Analysis Period: July 2015 – June 2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|------|------|------|----|------|------|---|------|------|------|---|------|------|------|---|------|------|------|---|------|------|------|---|------|------|------|---|------|
| <ul style="list-style-type: none"> CHAF PIF notes regional attractions, anticipated growth, adjacent rail line. Ranked 118th regionally in 2018 SHIFT (MP 7.5-8.3). Existing: 2-4 lanes Existing LOS A-E, maintaining LOS A-E in 2040 No-Build Existing v/c 0.2-0.6, worsening to v/c 0.2-0.8 in 2040 No-Build 224 total crashes: 0 fatal/23 injury/201 PDO 2 high crash segment and 4 high crash spots, details at right | <table border="1"> <thead> <tr> <th>CCRF</th> <th>MP</th> <th>-</th> <th>MP</th> </tr> </thead> <tbody> <tr> <td>1.20</td> <td>6.96</td> <td>-</td> <td>7.28</td> </tr> <tr> <td>2.22</td> <td>7.28</td> <td>-</td> <td>7.72</td> </tr> <tr> <td>1.48</td> <td>7.20</td> <td>-</td> <td>7.30</td> </tr> <tr> <td>2.94</td> <td>7.40</td> <td>-</td> <td>7.50</td> </tr> <tr> <td>2.94</td> <td>7.50</td> <td>-</td> <td>7.60</td> </tr> <tr> <td>1.50</td> <td>8.20</td> <td>-</td> <td>8.30</td> </tr> </tbody> </table> | CCRF | MP | - | MP | 1.20 | 6.96 | - | 7.28 | 2.22 | 7.28 | - | 7.72 | 1.48 | 7.20 | - | 7.30 | 2.94 | 7.40 | - | 7.50 | 2.94 | 7.50 | - | 7.60 | 1.50 | 8.20 | - | 8.30 |
| | CCRF | MP | - | MP | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1.20 | 6.96 | - | 7.28 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2.22 | 7.28 | - | 7.72 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1.48 | 7.20 | - | 7.30 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2.94 | 7.40 | - | 7.50 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.94 | 7.50 | - | 7.60 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.50 | 8.20 | - | 8.30 | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | |
|----------------------|--------------------------|---------------------------------|-----------------------|-------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | N/A | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | # 443 | Design: | \$ | 1,500,000 |
| Functional Class: | Urban Minor Arterial | Right-of-Way: | \$ | 500,000 |
| 2018 ADT % Trucks: | 11,070-18,680 vpd 3-6% | Utilities: | \$ | 500,000 |
| 2040 No-Build ADT: | 14,000-23,000 vpd | Construction: | \$ | 12,000,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ | 14,500,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|--|-------------------|------------------------------------|
| Statewide Significance | CHAF IP20080201, Jefferson County | Route: Name: | KY 155 Taylorsville Road |
| CHAF PIF Description: | | Work Type: | Major Widening |

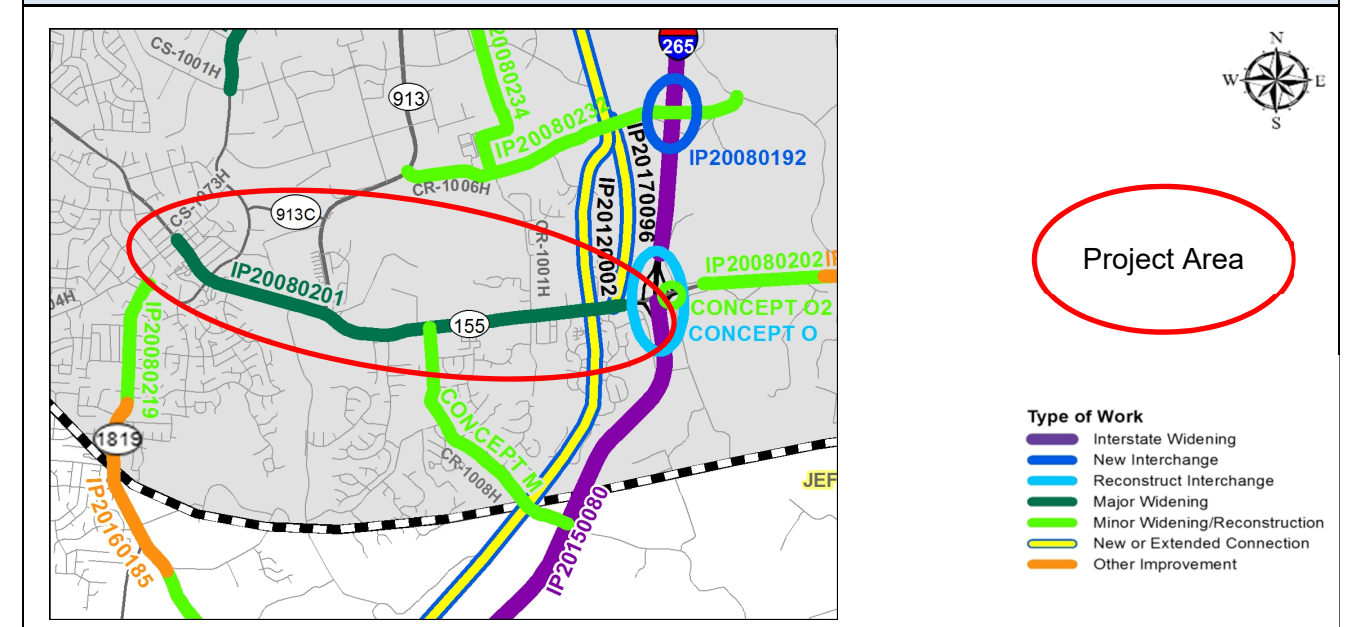
Improve safety and reduce congestion on KY 155 from Watterson Trail to I-265. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities.

MP 6.300 to MP 9.350 Project Length: 3.05 MI

| Identified Needs: | Crash History Analysis Period: July 2015 – June 2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|------|------|------|----|------|------|---|------|------|------|---|------|------|------|---|------|------|------|---|------|------|------|---|------|------|------|---|------|
| <ul style="list-style-type: none"> CHAF PIF notes developing area plus commuter link for Shelby & Spencer Co. Ranked 108th regionally in 2018 SHIFT. Existing: 2-4 lanes Existing LOS A-E, maintaining LOS A-E in 2040 No-Build Existing v/c 0.2-0.5, worsening to v/c 0.3-0.7 in 2040 No-Build 241 total crashes: 2 fatal/30 injury/209 PDO 2 high crash segments and 4 high crash spots, details at right | <table border="1"> <thead> <tr> <th>CCRF</th> <th>MP</th> <th>-</th> <th>MP</th> </tr> </thead> <tbody> <tr> <td>1.07</td> <td>5.71</td> <td>-</td> <td>6.45</td> </tr> <tr> <td>1.74</td> <td>9.02</td> <td>-</td> <td>9.44</td> </tr> <tr> <td>1.11</td> <td>6.80</td> <td>-</td> <td>6.90</td> </tr> <tr> <td>1.05</td> <td>7.50</td> <td>-</td> <td>7.60</td> </tr> <tr> <td>1.86</td> <td>9.00</td> <td>-</td> <td>9.10</td> </tr> <tr> <td>1.96</td> <td>9.30</td> <td>-</td> <td>9.40</td> </tr> </tbody> </table> | CCRF | MP | - | MP | 1.07 | 5.71 | - | 6.45 | 1.74 | 9.02 | - | 9.44 | 1.11 | 6.80 | - | 6.90 | 1.05 | 7.50 | - | 7.60 | 1.86 | 9.00 | - | 9.10 | 1.96 | 9.30 | - | 9.40 |
| | CCRF | MP | - | MP | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1.07 | 5.71 | - | 6.45 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1.74 | 9.02 | - | 9.44 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1.11 | 6.80 | - | 6.90 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1.05 | 7.50 | - | 7.60 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.86 | 9.00 | - | 9.10 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.96 | 9.30 | - | 9.40 | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | |
|----------------------|---------------------------|---------------------------------|-----------------------|-------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | N/A | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | # 1372 | Design: | \$ | 1,800,000 |
| Functional Class: | Urban Principal Arterial | Right-of-Way: | \$ | 2,000,000 |
| 2018 ADT % Trucks: | 11,620-18,060 vpd 7-15% | Utilities: | \$ | 2,500,000 |
| 2040 No-Build ADT: | 17,000-23,000 vpd | Construction: | \$ | 18,000,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ | 24,300,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|-----------------------------------|-------------------|-------------------|
| Statewide Significance | CHAF IP20080202, Jefferson County | Route: | KY 155 |
| | | Name: | Taylorsville Road |
| CHAF PIF Description: | | Work Type: | Major Widening |

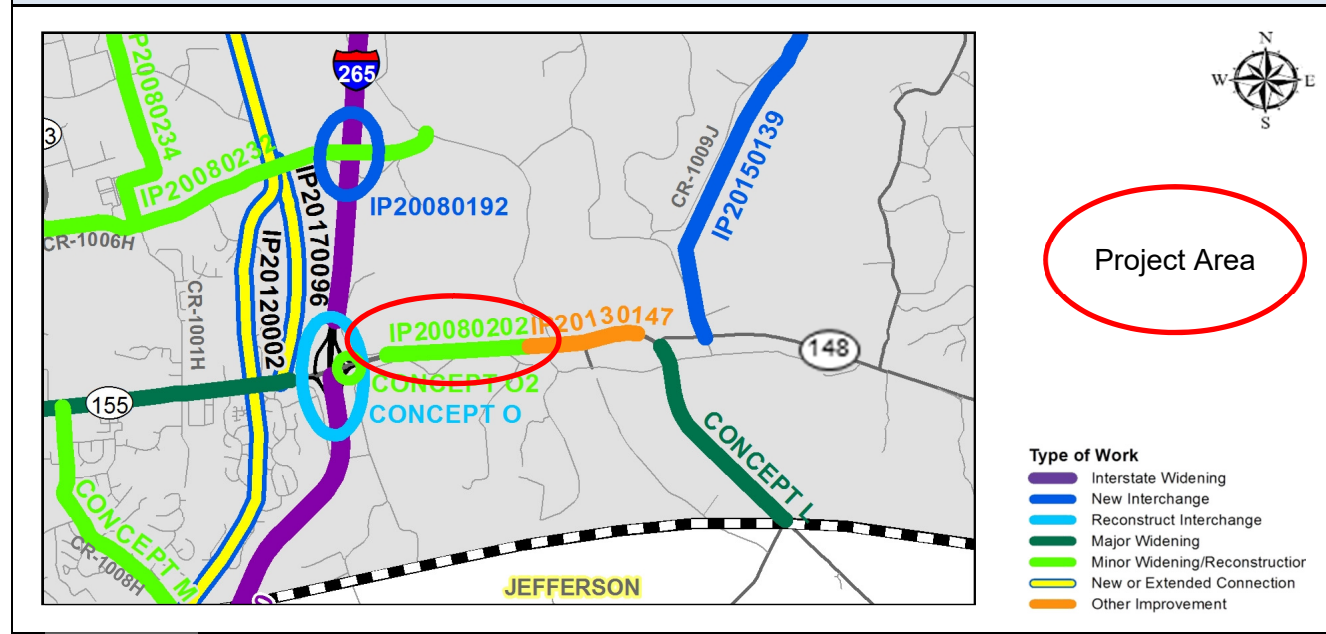
IMPROVE SAFETY AND REDUCE CONGESTION ON KY 155 (TAYLORSVILLE ROAD) FROM I-265 TO KY 148 (TAYLORSVILLE ROAD). PROJECT WILL EVALUATE UP TO 5-LANE WIDENING WITH TWO-WAY CENTER TURN LANE AND CONSIDER BICYCLE AND PEDESTRIAN FACILITIES.

MP 4.400 to MP 5.750 Project Length: 1.350 MI

| | | | | |
|--|---------------------------------------|-----------------------|----------|-----------|
| Identified Needs: | Crash History Analysis Period: | July 2015 – June 2018 | | |
| <ul style="list-style-type: none"> Ranked 7th regionally in 2018 SHIFT (MP 4.4-6.3) Existing: 2 lanes Existing LOS A-E, maintaining LOS A-E in 2040 No-Build Existing v/c 0.2-0.5, worsening to v/c 0.3-0.8 in 2040 No-Build 87 total crashes: 1 fatal/29 injury/57 PDO 0 high crash segments and 2 high crash spots, details at right | CCRF | MP | - | MP |
| | 2.78 | 4.80 | - | 4.90 |
| | 1.61 | 5.70 | - | 5.80 |
| | | | - | |
| | | | - | |

| | | | | |
|----------------------|----------------------|---------------------------------|-----------------------|-------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | 5-8908.00 | Planning: | \$ | 915,000 |
| 2035 KIPDA MTP: | # 956 | Design: | \$ | 1,495,000 |
| Functional Class: | Rural Minor Arterial | Right-of-Way: | \$ | 1,000,000 |
| 2018 ADT % Trucks: | 20,310 vpd 7.5% | Utilities: | \$ | 500,000 |
| 2040 No-Build ADT: | 25,000-29,000 vpd | Construction: | \$ | 15,930,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ | 19,840,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|-----------------------------------|-------------------|-------------------|
| Statewide Significance | CHAF IP20080203, Jefferson County | Route: | KY 155 |
| | | Name: | Taylorsville Road |
| CHAF PIF Description: | | Work Type: | Major Widening |

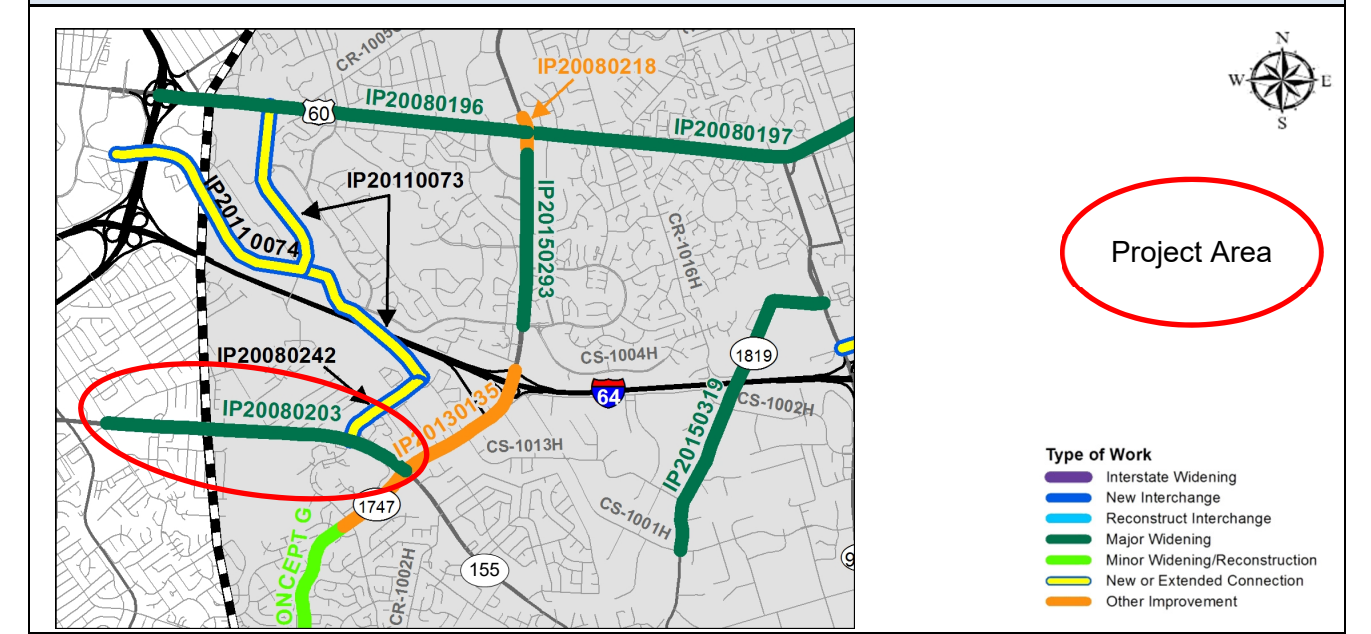
Improve safety and reduce congestion on KY 155 from Hikes Lane/Browns Lane to KY 1747 (Hurstbourne Parkway). To include bicycle and pedestrian facilities.

MP 11.395 to MP 13.314 Project Length: 1.919 MI

| | | | | |
|--|---------------------------------------|-----------------------|----------|-----------|
| Identified Needs: | Crash History Analysis Period: | July 2015 – June 2018 | | |
| <ul style="list-style-type: none"> CHAF PIF notes developing area. Ranked 254th regionally in 2018 SHIFT. Existing: 4 lanes Existing LOS B-D, worsening to LOS C-D in 2040 No-Build Existing v/c 0.3-0.7, worsening to v/c 0.4-0.8 in 2040 No-Build 202 total crashes: 0 fatal/41 injury/161 PDO 0 high crash segments and 4 high crash spots, details at right | CCRF | MP | - | MP |
| | 1.71 | 11.30 | - | 11.40 |
| | 2.01 | 11.40 | - | 11.50 |
| | 1.21 | 11.70 | - | 11.80 |
| | 1.86 | 12.20 | - | 12.30 |

| | | | | |
|----------------------|--------------------------|---------------------------------|-----------------------|-------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | N/A | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | # 469 | Design: | \$ | 1,200,000 |
| Functional Class: | Urban Principal Arterial | Right-of-Way: | \$ | 750,000 |
| 2018 ADT % Trucks: | 30,850-42,020 vpd 7-8% | Utilities: | \$ | 1,500,000 |
| 2040 No-Build ADT: | 36,000-46,000 vpd | Construction: | \$ | 12,000,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ | 15,450,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|--|-------------------|---------------------------------|
| Regional/ Local | CHAF IP20080214, Jefferson County | Route: Name: | KY 1447 Westport Road |
| CHAF PIF Description: | | Work Type: | Minor Widening |

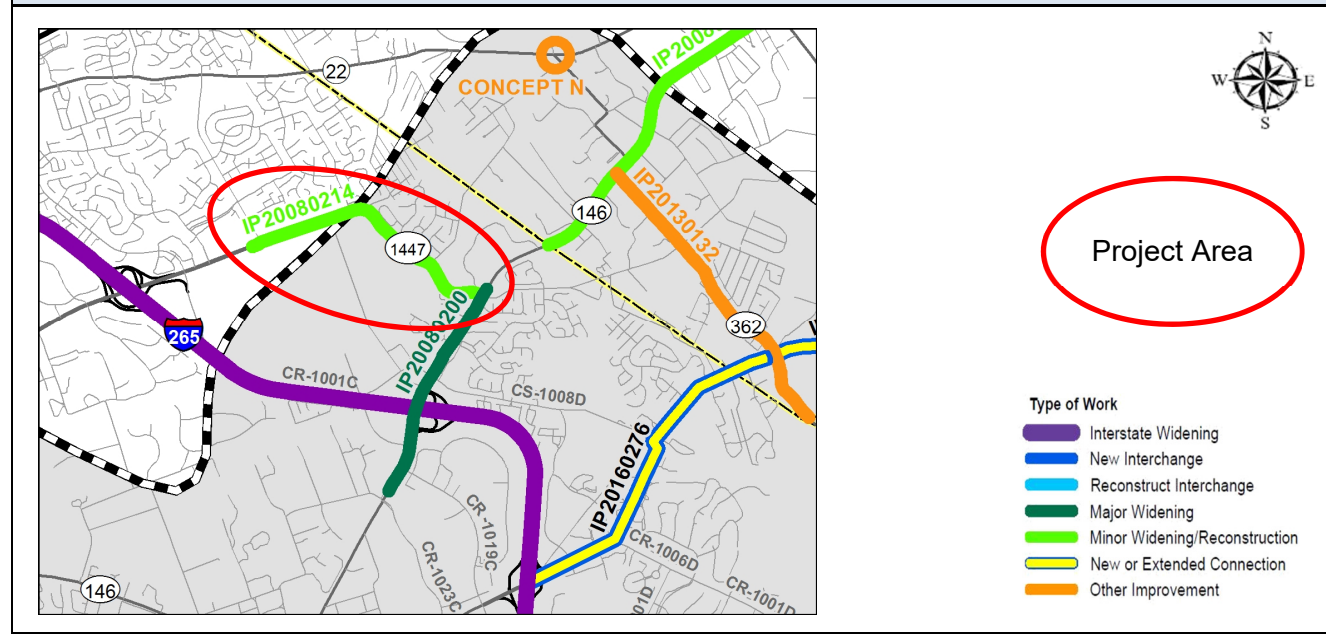
Improve safety and reduce congestion on KY 1447 (Westport Road) from Murphy Lane to KY 146. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities.

MP 7.500 to MP 9.240 Project Length: 1.740 MI

| Identified Needs: | Crash History Analysis Period: July 2015 – June 2018 | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|------|------|---|----|------|------|---|------|--|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|
| <ul style="list-style-type: none"> CHAF PIF notes ongoing growth, Ford plant freight and employee flows. Not sponsored in 2018 SHIFT. Existing: 2 lanes Existing LOS E, maintaining LOS E in 2040 No-Build Existing v/c 0.2, worsening to v/c 0.4 in 2040 No-Build 54 total crashes: 0 fatal/8 injury/46 PDO 0 high crash segments and 1 high crash spot, details at right Geometry: 5 sharp curves and 10-foot lanes | <table border="1"> <thead> <tr> <th>CCRF</th> <th>MP</th> <th>-</th> <th>MP</th> </tr> </thead> <tbody> <tr> <td>1.29</td> <td>9.20</td> <td>-</td> <td>9.30</td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> </tbody> </table> | CCRF | MP | - | MP | 1.29 | 9.20 | - | 9.30 | | | - | | | | - | | | | - | | | | - | |
| CCRF | MP | - | MP | | | | | | | | | | | | | | | | | | | | | | |
| 1.29 | 9.20 | - | 9.30 | | | | | | | | | | | | | | | | | | | | | | |
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| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | N/A | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | Overlaps # 484 (MP 7.5-8.0) | Design: | \$ | 470,000 |
| Functional Class: | Urban Minor Arterial | Right-of-Way: | \$ | 240,000 |
| 2018 ADT % Trucks: | 7,540 vpd 18.3% | Utilities: | \$ | 120,000 |
| 2040 No-Build ADT: | 11,000 vpd | Construction: | \$ | 4,640,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ | 5,470,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|--|-------------------|--------------------------------|
| Regional/ Local | CHAF IP20080215, Jefferson County | Route: Name: | KY 1531 Johnson Road |
| CHAF PIF Description: | | Work Type: | Reconstruction |

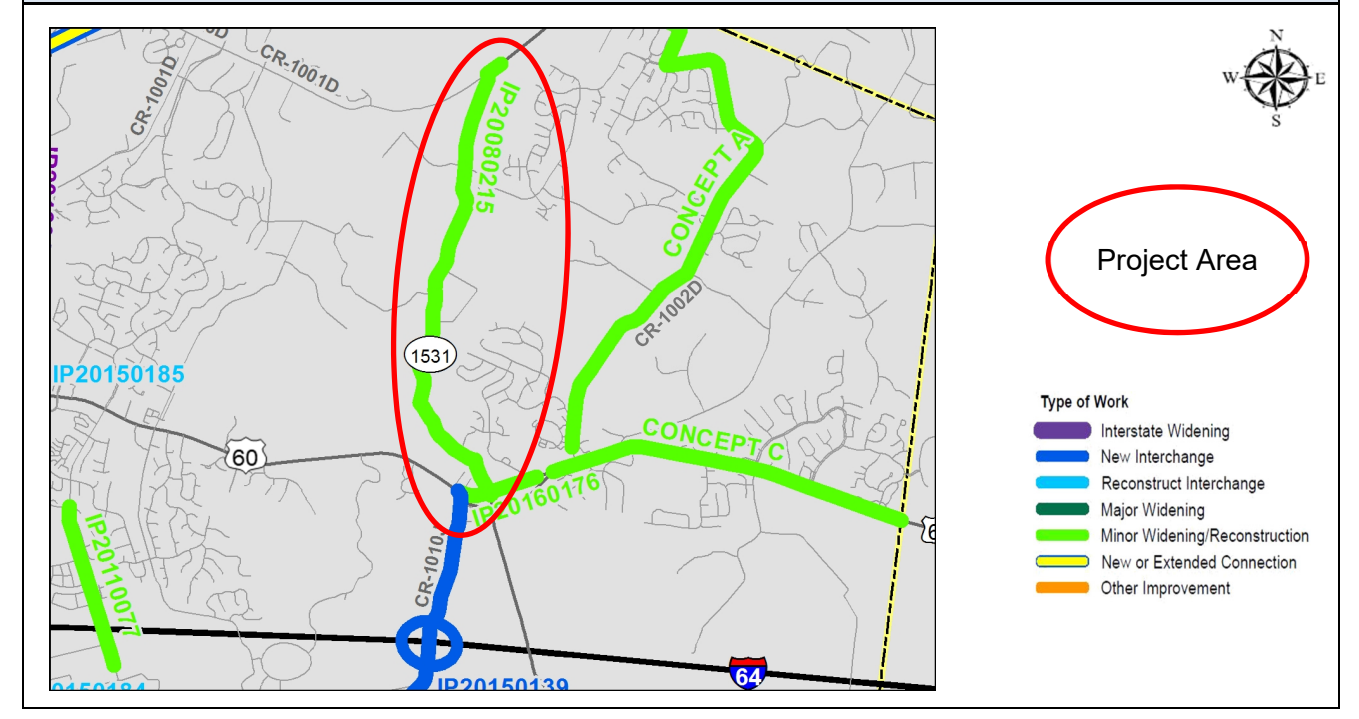
Relocate & reconstruct KY 1531 (Johnson Road) as a 2 lane road (no additional lanes) with improved geometry from US 60 (Shelbyville Road) to Aiken Road. Project will consider bicycle and pedestrian facilities.

MP 9.100 to MP 11.900 Project Length: 2.800 MI

| Identified Needs: | Crash History Analysis Period: July 2015 – June 2018 | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|------|----|---|----|-----|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|
| <ul style="list-style-type: none"> CHAF PIF notes ongoing growth, outlet for US 60 congestion Not sponsored in 2018 SHIFT. Existing: 2 lanes Existing LOS B, worsening to LOS C in 2040 No-Build Existing v/c 0.1, worsening to v/c 0.1-0.2 in 2040 No-Build 9 total crashes: 0 fatal/1 injury/8 PDO 0 high crash segments and 0 high crash spots Geometry: 16 sharp curves, 1 fair condition bridge, 9-foot lanes | <table border="1"> <thead> <tr> <th>CCRF</th> <th>MP</th> <th>-</th> <th>MP</th> </tr> </thead> <tbody> <tr> <td>N/A</td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> </tbody> </table> | CCRF | MP | - | MP | N/A | | - | | | | - | | | | - | | | | - | | | | - | |
| CCRF | MP | - | MP | | | | | | | | | | | | | | | | | | | | | | |
| N/A | | - | | | | | | | | | | | | | | | | | | | | | | | |
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| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | N/A | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | # 411 | Design: | \$ | 930,000 |
| Functional Class: | Urban Minor Collector | Right-of-Way: | \$ | 470,000 |
| 2018 ADT % Trucks: | 940-2,420 vpd 7-11% | Utilities: | \$ | 240,000 |
| 2040 No-Build ADT: | 2,600-4,300 vpd | Construction: | \$ | 10,190,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ | 11,830,000 |

Project Location: Estimate Source: CHAF PIF



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|-----------------------------|--|--------|------------------|
| Statewide Significance | CHAF IP20080217/Concept G, Jefferson County | Route: | KY 1747 |
| | | Name: | Hurstbourne Pkwy |
| Project Description: | Work Type: Safety Improvements | | |

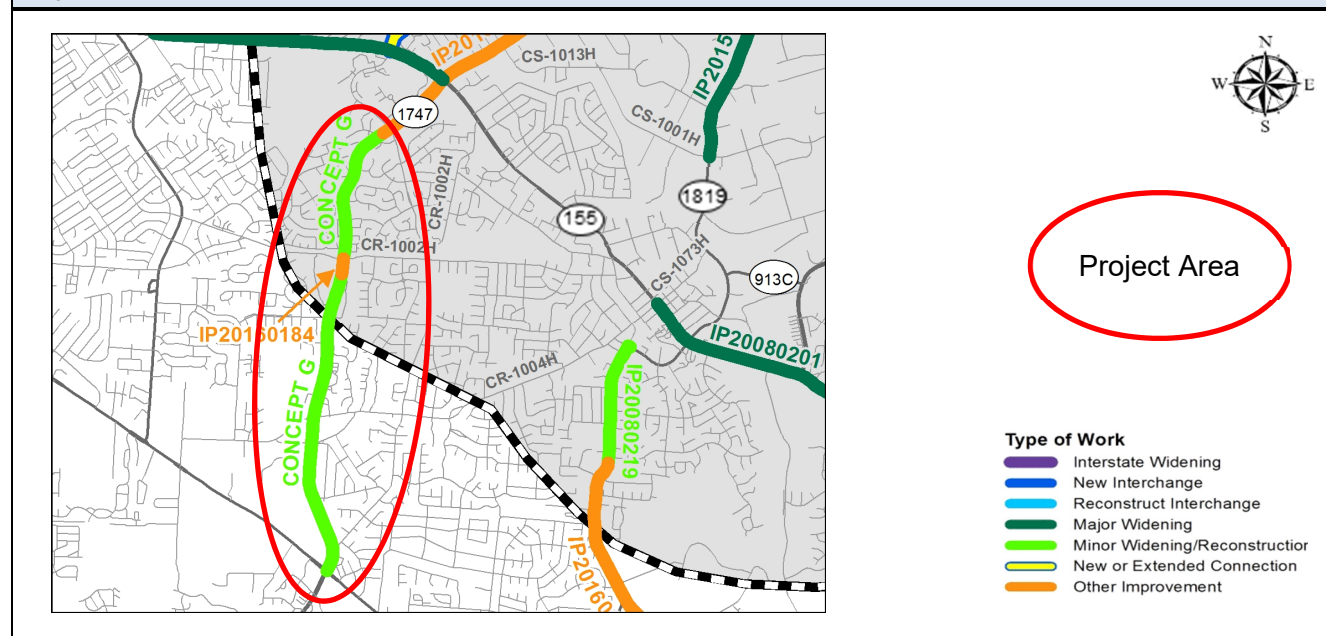
Improve safety and mobility on KY 1747 (South Hurstbourne Parkway) from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). Project will evaluate operational improvements and signal optimization.

MP 7.489 to MP 11.033 Project Length: 3.544 MI

| Project Issues/Existing Conditions: | Crash History Analysis Period: July 2015 – June 2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|------|-------|---|----|------|------|---|-------|------|------|---|------|------|------|---|------|------|-------|---|-------|------|-------|---|-------|------|-------|---|-------|------|-------|---|-------|
| <ul style="list-style-type: none"> CHAF PIF and MTP showed 6 lane widening with improved access to Christian Academy. Existing: 4 lanes Existing LOS B-C, maintaining LOS B-C in 2040 No-Build Existing v/c 0.3-0.5, worsening to v/c 0.4-0.5 in 2040 No-Build 304 total crashes: 0 fatal/36 injury/268 PDO 1 high crash segment and 6 high crash spots, details at right Geometry: 1 sharp curve | <table border="1"> <thead> <tr> <th>CCRF</th> <th>MP</th> <th>-</th> <th>MP</th> </tr> </thead> <tbody> <tr> <td>1.03</td> <td>9.58</td> <td>-</td> <td>11.03</td> </tr> <tr> <td>1.78</td> <td>9.50</td> <td>-</td> <td>9.60</td> </tr> <tr> <td>1.09</td> <td>9.70</td> <td>-</td> <td>9.80</td> </tr> <tr> <td>1.13</td> <td>10.50</td> <td>-</td> <td>10.60</td> </tr> <tr> <td>1.00</td> <td>10.60</td> <td>-</td> <td>10.70</td> </tr> <tr> <td>1.17</td> <td>10.80</td> <td>-</td> <td>10.90</td> </tr> <tr> <td>2.16</td> <td>11.00</td> <td>-</td> <td>11.10</td> </tr> </tbody> </table> | CCRF | MP | - | MP | 1.03 | 9.58 | - | 11.03 | 1.78 | 9.50 | - | 9.60 | 1.09 | 9.70 | - | 9.80 | 1.13 | 10.50 | - | 10.60 | 1.00 | 10.60 | - | 10.70 | 1.17 | 10.80 | - | 10.90 | 2.16 | 11.00 | - | 11.10 |
| CCRF | MP | - | MP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.03 | 9.58 | - | 11.03 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.78 | 9.50 | - | 9.60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.09 | 9.70 | - | 9.80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.13 | 10.50 | - | 10.60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 10.60 | - | 10.70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.17 | 10.80 | - | 10.90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.16 | 11.00 | - | 11.10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | N/A | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | N/A | Design: | \$ | 180,000 |
| Functional Class: | Urban Principal Arterial | Right-of-Way: | \$ | 90,000 |
| 2018 ADT % Trucks: | 24,300-32,680 vpd 4.3% | Utilities: | \$ | 36,000 |
| 2040 No-Build ADT: | 34,000 vpd | Construction: | \$ | 1,800,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ | 2,106,000 |

Project Location: Estimate Source: Consultant



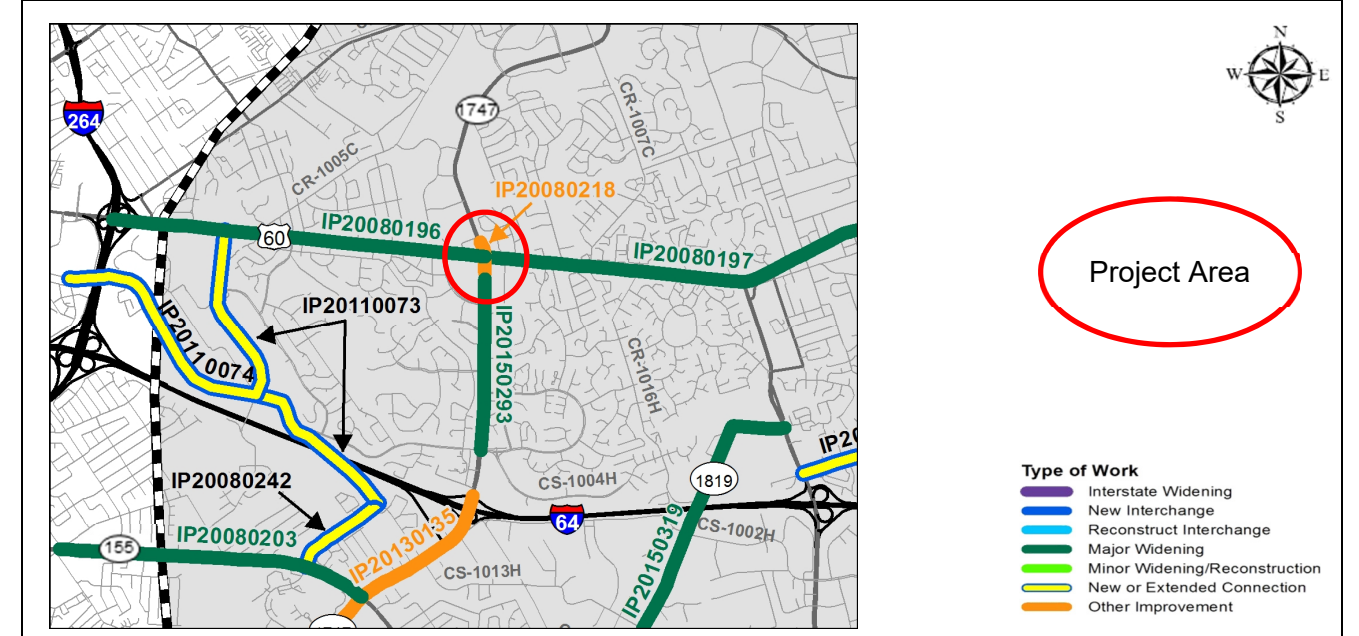
| | | |
|------------------------------|---|--|
| Statewide Significance | CHAF IP20080218 | INTERSECTION |
| | Jefferson | KY 1747 (MP 13.40-13.60) & US 60 (MP 7.71-7.96) |
| | | Hurstbourne Parkway & Shelbyville Road |
| CHAF PIF Description: | Work Type: Intersection Improvements | |

IMPROVE THE HURSTBOURNE PARKWAY (KY 1747) AT SHELBYVILLE ROAD (US 60) INTERSECTION TO INCREASE CAPACITY, REDUCE DELAYS, AND IMPROVE SAFETY. (SEE 5-344.02) (16CCN)

| | | | | |
|------------------------------------|---|---|--------------|---------------|
| Identified Needs: | Crash History Analysis Period: July 2015 – June 2018 | | | |
| | KY 1747 | | US 60 | |
| | Existing | 2040 No-Build | Existing | 2040 No-Build |
| • Intersection LOS | E | F | E | F |
| • v/c | 0.3-0.4 | 0.4-0.5 | 0.5-0.6 | 0.5-0.7 |
| • Crashes | 83 total (0 fatal/5 injury/78 PDO) | | - | |
| • High crash segment spot (CCRF) | 2 segments. MP 13.39-13.50 (1.5) MP 13.50-13.63 (1.4) | 2 Spots MP 13.4-13.5 (1.1) MP 13.5-13.6 (2.0) | - | - |
| • Geometry | 1 sharp curve | | N/A | |

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|----------------------|-----------------------------------|---------------------------------|-----------------------|------------------|
| Project Status: | Design complete | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | 5-8953 | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | # 2384 | Design: | \$ | Authorized |
| Functional Class: | Urban Principal Arterials | Right-of-Way: | \$ | 750,000 |
| 2018 ADT % Trucks: | KY 1747: 22,180-33,930vpd 2-10% | Utilities: | \$ | 1,040,000 |
| | US 60: 38,400 vpd 8-10% | Construction: | \$ | 2,600,000 |
| 2040 No-Build ADT: | KY 1747: 26,000-40,000 vpd | | | |
| | US 60: 43,000 vpd | | | |
| Bike/Ped Facilities: | Not Proposed | Total Remaining Cost: | \$ | 4,390,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|--|-------------------|---------------------------------|
| Regional/ Local | CHAF IP20080219, Jefferson County | Route: Name: | KY 1819 Billtown Road |
| CHAF PIF Description: | | Work Type: | Minor Widening |

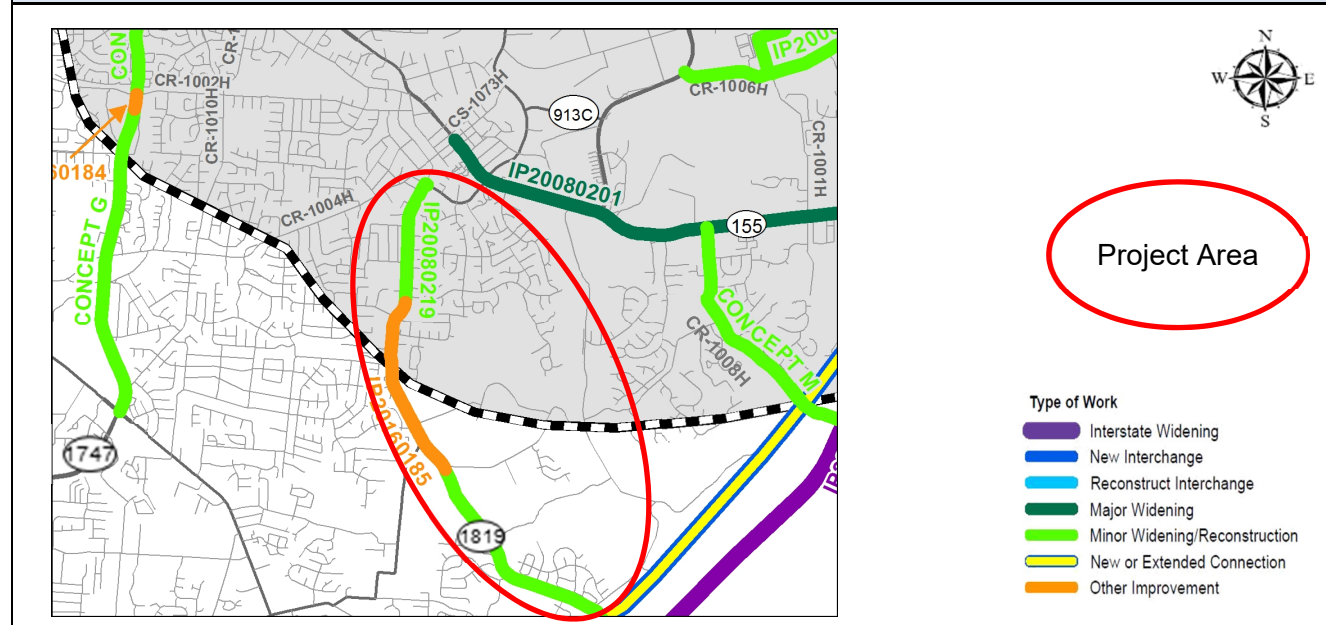
Improve safety, mobility for all modes, and address geometric deficiencies along KY 1819 (Billtown Road) from I-265 (Gene Snyder Freeway) to Ruckriegel Parkway/Billtown Road (in and near Jeffersontown). Project will evaluate 3-lane widening and consider accommodations for bicyclists and pedestrians.

MP 5.300 to MP 8.900 Project Length: 3.600 MI

| | | | | | |
|--|---|-------------|-----------|----------|-----------|
| Identified Needs: | Crash History Analysis Period: July 2015 – June 2018 | CCRF | MP | - | MP |
| <ul style="list-style-type: none"> Ultimate solution beyond IP20160185. CHAF PIF notes ongoing growth. Not sponsored in 2018 SHIFT. Existing: 2 lanes Existing LOS E, maintaining LOS E in 2040 No-Build Existing v/c 0.5, worsening to v/c 0.5-0.7 in 2040 No-Build 94 total crashes: 0 fatal/12 injury/82 PDO 0 high crash segments and 0 high crash spot Geometry: 3 sharp curves and 10-foot lanes | | N/A | | - | |

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|------------------------|--------------------------|---------------------------------|-----------------------|-------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | N/A | Planning: | \$ | 240,000 |
| 2035 KIPDA MTP: | # 257 | Design: | \$ | 2,090,000 |
| Functional Class: | Urban Minor Arterial | Right-of-Way: | \$ | 1,160,000 |
| 2018 ADT % Trucks: | 13,770-13,900 vpd 4-7% | Utilities: | \$ | 470,000 |
| 2040 No-Build ADT: | 18,000 vpd | Construction: | \$ | 23,160,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ | 27,120,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|--|-------------------|--------------------------------------|
| Regional/ Local | CHAF IP20080227, Jefferson County | Route: Name: | CS-1030H Ellingsworth Lane |
| CHAF PIF Description: | | Work Type: | New Connector |

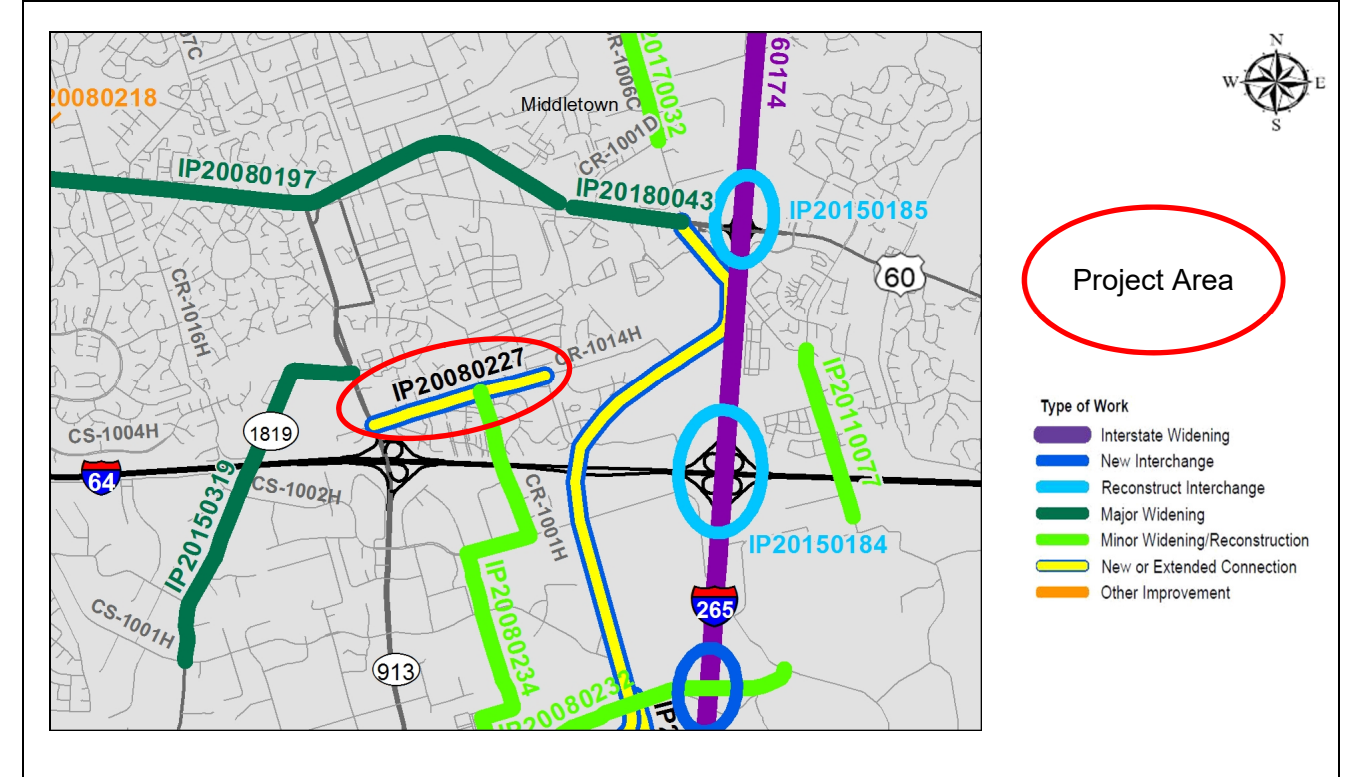
Extend & widen Ellingsworth Lane from KY 913 (Blankenbaker Parkway) to Urton Lane. Project design will evaluate 3-lane road with two-way center turn lane and consider bicycle and pedestrian facilities.

MP 0.000 to MP 0.607 Project Length: 0.607 MI

| | | | | | |
|--|---|-------------|-----------|----------|-----------|
| Identified Needs: | Crash History Analysis Period: N/A | CCRF | MP | - | MP |
| <ul style="list-style-type: none"> CHAF PIF notes dense development, proposed link to Urton Lane (IP20120002). Not sponsored in 2018 SHIFT. Existing: 2 lanes Beyond scope of safety/operational analysis. | | N/A | | - | |

| | | | | |
|------------------------|-----------|---------------------------------|-----------------------|------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | N/A | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | # 277 | Design: | \$ | 350,000 |
| Functional Class: | N/A | Right-of-Way: | \$ | 240,000 |
| 2018 ADT % Trucks: | 7,000 vpd | Utilities: | \$ | 120,000 |
| 2040 No-Build ADT: | 3,700 vpd | Construction: | \$ | 3,710,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ | 4,420,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|--------------------------|--|-------------------|------------------------------|
| Regional/ Local | CHAF IP20080232, Jefferson County | Route: Name: | CR-1006H Rehl Road |
| CHAF Description: | | Work Type: | Reconstruction |

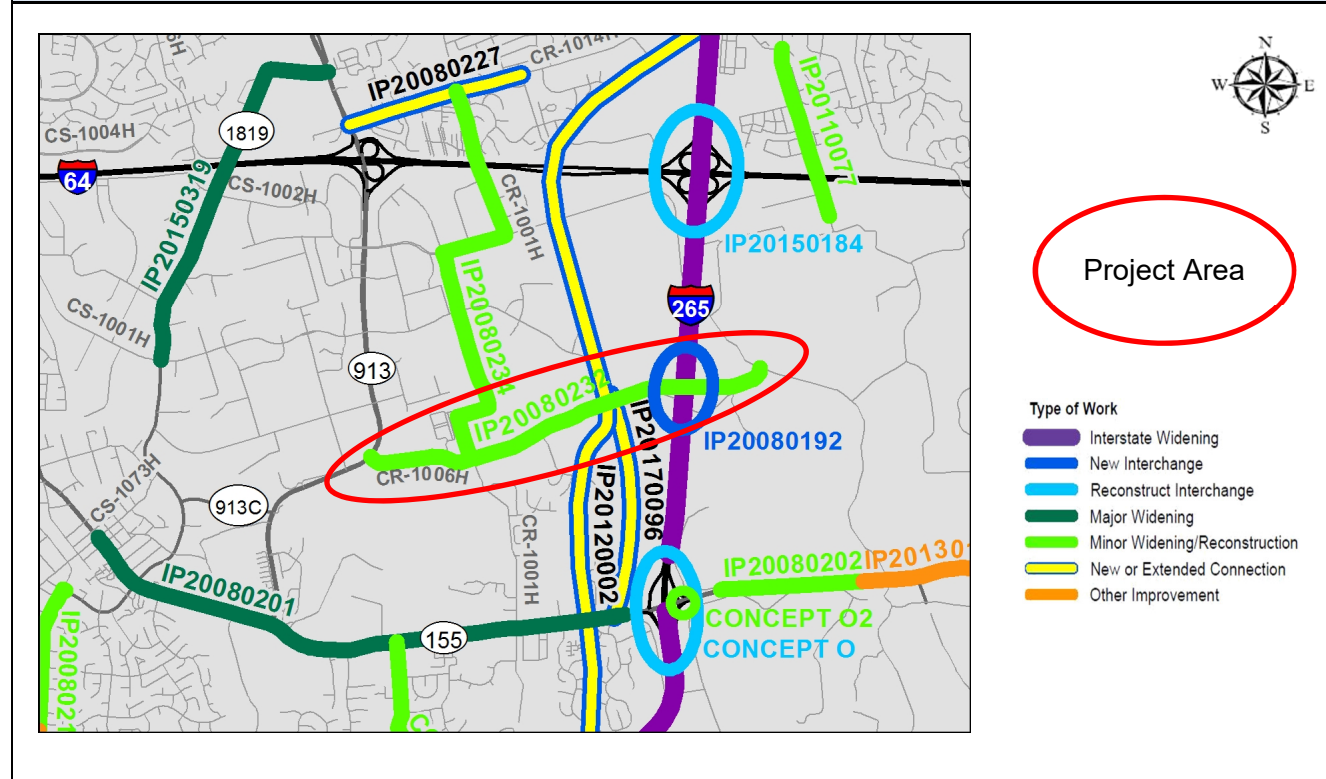
Reconstruct Rehl Road from KY 913 (Blankenbaker Parkway) to S. Pope Lick Road. Project design will evaluate 2-lane road (no added lanes) and consider bicycle and pedestrian facilities.

MP 0.000 to MP 2.255 Project Length: 0.950 MI

| Identified Needs: | Crash History Analysis Period: July 2015 – July 2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|------|----|---|----|-----|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|
| <ul style="list-style-type: none"> CHAF PIF notes proposed growth from new interchange (IP20080192). Not sponsored in 2018 SHIFT. Existing: 2 lanes Existing LOS B, worsening to LOS C in 2040 No-Build Existing v/c 0.1, worsening to v/c 0.3 in 2040 No-Build Approximately 7 total crashes, but no high crash segments or spots Geometry: 3 sharp curves and 9 to 10-foot lanes. | <table border="1"> <thead> <tr> <th>CCRF</th> <th>MP</th> <th>-</th> <th>MP</th> </tr> </thead> <tbody> <tr> <td>N/A</td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> </tbody> </table> | CCRF | MP | - | MP | N/A | | - | | | | - | | | | - | | | | - | | | | - | | | | - | |
| CCRF | MP | - | MP | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N/A | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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|----------------------|-----------------------|---------------------------------|-----------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | N/A | Planning: | \$ 0 |
| 2035 KIPDA MTP: | # 462 | Design: | \$ 930,000 |
| Functional Class: | Urban Major Collector | Right-of-Way: | \$ 470,000 |
| 2018 ADT % Trucks: | 750 vpd 2% | Utilities: | \$ 240,000 |
| 2040 No-Build ADT: | 3,000 vpd | Construction: | \$ 10,420,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 12,060,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|--|-------------------|-----------------------------------|
| Regional/ Local | CHAF IP20080234, Jefferson County | Route: Name: | CR-1001H Tucker Station |
| CHAF PIF Description: | | Work Type: | Reconstruction |

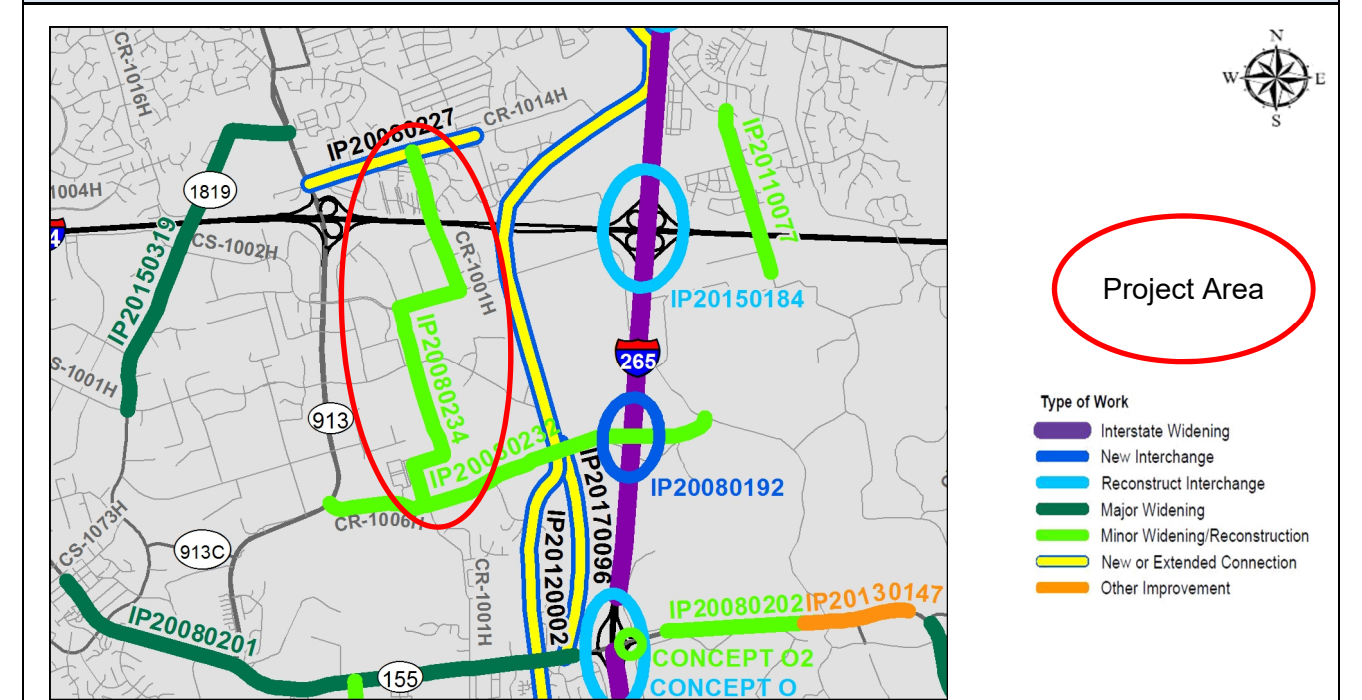
Reconstruct Tucker Station Road from Rehl Road to Ellingsworth Lane. Project design will evaluate 2-lane road (no added lanes) and consider intersection improvements (S. Pope Lick, Rehl Road, & Ellingsworth Lane) and bicycle and pedestrian facilities.

MP 1.079 to MP 3.538 Project Length: 2.459 MI

| Identified Needs: | Crash History Analysis Period: July 2015 – June 2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|------|----|---|----|-----|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|
| <ul style="list-style-type: none"> CHAF PIF notes ongoing growth, few I-64 crossings. Not sponsored in 2018 SHIFT. Existing: 2 lanes Existing LOS C-D, worsening to LOS D-E in 2040 No-Build Existing v/c 0.3, worsening to v/c 0.4-0.5 in 2040 No-Build No crash data available Geometry: 5 sharp curves, 10-foot lanes | <table border="1"> <thead> <tr> <th>CCRF</th> <th>MP</th> <th>-</th> <th>MP</th> </tr> </thead> <tbody> <tr> <td>N/A</td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> </tbody> </table> | CCRF | MP | - | MP | N/A | | - | | | | - | | | | - | | | | - | | | | - | | | | - | |
| CCRF | MP | - | MP | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N/A | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | N/A | Planning: | \$ 0 |
| 2035 KIPDA MTP: | # 472 | Design: | \$ 930,000 |
| Functional Class: | Urban Major Collector | Right-of-Way: | \$ 470,000 |
| 2018 ADT % Trucks: | 4,220 vpd 6.9% | Utilities: | \$ 240,000 |
| 2040 No-Build ADT: | 6,300-7,800 vpd | Construction: | \$ 10,240,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 11,880,000 |

Project Location: Estimate Source: CHAF PIF



| | | |
|------------------------------|--|--|
| Regional/ Local | CHAF IP20110073, Jefferson County | Route: New Connector Name: Bunsen to Christian |
| CHAF PIF Description: | | Work Type: New Connector |

Improve safety & connectivity and reduce congestion along Shelbyville Road (US 60), Hurstbourne Lane (KY 1747), Interstate I-64 And Taylorsville Road (KY 155) in the vicinity of Oxmoor Farms. Project will consider a Bunsen Boulevard/Christian Way Connector as a 5 lane (5th lane will be a center turn lane) divided highway with consideration of bicycle and pedestrian facilities.

MP - to MP - Project Length: - MI

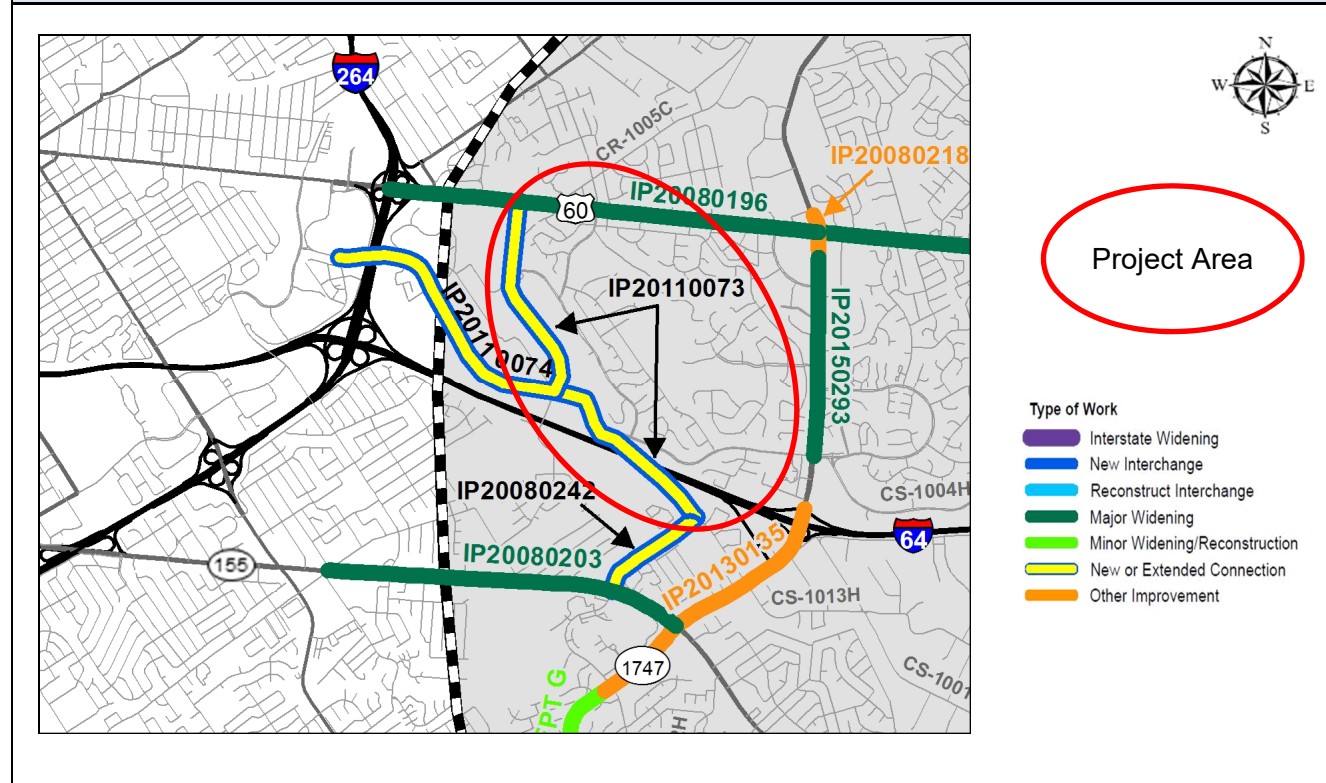
| | | |
|--------------------------|---------------------------------------|-----|
| Identified Needs: | Crash History Analysis Period: | N/A |
|--------------------------|---------------------------------------|-----|

- CHAF PIF notes proposed growth, poor connectivity, and US 60 & KY 1747 congestion.
- Ranked 167th regionally in 2018 SHIFT.
- Beyond scope of safety/operational analysis.

| CCRF | MP | - | MP |
|------|----|---|----|
| N/A | | - | |
| | | - | |
| | | - | |
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| | | | |
|----------------------|-----------|---------------------------------|-----------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | N/A | Planning: | \$ 0 |
| 2035 KIPDA MTP: | # 265 | Design: | \$ 2,250,000 |
| Functional Class: | N/A | Right-of-Way: | \$ 560,000 |
| 2018 ADT % Trucks: | N/A | Utilities: | \$ 370,000 |
| 2040 No-Build ADT: | N/A | Construction: | \$ 20,260,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 23,440,000 |

Project Location: Estimate Source: 2015 Oxmoor Study



| | | |
|------------------------------|--|---|
| Regional/ Local | CHAF IP20110074, Jefferson County | Route: New Connector Name: Bowling to Christian |
| CHAF PIF Description: | | Work Type: New Connector |

Improve safety and connectivity and reduce congestion along Shelbyville Road (US 60), Hurstbourne Lane (KY 1747), Interstate I-64 and Taylorsville Road (KY 155) in the vicinity of Oxmoor Farms. Project will consider a Bowling Boulevard/Christian Way Connector as a 5 lane (5th lane will be a center turn lane) divided highway with consideration of bicycle and pedestrian facilities.

MP - to MP - Project Length: - MI

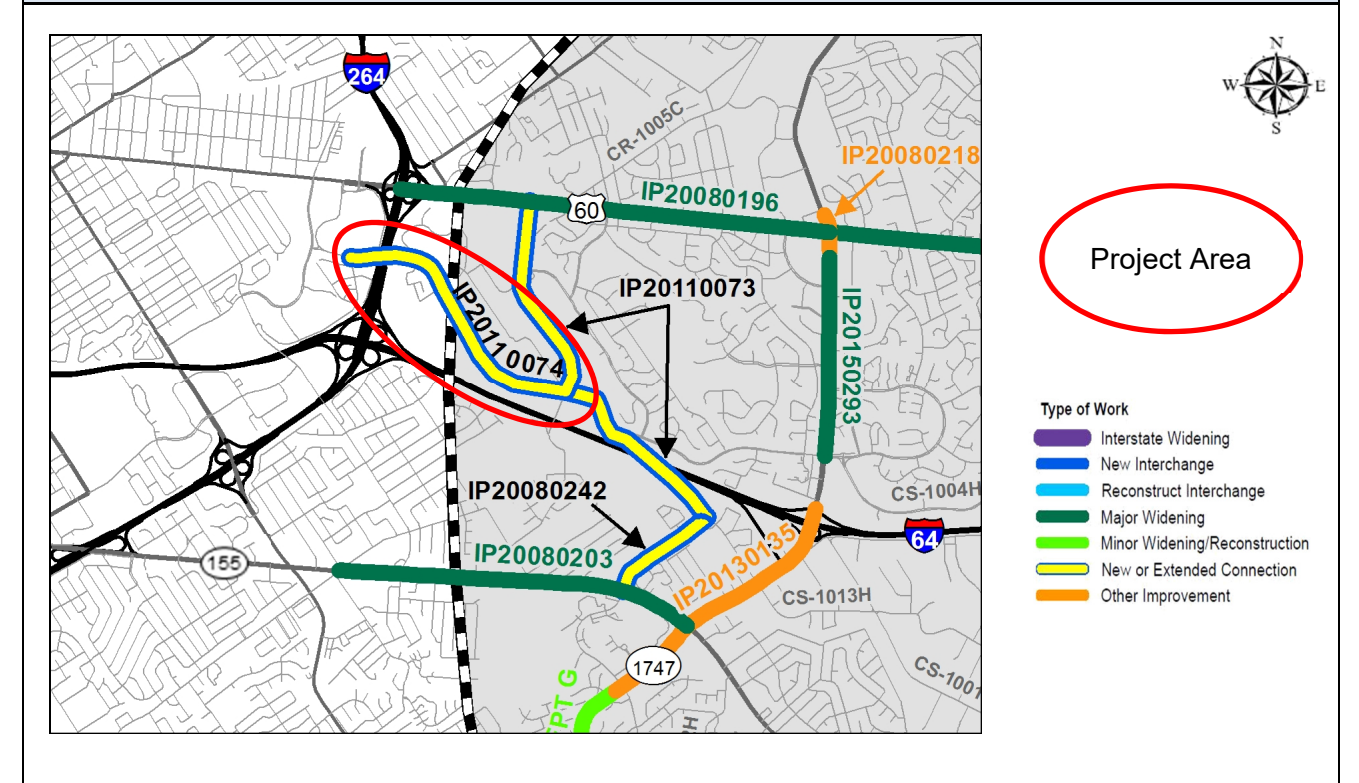
| | | |
|--------------------------|---------------------------------------|-----|
| Identified Needs: | Crash History Analysis Period: | N/A |
|--------------------------|---------------------------------------|-----|

- CHAF PIF notes proposed growth, poor connectivity, US 60 & KY 1747 congestion.
- Ranked 157th regionally in 2018 SHIFT.
- Beyond scope of safety/operational analysis.

| CCRF | MP | - | MP |
|------|----|---|----|
| N/A | | - | |
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|----------------------|-----------|---------------------------------|-----------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | N/A | Planning: | \$ 0 |
| 2035 KIPDA MTP: | # 260 | Design: | \$ 2,000,000 |
| Functional Class: | N/A | Right-of-Way: | \$ 860,000 |
| 2018 ADT % Trucks: | N/A | Utilities: | \$ 890,000 |
| 2040 No-Build ADT: | N/A | Construction: | \$ 20,000,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 23,750,000 |

Project Location: Estimate Source: 2015 Oxmoor Study



| | | | |
|------------------------------|--|-------------------|--|
| Regional/ Local | CHAF IP20110077, Jefferson County | Route: Name: | CR-1002J S. English Stn. Rd. |
| CHAF PIF Description: | | Work Type: | Reconstruction |

Reconstruct South English Station Road (CR-1002J) from Poplar Lane to Christian Academy. Project design will evaluate 2-lane road (no added lanes) and consider bicycle and pedestrian facilities.

MP **2.950** to MP **3.900** Project Length: **0.950** MI

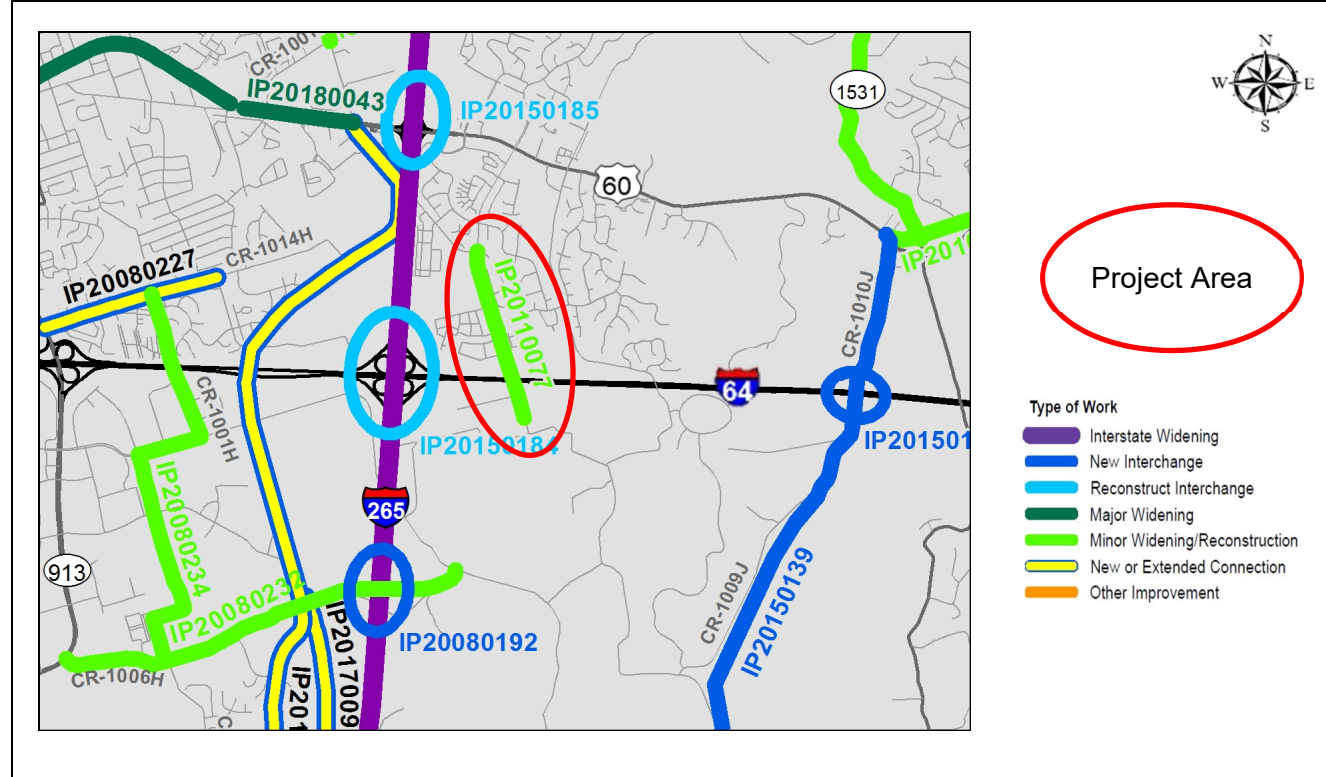
| | | |
|--------------------------|---------------------------------------|-----|
| Identified Needs: | Crash History Analysis Period: | N/A |
|--------------------------|---------------------------------------|-----|

| CCRF | MP | - | MP |
|------|----|---|----|
| N/A | | - | |
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- Not sponsored in 2018 SHIFT.
- Existing: 2-3 lanes
- Beyond scope of safety/operational analysis.

| | | | |
|----------------------|-----------------------|---------------------------------|-----------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | N/A | Planning: | \$ 0 |
| 2035 KIPDA MTP: | # 277 | Design: | \$ 150,000 |
| Functional Class: | Urban Minor Collector | Right-of-Way: | \$ 80,000 |
| 2018 ADT: | 1,700 vpd | Utilities: | \$ 30,000 |
| 2040 No-Build ADT: | N/A | Construction: | \$ 1,800,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 2,060,000 |

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| Project Location: | Estimate Source: | CHAF PIF |
|--------------------------|------------------|----------|



| | | | |
|------------------------------|---------------------------------------|-------------------|--|
| Regional/ Local | CHAF IP20110079, Oldham County | Route: Name: | New Connector KY 3084 to KY 329B |
| CHAF PIF Description: | | Work Type: | New Connector |

New Route Between KY 362 (Ash Avenue) in Pewee Valley and KY 22 (Ballardsville Road)/KY 329B (KY 329 Bypass) In Crestwood. Project is Section 2 of the 5-367.00 Crestwood Bypass Parent Project. Section 1, KY 3084 (Old Henry Road) From I-265 (Gene Snyder Freeway) To KY 362 (Ash Avenue), being constructed under 5-367.20. Project design will evaluate 3-lane roadway section with Two-Way Center Turn Lane and will consider accommodations for bicyclists and pedestrians.

MP - to MP - Project Length: - MI

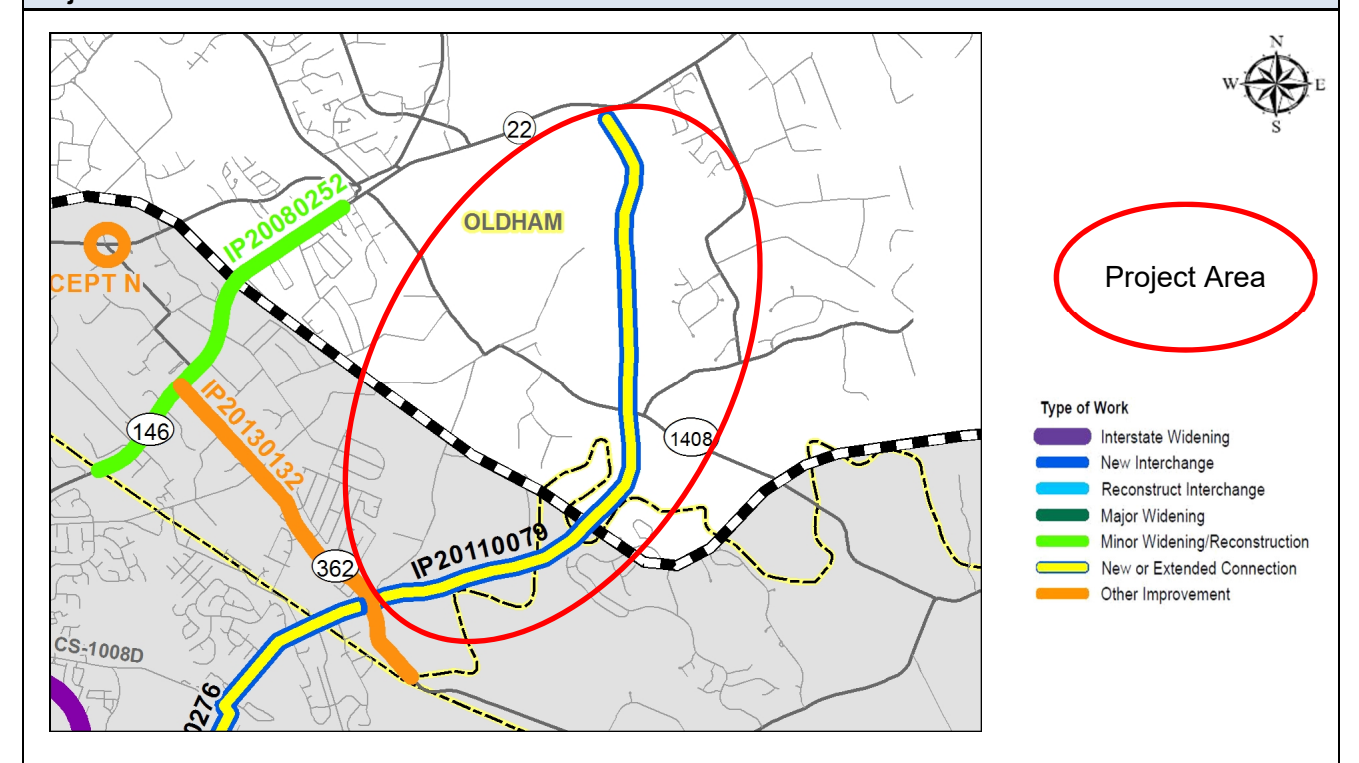
| | | |
|--------------------------|---------------------------------------|-----|
| Identified Needs: | Crash History Analysis Period: | N/A |
|--------------------------|---------------------------------------|-----|

| CCRF | MP | - | MP |
|------|----|---|----|
| N/A | | - | |
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- CHAF PIF notes proposed connection replacing KY 146.
- Not sponsored in 2018 SHIFT.
- Beyond scope of safety/operational analysis.

| | | | |
|----------------------|-----------|---------------------------------|-----------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | N/A | Planning: | \$ 0 |
| 2035 KIPDA MTP: | # 198 | Design: | \$ 3,600,000 |
| Functional Class: | N/A | Right-of-Way: | \$ 1,800,000 |
| 2018 ADT % Trucks: | N/A | Utilities: | \$ 710,000 |
| 2040 No-Build ADT: | N/A | Construction: | \$ 41,220,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 47,330,000 |

| | | |
|--------------------------|------------------|----------|
| Project Location: | Estimate Source: | CHAF PIF |
|--------------------------|------------------|----------|



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|------------------------------|--|-----------------|------------------------------------|
| Regional/ Local | CHAF IP20120002, Jefferson County | Route: Name: | New Extension Urton Lane |
| CHAF PIF Description: | | Work Type: | New Connector |

Extend Urton Lane from North of I-64 to Seatonville Road. Includes consideration of facilities for all modes (pedestrian, bicycle, SOV, and transit).

MP - to MP - Project Length: - MI

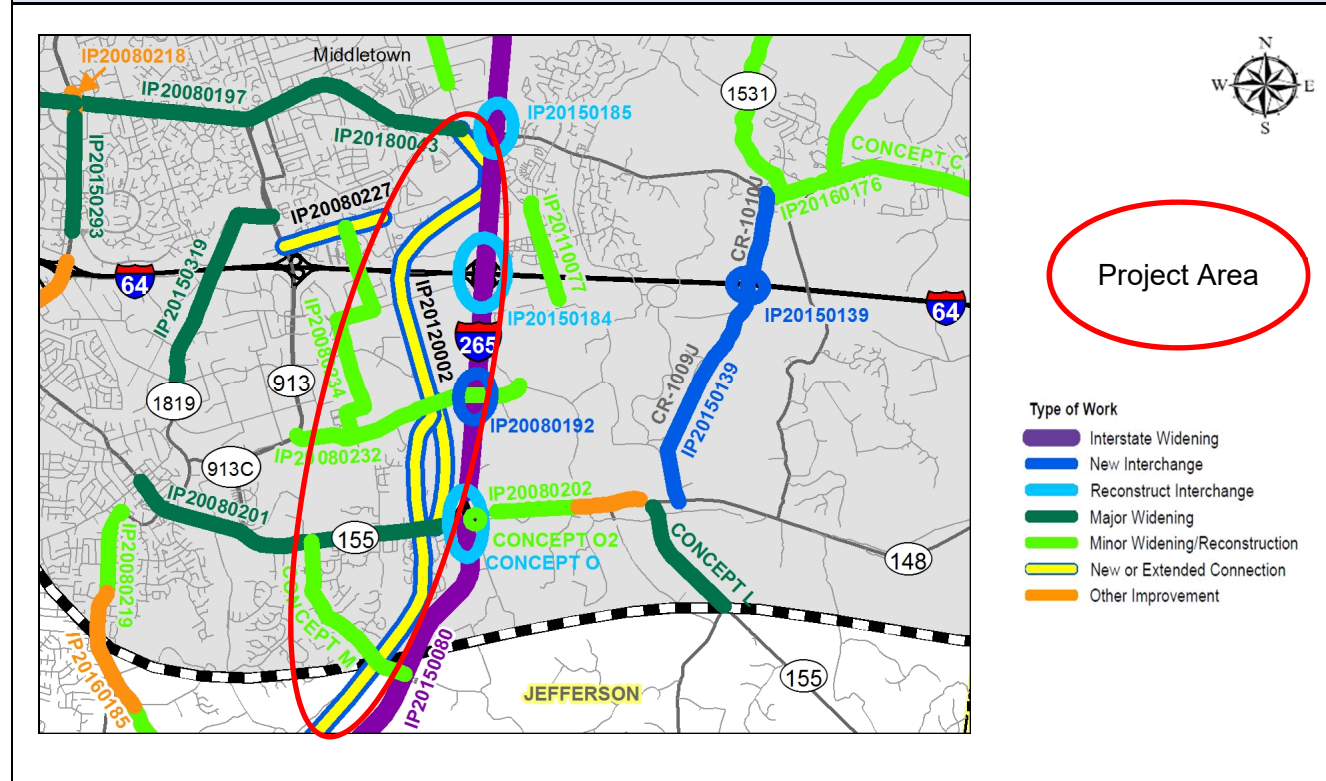
Identified Needs: Crash History Analysis Period: N/A

- CHAF PIF notes planned growth, development potential; outlet for I-265.
- Not sponsored in 2018 SHIFT.
- Beyond scope of safety/operational analysis.

| CCRF | MP | - | MP |
|------|----|---|----|
| N/A | | - | |
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| Project Status: | Predesign | Project Phase Estimates: (2019 Dollars) | |
| SYP Number: | 5-376.00 | Planning: | \$ 0 |
| 2035 KIPDA MTP: | # 474 | Design: | \$ 4,000,000 |
| Functional Class: | N/A | Right-of-Way: | \$ 3,000,000 |
| 2018 ADT % Trucks: | 2,400-6,500 vpd on Urton Ln. | Utilities: | \$ 2,500,000 |
| 2040 No-Build ADT: | N/A | Construction: | \$ 52,000,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 61,500,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|---------------------------------------|-----------------|-----------------------------|
| Regional/ Local | CHAF IP20130132, Oldham County | Route: Name: | KY 362 Ash Avenue |
| CHAF PIF Description: | | Work Type: | Safety/Hazard Elim. |

Improve safety, access, and address geometric deficiencies along KY 362 from the Oldham/Shelby county line to KY 146 (in and south of Pewee Valley). Includes consideration of a 3-lane widening with a two-way left turn lane and bike/ped accommodations.

MP 0.975 to MP 3.039 Project Length: 2.064 MI

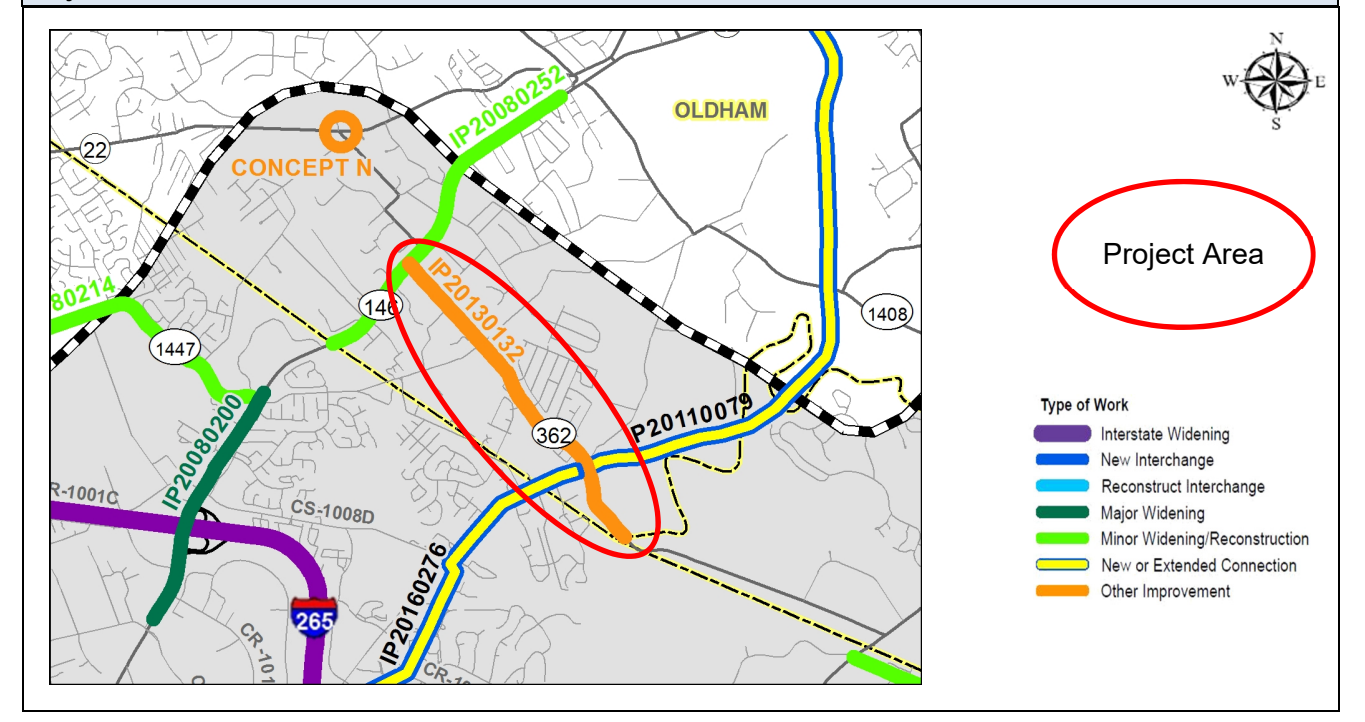
Identified Needs: Crash History Analysis Period: July 2015 – June 2018

- CHAF PIF notes future connection to Old Henry Rd (IP20110079).
- Not sponsored in 2018 SHIFT.
- Existing: 2 lanes
- Existing LOS B-D, worsening to LOS C-D in 2040 No-Build
- Existing v/c 0.1-0.2, worsening to v/c 0.1-0.3 in 2040 No-Build
- 16 total crashes: 0 fatal/2 injury/14 PDO
- 0 high crash segments and 1 high crash spot, details at right
- Geometry: 2 sharp curves, 1 fair and 1 poor condition bridge, 9-foot lanes

| CCRF | MP | - | MP |
|------|------|---|------|
| 1.80 | 1.50 | - | 1.60 |
| | | - | |
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|----------------------|-----------------------------|--|----------------------|
| Project Status: | Predesign | Project Phase Estimates: (2019 Dollars) | |
| SYP Number: | N/A | Planning: | \$ 250,000 |
| 2035 KIPDA MTP: | N/A | Design: | \$ 1,365,000 |
| Functional Class: | Urban Major/Minor Collector | Right-of-Way: | \$ 1,000,000 |
| 2018 ADT % Trucks: | 1,590-4,290 vpd 5% | Utilities: | \$ 420,000 |
| 2040 No-Build ADT: | 3,100-6,900 vpd | Construction: | \$ 7,350,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 10,385,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|--|-------------------|------------------|
| Statewide Significance | CHAF IP20130135, Jefferson County | Route: | KY 1747 |
| | | Name: | Hurstbourne Pkwy |
| CHAF PIF Description: | | Work Type: | Congestion Mgt. |

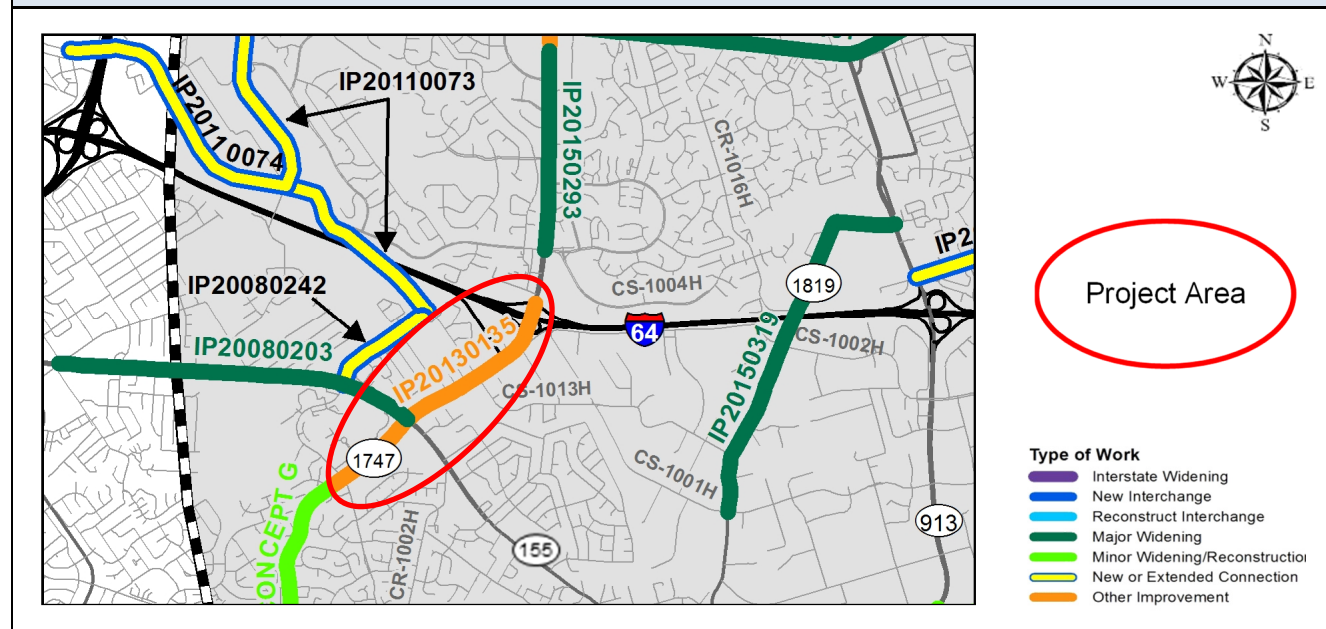
REDUCE CONGESTION AND IMPROVE SAFETY ALONG KY 1747 (HURSTBOURNE PARKWAY) FROM STONY BROOK DRIVE TO I-64.

MP 10.500 to MP 11.995 Project Length: 1.495 MI

| Identified Needs: | Crash History Analysis Period: July 2015 – June 2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|------|-------|---|----|------|------|---|-------|------|-------|---|-------|------|-------|---|-------|------|-------|---|-------|------|-------|---|-------|------|------|---|------|
| <ul style="list-style-type: none"> Ranked 11th regionally in 2018 SHIFT. Existing: 4-6 lanes Existing LOS B-C, maintaining LOS B-C in 2040 No-Build Existing v/c 0.3-0.5, worsening to v/c 0.4-0.5 in 2040 No-Build 709 total crashes: 0 fatal /75 injury/634 PDO 5 high crash segments and 9 high crash spots (segments and highest spot listed at right) | <table border="1"> <thead> <tr> <th>CCRF</th> <th>MP</th> <th>-</th> <th>MP</th> </tr> </thead> <tbody> <tr> <td>1.03</td> <td>9.58</td> <td>-</td> <td>11.03</td> </tr> <tr> <td>0.97</td> <td>11.03</td> <td>-</td> <td>11.12</td> </tr> <tr> <td>1.84</td> <td>11.21</td> <td>-</td> <td>11.63</td> </tr> <tr> <td>2.06</td> <td>11.63</td> <td>-</td> <td>11.74</td> </tr> <tr> <td>1.00</td> <td>11.74</td> <td>-</td> <td>11.92</td> </tr> <tr> <td>3.22</td> <td>11.4</td> <td>-</td> <td>11.5</td> </tr> </tbody> </table> | CCRF | MP | - | MP | 1.03 | 9.58 | - | 11.03 | 0.97 | 11.03 | - | 11.12 | 1.84 | 11.21 | - | 11.63 | 2.06 | 11.63 | - | 11.74 | 1.00 | 11.74 | - | 11.92 | 3.22 | 11.4 | - | 11.5 |
| CCRF | MP | - | MP | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.03 | 9.58 | - | 11.03 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.97 | 11.03 | - | 11.12 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.84 | 11.21 | - | 11.63 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.06 | 11.63 | - | 11.74 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.00 | 11.74 | - | 11.92 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.22 | 11.4 | - | 11.5 | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | 5-555.00 | Planning: | \$ 250,000 |
| 2035 KIPDA MTP: | # N/A | Design: | \$ 275,000 |
| Functional Class: | Urban Principal Arterial | Right-of-Way: | \$ 100,000 |
| 2018 ADT % Trucks: | 32,680-56,410 vpd 3-4% | Utilities: | \$ 50,000 |
| 2040 No-Build ADT: | 34,000-62,000 vpd | Construction: | \$ 2,761,279 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 3,436,279 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|--|-------------------|---------------------------|
| Statewide Significance | CHAF IP20130147, Jefferson County | Route: | KY 155 |
| | | Name: | Taylorville Road |
| CHAF PIF Description: | | Work Type: | Safety/Hazard Elimination |

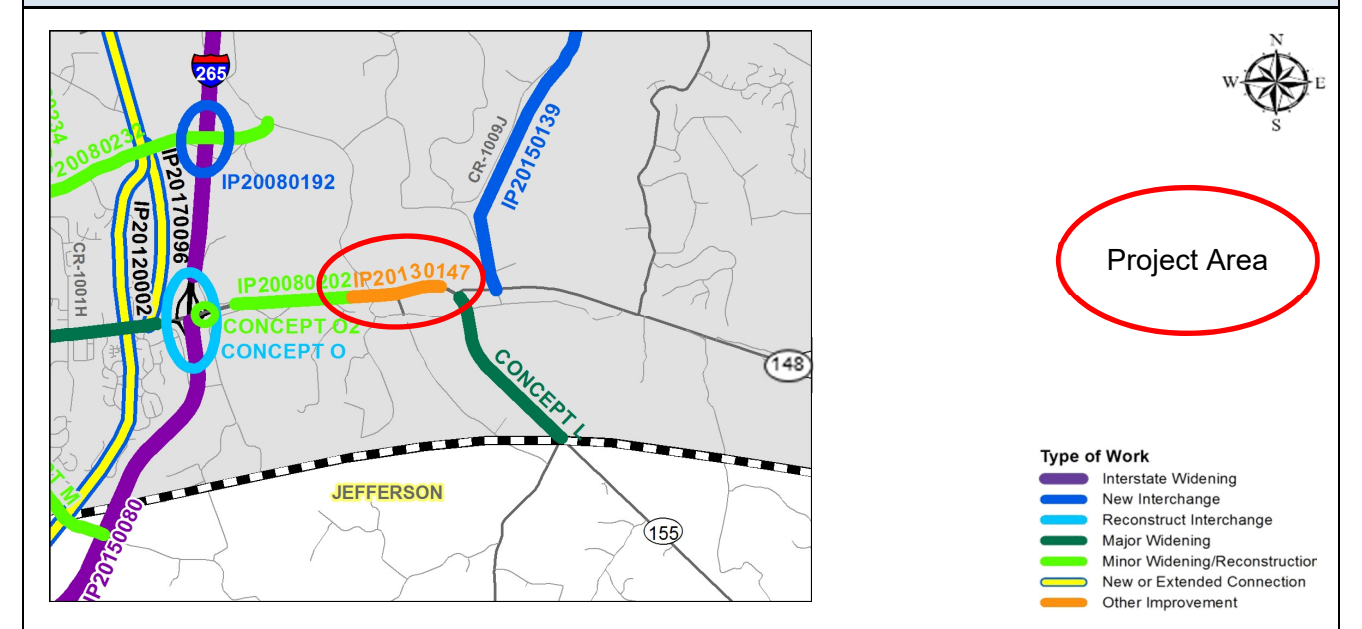
SAFETY PROJECT FOR RECONSTRUCTION OF TAYLORSVILLE ROAD AND SOUTH POPE LICK ROAD INTERSECTION AND BRIDGE OVER POPE LICK CREEK.(2016BOP)

MP 4.400 to MP 5.000 Project Length: 0.600 MI

| Project Issues/Existing Conditions: | Crash History Analysis Period: July 2015 – June 2018 | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|------|-----|---|----|------|-----|---|-----|--|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|
| <ul style="list-style-type: none"> Ranked 79th regionally in 2018 Existing: 2 lanes Existing LOS E, maintaining LOS E in 2040 No-Build Existing v/c 0.5, worsening to v/c 0.7 in 2040 No-Build 47 total crashes: 1 fatal/18 injury/28 PDO 0 high crash segments and 1 high crash spot, details at right Geometry: poor condition bridge | <table border="1"> <thead> <tr> <th>CCRF</th> <th>MP</th> <th>-</th> <th>MP</th> </tr> </thead> <tbody> <tr> <td>2.78</td> <td>4.8</td> <td>-</td> <td>4.9</td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> </tbody> </table> | CCRF | MP | - | MP | 2.78 | 4.8 | - | 4.9 | | | - | | | | - | | | | - | | | | - | |
| CCRF | MP | - | MP | | | | | | | | | | | | | | | | | | | | | | |
| 2.78 | 4.8 | - | 4.9 | | | | | | | | | | | | | | | | | | | | | | |
| | | - | | | | | | | | | | | | | | | | | | | | | | | |
| | | - | | | | | | | | | | | | | | | | | | | | | | | |
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|----------------------|----------------------|---------------------------------|-----------------------|
| Project Status: | Ongoing design | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | 5-808.00 | Planning: | \$ 0 |
| 2035 KIPDA TIP: | TIP # 1507 | Design: | \$ Authorized |
| Functional Class: | Rural Minor Arterial | Right-of-Way: | \$ 175,000 |
| 2018 ADT % Trucks: | 20,130 vpd 7.5% | Utilities: | \$ 150,000 |
| 2040 No-Build ADT: | 29,000 vpd | Construction: | \$ 1,800,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 2,125,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|-----------------------------------|-------------------|----------------|
| Statewide Significance | CHAF IP20150080, Jefferson County | Route: | I-265 |
| | | Name: | Gene Snyder |
| CHAF PIF Description: | | Work Type: | Major Widening |

IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM US-31E (BARDSTOWN RD) TO KY-155 (TAYLORSVILLE RD).

MP 17.300 to MP 23.100 Project Length: 5.800 MI

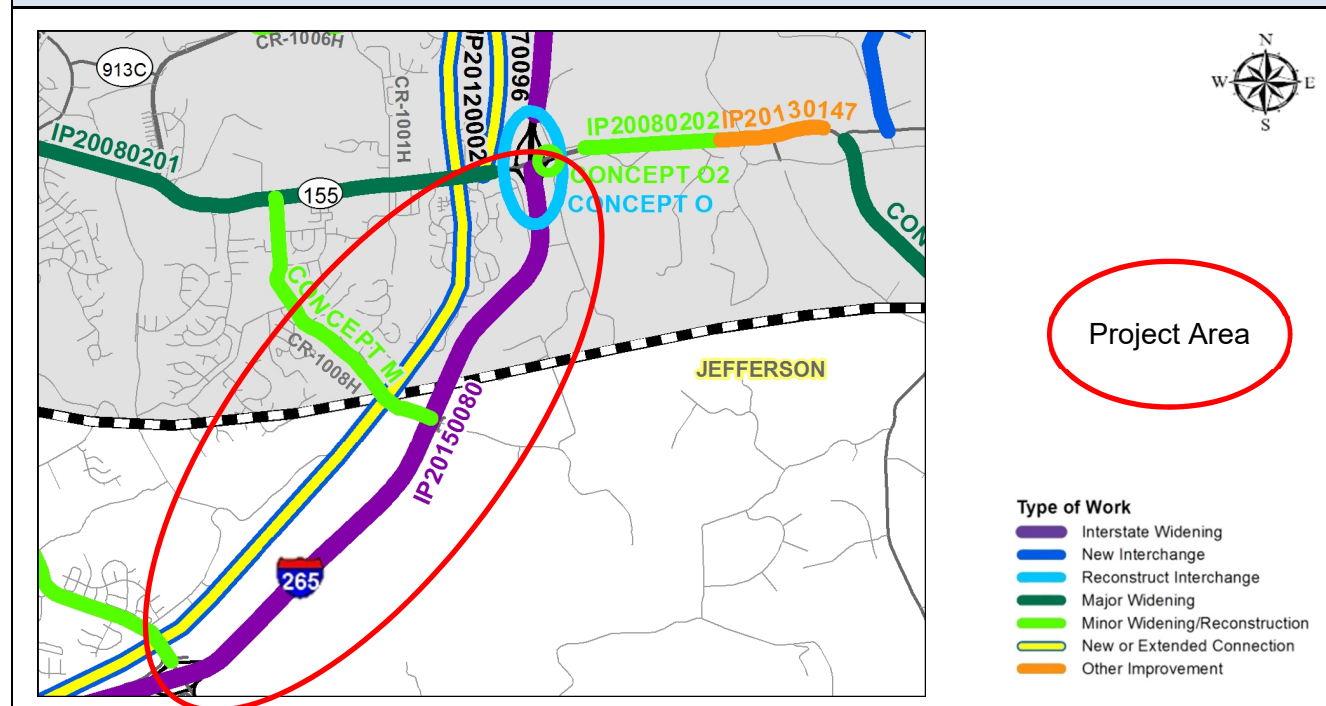
| | | |
|--------------------------|---------------------------------------|-----|
| Identified Needs: | Crash History Analysis Period: | N/A |
|--------------------------|---------------------------------------|-----|

- Priority 5 of 5 in 2015 Programming Study.
- Ranked 29th statewide in 2018 SHIFT.
- Existing: 4 lanes
- Beyond scope of safety/operational analysis.

| CCRF | MP | - | MP |
|------|----|---|----|
| N/A | | - | |
| | | - | |
| | | - | |

| | | | |
|----------------------|---------------------------|---------------------------------|-----------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | 5-558.00 | Planning: | \$ 0 |
| 2035 KIPDA MTP: | # 959 | Design: | \$ 7,500,000 |
| Functional Class: | Urban Interstate | Right-of-Way: | \$ 2,030,000 |
| 2018 ADT % Trucks: | 66,000-71,000 vpd 9-12% | Utilities: | \$ 1,200,000 |
| 2040 No-Build ADT: | 77,000-83,000 vpd | Construction: | \$ 75,000,000 |
| Bike/Ped Facilities: | N/A | Total Remaining Cost: | \$ 85,730,000 |

| | | |
|--------------------------|------------------|----------|
| Project Location: | Estimate Source: | CHAF PIF |
|--------------------------|------------------|----------|



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|------------------------------|-----------------------------------|-------------------|-----------------------------|
| Statewide Significance | CHAF IP20150139, Jefferson County | Route: | I-64 |
| | | Name: | |
| CHAF PIF Description: | | Work Type: | New Interchange at Eastwood |

NEW INTERCHANGE ON I-64E EAST OF THE GENE SNYDER FREEWAY. EASTWOOD FISHERVILLE CONNECTOR TO I-64. (18CCN)

MP 21.000 to MP 22.000 Project Length: 1.000 MI

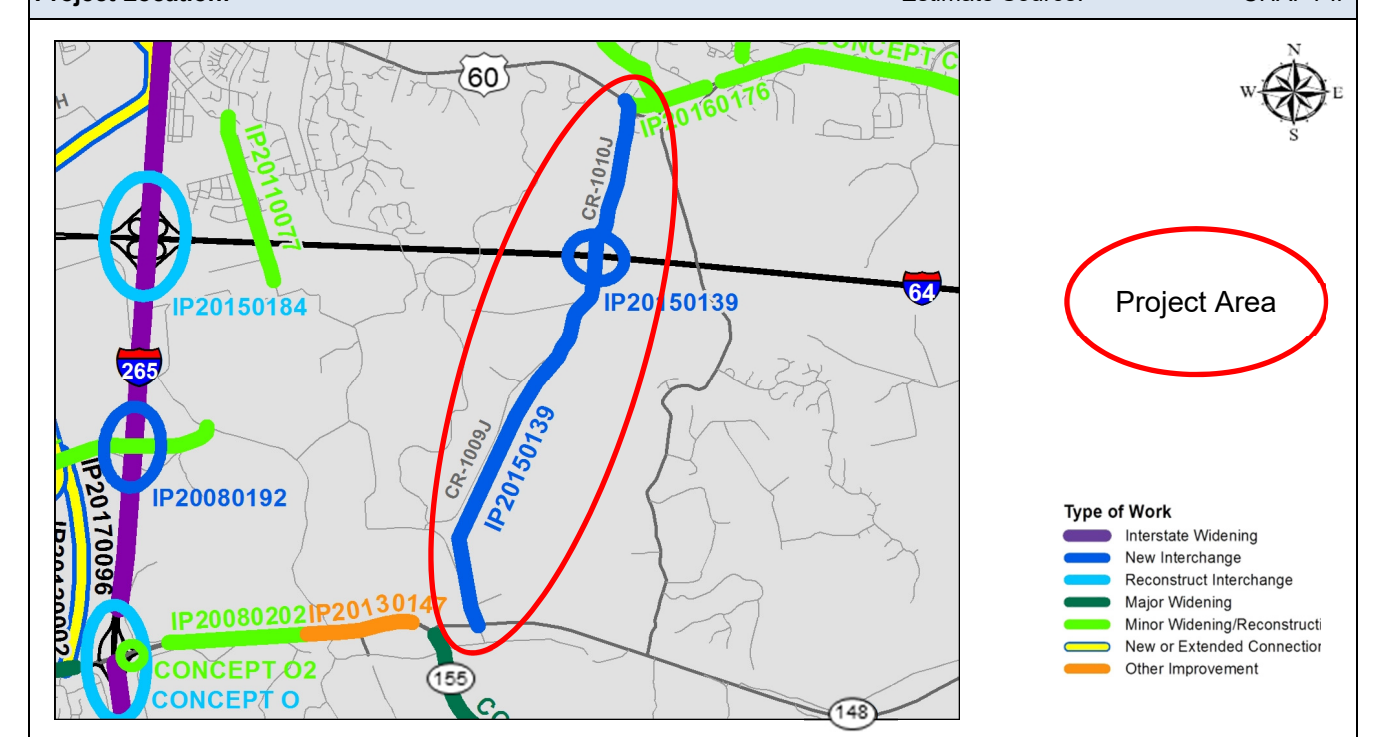
| | | |
|--------------------------|---------------------------------------|-----|
| Identified Needs: | Crash History Analysis Period: | N/A |
|--------------------------|---------------------------------------|-----|

- Ranked 186th regionally in 2018 SHIFT.
- Beyond scope of safety/operational analysis.

| CCRF | MP | - | MP |
|------|----|---|----|
| N/A | | - | |
| | | - | |
| | | - | |

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|----------------------|-----------------------------|---------------------------------|-----------------------|
| Project Dev. Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | 5-80002/80000/8200.1 | Planning: | \$ 1,400,000 |
| 2035 KIPDA MTP: | # 390 | Design: | \$ 4,500,000 |
| Functional Class: | Rural/Urban Minor Collector | Right-of-Way: | \$ 10,190,000 |
| 2018 ADT % Trucks: | 60,000 vpd 9.5 % | Utilities: | \$ 2,450,000 |
| 2040 No-Build ADT: | 75,000 vpd | Construction: | \$ 55,700,000 |
| Bike/Ped Facilities: | N/A | Total Remaining Cost: | \$ 74,240,000 |

| | | |
|--------------------------|------------------|----------|
| Project Location: | Estimate Source: | CHAF PIF |
|--------------------------|------------------|----------|

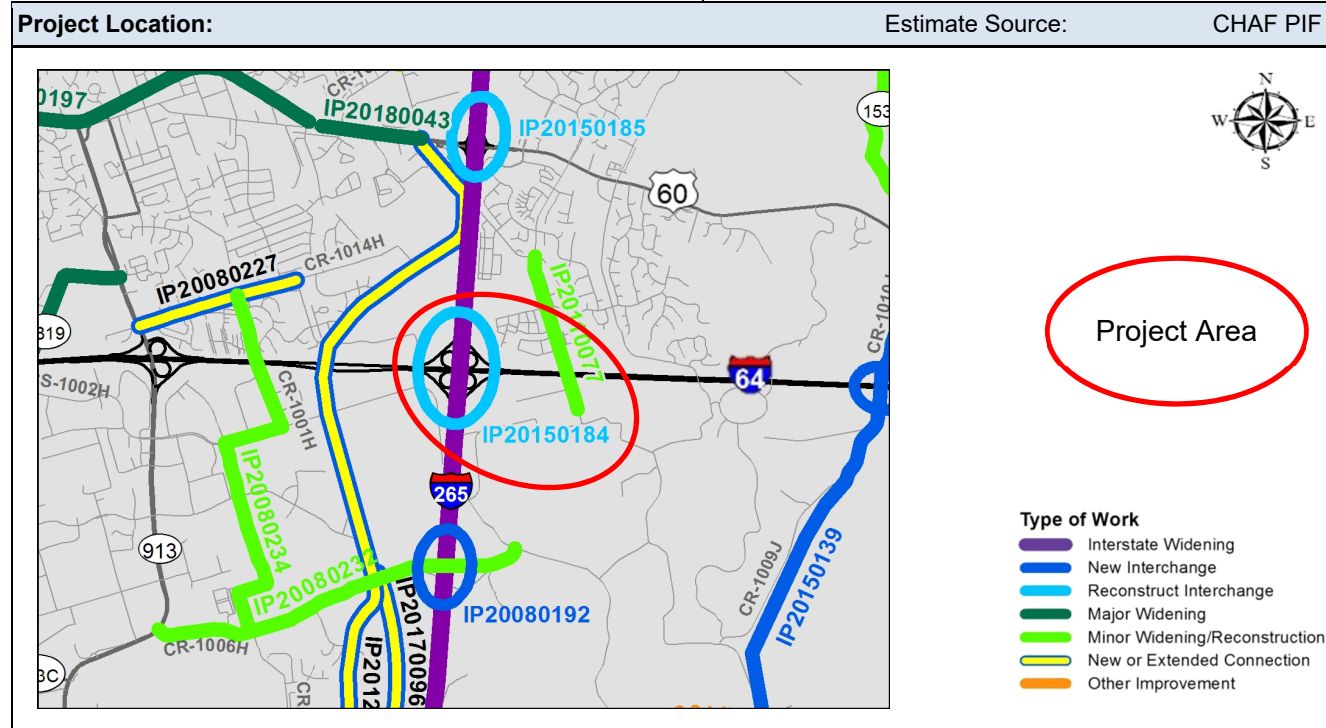


| | | | |
|------------------------------|--|-------------------|----------------------------|
| Statewide Significance | CHAF IP20150184, Jefferson County | Route: | I-265 & I64 |
| | | Name: | Gene Snyder & I-64 |
| CHAF PIF Description: | | Work Type: | Interchange Reconstruction |

RECONSTRUCTION OF THE I-265/I-64 INTERCHANGE. (2016BOP)

MP 24.600 to MP 26.400 I-265 Project Length: 1.8 MI
MP 18.600 to MP 19.200 I-64 0.6 MI

| | | | | |
|---|---------------------------------------|--|-----------|-------------------|
| Identified Needs: | Crash History Analysis Period: | N/A | | |
| <ul style="list-style-type: none"> Priority in 2015 Programming Study. Ranked 33rd statewide (#5-549) and 22nd regionally (#5-21.2) in 2018 SHIFT. Existing: I-265, 4 lanes; I-64, 6 lanes Beyond scope of safety/operational analysis. | | CCRF | MP | MP |
| | | N/A | - | - |
| Project Status: | Ongoing design | Project Phase Estimates: (2019 Dollars) | | |
| SYP Number: | 5-549.00/01 | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | # 179 | Design: | \$ | 540,000 |
| Functional Class: | Rural/Urban Interstates | Right-of-Way: | \$ | 1,250,000 |
| 2018 ADT % Trucks: | I-265: 48,500 vpd 10.6% | Utilities: | \$ | 1,270,000 |
| | I-64: 60,000-95,000 vpd 9.5% | Construction: | \$ | 38,720,000 |
| 2040 No-Build ADT: | I-265: 56,000-111,000 vpd | Total Remaining Cost: | \$ | 41,330,000 |
| Bike/Ped Facilities: | N/A | | | |

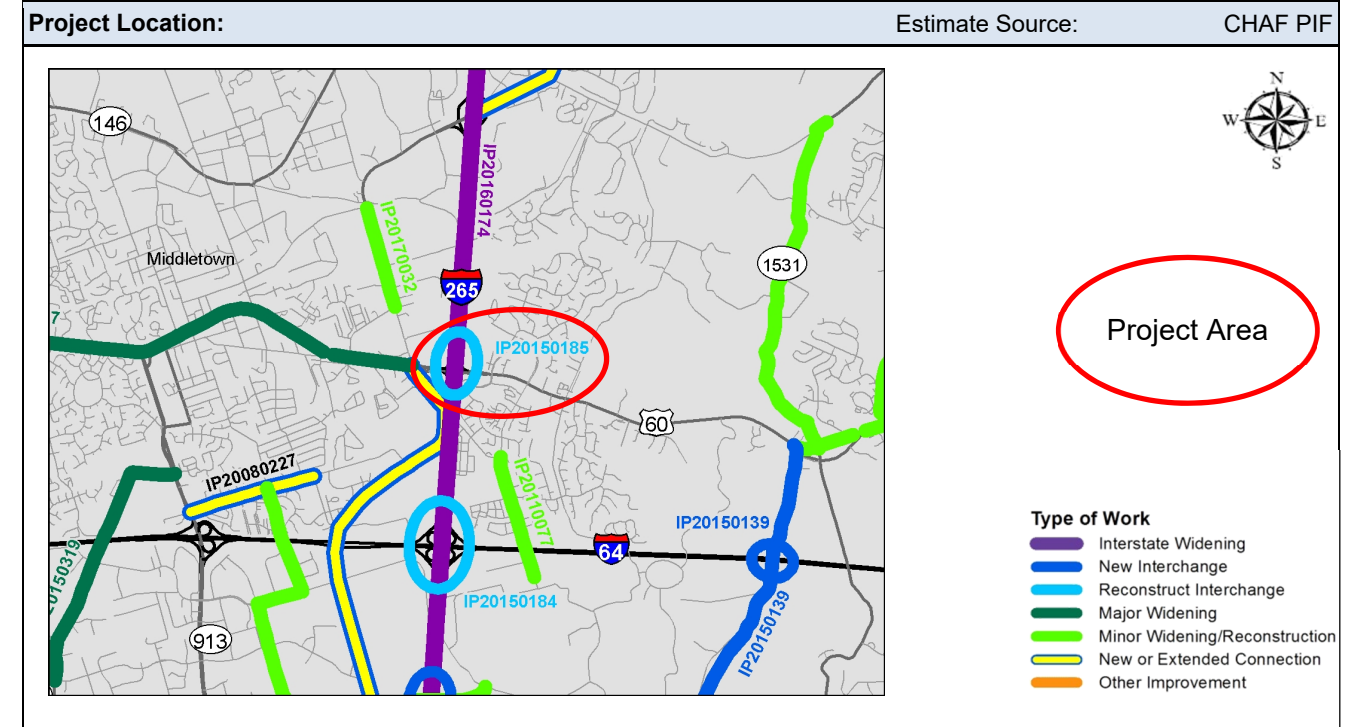


| | | | |
|------------------------------|--|-------------------|------------------------------|
| Statewide Significance | CHAF IP20150185, Jefferson County | Route: | I-265 & US 60 |
| | | Name: | Gene Snyder Shelbyville Road |
| CHAF PIF Description: | | Work Type: | Interchange Reconstruction |

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)

MP 26.500 to MP 27.100 I-265 Project Length: 0.6 MI
MP 11.800 to MP 12.300 US 60 0.5 MI

| | | | | |
|---|---------------------------------------|--|-----------|-------------------|
| Identified Needs: | Crash History Analysis Period: | N/A | | |
| <ul style="list-style-type: none"> Ranked 185th regionally (#5-41.10) in 2018 SHIFT. Existing: I-265, 4 lanes; US 60, 4 lanes Beyond scope of safety/operational analysis. | | CCRF | MP | MP |
| | | N/A | - | - |
| Project Status: | Predesign | Project Phase Estimates: (2019 Dollars) | | |
| SYP Number: | 5-41.10 | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | N/A | Design: | \$ | 3,250,000 |
| Functional Class: | Urban Interstate/Arterial | Right-of-Way: | \$ | 4,260,000 |
| 2018 ADT % Trucks: | I-265: 86,500 vpd 10% | Utilities: | \$ | 4,260,000 |
| | US 60: 34,500 vpd 2 % | Construction: | \$ | 52,640,000 |
| 2040 No-Build ADT: | I-265: 56,000-111,000 vpd | Total Remaining Cost: | \$ | 64,410,000 |
| Bike/Ped Facilities: | N/A | | | |



| | | | |
|------------------------------|--|-------------------|------------------|
| Statewide Significance | CHAF IP20150293, Jefferson County | Route: | KY 1747 |
| | | Name: | Hurstbourne Lane |
| CHAF PIF Description: | | Work Type: | Reconstruction |

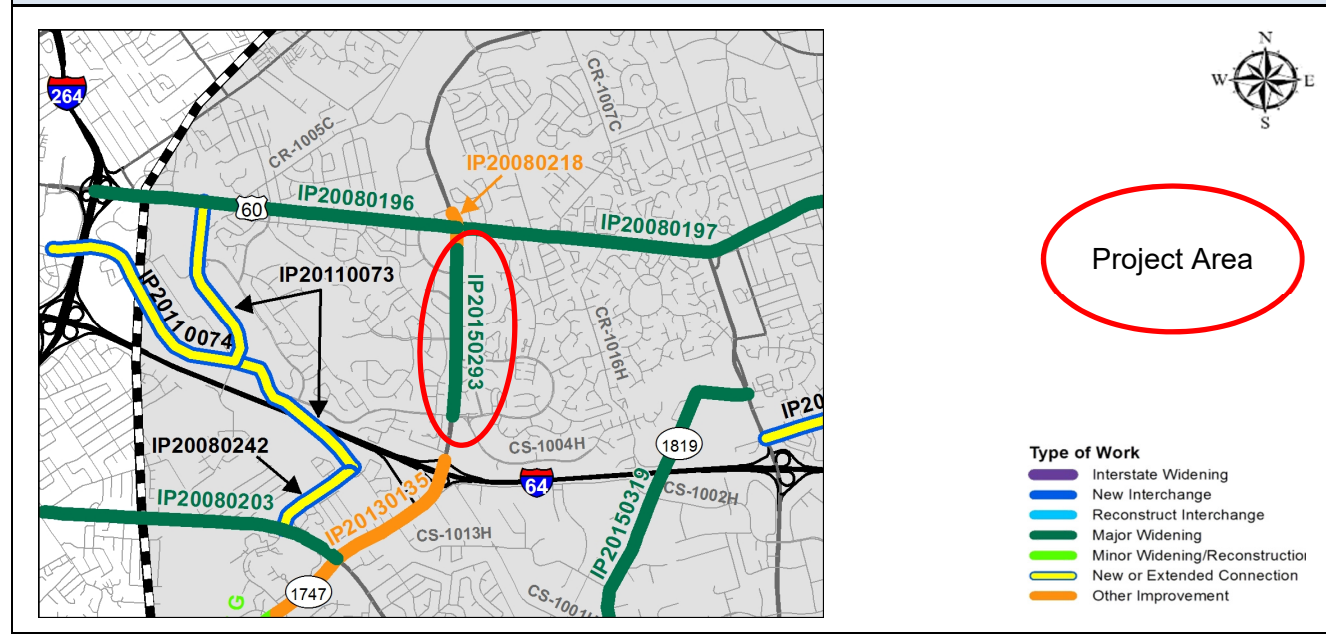
WIDEN SOUTHBOUND HURSTBOURNE LANE TO 3 LANES FROM LINN STATION RD (CS-1004H) TO EDEN AVE (CS-1660H).

MP 12.289 to MP 13.362 Project Length: 1.073 MI

| Identified Needs: | Crash History Analysis Period: July 2015 – June 2018 | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|------|-------|---|----|------|-------|---|-------|------|-------|---|-------|--|--|---|--|--|--|---|--|--|--|---|--|
| | <table border="1"> <thead> <tr> <th>CCRF</th> <th>MP</th> <th>-</th> <th>MP</th> </tr> </thead> <tbody> <tr> <td>1.14</td> <td>12.20</td> <td>-</td> <td>12.30</td> </tr> <tr> <td>1.01</td> <td>13.00</td> <td>-</td> <td>13.10</td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> </tbody> </table> | CCRF | MP | - | MP | 1.14 | 12.20 | - | 12.30 | 1.01 | 13.00 | - | 13.10 | | | - | | | | - | | | | - | |
| CCRF | MP | - | MP | | | | | | | | | | | | | | | | | | | | | | |
| 1.14 | 12.20 | - | 12.30 | | | | | | | | | | | | | | | | | | | | | | |
| 1.01 | 13.00 | - | 13.10 | | | | | | | | | | | | | | | | | | | | | | |
| | | - | | | | | | | | | | | | | | | | | | | | | | | |
| | | - | | | | | | | | | | | | | | | | | | | | | | | |
| | | - | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> Ranked 36th statewide and 32nd regionally in 2018 SHIFT. Existing: 5 lanes Existing LOS B-C, maintaining LOS B in 2040 No-Build Existing v/c 0.3-0.4, maintaining v/c 0.4 in 2040 No-Build 205 total crashes: 0 fatal/33 injury/172 PDO 0 high crash segments and 2 high crash spots, details at right | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | |
|----------------------|--------------------------|---------------------------------|-----------------------|
| Project Status: | ROW & Utilities cleared | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | 5-344.01 | Planning: | \$ 0 |
| 2035 KIPDA MTP: | # 359 | Design: | \$ Authorized |
| Functional Class: | Urban Principal Arterial | Right-of-Way: | \$ 100,000 |
| 2018 ADT % Trucks: | 33,930 vpd 2% | Utilities: | \$ 2,380,000 |
| 2040 No-Build ADT: | 26,000-40,000 vpd | Construction: | \$ 3,330,000 |
| Bike/Ped Facilities: | Not Proposed | Total Remaining Cost: | \$ 5,810,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|--|-------------------|-----------------|
| Regional/Local | CHAF IP20150319, Jefferson County | Route: | KY 1819 |
| | | Name: | Watterson Trail |
| CHAF PIF Description: | | Work Type: | Major Widening |

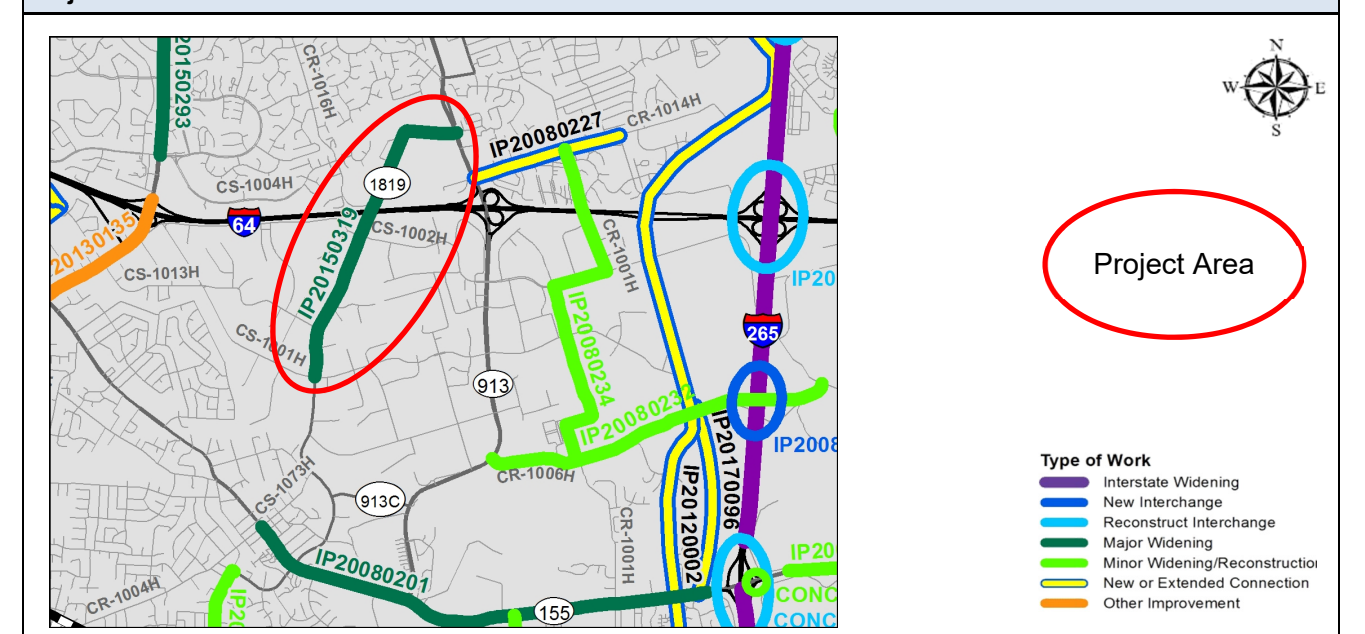
RECONSTRUCT AND WIDEN WATTERSON TRAIL FROM PLANTSIDE DRIVE TO BLANKENBAKER ROAD. (98CCR)

MP 10.795 to MP 12.811 Project Length: 2.016 MI

| Identified Needs: | Crash History Analysis Period: July 2015 – June 2018 | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|------|-------|---|----|------|-------|---|-------|------|-------|---|-------|------|-------|---|-------|--|--|---|--|--|--|---|--|
| | <table border="1"> <thead> <tr> <th>CCRF</th> <th>MP</th> <th>-</th> <th>MP</th> </tr> </thead> <tbody> <tr> <td>1.24</td> <td>10.70</td> <td>-</td> <td>10.80</td> </tr> <tr> <td>1.12</td> <td>11.90</td> <td>-</td> <td>12.00</td> </tr> <tr> <td>3.10</td> <td>12.40</td> <td>-</td> <td>12.50</td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> </tbody> </table> | CCRF | MP | - | MP | 1.24 | 10.70 | - | 10.80 | 1.12 | 11.90 | - | 12.00 | 3.10 | 12.40 | - | 12.50 | | | - | | | | - | |
| CCRF | MP | - | MP | | | | | | | | | | | | | | | | | | | | | | |
| 1.24 | 10.70 | - | 10.80 | | | | | | | | | | | | | | | | | | | | | | |
| 1.12 | 11.90 | - | 12.00 | | | | | | | | | | | | | | | | | | | | | | |
| 3.10 | 12.40 | - | 12.50 | | | | | | | | | | | | | | | | | | | | | | |
| | | - | | | | | | | | | | | | | | | | | | | | | | | |
| | | - | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"> Ranked 100th regionally in 2018 SHIFT. Existing: 2 lanes Existing LOS E, maintaining LOS E in 2040 No-Build Existing v/c 0.2-0.3, worsening to v/c 0.2-0.4 in 2040 No-Build 79 total crashes: 0 fatal/11 injury/68 PDO 0 high crash segments and 3 high crash spots, details at right Geometry: 6 sharp curves | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | |
|----------------------|-------------------------|---------------------------------|-----------------------|
| Project Status: | ROW complete. | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | 5-373.00 | Planning: | \$ 0 |
| 2035 KIPDA MTP: | # 233 | Design: | \$ Authorized |
| Functional Class: | Urban Minor Arterial | Right-of-Way: | \$ Authorized |
| 2018 ADT % Trucks: | 5,840-10,880 vpd 8-9% | Utilities: | \$ 2,870,000 |
| 2040 No-Build ADT: | 8,000-13,000 vpd | Construction: | \$ 12,410,000 |
| Bike/Ped Facilities: | Not Proposed | Total Remaining Cost: | \$ 15,280,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|--|-------------------|----------------|
| Statewide Significance | CHAF IP20160174, Jefferson County | Route: | I-265 |
| | | Name: | Gene Snyder |
| CHAF PIF Description: | | Work Type: | Major Widening |

SIX LANE PRIORITY SECTION OF I-265 BETWEEN TAYLORSVILLE ROAD AND I-71.

MP 23.409 to MP 34.727 Project Length: 11.318 MI

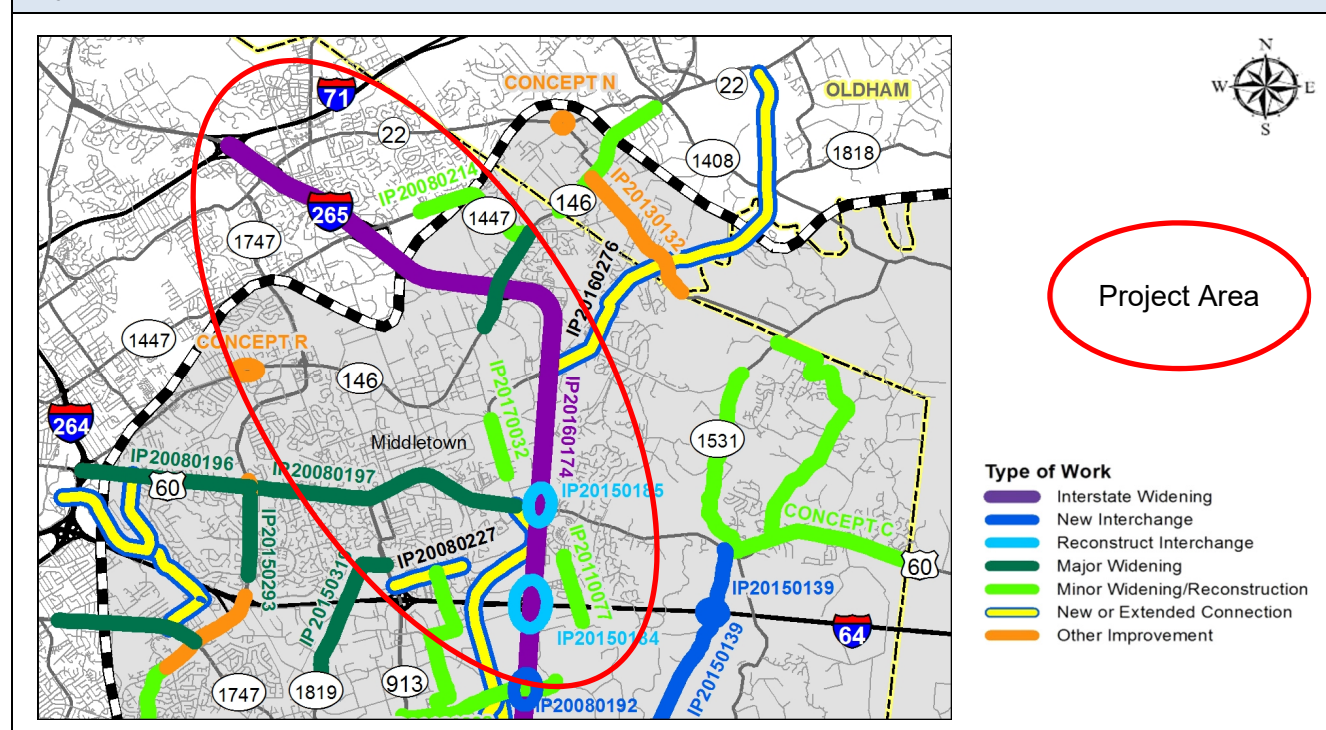
| | | |
|--------------------------|---------------------------------------|-----|
| Identified Needs: | Crash History Analysis Period: | N/A |
|--------------------------|---------------------------------------|-----|

| | CCRF | MP | - | MP |
|-----|------|----|---|----|
| N/A | | | - | |
| | | | - | |
| | | | - | |
| | | | - | |

- Priority 1-2-4 in 2015 Programming Study.
- Ranked 1st statewide in 2018 SHIFT.
- Existing: 4 lanes
- Beyond scope of safety/operational analysis.

| | | | | |
|----------------------|----------------------------|---------------------------------|-----------------------|--------------------|
| Project Dev. Status: | Ongoing design | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | 5-537 | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | # 958 | Design: | \$ | Authorized |
| Functional Class: | Urban Interstate | Right-of-Way: | \$ | 3,150,000 |
| 2018 ADT % Trucks: | 48,500-86,500 vpd 10-11% | Utilities: | \$ | 4,160,000 |
| 2040 No-Build ADT: | 56,000-95,000 vpd | Construction: | \$ | 140,000,000 |
| Bike/Ped Facilities: | N/A | Total Remaining Cost: | \$ | 147,310,000 |

| | | |
|--------------------------|------------------|----------|
| Project Location: | Estimate Source: | CHAF PIF |
|--------------------------|------------------|----------|



| | | | |
|------------------------------|--|-------------------|------------------|
| Regional/Local | CHAF IP20160176, Jefferson County | Route: | US 60 |
| | | Name: | Shelbyville Road |
| CHAF PIF Description: | | Work Type: | Minor Widening |

WIDEN US-60 TO THREE LANES FROM EASTWOOD CUTOFF (MP 14.7) TO ROCKCREST WAY (MP 15.1). (16CCN)

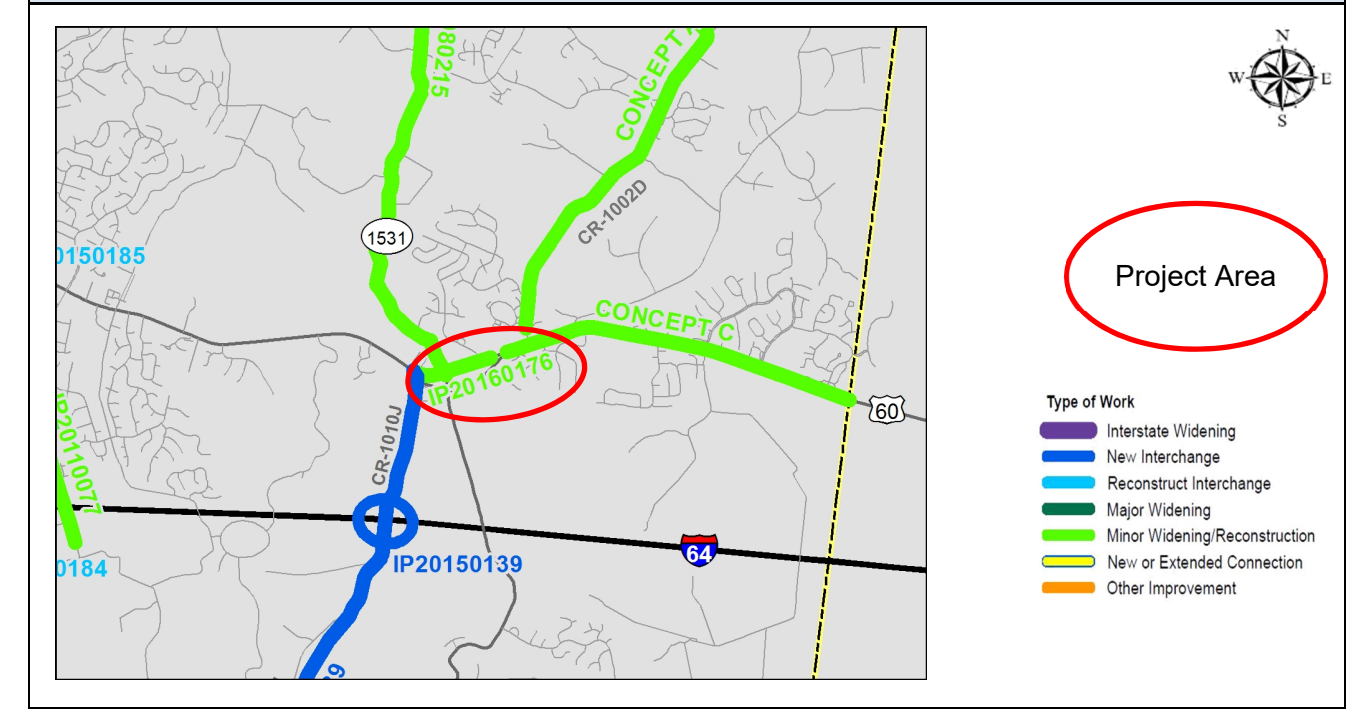
MP 14.718 to MP 15.114 Project Length: 0.396 MI

| | | |
|--------------------------|---------------------------------------|-----------------------|
| Identified Needs: | Crash History Analysis Period: | July 2015 – June 2018 |
|--------------------------|---------------------------------------|-----------------------|

| | CCRF | MP | - | MP |
|---|------|-------|---|-------|
| Ranked 80th regionally in 2018 SHIFT. | 1.03 | 14.70 | - | 14.80 |
| Existing: 4 lanes | | | - | |
| Existing LOS B, maintaining LOS B in 2040 No-Build | | | - | |
| Existing v/c 0.3, worsening to v/c 0.4 in 2040 No-Build | | | - | |
| 32 total crashes: 1 fatal/3 injury/28 PDO | | | - | |
| 0 high crash segments and 1 high crash spot, details at right | | | - | |
| Geometry: 4 sharp curves | | | - | |

| | | | | |
|----------------------|-------------------------------|---------------------------------|-----------------------|------------------|
| Project Status: | Pre-design | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | 5-8952.00 | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | Overlaps # 953 (MP 14.7-16.5) | Design: | \$ | 325,000 |
| Functional Class: | Urban Principal Arterial | Right-of-Way: | \$ | 400,000 |
| 2018 ADT % Trucks: | 19,330 vpd 6.6% | Utilities: | \$ | 450,000 |
| 2040 No-Build ADT: | 26,000 vpd | Construction: | \$ | 900,000 |
| Bike/Ped Facilities: | Not Proposed | Total Remaining Cost: | \$ | 2,075,000 |

| | | |
|--------------------------|------------------|----------|
| Project Location: | Estimate Source: | CHAF PIF |
|--------------------------|------------------|----------|



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|------------------------------|--|---------------------------|------------------|
| Statewide Significance | CHAF IP20160184, Jefferson County | Route: | KY 1747 |
| | | Name: | Hurstbourne Lane |
| CHAF PIF Description: | Work Type: | Safety/Hazard Elimination | |

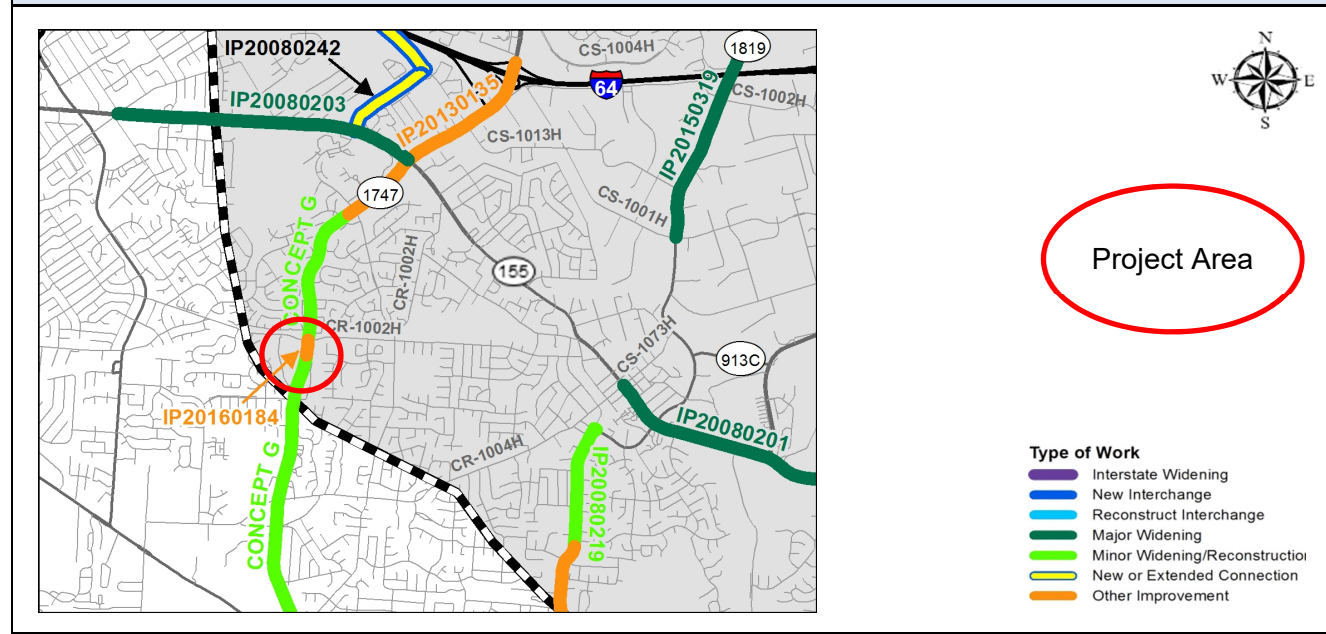
EXTEND THE LEFT TURN LANE ON HURSTBOURNE LANE AT INTERSECTION WITH SIX MILE LANE. (16CCN)

MP 9.483 to MP 9.583 Project Length: 0.100 MI

| | | | | |
|---|---------------------------------------|-----------------------|----------|-----------|
| Project Issues/Existing Conditions: | Crash History Analysis Period: | July 2015 – June 2018 | | |
| <ul style="list-style-type: none"> Ranked 156th regionally in 2018 SHIFT. Existing: 4 lanes Existing LOS B, maintaining LOS B in 2040 No-Build Existing v/c 0.3, worsening to v/c 0.4 in 2040 No-Build 29 total crashes: 0 fatal/3 injury/26 PDO 0 high crash segments and 1 high crash spot, details at right Geometry: 1 sharp curve | CCRF | MP | - | MP |
| | 1.78 | 9.5 | - | 9.6 |
| | | | - | |
| | | | - | |
| | | | - | |

| | | | | |
|----------------------|--------------------------|---------------------------------|-----------------------|----------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | 5-8905.00 | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | # 2383 | Design: | \$ | 85,000 |
| Functional Class: | Urban Principal Arterial | Right-of-Way: | \$ | 0 |
| 2018 ADT % Trucks: | 24,300 vpd 4.3% | Utilities: | \$ | 0 |
| 2040 No-Build ADT: | 34,000 vpd | Construction: | \$ | 115,000 |
| Bike/Ped Facilities: | Not Proposed | Total Remaining Cost: | \$ | 200,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|--|----------------|----------------|
| Regional/Local | CHAF IP20160185, Jefferson County | Route: | KY 1819 |
| | | Name: | Billtown Road |
| CHAF PIF Description: | Work Type: | Reconstruction | |

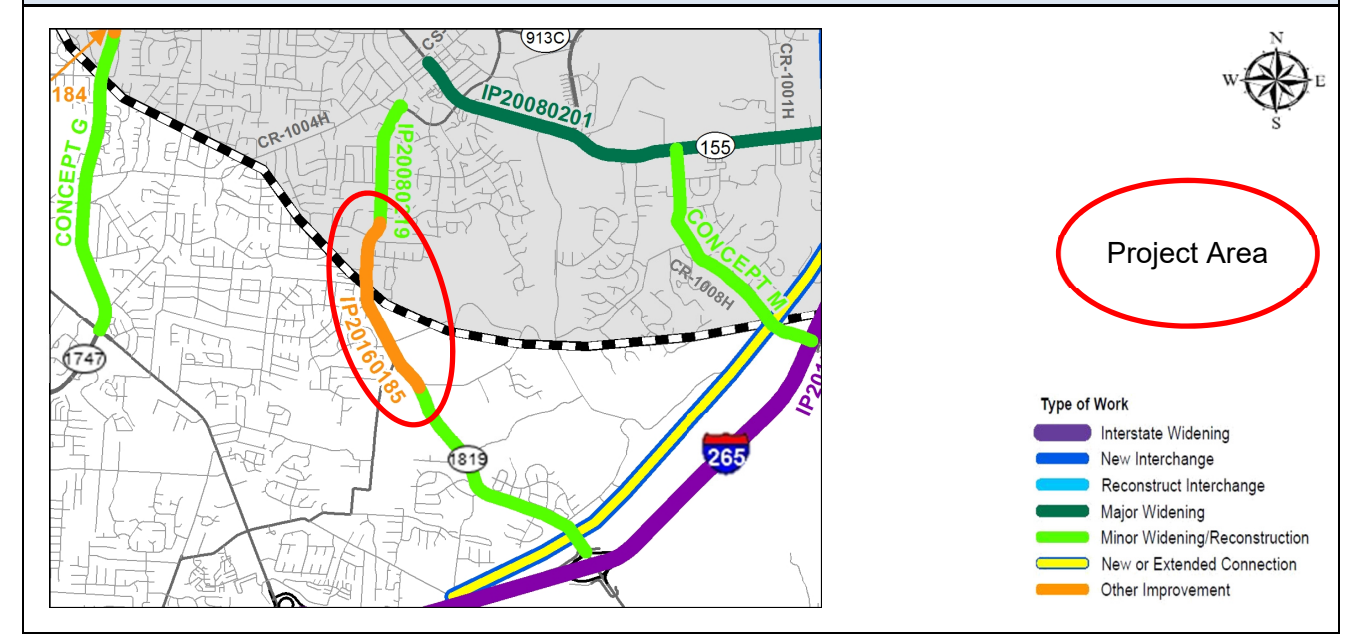
RECONSTRUCT BILLTOWN ROAD FROM NORTH OF COLONNADES PLACE TO SOUTH OF EASUM ROAD.(04CCN)(06CCN)(08CCR)(10CCR)(12CCR)

MP 6.900 to MP 8.100 Project Length: 1.200 MI

| | | | | |
|--|---------------------------------------|-----------------------|----------|-----------|
| Identified Needs: | Crash History Analysis Period: | July 2015 – June 2018 | | |
| <ul style="list-style-type: none"> Ranked 17th regionally in 2018 SHIFT. Existing: 2 lanes Existing LOS E, maintaining LOS E in 2040 No-Build Existing v/c 0.5, worsening to v/c 0.6-0.7 in 2040 No-Build 39 total crashes: 0 fatal/4 injury/35 PDO 0 high crash segments and 0 high crash spots Geometry: 3 sharp curves and 10-foot lanes | CCRF | MP | - | MP |
| | N/A | | - | |
| | | | - | |
| | | | - | |
| | | | - | |

| | | | | |
|----------------------|--------------------------|---------------------------------|-----------------------|------------------|
| Project Status: | ROW complete | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | 5-8203.00 | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | # 1819 | Design: | \$ | Authorized |
| Functional Class: | Urban Minor Arterial | Right-of-Way: | \$ | Authorized |
| 2018 ADT % Trucks: | 13,770-13,900 vpd 4-7% | Utilities: | \$ | Authorized |
| 2040 No-Build ADT: | 18,000 vpd | Construction: | \$ | 2,700,000 |
| Bike/Ped Facilities: | Not Proposed | Total Remaining Cost: | \$ | 2,700,000 |

Project Location: Estimate Source: CHAF PIF



| | | |
|------------------------------|---------------------------------------|---------------------------------|
| Regional/ Local | CHAF IP20160276, Oldham County | Route: New Extension |
| | | Name: Old Henry to KY 362 |
| CHAF PIF Description: | | Work Type: New Connector |

EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR)(18CCN)

MP - to MP - Project Length: - MI

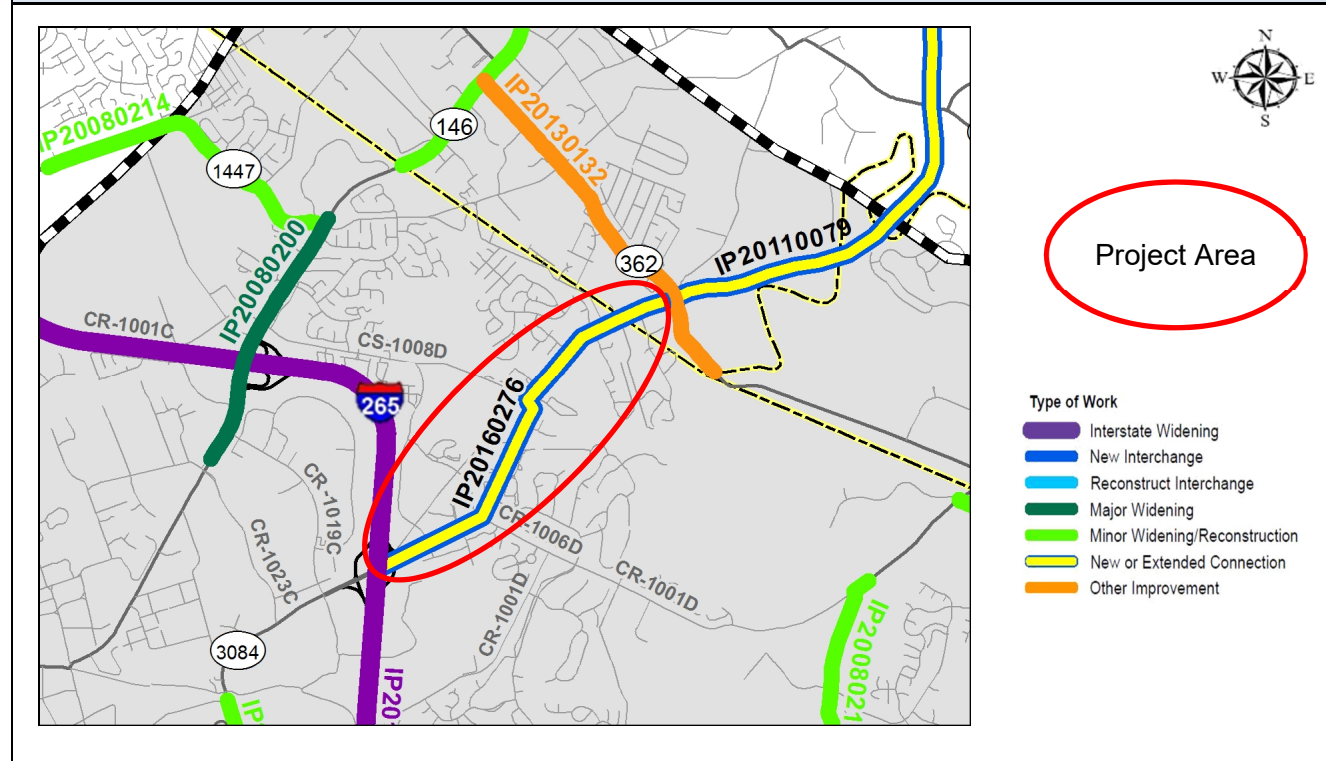
| | | |
|--------------------------|---------------------------------------|-----|
| Identified Needs: | Crash History Analysis Period: | N/A |
|--------------------------|---------------------------------------|-----|

- CHAF PIF notes traffic uses residential Village Green Blvd to access Old Henry Rd today.
- Ranked 129th regionally in 2018 SHIFT.
- Beyond scope of safety/operational analysis.

| CCRF | MP | - | MP |
|------|----|---|----|
| N/A | | - | |
| | | - | |
| | | - | |
| | | - | |

| | | | |
|----------------------|-------------------|---------------------------------|-----------------------|
| Project Status: | Utilities ongoing | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | 5-367.20/.21 | Planning: | \$ 0 |
| 2035 KIPDA MTP: | N/A | Design: | \$ Authorized |
| Functional Class: | N/A | Right-of-Way: | \$ Authorized |
| 2018 ADT % Trucks: | N/A | Utilities: | \$ Authorized |
| 2040 No-Build ADT: | N/A | Construction: | \$ 18,180,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 18,180,000 |

| | | |
|--------------------------|------------------|----------|
| Project Location: | Estimate Source: | CHAF PIF |
|--------------------------|------------------|----------|



| | | |
|------------------------------|--|----------------------------------|
| Regional/ Local | CHAF IP20170032, Jefferson County | Route: CR-1006C |
| | | Name: N English Station |
| CHAF PIF Description: | | Work Type: Minor Widening |

WIDEN ENGLISH STATION ROAD FROM 2 TO 3 LANES (3RD LANE WILL BE A CENTER LANE) FROM AIKEN ROAD TO AVOCA ROAD. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).

MP 0.457 to MP 1.232 Project Length: 0.775 MI

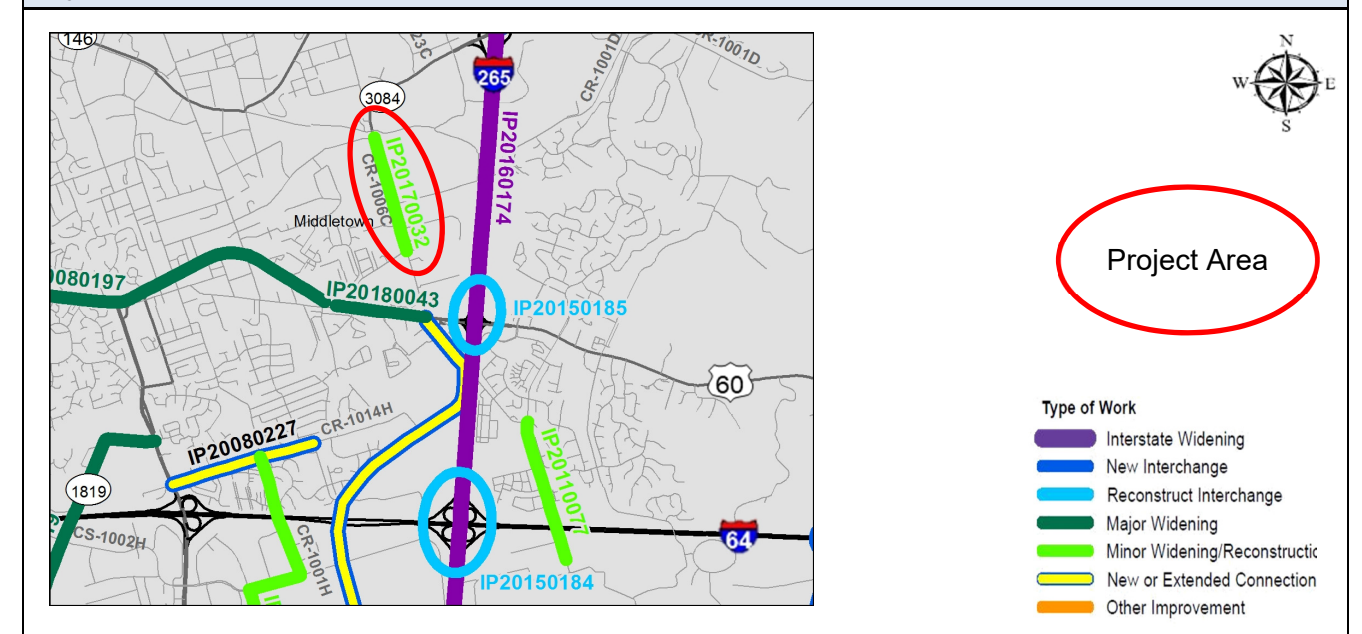
| | | |
|--------------------------|---------------------------------------|-----------------------|
| Identified Needs: | Crash History Analysis Period: | July 2015 – June 2018 |
|--------------------------|---------------------------------------|-----------------------|

- Ranked 32nd regionally in 2018 SHIFT.
- Existing: 2 lanes
- Existing LOS E, maintaining LOS E in 2040 No-Build
- Existing v/c 0.6, worsening to v/c 0.6-0.8 in 2040 No-Build
- Locally-maintained high crash location
- Geometry: 10-foot lanes

| CCRF | MP | - | MP |
|------|----|---|----|
| N/A | | - | |
| | | - | |
| | | - | |
| | | - | |

| | | | |
|----------------------|------------------------|---------------------------------|-----------------------|
| Project Status: | Ongoing design and ROW | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | 5-353.00 | Planning: | \$ 0 |
| 2035 KIPDA MTP: | # 188 | Design: | \$ Authorized |
| Functional Class: | Urban Minor Arterial | Right-of-Way: | \$ Authorized |
| 2018 ADT % Trucks: | 17,400 vpd 8.6% | Utilities: | \$ Authorized |
| 2040 No-Build ADT: | 16,000-22,000 vpd | Construction: | \$ 6,410,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 6,410,000 |

| | | |
|--------------------------|------------------|----------|
| Project Location: | Estimate Source: | CHAF PIF |
|--------------------------|------------------|----------|



| | | | |
|------------------------------|--|-----------------|---|
| Regional/ Local | CHAF IP20170096, Jefferson County | Route: Name: | New Extension Plantside Drive |
| CHAF PIF Description: | | Work Type: | New Connector |

EXTEND PLANTSIDE DRIVE FROM REHL ROAD TO TAYLORSVILLE ROAD (18CCN)

MP - to MP - Project Length: - MI

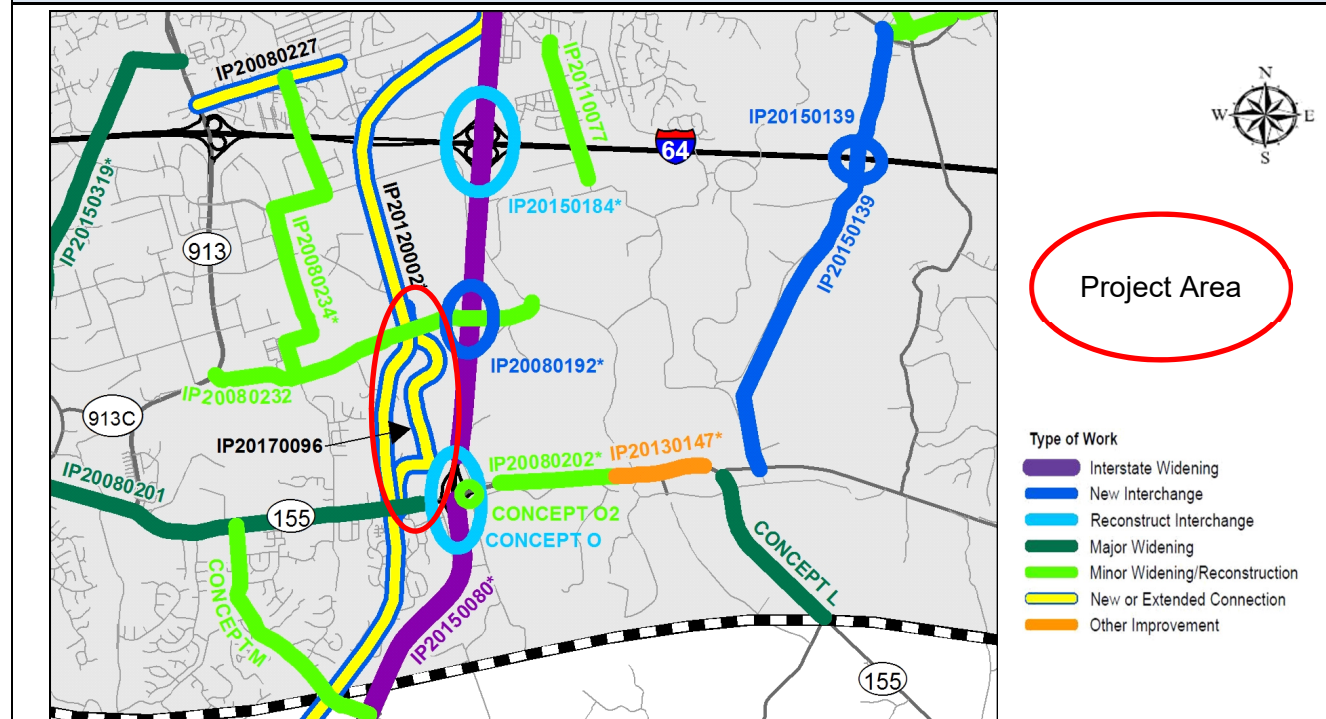
Identified Needs: Crash History Analysis Period: N/A

| CCRF | MP | - | MP |
|------|----|---|----|
| N/A | | - | |
| | | - | |
| | | - | |
| | | - | |

- Not sponsored in 2018 SHIFT.
- Beyond scope of safety/operational analysis.

| | | | |
|----------------------|-----------------|------------------------------|----------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | 5-80003.00 | Planning: | \$ 0 |
| 2035 KIPDA MTP: | # 458 | Design: | \$ 1,663,000 |
| Functional Class: | N/A | Right-of-Way: | \$ 8,200,000 |
| 2018 ADT % Trucks: | 2,400-6,500 vpd | Utilities: | \$ 800,000 |
| 2040 No-Build ADT: | N/A | Construction: | \$ 13,000,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 23,663,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|------------------------------|--|-----------------|----------------------------------|
| Statewide Significance | CHAF IP20180043, Jefferson County | Route: Name: | US 60 Shelbyville Road |
| CHAF PIF Description: | | Work Type: | Major Widening |

WIDEN US-60 TO 6 LANES FROM OLD SHELBYVILLE RD. TO NORTH ENGLISH STATION RD. (18CCN)

MP 11.093 to MP 11.684 Project Length: 0.591 MI

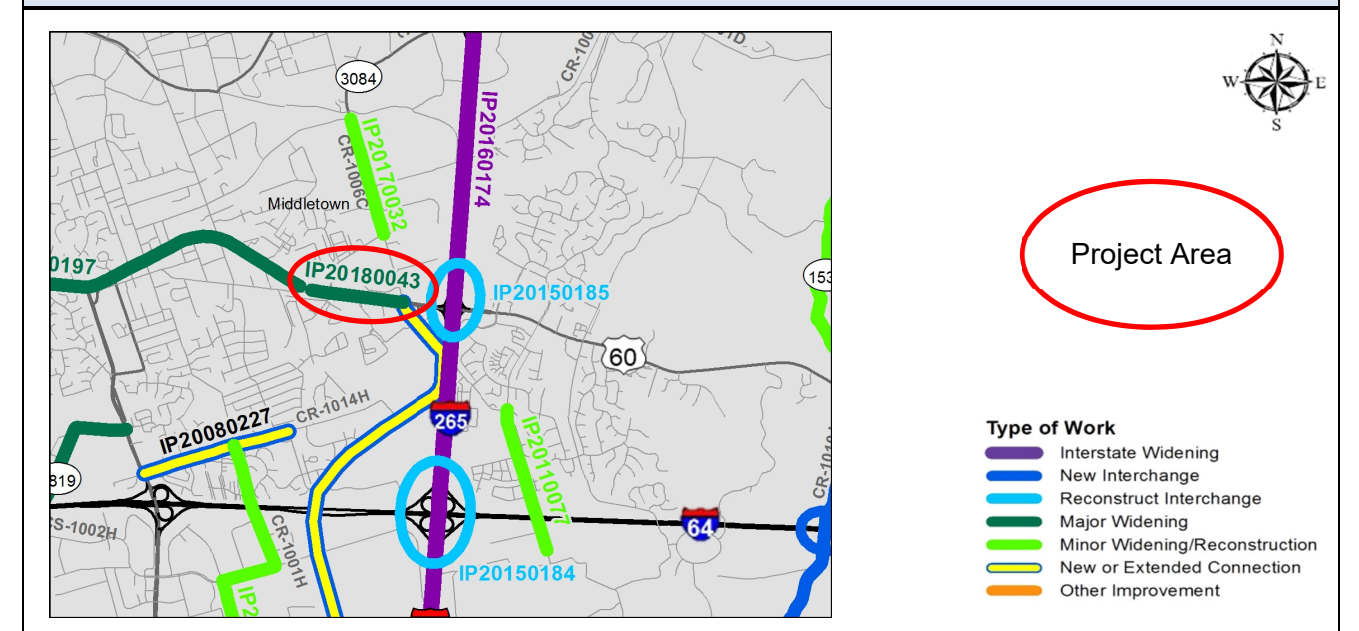
Identified Needs: Crash History Analysis Period: July 2015 – June 2018

| CCRF | MP | - | MP |
|------|-------|---|-------|
| 1.59 | 11.09 | - | 11.68 |
| 1.91 | 11.10 | - | 11.20 |
| 1.01 | 11.20 | - | 11.30 |
| 1.21 | 11.50 | - | 11.06 |
| 2.22 | 11.60 | - | 11.70 |

- Not sponsored in 2018 SHIFT.
- Existing: 4 lanes
- Existing LOS C, worsening to LOS D in 2040 No-Build
- Existing v/c 0.6, worsening to v/c 0.7-0.8 in 2040 No-Build
- 208 total crashes: 0 fatal/20 injury/209 PDO
- 1 high crash segment and 4 high crash spots, details at right

| | | | |
|----------------------|--------------------------|------------------------------|---------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | 5-80001.00 | Planning: | \$ 0 |
| 2035 KIPDA MTP: | N/A | Design: | \$ 1,255,000 |
| Functional Class: | Urban Principal Arterial | Right-of-Way: | \$ 550,000 |
| 2018 ADT % Trucks: | 32,430-35,620 vpd 9.6% | Utilities: | \$ 720,000 |
| 2040 No-Build ADT: | 41,000-45,000 vpd | Construction: | \$ 1,500,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 4,025,000 |

Project Location: Estimate Source: CHAF PIF



| | | | |
|-----------------------------|------------------------------------|-------------------|-----------------------------------|
| Regional/ Local | Concept A, Jefferson County | Route: Name: | CR-1002D Flat Rock Road |
| Project Description: | | Work Type: | Minor Widening |

Improve safety on Flat Rock Road (CR-1002D) from Shelbyville Road (US 60) to Aiken Road (KY 1531). Project will evaluate widening with no additional thru lanes and consider bicycle and pedestrian facilities. Bicycle and pedestrian facilities would be proposed due to parks etc. in area.

MP 0.000 to MP 3.848 Project Length: 0.587 MI

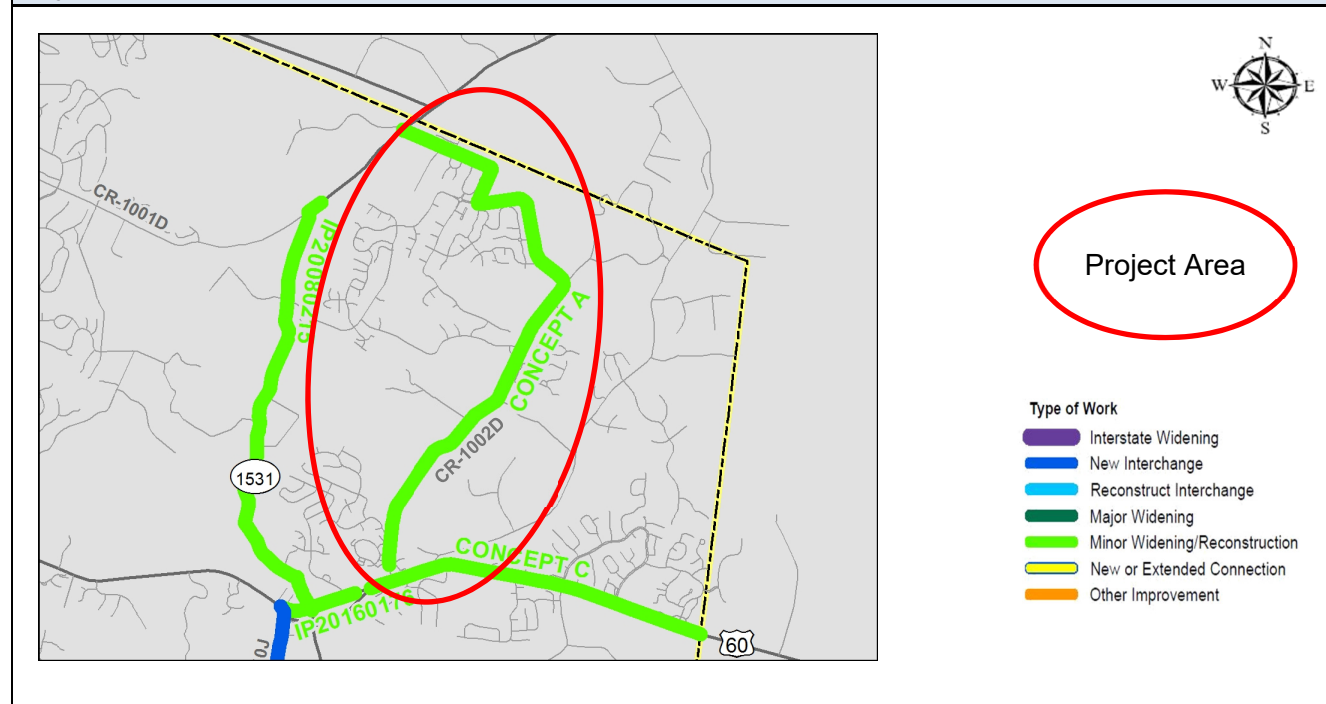
| | | |
|--------------------------|---------------------------------------|-----|
| Identified Needs: | Crash History Analysis Period: | N/A |
|--------------------------|---------------------------------------|-----|

- Large scale development planned in vicinity.
- US 60 intersection already improved.
- Existing: 2 lanes
- 3 total crashes: 0 fatal/0 injury/3 PDO
- Geometry: Sharp curves, 10-foot lanes
- Beyond scope of safety/operational analysis.

| CCRF | MP | - | MP |
|------|----|---|----|
| N/A | | - | |
| | | - | |
| | | - | |
| | | - | |
| | | - | |

| | | | |
|----------------------|-----------------------|---------------------------------|-----------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | N/A | Planning: | \$ 0 |
| 2035 KIPDA MTP: | # 1323 | Design: | \$ 6,350,000 |
| Functional Class: | Urban Minor Collector | Right-of-Way: | \$ 2,309,000 |
| 2018 ADT % Trucks: | 4,800 vpd | Utilities: | \$ 3,078,000 |
| 2040 No-Build ADT: | Beyond model | Construction: | \$ 63,500,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 75,237,000 |

| | | |
|--------------------------|------------------|-----|
| Project Location: | Estimate Source: | MTP |
|--------------------------|------------------|-----|



| | | | |
|-----------------------------|---------------------------------|-------------------|------------------------------------|
| Regional/ Local | Concept D, Shelby County | Route: Name: | KY 1848 Todds Point Road |
| Project Description: | | Work Type: | Minor Widening |

Improve connectivity to KY 1848 (Todds Point Road) from Grand Central Drive to approximately 3,100 feet north of Grand Central Drive. Project will consider roadway widening with no additional thru lanes and bicycle and pedestrian facilities.

MP 6.418 to MP 7.005 Project Length: 0.587 MI

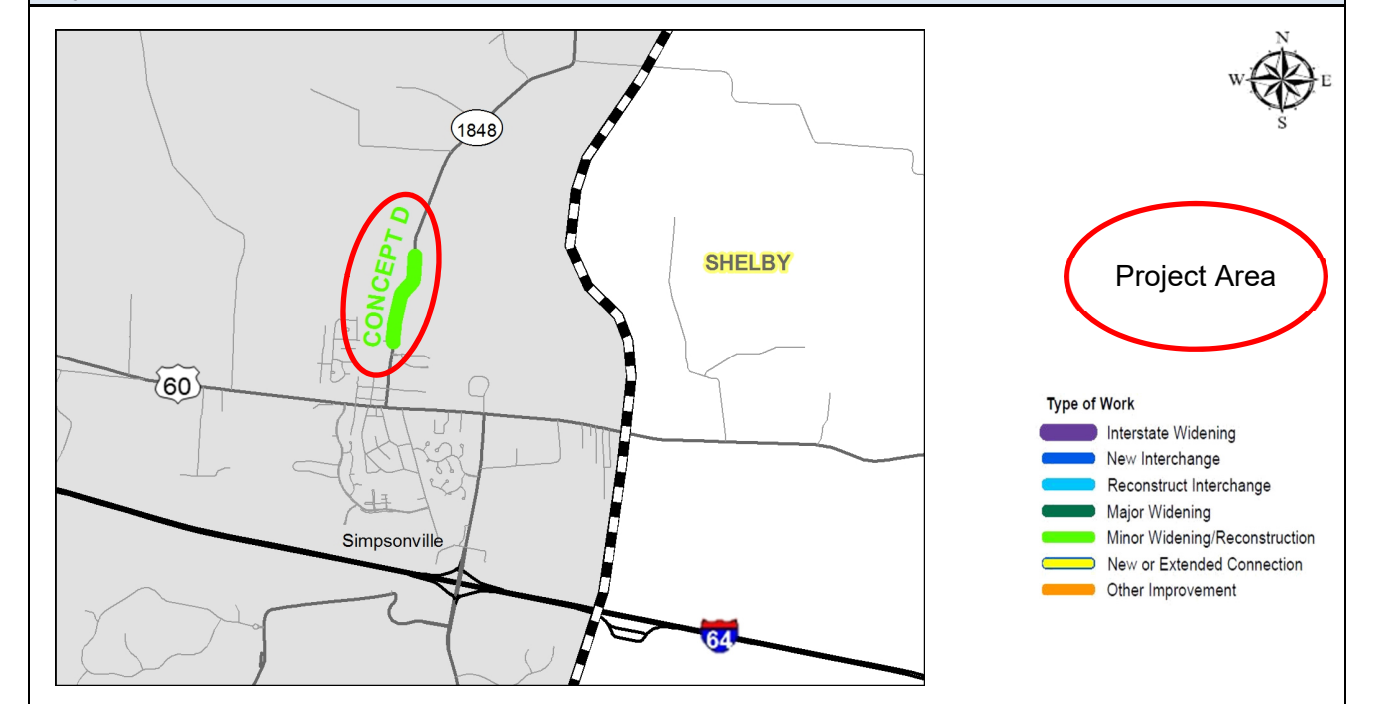
| | | |
|--------------------------|---------------------------------------|-----------------------|
| Identified Needs: | Crash History Analysis Period: | Jul. 2015 – Jul. 2018 |
|--------------------------|---------------------------------------|-----------------------|

- Existing: 2 lanes
- Existing LOS C, maintaining LOS C in 2040 No-Build
- Existing v/c 0.1, worsening to v/c 0.2 in 2040 No-Build
- 3 total crashes: 0 fatal/0 injury/3 PDO
- 0 high crash segments and 0 high crash spots
- Geometry: 2 sharp curves, 9-foot lanes

| CCRF | MP | - | MP |
|------|----|---|----|
| N/A | | - | |
| | | - | |
| | | - | |
| | | - | |
| | | - | |

| | | | |
|----------------------|-----------------------|---------------------------------|-----------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | N/A | Planning: | \$ 0 |
| Local ID: | Shelby Comp Plan #29 | Design: | \$ 228,977 |
| Functional Class: | Rural Minor Collector | Right-of-Way: | \$ 352,000 |
| 2018 ADT % Trucks: | 2,690 vpd 8.2% | Utilities: | \$ 470,000 |
| 2040 No Build ADT: | 5,200 vpd | Construction: | \$ 2,289,773 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 3,340,750 |

| | | |
|--------------------------|------------------|----------|
| Project Location: | Estimate Source: | Per mile |
|--------------------------|------------------|----------|



| | | |
|-----------------------------|-----------------------------|----------------------------------|
| Statewide Significance | Concept L, Jefferson County | Route: KY 155 |
| | | Name: Taylorsville Road |
| Project Description: | | Work Type: Major Widening |

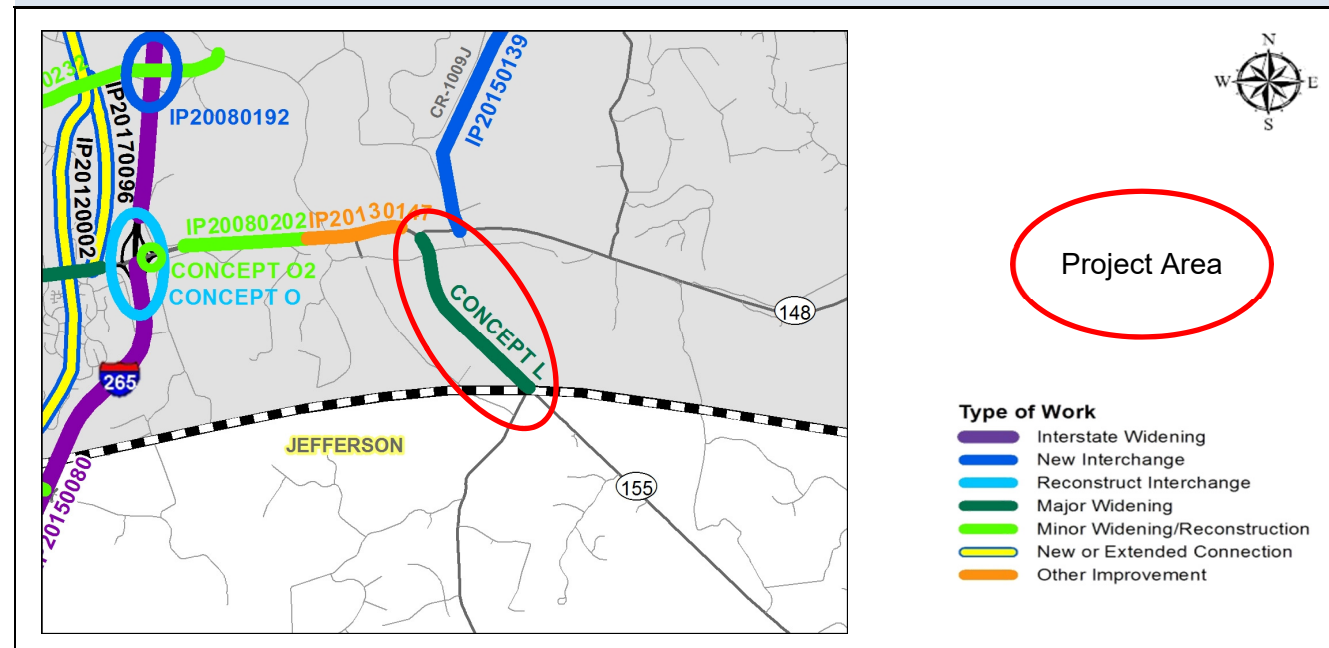
Improve safety and congestion on KY 155 (Taylorsville Lake Road) from KY 148 (Taylorsville Road) to KY 1531 (Routt Road). Project will evaluate the addition of one travel lane in each direction and the addition of bicycle and pedestrian facilities.

MP 3.000 to MP 4.200 Project Length: 1.200 MI

| Identified Needs: | Crash History Analysis Period: July 2015 – June 2018 | | | | | | | | | | | | | | | | | | | | |
|--|---|------|----|---|----|-----|--|--|--|--|--|---|--|--|--|---|--|--|--|---|--|
| <ul style="list-style-type: none"> Covington by the Park development (800+ homes, retail) to add turn lanes. Existing: 3 lanes Existing LOS E, worsening to LOS F in 2040 No-Build Existing v/c 0.6, worsening to v/c 1.0 in 2040 No-Build 25 total crashes: 0 fatal/3 injury/22 PDO 0 high crash segments and 0 high crash spots Geometry: 1 fair condition bridge | <table border="1"> <thead> <tr> <th>CCRF</th> <th>MP</th> <th>-</th> <th>MP</th> </tr> </thead> <tbody> <tr> <td>N/A</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> </tbody> </table> | CCRF | MP | - | MP | N/A | | | | | | - | | | | - | | | | - | |
| CCRF | MP | - | MP | | | | | | | | | | | | | | | | | | |
| N/A | | | | | | | | | | | | | | | | | | | | | |
| | | - | | | | | | | | | | | | | | | | | | | |
| | | - | | | | | | | | | | | | | | | | | | | |
| | | - | | | | | | | | | | | | | | | | | | | |

| | | | |
|----------------------|----------------------|---------------------------------|-----------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | N/A | Planning: | \$ 0 |
| 2035 KIPDA MTP: | N/A | Design: | \$ 1,416,000 |
| Functional Class: | Rural Minor Arterial | Right-of-Way: | \$ 900,000 |
| 2018 ADT % Trucks: | 17,460 vpd 7.5% | Utilities: | \$ 450,000 |
| 2040 No-Build ADT: | 28,000 vpd | Construction: | \$ 14,160,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 16,926,000 |

Project Location: Estimate Source: Per mile from CHAF



| | | |
|-----------------------------|-----------------------------|----------------------------------|
| Regional/Local | Concept M, Jefferson County | Route: CR-1008H |
| | | Name: Old Heady Road |
| Project Description: | | Work Type: Minor Widening |

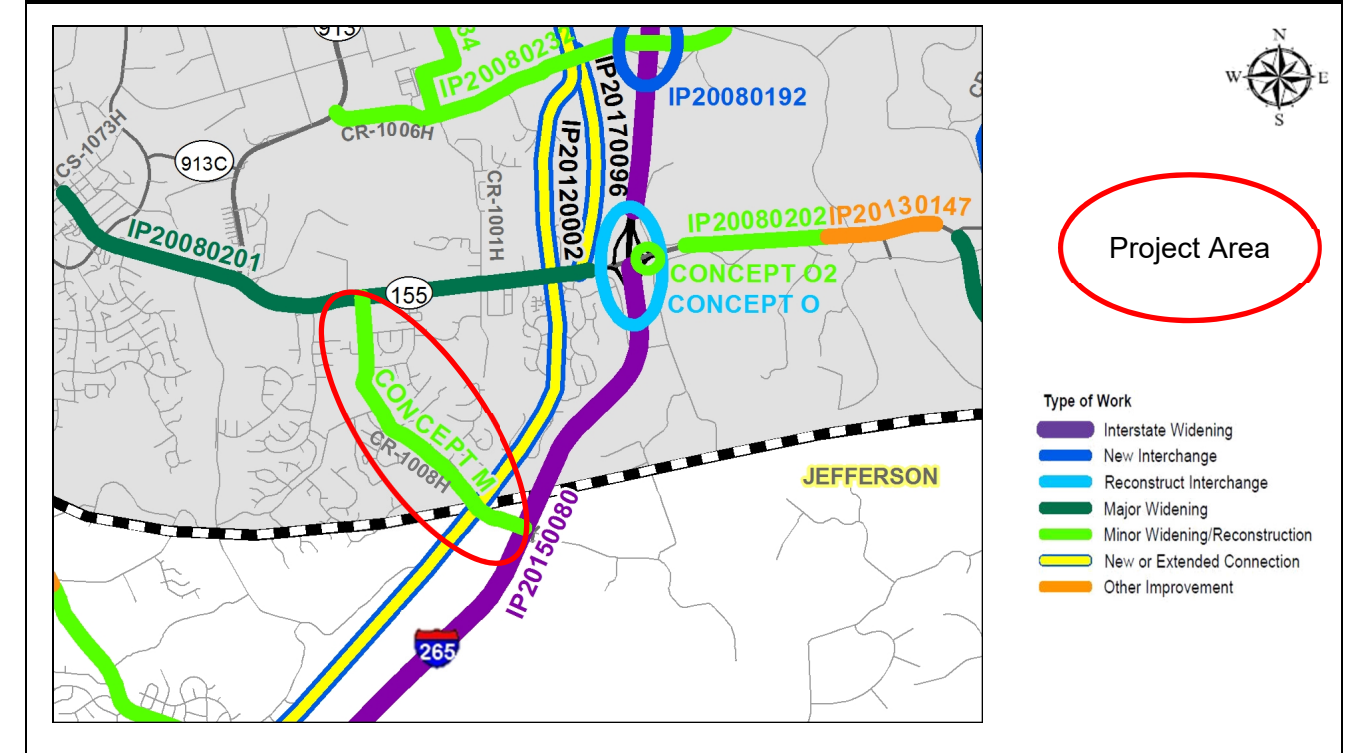
Improve safety and mobility on Old Heady Road (CR-1008H) from KY 155 (Taylorsville Road) to Chenoweth Run Road (CR-1003H). Project will evaluate adding a two-way center turn lane and bicycle and pedestrian facilities.

MP 0.000 to MP 1.376 Project Length: 1.376 MI

| Identified Needs: | Crash History Analysis Period: N/A | | | | | | | | | | | | | | | | | | | | |
|--|--|------|----|---|----|-----|--|---|--|--|--|---|--|--|--|---|--|--|--|---|--|
| <ul style="list-style-type: none"> Existing: 2 lanes Geometry: Sharp curves and 10-foot lanes. Beyond scope of safety/operational analysis. | <table border="1"> <thead> <tr> <th>CCRF</th> <th>MP</th> <th>-</th> <th>MP</th> </tr> </thead> <tbody> <tr> <td>N/A</td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> <tr> <td></td> <td></td> <td>-</td> <td></td> </tr> </tbody> </table> | CCRF | MP | - | MP | N/A | | - | | | | - | | | | - | | | | - | |
| CCRF | MP | - | MP | | | | | | | | | | | | | | | | | | |
| N/A | | - | | | | | | | | | | | | | | | | | | | |
| | | - | | | | | | | | | | | | | | | | | | | |
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| | | - | | | | | | | | | | | | | | | | | | | |

| | | | |
|----------------------|-----------------------|---------------------------------|-----------------------|
| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
| SYP Number: | N/A | Planning: | \$ 0 |
| 2035 KIPDA MTP: | # 1325 | Design: | \$ 4,560,000 |
| Functional Class: | Urban Major Collector | Right-of-Way: | \$ 826,000 |
| 2018 ADT % Trucks: | 4,350 vpd | Utilities: | \$ 1,101,000 |
| 2040 No-Build ADT: | Beyond model | Construction: | \$ 45,600,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ 52,087,000 |

Project Location: Estimate Source: MTP



| | | |
|--------------------|------------------------------------|---|
| Regional/ Local | Concept N Oldham County | INTERSECTION KY 362 (MP 0.000) & KY 22 (MP 1.825) Central Avenue & Ballardsville Road |
|--------------------|------------------------------------|---|

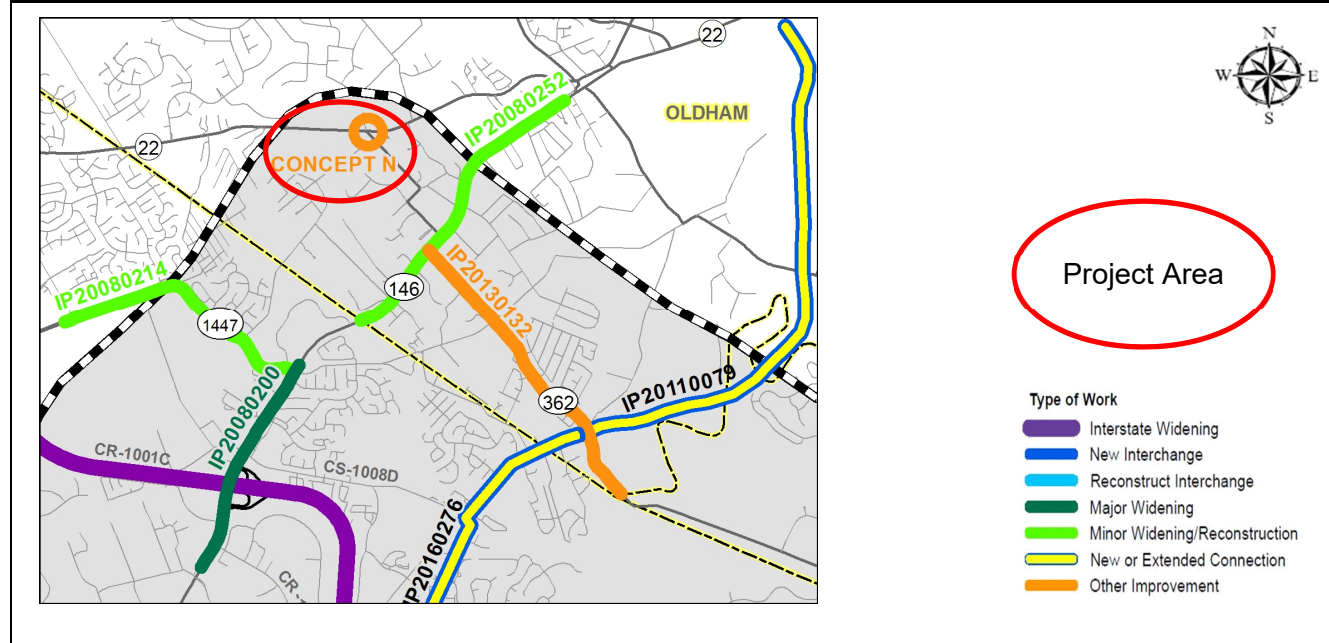
Project Description: Improve safety at the KY 22/KY 362 intersection. Project will evaluate adding a northbound right turn lane on KY 362 (Central Avenue) to KY 22 (Ballardsville Road) and add a westbound left turn lane and an eastbound right turn lane on KY 22 at KY 362.
Work Type: Intersection Improvements

Improve safety at the KY 22/KY 362 intersection. Project will evaluate adding a northbound right turn lane on KY 362 (Central Avenue) to KY 22 (Ballardsville Road) and add a westbound left turn lane and an eastbound right turn lane on KY 22 at KY 362.

| Identified Needs: | Crash History Analysis Period: July 2015 – June 2018 | | | |
|-----------------------------|--|---------------|--|---------------|
| | KY 362 | | KY 22 | |
| | Existing | 2040 No-Build | Existing | 2040 No-Build |
| • Number of Lanes | 2 | | 2 | |
| • LOS | A | B | | |
| • v/c | 0.1 | 0.1 | | |
| • Crashes | 2 total (0 fatal/0 injury/2 PDO) | | Beyond scope of safety/operational analysis. | |
| • High crash segment spot | 0 segments | 0 spots | | |
| • Geometry | Skewed intersection; 9-foot lanes on KY 362 | | | |

| Project Status: | Predesign | Project Phase Estimates: | (2019 Dollars) |
|----------------------|--------------------------------------|--------------------------|---------------------|
| SYP Number: | N/A | Planning: | \$ 0 |
| 2035 KIPDA MTP: | N/A | Design: | \$ 323,000 |
| Functional Class: | Urban Minor Arterial/Major Collector | Right-of-Way: | \$ 162,000 |
| 2018 ADT % Trucks: | KY 362: 1,940 vpd 5% | Utilities: | \$ 65,000 |
| | KY 22: 9,100 vpd | Construction: | \$ 3,230,000 |
| 2040 No Build ADT: | KY 362: 4,400 vpd | | |
| Bike/Ped Facilities: | Not Proposed | Total Cost: | \$ 3,780,000 |

Project Location: Estimate Source: 2005 Study/Per Mile



| | | | |
|-----------------------------|------------------------------------|-------------------|-----------------------------|
| Statewide Significance | Concept O, Jefferson County | Route: Name: | I-265 Gene Snyder |
| Project Description: | | Work Type: | New Interchange |

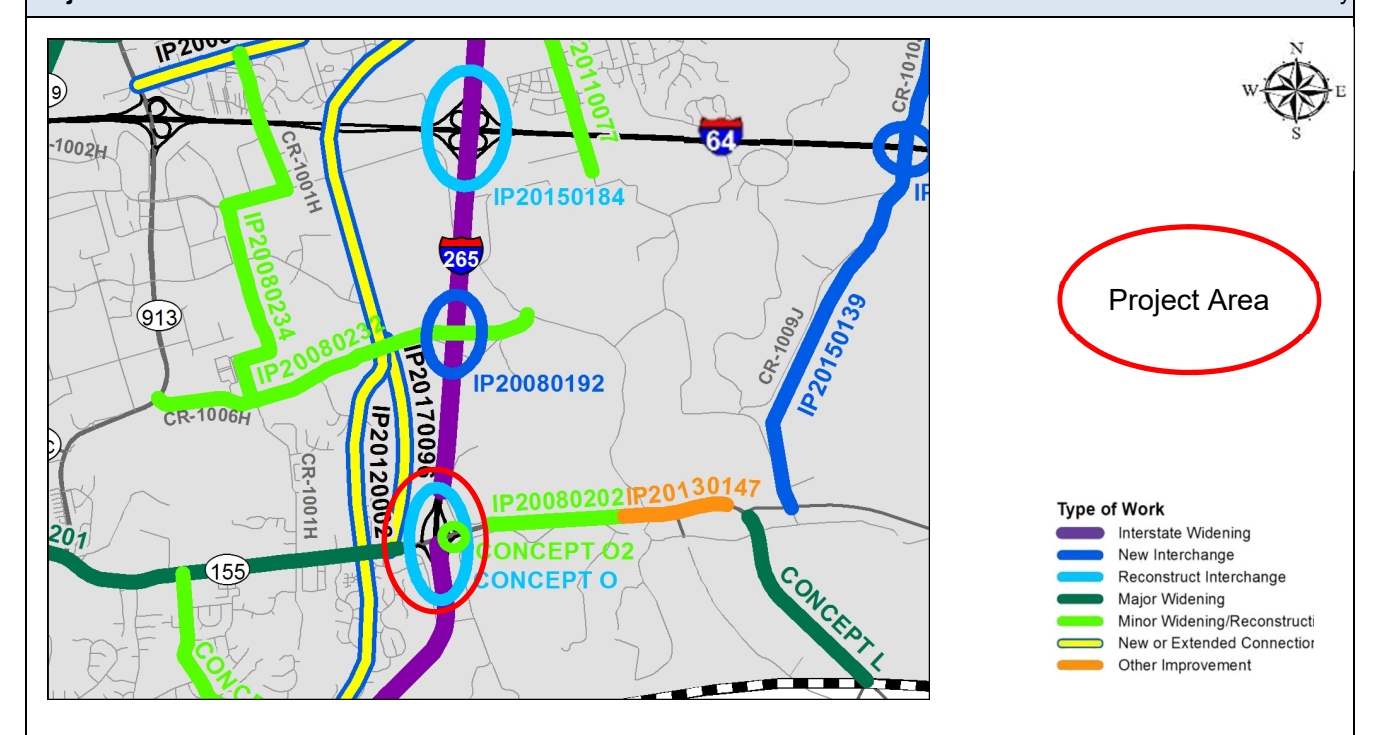
Improve safety and reduce congestion on the I-265/KY 155 (Taylorsville Road) interchange. Project will evaluate reconstruction of the interchange.

MP 22.700 to MP 23.400 Project Length: 0.700 MI

| Identified Needs: | Crash History Analysis Period: | | | N/A |
|---|--------------------------------|----|---|-----|
| | CCRF | MP | - | MP |
| • Identified in 2015 Programming Study (moderate/low priority). | N/A | | - | |
| • Beyond scope of safety/operational analysis. | | | - | |
| • High crash segments and spots—see Tier 2 discussion in report | | | - | |

| Project Dev. Status: | Pre-design | Project Phase Estimates: | (2019 Dollars) |
|----------------------|---------------------|------------------------------|----------------------|
| SYP Number: | N/A | Planning: | \$ 0 |
| 2035 KIPDA MTP: | N/A | Design: | \$ 2,926,000 |
| Functional Class: | Interstate/Arterial | Right-of-Way: | \$ 30,000 |
| 2018 ADT % Trucks: | 71,000 vpd 12.4% | Utilities: | \$ 150,000 |
| 2040 No-Build ADT: | 56,000-83,000 vpd | Construction: | \$ 29,260,000 |
| Bike/Ped Facilities: | N/A | Total Remaining Cost: | \$ 32,366,000 |

Project Location: Estimate Source: 2015 Study



| | | | |
|------------------------|------------------------------|------------|-------------------------------|
| Statewide Significance | Concept O2, Jefferson County | Route: | KY 155 at I-265 |
| Project Description: | | Name: | Taylorville Rd. & Gene Snyder |
| | | Work Type: | Safety Improvement |

Improve safety and mobility at the I-265/KY 155 (Taylorville Road) interchange. Project will evaluate the addition of a second eastbound left turn lane on KY 155 to northbound I-265 with consideration of bicycle and pedestrian facilities.

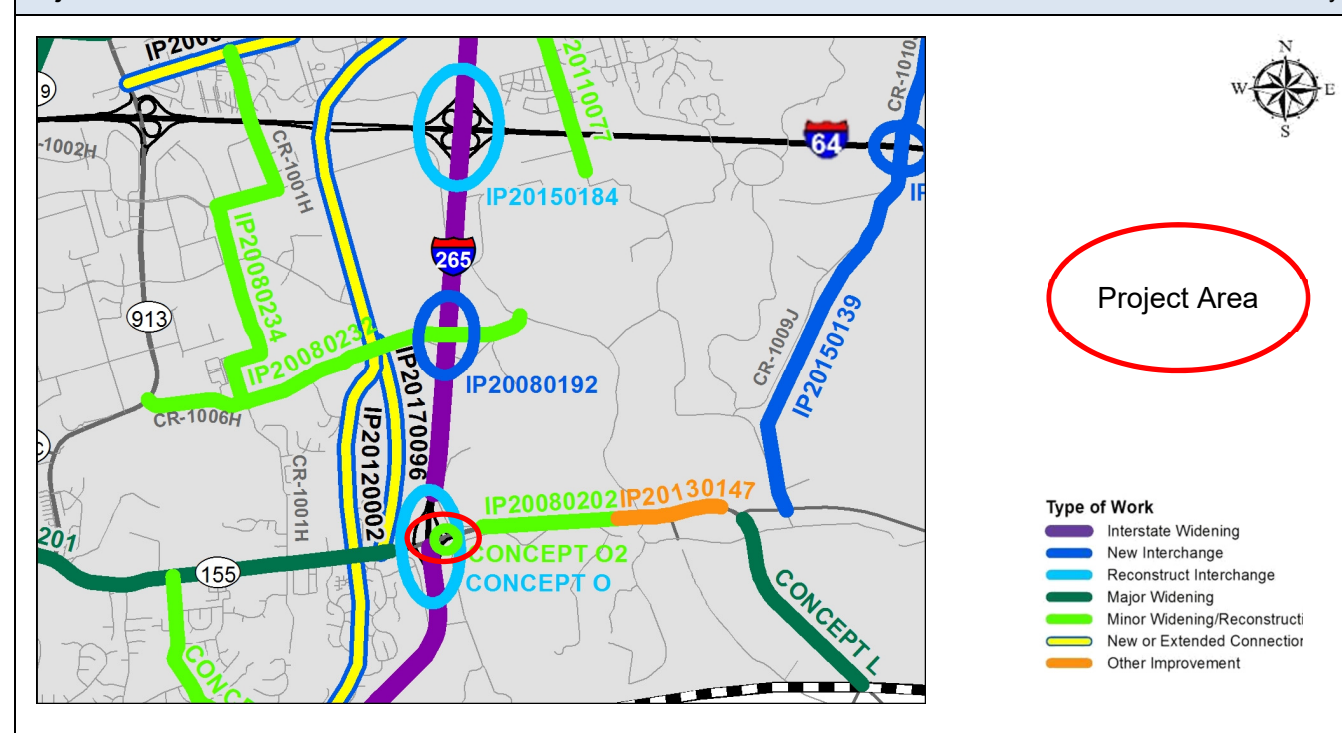
MP 6.058 to MP 6.158 Project Length: 0.1 MI

| | | | | |
|-------------------|--------------------------------|------|------|------|
| Identified Needs: | Crash History Analysis Period: | N/A | | |
| | | CCRF | MP | MP |
| | | 1.1 | 5.71 | 6.45 |
| | | 1.8 | 6.00 | 6.10 |
| | | | | |
| | | | | |

- Identified in 2015 Programming Study (moderate/low priority).
- Beyond scope of safety/operational analysis.
- 12 total crashes: 0 fatal/2 injury/10 PDO
- 1 high crash segment and 1 high crash spot, details at right

| | | | | |
|----------------------|---------------------------------|------------------------------|----------------|------------------|
| Project Dev. Status: | Pre-design | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | N/A | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | N/A | Design: | \$ | 750,000 |
| Functional Class: | Urban Prin/Rural Minor Arterial | Right-of-Way: | \$ | 30,000 |
| 2018 ADT % Trucks: | 20,000 vpd 6.7% | Utilities: | \$ | 10,000 |
| 2040 No-Build ADT: | 23,000-25,000 vpd | Construction: | \$ | 4,000,000 |
| Bike/Ped Facilities: | Proposed | Total Remaining Cost: | \$ | 4,790,000 |

Project Location: Estimate Source: 2015 Study



| | | | |
|----------------|-------------------------------|---|--|
| Regional/Local | Concept R Jefferson County | INTERSECTION – CONCEPT R | |
| | | KY 146 (MP 2.740) & CR-1005C (MP 2.740) | |
| | | Hurstbourne Lane & Whipps Mill Road | |

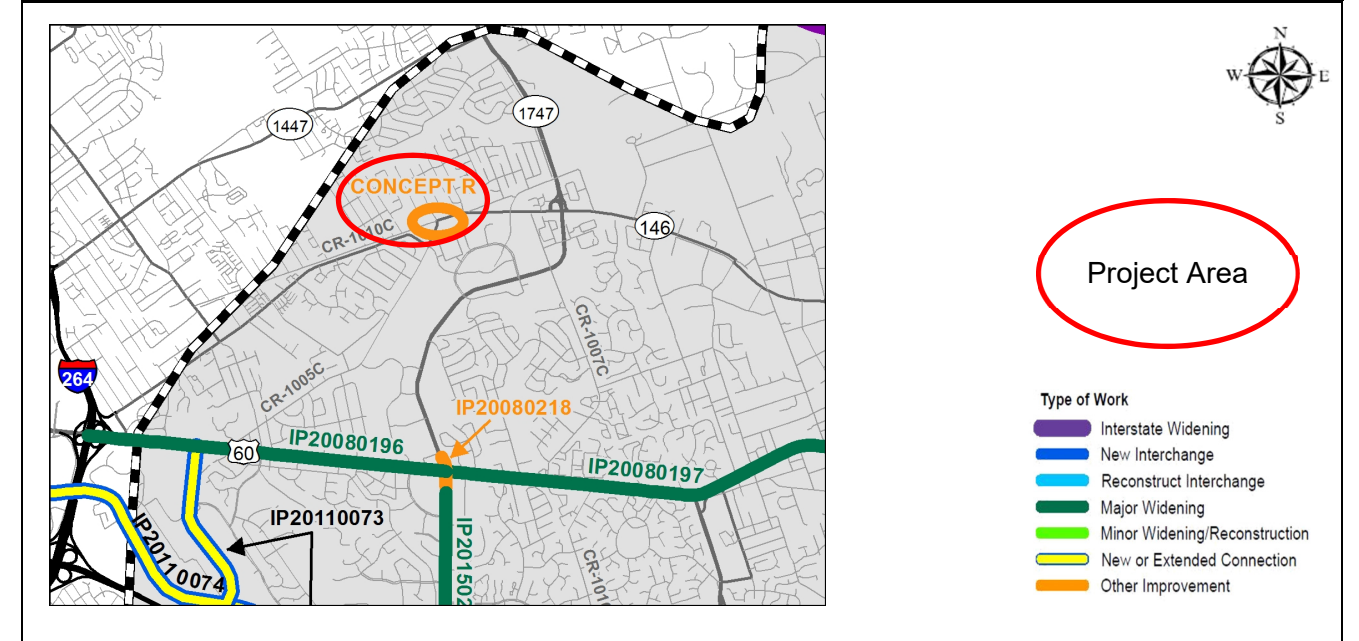
Project Description: Work Type: Intersection Improvements

Improve safety at the KY 146 (LaGrange Road)/Whipps Mill (CR-1005C) intersection. Project will evaluate adding a two-way center turn lane and other capacity improvements including consideration of bicycle and pedestrian facilities.

| | | | | |
|------------------------------------|--|---------------|--|---------------|
| Identified Needs: | Crash History Analysis Period: July 2015 – June 2018 | | | |
| | KY 146 | | Whipps Mill Road | |
| | Existing | 2040 No-Build | Existing | 2040 No-Build |
| • Number of Lanes | 2 | | 2 | |
| • LOS | D-E | D-F | | |
| • v/c | 0.3 | 0.4 | | |
| • Crashes | 2 total (0 fatal/0 injury/2 PDO) | | Beyond scope of safety/operational analysis. | |
| • High crash segment spot (CCRF) | 0 segments | 1 spots (1.2) | | |
| • Geometry | 1 sharp curve | | | |

| | | | | |
|----------------------|--------------------------|--------------------------|----------------|------------------|
| Project Status: | Pre-design | Project Phase Estimates: | (2019 Dollars) | |
| SYP Number: | N/A | Planning: | \$ | 0 |
| 2035 KIPDA MTP: | N/A | Design: | \$ | 120,000 |
| Functional Class: | Urban Minor Arterial | Right-of-Way: | \$ | 80,000 |
| 2018 ADT % Trucks: | KY 146: 9,710 vpd 5.5% | Utilities: | \$ | 1,480,000 |
| | Whipps: 8,100 vpd | Construction: | \$ | 1,200,000 |
| 2040 No-Build ADT: | KY 146: 13,000 vpd | | | |
| Bike/Ped Facilities: | Proposed | Total Cost: | \$ | 2,880,000 |

Project Location: Estimate Source: Consultant



6.0 STAGE 2 RAMP PRIORITIZATION

For Stage 2 of the study process, existing traffic/capacity information at four select interchanges were assembled to highlight existing congestion needs, enabling District 5 to prioritize improvements at specific locations. The four interchanges are I-64 at KY 913 (Blankenbaker Parkway), and I-265 at KY 146 (LaGrange Road), US 60 (Shelbyville Road), and KY 155 (Taylorsville Road). Other service interchanges within the study area limits have recently been improved.

6.1 Description of Stage 2 Ramp Data

Four datasets were included in the analysis of each interchange; each is shown graphically in the following figures.

- VHD, as discussed in Section 5.1.2, is included as the top left panel in the figures.
- Intersection LOS for 2017 AM and PM peak hour volumes, included from the Traffic Forecast Reports prepared for the I-265 Widening project (Item #5-537) and I-265 / I-64 Interchange Reconstruction project (Item #5-549), is shown as the bottom left panel.
- EEC, as discussed in Section 5.1.3, is presented in the top right panel.
- Reported crashes during 2015 and 2016, categorized by manner of collision and severity, are shown as the bottom right panel.

6.1.1 KY 913 (Blankenbaker Parkway) at I-64

A six-ramp partial cloverleaf interchange, KY 913 at I-64 (Figure 6-1) demonstrates recurring delays on I-64 mainline, along KY 913, and on the westbound off-ramp. HCS intersection analyses show LOS E/F for one peak hour for the westbound left turn movement onto KY 913 southbound, northbound through movements at the westbound off-ramp, and southbound lefts onto the eastbound on-ramp.

During 2015-2016, there were 186 crashes in the vicinity, including no fatalities and 30 injury collisions. Data shows clusters of rear end collisions at the westbound off-ramp terminal and at the intersection with Ellingsworth Lane. A cluster of crashes also appears along KY 913 between the loop ramps, divided between directions of travel. Overall, 56% of reported crashes are rear ends. Three intersections and six merge/diverge sections exceed expected crashes.

Based on project team feedback, this location is the highest priority of the four interchanges; widening the westbound off-ramp to two lanes with dual lefts would provide relatively low-cost benefits. Ramp widening is included in the I-64 / I-265 interchange reconstruction project (Item #5-549), scheduled for construction letting in 2020. District 5 will investigate the possibility of including dual left turn lanes into the reconstruction project.

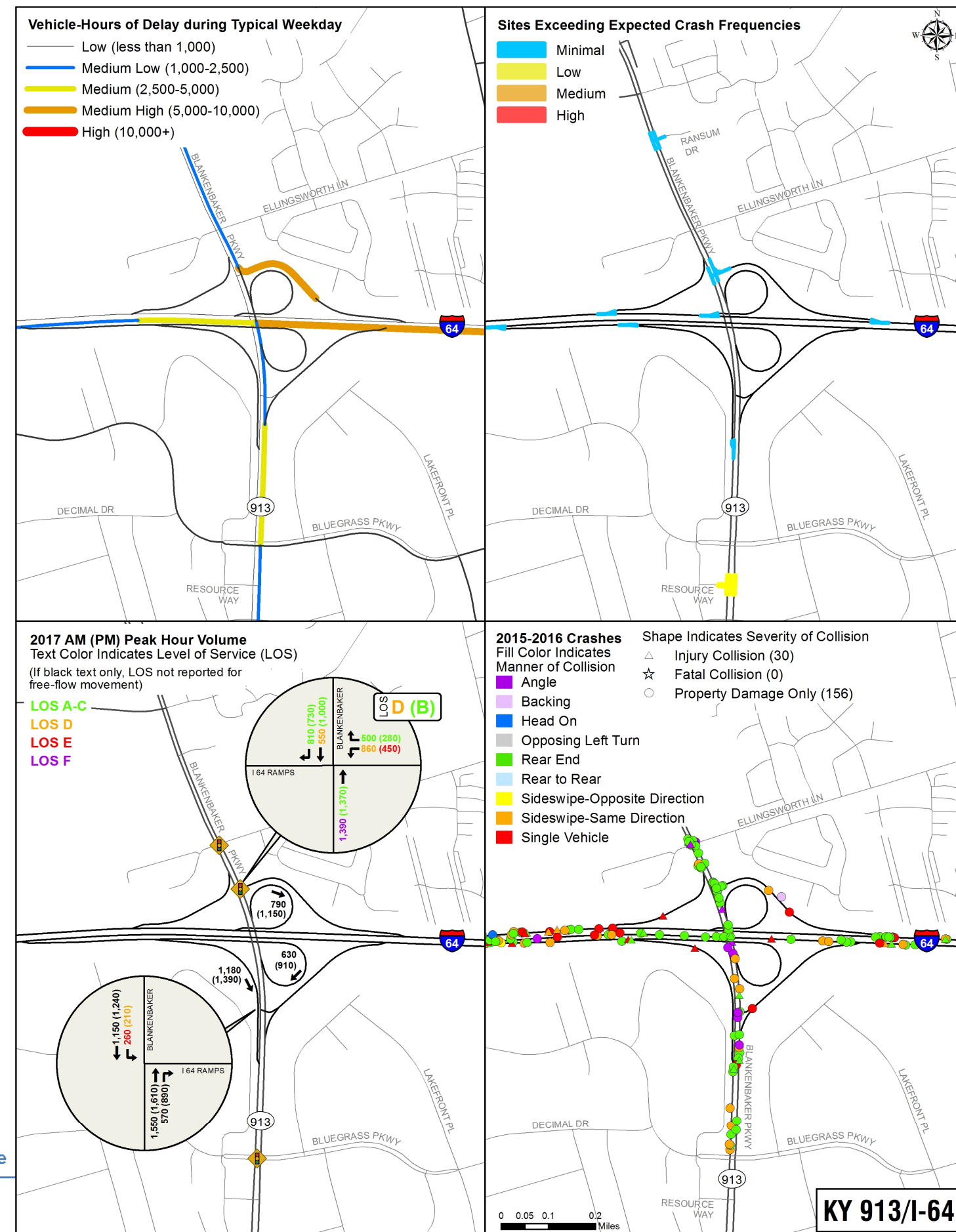


Figure 6-1: Stage 2 Data for KY 913 / I-64 Interchange

6.1.2 KY 146 (LaGrange Road) at I-265

A flop diamond interchange, KY 146 at I-265 (Figure 6-2) exhibits recurring delay on I-265 east of the interchange, on KY 146 to the north, and along the southbound off-ramp. HCS intersection analyses show LOS E/F for one or both peak hours for turns from both off-ramps, southbound KY 146 left turns to the southbound on-ramp, and KY 146 northbound through movements at the southbound ramp terminal. The signalized intersection at the southbound ramps operates at LOS F overall during the PM peak hour. HCS indicates queue lengths approach the available storage capacity for the southbound off-ramp with a v/c ratio over 1.0 during both peak hours. Motorists today can be seen making illegal turn movements to avoid queues.

From a safety perspective, 128 crashes were reported in the vicinity during 2015-2016, including no fatalities and 14 injury collisions. Rear end collisions represent 55% of reported crashes. Geographic distributions show clusters of rear end crashes on KY 146 from north of the interchange to Factory Lane and on KY 146 near the tail of the southbound KY 146 left turn storage space.

The KY 146 interchange is the next highest priority of the four sites studied in Stage 2. The District receives regular complaints about the interchange. The 2015 *I-265 Programming Study* recommended dual turn lanes and increasing the westbound acceleration lane length. The adjacent rail line/yard and closely spaced signal at Factory Lane are challenges. The northern ramp terminus has sight distance issues. Operations are likely to worsen as Ford expands towards the Chamberlain and Collins lanes intersection, increasing traffic volumes in the area.

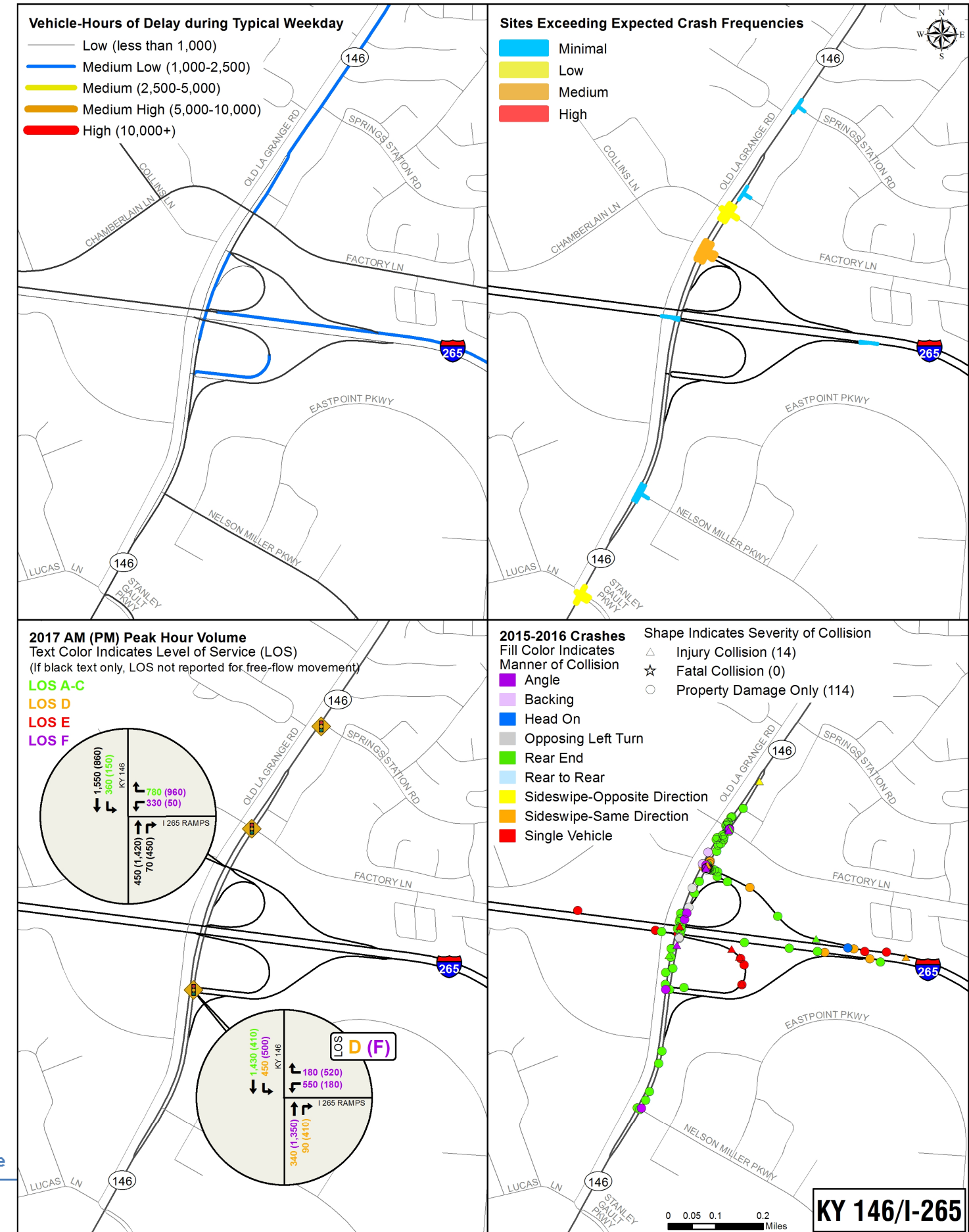


Figure 6-2: Stage 2 Data for KY 146 / I-265 Interchange

6.1.3 US 60 (Shelbyville Road) at I-265

A standard diamond interchange, US 60 at I-265 (Figure 6-3) shows recurring congestion along I-265, US 60, North English Station Road, and on the northbound off-ramp to US 60. HCS intersection analyses show LOS E/F for one or both peak hours for turns from the northbound off-ramp and for left turns from the southbound off-ramp. The signalized intersection at the northbound ramps operates at LOS E overall during the PM peak hour. The northbound right turn movement has a v/c ratio over 1.0 during the PM peak hour with over 30 cars queuing to make the turn. Physically, the interchange sits in a low point; all movements traveling uphill from stop positions complicates operations, as do closely spaced signals and high traffic volumes.

Numerous ramp and roadway segments and intersections exceed expected crash rates in the vicinity. During 2015-2016, there were 259 crashes in the vicinity, including no fatalities and 24 injury collisions. Rear end crashes represent 64% of reported incidents.

The US 60 interchange is the third priority of the four sites evaluated in Stage 2. The corridor has already been improved to add as many lanes as possible under the existing I-265 overpass. Field observation and project team input suggests that the primary capacity issue is the southbound on-ramp. Heavy movements to the south are an issue as motorists are trying to reach I-64. Reconstructing the interchange as a single point urban interchange or diverging diamond could improve signal timing and throughput. Alternatively, widening I-265 with additional lanes south to I-64 as part of the interchange reconstruction project (Item #5-549) may address some of the weaving/delay issues.

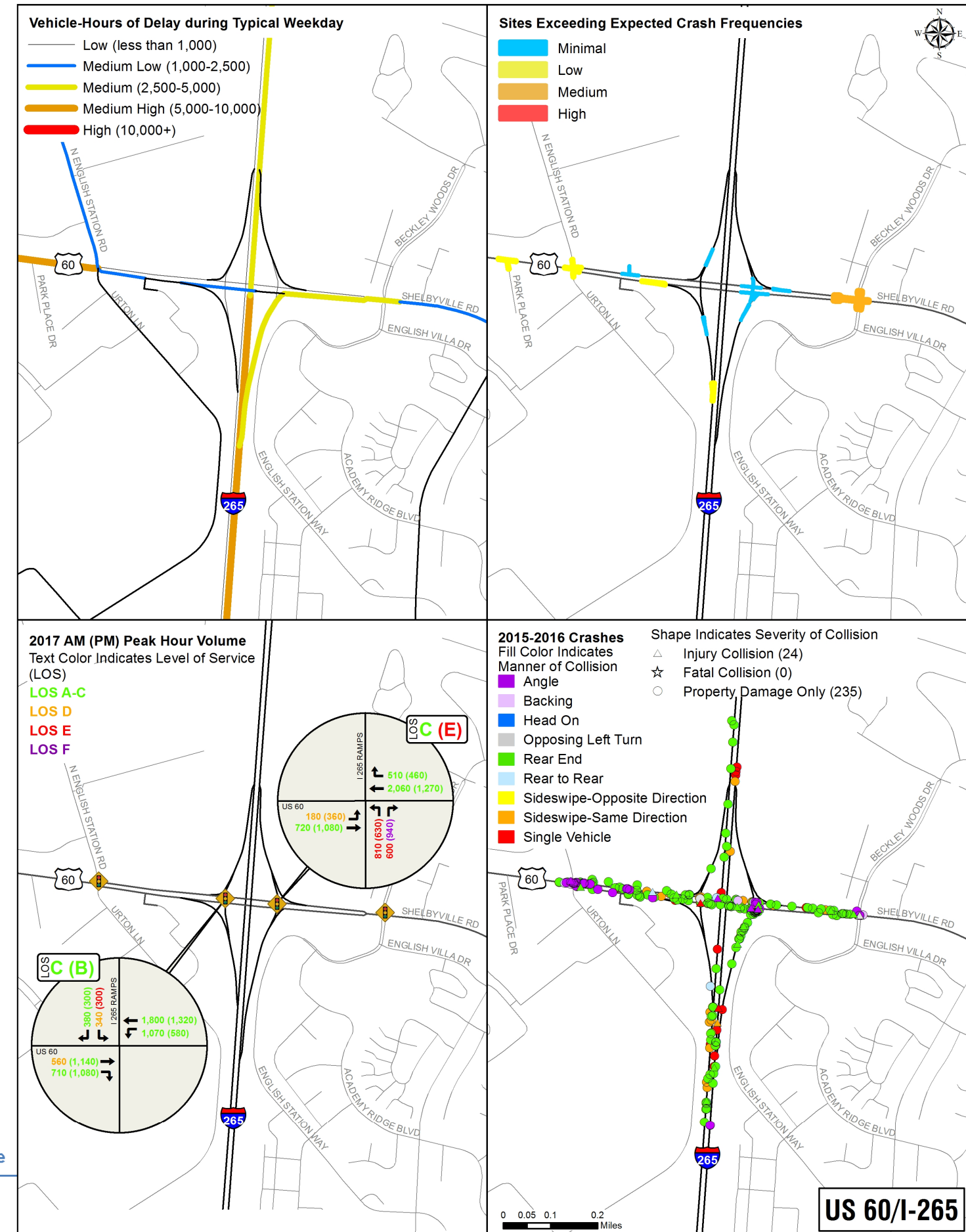


Figure 6-3: Stage 2 Data for US 60 / I-265 Interchange

6.1.4 KY 155 (Taylorsville Road) at I-265

A diamond interchange, KY 155 at I-265 (Figure 6-4) demonstrates recurring delays along I-265 and on KY 155 west of the interchange. HCS intersection analyses show LOS E/F for one or both peak hours for turns from the southbound off-ramp and left turns from the northbound off-ramp. The signalized intersection at the southbound ramps operates at LOS E overall during the PM peak hour; the v/c ratio approaches 1.0 for both turn movements with queues approaching the available storage capacity on the southbound ramp per HCS. During the AM peak hour, left turns from the northbound off-ramp exceed capacity with queue lengths approaching available storage capacity. Observation suggests capacity is constrained by adjacent two-lane segments of KY 155 to the east rather than the interchange itself. Proposed development along the corridor will increase existing congestion.

Both ramp termini intersections and the merge/diverge segments on I-265 north of the interchange exceed expected crash rates. During 2015-2016, there were 120 crashes reported in the vicinity, including one fatality (a motorcyclist who lost control) and 22 injury collisions. Rear end crashes represent 58% of reported collisions. Geographic distributions show clusters of crashes approaching the northbound off-ramp divergence and approaching the southbound off-ramp signal.

Per project team recommendations, KY 155 is the lowest priority of the four interchanges studied as delay/safety trends at the interchange are controlled by the capacity limitations along the two-lane portion of the corridor to the east. Improving the interchange will have minimal effect until KY 155 is widened.

6.2 Final Project Team Meeting

The final project team meeting was held March 18, 2019 at KYTC District 5 to review the Stage 2 analysis and discuss project team recommendations. A summary of the meeting is included in Appendix D.

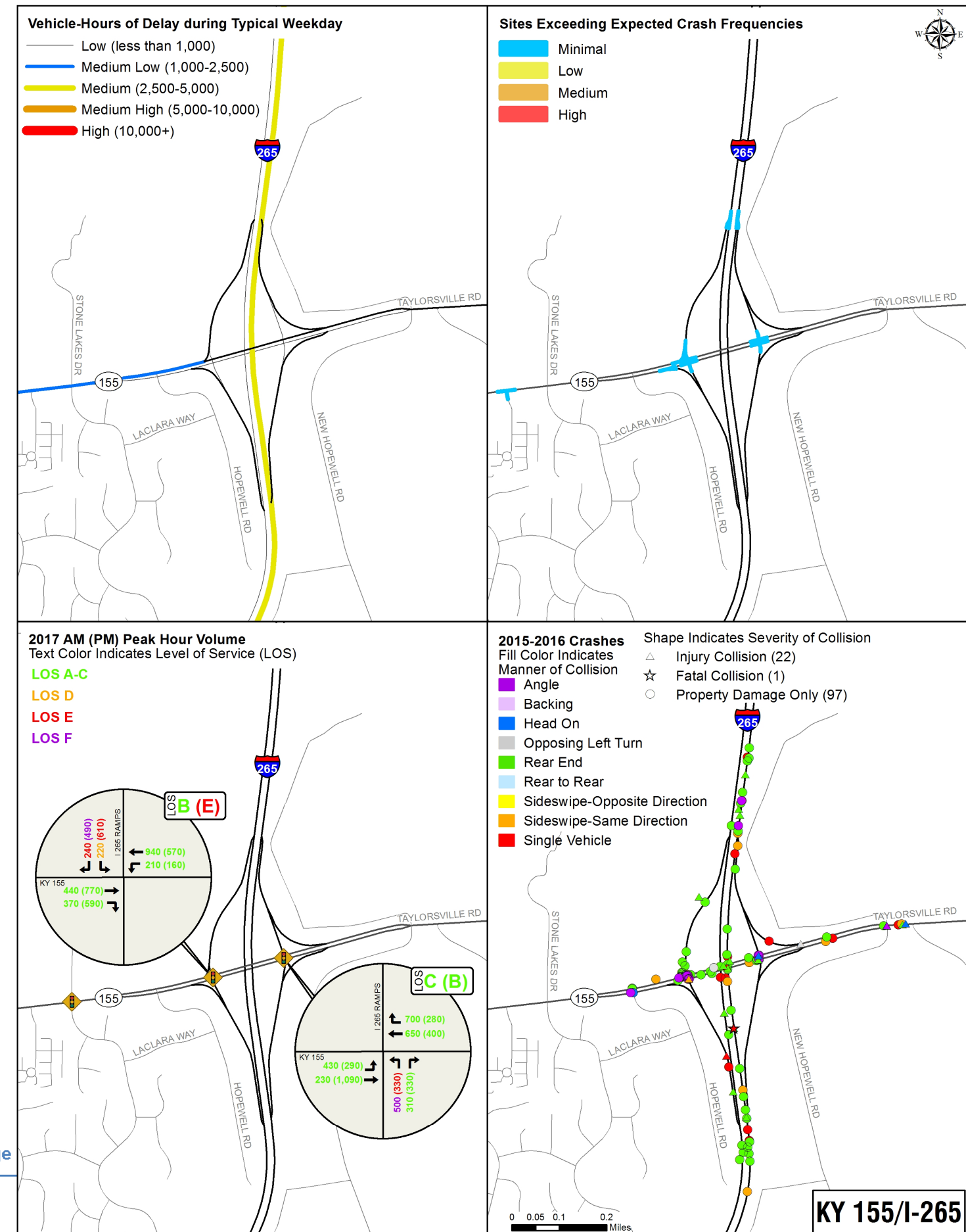


Figure 6-4: Stage 2 Data for KY 155 / I-265 Interchange

KY 155/I-265

7.0 CONCLUSIONS

Due to the rapidly developing study area, KYTC District 5 personnel recognized the need for a comprehensive planning study for projects located in the area. This Needs Analysis Study assisted KYTC District 5 and KIPDA personnel in the decision-making process as the 2020 SHIFT cycle approached its sponsorship phase. This occurred in February and March of 2019. The Stage 1 matrix (**Figure 5-4, p. 34+**) compiles data associated with congestion, safety, geometry, previous project development, and more, highlighting the worst safety/capacity issues for quick reference. The matrix was provided to District 5 and KIPDA staff as a tool to inform sponsorship selections.

For 2020 SHIFT, KYTC District 5 had 74 available sponsorship slots to cover its eight-county jurisdiction. KIPDA's Metropolitan Planning Organization had 54 available sponsorship slots to cover its three Kentucky counties. KIPDA's Regional Transportation Council had 22 available sponsorship slots to cover its four-county jurisdiction.

In total, 26 projects within the Stage 1 matrix were selected for sponsorship by these entities. These projects will be scored over the summer of 2019 as part of SHIFT 2020. The scores will be used in development of the Draft 2020 Recommended Highway Plan, which will be considered by the legislature and finalized in spring 2020.

Preliminary study findings, including the Stage 1 matrix, were shared with elected officials and other stakeholders in February 2019. Several written comments were received, included as **Appendix E** to this report.

For Stage 2 of the study, existing traffic information at four select interchanges were assembled to highlight existing congestion and safety needs, enabling District 5 to prioritize improvements at specific locations.

- I-64 at KY 913 (Blankenbaker Parkway) is the highest priority of the four interchanges; widening the westbound off-ramp to two lanes with dual lefts would provide relatively low-cost benefits.
- I-265 at KY 146 (LaGrange Road) is the next highest priority. The District receives regular complaints about the interchange. Operations are likely to worsen as the Ford plant expands, increasing traffic volumes in the area.
- I-265 at US 60 (Shelbyville Road) is the third priority. Field observation and project team input suggests that the primary capacity issue is the southbound on-ramp. Heavy movements to the south are an issue as motorists are trying to reach I-64.
- I-265 at KY 155 (Taylorsville Road) is the lowest priority as delay/safety trends at the interchange are controlled by the capacity limitations along the two-lane portion of the corridor to the east. Improving the interchange will have minimal effect until KY 155 is widened.

8.0 ADDITIONAL INFORMATION

Any written requests for additional information should be sent to:

Tom Hall, PE
KYTC District 5
8310 Westport Road
Louisville, Kentucky 40242
Phone: (502) 210-5400

or

Amanda R. Spencer, PE
KYTC Division of Planning
200 Mero Street
Frankfort, Kentucky 40622
Phone: (502) 564-7183