

2026

Louisville
Freight Mobility Action Plan

Contents

Chapter 1

Purpose and Goals 3

Chapter 2

Existing Freight Movement Conditions 4

Chapter 3

Louisville Preferred Truck Network 6

- Developing the LPTN 6
- Other Truck Networks 10

Chapter 4

Recommended Improvements 15

- Truck Improvement Projects 15
- Traffic Calming Projects 18
- Systemic Solutions 19
- Technology Solutions 20
- Policy Solutions 21

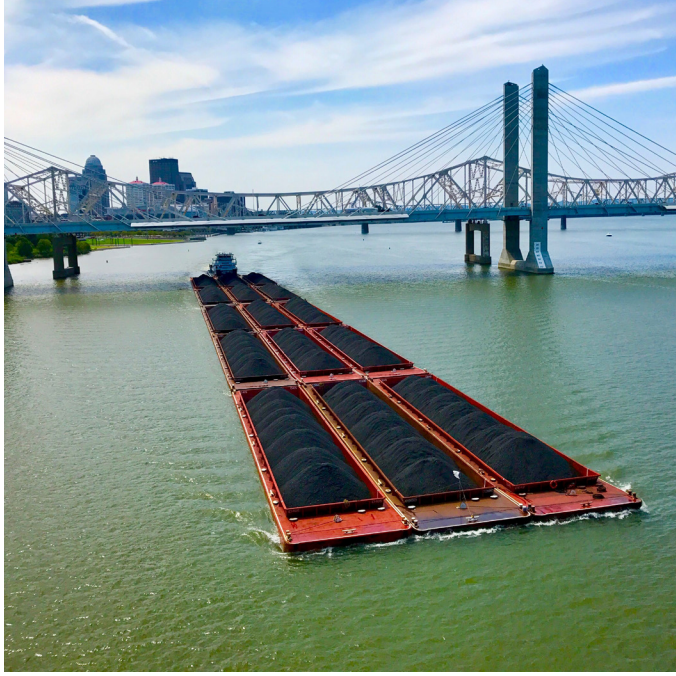
Chapter 5

Action Plan 22

- Initial Actions 22
- Recurring Actions 23
- Project Implementation 24

Appendices 25

Chapter 1
Purpose and Goals







Freight and the movement of freight is a key part of Louisville's fabric. According to the Kentuckiana Regional Planning & Development Agency (KIPDA) Freight Mobility Study (2019), freight-related and supported industries make up over 43% of the region's gross domestic product (GDP), and freight related industries are responsible for 35% of the region's employment. While these industries have been key to the region's growth and prosperity, for many residents there are drawbacks associated with the prevalence of freight-dependent industries. As these industries have grown and matured with Louisville over the past 200 years, the location of many freight origins and destinations have become mixed with residential and commercial districts.

This mixing of industrial and residential areas has led to a compromise in terms of the quality of life for those who live in these areas. Similarly, as trucks have become the predominant mode by which freight is moved into and out of Jefferson County, larger and more modern trucks require access to freight origins and destinations, and many of the commonly used access routes put truck traffic in conflict with nearby developed residential areas. A better balance between these interests will allow for the efficient movement of freight while mitigating impacts on adjacent residents. The goals of the Louisville Freight Mobility Action Plan (FMAP) are to develop specific recommendations to achieve this balance and to develop an actionable plan for deploying the recommendations.

These goals were achieved through the following steps:

- Evaluate existing freight movement conditions.
- Develop the Louisville Preferred Truck Network (LPTN).
- Determine and prioritize recommended improvements.
- Develop an action plan.

Chapter 2

Existing Freight Movement Conditions

The project team reviewed and analyzed existing freight conditions in Jefferson County by utilizing available geospatial mapping data including traffic volume, land use, roadway network data, and other information. This information was compiled into a single data dashboard that will remain available for the Louisville Department of Transportation (LouDOT) to use into the future. The primary sources of data were the Louisville/ Jefferson County Information Consortium (LOJIC) and the Kentucky Transportation Cabinet (KYTC) Highway Information System (HIS). Truck volume information was sourced from Replica transportation data and included commercial vehicles classified by Replica as medium and heavy trucks, or those with a curb weight of 14,000 pounds or more. **Table 1** contains a summary of the existing conditions information provided in the data dashboard.

Using this data, the project team identified primary areas of conflict between high truck volumes and residential neighborhoods. This analysis was completed by looking for areas where the highest relative truck volumes occurred adjacent to single-family and multi-family land use areas. The analysis screened out instances where the residential areas occur near the high-volume roadway but do not share a frontage with the roadway, for example a neighborhood where single-family homes have backyards that share a ROW line with the roadway.

Table 2 summarizes the top 15 areas of residential conflict within Jefferson County. **Figure 1** identifies the locations of the top 15 roadways.

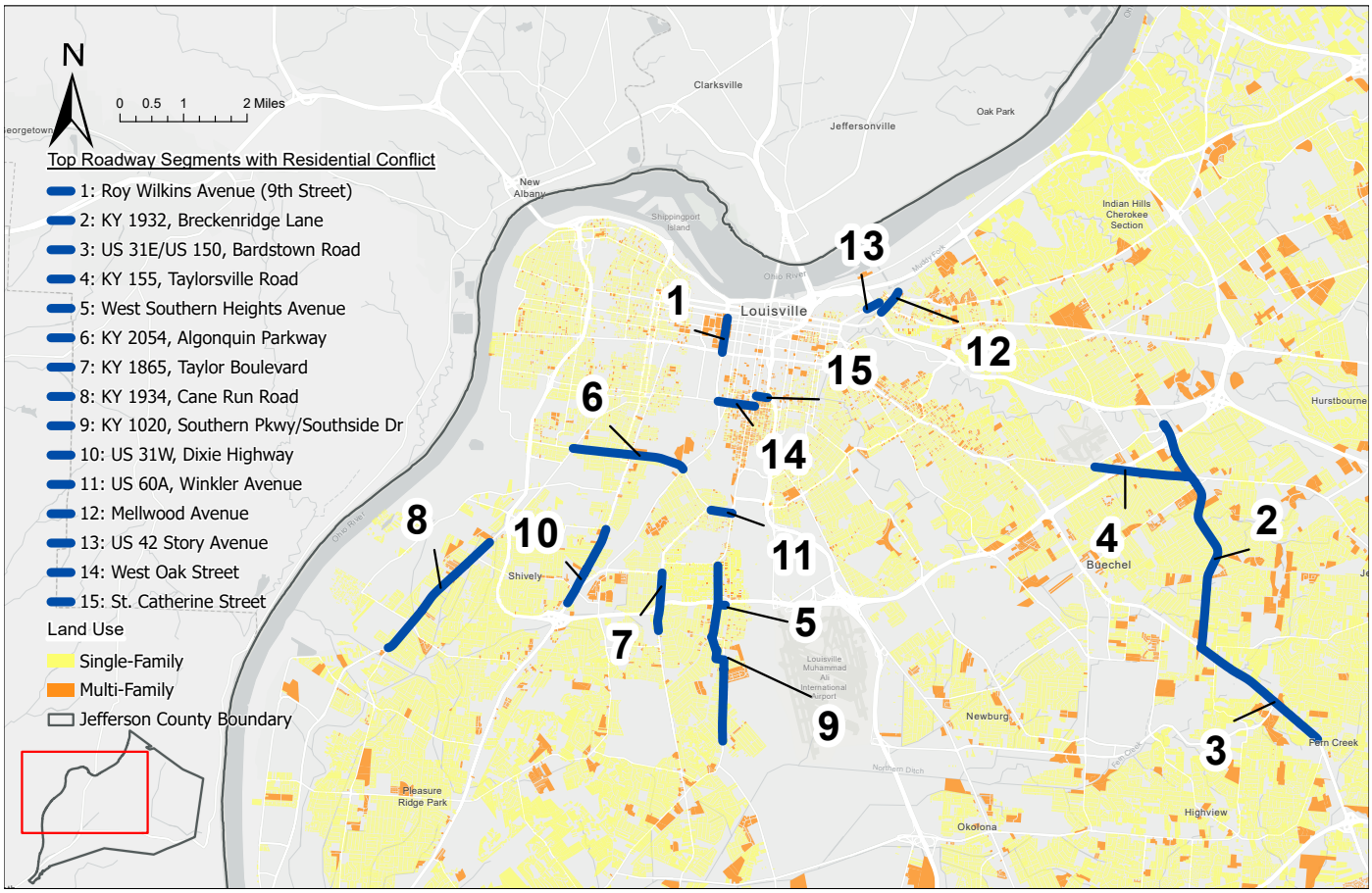
TABLE 1: Data Dashboard Layers

MAP LAYERS
Jefferson County Zoning
Jefferson County Land Use
Louisville Metro Council Districts
Jefferson County Boundary
City Boundaries
National Register Districts
Historical Preservation Districts
Metro Parks
All Roads
Bikeways
Traffic Count Data
KIPDA 2022 Regional Freight Network
Through Lanes – Number of Lanes
Through Lanes – Lane Width
High Injury Network
Shoulder Width
Auxiliary Lanes - Parking
Functional Classification
KY Highway Freight Network
Truck Weight Classification
Truck Volumes
Truck Network (National)
Truck Generating Facilities

TABLE 2: Primary Areas of Residential Conflict

RANK	ROADWAY	APPROX. START	APPROX. END	TRUCK VOLUME (MAX DAILY TRIPS)
1	Roy Wilkins Avenue (9th Street)	Broadway (US 150)	Jefferson Street	3690
2	KY 1932, Breckenridge Lane	Dutchmans Lane	Bardstown Road	3249
3	US 31E/US 150, Bardstown Road	Breckenridge Lane	Hudson Lane	2673
4	KY 155, Taylorsville Road	Dutchmans Lane	Breckenridge Lane	2489
5	West Southern Heights Avenue	Southern Parkway	3rd Street	2205
6	KY 2054, Algonquin Parkway	Wilson Avenue	7th Street Road	2025
7	KY 1865, Taylor Boulevard	Berry Avenue	Bicknell Avenue	1992
8	KY 1934, Cane Run Road	Farnsley Road	Terry Road	1972
9	KY 1020, Southern Pkwy/Southside Dr	Kenton Street	Strawberry Lane	1740
10	US 31W, Dixie Highway	Ralph Ave	7th Street Road	1684
11	US 60A, Winkler Avenue	Algonquin Parkway	South 3rd Street	1616
12	US 42, Mellwood Avenue	Beargrass Creek	Interstate 64	1516
13	US 42, Story Avenue	Spring Street	Frankfort Avenue	1339
14	Oak Street	2nd Street	9th Street	1316
15	St. Catherine Street	Brook Street	2nd Street	1216

FIGURE 1: Primary Areas of Residential Conflict



Chapter 3

Louisville Preferred Truck Network

The next key step in the development of the FMAP was establishing the roadways on which LouDOT would prefer for trucks to operate. The roadway network developed for this purpose is referred to as the Louisville Preferred Truck Network (LPTN) and is defined below.

The Louisville Preferred Truck Network (LPTN) is the series of non-limited access roadway facilities in Jefferson County on which LouDOT would prefer for trucks to operate for the movement of freight and other commodities between freight origins and destinations and the National Truck Network (NTN). The LPTN will serve as a guide for LouDOT transportation planning, policy, and capital investments with regard to projects or policies that encourage or discourage the use of certain portions of the roadway network by trucks. The LPTN shall be considered a constantly evolving network, which should be reviewed and updated annually as Jefferson County changes.

It is important to note that there are numerous other truck networks that currently apply to Jefferson County. These networks have been developed by different agencies to achieve different goals. The following section summarizes the LPTN and each of these other networks.

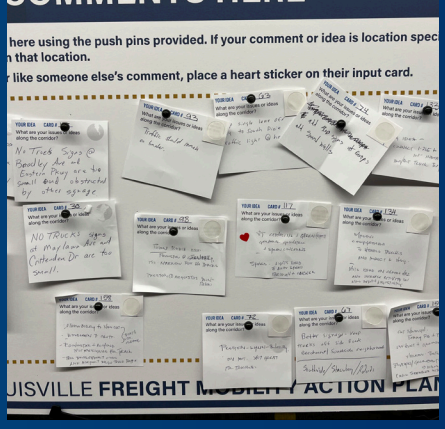
Developing the LPTN

As discussed in **Chapter 1**, the purpose of the FMAP was to find a way to balance freight mobility across the county with its impacts to citizens that live, work, and play adjacent to Louisville's roads. Other existing freight networks that cover the Louisville area look only to existing freight movements volumes and needs while neglecting the impact of freight traffic to residents' quality of life. To evaluate the impacts of the movement of freight on each roadway, the project team developed a freight appropriateness scoring (FAS) system. Using the mapping data in the GIS data dashboard, each mapped road in Jefferson County was scored on a scale of 0 to 95 based on its performance in a series of scoring criteria. The scoring criteria are shown in **Table 3**. A roadway that has the most ideal context for freight movement would score 95 points, and a road that has the least ideal context for freight movement would score 0 points.

TABLE 3: Freight Appropriateness Scoring (FAS) Criteria

CRITERIA	MAX. POINTS	MIN. POINTS
Functional Classification	10	0
Lane Width	10	0
Number of Lanes	10	0
Shoulder Width	10	0
Auxiliary Lane Parking	10	0
Bikeways	5	0
Adjacent Zoning	10	0
Adjacent Land Use	10	0
Proximity to Schools	5	0
Proximity to Parks	5	0
Proximity to Historic Preservation or National Register Locations	10	0









The project team held a series of public open houses to help define the preferred truck network.

The results of the FAS for each roadway in Jefferson County are shown in **Figure 2**.

Using this scoring criteria, the highest scoring roadway in Jefferson County was Fern Valley Road (KY 1747) south of the airport, with a score of 83. Numerous roadways tied for the lowest score of 7, including Magazine Street west of 12th Street and Bonnycastle Avenue east of Bardstown Road. The LPTN was then developed using FAS as the primary factor for inclusion or exclusion from the network. The project team also hosted a series of public meetings and conducted a stakeholder meeting that included freight operators and business owners. Residents and stakeholders provided input on locations of conflict via these meetings and an online survey.

The FMAP team built a draft network by connecting areas of Louisville with high freight demand (i.e., industrial land uses, industrial zoning districts, locations of high truck volumes, and noted freight generation sites) and connecting them to the national truck network, by starting with the highest FAS scores and working downward until all sites were suitably connected. The team reviewed public and stakeholder input alongside FAS scores while establishing the network.

The draft network was then made available for public and stakeholder review via a series of second-round public meetings and a second online survey, through which residents and stakeholders suggested revisions to the network. The draft LPTN network was refined in response to input from staff, the public, and stakeholders to develop a final network.

The project team also met with KYTC District 5 staff to review and discuss the draft LPTN. In particular, the differences between the LPTN and the Kentucky Highway Freight Network (KHFN) were discussed.

The final LPTN is shown in **Figure 3**.

FIGURE 2: Freight Appropriateness Scoring (FAS) Results

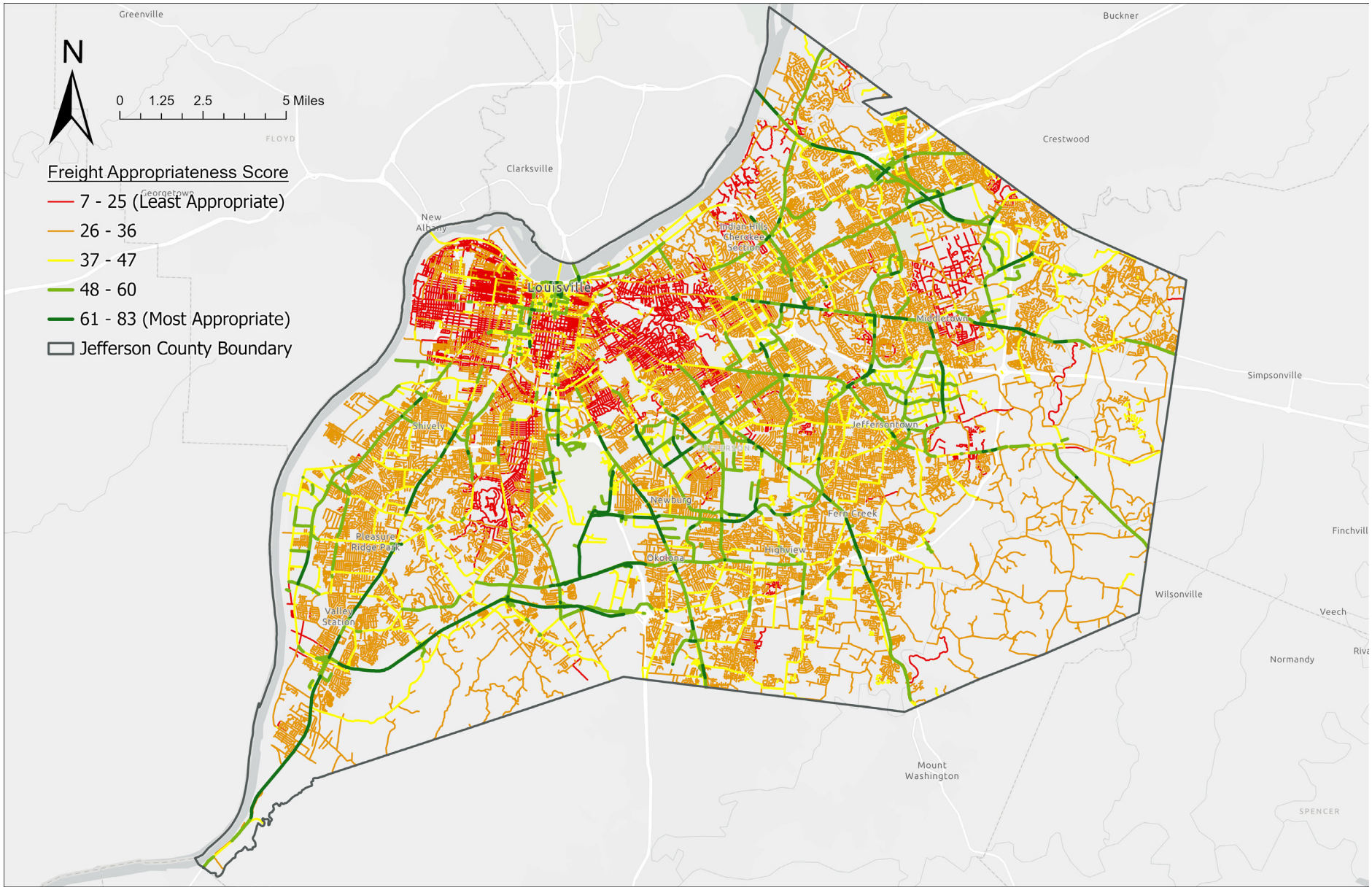
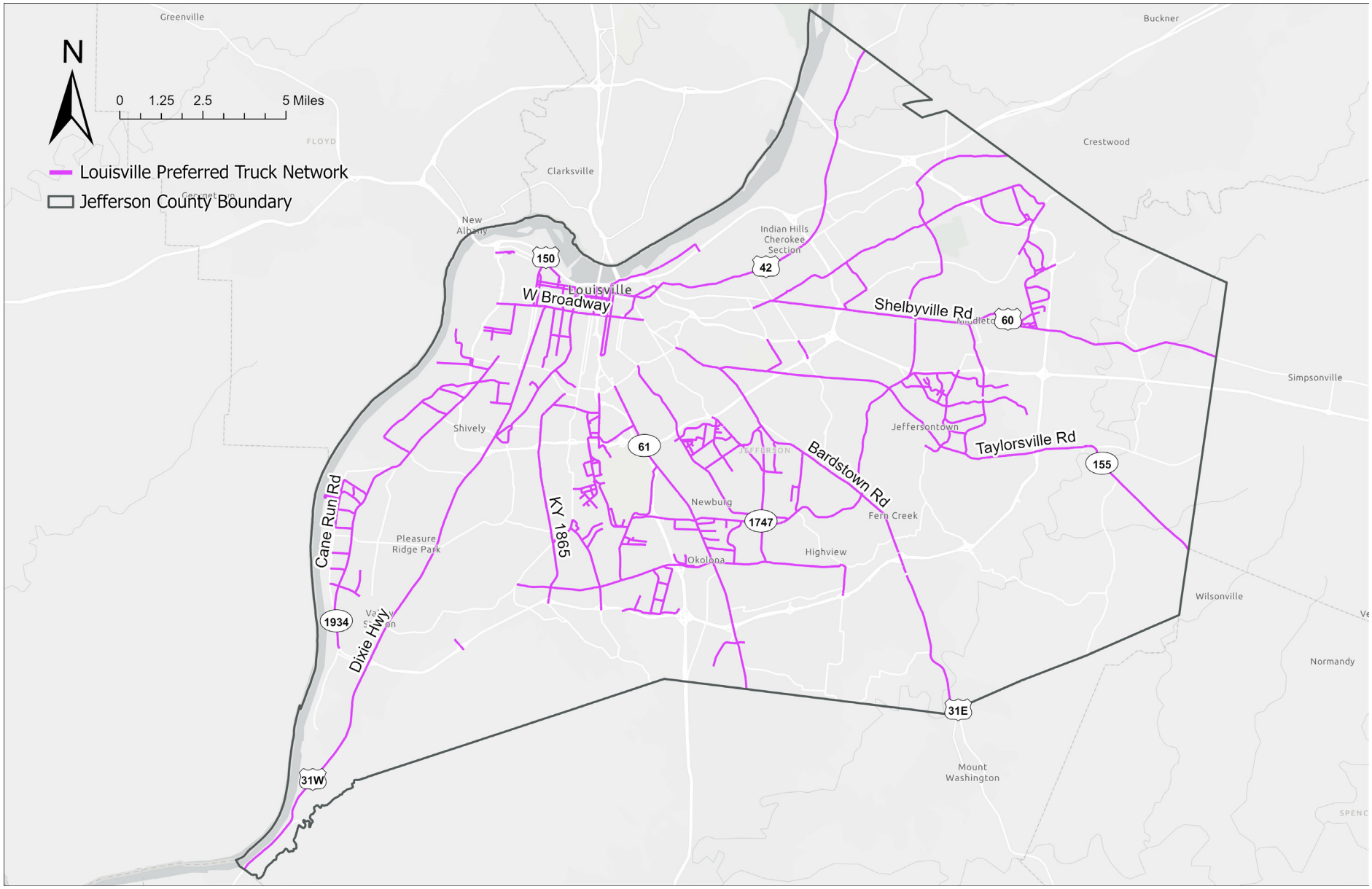


FIGURE 3: Louisville Preferred Truck Network (LPTN)



Other Truck Networks

The following truck networks are existing networks that also apply within Jefferson County. These networks are not directly impacted by this action plan but are included since they relate to the preferred and legally authorized routes of regional, state, and federal government entities and thus influence the movement of freight within Jefferson County.

National Truck Network

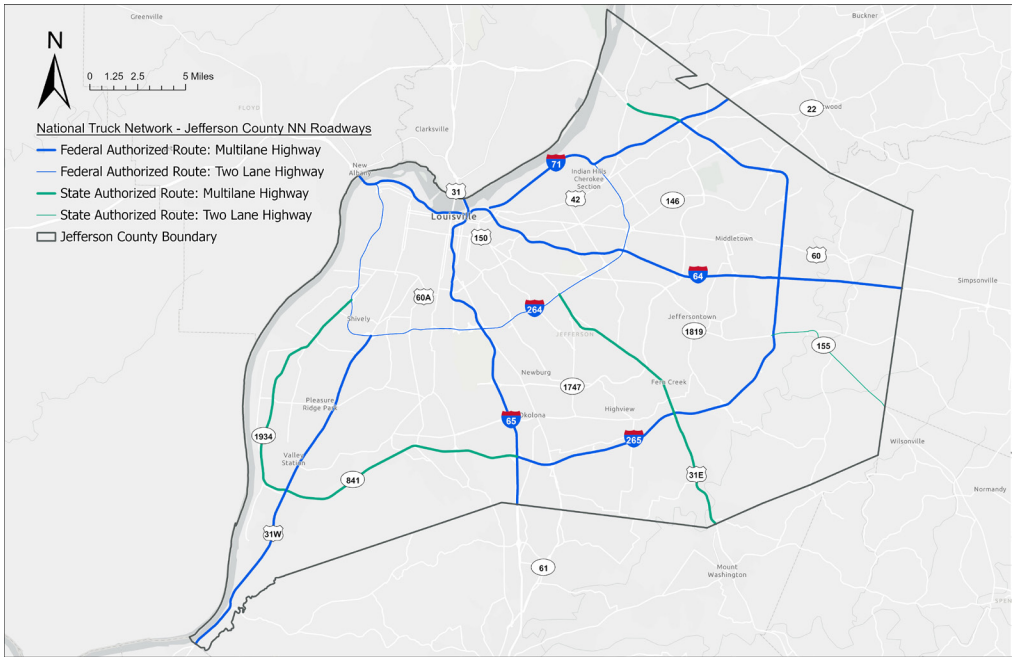
The National Truck Network, also known as the National Network (NN),[1] is a network of over 200,000 miles of US highways and interstates authorized by the Surface Transportation Assistance Act (STAA) of 1982. It allows commercial motor vehicles of standard federal dimensions to travel safely with state-by-state length and width restrictions. Kentucky has adopted this network into state law via KRS 189.222.

Trucks that meet the STAA dimensions shall be allowed automatic access on state-maintained highways five driving miles from the designated system and 15 miles from an interstate or parkways exit. The allowed access is reduced to one driving mile from the designated system on public use roadways that are not state maintained.

In Jefferson County, the roadways that are on the NN are primarily interstates and other limited access facilities, but some surface highways including US 31W, US 31E, and KY 155 are also on the network. **Figure 4** shows the network in the Louisville Area.

The LPTN features all of the NN non-limited access roadways in Jefferson County. As these roadways have been designated as a part of federal legislation, it is expected that these roadways will remain a cornerstone of the LPTN through all future revisions. However, in some cases the LPTN will not include roadways within the automatic access envelopes discussed above. It is possible for roadways to be exempted from this access via 603 KAR 5:070. Five roadways in Jefferson County are currently exempted. ***It should be noted that LouDOT and Louisville Metro Government acknowledge the legal right of truck access on all non-excepted roadways that are within the NN automatic access envelopes, even if they are not included on the LPTN.***

FIGURE 4: Jefferson County NN Roadways



1 https://transportation.ky.gov/Planning/Pages/National-Truck-Network.aspx

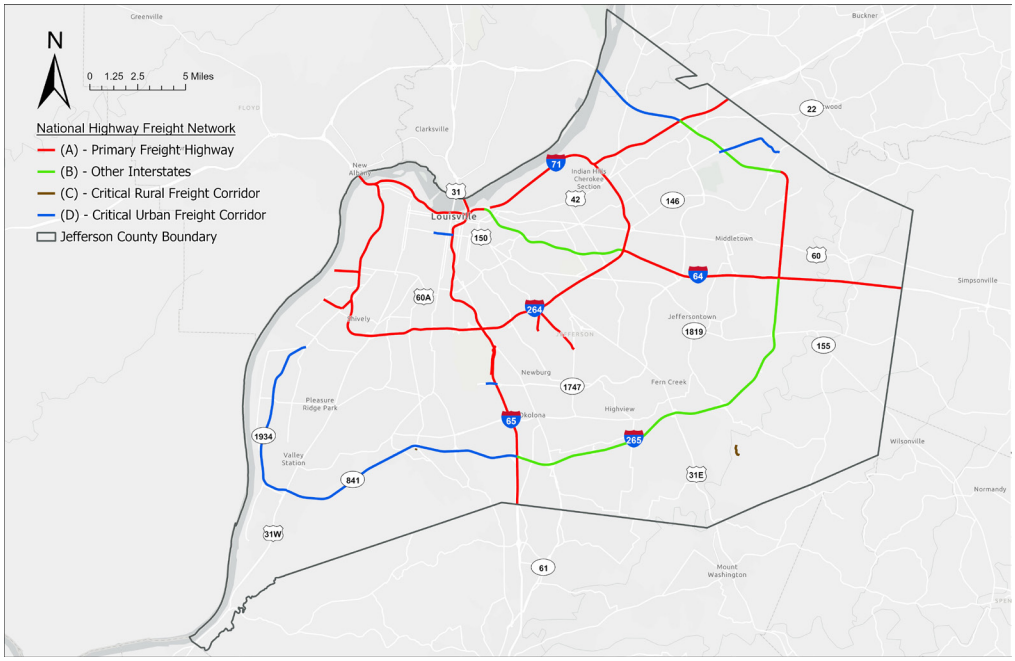
National Highway Freight Network

The National Highway Freight Network (NHFN)[2] is a network of strategically important highway corridors for the movement of freight across the country. This network was designed to assist states in strategically directing resources toward improved system performance for efficient movement of freight on highways including the national highway system, freight intermodal connectors, and air cargo transportation systems. The NHFN is composed of the following roadway sub-systems:

- Primary Highway Freight System (PHFS): This refers to the network of highways identified as most critical to freight movements based on an FHWA assessment of heavy commercial average daily traffic volumes. This network consists of 37,436 centerline miles of Interstate highways and 4,082 centerline miles of non-Interstate highways.
- Other Interstate Highways: All other segments of Interstate not included in the PHFS are also included in the NHFN.
- Critical Urban and Rural Freight Corridors (CUFC, CRFC): These highways provide critical connections between the PHFS, Interstate highway system and freight intensive areas.

The LPTN features all the NHFN non-limited access roadways in Jefferson County. It is expected that these roadways will remain a cornerstone of the LPTN through all future revisions.

FIGURE 5: National Highway Freight Network



2 https://transportation.ky.gov/MultimodalFreight/PublishingImages/Pages/Freight-and-Multimodal-Facility-Maps/National%20Highway%20Freight%20Network.pdf

Kentucky Highway Freight Network

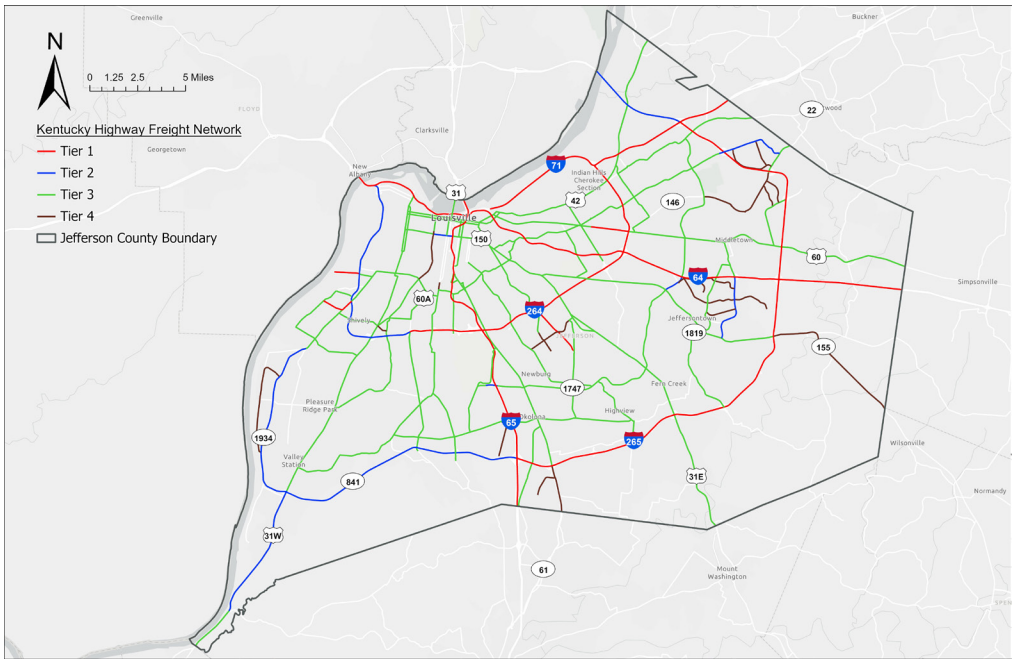
KYTC developed a performance-based project selection process for the Kentucky Highway Plan. One of the key components for identifying criteria for the selection process was developing a state highway freight network that represents Kentucky's critical freight corridors. By creating this network, KYTC can identify and address freight system mobility issues. The Cabinet chose a four-tier structure for the Kentucky Highway Freight Network (KHFN)[3].

The process began with a data-driven identification of the tiers. Each tier includes manual revisions necessary to ensure connectivity and limit to 50 miles between local Kentucky Highway Freight Network access points. After the Kentucky Highway Freight Network was determined, KYTC shared the methodology and maps of the network with attendees of the Kentuckians for Better Transportation 2015 Annual Conference, all 12 highway district offices, and each of the commonwealth's Metropolitan Planning Organization (MPO) and Area Development District (ADD) offices for review and comment. The portion of the 2022 network within Jefferson County is shown in **Figure 6**.

The Kentucky Highway Freight Network is updated on January 1 of each year to reflect changes to the road network.

The Kentucky Highway Freight Network (KHFN) was developed to provide maximum connectivity across the commonwealth. In some instances, particularly in Tier 3, this led to the selection of roadways that met the criteria of the tier (arterials/collectors with AADT between 500 and 4,000) but did not meet the context of truck appropriate roadways. Because of this, the KHFN contains many roadways that will not be included in the LPTN. As both networks serve as a guide for freight/truck-related transportation investment, these differences should be discussed between LouDOT and KYTC on a case-by-case basis during the planning phase of projects in Jefferson County.

FIGURE 6: Kentucky Highway Freight Network



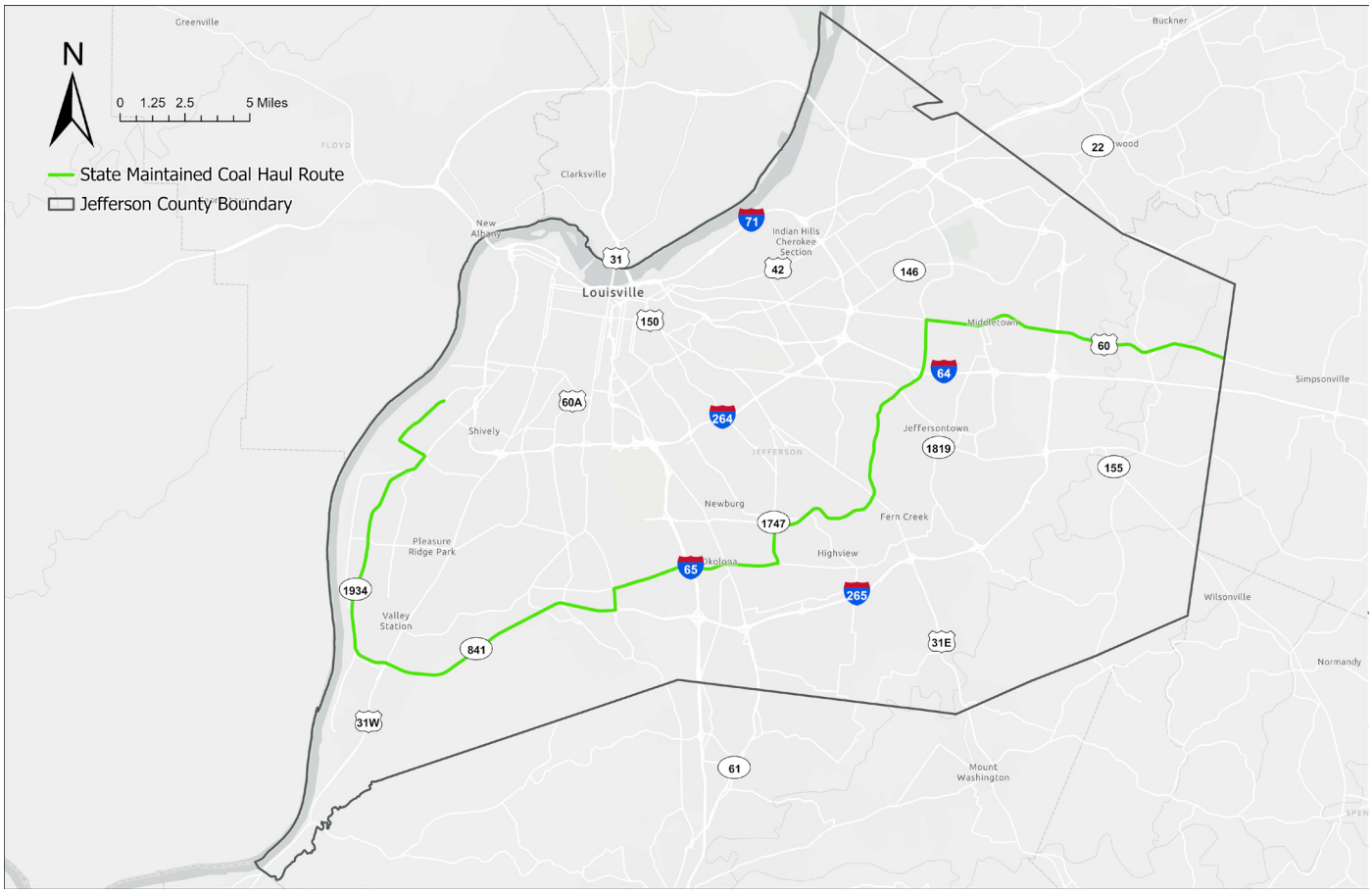
3 https://transportation.ky.gov/MultimodalFreight/PublishingImages/Pages/Freight-and-Multimodal-Facility-Maps/Kentucky%20Highway%20Freight%20Network.pdf

Kentucky Extended Weight Coal Haul Road System

The Extended Weight Coal Haul Road System (EWCHRS)[4] consists of a network of highway segments over which coal or coal by-products in excess of 50,000 tons are transported annually. On these routes, trucks are allowed to operate over the standard 80,000-pound gross weight, up to 120,000 pounds for semi-trucks. In 2025, 1.6 million ton-miles of coal movement were reported in Jefferson County, or approximately 1% of all movement in Kentucky. There are approximately 44 miles of EWCHRS roadways in Jefferson County, as shown in **Figure 7**.

Currently all of EWCHRS road segments are included in the LPTN. It is recommended that the status and use of the EWCHRS road segments be a part of the annual LPTN review.

FIGURE 7: Kentucky Extended Weight Coal Haul Road System



4 https://transportation.ky.gov/Planning/Pages/Coal-Haul-Highway-System.aspx

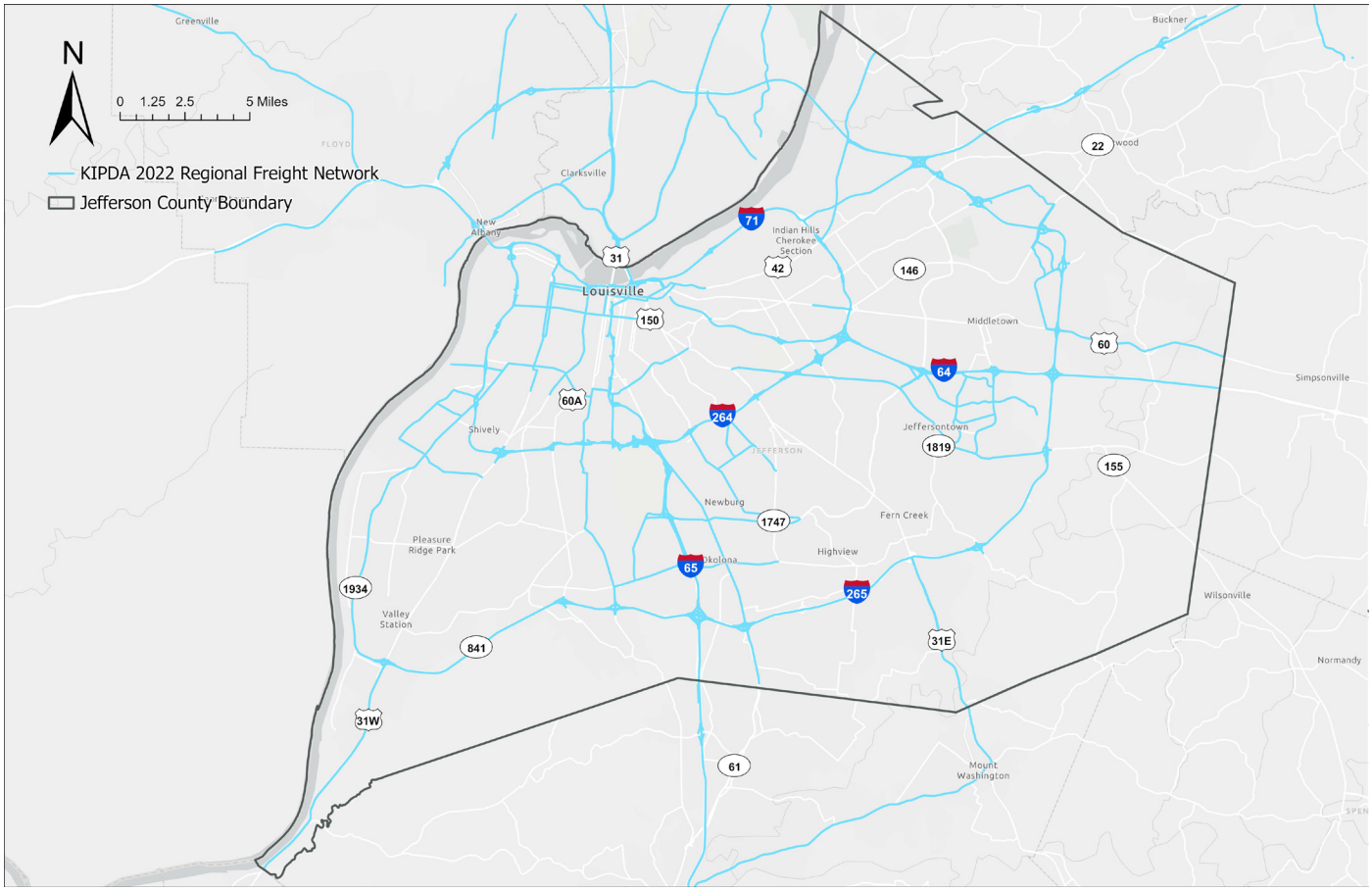
KIPDA Freight Network

The KIPDA Freight Network[5] is a regional planning tool used by the Kentuckiana Regional Planning and Development Agency (KIPDA) to identify and prioritize key freight corridors and connection across the Louisville metropolitan area. This network maps the roadways that KIPDA has found to be the most important roads for moving goods. The KIPDA network includes the following:

- The National Highway Freight Network.
- Roadways with high levels of truck volume.
- Roadways on the KHFN within 1 mile of high-density freight clusters.
- Roadways that provide thru routing in freight clusters or access in high-density commercial areas.

The KIPDA Freight Network was initially established in 2018 as a part of a freight mobility study and was updated in 2022. Similar to the KHFN, the KIPDA Freight Network was developed based on freight data movement along the roadways but not on the context of the roadways and their surroundings. Because of this, there are differences between the KIPDA Freight Network and the LPTN. As both networks serve as a guide for freight/truck-related transportation investment, these differences should be discussed between LouDOT and KIPDA on a case-by-case basis during the planning and programming phases of projects in Jefferson County.

FIGURE 8: KIPDA Freight Network



5 https://storymaps.arcgis.com/stories/6131196fd1b54f198ed1cc274d5e96e4

Chapter 4
Recommended Improvements

With the LPTN defined, the next step for LouDOT is to define and undertake projects and other solutions that encourage, or in some cases require, trucks to use the LPTN. The FMAP team has developed a series of proposed improvements based on the FPTN, including both targeted and broad enhancements. These improvements are designed to lessen the community and stakeholder impacts of freight mobility in Jefferson County.

TABLE 4: Recommended Improvement Types

IMPROVEMENT TYPE	PURPOSE
Improvement Type	Purpose
Truck Improvement Projects	Capital infrastructure projects to improve truck mobility in specific locations.
Traffic Calming Projects	Capital infrastructure projects to calm traffic in specific locations.
Systemic Solutions	Broad programs to improve freight mobility or meet other action plan goals.
Technology Solutions	Electronic or data-based solutions to improve freight mobility or meet other action plan goals.
Policy Solutions	Regulatory solutions to improve freight mobility or meet other action plan goals.

Truck Improvement Projects

It is important that the roadway infrastructure provided on LPTN corridors meets the needs of truck mobility as much as is practical. Not all roadways on the LPTN (or other freight networks) have all of the characteristics needed to support freight movement in their existing state. Truck improvement projects are proposed in this section to enhance roadways on the LPTN for truck mobility.

The ideal qualities of a roadway on the LPTN are discussed in the KIPDA Freight Design Guide (2019)[1]. The Freight Design Guide covers the characteristics of roadway segments and intersections across a variety of contexts. These characteristics have been used to help the FMAP project team develop a list of potential truck improvement projects for the LPTN. The potential project types from the Freight Design Guide are:

1. Increased Lane Width
2. Increased Shoulder Width
3. Increased Horizontal or Vertical Clearance
4. Added Truck Delivery Zones
5. Added Turn Lanes
6. Increased Curb Radii
7. Added Median Nose Treatments
8. Added Truck Aprons

1 https://www.kipda.org/wp-content/uploads/2019/12/final_kipda_freight_design_guide.pdf

TABLE 5: Truck Improvement Projects

PROJECT #	PROJECT LOCATION	PROJECT TYPE	PRIORITIZATION SCORE	TIME FRAME	APPROX. COST
A-1	S 15th St & W Hill St	Increased Horizontal Clearance; Increased Curb Radii	27	Medium	$ 1,050,000
A-2	Greenbelt Hwy & Distribution Drive	Other: Intersection Signalization; Acceleration Lanes	24	Medium	$ 2,737,000
A-3	Cane Run Rd & Bells Ln	Other: Realigned Intersection	24	Long	$ 3,233,000
A-4	S 3rd St & CSX / NS Rail Bridges	Increased Vertical Clearance	24	Long	$ 9,960,000
A-5	S 12th St & W Oak St	Increased Horizontal Clearance; Increased Curb Radii	24	Medium	$ 1,020,000
A-6	S 15th St & W Broadway	Increased Horizontal Clearance; Increased Curb Radii	21	Long	$ 1,170,000
A-7	W Broadway Various Intersections	Increased Curb Radii	21	Long	$ 10,657,000
A-8	Mellwood Ave & Frankfort Ave	Increased Horizontal Clearance; Increased Curb Radii	21	Long	$ 1,237,000
A-9	Virginia Ave & S 28th St	Increased Horizontal Clearance; Increased Curb Radii	21	Medium	$ 758,000
A-10	13th St (12th St Connector) from W Broadway to W Jefferson St	Increased Lane Width; Increased Horizontal & Vertical Clearance	20	Short	$ 1,320,000

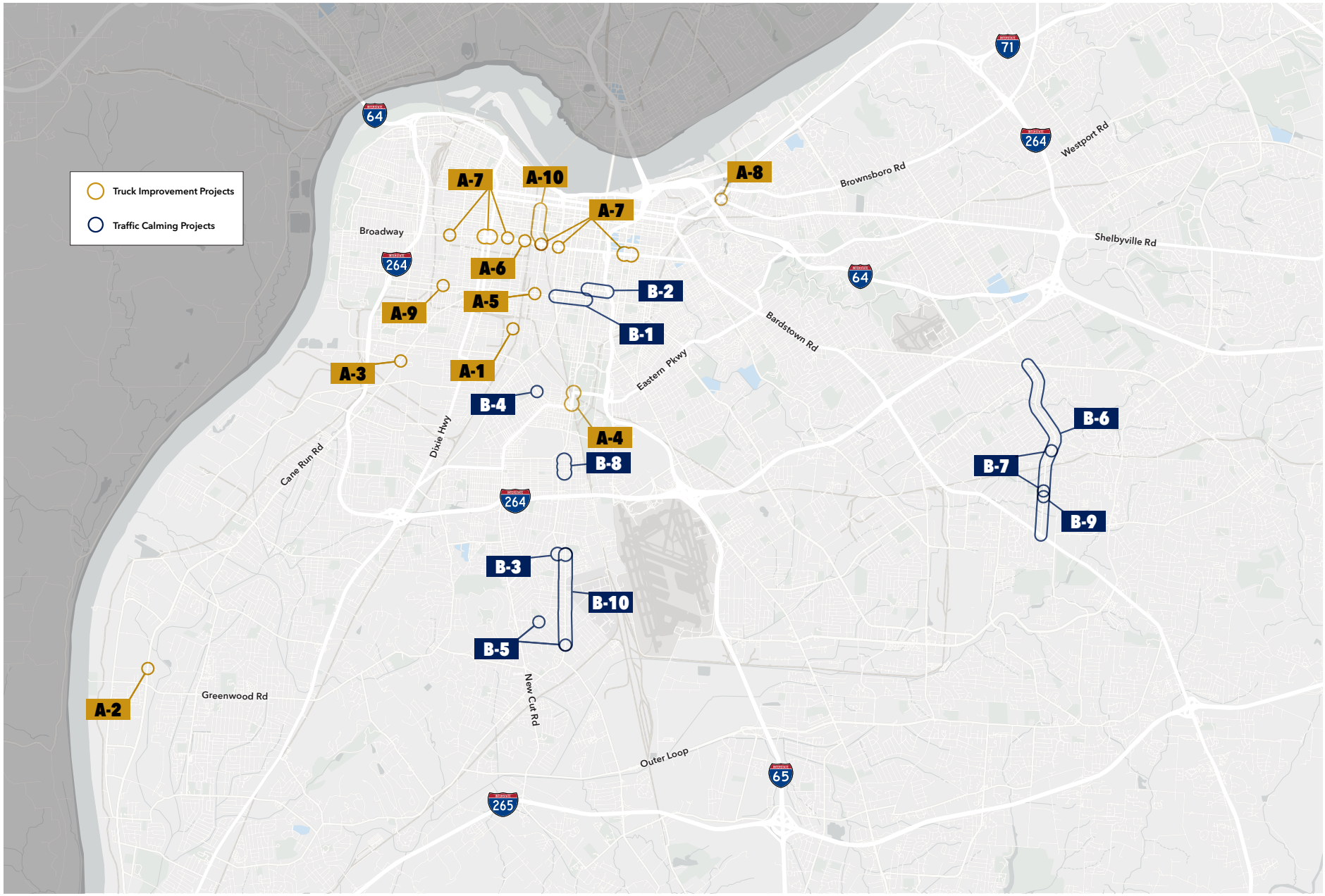
The FMAP project team developed a list of possible truck improvement projects by reviewing the data dashboard and finding the LPTN roadway segments and intersections with the lowest FAS scores. These low-scoring areas were then reviewed to determine if any of the potential project types would enhance truck mobility. Once the complete list of potential projects was developed, the projects were prioritized using a scoring system that considered project feasibility, cost, effectiveness, public reception, truck volume, and roadway ownership. A maximum of 39 prioritization points was possible.

The highest-priority truck improvement projects are included in **Table 5**. **Figure 9** shows the locations of these projects. Each project is assigned an estimated time frame (short, medium, or long-term) based on an assessment of roadway ownership and implementation considerations (e.g., whether utilities coordination and/or ROW acquisition are required). An approximate cost estimate, which was developed using KYTC average unit prices, is also included for each project. A project sheet with a conceptual sketch and additional information for each of the highest-priority potential projects is provided in **Appendix A**.





FIGURE 9: Recommended Improvement Projects



Traffic Calming Projects

Roadways that are excluded from the LPTN may require traffic calming or other changes to discourage truck traffic and to better align the roadway context with adjacent land use and zoning. Traffic calming solutions used by LouDOT are presented in the Louisville Metro Complete Streets Guide (2020)[2]. The FMAP project team referenced this document to develop a list of potential projects for roadways excluded from the LPTN. The potential project types from the Complete Streets Guide are:

1. Curb Extensions
2. Neckdowns
3. Chicanes
4. Center Islands
5. Raised Intersections
6. Raised Crosswalks
7. Speed Tables
8. Road Rightsizing
9. Roundabouts

The FMAP project team developed a list of possible traffic calming projects by reviewing the data dashboard and finding the non-LPTN roadway segments and intersections with the highest truck volumes. These high-volume areas were then reviewed to determine if any of the potential project types would provide traffic calming in the area. Once the complete list of potential projects was developed, the projects were prioritized using a scoring system that considered project feasibility, cost, effectiveness, public reception, truck volume, and roadway ownership. A maximum of 39 possible points was possible.

The highest-priority traffic calming projects are included in **Table 6**. **Figure 9** shows the locations of these projects. Each project is assigned an estimated time frame (short, medium, or long-term) based on an assessment of roadway ownership and implementation considerations (e.g., whether utilities coordination and/or ROW acquisition are required). An approximate cost estimate, which was developed using KYTC average unit prices, is also included for each project. A project sheet with a conceptual sketch and additional information for each of the highest-priority potential projects is provided in **Appendix B**.

TABLE 6: Traffic Calming Projects

PROJECT #	PROJECT LOCATION	PROJECT TYPE	PRIORITIZATION SCORE	TIME FRAME	APPROX. COST
B-1	W Oak Street from S 9th St to S 3rd St	Road Rightsizing	30	Short	$ 950,000
B-2	W St. Catherine Street from S 3rd St to I-65	Curb Extensions, Neckdowns	30	Short	$ 657,000
B-3	W Tenny Ave & S 3rd St / Southside Dr	Roundabouts	24	Medium	$ 2,890,000
B-4	Algonquin Pkwy & Colorado Ave	Other: Intersection Signalization	24	Medium	$ 633,000
B-5	E Kenwood Dr & S 3rd St / Southside Dr	Curb Extensions	22	Short	$ 120,000
B-6	Breckenridge Ln from Bardstown Road to Taylorsville Rd	Road Rightsizing	22	Medium	$ 2,048,000
B-7	Breckenridge Ln & Orchard Lake Blvd / Landside Dr	Other: Pedestrian Signalization	22	Medium	$ 560,000
B-8	S 3rd Street & W Fairmont Ave / E Evelyn Ave / W Kenton St	Raised Intersections	22	Short	$ 867,000
B-9	Breckenridge Ln & Meadow Ridge Dr (Redding Rd)	Roundabouts	21	Long	$ 1,728,000
B-10	Southside Dr from E Kenwood Dr to W Tenny Ave	Road Rightsizing	20	Medium	$ 1,741,000

2 https://louisvilleky.gov/sites/default/files/2021-06/2020-12-10_lcs_completestreetsdesignmanual_final.pdf

Systemic Solutions

The proposed truck improvement and traffic calming projects above target a defined scope at a specific location. There are also system-wide projects recommended to improve truck mobility and reinforce defined routes across the network.

Additionally, while this FMAP identifies many of the specific, LPTN-related needs across Louisville, there will likely be other needs that will arise over time, for instance due to issues raised by residents or stakeholders, city councilmember requests, or through the regular review of truck traffic data. Systemic programs provide LouDOT with a mechanism to quickly and directly address such issues. These programs offer a toolbox of easily deployable solutions with a local funding source that could be executed by an on-call contractor within two to three weeks' notice.

Table 7 contains a summary of the recommended systemic solutions.





TABLE 7: Systemic Soutions

NAME	LPTN STATUS	NOTES
Upgraded Pavement	On LPTN	In areas on LPTN, upgrade pavement structure to better support truck traffic.
Preferred Route Signs	On LPTN	In areas near critical intersections, add signs to encourage trucks to take LPTN routing to nearest NN highway.
Upgraded Pavement Markings	On LPTN	In areas on LPTN, upgrade pavement markings to help truck navigate difficult intersections or to encourage trucks to take LPTN routing.
Speed Humps	Off LPTN	(Existing Metro program): Add speed humps on non-LPTN routes to encourage slower traffic.

Technology Solutions

One of the primary reasons that trucks utilize roadways that are not suitable for truck traffic is a lack of information in the system used to determine their route. Truck drivers often follow a route determined by one of three systems: a predetermined route created by a Telematics provider, a live route determined by a commercial-truck specific GPS navigation system, or a live route determined by a non-truck specific navigation system (e.g., Google Maps, Apple Maps, Waze). Technology solutions improve the quality of routing information available to truck drivers to encourage them to use routes on the LPTN.

Table 8 contains a summary of the recommended technology-based solutions.

It is important to note that physical intelligent transportation system (ITS) technology solutions, including dynamic message signs and other sensors, were considered for recommendation as a part of this action plan. However, recent experience in Louisville with dynamic message signs for trucks near a low-clearance bridge has shown that the investment has had limited effect on preventing trucks from driving into the low-clearance area.





TABLE 8: Technology Solutions

NAME	NOTES
Telematics Providers Data Share	Telematics providers determine routes and monitor driver routing for many trucking and logistics companies. Provide LPTN information to these telematics companies so they can program their routes to use LPTN roadways where feasible.
Commercial Truck GPS Data Share	Truck drivers that do not have a prescribed route from a telematics provider often utilize a commercial truck GPS navigation system, which may be provided by companies such as Garmin, TomTom, or Rand McNally. These systems customize a route based upon the size and weight of a truck. Provide LPTN information to these GPS navigation companies so they can program their routes to use LPTN roadways where feasible.
Smart Phone Navigation Liaison	Some truck drivers use publicly available smart phone map navigation systems such as Google Maps, Apple Map, and Waze. These navigation apps do not currently have the ability to customize routes for different vehicle sizes or weights. It is recommended that LouDOT reach out to these mapping app providers to discuss the LPTN and whether there are any actions that can be taken to prevent trucks from being navigated off the LPTN or into truck restricted areas.
In-Cab Warning Messages	Commercial truck drivers are required to utilize an electronic logging device (ELD) to track their hours of service. These devices also allow entities to communicate with drivers using add-on applications, which may provide messages related to weigh station bypassing, road closures, and other information. It is recommended that LouDOT coordinate with ELD providers to set geofenced areas near critical LPTN intersections to provide drivers with guidance on required turns to keep them on the LPTN to reach the nearest NN highway.

Policy Solutions

This action plan's primary recommended policy solution is to develop a list of roadways in Louisville where LouDOT would like to enforce truck restrictions. The largest challenges to establishing a legally enforceable set of roadways in Louisville on which trucks are not allowed are the truck access allowance in the Surface Transportation Assistance Act of 1982 and state law via KRS 189.222. It is recommended that the following steps be taken and as part of this policy pursuit:

1. Define the list of streets on which to prohibit trucks (List 1).
2. Define a sub-list of state-owned streets to transfer to Metro ownership (List 2).
3. Define a sub-list of streets to exempt from the National Truck Network access requirements (List 3).

Metro-owned streets on List 1 that are more than a one-mile drive from an interstate ramp are immediately enforceable and require no additional action. Metro-owned streets that are within a one-mile drive of an interstate ramp should be placed on List 3. All state-owned roadways on List 1 should be placed on List 2, as all state-owned roadways in Jefferson County are within a 15-mile drive of an interstate ramp. State-owned roadways within a one-mile drive of an interstate ramp and state-owned roadways that Metro Government cannot take ownership of should be placed on List 3.

The roadways on List 1 should be discussed with Metro Government elected officials, as these officials can create a new truck restriction ordinance or modify Metro Code § 76.03 (1960 & 2005), which established a series of roadways in Louisville on which it is illegal for trucks over 21,000 pounds to operate.

The roadways on List 2 should be discussed with Metro Government elected officials and KYTC officials. Any roadway on List 2 that is transferred to Metro ownership and is more than one mile from an interstate ramp can be immediately added to any new ordinance discussed above.

The roadways on List 3 should be discussed with Metro Government elected officials and state legislators. Currently, there is no regulatory method by which to exempt roadways in Kentucky from the access requirements of Surface Transportation Assistance Act of 1982 and state law via KRS 189.222. Therefore, state legislation will have to be proposed, approved, and signed to provide the exemption for roadways on List 3.

Another policy recommendation is that LouDOT should explore the development of statewide legislation requiring commercial motor vehicles operating within the Commonwealth to utilize GPS navigation systems specifically designed for commercial trucks and capable of accounting for vehicle height, weight, length, and width restrictions. Similar to legislation recently considered in New York, the law should require drivers and motor carriers to maintain current and updated commercial navigation systems that provide audible and visual warnings when a planned route includes clearance, weight, or other roadway restrictions. The legislation should also establish a graduated enforcement framework, beginning with warnings for initial violations and escalating to monetary penalties for repeat non-compliance. Additional penalties should be considered when failure to use a compliant commercial GPS system contributes to damage of public infrastructure, such as bridge strikes or impacts to overhead structures. This approach would provide a proactive safety measure to reduce avoidable infrastructure damage, improve freight mobility, and strengthen accountability among commercial carriers while minimizing impacts on compliant operators.

Chapter 5
Action Plan

Jefferson County residents and stakeholders will only see improvements in impacts from freight movement in Jefferson County if LouDOT is able to take a combination of short-term, long-term, and recurring actions on the recommendations in this FMAP.

Initial Actions

The following actions are recommended for LouDOT to take immediately or within the first year following completion of the FMAP.

TABLE 9: Initial Actions

ACTION	NOTES
Designate Freight Mobility Lead	One LouDOT staff member should be officially designated by LouDOT leadership to coordinate and track all FMAP actions unless otherwise noted.
Establish Freight Mobility Advisory Committee (FMAC)	Establish a volunteer committee to provide input and insight on freight mobility actions during the program. Committee members may include LouDOT staff, local law enforcement, members of the public, and freight stakeholders.
Establish Capital Project Budget Development	Review short- and medium-term FMAP recommendations. Utilize cost estimates to develop a budget request for the Louisville Metro annual budget. This should include budgetary requests for both specific, high-priority capital projects as well as funding for systemic programs and technology-based solutions.
Develop Policy Priority Lists	Working with FMAC or with Metro Staff, the Freight Mobility Lead should develop List 1, List 2, and List 3 for potential truck restrictions enforcement.
Meet with Local Elected Officials (LEO)	Hold an initial meeting with local elected officials to provide information on the FMAP and recommended improvements (including both projects and policies). Attendees should include the following: a. Mayor's Office b. City Council Members c. State Representatives & Senators d. US Representatives (KY-3 and KY-2)

Recurring Actions

The following actions are recommended for LouDOT and the Freight Mobility Lead to take on a recurring basis going forward.

TABLE 10: Recurring Actions

ACTION	RECOMMENDED CADENCE	NOTES
Hold FMAC Meeting	Quarterly or Semi-Annual	e. Review and discuss current program and project status. f. Review and discuss received citizen and stakeholder complaints. g. Review and discuss the results of LEO meetings. h. Review and discuss potential changes to the LPTN and priority projects.
Hold LEO Meetings	Semi-Annual	a. Discuss priority projects and funding. b. Discuss priority policies.
Develop LMG Budget Request	Annual	Building on the previous year's budget request, utilize cost estimates to develop budget request for Louisville Metro annual budget. This should include budgetary requests for both specific, high-priority capital projects as well as funding for systemic programs and technology-based data sharing.
Agency Meetings (KYTC & KIPDA)	Annual	a. Discuss other proposed Jefferson County projects and FMAP impacts. b. Discuss priority projects and funding. c. Discuss priority policies.
Review and Update LPTN	Annual	Utilize FMAC committee input and other analysis to make annual changes to the LPTN (i.e., adding or removing roadways from the network).
Review and Update Priority Projects	Annual	Utilize FMAC, LEO, and agency meeting input as well as changes due to proposed or implemented projects to update the priority of improvement projects annually.
Funding Research	Ongoing	Research and secure non-recurring funding sources for short-term and medium-term projects.

Project Implementation

Once a project is funded, LouDOT should implement the project according to its Major Capital Projects Standard Operating Procedure. The Freight Mobility Lead should compile project information and submit it to the Transportation Planning Supervisor who, along with the Engineering Supervisor and Programming Staff, will review the project need, identify funding opportunities and project impacts, and determine whether to proceed with the project. If the project is selected to move forward, a Project Delivery Manager will be assigned to oversee project delivery, and a project team will be assembled. The project then proceeds to concept design and funding followed by preliminary design, final design, and construction. Specific project requirements and delivery approach (e.g., environmental action requirements, design and construction completion in house vs. via consultant services/bid letting) will vary based on project complexity and funding source.

The project manager should meet regularly with the Freight Mobility Lead throughout project design and construction to discuss project updates and to coordinate on any scope, schedule, and budget changes. The Freight Mobility Lead will work on an ongoing basis with staff, stakeholders, elected officials, and members of the public related to ongoing projects and their relation to other freight-related priorities.





Appendices

Appendix A

Truck Improvement Projects

Appendix B

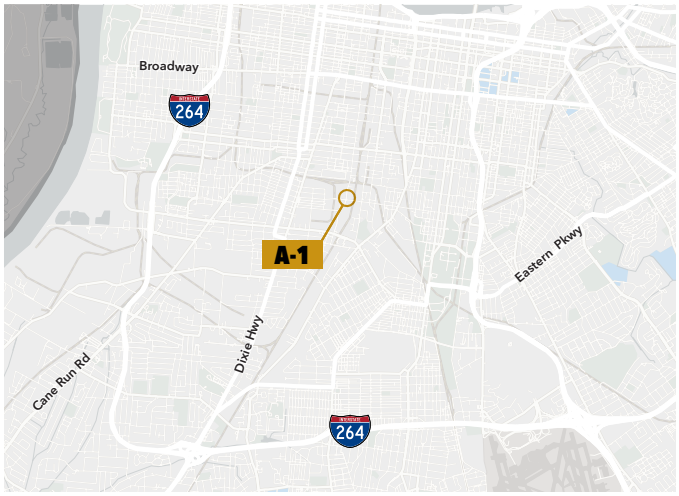
Traffic Calming Projects

A-1
S 15th St & W Hill St

LOCATION
S 15th St & W Hill St

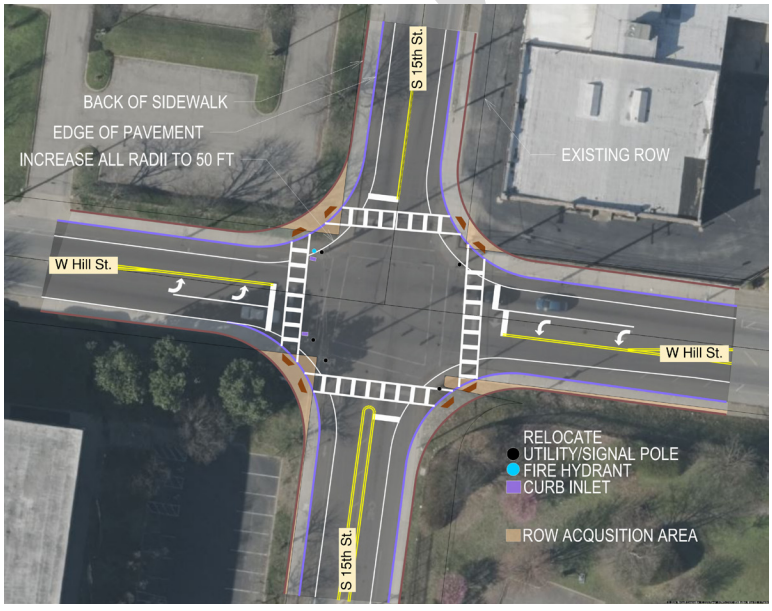
IMPROVEMENT TYPE
Increased Horizontal Clearance;
Increased Curb Radii

PROJECT DESCRIPTION
Reconfigure the intersection at S 15th St and W Hill St to provide increased clearance for turning trucks. The project increases curb radii to 50' and revises intersection striping to better accommodate trucks. The project requires relocation of utility and signal poles, a fire hydrant, and curb inlets. Additionally, acquisition of right-of-way is necessary to accommodate the increased curb radii.

MAP


EXPECTED BENEFITS
- Ease truck turning movement
- Increase clearance from obstacles near intersection

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	212,000
Right-of-Way	$	36,000
Mobilization	$	131,000
Construction	$	469,000
Contingency	$	202,000
Total Cost	**$**	**1,050,000**

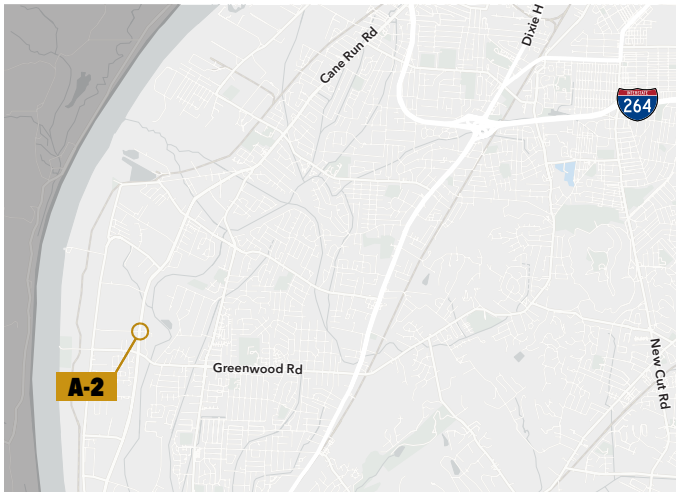
CONCEPT IMAGE


A-2
Greenbelt Hwy & Distribution Dr

LOCATION
Greenbelt Hwy & Distribution Dr

PROJECT DESCRIPTION
Install a traffic signal and acceleration lanes along Greenbelt Highway at Distribution Drive. Improvements include the installation of a new traffic signal, roadway widening to accommodate dedicated acceleration lanes along Greenbelt Hwy, pavement markings, signage, and drainage modifications.

IMPROVEMENT TYPE
Other: Intersection Signalization; Acceleration Lanes

MAP


EXPECTED BENEFITS
- Ease truck turning movement
- Safer crossings and movements for trucks and through traffic

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	553,000
Right-of-Way	$	-
Mobilization	$	341,000
Construction	$	1,316,000
Contingency	$	527,000
Total Cost	**$**	**2,737,000**

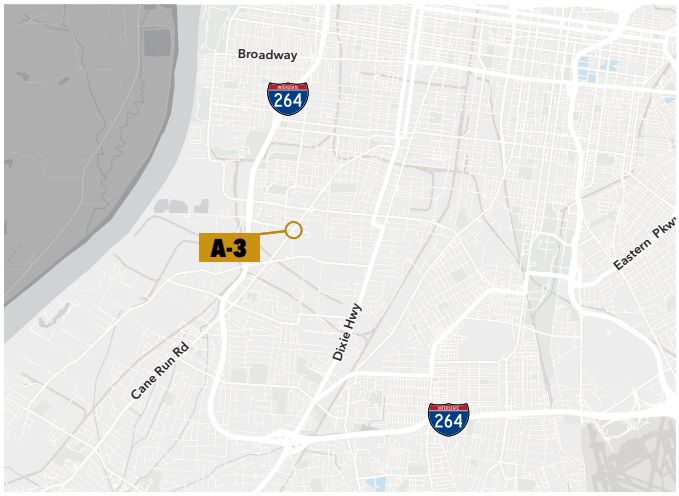
CONCEPT IMAGE


A-3
Cane Run Rd & Bells Ln

LOCATION
Cane Run Rd & Bells Ln

IMPROVEMENT TYPE
Other: Realigned Intersection

PROJECT DESCRIPTION
Re-align the intersection at Cane Run Rd and Bells Ln to square up the intersecting roadways and establish an east-west Old Millers Ln extension. Currently, it is not feasible for trucks to turn left from Old Millers Ln onto Cane Run Rd or right from Cane Run Rd onto Old Millers Ln. The project increases turning options for trucks to and from Cane Run Rd, which is a preferred route for truck traffic.

MAP


EXPECTED BENEFITS
- Add turning options to and from Cane Run Rd
- Improve intersection visibility and safety

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	653,000
Right-of-Way	$	547,000
Mobilization	$	403,000
Construction	$	1,008,000
Contingency	$	622,000
Total Cost	**$**	**3,233,000**

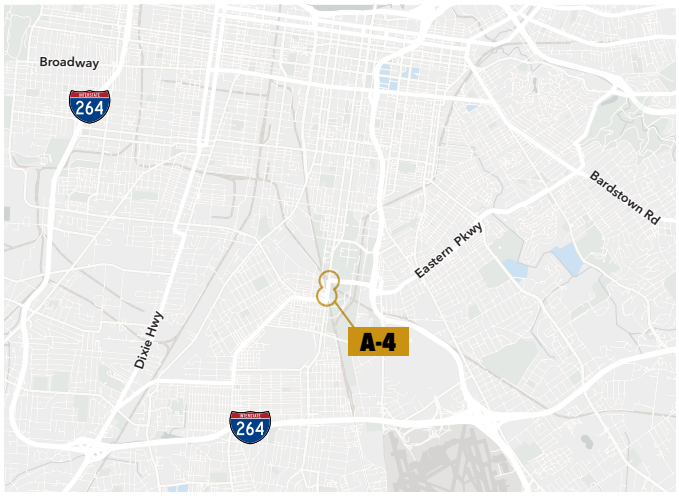
CONCEPT IMAGE


A-4
S 3rd St & CSX/NS Rail Bridges

LOCATION
S 3rd St & CSX/NS Rail Bridges

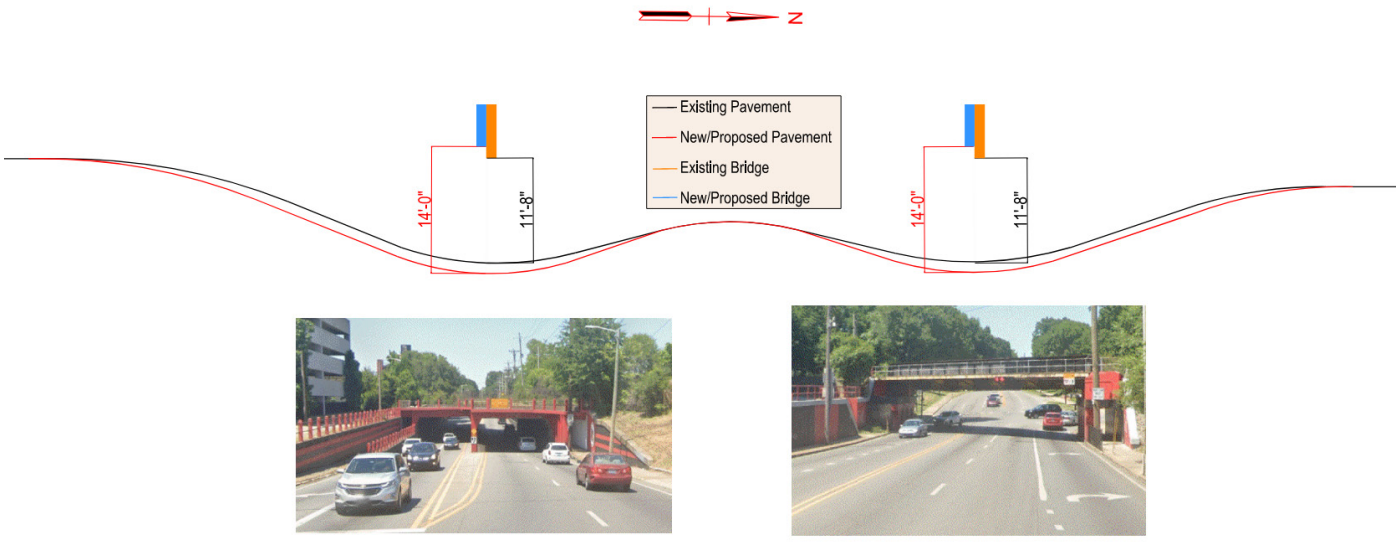
IMPROVEMENT TYPE
Increased Vertical Clearance

PROJECT DESCRIPTION
Lower the roadway elevation via increased slopes along S 3rd St where it passes under the CSX and NS rail bridges to increase vertical clearance from the overhead bridges. Additionally, the project involves raising the bridges via jacking to further increase the clearance level. By milling and paving, increasing roadway slopes, and raising the bridges, it is anticipated that a clearance of 14' could be achieved.

MAP


EXPECTED BENEFITS
- Reduce number of truck crashes with overhead bridges
- Provide a more direct route for truck traffic along an existing state route

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	2,012,000
Right-of-Way	$	-
Mobilization	$	1,241,000
Construction	$	3,726,000
Contingency	$	2,981,000
Total Cost	**$**	**9,960,000**

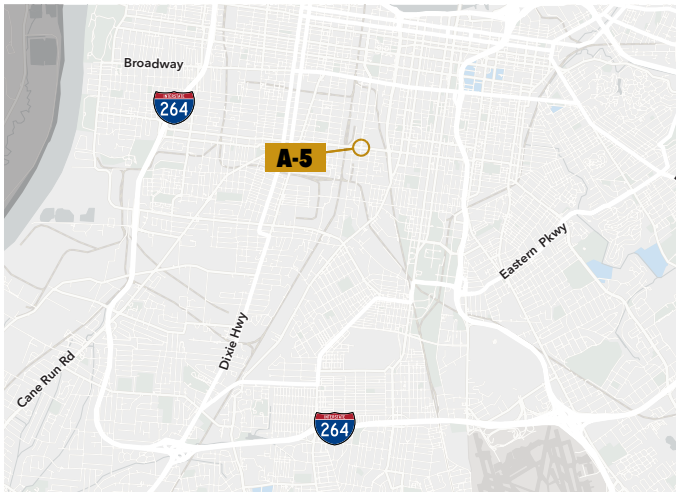
CONCEPT IMAGE


A-5
S 12th St & W Oak St

LOCATION
S 12th St & W Oak St

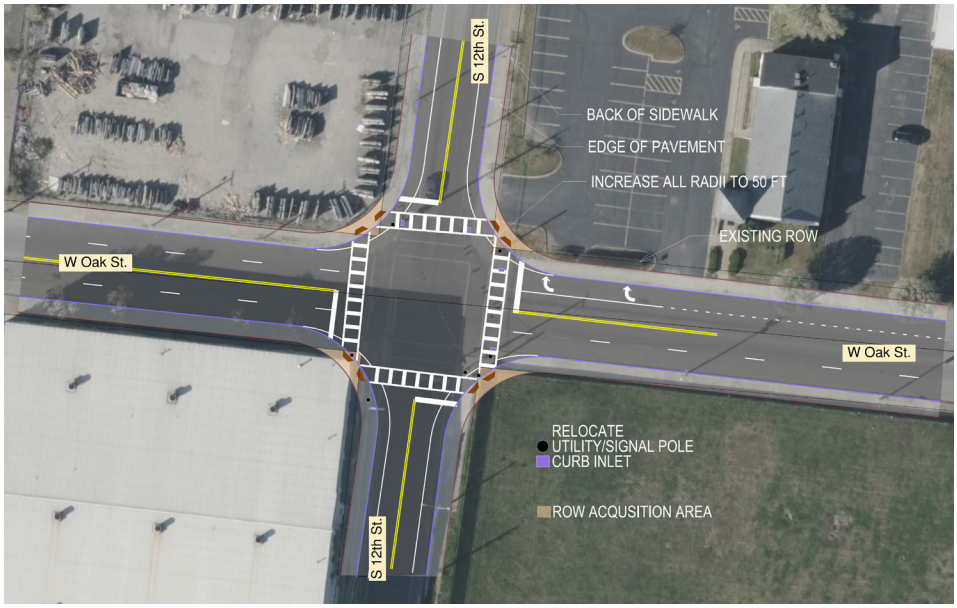
IMPROVEMENT TYPE
Increased Horizontal Clearance;
Increased Curb Radii

PROJECT DESCRIPTION
Reconfigure the intersection at S 12th St and W Oak St to provide increased clearance for turning trucks. The project increases curb radii to 50' and revises intersection striping to better accommodate trucks. The project requires relocation of utility and signal poles and curb inlets. Additionally, acquisition of right-of-way is necessary to accommodate the increased curb radii.

MAP


EXPECTED BENEFITS
- Ease truck turning movement
- Increase clearance from obstacles near intersection

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	206,000
Right-of-Way	$	27,000
Mobilization	$	127,000
Construction	$	464,000
Contingency	$	196,000
Total Cost	**$**	**1,020,000**

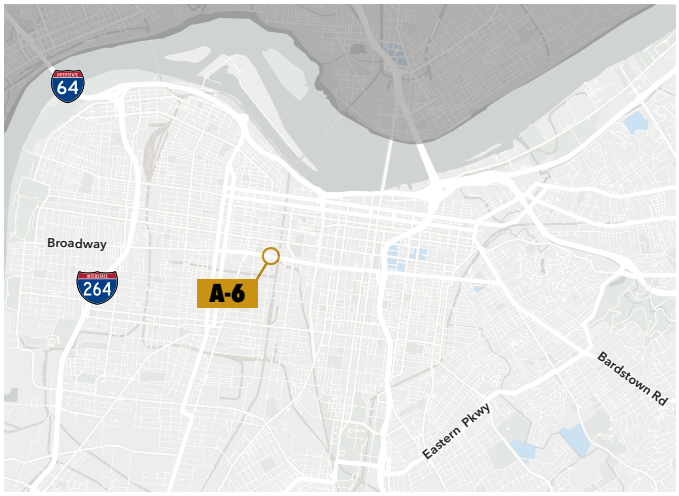
CONCEPT IMAGE


A-6
S 15th St & W Broadway

LOCATION
S 15th St & W Broadway

IMPROVEMENT TYPE
Increased Horizontal Clearance;
Increased Curb Radii

PROJECT DESCRIPTION
Reconfigure the intersection at S 15th St and W Broadway to provide increased clearance for turning trucks. The project increases curb radii to 50' and revises intersection striping to better accommodate trucks. The project requires relocation of utility and signal poles, a fire hydrant, and curb inlets. Additionally, acquisition of right-of-way is necessary to accommodate the increased curb radii.

MAP


EXPECTED BENEFITS
- Ease truck turning movement
- Increase clearance from obstacles near intersection

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	236,000
Right-of-Way	$	64,000
Mobilization	$	146,000
Construction	$	499,000
Contingency	$	225,000
Total Cost	**$**	**1,170,000**

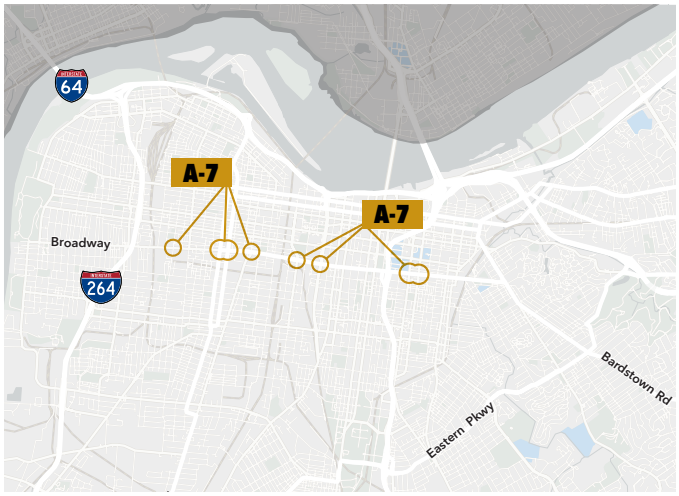
CONCEPT IMAGE


A-7
W Broadway Various Intersections

LOCATION
W Broadway & S 28th St / S 22nd St / Dr W J Hodge St / Dixie Hwy / S 12th St / Roy Wilkins Ave / S Preston St / S Jackson St

IMPROVEMENT TYPE
Increased Curb Radii

PROJECT DESCRIPTION
Reconfigure various intersections along W Broadway, specifically its intersection with S 28th St, S 22nd St, Dr W J Hodge St, Dixie Hwy, S 12th St, Roy Wilkins Ave, S Preston St, and S Jackson St, to provide increased clearance for turning trucks. The project increases curb radii to 50' and revises intersection striping to better accommodate trucks. The project requires relocation of utility and signal poles, fire hydrants, and curb inlets. Additionally, acquisition of right-of-way is necessary to accommodate the increased curb radii. The concept image below is an example project that generally applies to all locations.

MAP


EXPECTED BENEFITS
- Ease truck turning movement
- Increase clearance from obstacles near intersection

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	2,153,000
Right-of-Way	$	980,000
Mobilization	$	1,328,000
Construction	$	4,146,000
Contingency	$	2,050,000
Total Cost	**$**	**10,657,000**

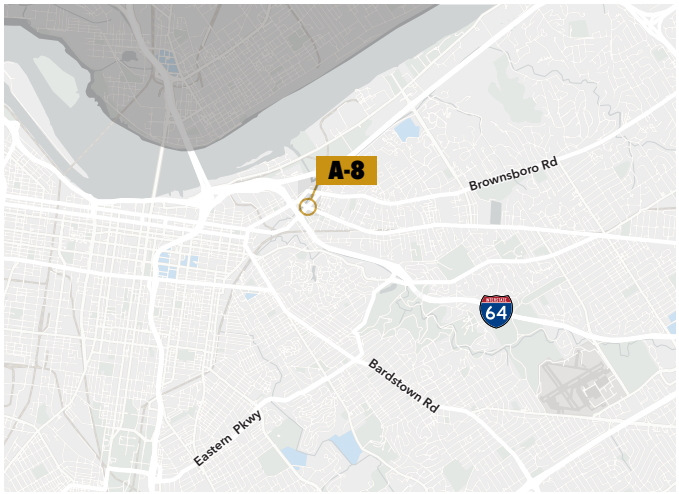
CONCEPT IMAGE


A-8
Mellwood Ave & Frankfort Ave

LOCATION
Mellwood Ave & Frankfort Ave

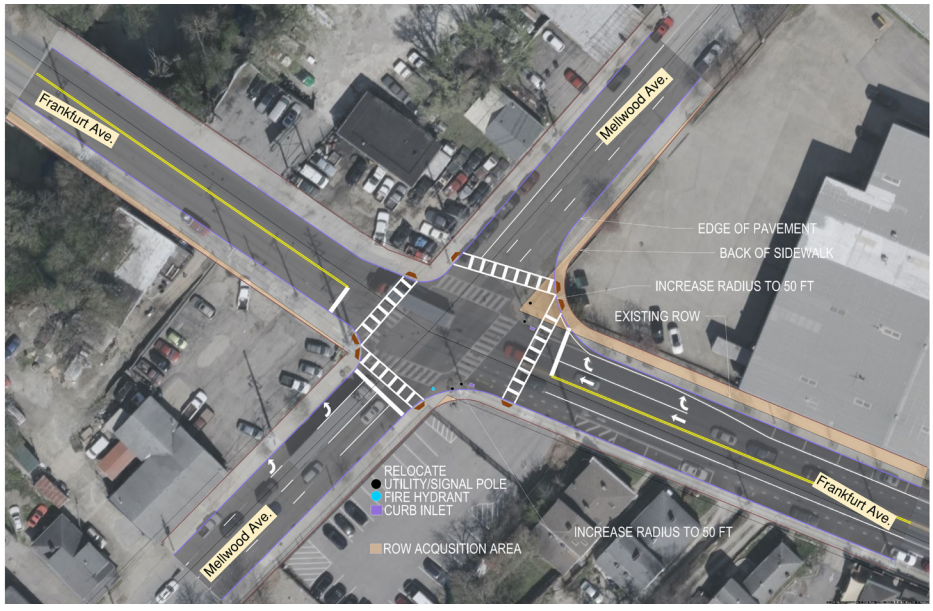
IMPROVEMENT TYPE
Increased Horizontal Clearance;
Increased Curb Radii

PROJECT DESCRIPTION
Reconfigure the intersection at Mellwood Ave and Frankfort Ave to provide increased clearance for turning trucks. The project increases curb radii to 50' and revises intersection striping to better accommodate trucks. The project requires relocation of utility and signal poles, a fire hydrant, and curb inlets. Additionally, acquisition of right-of-way is necessary to accommodate the increased curb radii.

MAP


EXPECTED BENEFITS
- Ease truck turning movement
- Increase clearance from obstacles near intersection

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	250,000
Right-of-Way	$	172,000
Mobilization	$	154,000
Construction	$	423,000
Contingency	$	238,000
Total Cost	**$**	**1,237,000**

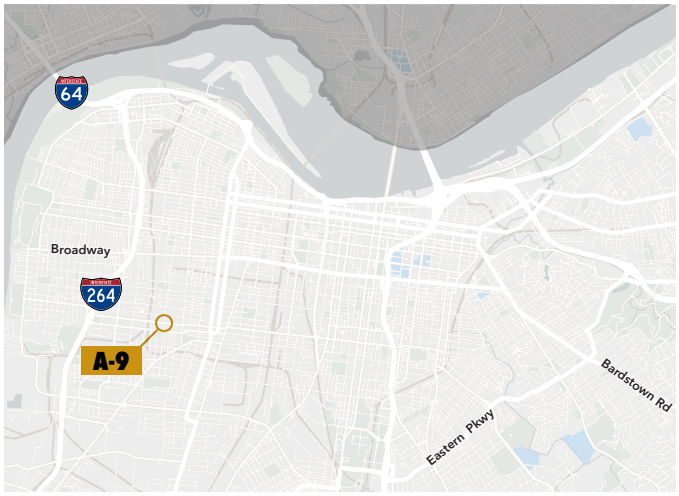
CONCEPT IMAGE


A-9
Virginia Ave & S 28th St

LOCATION
Virginia Ave & S 28th St

PROJECT DESCRIPTION
Reconfigure the intersection at Virginia Ave and S 28th St to provide increased clearance for turning trucks. The project increases curb radii to 50' and revises intersection striping to better accommodate trucks. The project requires relocation of signal poles. Additionally, acquisition of right-of-way is necessary to accommodate the increased curb radii.

IMPROVEMENT TYPE
Increased Horizontal Clearance;
Increased Curb Radii

MAP


EXPECTED BENEFITS
- Ease truck turning movement
- Increase clearance from obstacles near intersection

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	153,000
Right-of-Way	$	-
Mobilization	$	94,000
Construction	$	365,000
Contingency	$	146,000
Total Cost	**$**	**758,000**

CONCEPT IMAGE


A-10

13th St (12th St Connector) from W Broadway to W Jefferson St

LOCATION

13th St from W Broadway to W Jefferson St

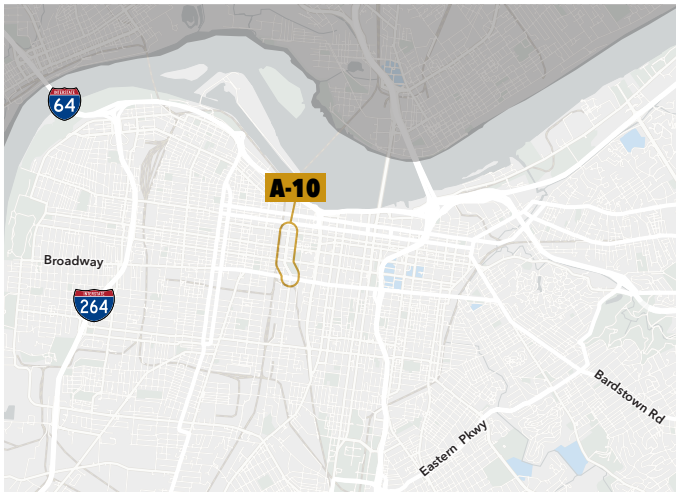
PROJECT DESCRIPTION

Restripe 13th St north of W Broadway to W Jefferson St to establish two 12' travel lanes and two 11' shoulders. The project also involves restriping to formalize travel lanes. Widening and striping improvements are expected to improve safety, visibility, and navigation for truck traffic.

IMPROVEMENT TYPE

Increased Lane Width; Increased Horizontal & Vertical Clearance

MAP

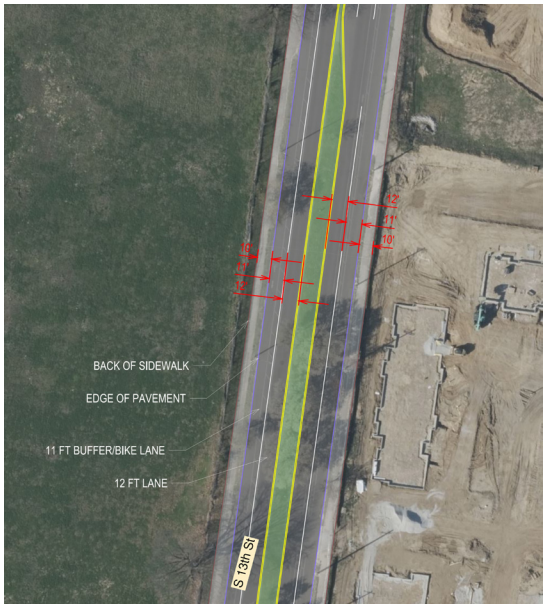


EXPECTED BENEFITS

- Improve safety
- Increase buffer for sidewalk users

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	267,000
Right-of-Way	$	-
Mobilization	$	164,000
Construction	$	635,000
Contingency	$	254,000
Total Cost	**$**	**1,320,000**

CONCEPT IMAGE



B-1

W Oak Street from S 9th Street to S 3rd Street

LOCATION

W Oak St from S 9th St to S 3rd St

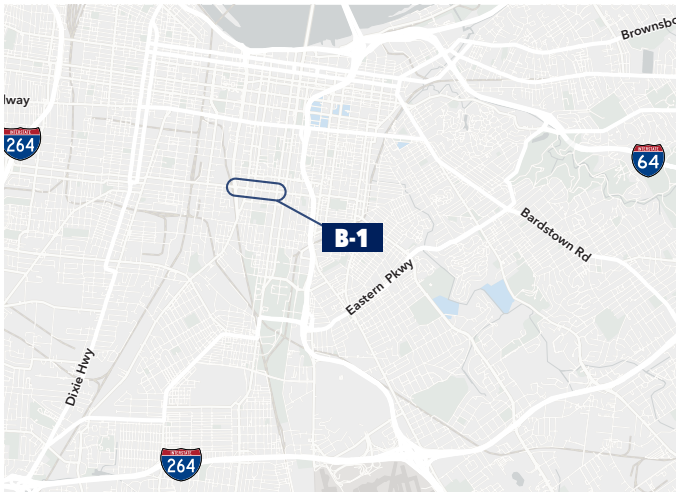
PROJECT DESCRIPTION

Construct the portion of the Oak Street Streetscape Project extending from S 9th St to S 3rd St according to existing plans. The roadway configuration in the proposed state consists of two 10' travel lanes with 8' designated street parking on either side. A 6' sidewalk with a 5.5' buffer would also be constructed on both sides.

IMPROVEMENT TYPE

Road Rightsizing

MAP

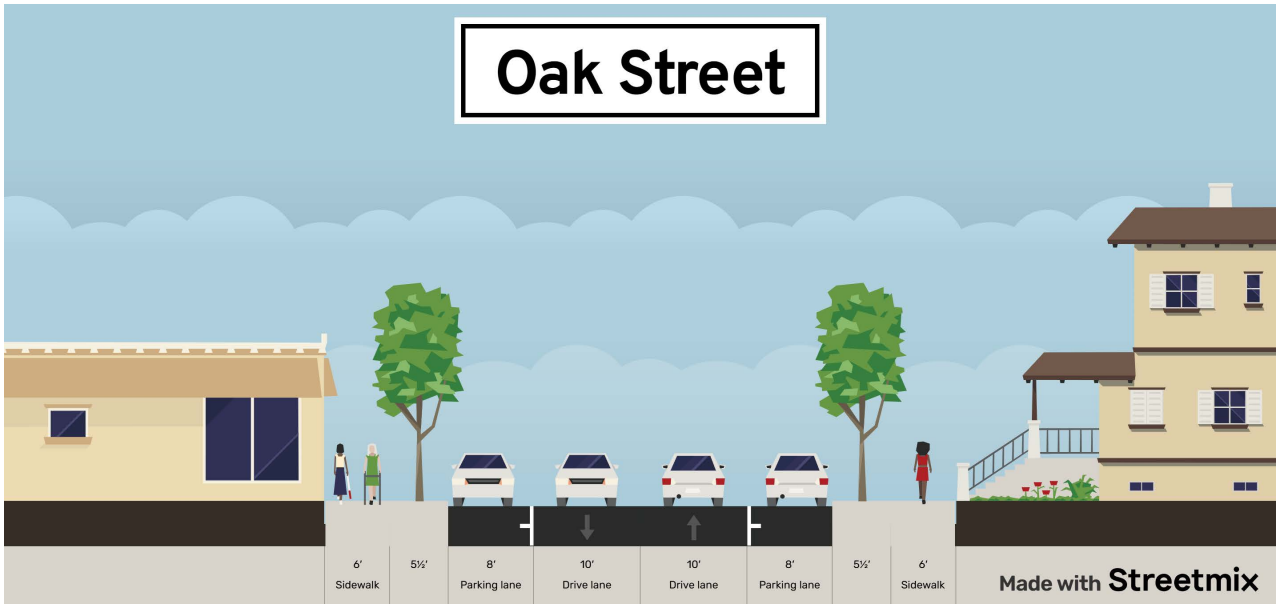


EXPECTED BENEFITS

- Reduce roadway capacity
- Increase pedestrian safety
- Enhance aesthetics

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	192,000
Right-of-Way	$	-
Mobilization	$	118,000
Construction	$	457,000
Contingency	$	183,000
Total Cost	**$**	**950,000**

CONCEPT IMAGE



B-2

W St. Catherine St from S 3rd St to I-65

LOCATION

W St. Catherine St from S 3rd St to I-65

PROJECT DESCRIPTION

Construct curb extensions and neckdowns at intersections along W St. Catherine St from S 3rd St to I-65. This project requires the relocation of signal poles and pedestrian pedestal poles at the intersections. All work appears feasible within the existing right-of-way.

IMPROVEMENT TYPE

Curb Extensions, Neckdowns

MAP



EXPECTED BENEFITS

- Reduce roadway capacity
- Increase pedestrian and cyclist safety
- Enhance aesthetics

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	133,000
Right-of-Way	$	-
Mobilization	$	82,000
Construction	$	316,000
Contingency	$	126,000
Total Cost	**$**	**657,000**

CONCEPT IMAGE



B-3

W Tenny Ave & S 3rd St / Southside Dr

LOCATION

W Tenny Ave & S 3rd St / Southside Dr

IMPROVEMENT TYPE

Roundabouts

PROJECT DESCRIPTION

This project involves the construction of a pair of roundabouts along W Tenny Ave at its intersections with S 3rd St and Southside Dr. The existing intersection with 3rd St is signalized, while the intersection with Southside Dr is a two-way stop-controlled intersection with a stop condition on the Tenny Avenue approaches. Conversion to roundabouts is anticipated to discourage truck traffic on W Tenny Ave while lowering traffic speeds and improving safety.

MAP



EXPECTED BENEFITS

- Discourage truck traffic
- Reduce severity of conflicts points
- Reduce speeds
- Potentially reduce delay for Tenny Ave approaches at Southside Dr

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	531,000
Right-of-Way	$	260,000
Mobilization	$	328,000
Construction	$	1,265,000
Contingency	$	506,000
Total Cost	**$**	**2,890,000**

CONCEPT IMAGE

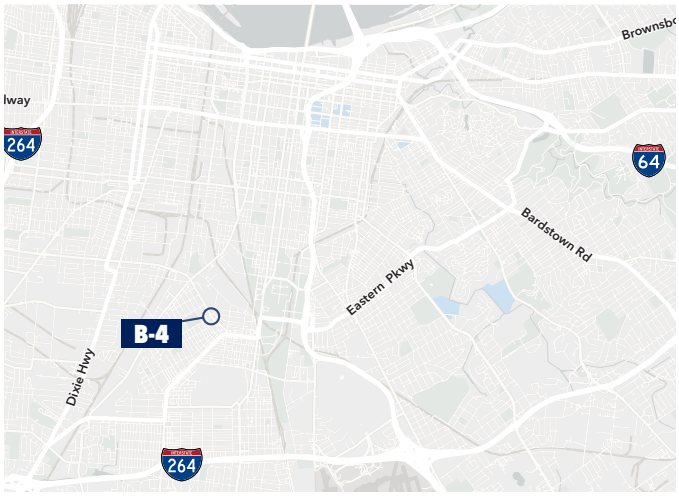


B-4
Algonquin Pkwy & Colorado Ave

LOCATION
Algonquin Pkwy & Colorado Ave

IMPROVEMENT TYPE
Other: Intersection Signalization

PROJECT DESCRIPTION
This project involves construction of a traffic signal at the intersection of Algonquin Pkwy and Colorado Ave. The Colorado Ave approaches are offset from each other, and vegetation currently limits sight distance. Construction of the project appears feasible within existing right-of-way, but there may be an impact to access points for the existing gas station.

MAP


EXPECTED BENEFITS
- Potentially improve safety for turning traffic from Colorado Avenue
- Reduce capacity along Algonquin Parkway

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	128,000
Right-of-Way	$	-
Mobilization	$	79,000
Construction	$	304,000
Contingency	$	122,000
Total Cost	**$**	**633,000**

CONCEPT IMAGE


B-5

E Kenwood Dr & S 3rd St / Southside Dr

LOCATION

E Kenwood Dr & S 3rd St / Southside Dr

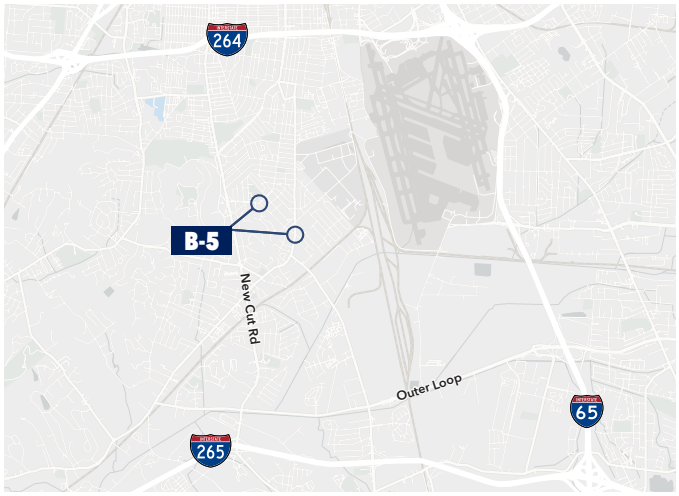
PROJECT DESCRIPTION

Construct curb extensions at the intersections of E Kenwood Dr with S 3rd St and with Southside Dr to reduce turning speeds and improve multimodal safety. This project involves the addition of crosswalks and curb ramps at S 3rd St.

IMPROVEMENT TYPE

Curb Extensions

MAP



EXPECTED BENEFITS

- Reduce turning speeds
- Improve pedestrian safety
- Reduce pedestrian crossing distance

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	24,000
Right-of-Way	$	-
Mobilization	$	15,000
Construction	$	58,000
Contingency	$	23,000
Total Cost	**$**	**120,000**

CONCEPT IMAGE





B-6

Breckenridge Ln from Bardstown Rd to Taylorsville Rd

LOCATION

Breckenridge Ln from Bardstown Rd to Taylorsville Rd

IMPROVEMENT TYPE

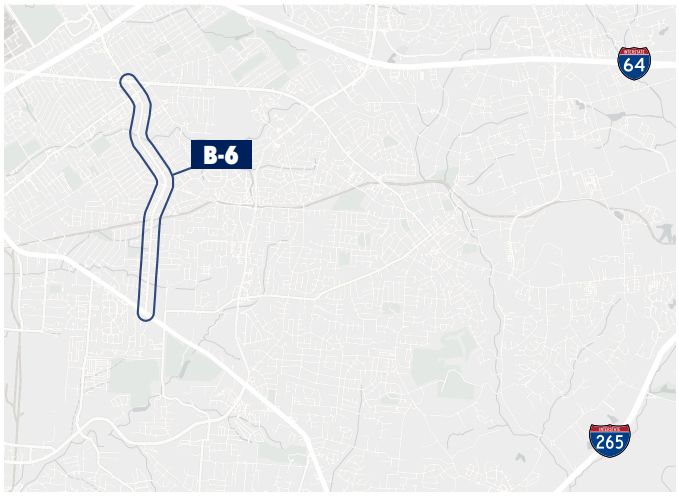
Road Rightsizing

PROJECT DESCRIPTION

This project involves restriping Breckenridge Ln from Bardstown Rd to Taylorsville Rd to right-size the corridor. The project involves two different roadway sections:

- From Taylorsville Rd to Bartlett Rd: four 11' travel lanes, two 1' buffers, and two 6' bike lanes
- From Bartlett Rd to Bardstown Rd: two 11' travel lanes, one 11' two-way left turn lane, two 1.5' buffers, and two 6' bike lanes

MAP

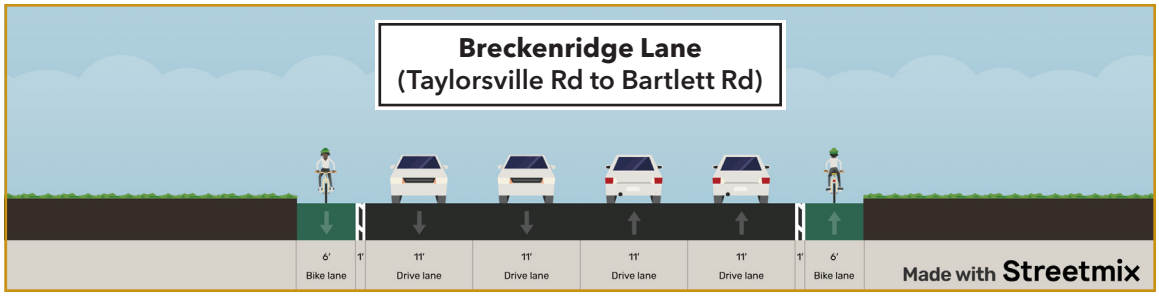


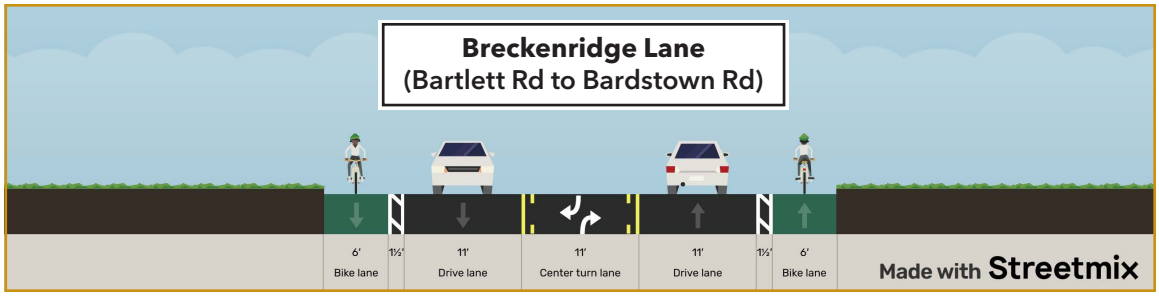
EXPECTED BENEFITS

- Reduce roadway capacity
- Increase bicycle safety
- Right-size lane width
- Reduce speeds

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	414,000
Right-of-Way	$	-
Mobilization	$	255,000
Construction	$	985,000
Contingency	$	394,000
Total Cost	**$**	**2,048,000**

CONCEPT IMAGE



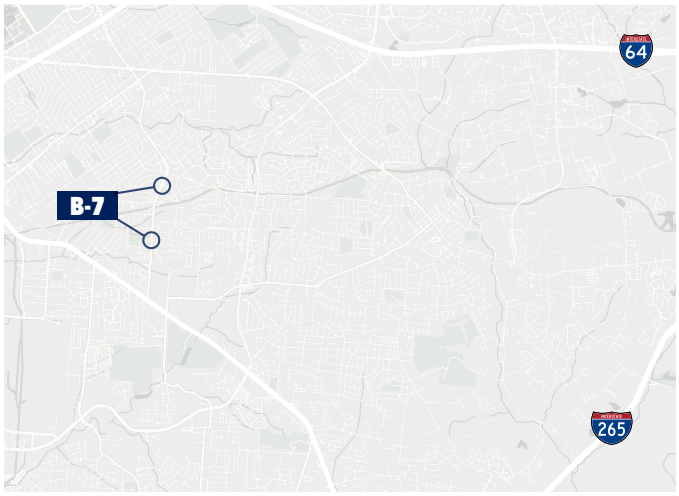


B-7
Breckenridge Ln & Orchard Lake Blvd / Landside Dr

LOCATION
Breckenridge Ln & Orchard Lake Blvd / Landside Dr

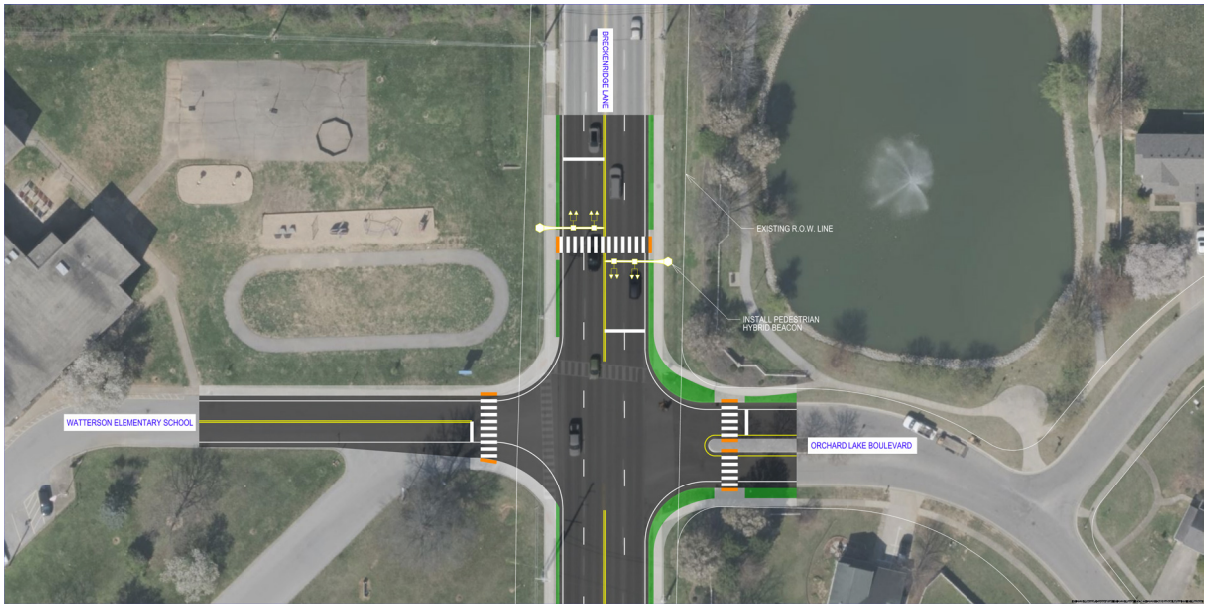
IMPROVEMENT TYPE
Other: Pedestrian Signalization

PROJECT DESCRIPTION
Add pedestrian signals near the intersections of Breckenridge Ln with Orchard Lake Blvd and with Landside Dr. This project also involves restriping pedestrian facilities at the existing intersections of Breckenridge Ln with Orchard Lake Blvd and with Landside Dr. The concept image below is an example project that generally applies to both locations.

MAP


EXPECTED BENEFITS
- Improve pedestrian safety
- Improve visibility
- Reduce speeds

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	113,000
Right-of-Way	$	-
Mobilization	$	70,000
Construction	$	269,000
Contingency	$	108,000
Total Cost	**$**	**560,000**

CONCEPT IMAGE


B-8

S 3rd St & W Fairmont Ave / E Evelyn Ave / W Kenton St

LOCATION

S 3rd St & W Fairmont Ave / E Evelyn Ave / W Kenton St

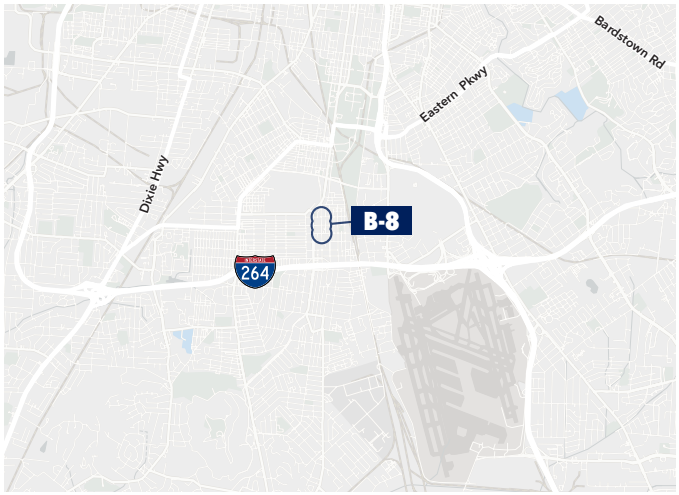
PROJECT DESCRIPTION

Reconfigure the intersections of S 3rd St with W Fairmont Ave, with E Evelyn Ave, and with W Kenton St to include raised sections that act as speed tables at each of the intersections. Raised intersections are a proven effective measure to reduce speeds and increase safety at intersections.

IMPROVEMENT TYPE

Raised Intersections

MAP



EXPECTED BENEFITS

- Increase safety
- Reduce speeds

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	175,000
Right-of-Way	$	-
Mobilization	$	108,000
Construction	$	417,000
Contingency	$	167,000
Total Cost	**$**	**867,000**

CONCEPT IMAGE



B-9
Breckenridge Ln & Meadow Ridge Dr (Redding Rd)

LOCATION
Breckenridge Ln & Meadow Ridge Dr (Redding Rd)

PROJECT DESCRIPTION
Reconfigure the signalized intersection at Breckenridge Ln and Meadow Ridge Dr as a two-lane roundabout with a curbed, grass center. This project involves restriping and shifting pedestrian facilities including crosswalks and curb ramps to outside the proposed travel lanes.

IMPROVEMENT TYPE
Roundabouts

MAP


EXPECTED BENEFITS
- Discourage truck traffic
- Reduce severity of conflict points

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	349,000
Right-of-Way	$	-
Mobilization	$	215,000
Construction	$	831,000
Contingency	$	333,000
Total Cost	**$**	**1,728,000**

CONCEPT IMAGE


B-10

Southside Dr from E Kenwood Dr to W Tenny Ave

LOCATION

Southside Dr from E Kenwood Dr to W Tenny Ave

PROJECT DESCRIPTION

Restripe Southside Dr from E Kenwood Dr to W Tenny Ave with two 12' travel lanes and two 6' bike lanes and establish 2' buffers with 8' sidewalks on either side. This project involves restriping the roadway and widening the sidewalk in some locations.

IMPROVEMENT TYPE

Road Rightsizing

MAP

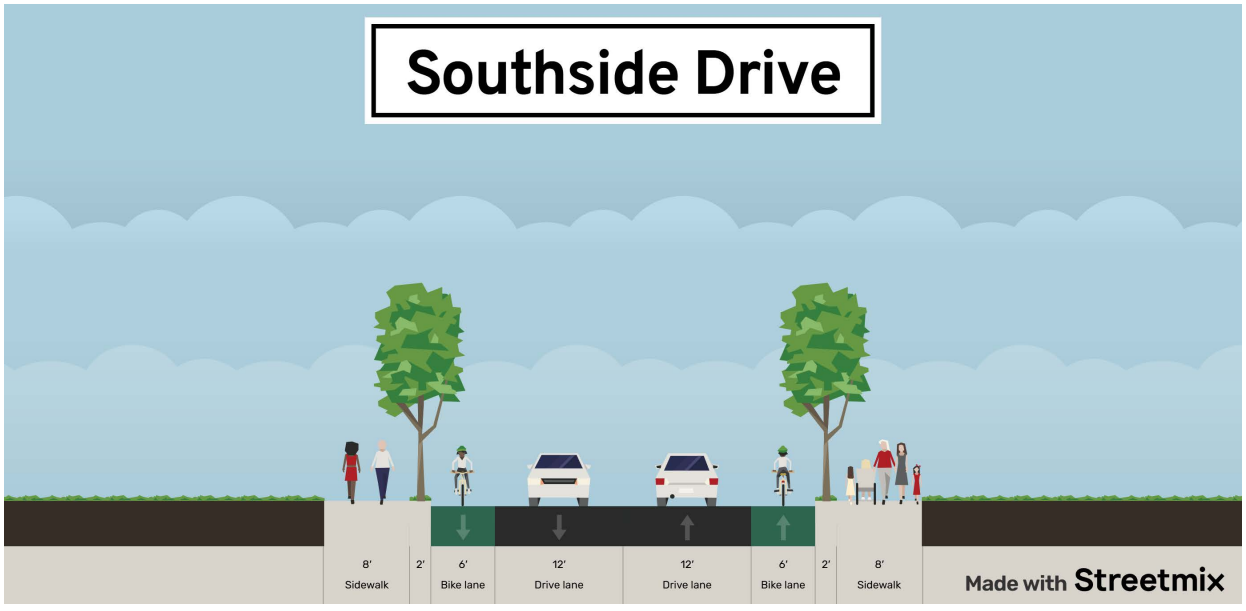


EXPECTED BENEFITS

- Reduce roadway capacity
- Increase pedestrian and bicycle safety
- Enhance aesthetics

PROJECT PHASE ESTIMATES	(2025 DOLLARS)	
Design & Inspection	$	352,000
Right-of-Way	$	-
Mobilization	$	217,000
Construction	$	837,000
Contingency	$	335,000
Total Cost	**$**	**1,741,000**

CONCEPT IMAGE



Louisville Metro Government
444 South 5th Street
Louisville, KY 40202

LouisvilleKY.gov

TAYLOR SIEFKER WILLIAMS
DESIGN GROUP