




APPENDIX F

1	Short-Term	Extend Commerce Dr. south to Hawkins Dr.	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Extend two lane Commerce Drive 1.3 miles south through the Beechwood Subdivision to connect to US 31W (Dixie Avenue). Complete streets concept – including multiuse path, trail connections, etc. (see typical section in report) <p>IMPROVEMENT BENEFITS:</p> <p>The project will attract traffic from US 62(N. Mulberry Street), N. Main Street, and the downtown square, improve this Elizabethtown’s network connectivity, connect a low-income area to the commercial center at US 62 and I-65, attract local trips from I-65, provide access to the Buffalo Lake trails and recreational facilities, and increase economic development.</p>		<p>Phase Estimate</p> <p>Design:</p> <p>Right-of-Way:</p> <p>Utilities:</p> <p>Construction:</p>	<p>(2021 Dollars)</p>
		<p>Total Cost:</p>	<p>13,340,000 (from SHIFT)</p>
<p>IDENTIFIED NEEDS:</p>			
<ul style="list-style-type: none"> Alternative route options from Dixie Avenue north to avoid congestion. Additional access to recreational facilities. Recommended as the top priority project. 		<p>PRIORITY RANKING SURVEY RESULTS:</p> <ul style="list-style-type: none"> High Priority 8 Medium Priority 1 Low Priority - Non-Starter - 	
<p>PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)</p>			

2a	Short-Term	US 62 @ Speedway/ Commerce Dr	
IMPROVEMENT DESCRIPTION: <ul style="list-style-type: none"> Update intersection alignment to create better sight lines and safer turning movements. IMPROVEMENT BENEFITS: <p>An updated intersection alignment will improve sight lines and decrease conflict points at the intersection.</p>		Phase Estimate	(2021 Dollars)
		Design:	\$10,000
		Right-of-Way:	\$0
		Utilities:	\$0
		Construction:	\$70,000
		Total Cost:	\$80,000
IDENTIFIED NEEDS:			
<ul style="list-style-type: none"> A less confusing intersection alignment. A dedicated signal phase for left turn movements out of Speedway. Reduce conflict points near intersections. Address crashes at and leading up to intersection. (High Crash Reduction Factor (CRF) Location. CRF = 1.23) 		PRIORITY RANKING SURVEY RESULTS:	
		<ul style="list-style-type: none"> High Priority 	3
		<ul style="list-style-type: none"> Medium Priority 	1
		<ul style="list-style-type: none"> Low Priority 	-
		<ul style="list-style-type: none"> Non-Starter 	1
PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)			
			

2b	Short-Term	New Connection from Commerce Dr. to Buffalo Creek Dr.	
IMPROVEMENT DESCRIPTION: <ul style="list-style-type: none"> • Purchase necessary properties and construct a new connector road beginning across from Commerce Drive northeast to Buffalo Creek Drive. • Once built, consider closing existing left turn from US 62 NB to Buffalo Creek and forcing NB left turns onto this new road. This will increase capacity at the Buffalo Creek intersection and reduce congestion on the I-65 SB ramp to US 62 SB movement. 		Phase Estimate	(2021 Dollars)
		Design:	\$340,000
		Right-of-Way:	\$1,500,000
		Utilities:	\$0
		Construction:	\$3,390,000
		Total Cost:	\$5,230,000
IDENTIFIED NEEDS:			
<ul style="list-style-type: none"> • Congestion relief at the US 62 and Buffalo Creek Drive. • Additional access for commercial zoned area to the north. • Address crashes at and leading up to intersection. (High Crash Reduction Factor (CRF) Location. CRF = 1.23) 		PRIORITY RANKING SURVEY RESULTS: <ul style="list-style-type: none"> • High Priority 4 • Medium Priority - • Low Priority - • Non-Starter 1 	
PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)			
 <p>The map is an aerial photograph of a commercial area. A yellow line highlights a proposed connector road that starts at the intersection of US 62 and Commerce Drive, curves northeast, and then turns south to meet Buffalo Creek Drive. The area contains several large commercial buildings, parking lots, and a road intersection with a red traffic light. The labels 'US62' and 'Buffalo Creek Dr.' are overlaid on the map.</p>			

3	Short-Term	US 62 @ Buffalo Creek Dr	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Dedicated intersection traffic study to identify specific intersection deficiencies and develop improvements to relieve congestion and address other issues. <p>IMPROVEMENT BENEFITS:</p> <p>A dedicated study will provide in depth traffic analysis for the intersection, explore all improvement alternatives, and identify the best methods to address the intersection’s congestion and other issues moving forward.</p>		<p>Phase Estimate</p>	<p>(2021 Dollars)</p>
		<p>Design:</p>	
		<p>Right-of-Way:</p>	<p>\$0</p>
		<p>Utilities:</p>	<p>\$0</p>
		<p>Construction:</p>	
		<p>Total Cost:</p>	<p>\$50,000</p>
<p>IDENTIFIED NEEDS:</p>			
<ul style="list-style-type: none"> Congestion relief at and leading up to intersection. Future updates after the construction of Commerce Drive Extension and future development. Address crashes at and leading up to intersection. (High Crash Reduction Factor (CRF) Location. CRF = 2.23) 		<p>PRIORITY RANKING SURVEY RESULTS:</p> <ul style="list-style-type: none"> High Priority 2 Medium Priority - Low Priority 1 Non-Starter - 	
<p>PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)</p>			

4	Short-Term	US 31W @ Lincoln Parkway	
IMPROVEMENT DESCRIPTION: <ul style="list-style-type: none"> • Restripe intersection. • Improve lighting and other aesthetic elements. • Add right turn lane from Lincoln Pkwy WB to Dixie Ave. NB. • Add a second NB travel lane on the northern leg on Dixie Ave. • Add a second left turn on EB Lincoln Parkway to NB Dixie Ave. • Add a right-turn 'slip ramp' from EB Lincoln Pkwy to SB Dixie Ave. • Add a second left turn on NB Dixie Ave. to WB Lincoln Pkwy. IMPROVEMENT BENEFITS: These improvements will make travel through intersection smoother and safer. The additional turning and travel lanes will cut down on congestion and waiting time at the intersection.		Phase Estimate	(2021 Dollars)
		Design:	\$150,000
		Right-of-Way:	\$0
		Utilities:	\$0
		Construction:	\$1,410,000
		Total Cost:	\$1,560,000
IDENTIFIED NEEDS:			
<ul style="list-style-type: none"> • Additional left turn lane storage to and from EB Lincoln Parkway. • Better defined turn lanes. • Multiple through lanes. 		PRIORITY RANKING SURVEY RESULTS: <ul style="list-style-type: none"> • High Priority 5 • Medium Priority 1 • Low Priority 1 • Non-Starter - 	
PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)			
			

5	Short-Term	Ring Rd @ Lowes Dr	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> • Add a right turn lane from WB Ring Road onto Lowes Drive. • Utilize median island to channelize right turns and prevent left turns from Walmart Lane. <p>IMPROVEMENT BENEFITS: The added turn lane will lessen congestion on Ring Road westbound cause by right turns into Lowes Drive.</p>		Phase Estimate	(2021 Dollars)
		Design:	\$90,000
		Right-of-Way:	\$0
		Utilities:	\$0
		Construction:	\$820,000
		Total Cost:	\$910,000
<p>IDENTIFIED NEEDS:</p> <ul style="list-style-type: none"> • Relief from congestion cause by right turns into Lowes Drive. • Prevent dangerous turning movements adjacent to the intersection. • Address crashes at and leading up to intersection. (High Crash Reduction Factor (CRF) Location. CRF = 1.48) 		<p>PRIORITY RANKING SURVEY RESULTS:</p> <ul style="list-style-type: none"> • High Priority 3 • Medium Priority 4 • Low Priority 1 • Non-Starter - 	
<p>PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)</p>			

<h1>6</h1>	<h2>Short-Term</h2>	<h2>US 62 @ Main St/ Pawnee Dr</h2>
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<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Reconfigure intersection and adjacent medians to improve left turn movements from 62. Add a dedicated right turn lane from US 62 WB to Pawnee Dr. <p>IMPROVEMENT BENEFITS:</p> <p>These improvements will create less conflicts points, allow for safer turning movements from US 62 onto Main Street, Pawnee Drive, and business entrances and create less congestion on US 62 WB from vehicles turning right onto Pawnee Drive, and provide dedicated locations and adequate space for safe U-turns on US 62.</p>	Phase Estimate	(2021 Dollars)
	Design:	\$100,000
	Right-of-Way:	\$0
	Utilities:	\$0
	Construction:	\$920,000
Total Cost:		\$1,020,000

<p>IDENTIFIED NEEDS:</p> <ul style="list-style-type: none"> Address Ill-defined, wide-opened median cuts. Create defined turning movements from 62 onto Main St. and Pawnee Dr. Address crashes at and leading up to intersection. (High Crash Reduction Factor (CRF) Segment. CRF = 1.57) 	<p>PRIORITY RANKING SURVEY RESULTS:</p> <ul style="list-style-type: none"> High Priority - Medium Priority 4 Low Priority 1 Non-Starter -
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PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)



7	Short-Term	US 62 @ Dolphin Dr	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> • Add a right turn lane from WB US 62 to NB Dolphin Dr. • Update median alignment and striping to improve left turn movements from US 62. <p>IMPROVEMENT BENEFITS:</p> <p>These improvements will create less conflicts points and safer turning movements from US 62 onto Dolphin Road and the business entrance, cause less congestion on US 62 WB from vehicles turning right onto Dolphin Road and left onto Ring Road, and provide adequate pavement space for safe U-turns on US 62.</p>		Phase Estimate	(2021 Dollars)
		Design:	\$30,000
		Right-of-Way:	\$0
		Utilities:	\$0
		Construction:	\$210,000
		Total Cost:	\$240,000
<p>IDENTIFIED NEEDS:</p> <ul style="list-style-type: none"> • Address Ill-defined, wide-opened median cuts. • Reduce congestion caused by lack of left turn lane storage. • Address crashes at and leading up to intersection. (High Crash Reduction Factor (CRF) Segment. CRF = 1.57) 			
		<p>PRIORITY RANKING SURVEY RESULTS:</p> <ul style="list-style-type: none"> • High Priority 2 • Medium Priority - • Low Priority 2 • Non-Starter - 	
PROJECT LOCATION MAP:		(Not to Scale; images are for illustrative purposes only.)	

8	Short-Term	Pear Orchard Rd @ Ring Road Intersection	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Add right turn lane from EB Ring Rd to SB Pear Orchard Rd. <p>IMPROVEMENT BENEFITS:</p> <p>Adding a dedicated right turn lane will lessen congestion on Ring Road eastbound due to right turns and allow right turn traffic to turn easier without waiting on thru traffic.</p>		Phase Estimate	(2021 Dollars)
		Design:	\$40,000
		Right-of-Way:	\$0
		Utilities:	\$0
		Construction:	\$320,000
		Total Cost:	\$360,000
IDENTIFIED NEEDS:			
<ul style="list-style-type: none"> Congestion relief on Ring Road. Dedicated right turn lane from Ring Road eastbound onto Pear Orchard Road southbound. 		PRIORITY RANKING SURVEY RESULTS:	
		<ul style="list-style-type: none"> High Priority 	<p>2</p>
<ul style="list-style-type: none"> Medium Priority 		<ul style="list-style-type: none"> Low Priority 	<p>3</p>
<ul style="list-style-type: none"> Non-Starter 		<ul style="list-style-type: none"> Non-Starter 	<p>1</p>
		<ul style="list-style-type: none"> Non-Starter 	<p>-</p>
<p>PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)</p>			
			

10	Short-Term	US 62 from Brook St to Buffalo Creek Dr	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> • Fill in missing sidewalk sections along the north side of the street. • Includes aesthetic upgrades when possible. <p>IMPROVEMENT BENEFITS:</p> <p>This project will create sidewalk connectivity along US 62 connecting multiple neighborhoods to groceries, pharmacies, restaurants, and other important businesses and improve lighting and aesthetic appeal for local and visiting pedestrians.</p>		Phase Estimate	(2021 Dollars)
		Design:	\$60,000
		Right-of-Way:	\$0
		Utilities:	\$0
		Construction:	\$580,000
		Total Cost:	\$640,000
IDENTIFIED NEEDS:			
<ul style="list-style-type: none"> • Add sidewalks along corridor where there are missing pedestrian facilities. • A pedestrian connection between social offices, restaurants, and other businesses. 		<p>PRIORITY RANKING SURVEY RESULTS:</p> <ul style="list-style-type: none"> • High Priority 2 • Medium Priority 2 • Low Priority 1 • Non-Starter 2 	
PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)			

11	Short-Term	US 62 @ I-65 overpass	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Fence off a pedestrian walkway along one side of the overpass. <p>IMPROVEMENT BENEFITS:</p> <p>This project would provide better pedestrian facility connectivity between lodging and businesses on either side of the interstate and improve pedestrian safety on the overpass.</p>		Phase Estimate	(2021 Dollars)
		Design:	\$130,000
		Right-of-Way:	\$0
		Utilities:	\$0
		Construction:	\$1,210,000
		Total Cost:	\$1,340,000
<p>IDENTIFIED NEEDS:</p> <ul style="list-style-type: none"> Safe pedestrian facilities on overpass Pedestrian connections between hotels, neighborhoods, and businesses on either side of I-65. 		<p>PRIORITY RANKING SURVEY RESULTS:</p> <ul style="list-style-type: none"> High Priority 1 Medium Priority 1 Low Priority 2 Non-Starter - 	
<p>PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)</p>			

12	Short-Term	Ring Rd @ Murphy Express & @ Walmart Ln
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IMPROVEMENT DESCRIPTION: <ul style="list-style-type: none"> Add temporary median barriers to restrict left turns onto Ring Road. IMPROVEMENT BENEFITS: <p>Adding these temporary barriers on Ring Road would create less conflicts points on this stretch of Ring Road creating safer movements thru the area.</p>	Phase Estimate	(2021 Dollars)
	Design:	\$10,000
	Right-of-Way:	\$0
	Utilities:	\$0
	Construction:	\$60,000
Total Cost:		\$70,000


IDENTIFIED NEEDS: <ul style="list-style-type: none"> Prevent dangerous turning movements adjacent to the intersection. Address crashes leading up to intersection. (High Crash Reduction Factor (CRF) Location. CRF = 2.81) 	PRIORITY RANKING SURVEY RESULTS: <ul style="list-style-type: none"> High Priority 1 Medium Priority 2 Low Priority 1 Non-Starter 1
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PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)



13	Short-Term	US 31W from KY 210 north to the downtown square	
IMPROVEMENT DESCRIPTION: <ul style="list-style-type: none"> • Fill in missing sidewalk sections. • Make other small pedestrian and aesthetic improvements. IMPROVEMENT BENEFITS: <p>This project would create sidewalk connectivity along E Dixie Avenue connecting multiple neighborhoods to the downtown square and other important businesses and improve the lighting and aesthetic appeal for local and visiting pedestrians.</p>		Phase Estimate	(2021 Dollars)
		Design:	\$60,000
		Right-of-Way:	\$0
		Utilities:	\$0
		Construction:	\$530,000
		Total Cost:	\$590,000
IDENTIFIED NEEDS: <ul style="list-style-type: none"> • Improve aesthetics of pedestrian facilities along corridor. • Improve pedestrian lighting and existing facilities along corridor. • Make pedestrian facilities more accessible and easier to navigate 		PRIORITY RANKING: <ul style="list-style-type: none"> • High Priority 5 • Medium Priority - • Low Priority - • Non-Starter 1 	
PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)			

14	Short-Term	N Main St from downtown to US 62	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Add new sidewalks and repair old, hard to navigate sidewalks. <p>IMPROVEMENT BENEFITS:</p> <p>This project would create sidewalk connectivity along Main Street connecting multiple neighborhoods and businesses along US 62 to the downtown square and improve the lighting and aesthetic appeal for local and visiting pedestrians.</p>		Phase Estimate	(2021 Dollars)
		Design:	\$60,000
		Right-of-Way:	\$0
		Utilities:	\$0
		Construction:	\$550,000
		Total Cost:	\$610,000
<p>IDENTIFIED NEEDS:</p> <ul style="list-style-type: none"> Improved, more accessible pedestrian facilities. Aesthetically pleasing, pedestrian connection from US 62 all the way to the downtown square. 		<p>PRIORITY RANKING:</p> <ul style="list-style-type: none"> High Priority 3 Medium Priority - Low Priority 2 Non-Starter 1 	
<p>PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)</p>			

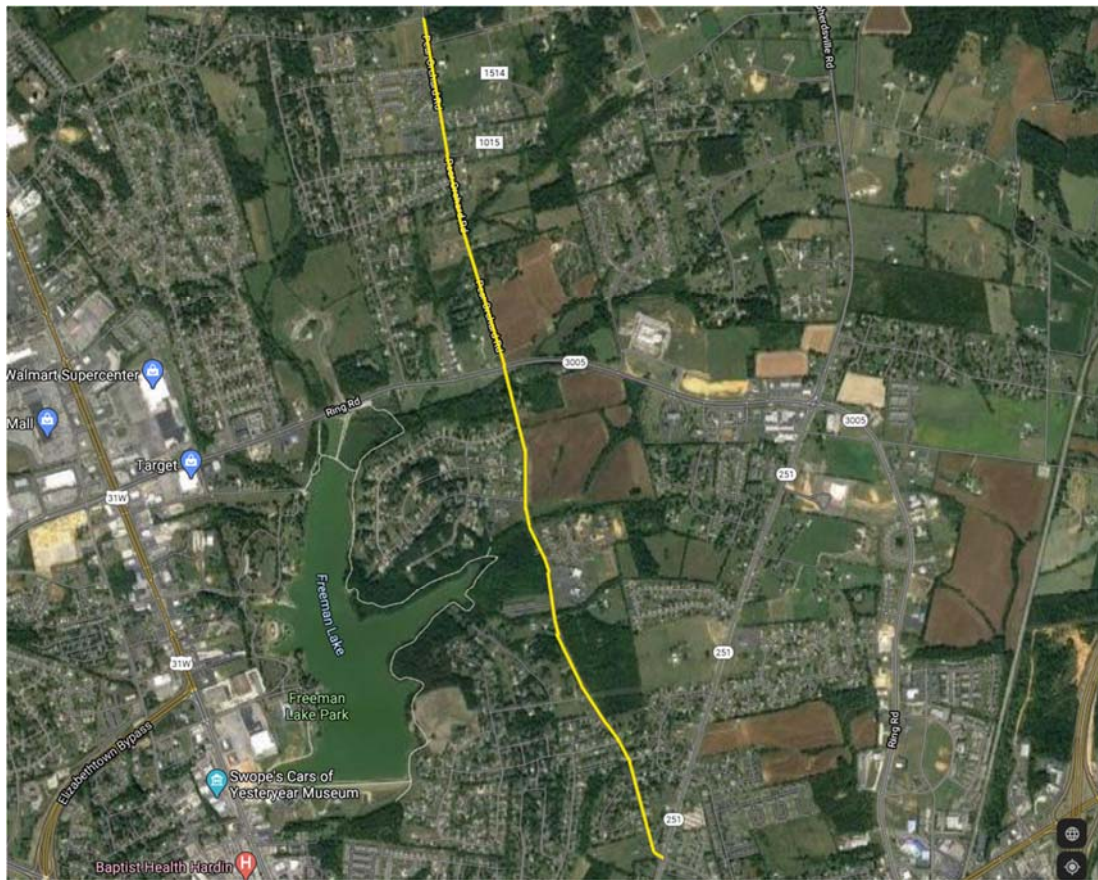
15	Short-Term	US 31W @ KY 210 intersection	
IMPROVEMENT DESCRIPTION: <ul style="list-style-type: none"> • Add pedestrian facilities along Dixie Avenue and Hodgenville Road leading up to the intersection. • Add multiple pedestrian crossings at Dixie Avenue and Hodgenville Road intersection. IMPROVEMENT BENEFITS: <p>This project would create safe pedestrian walking paths and pedestrian crossings at intersection and create some pedestrian connectivity in a growing area.</p>		Phase Estimate	(2021 Dollars)
		Design:	\$50,000
		Right-of-Way:	\$0
		Utilities:	\$0
		Construction:	\$500,000
		Total Cost:	\$550,000
IDENTIFIED NEEDS:			
<ul style="list-style-type: none"> • Pedestrian facilities leading up to and across the Dixie Avenue & Hodgenville Road intersection. 		PRIORITY RANKING: <ul style="list-style-type: none"> • High Priority 2 • Medium Priority - • Low Priority 3 • Non-Starter - 	
PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)			
			

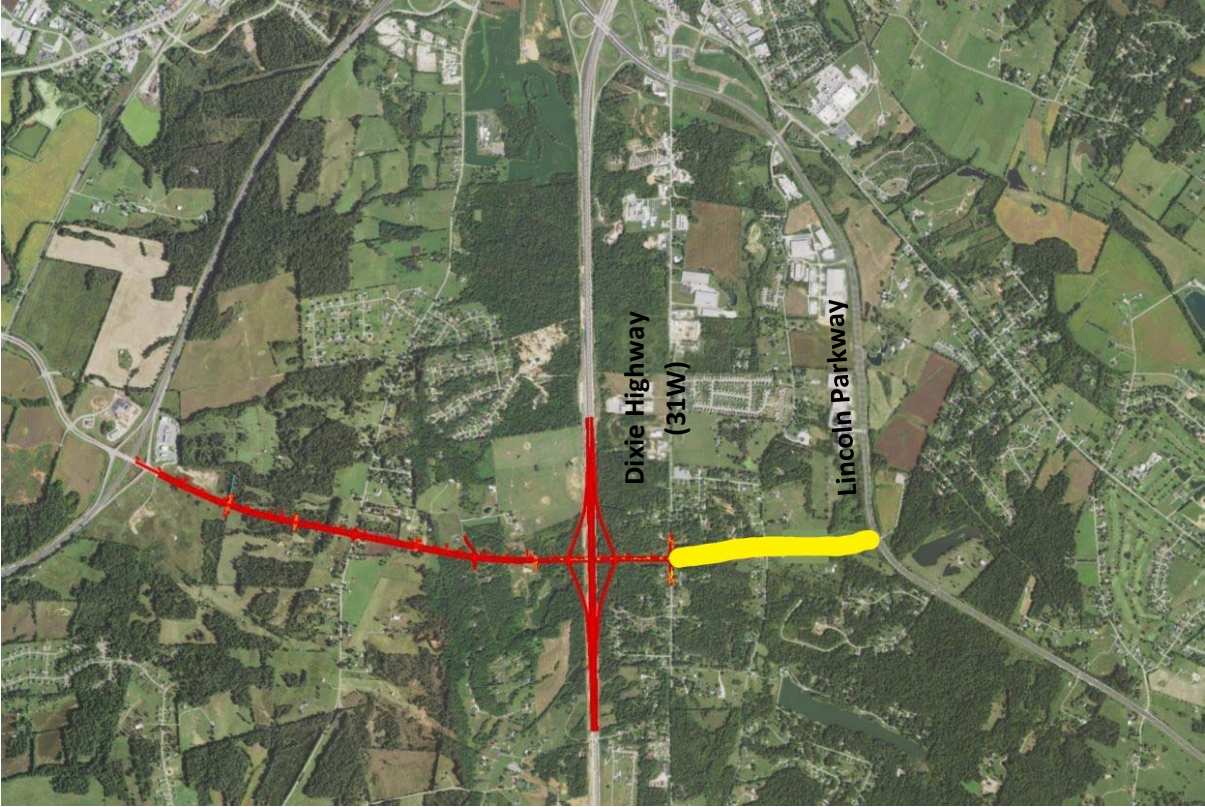
<h1>16</h1>	<h2>Short-Term</h2>	<h3>Pear Orchard Rd from KY 251 north to Pear Orchard Rd NW</h3>
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<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Construct multi-use path on West side on the roadway. <p>IMPROVEMENT BENEFITS:</p> <p>Construction of this multi-use path would create a safer place to travel for bicyclists and pedestrians near Freeman Lake. It would also give locals another path to use for recreation and exercise, and the additional traffic may attract future development.</p>	Phase Estimate	(2021 Dollars)
	Design:	\$230,000
	Right-of-Way:	\$0
	Utilities:	\$0
	Construction:	\$2,250,000
Total Cost:		\$2,480,000

<p>IDENTIFIED NEEDS:</p> <ul style="list-style-type: none"> Safe pedestrian and bicycle facilities along this major roadway that runs through the middle of Elizabethtown. 	<p>PRIORITY RANKING SURVEY RESULTS:</p> <ul style="list-style-type: none"> High Priority 1 Medium Priority - Low Priority 4 Non-Starter -
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PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)



1	Long-Term	Ring Rd extension from US 31W east to Lincoln Pkwy	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Extend Ring Road from US 31W to the Lincoln Pkwy. (a new interchange with I-65 is already planned that will extend Ring Road to US 31W.) <p>IMPROVEMENT BENEFITS:</p> <p>This project will provide a much-needed connection to the southeast part of Elizabethtown and will build on the progress started by the existing interchange project.</p>		Phase Estimate	(2021 Dollars)
		Design:	
		Right-of-Way:	
		Utilities:	
		Construction:	
		Total Cost:	\$9,000,000
<p>IDENTIFIED NEEDS:</p> <ul style="list-style-type: none"> Connection from Dixie Highway to Lincoln Parkway in the southern portion of Elizabethtown. 		<p>PRIORITY RANKING:</p> <ul style="list-style-type: none"> High Priority 7 Medium Priority 1 Low Priority - Non-Starter 3 	
<p>PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)</p>			
			

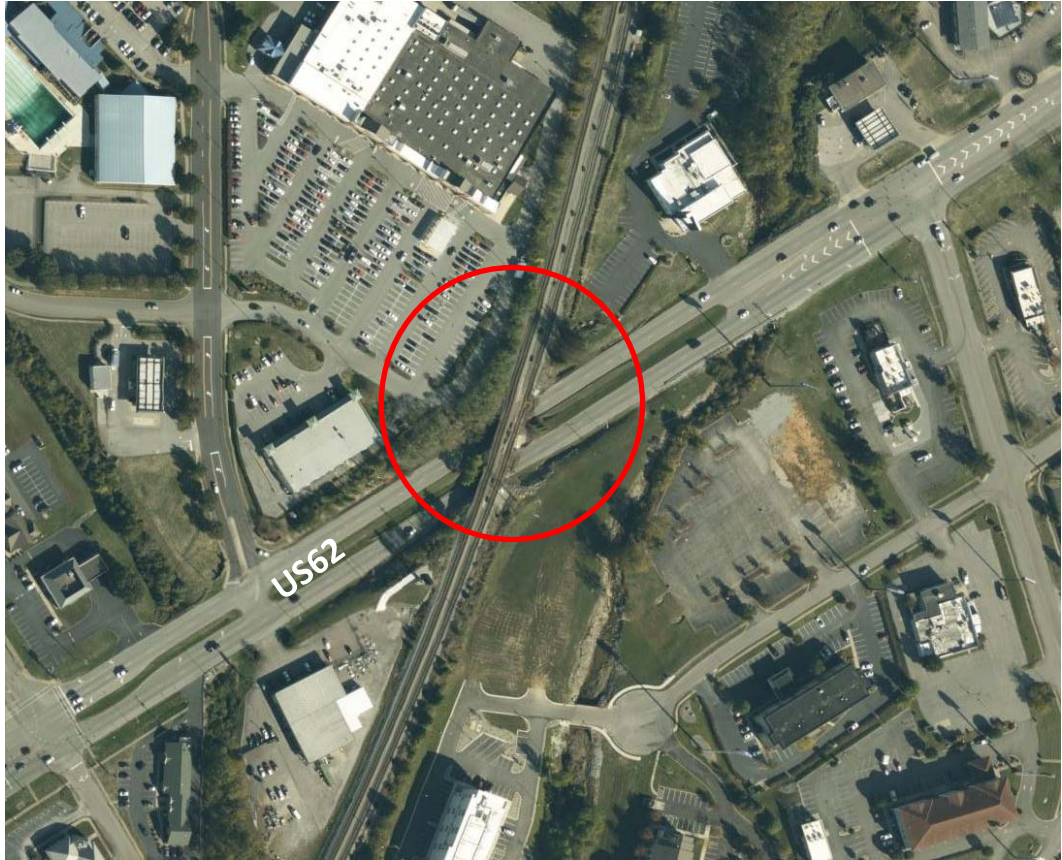
2	Long-Term	US 62 from W Poplar St to Brook St	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Lane reconfiguration from 4 lanes to 3 lanes with dedicated bike lanes. Include aesthetic upgrades when possible. <p>IMPROVEMENT BENEFITS:</p> <p>This road diet would make the best use of the existing roadway space and allow motorist and bicyclist to access businesses in the area more safely and efficiently.</p>		Phase Estimate	(2021 Dollars)
		Design:	\$40,000
		Right-of-Way:	\$0
		Utilities:	\$0
		Construction:	\$390,000
		Total Cost:	\$430,000
<p>IDENTIFIED NEEDS:</p> <ul style="list-style-type: none"> Address the missing sections and hard to navigate existing pedestrian and bicycle facilities. Reevaluated this concept after completion of Commerce Drive Extension. 		<p>PRIORITY RANKING SURVEY RESULTS:</p> <ul style="list-style-type: none"> High Priority 2 Medium Priority 1 Low Priority 3 Non-Starter 5 	
<p>PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)</p>			

3a	Long-Term	Extend Buffalo Creek Dr north to Old Tunnel Hill Rd	
IMPROVEMENT DESCRIPTION:		Phase Estimate	(2021 Dollars)
<ul style="list-style-type: none"> Extend Buffalo Creek Drive north to connect US 62 to Old Tunnel Hill Road. 		Design:	\$740,000
IMPROVEMENT BENEFITS:		Right-of-Way:	\$0
<p>All 5 potential extension road construction/ existing roadway improvement projects would provide better connectivity and support future growth in the approximately 0.75-square mile area north of US 62 and west of I-65 zoned for future development.</p>		Utilities:	\$0
		Construction:	\$7,310,000
		Total Cost:	\$8,050,000
IDENTIFIED NEEDS:			
<ul style="list-style-type: none"> Additional travel route options north from US 62 as the area develops. 		PRIORITY RANKING SURVEY RESULTS:	
		<ul style="list-style-type: none"> High Priority 	2
		<ul style="list-style-type: none"> Medium Priority 	4
		<ul style="list-style-type: none"> Low Priority 	-
		<ul style="list-style-type: none"> Non-Starter 	1
PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)			

3b	Long-Term	Extend Dolphin Dr north to Tunnel Hill Rd	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Extend Dolphin Drive north to connect to Old Tunnel Hill Road <p>IMPROVEMENT BENEFITS:</p> <p>All 5 potential extension road construction/ existing roadway improvement projects would provide better connectivity and support future growth in the approximately 0.75-square mile area north of US 62 and west of I-65 zoned for future development.</p>		Phase Estimate	(2021 Dollars)
		Design:	\$440,000
		Right-of-Way:	\$0
		Utilities:	\$0
		Construction:	\$4,390,000
		Total Cost:	\$4,830,000
<p>IDENTIFIED NEEDS:</p> <ul style="list-style-type: none"> Additional route options north from US 62 as the area develops. 		<p>PRIORITY RANKING SURVEY RESULTS:</p> <ul style="list-style-type: none"> High Priority - Medium Priority 1 Low Priority 2 Non-Starter - 	
<p>PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)</p>			

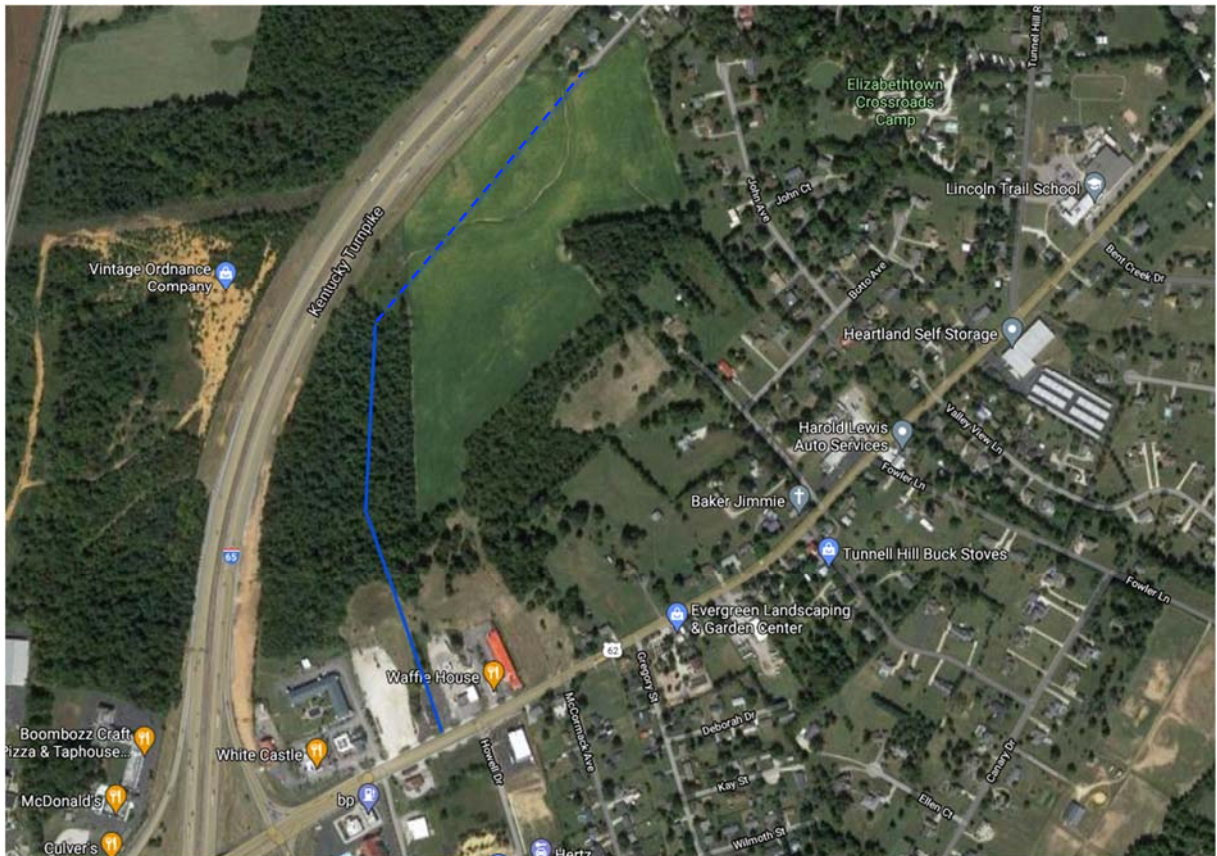
3d		Long-Term	Repave and widen Old Tunnel Hill Rd		
IMPROVEMENT DESCRIPTION: <ul style="list-style-type: none"> Repave and widen Old Tunnel Hill Rd from Tunnel Hill Road West to Ring Road. IMPROVEMENT BENEFITS: <p>All 5 potential extension road construction/ existing roadway improvement projects would provide better connectivity and support future growth in the approximately 0.75-square mile area north of US 62 and west of I-65 zoned for future development.</p>			Phase Estimate	(2021 Dollars)	
			Design:		
			Right-of-Way:		
			Utilities:		
			Construction:		
			Total Cost:	\$1,420,000	
IDENTIFIED NEEDS:				PRIORITY RANKING SURVEY RESULTS:	
<ul style="list-style-type: none"> Improved, easier to navigate lanes on Old Tunnel Hill Road Better route options for motorists to the north of US 62. 			<ul style="list-style-type: none"> High Priority 3 Medium Priority - Low Priority 1 Non-Starter - 		
PROJECT LOCATION MAP:				(Not to Scale; images are for illustrative purposes only.)	

3e		Long-Term		Tunnel Hill Rd @ Ring Rd intersection	
IMPROVEMENT DESCRIPTION: <ul style="list-style-type: none"> • Realign and improve intersection to accommodate increased traffic. IMPROVEMENT BENEFITS: <p>All 5 potential extension road construction/ existing roadway improvement projects would provide better connectivity and support future growth in the approximately 0.75-square mile area north of US 62 and west of I-65 zoned for future development.</p>			Phase Estimate		(2021 Dollars)
			Design:		
			Right-of-Way:		
			Utilities:		
			Construction:		
			Total Cost:		\$1,200,000
IDENTIFIED NEEDS:					
<ul style="list-style-type: none"> • A less confusing, easier to navigate intersection. • An intersection that supports extra capacity. 			PRIORITY RANKING SURVEY RESULTS: <ul style="list-style-type: none"> • High Priority 2 • Medium Priority 1 • Low Priority 1 • Non-Starter - 		
PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)					


4	Long-Term	US 62 @ CSX Railroad underpass	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Construct a new bridge with pedestrian facilities (CSX does not approve at-grade pedestrian crossing facilities). <p>IMPROVEMENT BENEFITS:</p> <p>A new bridge would provide a safer, wider roadway for motorists and a dedicated pedestrian facility under the railroad to connect both stretches of US 62.</p>		Phase Estimate	(2021 Dollars)
		Design:	
		Right-of-Way:	
		Utilities:	
		Construction:	
		Total Cost:	\$12,500,000 (new Bridge)
IDENTIFIED NEEDS:			
<ul style="list-style-type: none"> Pedestrian facilities across or under the CSX railroad line. Wider shoulders on the underpass portion of the roadway. 		<p>PRIORITY RANKING SURVEY RESULTS:</p> <ul style="list-style-type: none"> High Priority 1 Medium Priority - Low Priority 3 Non-Starter - 	
PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)			
			


5	Long-Term	New access road from US 62 north	
IMPROVEMENT DESCRIPTION: <ul style="list-style-type: none"> Extend the newly constructed Prosperity Drive north from US 62 as the development in the area demands. (Potentially connecting to Lillian Avenue in the future if desired). IMPROVEMENT BENEFITS: <p>This extended roadway would allow for more business development and potential future connectivity on the northeastern side of Elizabethtown.</p>		Phase Estimate	(2021 Dollars)
		Design:	\$320,000
		Right-of-Way:	\$0
		Utilities:	\$0
		Construction:	\$3,200,000
		Total Cost:	\$3,520,000
IDENTIFIED NEEDS:		PRIORITY RANKING SURVEY RESULTS:	
<ul style="list-style-type: none"> Roadways to promote future development north of US 62 and east of I-65. Access north of US 62 as the area develops. 		<ul style="list-style-type: none"> High Priority - Medium Priority 1 Low Priority 2 Non-Starter - 	

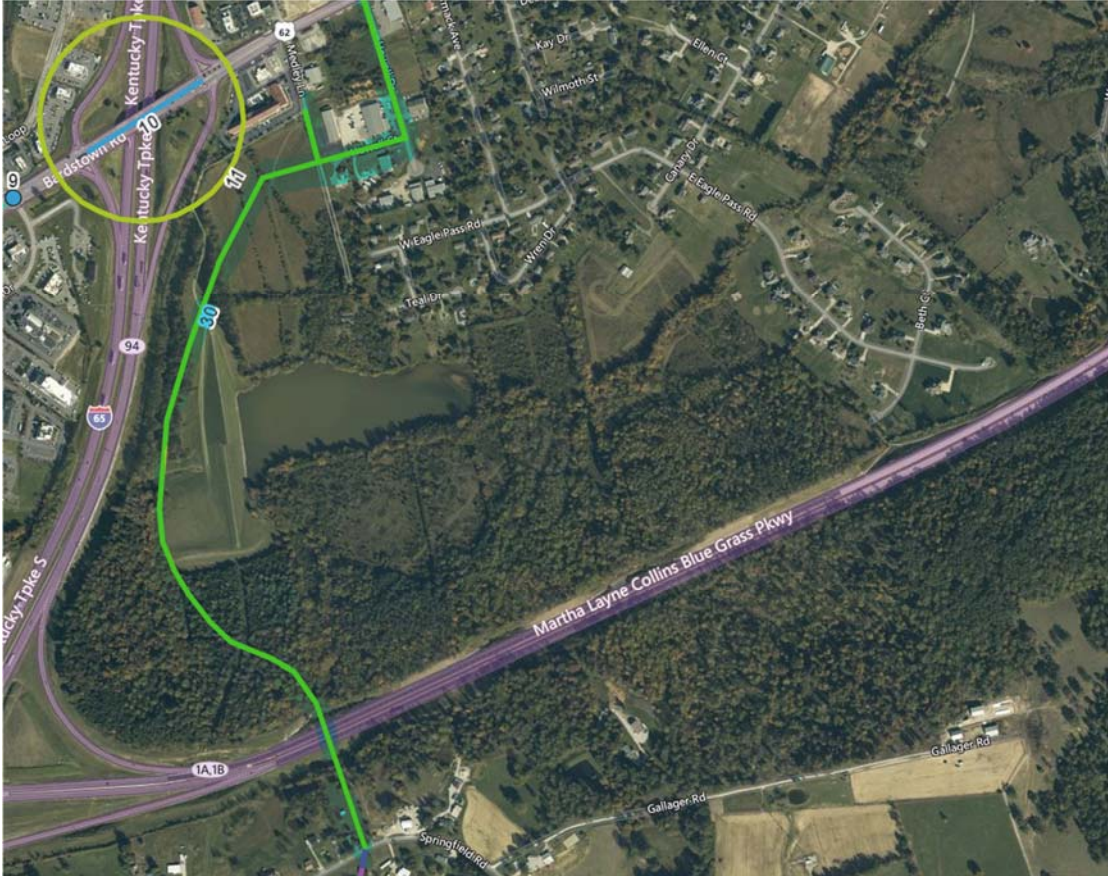
PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)



6	Long-Term	US 62 @ I-65 interchange	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Redesign the I-65 and US 62 interchange into SPUI or partial clover when warranted to better accommodate increased traffic. <p>IMPROVEMENT BENEFITS:</p> <p>A SPUI design would make better use of the available space putting the on/off ramps on US 62 farther from the nearest intersections, and it would better accommodate growing traffic.</p>		<p>Phase Estimate</p>	<p>(2021 Dollars)</p>
		Design:	
		Right-of-Way:	
		Utilities:	
		Construction:	
		Total Cost:	\$12,000,000
<p>IDENTIFIED NEEDS:</p>			
<ul style="list-style-type: none"> More distance between off ramps and adjacent intersections. Adequate storage capacity for future traffic. 		<p>PRIORITY RANKING SURVEY RESULTS:</p> <ul style="list-style-type: none"> High Priority 3 Medium Priority 3 Low Priority - Non-Starter - 	
<p>PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)</p>			

7	Long-Term	New I-65 interchange concept north of US 62 interchange	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Construct a new interchange on I-65 north of the existing interchange with US 62. <p>IMPROVEMENT BENEFITS:</p> <p>A new interchange would pull some traffic away from the existing US 62 interchange, prolonging its useful life and it would create easier access from I-65 to the northern portion of Elizabethtown.</p>		<p>Phase Estimate</p>	<p>(2021 Dollars)</p>
		Design:	
		Right-of-Way:	
		Utilities:	
		Construction:	
		Total Cost:	22,000,000
<p>IDENTIFIED NEEDS:</p>			
<ul style="list-style-type: none"> Alternative route options from I-65 to sections of Elizabethtown. Congestion relief on US 62 near the I-65 interchange. Easier access to the northern and eastern portions of Elizabethtown. 		<p>PRIORITY RANKING:</p> <ul style="list-style-type: none"> High Priority 5 Medium Priority - Low Priority 1 Non-Starter 1 	
<p>PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)</p>			
 <p>The map is an aerial photograph of a suburban area. A major highway, I-65, runs diagonally from the bottom-left towards the top-right. A secondary road, US 62, runs horizontally across the middle of the image, crossing I-65. A thick yellow line is drawn on the map, starting from the left edge, crossing I-65, and then turning right to cross US 62, indicating the proposed interchange location. A small red square is marked on the ground south of US 62 and west of I-65.</p>			

8	Long-Term	New connection from Springfield Road south to Lincoln Parkway	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Construct a new connector road from Springfield Road adjacent to I-65 south to Lincoln Parkway with multiple internal connections. <p>IMPROVEMENT BENEFITS:</p> <p>A new roadway would promote development and provide much needed connectivity on the eastern side of Elizabethtown.</p>		<p>Phase Estimate</p>	<p>(2021 Dollars)</p>
		<p>Design:</p>	
		<p>Right-of-Way:</p>	
		<p>Utilities:</p>	
		<p>Construction:</p>	
		<p>Total Cost:</p>	<p>\$36,000,000</p>
<p>IDENTIFIED NEEDS:</p>			
<ul style="list-style-type: none"> Better connectivity/ additional routes south of Springfield Road. 		<p>PRIORITY RANKING SURVEY RESULTS:</p> <ul style="list-style-type: none"> High Priority 1 Medium Priority - Low Priority 3 Non-Starter 2 	
<p>PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)</p>			
			

9	Long-Term	New connection from US 62 South to new Springfield Road	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Construct a new connector road beginning at US 62 and continuing south over Bluegrass Parkway to Springfield Road. <p>IMPROVEMENT BENEFITS:</p> <p>A new roadway would promote development and provide much needed connectivity on the Eastern side of Elizabethtown. This roadway would also provide an alternative route south and pull some traffic off the congested US 62 route.</p>		<p>Phase Estimate</p>	<p>(2021 Dollars)</p>
		<p>Design:</p>	
		<p>Right-of-Way:</p>	
		<p>Utilities:</p>	
		<p>Construction:</p>	
		<p>Total Cost:</p>	<p>\$17,000,000</p>
<p>IDENTIFIED NEEDS:</p>			
<ul style="list-style-type: none"> Better connectivity/ additional routes south of US62 and East of I-65 as the area develops. 		<p>PRIORITY RANKING SURVEY RESULTS:</p> <ul style="list-style-type: none"> High Priority 1 Medium Priority 2 Low Priority 3 Non-Starter - 	
<p>PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)</p>			
			

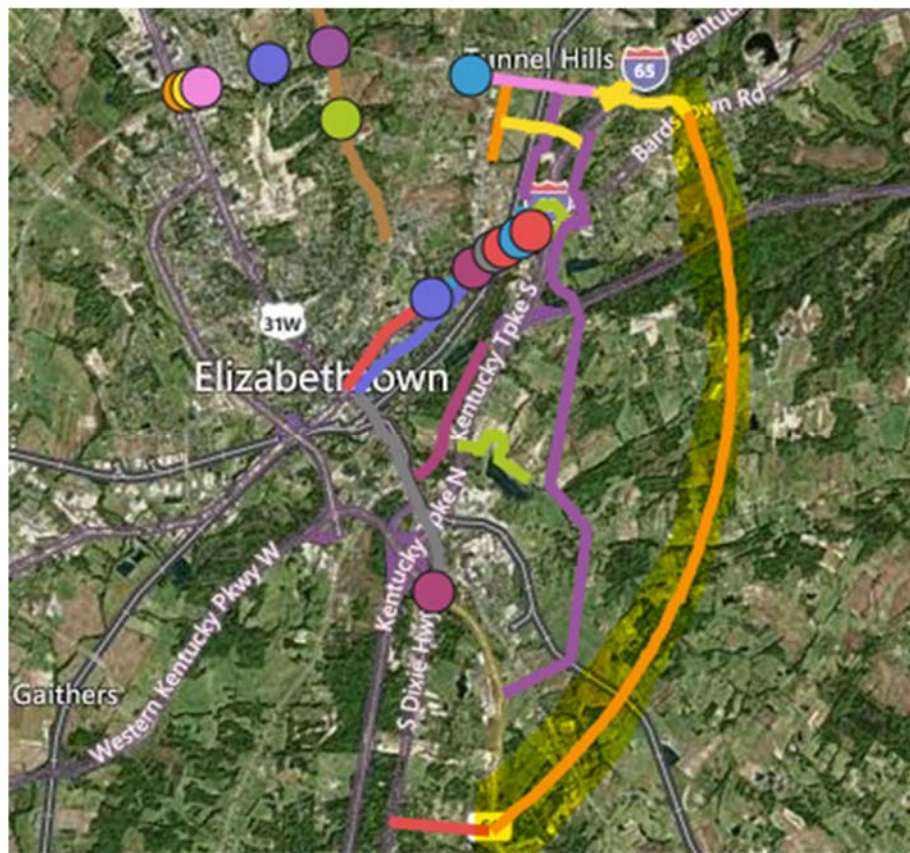
10	Long-Term	Long-term East E-town connector
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<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Construct a new connector road east of I-65 (potentially a full extension of Ring Road around Elizabethtown). <p>IMPROVEMENT BENEFITS:</p> <p>A new roadway would promote development and provide much needed connectivity on the eastern side of Elizabethtown. This route would also complete a full “Ring Road” around Elizabethtown.</p>	Phase Estimate	(2021 Dollars)
	Design:	
	Right-of-Way:	
	Utilities:	
	Construction:	

	Total Cost:	68,000,000
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<p>IDENTIFIED NEEDS:</p> <ul style="list-style-type: none"> Better connectivity from I-65 to all of eastern Elizabethtown. 	<p>PRIORITY RANKING:</p> <ul style="list-style-type: none"> High Priority 3 Medium Priority 2 Low Priority 1 Non-Starter 5
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PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)

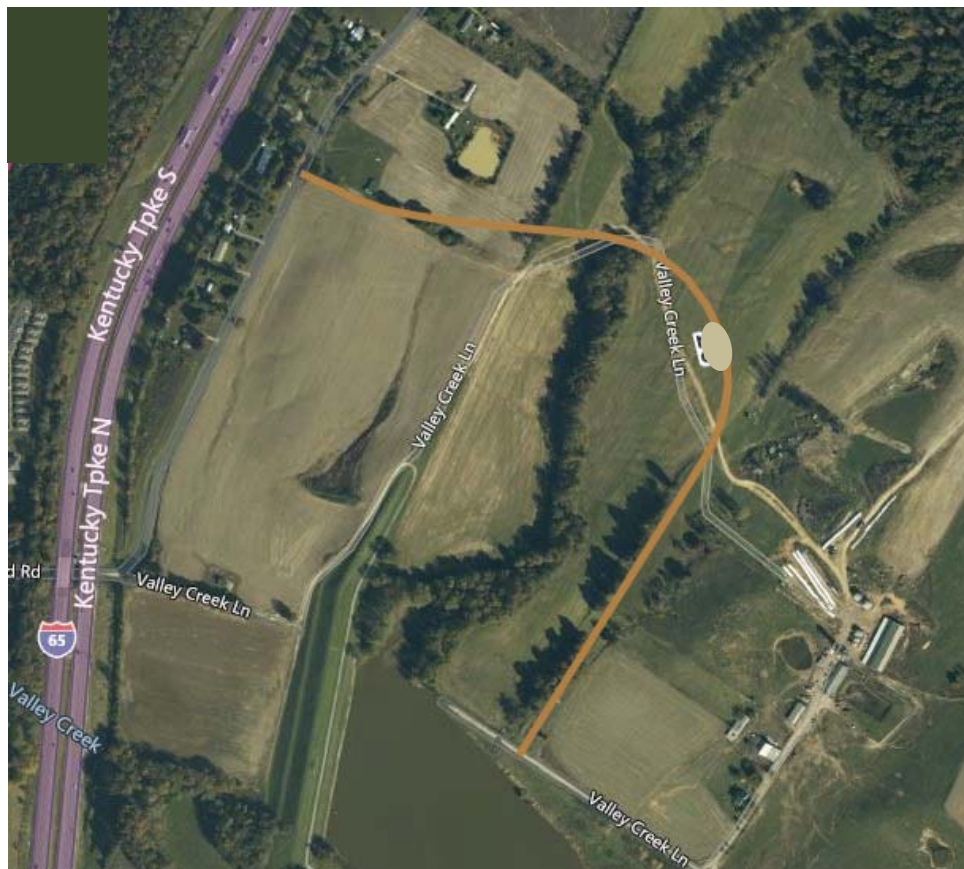


<h1>11</h1>	<h2>Long-Term</h2>	<h3>New connection from Valley Creek Ln to Springfield Rd</h3>
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<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Construct a new connector road around the Valley Creek reservoir from Valley Creek Lane north then west to Springfield Road. <p>IMPROVEMENT BENEFITS:</p> <p>This connection would allow traffic to access and support any future development on either side of the Valley Creek reservoir.</p>	Phase Estimate	(2021 Dollars)
	Design:	\$370,000
	Right-of-Way:	\$0
	Utilities:	\$0
	Construction:	\$3,660,000
Total Cost:		\$4,030,000

<p>IDENTIFIED NEEDS:</p> <ul style="list-style-type: none"> More connectivity east of I-65. 	<p>PRIORITY RANKING SURVEY RESULTS:</p> <ul style="list-style-type: none"> High Priority - Medium Priority - Low Priority 3 Non-Starter 1
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PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)



1	Local	Pear Orchard Rd @ Pirtle Interpretive Trailhead	
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> • Add a second entrance/exit to relieve some congestion within the parking lot. • Expand parking lot to add additional parking with drop off area. • Add sidewalks to connect trails to neighborhoods and community buildings. <p>IMPROVEMENT BENEFITS: Provide additional parking and pedestrian facilities at and leading up to the Pirtle Interpretive Trail Head and reduce conflicting movements within the parking lot.</p>		<p>Phase Estimate</p> <p>Design:</p> <p>Right-of-Way:</p> <p>Utilities:</p> <p>Construction:</p>	<p>(2021 Dollars)</p> <p>\$50,000</p> <p>\$0</p> <p>\$0</p> <p>\$460,000</p>
		Total Cost:	\$510,000
IDENTIFIED NEEDS:			
<ul style="list-style-type: none"> • Congestion in parking lot due to vehicle movements • Lack of sufficient parking • Lack of direct sidewalk to trail access 		<p>PRIORITY RANKING:</p> <ul style="list-style-type: none"> • High Priority - • Medium Priority 2 • Low Priority 1 • Non-Starter 1 	
PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)			
<p>The map shows an aerial view of the project area. A green line indicates the future multi-use trail running along Pear Orchard Road. A white outline shows the existing parking lot, and a yellow line indicates the proposed expansion. The Pirtle Interpretive Trail is shown as a yellow line leading from the parking lot into a wooded area. Other roads shown include Abbeywood Road, Silktree Circle, and Pear Orchard Road. Grace Heartland Church is visible in the bottom left corner.</p>			

2	Local	Ring Rd @ Freeman Lake Trailhead												
<p>IMPROVEMENT DESCRIPTION:</p> <ul style="list-style-type: none"> Expand parking lot to add additional parking with drop off area. Add sidewalks to connect trails to existing neighborhoods and community buildings. <p>IMPROVEMENT BENEFITS: Provide additional parking at the Freeman Lake Trail Head, relieve congestion on Ring Road due to turning movements into the parking lot, and reduce conflicting movements within the parking lot by providing a drop off circle.</p>		<table border="1"> <thead> <tr> <th style="background-color: #d9e1f2;">Phase Estimate</th> <th style="background-color: #d9e1f2;">(2021 Dollars)</th> </tr> </thead> <tbody> <tr> <td>Design:</td> <td>\$30,000</td> </tr> <tr> <td>Right-of-Way:</td> <td>\$0</td> </tr> <tr> <td>Utilities:</td> <td>\$0</td> </tr> <tr> <td>Construction:</td> <td>\$280,000</td> </tr> <tr> <td>Total Cost:</td> <td>\$310,000</td> </tr> </tbody> </table>	Phase Estimate	(2021 Dollars)	Design:	\$30,000	Right-of-Way:	\$0	Utilities:	\$0	Construction:	\$280,000	Total Cost:	\$310,000
		Phase Estimate	(2021 Dollars)											
		Design:	\$30,000											
		Right-of-Way:	\$0											
		Utilities:	\$0											
Construction:	\$280,000													
Total Cost:	\$310,000													
<p>IDENTIFIED NEEDS:</p> <ul style="list-style-type: none"> Congestion on Ring Road due to trail head traffic Lack of sufficient parking Lack of direct sidewalk to trail access 		<p>PRIORITY RANKING:</p> <ul style="list-style-type: none"> High Priority 3 Medium Priority 1 Low Priority 2 Non-Starter 1 												
<p>PROJECT LOCATION MAP: (Not to Scale; images are for illustrative purposes only.)</p>														