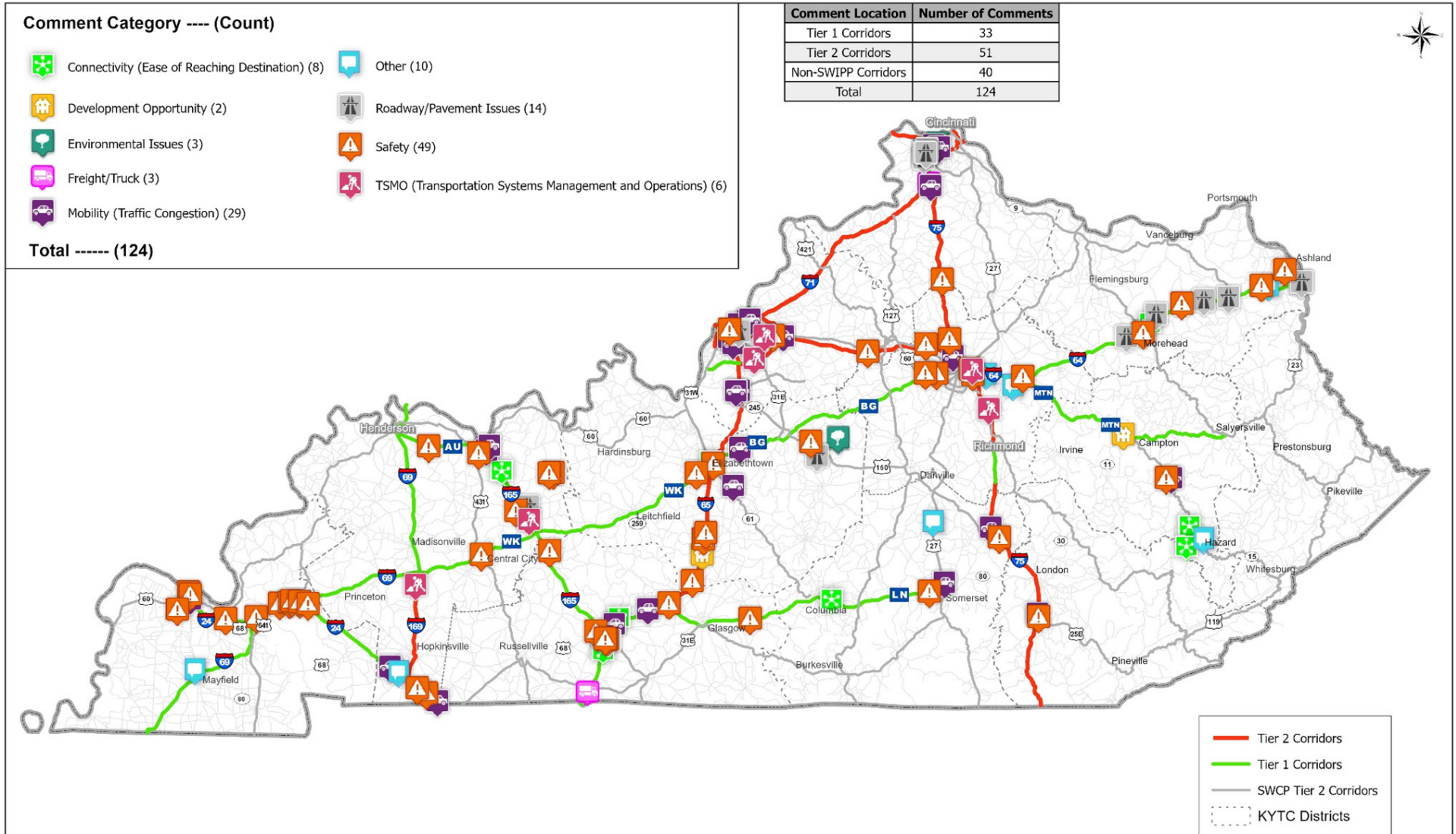


**APPENDIX G:
CORRIDOR VISIONS SURVEY
(VERAVOICE)**

From August 17 to September 14 in 2022, KYTC conducted a map-based online survey to collect comments from the Project Team, Planning Partners, and Key Stakeholders (Grasstops) regarding corridor issues, needs and improvements to support Tier 2 corridor scoping and the development of corridor visions. The survey used a crowdsourcing tool called VeraVoice.

Of the 12 highway districts, 11 were represented by at least one SWIPP corridor, with District 12 as the exception. The survey collected a total of 124 high-quality location-specific comments that covered these 11 highway districts. There are 33 comments for Tier 2 corridors, 51 comments for Tier 1 corridors, and 40 comments for non-SWIPP corridors. **Figure G.1** illustrates the comments collected from the survey. The VeraVoice survey also allowed users to make responses to existing comments. A total of 15 responses were received. Details of the collected comments and responses are provided below by Tier 2 corridors, Tier 1 corridors, and non-SWIPP corridors.

Figure G.1 – Summary of Corridor Visions Survey

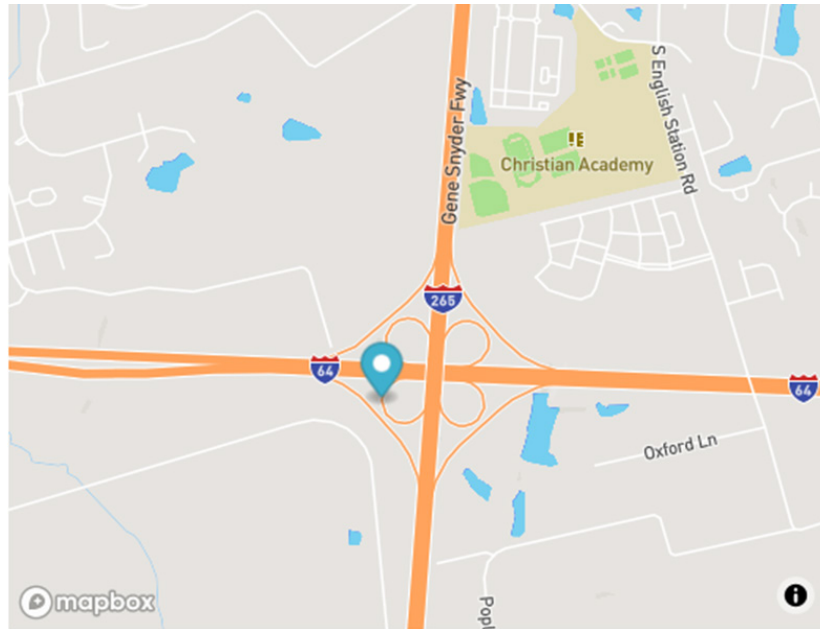


TIER 2 CORRIDORS

(33 COMMENTS)

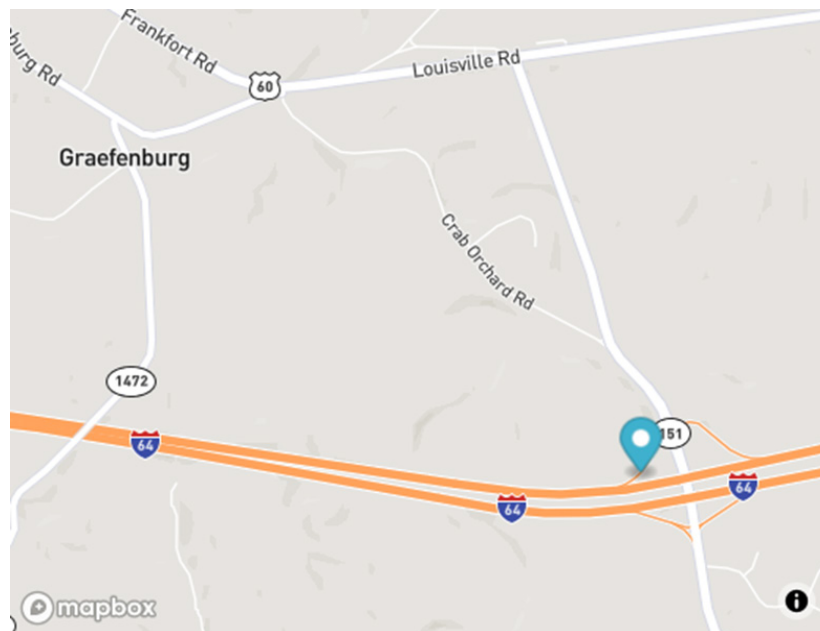
August 17, 2022: These are dangerous merges across KY, southbound to eastbound I64 for example. Short merge length weaving with fast oncoming and exiting eastbound to northbound traffic. Project may be ongoing to solve this problem. I recommend a longer merge taper than the existing for safety.

Comment Category: Safety



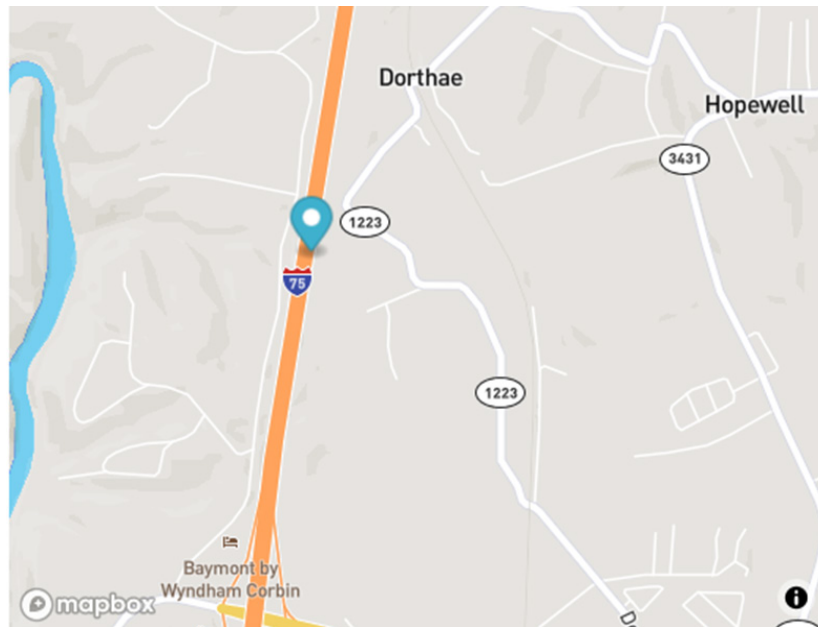
August 17, 2022: Short merge ramp here in a curve, so dangerous neck turn safety issues. Possibly extend the ramp merge taper.

Comment Category: Safety



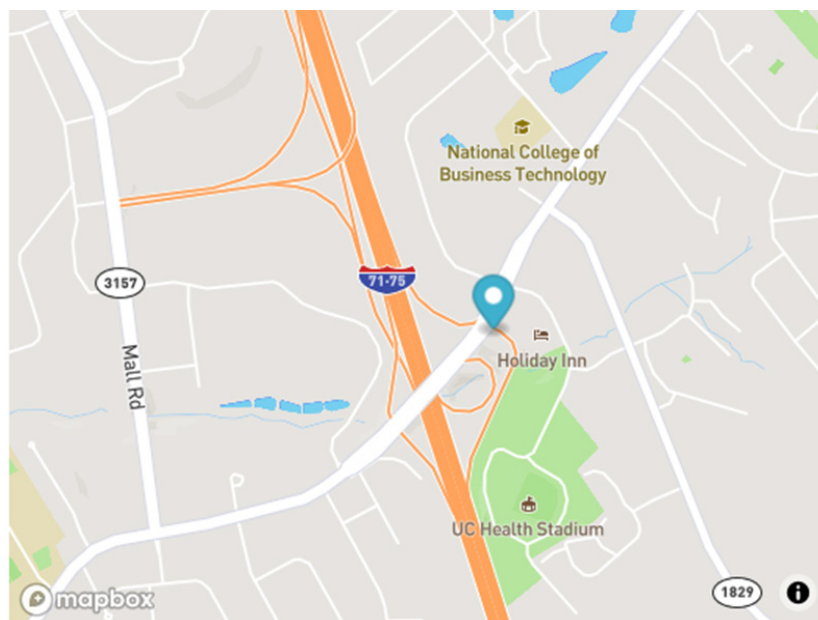
August 17, 2022: This marker concerns I-75 from mile marker 29 to 38. Both north and south bound. When it was upgraded to a 6 lane hwy, very few places for emergency services to cross over were put in. This leaves us with two options. Drive up to 16 miles extra to access an incident on the other side. Or stop on the side that isn't involved in the incident and partially or totally block traffic on both sides. We understand this is a huge economic burden if we do it. So we do not want to ever block any lanes for more time than necessary. But safety of our crews and those we are assisting comes first. It would be extremely helpful if a couple emergency turnarounds could be installed to help with quicker and more efficient response. Your welcome to contact me at any time to discuss this. 606-312-2700.

Comment Category: Mobility (Traffic Congestion)



August 17, 2022: A lot of accidents at this intersection.

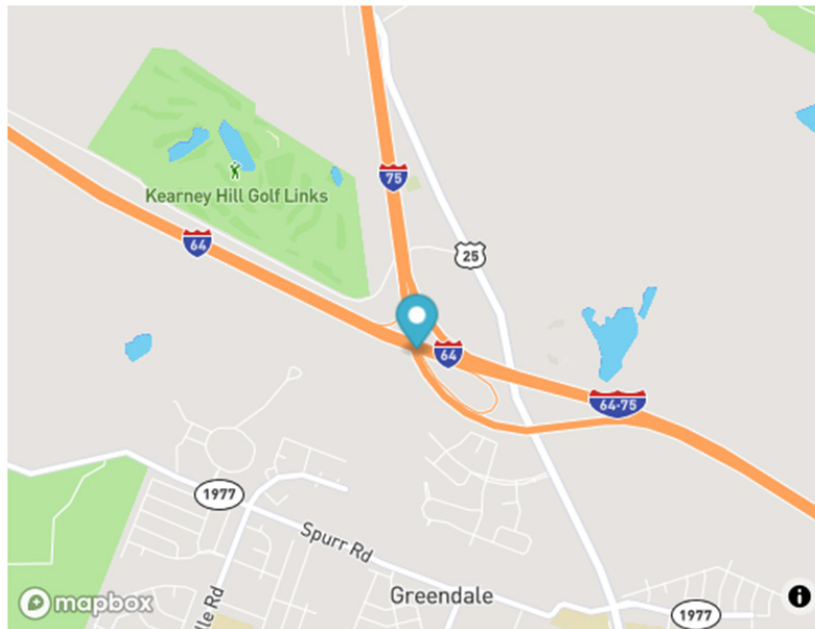
Comment Category: Other



STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

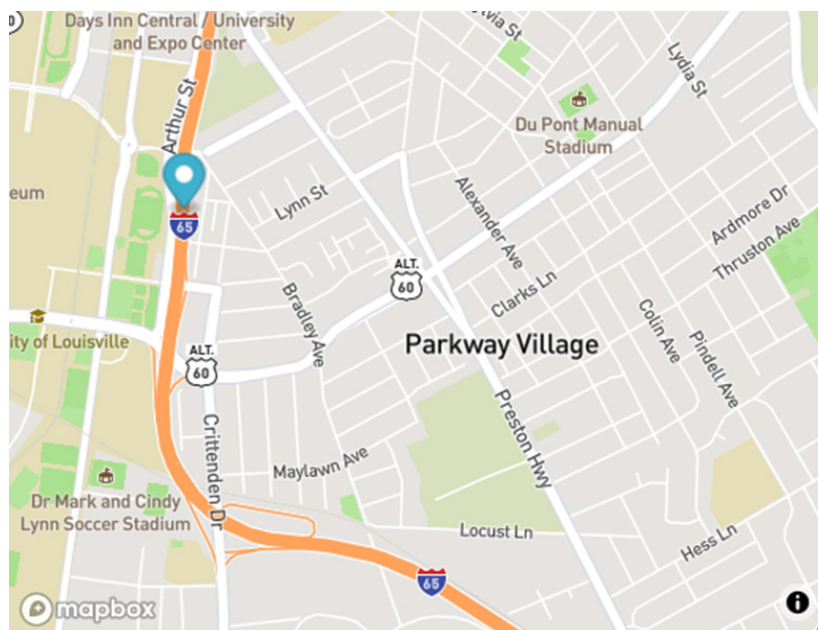
August 17, 2022: I-75 SB & NB drops from 3 lanes to 2 lanes. I-75 traffic is high enough with high Truck percentage to demand at least 3 lanes each direction.

Comment Category: Mobility (Traffic Congestion)



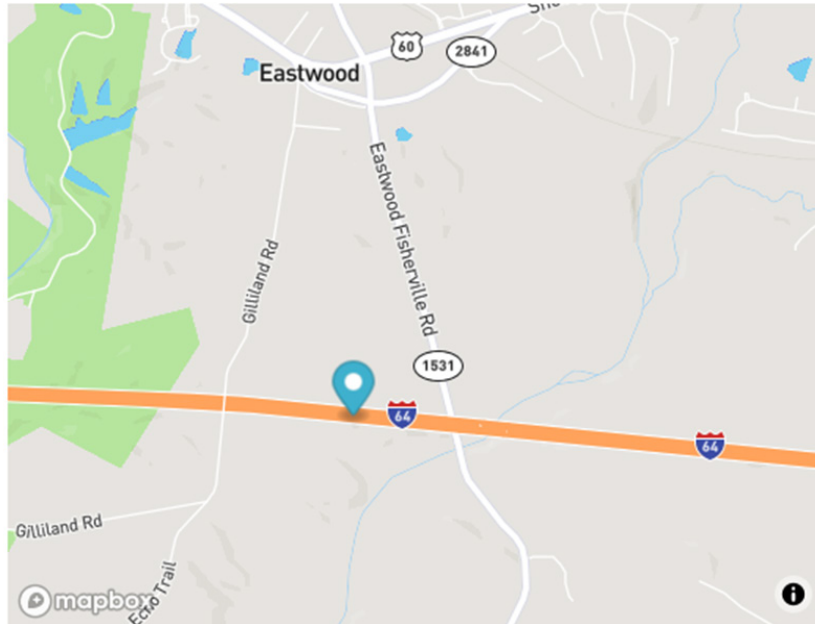
August 17, 2022: The issues here are numerous and go well beyond traffic congestion. Improvements have been identified in the recent I-65 Corridor Study. These include bridge improvements, auxiliary lane additions, consolidation of certain interchanges/ramps, improvements to existing ramps, a new interchange at Central Ave./KFEC, among others. This corridor's function and aesthetics are both very important to the state as it is the "front door" to Kentucky for those entering the state from the north and also for visitors that come to Kentucky via Louisville International Airport.

Comment Category: Mobility (Traffic Congestion)



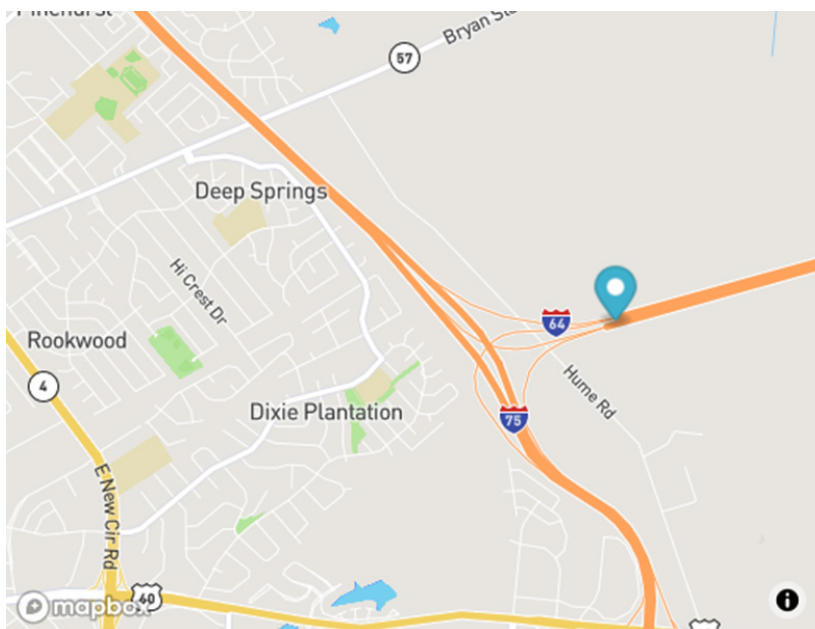
August 17, 2022: 5-80000: An interchange and a connector road at this location would serve multiple purposes. It would be more or less halfway in between the 11 mile spacing between the two nearest service interchanges at Exits 17 and 28. This would be beneficial during any incident on I-64 in this vicinity. It would ease congestion on I-265 between the KY 155 and Old Henry Road interchanges since it would provide more direct access to I-64 for residents in eastern Jefferson County, western Shelby County, and Spencer County. These are all high growth areas. Also, a new school is being constructed south of the proposed interchange that will add to the traffic demand.

Comment Category: Mobility (Traffic Congestion)



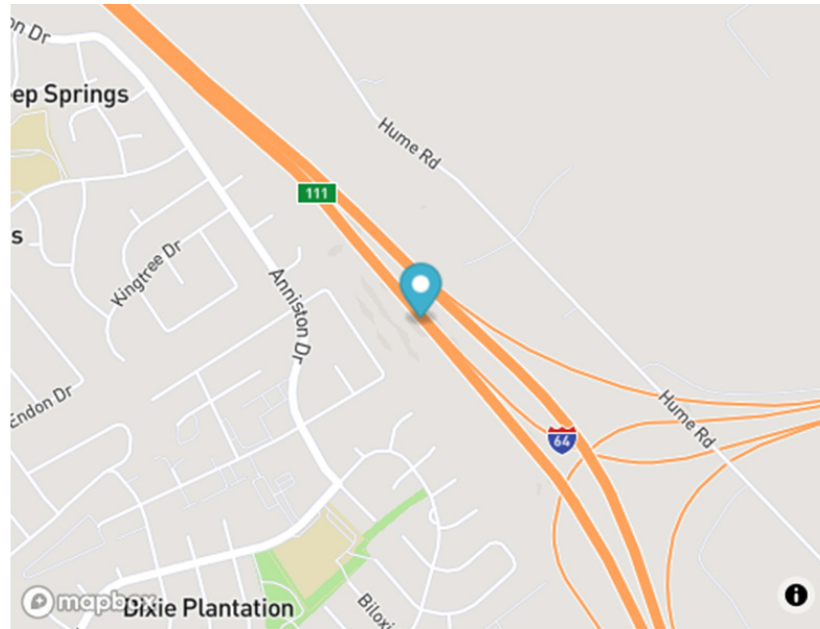
August 23, 2022: The left-hand exit from I-64 westbound to I-75 southbound is problematic since it results in slow-moving vehicles in the left lane. Also, if you're in the I-64 westbound right lane you have to merge THREE times to continue north on the common route. Re-assigning the westbound lanes so that the center lane has the option to go either north or south might improve the situation.

Comment Category: TSMO (Transportation Systems Management and Operations)



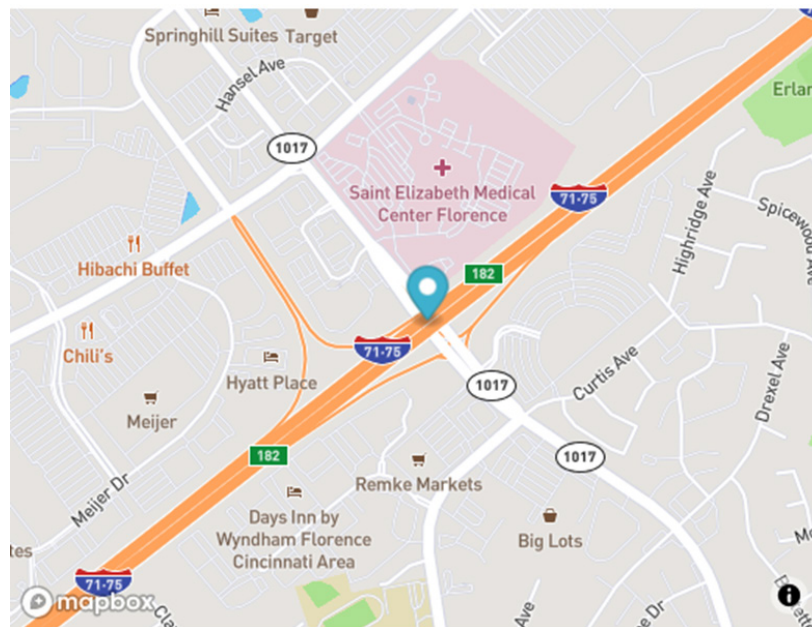
August 23, 2022: The left-hand exit to go east on I-64 from the I-75/I-64 common route causes a lot of issues due to slow-moving traffic being forced to use the left-hand lane. Hopefully this will be addressed if the common route is widened.

Comment Category: Safety



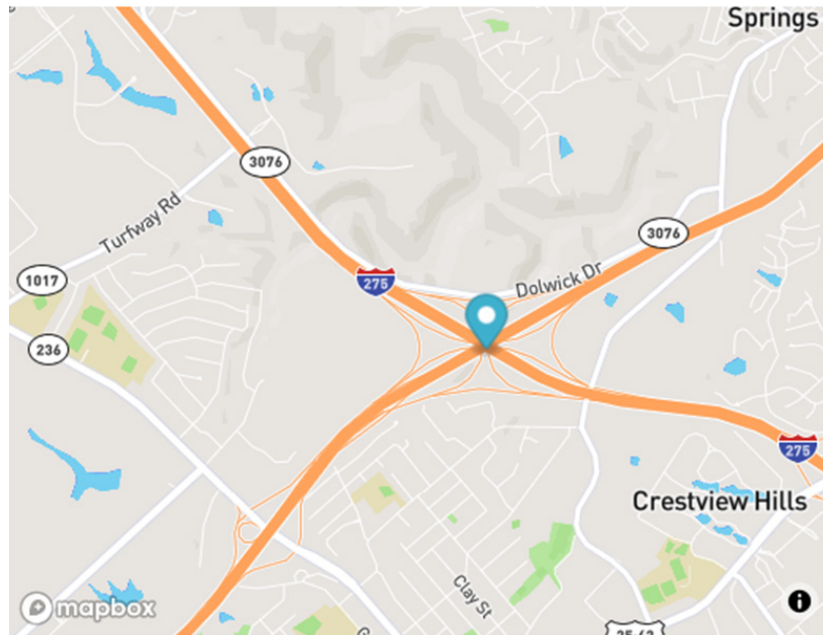
August 25, 2022: The Turfway Interchange has unique geometry that leads to confusion as the exit ramp for southbound does not exit to Turfway road. This and the increased development around this corridor has led to extreme congestion around this area.

Comment Category: Mobility (Traffic Congestion)



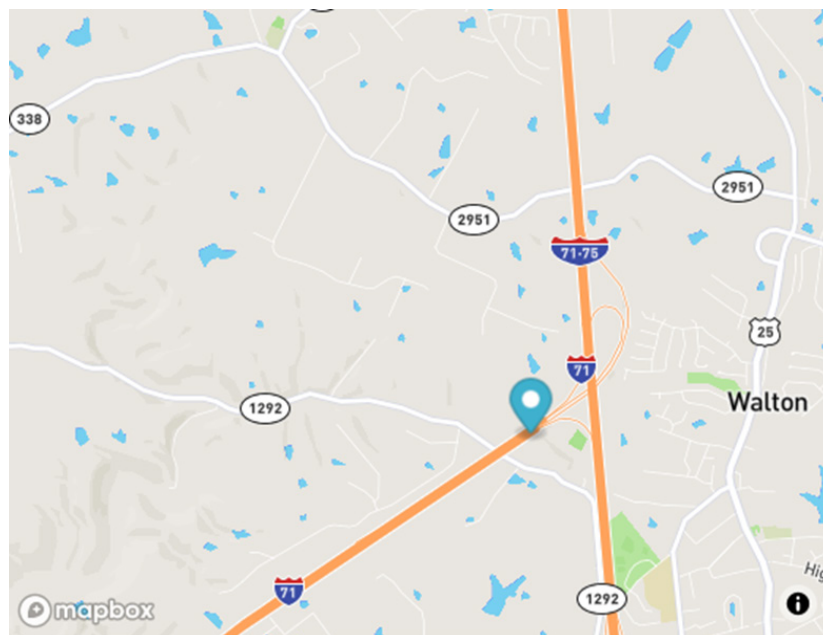
August 25, 2022: The merge lengths and weaving movements around this interchange, especially for the movement of I-275 to southbound I-75 causes extreme backups on a daily basis. The reconstruction of this interchange is needed to correct these issues.

Comment Category: Mobility (Traffic Congestion)



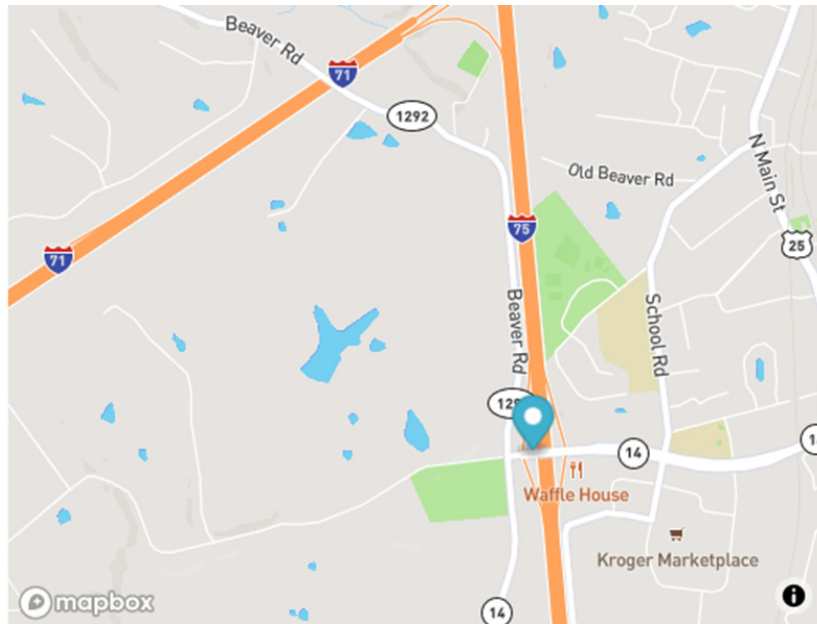
August 25, 2022: The high number of trucks using I-71 is leading to the need to expand I-71 to 3-lanes in each direction and redo the I-75/I-71 interchange to comply with vertical clearance issues and merge lengths that are substandard for the volume of traffic and the amount of freight using this interchange.

Comment Category: Freight/Truck



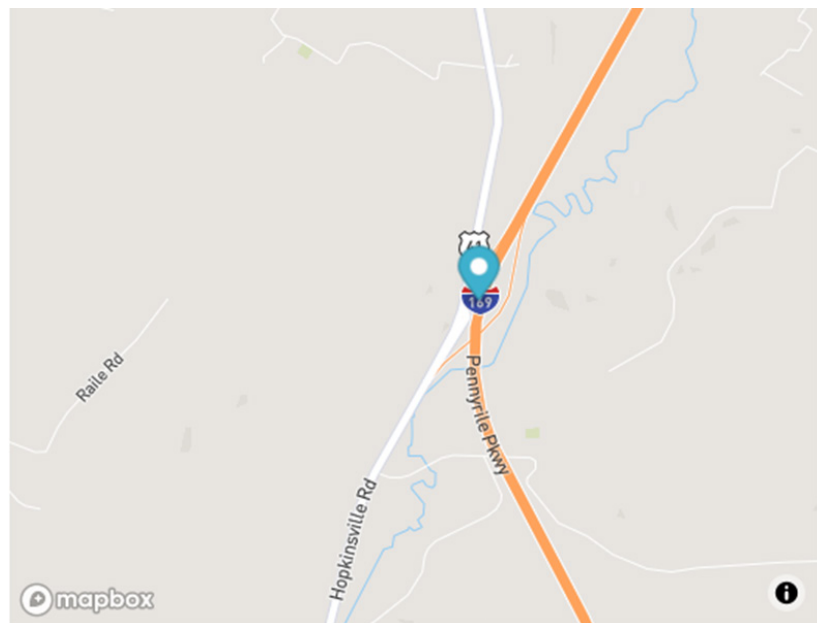
August 25, 2022: Development in the area the truck stops that have been at this interchange for decades is causing extreme congestion at this interchange that causes traffic to back up on to mainline I-75. A redesign of this interchange and the access points on KY 14 is needed.

Comment Category: Mobility (Traffic Congestion)



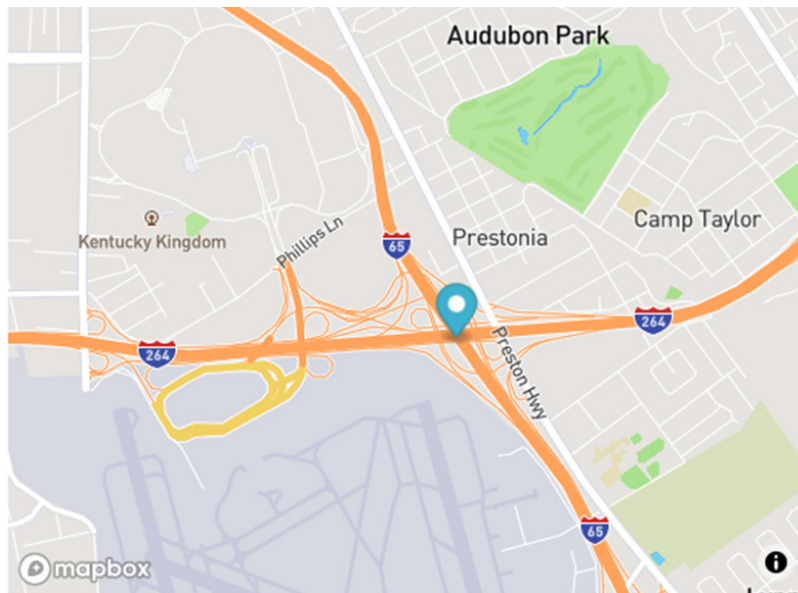
August 29, 2022: Need to reconstruct interchange.

Comment Category: TSMO (Transportation Systems Management and Operations)



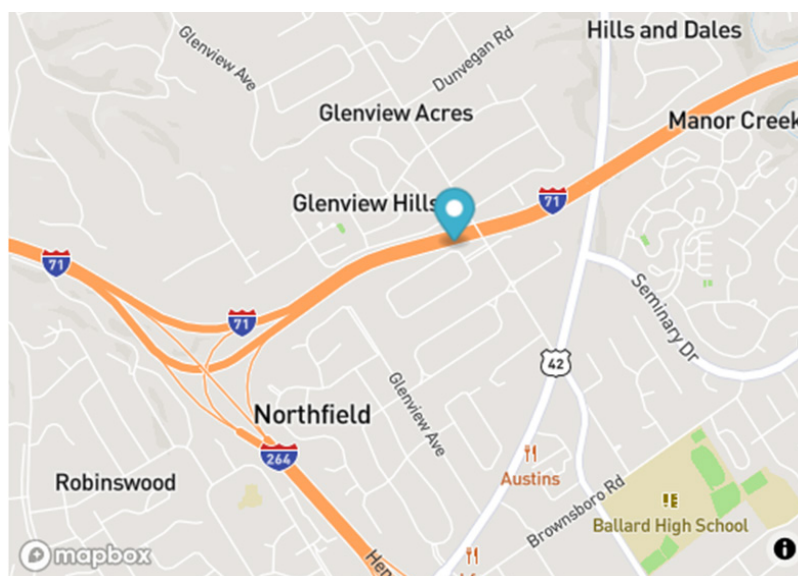
August 29, 2022: 5-559: Peak hour traffic creates large queues that extend onto mainline I-65 and I-264 causing extreme speed differentials. The I-65/I-264 Interchange was ranked as the number one highest crash interchange in the KIPDA MPO region.

Comment Category: Mobility (Traffic Congestion)



August 29, 2022: 5-557: Based on the current traffic projections, it is expected that traffic on Section 1, Zorn Ave to I-264, will exceed 80,560 vehicles per day by 2045 while traffic on Section 2, I-264 to I-265, will exceed 103,070 vehicles per day by 2045. These traffic numbers are well over the capacity of the current four-lane highway. Congestion issues exist currently and are not only related to the current capacity but also are related to the present configuration of the I-264 interchange. The interchange creates bottlenecks at peak traffic periods due to geometric configuration in both directions involving site distance and sharp curves. Additionally, the area between Zorn Avenue and I-264 includes 2 locations of primary safety concerns. Traffic incidents in this section of the corridor cause “non-recurrent” congestion issues as was documented in the 2014 I-71 Corridor Study. A review of crash data for this section of the interstate also shows that the number of crashes has increased every year since 2012. The number of crashes has increased faster than the traffic volume, indicating that the crash rate has also been increasing.

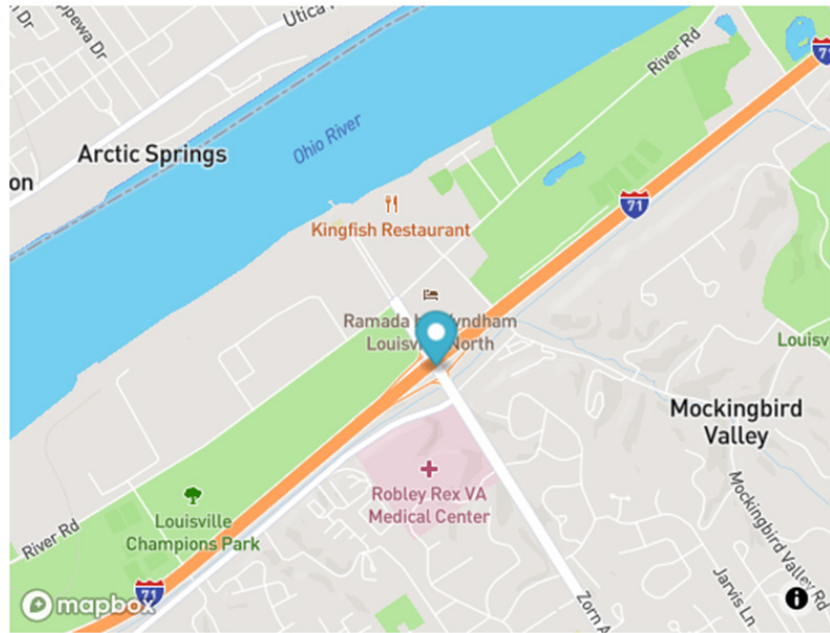
Comment Category: Mobility (Traffic Congestion)



STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

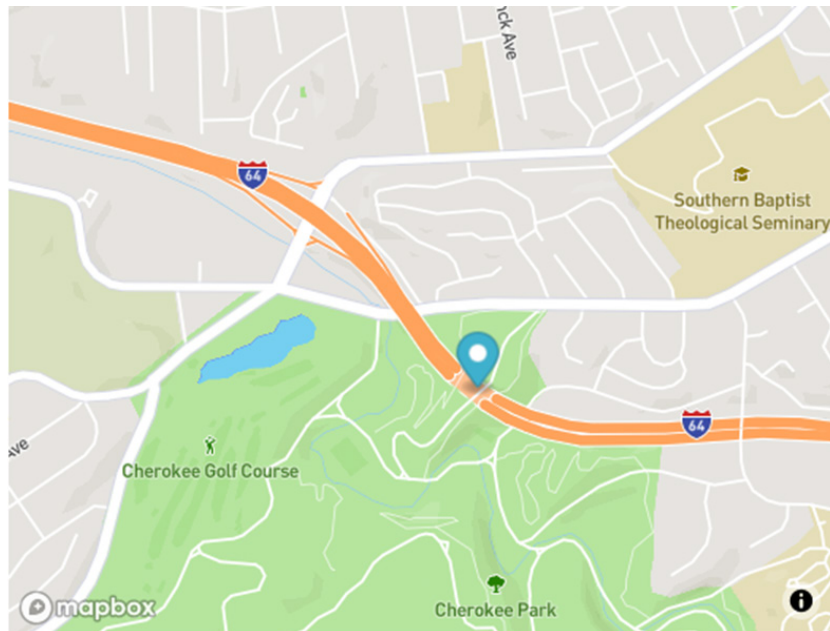
August 29, 2022: 5-48.1: Future No-Build traffic volumes are anticipated to grow steadily, further degrading operations. Prior to the 2045 analysis year, the network fails--with I-71 operating at LOS F and all v/c greater than 1.0.

Comment Category: Mobility (Traffic Congestion)



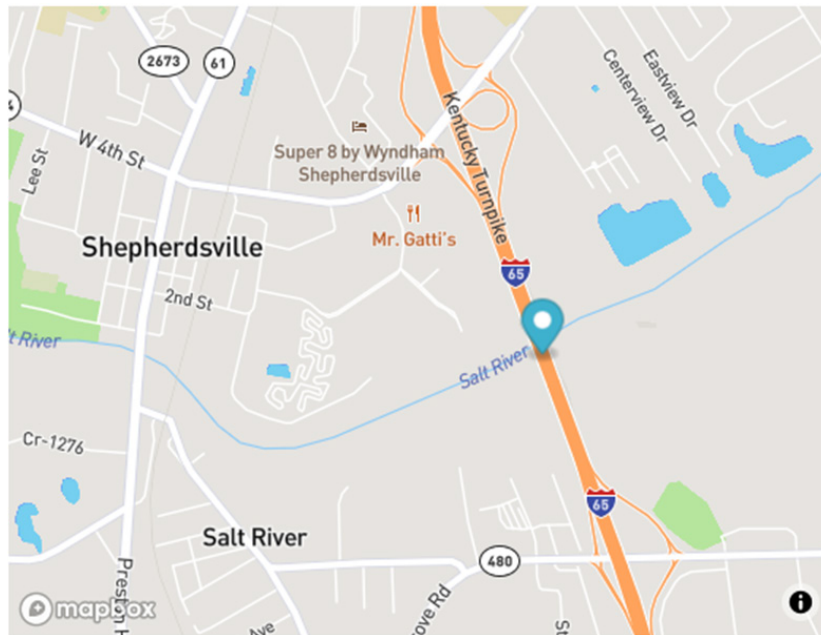
August 29, 2022: Pavement rehab in tunnel.

Comment Category: Roadway/Pavement Issues



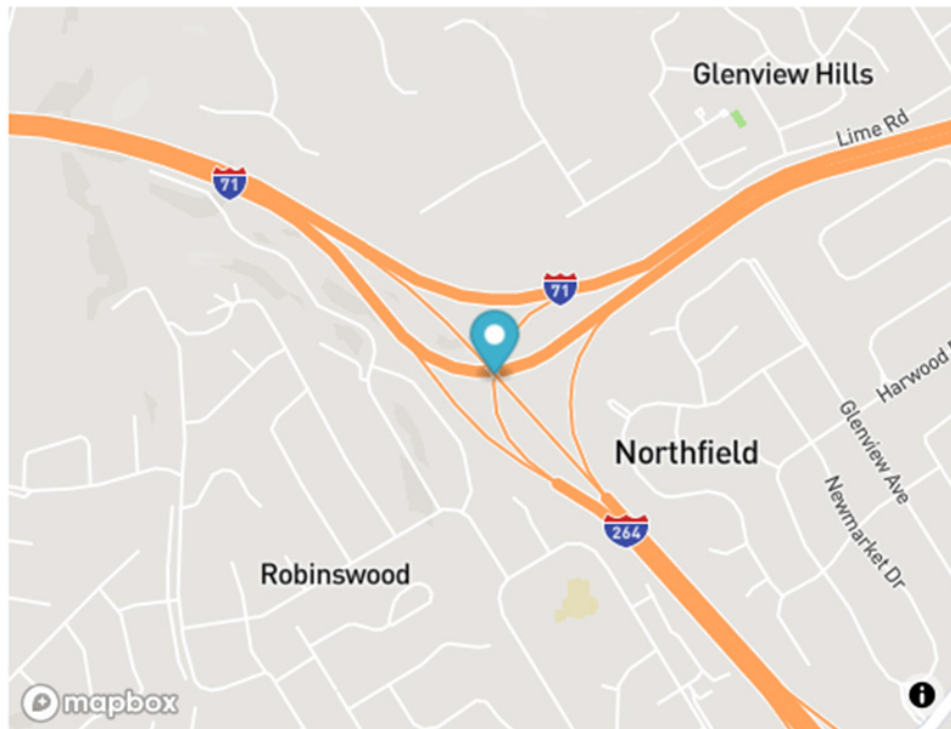
August 29, 2022: 5-550: Historical KYTC traffic volumes show Annual Average Daily Traffic (AADT) on the study portion of I-65 ranges from 66,000 vehicles per day (VPD) near Lebanon Junction to 110,000 VPD in Louisville south of the Gene Snyder Freeway (I-265), with trucks representing 19 to 27 percent of that traffic. The combination of high truck traffic and the age of the existing pavement has led to very poor pavement conditions, compromising traffic operations and vehicle safety. By 2045, traffic along the corridor is anticipated to increase to between 107,000 and 152,000 VPD. Based on these traffic projections, without improvements, additional sections of northbound I-65 and most of southbound I-65 north of the Salt River will have undesirable traffic operations.

Comment Category: Mobility (Traffic Congestion)



August 29, 2022: 5-557: I-264 Eastbound to I-71 Northbound Ramp Merge – The merge creates a bottleneck that backs up traffic on both I-264 eastbound and to a lesser extent on I-71 northbound. I-264 Eastbound to I-71 Northbound Ramp – This single-lane ramp is over capacity. I-264 Eastbound Weave – The I-264 eastbound weave area operates poorly; however, the main capacity constraints are the single-lane downstream ramp (to northbound I-71) and the I-71 merge. I-71 Northbound curve – This tight radius horizontal curve through the interchange creates both safety issues as well as operational issues (which are made worse by the vertical upgrade and subsequent merge with vehicles coming from I-264 eastbound). I-71 Northbound Diverge at I-264 Westbound – The design of this diverge makes remaining on I-71 northbound feel like a left-sided exit. Drivers conduct late/erratic lane changes or use the far-left lane at slow speeds. Crash data (2017-2019) supports the need for improvements to the diverge and the subsequent tight radius horizontal curve. I-71 Southbound Ramp – The single-lane southbound ramp to I-264 westbound is a left sided exit that reaches capacity at peak times, leading to congestion and queues on southbound I-71 leading into the interchange. I-71 Northbound and I-71 Southbound Ramp Merge and Westbound Weave – The merge where I-264 westbound begins is a difficult area for drivers to navigate, with some drivers making quick lane changes.

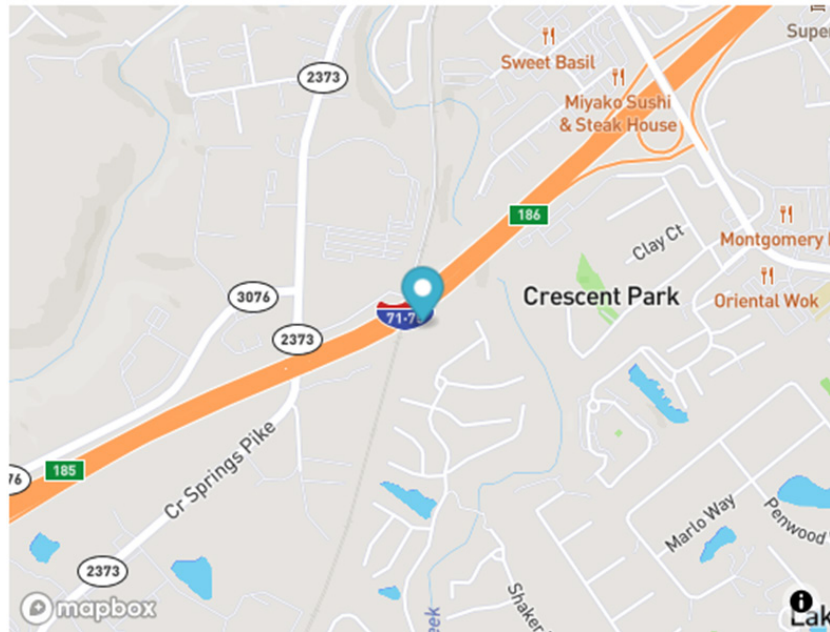
Comment Category: Mobility (Traffic Congestion)



STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

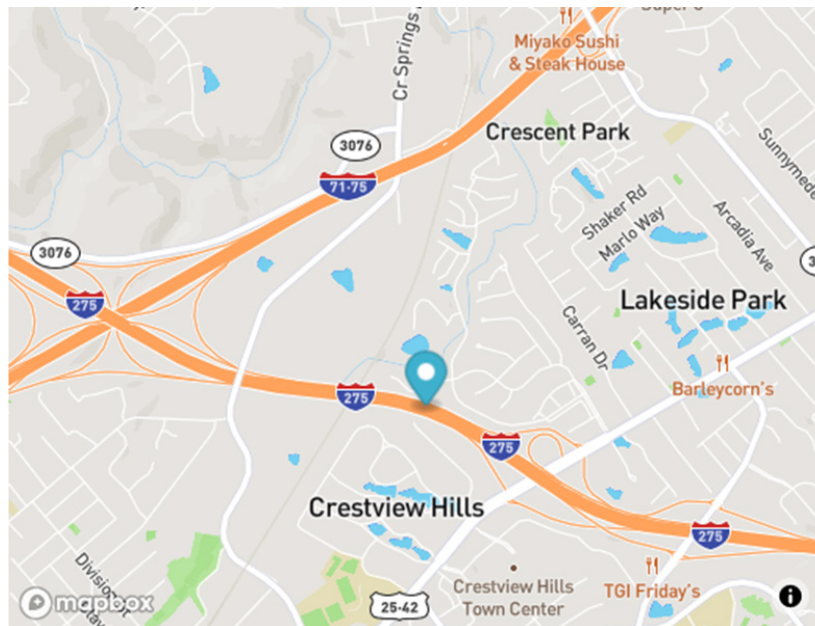
September 1, 2022: Any reconfigure of lanes on I-75 need to add a sound wall between I-75 and the back end of Lookout Farm in Crestview Hills.

Comment Category: Environmental Issues



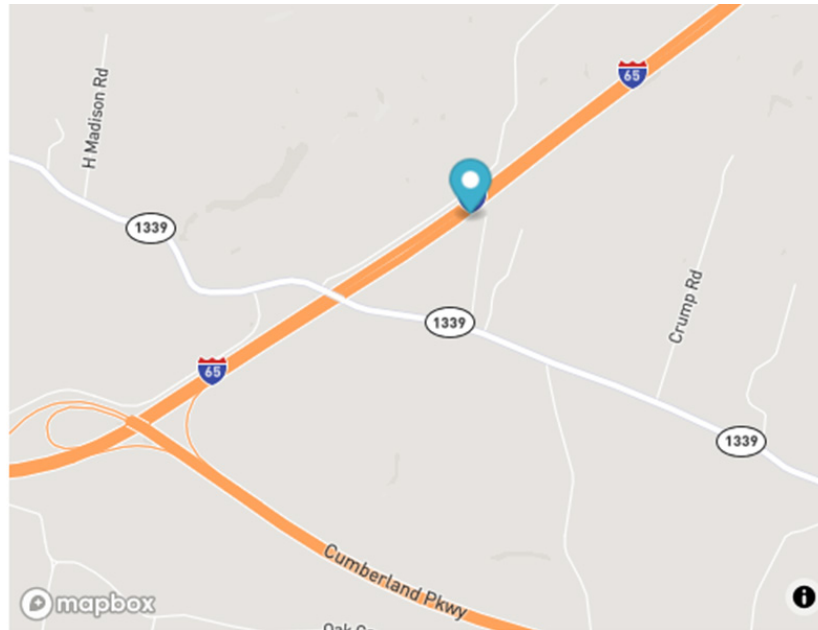
September 1, 2022: Truck Traffic has increased in this area along with noise. A sound wall needs to be part of any plan to add or reconfigure lanes along I-275 and I-75 Interchange.

Comment Category: Environmental Issues



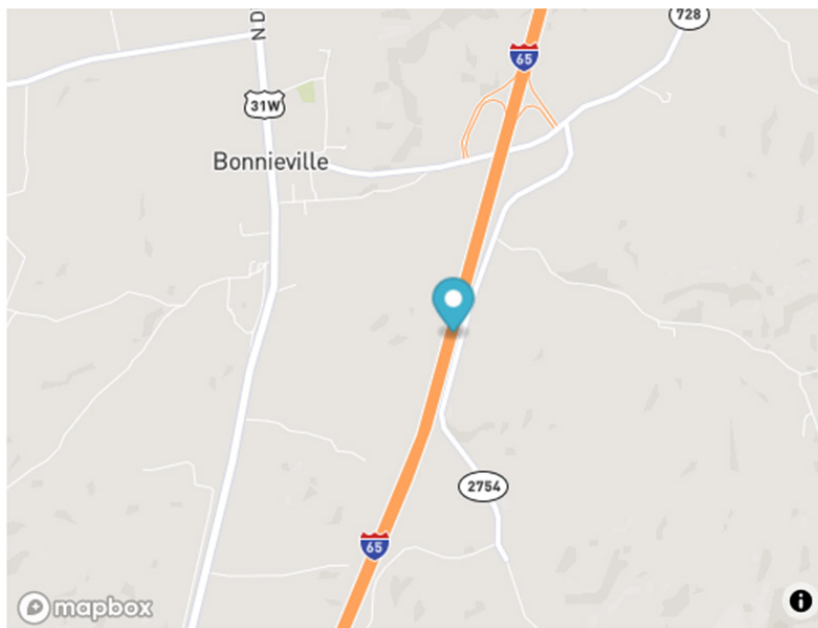
September 1, 2022: 44 mile-marker southbound left lane holds water causing several collisions.

Comment Category: Safety



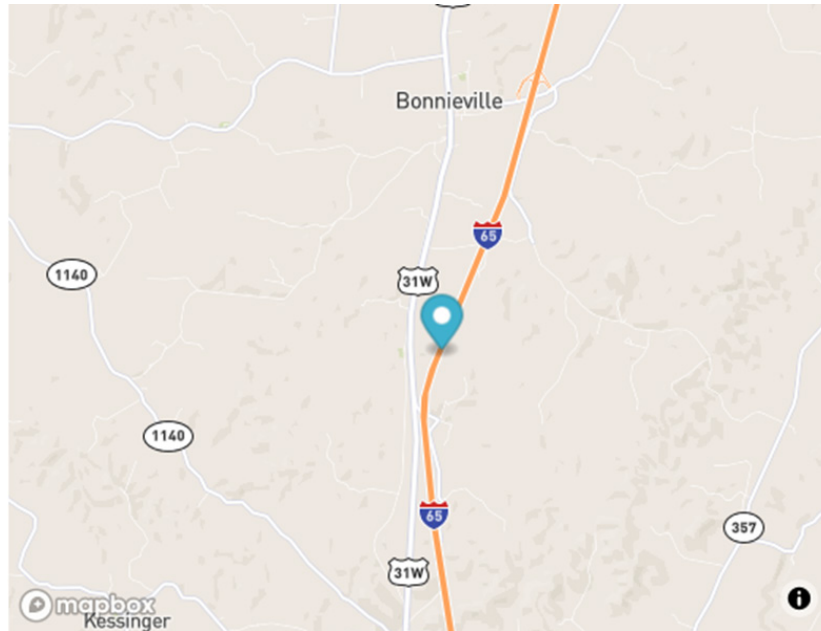
September 1, 2022: 69 mile marker fast lane southbound is holding water and when collisions occur first responders and other involved parties are at high risk because of blind spot due to a hill crest.

Comment Category: Safety



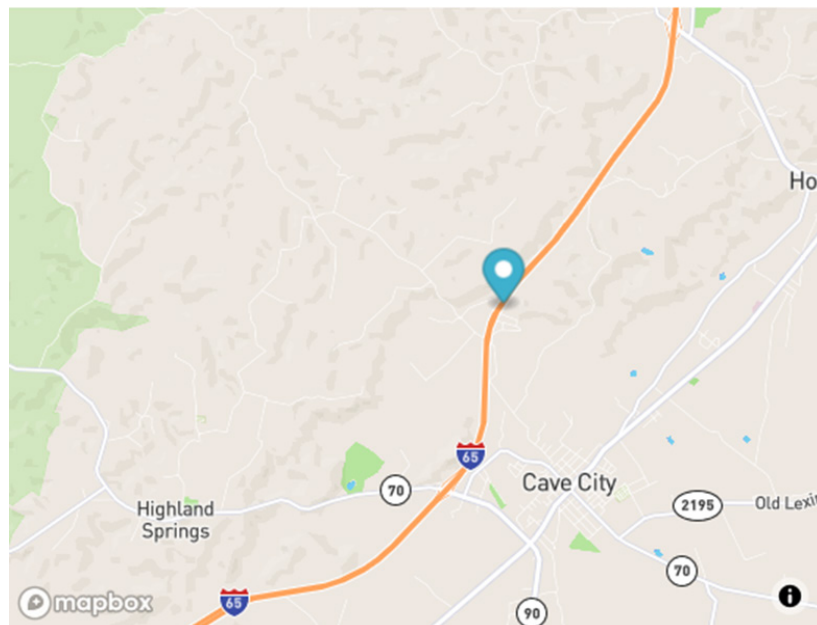
September 1, 2022: Interstate has water pooling at 66 and 67 northbound.

Comment Category: Safety



September 1, 2022: New pavement at the 54 and 55 mile-marker northbound is holding water and not draining.

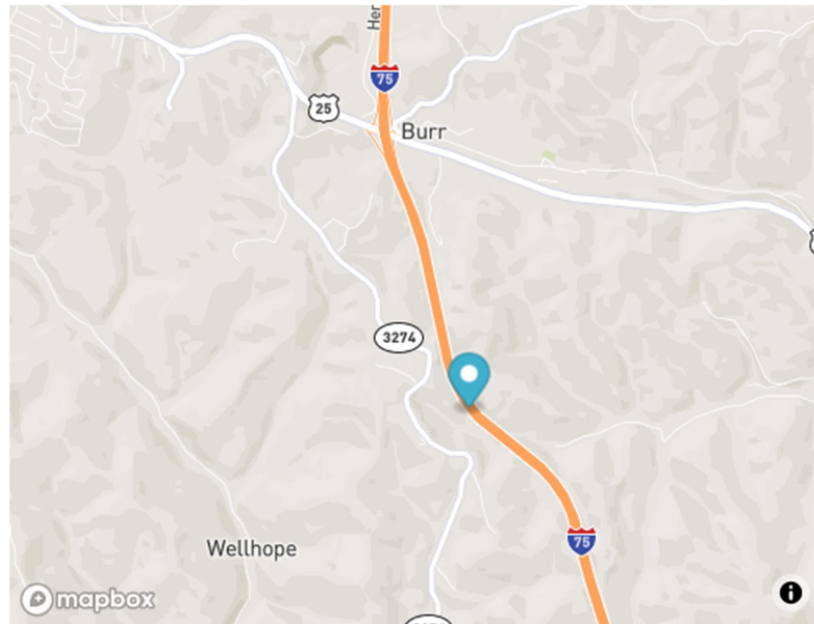
Comment Category: Safety



STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

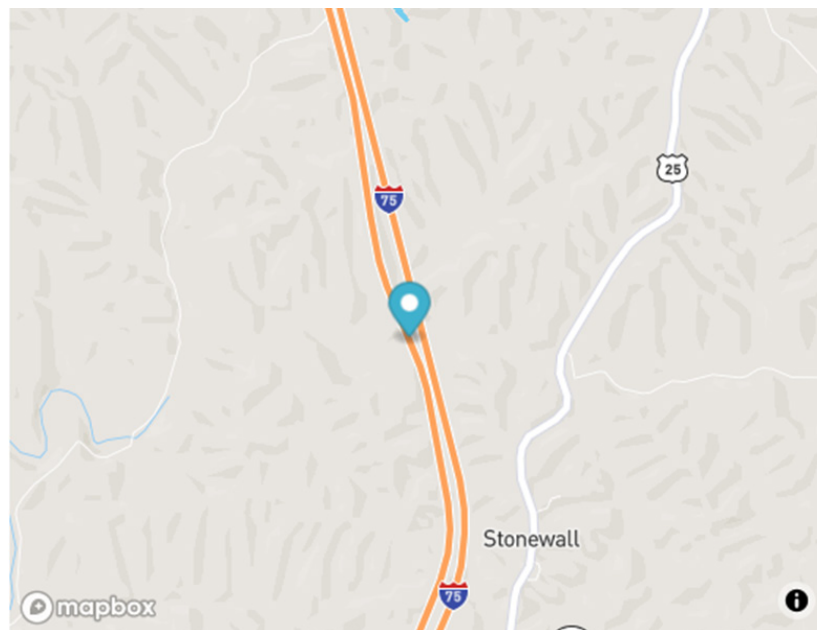
September 2, 2022: Heavy area for accidents when it rains, due to vehicles hydroplaning.

Comment Category: Safety



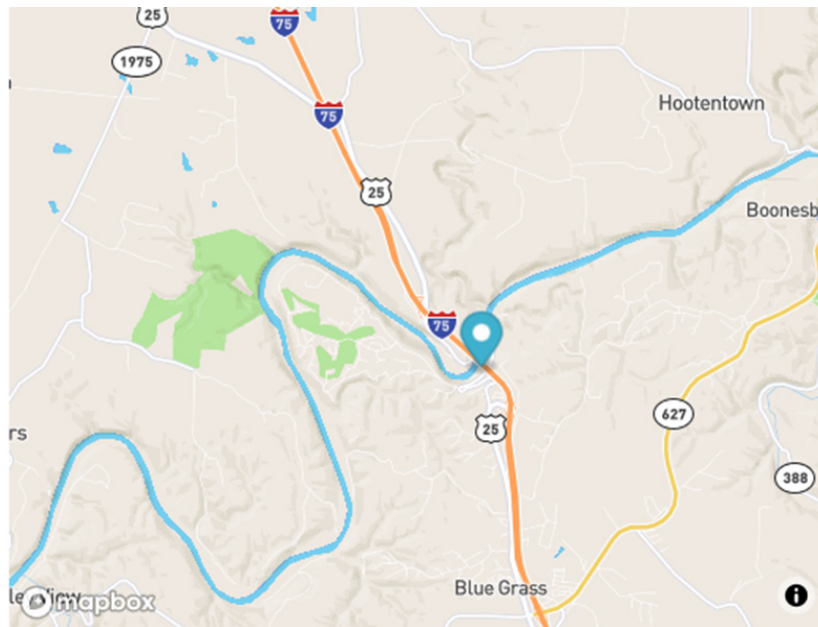
September 2, 2022: During any rain, water on the graded roadway does not drain and vehicles hydroplane causing accidents almost every time. State has been notified and has used drones to survey the area. Extra signage needs to be placed about the hydroplane hazard if the roadway can't be re-graded.

Comment Category: Safety



September 2, 2022: I've observed the following operational and resiliency issues with the Clays Ferry Bridge: First the approaches have some grade to them which makes them a challenge for trucks during snow & ice events. Also any incident here can lead to major delays as the only alternative is KY 627/I-64 via Winchester. There's also not much information to be had about incidents / alternative routes, etc. as there are few message signs leading up to the bridge. My proposal is as follows: 1. Installation of cameras between I-64 and London which are monitored especially during inclement weather. 2. Installation of dynamic message signs along same segment in advance of significant intersections (especially KY 627 NB and I-64 SB). 3. During significant snow and ice events, restrict travel to 1 or 2 lanes to allow for removal equipment to operate in the closed lane and once clear, move traffic to the clear lane to allow for snow/ice removal in the other lane. 4. Install gates at exit ramps of significant cross roads to preemptively close the interstate during particularly problematic events. Combine this with the DMS signs so that travelers may make an informed decision regarding alternatives.

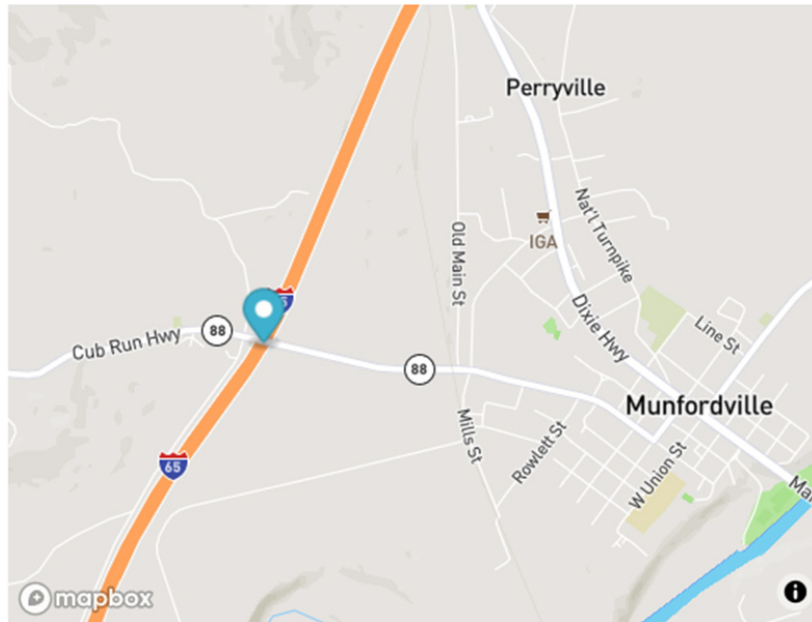
Comment Category: TSMO (Transportation Systems Management and Operations)



STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

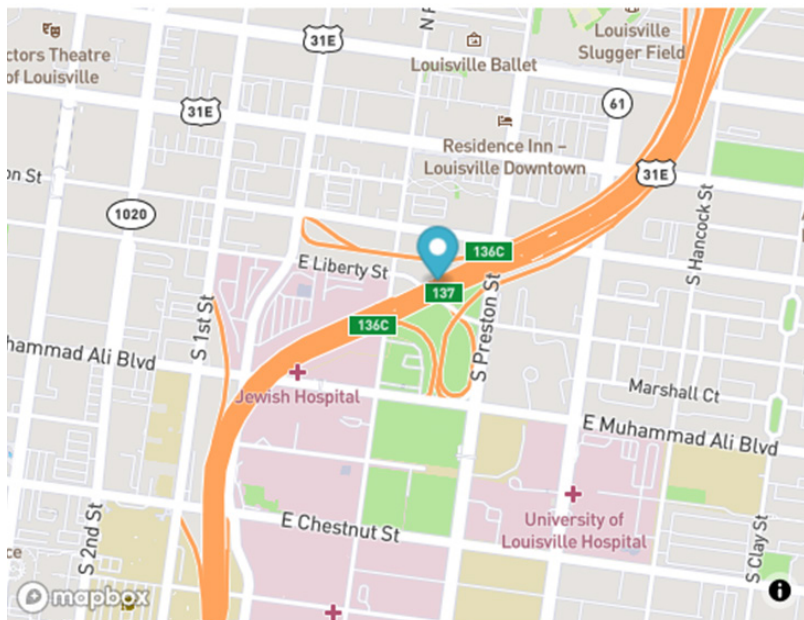
September 6, 2022: New interchange desired to accommodate growth, mitigate congestion and increase accessibility and mobility.

Comment Category: Development Opportunity



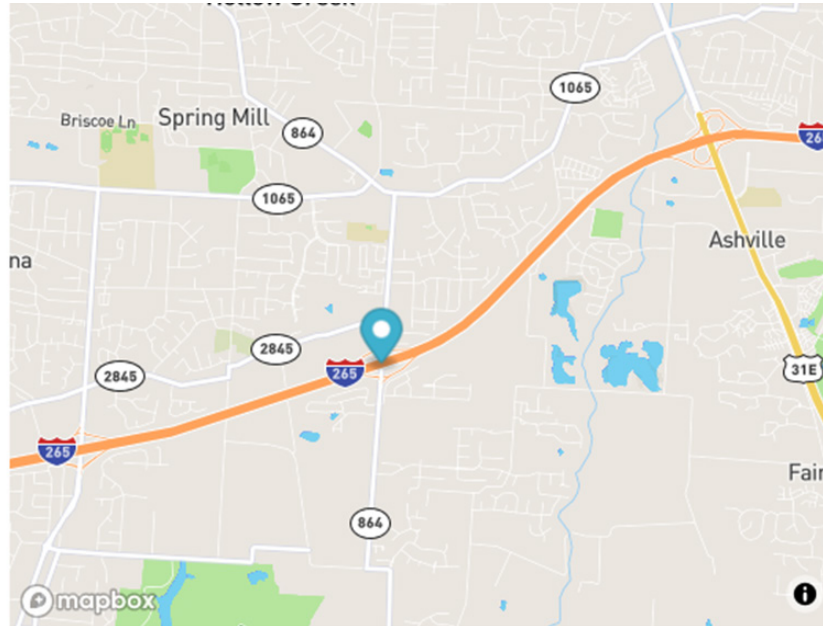
September 14, 2022: Consider additional signing or markings regarding the right lane ending here. There are many last second transitions and near misses at this location.

Comment Category: Safety



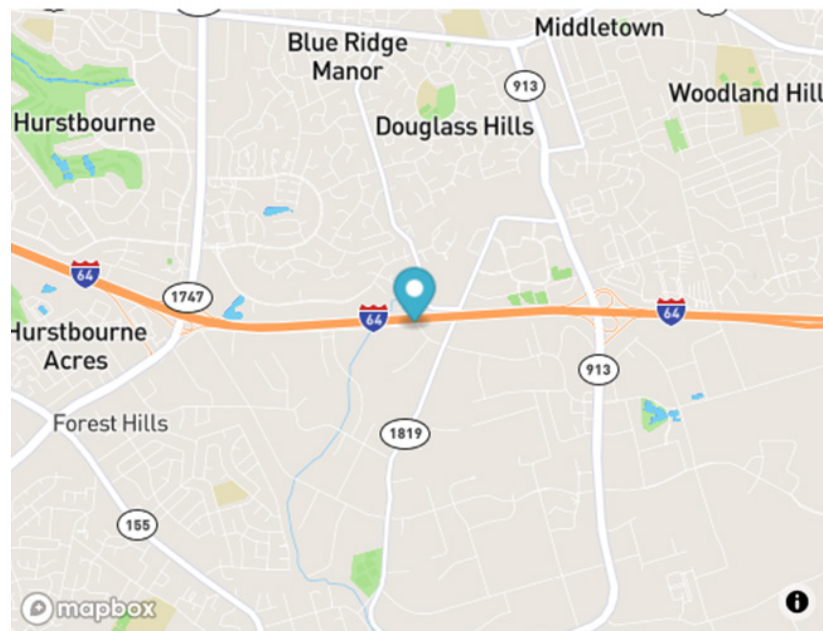
September 14, 2022: Heavily travelled I-265, to the south and west of I-64, and continuing on KY-841 west of I-65, has some ITS equipment deployed facilitating limited Traffic Incident Management (TIM) in the corridor. Basic TIM services to motorists could be enhanced by installation of CCTV units at several major interchanges such as Billtown Road, Beulah Church Road, National Turnpike, Stonestreet Road and US 31W.

Comment Category: TSMO (Transportation Systems Management and Operations)



September 14, 2022: Issues typically caused by accidents that are more likely due to increased volume. Heavily traveled corridor with business and housing expansion along Blankenbaker Pkwy. Adding a Dynamic Message Sign at this location eastbound or prior to Hurstbourne Ln eastbound would provide an avenue to communicate incident issues and allow Hurstbourne (KY 1747), Blankenbaker Pkwy (KY 913) and I-265 to serve as potential alternates for incidents occurring east of the DMS location all the way to Simpsonville (exit 28) and Shelbyville (exit 32).

Comment Category: TSMO (Transportation Systems Management and Operations)

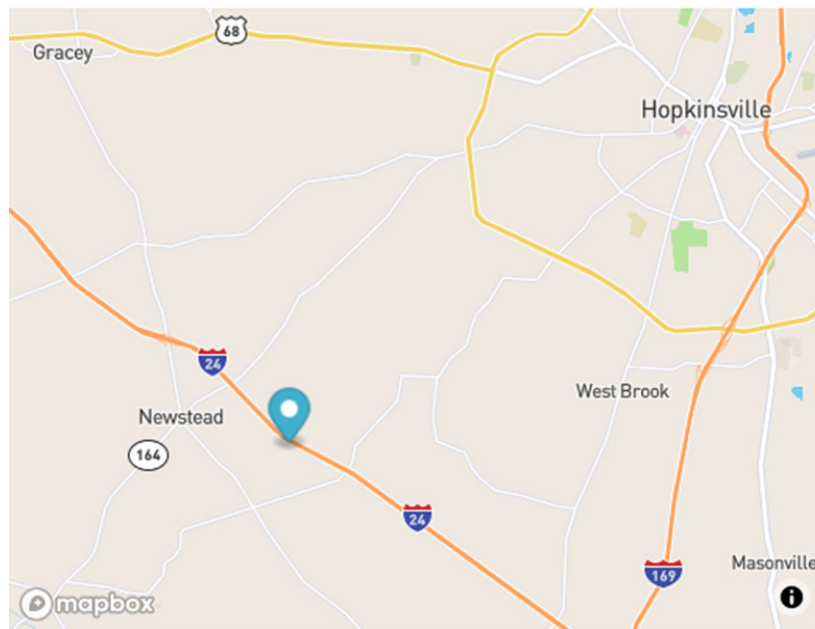


TIER 1 CORRIDORS

(51 COMMENTS & 13 RESPONSES)

August 17, 2022: Excessive congestion from the Tn. state line north through this rural area. Would suggest additional truck lanes in this rural area to ease congestion.

Comment Category: Mobility (Traffic Congestion)



Responses:

August 18, 2022: I agree with comments from Randy Bridges

September 1, 2022: I strongly support any widening of I-24

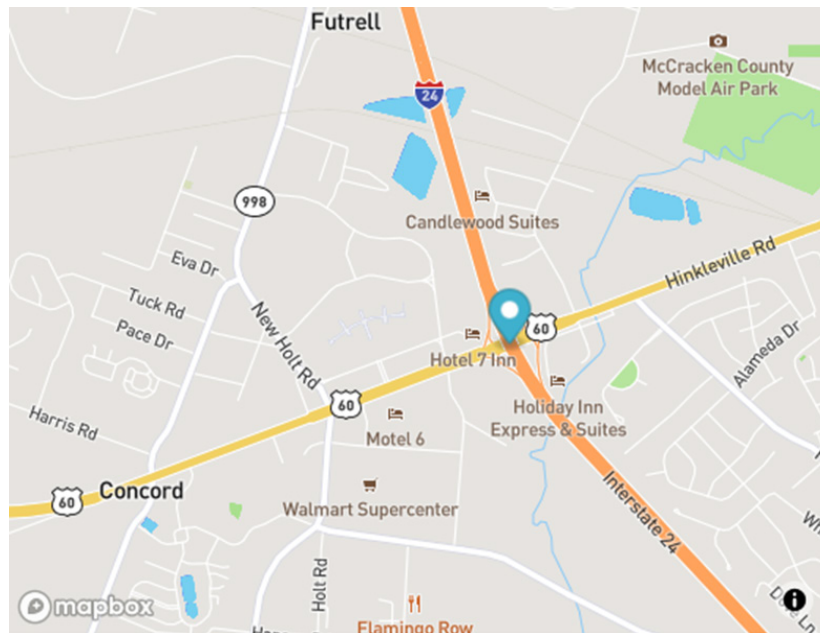
September 2, 2022: I would like for this area of I-24 to be 6 lanes. I have been told that Tennessee is doing this and we don't need to let Kentucky be the bottleneck.

September 6, 2022: I concur with previous responses in reference to the congestion in the area and the possibility of additional lanes from the 81.3 interchange to the KY/TN state line.

September 13, 2022: I agree that this area of I-24 needs some additional capacity. The southbound lanes are, in my opinion, worse than the north bound lanes as it relates to congestion.

August 17, 2022: Recurring congestion with accidents between mile markers 0-7 on I-24. Additional lanes recommended.

Comment Category: Mobility (Traffic Congestion)



Responses:

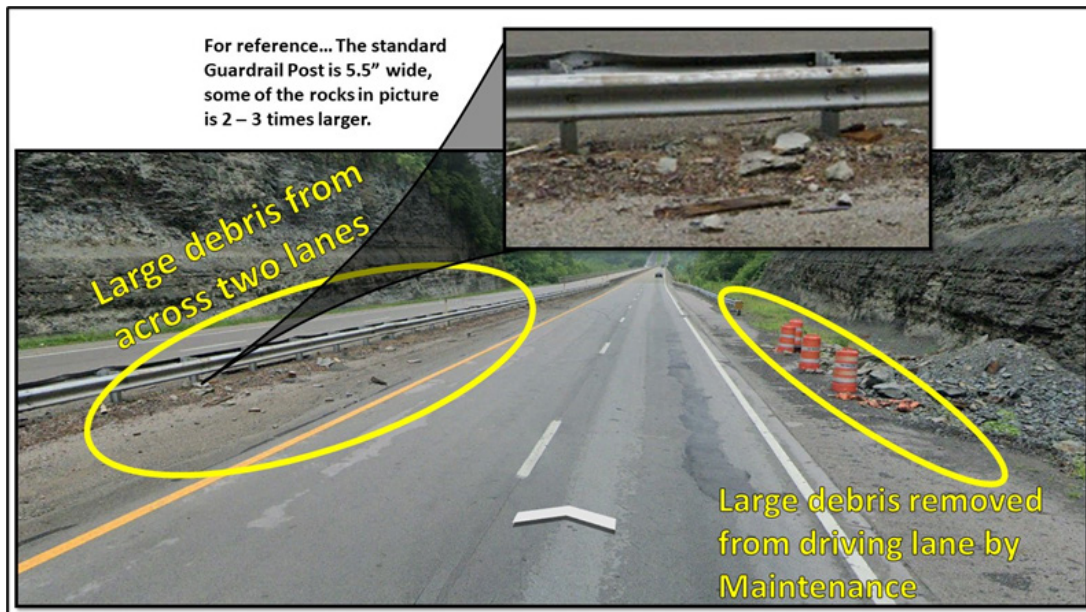
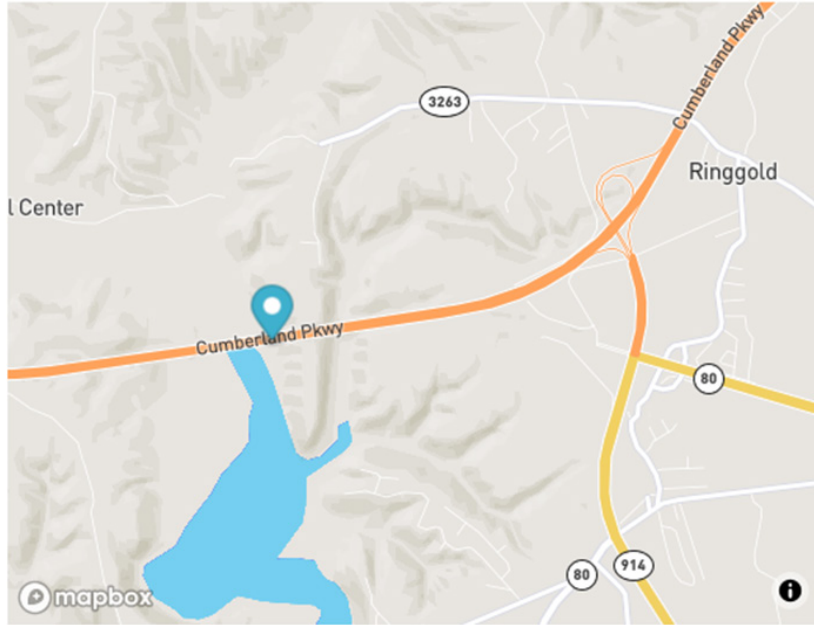
August 18, 2022: Would consider pushing 4 lanes past Exit 7

September 9, 2022: I concur with previous response in reference to the congestion in the area and the possibility of additional lanes from Exit 7 to the KY/IL state line.

STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

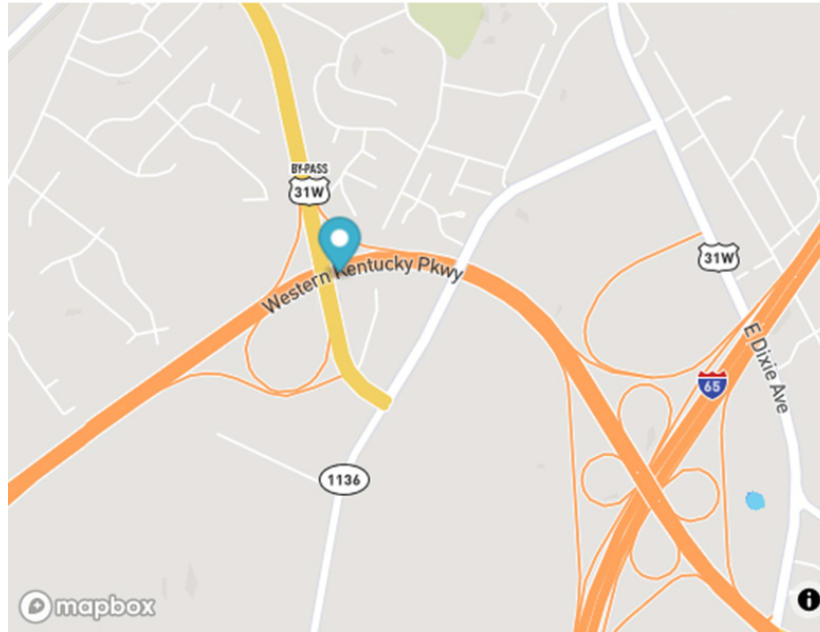
August 25, 2022: This area of the LBN Expressway has significant recurring rockfall issues. The project number for this area is 8-5004.00 - CORRECT ROCKFALL HAZARD @ MP 84.6 TO 84.8 (BOTH SIDES OF ROADWAY)(10CCR) (12CCR). RW has been acquired and need easement from Corp of Eng. Plans are available upon request.

Comment Category: Other



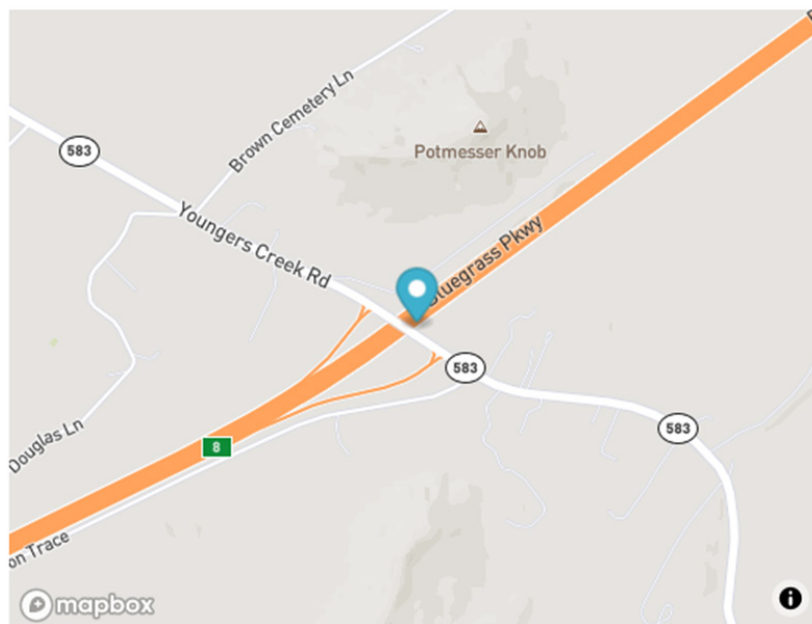
August 25, 2022: Significant increase in traffic volumes are occurring on this end of Elizabethtown with the Ford site. It may be worthwhile to take a look at the WKP @ US31W Bypass interchange to see if improvements on access/connectivity are warranted.

Comment Category: Connectivity (Ease of Reaching Destination)



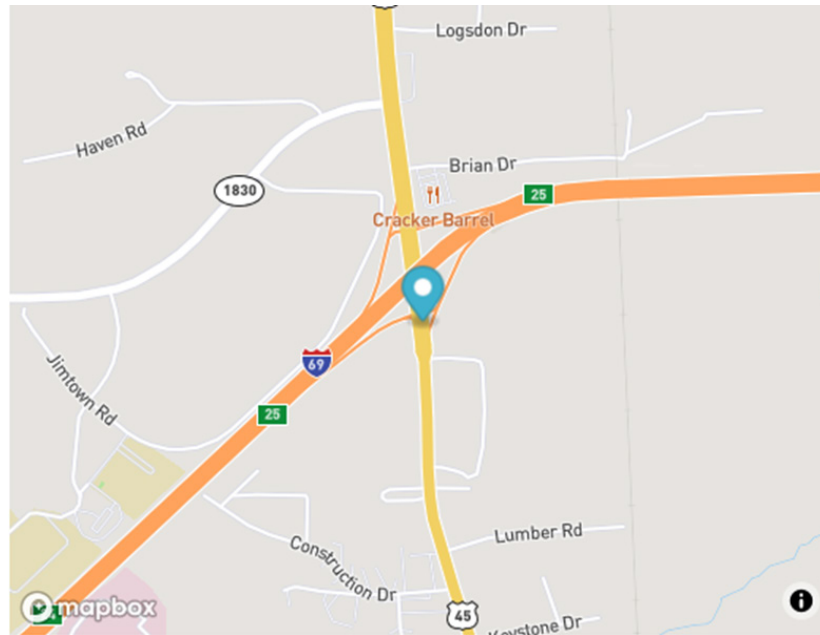
August 25, 2022: BGP Exit 8 only has a WB on-ramp and EB off-ramp. Would be beneficial to consider a full interchange at this location.

Comment Category: Mobility (Traffic Congestion)



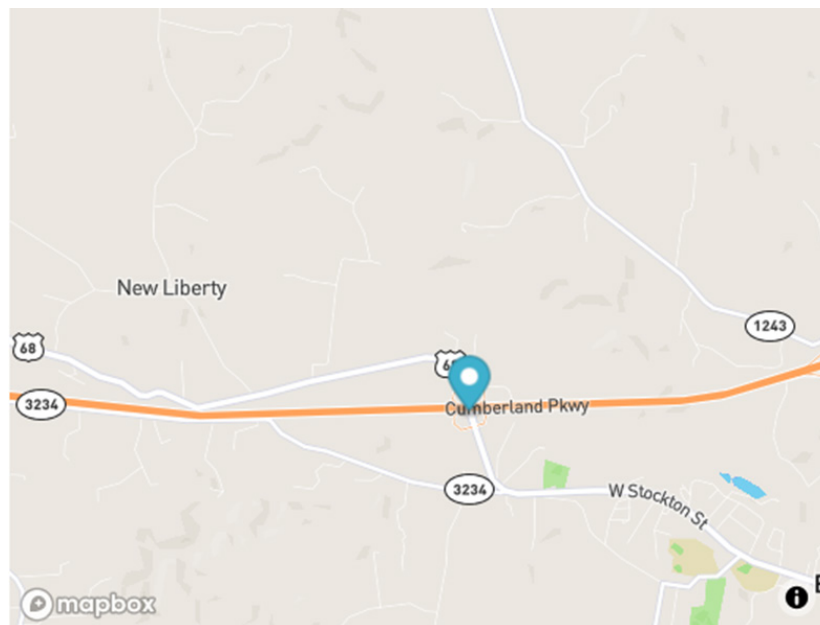
August 25, 2022: D1 has had several requests for lighting at this intersection.

Comment Category: Other



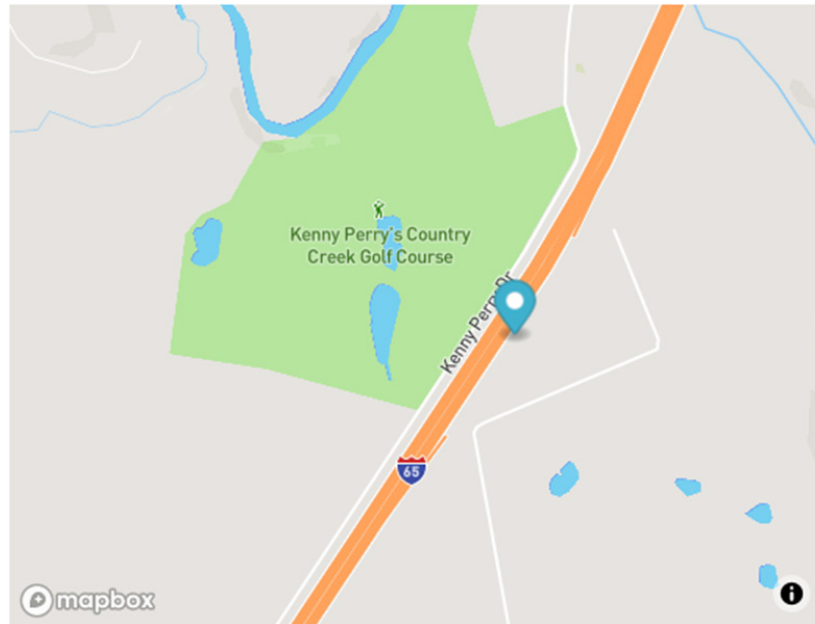
August 25, 2022: Cloverleaf interchange needs to be reconstructed due to short weave/merge area at former toll plaza facility. See also Cumberland Parkway Interstate Conversion Study (2021).

Comment Category: Safety



August 25, 2022: Weigh station constructed in 1989. Concrete ramps are in disrepair and need complete replacement. Asphalt patches no longer working. KSP continually complains about issue. Need project funding to rehabilitate this facility.

Comment Category: Freight/Truck

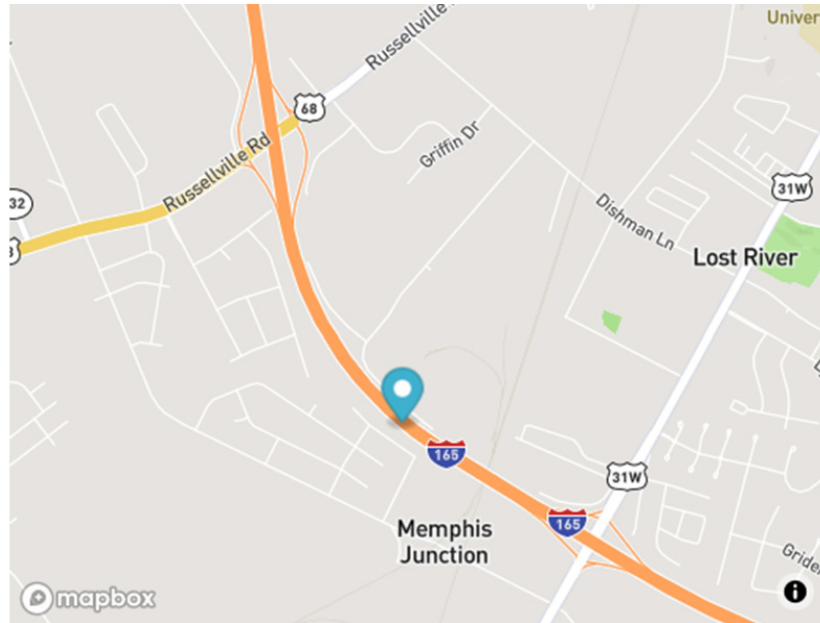


Response:

September 1, 2022: I support this project.

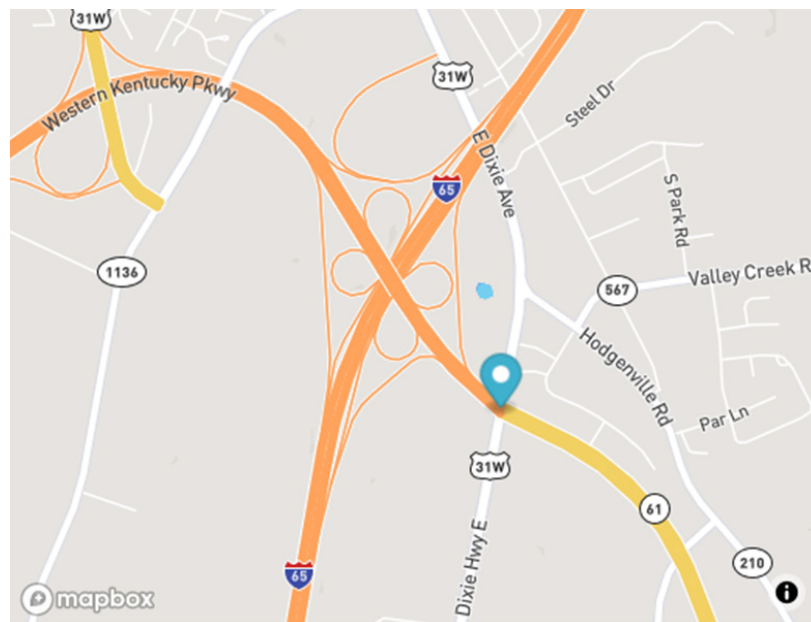
August 25, 2022: Ramp spacing between Exits 3 and 5 is <5000 feet which creates challenges for weaving and merging vehicles, especially for slower moving freight vehicles. Recommend continuous third lane in each direction between the two interchanges. Recommend median cable barrier to minimize cross over crashes due to weave/merge conflicts.

Comment Category: Safety



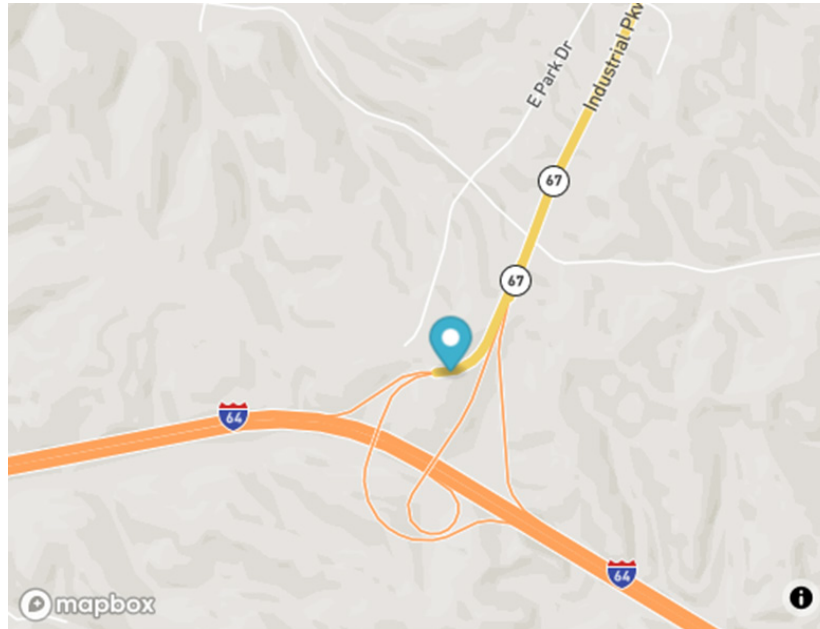
August 25, 2022: The end of the WKP @ US31W/KY61, with the I65 on-ramp within 300', has historically been a safety and mobility issue for the district. Significance delays are experienced at the signalized intersection during peak periods. Growth to the south, and to this Exit 91, may prompt us to identify a project to improve the situation.

Comment Category: Safety



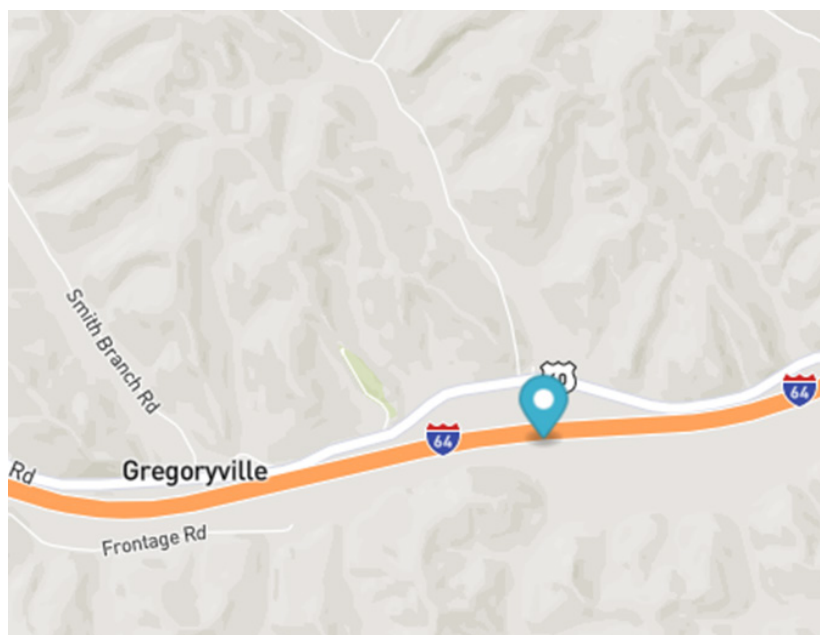
August 26, 2022: 9-397.00, Carter, Boyd and Greenup Counties, KY 67 (Industrial Parkway) - Safety spot improvements and congestion mitigation for Industrial Parkway (KY 67) in Carter, Boyd, and Greenup Counties for Braidy Industries aluminum plant development. There is some minor work on the west bound I-64 on-ramp. Project was nearing the right of way stage but is nearly stopped because of the Braidy fiasco.

Comment Category: Safety



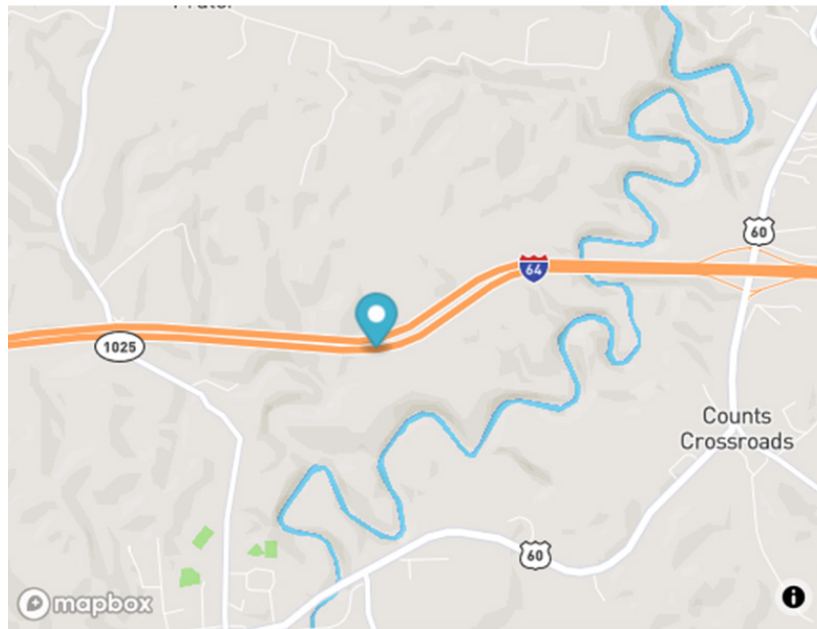
August 26, 2022: 9-22054.00, Carter, I-64 pavement rehab - ADDRESS CONDITION OF I-64 FROM MILEPOINT 166.217 TO 171.2. I don't believe design has begun.

Comment Category: Roadway/Pavement Issues



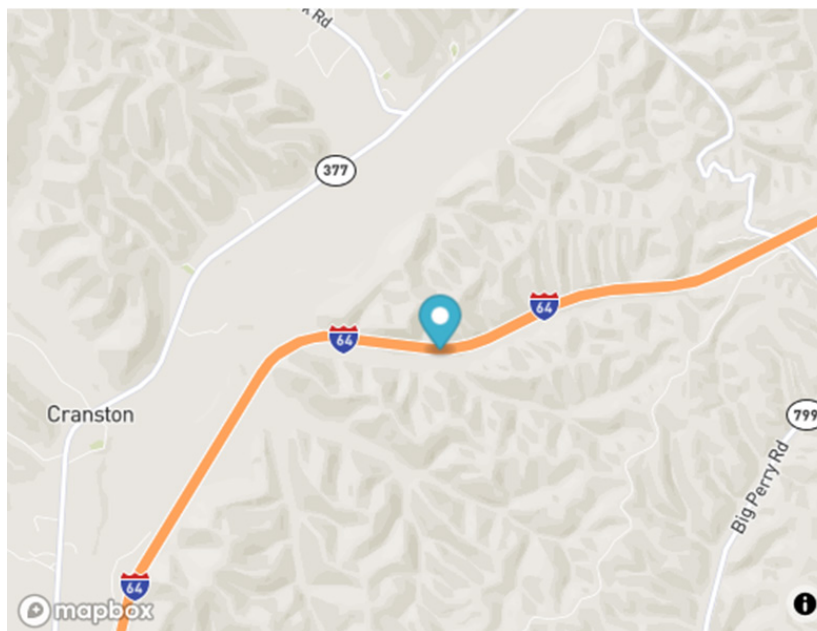
August 26, 2022: 9-22053.00, Carter, I-64 pavement rehab - ADDRESS CONDITION OF I-64 FROM MILEPOINT 154.26 TO MILEPOINT 166.217. Don't believe design has begun.

Comment Category: Roadway/Pavement Issues



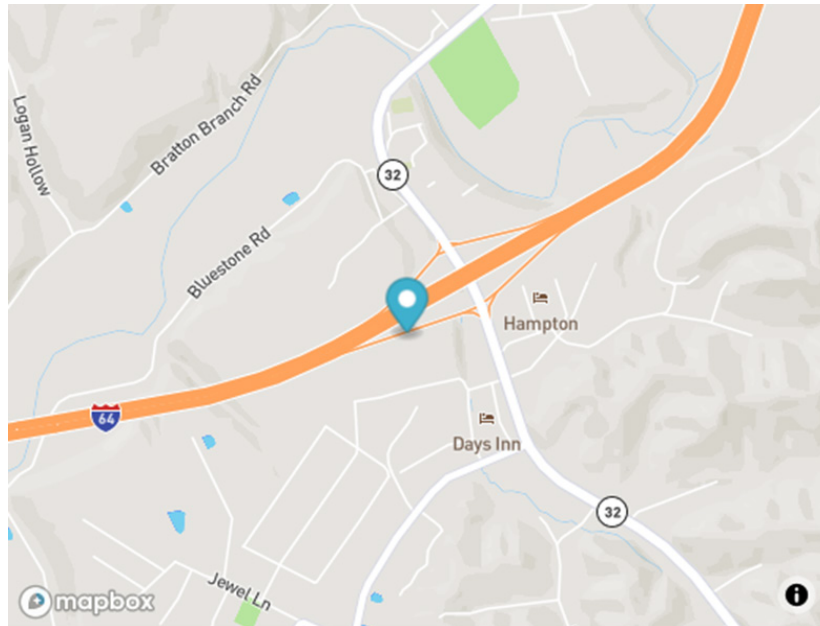
August 26, 2022: 9-20014.00, Rowan, I-64 pavement rehab -ADDRESS CONDITION OF I-64 FROM MILEPOINT 141.5 TO MILEPOINT 147.94. Don't believe design has begun.

Comment Category: Roadway/Pavement Issues



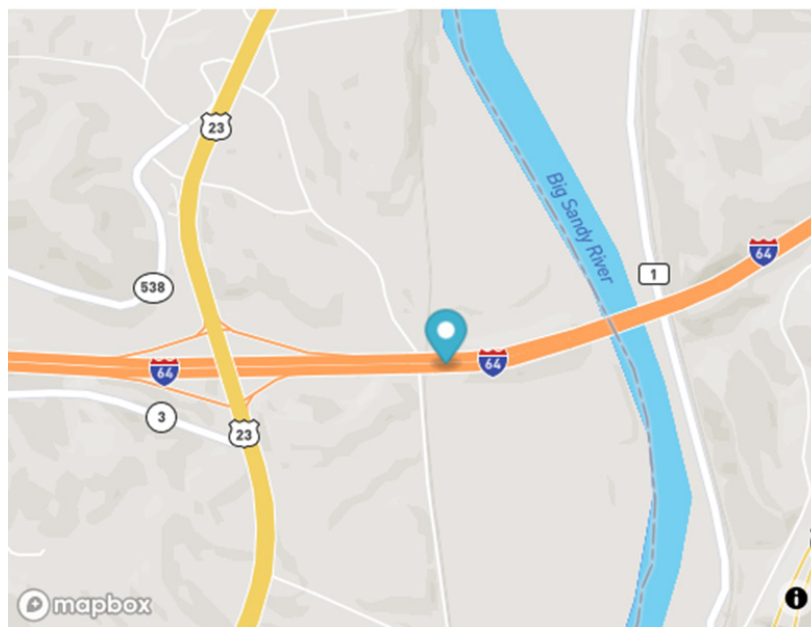
August 26, 2022: 9-9010.10, Rowan, KY 32 and eastbound I-64 off/on ramps, HSIP - Widen the EB off ramp to two lanes to reduce/eliminate traffic from backing up into the EB I-64 mainline. Reconfigure (square up) the EB off-ramp/KY 32 intersection to improve intersection safety. Project has been let and awarded, but has not begun.

Comment Category: Safety



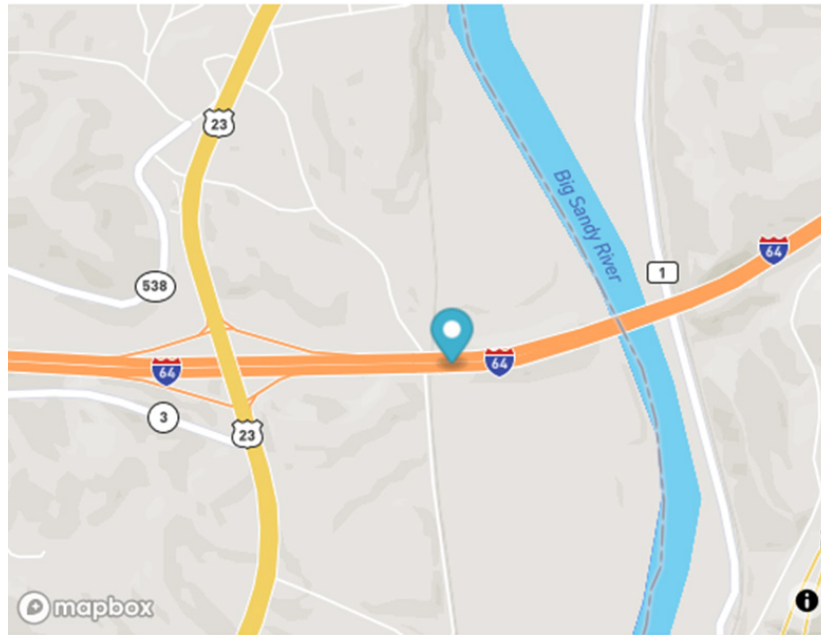
August 26, 2022: 9-20012.00, Rowan, I-64 pavement rehab - Rehabilitation of I-64 between MP 128.955 (Bath Co. Line) and MP 134.75 (Bull Fork Creek). Project has been let but rejected(?)

Comment Category: Roadway/Pavement Issues



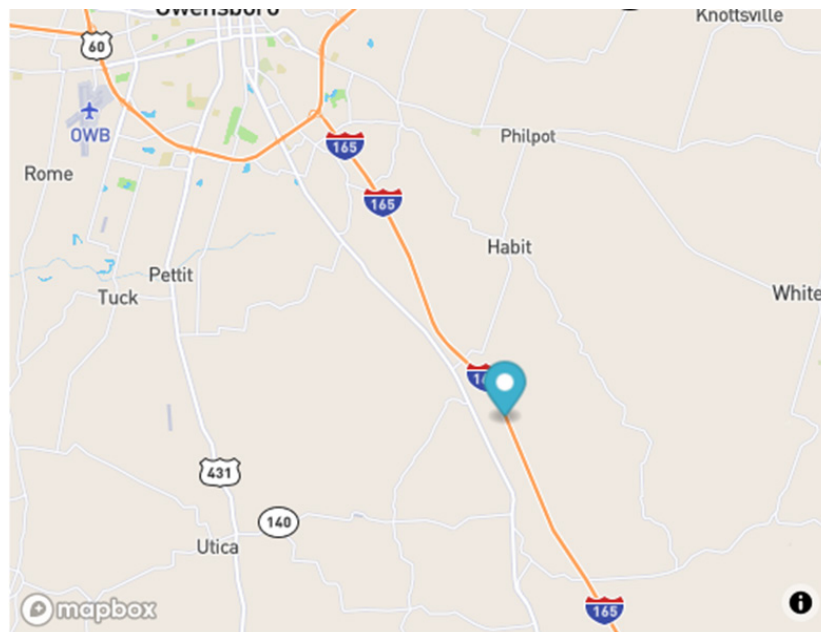
August 26, 2022: Boyd, I-64, 9-20003.00 - ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTION(S) FROM MILEPOINT 183.95 TO MILEPOINT 191.507. Also includes eastbound on-ramp reconstruction and slight mainline horizontal curve and superelevation adjustment. Project is under construction.

Comment Category: Roadway/Pavement Issues



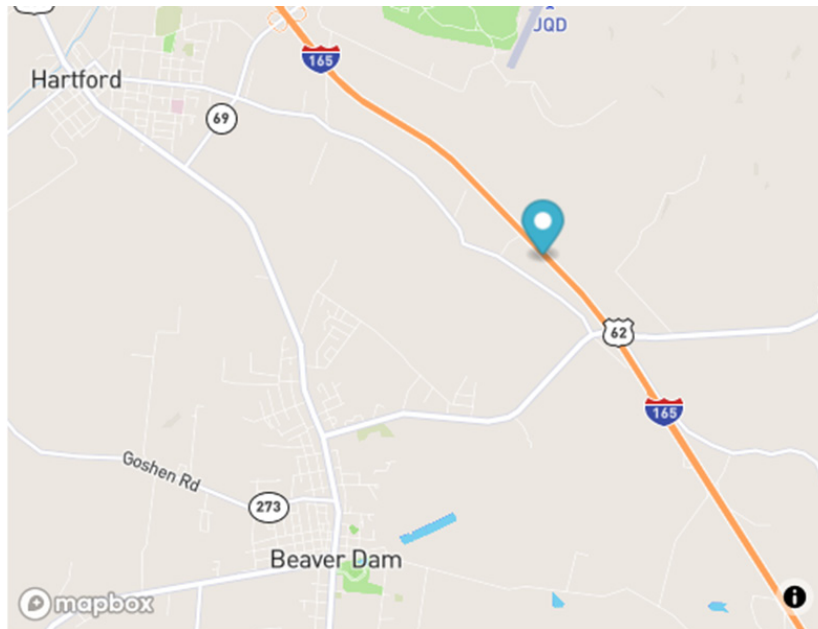
August 29, 2022: A new interchange is needed between US 60 in Owensboro and KY 69 near Hartford. It is approximately 24 miles between these exits and another interchange would provide needed access for emergency vehicles etc.

Comment Category: Connectivity (Ease of Reaching Destination)



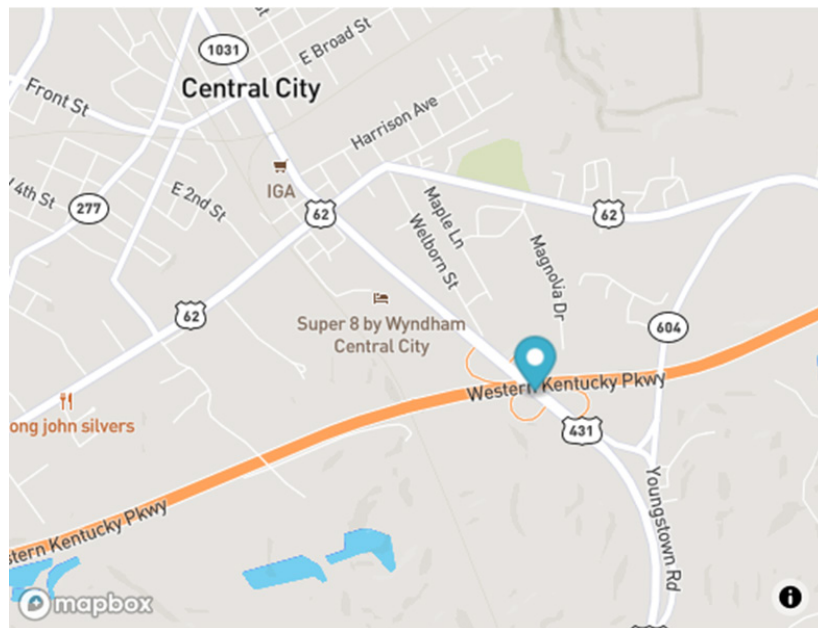
August 29, 2022: The remaining section of concrete surface between KY 69 exit and Butler County needs to be replaced.

Comment Category: TSMO (Transportation Systems Management and Operations)



August 29, 2022: This interchange needs to be upgraded from its toll booth layout. It was identified in a 2015 Parkway conversion study and is currently in the Highway plan with Design in 2025.

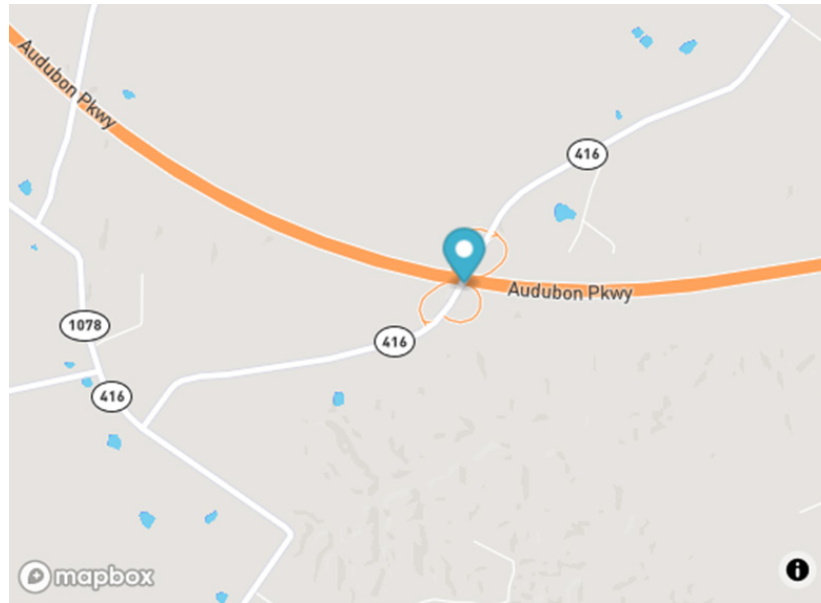
Comment Category: Safety



STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

August 29, 2022: Interchange needs to be reconstructed to interstate standards since this is a future Interstate spur.

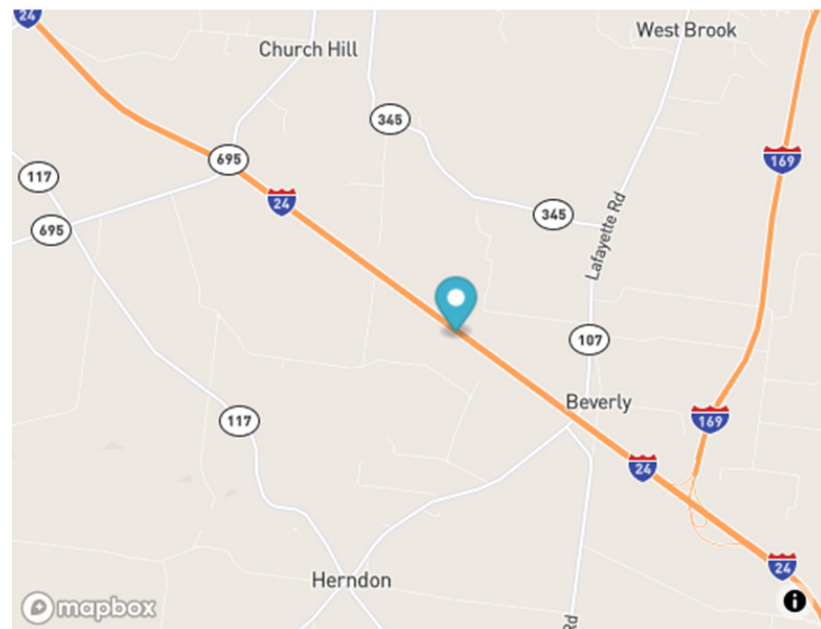
Comment Category: Safety



August 29, 2022:

Due to traffic volume, District 2 supports widening I 24 to 6 lanes in all of D2 area.

Comment Category: Other



Responses:

September 1, 2022: I strongly support making a I-24 a 6-lane highway.

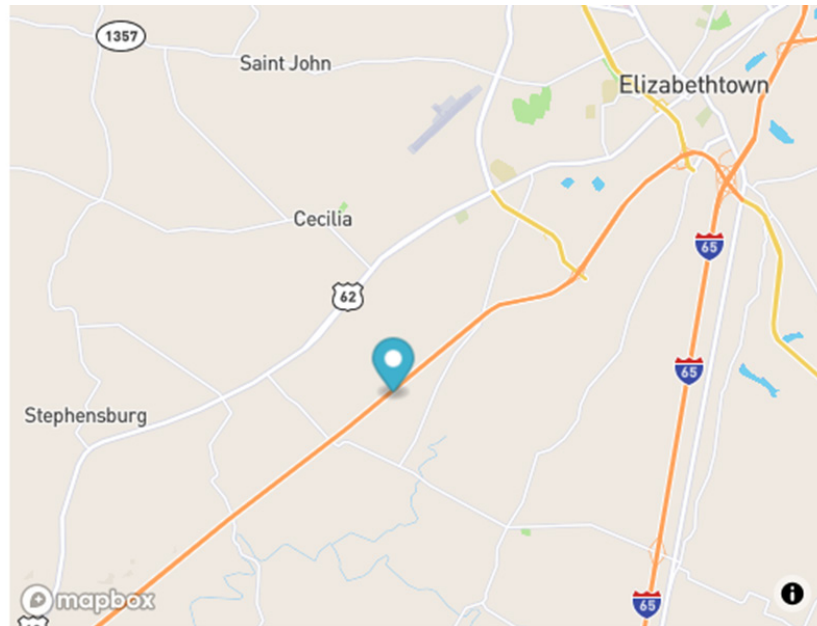
September 2, 2022: I strongly support widening I-24 to 6-lanes in this area.

September 6, 2022: I concur with previous responses in reference to the congestion in the area and the possibility of additional lanes from the 81.3 interchange to the KY/TN state line.

STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

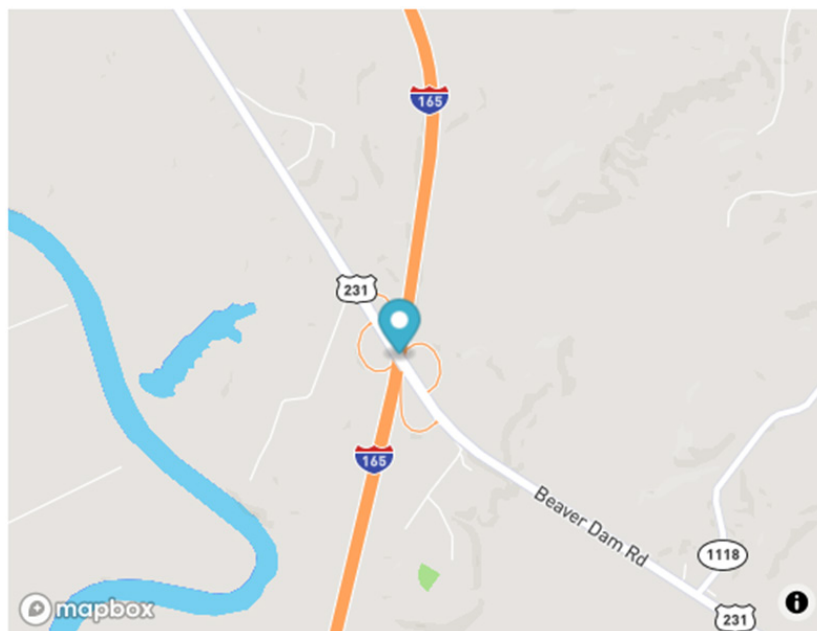
August 29, 2022: Add cable barrier to the WK Parkway median to prevent crossover accidents. Fatalities have occurred along with near misses due to crossover collisions.

Comment Category: Safety



August 29, 2022: U.S. 231 Exit 33 - The project to reconstruct the Exit 33 interchange continues. All the newly constructed ramps are open and the interchange is functioning as a diamond interchange. Work is still going on in the area and on the bridge. Please slow down and use caution in this area.

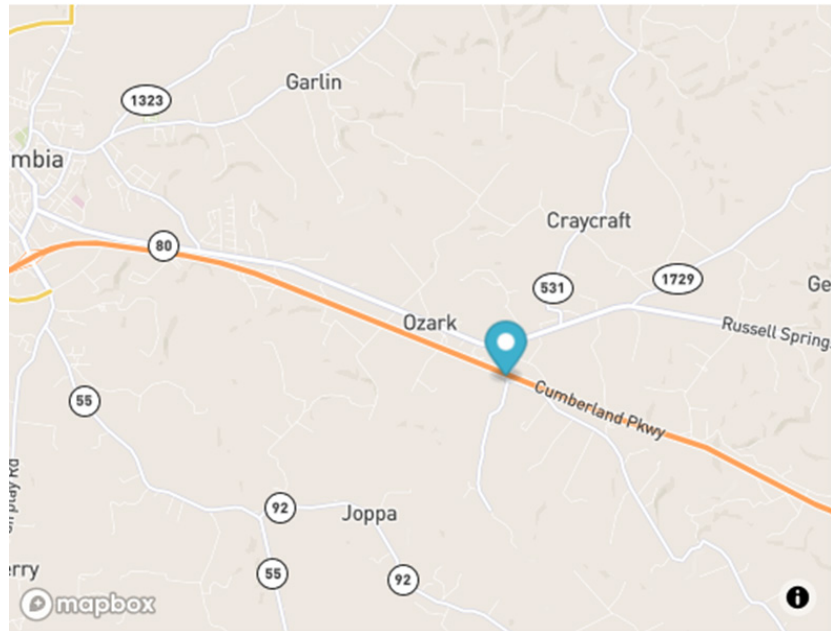
Comment Category: Safety



STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

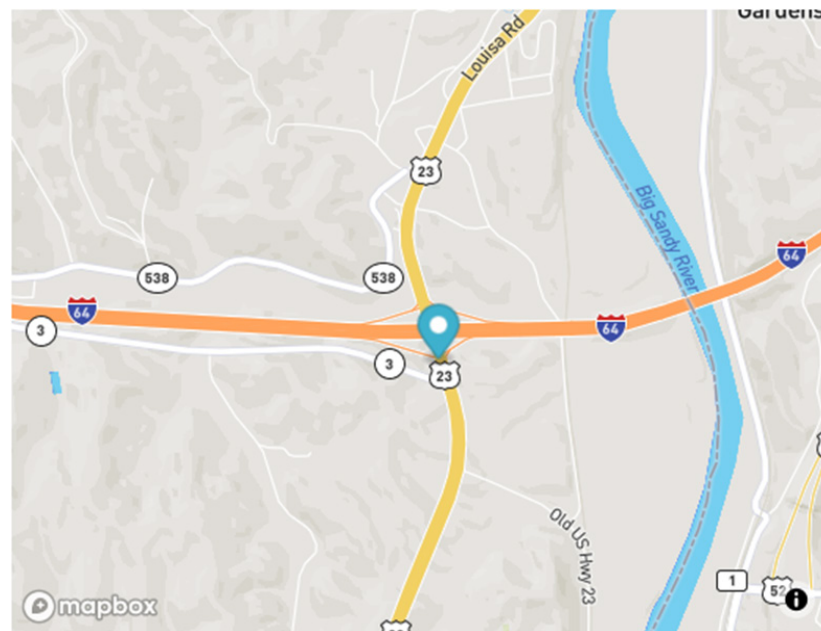
September 1, 2022: More access to eastern Adair County and Western Russell County.

Comment Category: Connectivity (Ease of Reaching Destination)



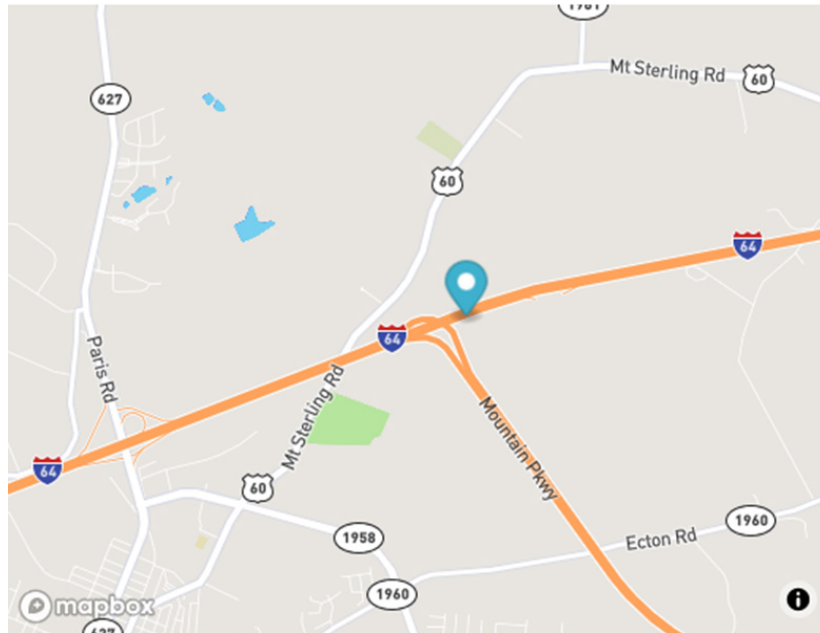
September 1, 2022: There are Green arrows with Flashing Yellow. These are not activated. They are Red or Green. These need to be updated to help move traffic that is sitting still with no oncoming traffic in the area.

Comment Category: Mobility (Traffic Congestion)



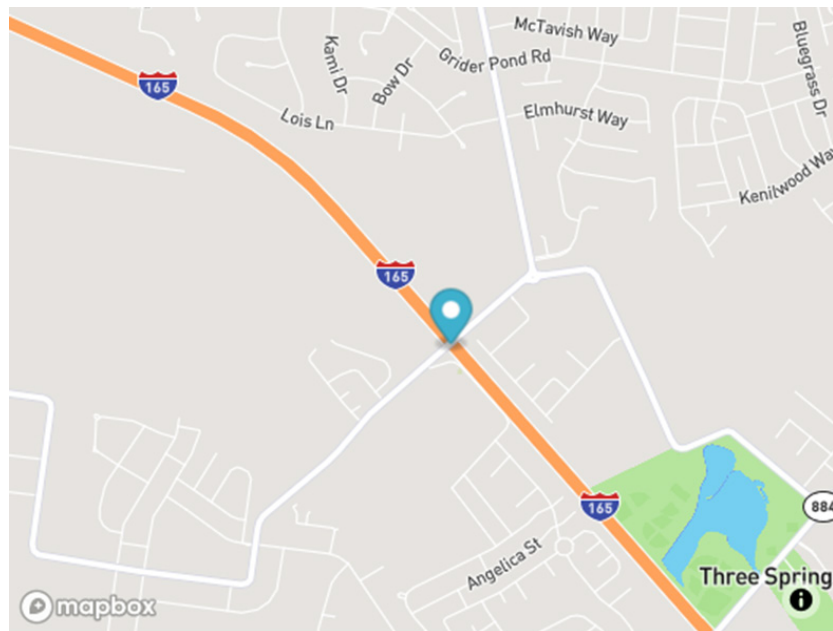
September 1, 2022: I-64 transitions from three lanes to two lanes causes traffic to bottle neck and/or congested. Especially if workers are present in the area and traffic collisions occur.

Comment Category: Safety



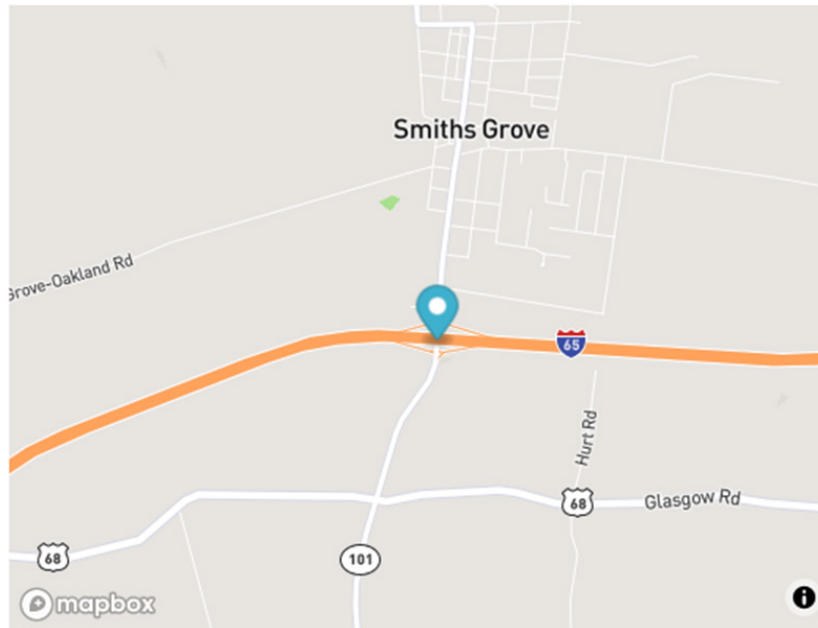
September 1, 2022: Also connectivity. The planned interchange needs to be constructed to help alleviate congestion and increase mobility.

Comment Category: Mobility (Traffic Congestion)



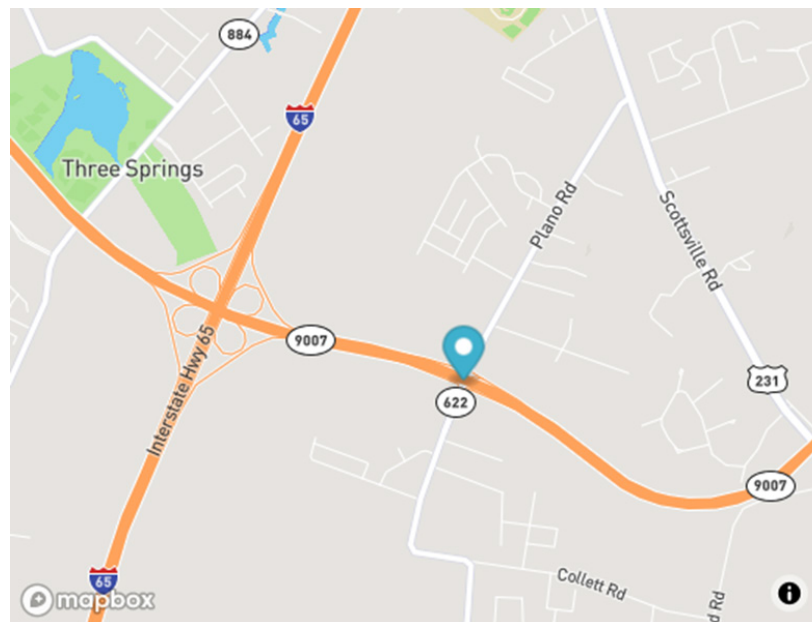
September 1, 2022: Also freight/truck. This interchange and area needs improvements. A study is underway that will hopefully produce some solutions.

Comment Category: Mobility (Traffic Congestion)



September 1, 2022: This is the slickest overpass I have encountered during rain events. Snow is understandable. Perhaps the slick surface can be addressed during a maintenance cycle.

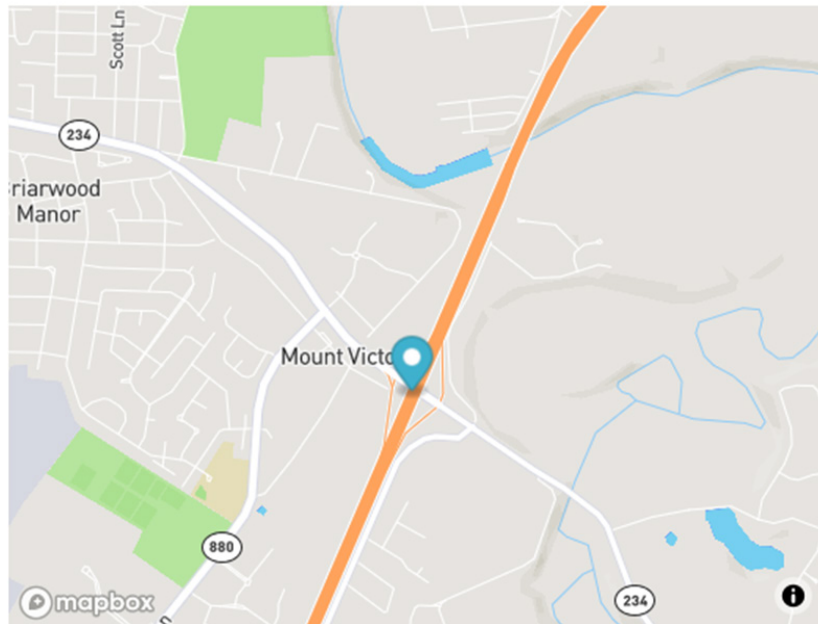
Comment Category: Roadway/Pavement Issues



STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

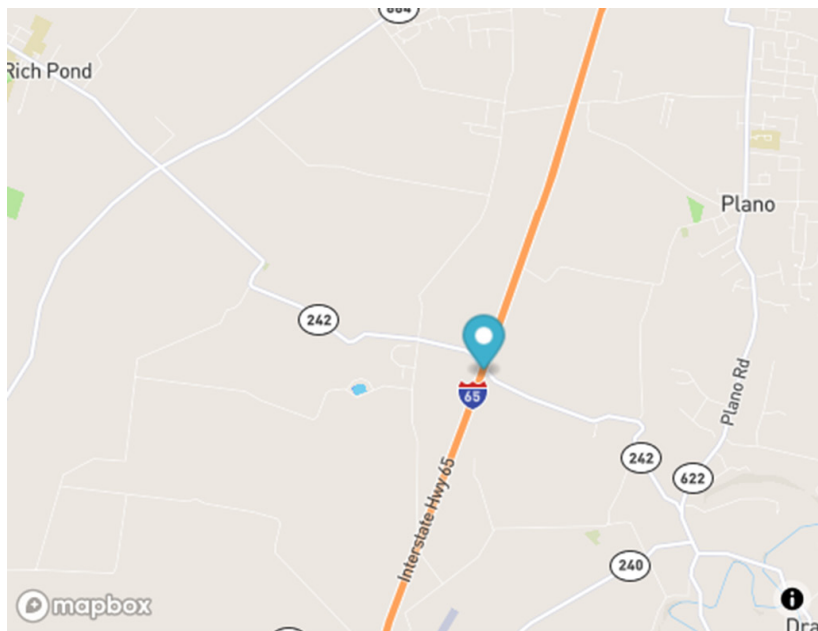
September 1, 2022: Congestion relief is needed, especially during peak afternoon hours for persons turning from Cemetery Rd North on I-65. This is a daily recurring spot issue. Increase left turn lane capacity.

Comment Category: Mobility (Traffic Congestion)



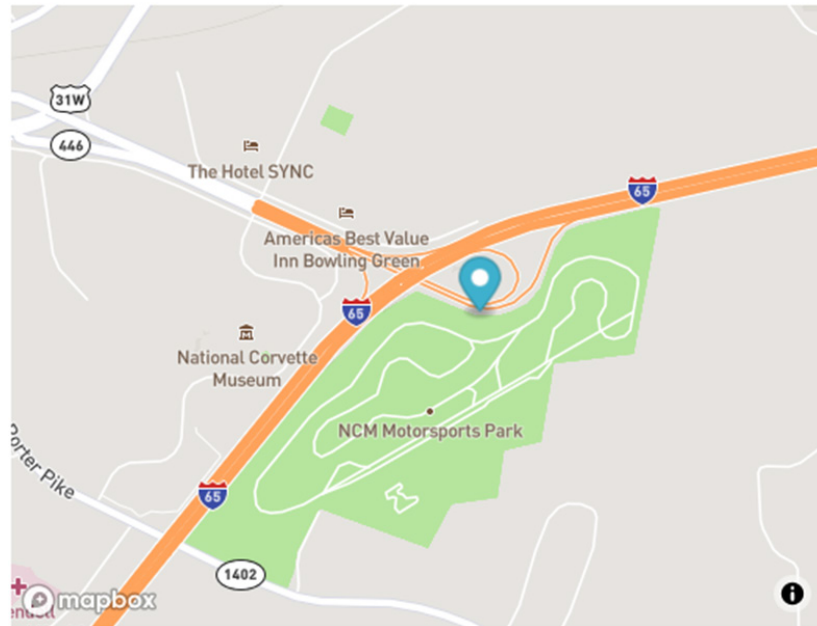
September 1, 2022: New interchange desired to accommodate growth, mitigate congestion and increase accessibility and mobility.

Comment Category: Connectivity (Ease of Reaching Destination)



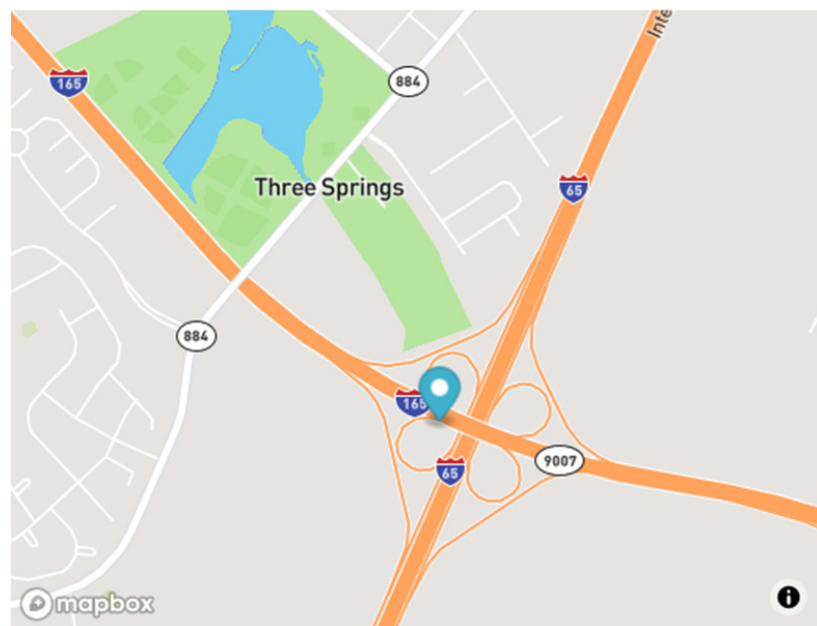
September 1, 2022: Tourism/Economic Development Opportunity - The NCM Motorsports Park and local governments have expressed a desire for better access and reconfiguration of this ramp.

Comment Category: Connectivity (Ease of Reaching Destination)



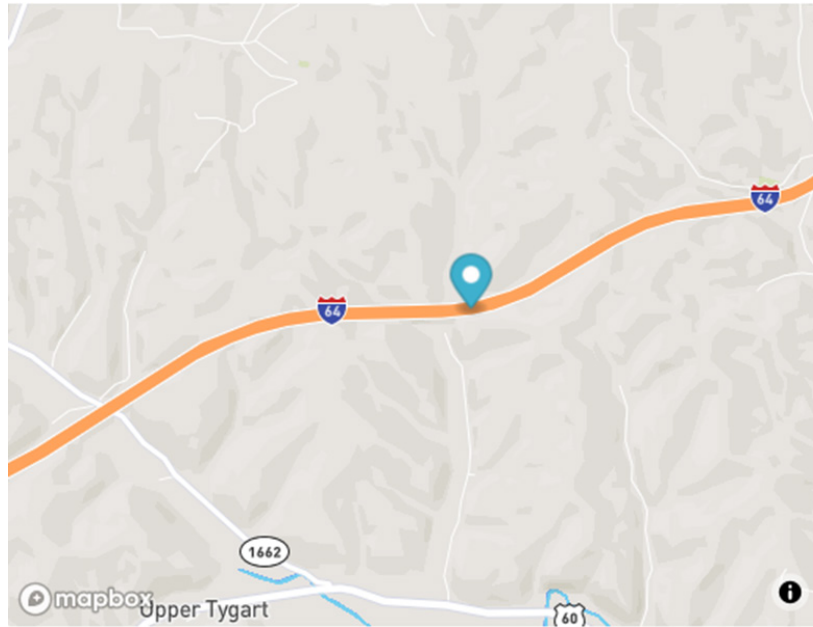
September 1, 2022: Traffic merging from I-65 on to I-165, with traffic heading south on I-165 turning to go North on I-65 is not a safe condition. The issue is daily. This is currently only an issue during peak hours. It will get worse with time and with the introduction of freight traffic. The only remedy that comes to mind is reconstruction of the interchange.

Comment Category: Safety



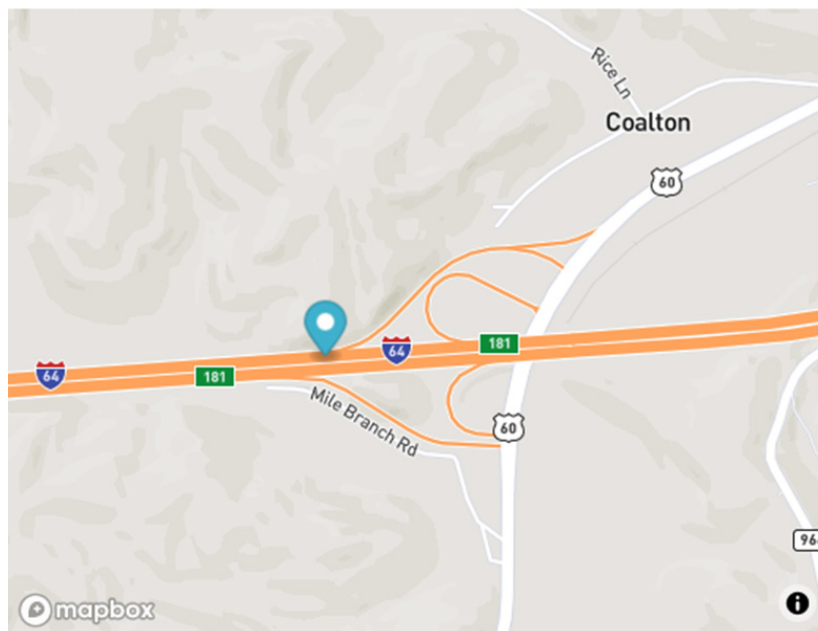
September 1, 2022: Pooling issues from the 149 mm to the 156 mm during rain and snow.

Comment Category: Safety



September 1, 2022: Better signage to better divert traffic from the US 60 Workzone to prevent traffic issues in this area. Most need to travel to the 185 exit and proceed into Ashland.

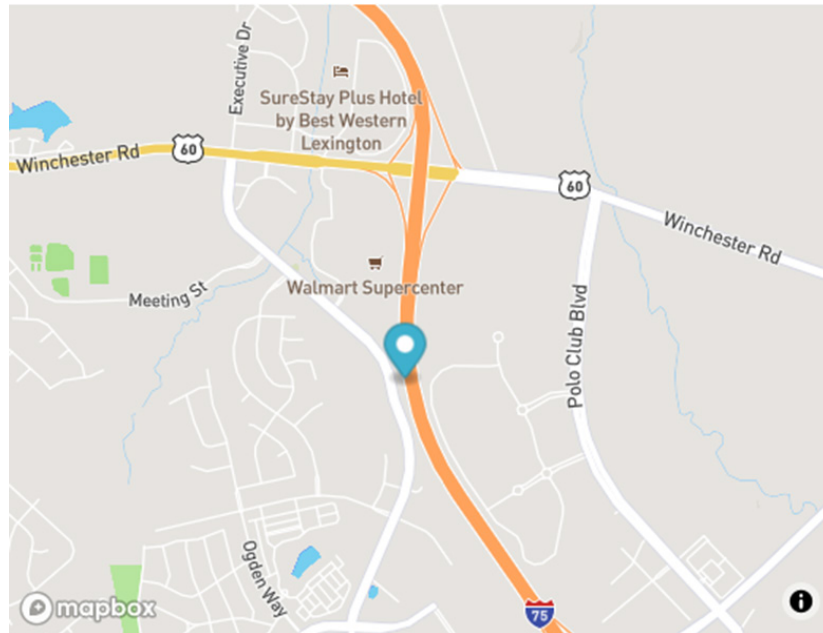
Comment Category: Other



STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

September 2, 2022: This is a safety and pavement issue, the reflective striping on the road does not show up when it is raining.

Comment Category: Safety

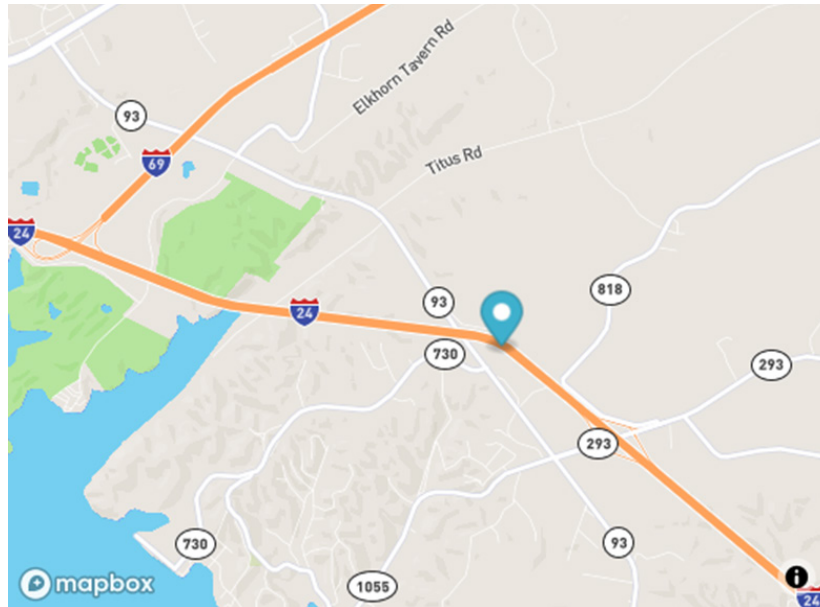


Response:

September 14, 2022: I am looking over this mapping area and it was very detailed and seeing lots of improvement to roadways.

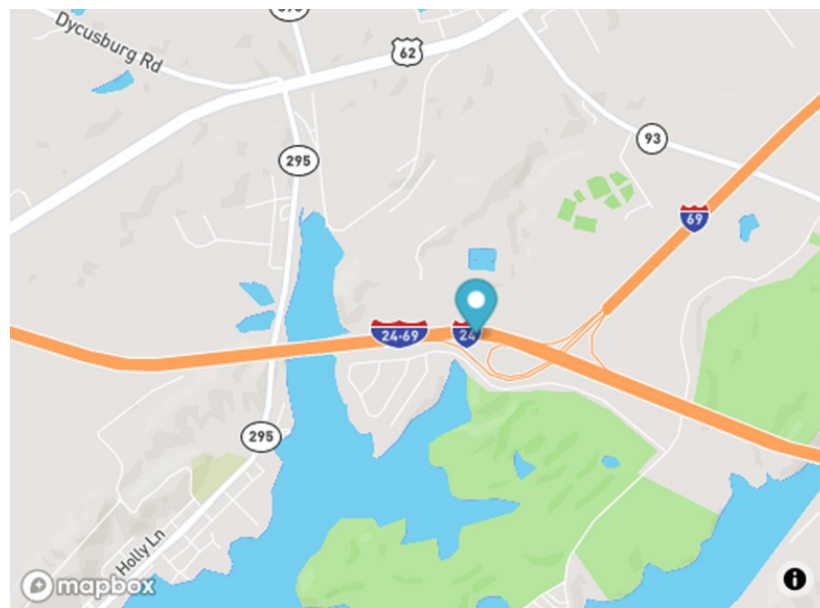
September 2, 2022: As the Sheriff of Lyon County, I have worked in this area specifically for the last 4 years. Prior to that, I worked and retired from the KY State Police in this area. I-24 in Lyon County has more curves and graded/downhill/uphill slopes than any other section of this interstate in KY as it traverses around the Lakes Region. Because of this, many areas (which are primarily in significant curve locations), such as this one are in need of median barriers to prevent median cross-over head on and angled/opposite direction collisions. This area is one of the most significant curves on I-24.

Comment Category: Safety



September 2, 2022: As the Sheriff of Lyon County, I have worked in this area specifically for the last 4 years. Prior to that, I worked and retired from the KY State Police in this area. I-24 in Lyon County has more curves and graded/downhill/uphill slopes than any other section of this interstate in KY as it traverses around the Lakes Region. Because of this, many areas (which are primarily in significant curve locations), such as this one are in need of median barriers to prevent median cross-over head on and angled/opposite direction collisions. This is particularly important at this location due to the intersection of I-69 and the traffic exiting off of I-69 SB to I-24 WB.

Comment Category: Safety



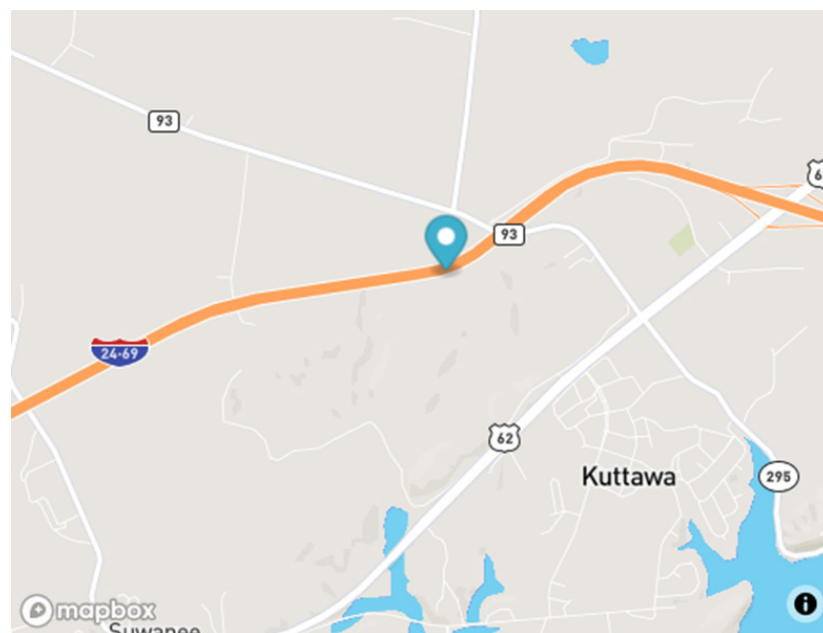
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Comment Category: Safety



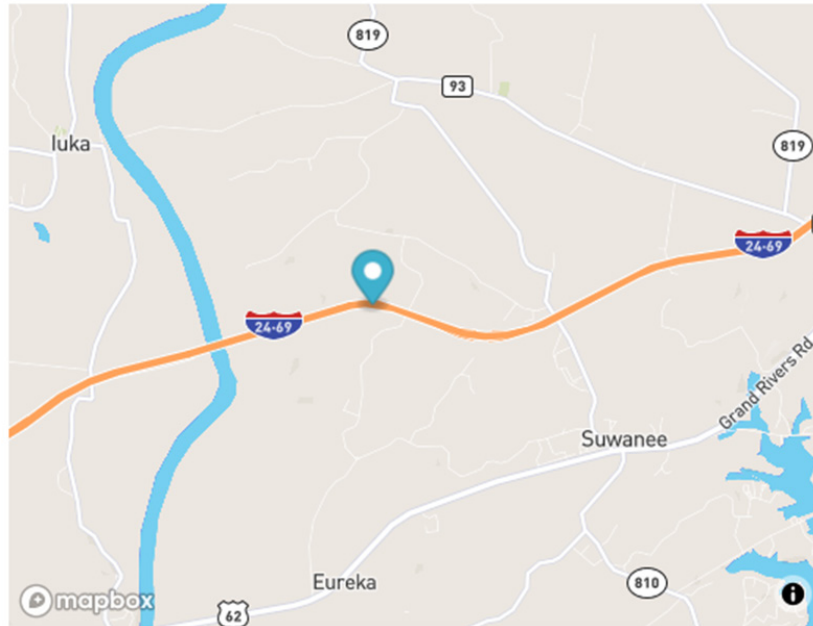
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Comment Category: Safety



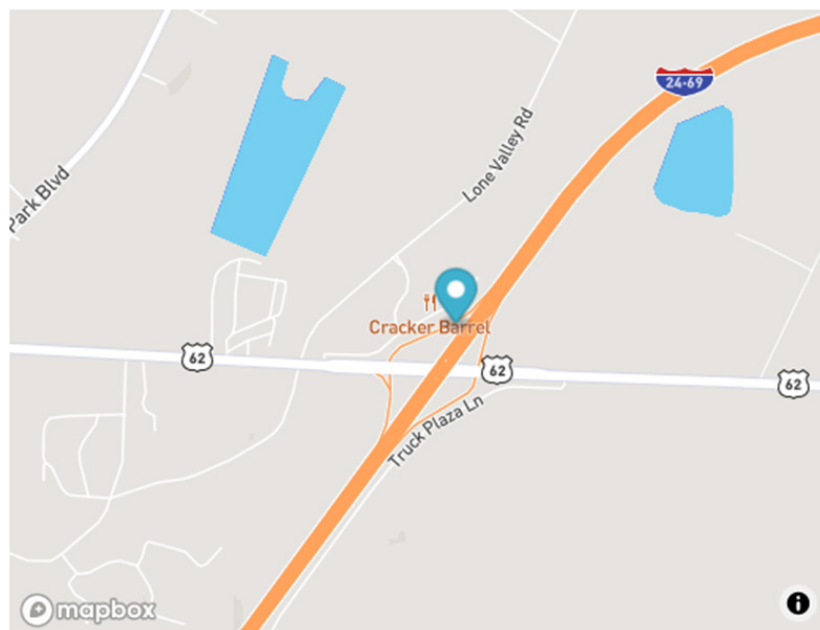
September 2, 2022: As the Sheriff of Lyon County, I have worked in this area specifically for the last 4 years. Prior to that, I worked and retired from the KY State Police in this area. I-24 in Lyon County has more curves and graded/downhill/uphill slopes than any other section of this interstate in KY as it traverses around the Lakes Region. Because of this, many areas (which are primarily in significant curve locations), such as this one are in need of median barriers to prevent median cross-over head on and angled/opposite direction collisions.

Comment Category: Safety



September 2, 2022: This pin (the I-24 Westbound off-ramp at Exit 27) represents the ideal location for the expenditure of funding for the new wrong-way driver prevention/mitigation efforts. I retired from KY State Police, and we had numerous wrong-way drivers including multiple fatalities resulting from wrong-way drivers getting on this ramp and going East in the West bound lanes of I-24.

Comment Category: Safety



STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

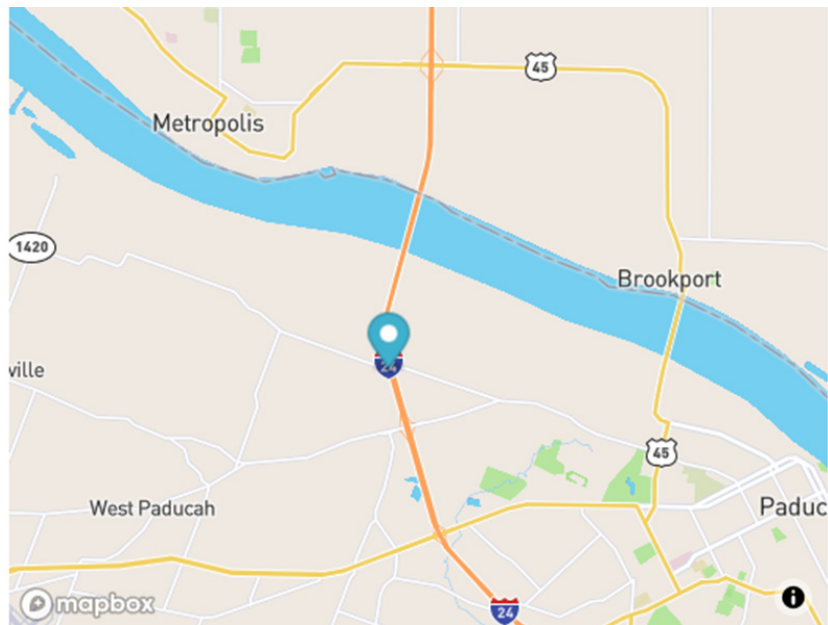
September 2, 2022: Multiple collisions, blockages, and slow downs in McCracken County on I24. Should be expanded to three lanes.

Comment Category: Safety



September 2, 2022: Multiple collisions, blockages, and slow downs in McCracken County on I24. Should be expanded to three lanes.

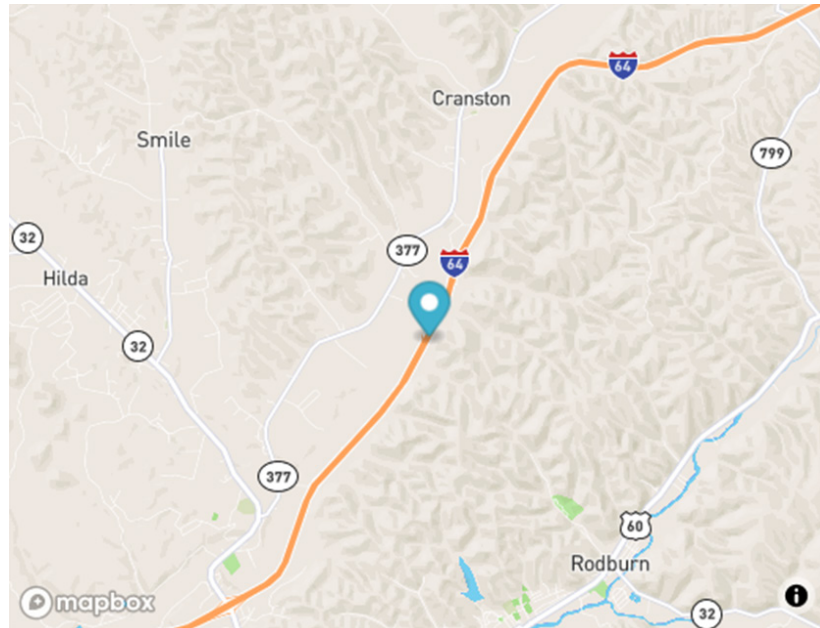
Comment Category: Safety



STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

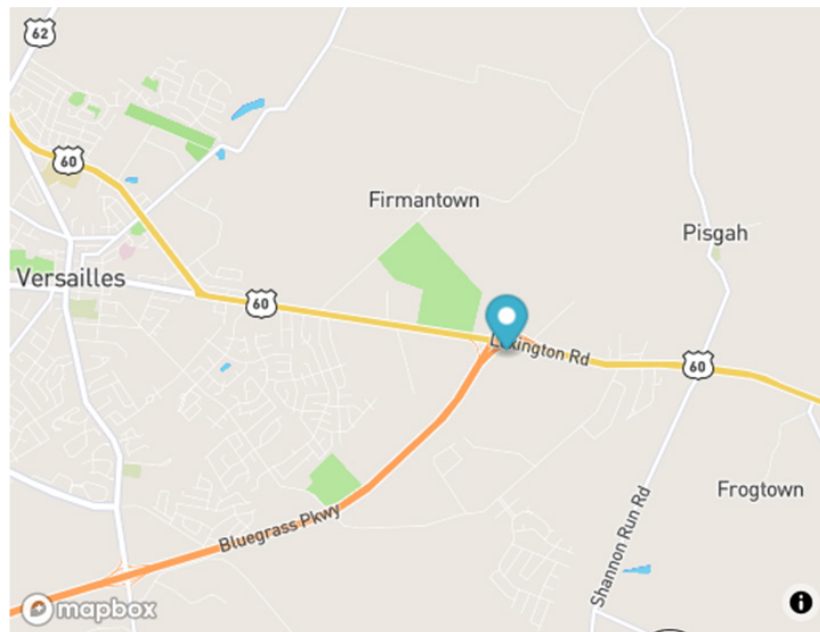
September 9, 2022: Consider the benefits and implications of adding an additional exit on I-64 connecting the interstate to Rodburn Hollow or thereabouts. Could reduce congestion in Morehead and provide economic development opportunities in more rural parts of Rowan County.

Comment Category: Connectivity (Ease of Reaching Destination)



September 13, 2022: EB ramp at end of Bluegrass Pkwy permits a relatively high-speed transition to EB US 60. ½ mile east is a traffic signal at Huntertown Rd from which traffic sometimes backs up onto the BG Pkwy ramp. Lots of signage exists to alert traffic to the signal and to step down speeds from 70mph, but have observed folks failing to slow down and the sight distance is such that they may not be able to stop in time for traffic backups from the signal. Suggestion: reduce EB BG Pkwy to 1 lane in advance of US 60 to physically slow traffic and reduce dedicated left turn lane to WB US 60 to Versailles to amount required for vehicle storage (seems like a low turning volume). Also may want to add flashing lights to the ‘freeway ends’ signs to enhance visibility.

Comment Category: Safety

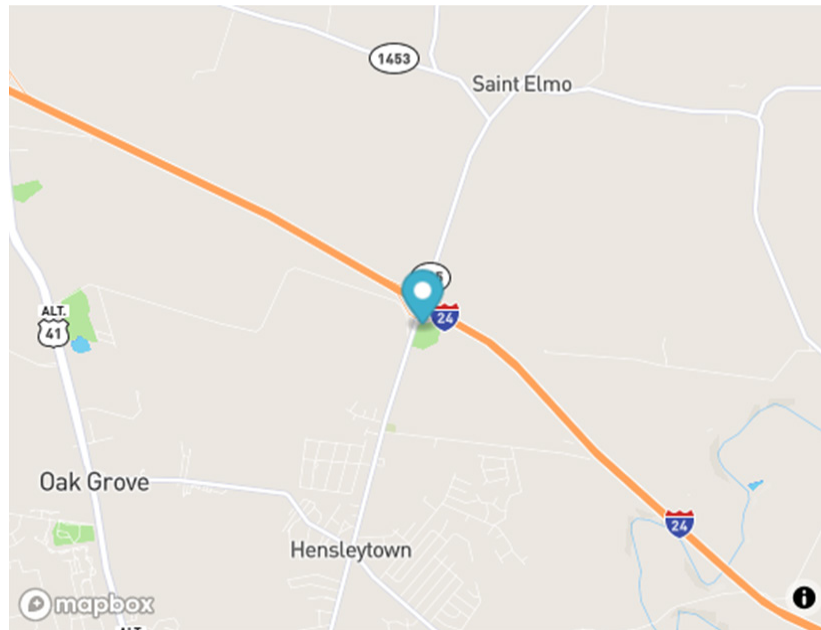


Response:

September 13, 2022: Agree with comment except the portion concerning the WB US 60 storage turn lane. Speeds on US 60 are generally fairly high w/ a speed limit of 55mph at all times of the day. During rush hour traffic volumes on US 60 increase significantly in both directions with few gaps which makes a left-turn movement for freight from Bluegrass Parkway EB nearly impossible. Not a high volume movement, but one or two trucks at rush hour leads to a queue exceeding current storage for the ramp.

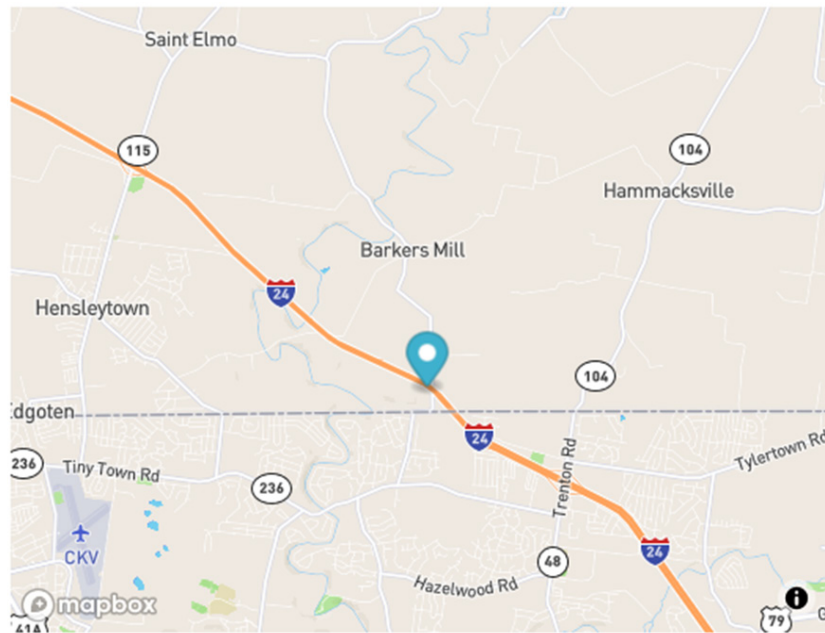
September 13, 2022: We are seeing more and more serious accidents in this area of I-24. I would prefer not to speculate on cause.

Comment Category: Safety



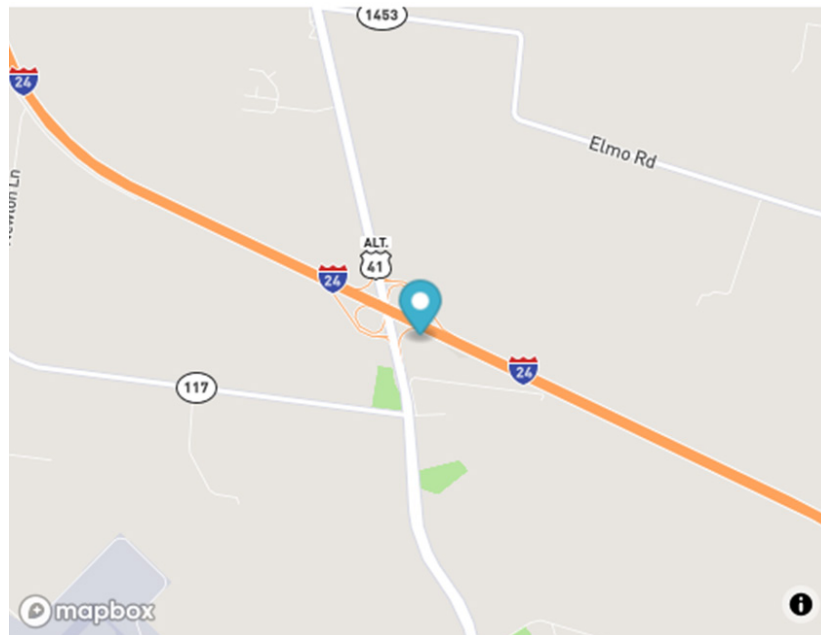
September 13, 2022: The sheer volume of traffic flowing south in this area seems to have increased tremendously in the past few years. There are constant delays between exit 89 and exit 1.

Comment Category: Mobility (Traffic Congestion)



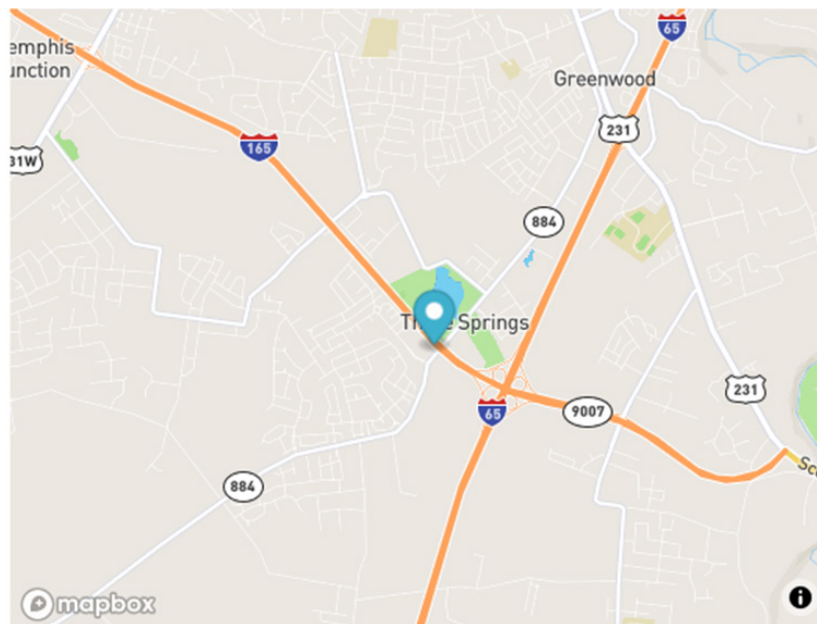
September 13, 2022: The cars entering the southbound lanes here from the south (Oak Grove) oftentimes conflict with the southbound traffic on I-24. I am not sure if a re-configuration on the on ramp there would help or not.

Comment Category: Mobility (Safety)



September 14, 2022: Paved turnaround needed to give emergency vehicles access to incidents in the opposite lanes. Current access is rutted and unusable in rain.

Comment Category: Safety



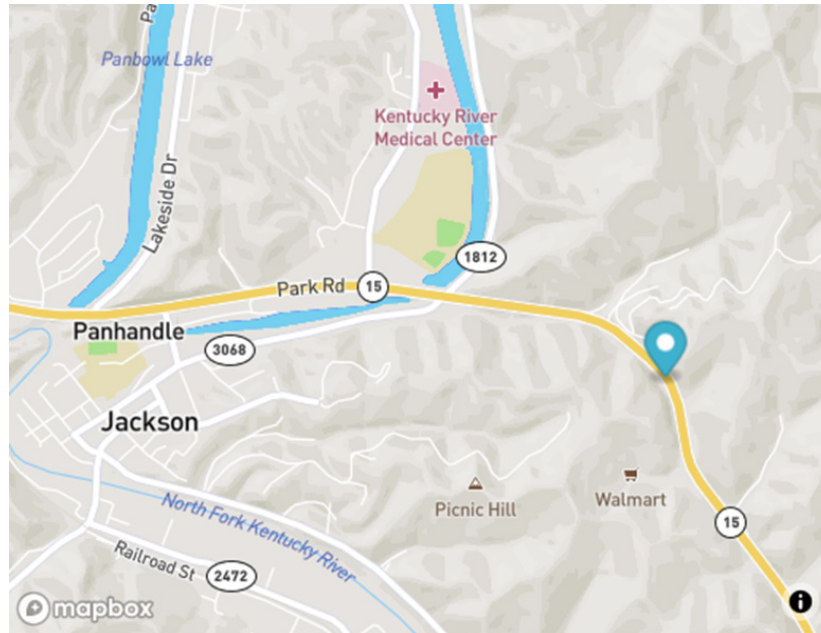
NON-SWIPP CORRIDORS

(40 COMMENTS & 2 RESPONSES)

STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

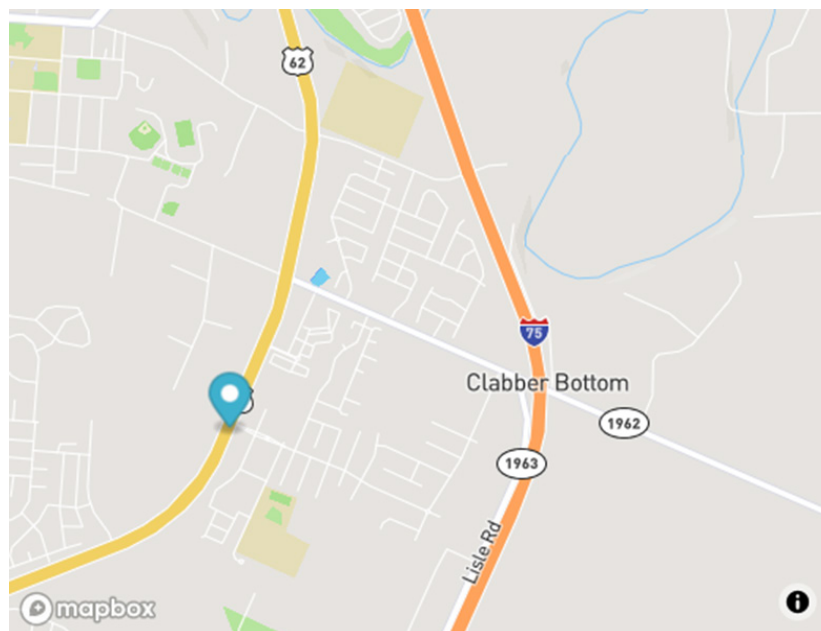
August 17, 2022: Planned HWY 15 project

Comment Category: Mobility (Traffic Congestion)



August 17, 2022: FedEx location at this area will inhibit the State from placing a traffic signal at this location thus a three leg signal is the only answer to a very potential problem.

Comment Category: Safety



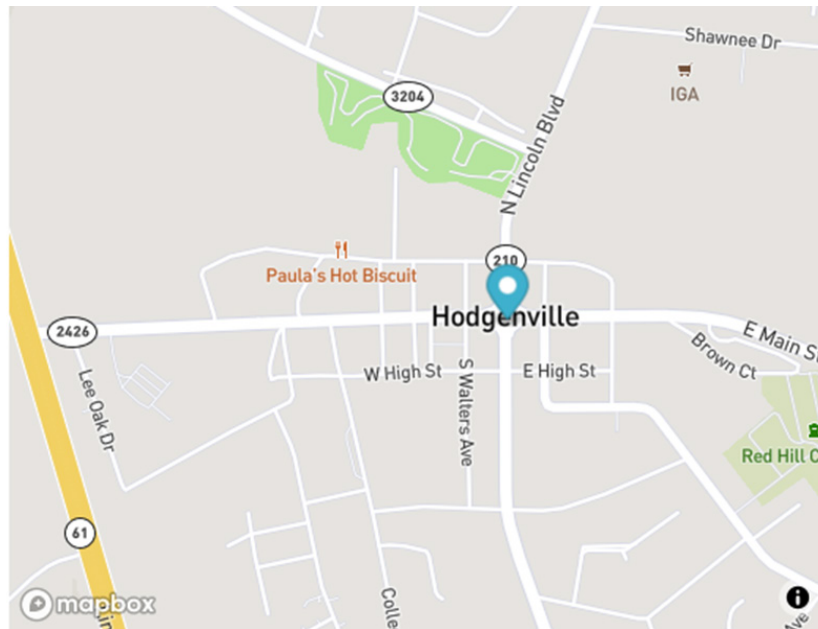
Response:

September 2, 2022: Widening Carley Drive will allow trucks to continue to exit through Lemons Mill and avoid the new intersection on the Georgetown By-Pass.

STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

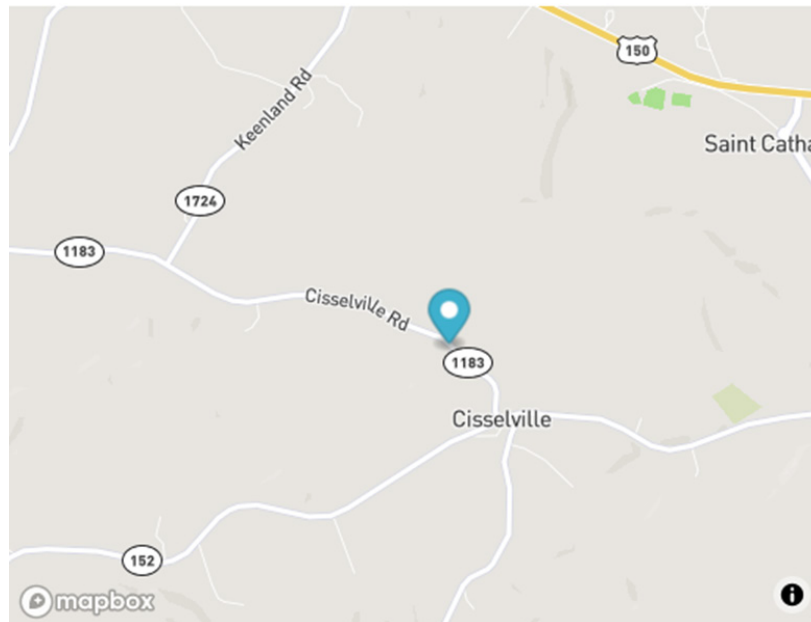
August 17, 2022: Our schools are located at the intersection of S. Lincoln Blvd (US31E) and Lincoln Parkway. Traffic is horribly congested there at the start at end of each school day. Some type of traffic control is needed.

Comment Category: Mobility (Traffic Congestion)



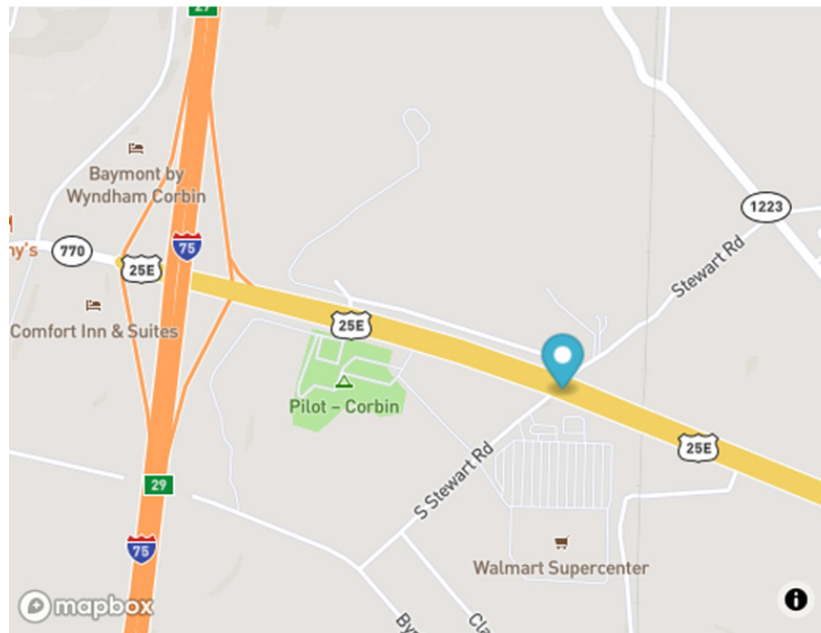
August 17, 2022: This road has many pavement issues that makes it difficult to navigate with emergency vehicles creating more safety issues.

Comment Category: Roadway/Pavement Issues



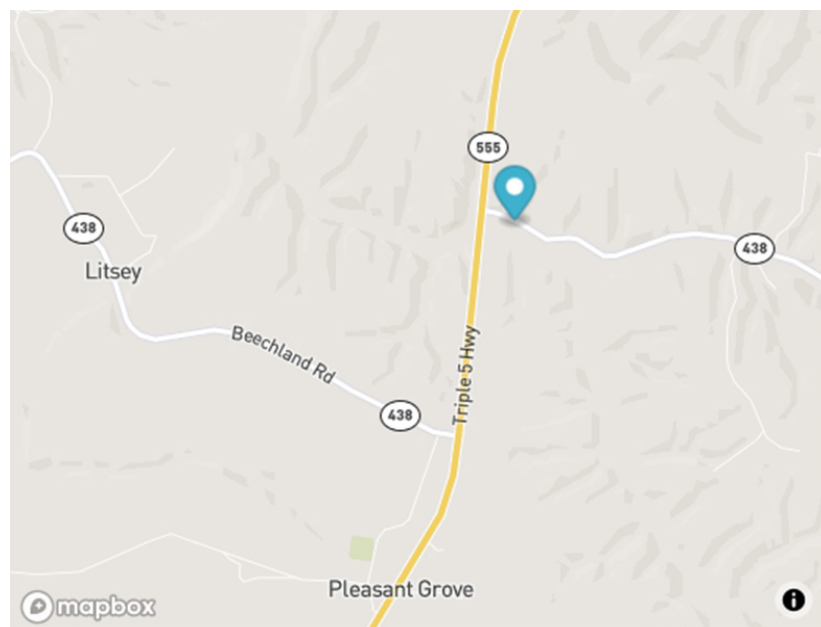
August 17, 2022: We have more auto accidents at this intersection than any in our fire district. North & South Stewart Rd (entrance to Walmart) & US-25E. I estimate one accident a month. It seems most are cause by driver error. Trying to beat the light to get to Walmart. We even have drivers get upset with us if an accident has blocked the entrance. This intersection is very congested. It's the first U-turn for traffic traveling east on US-25E once they pass Pilot Truck Stop. It's also been made the exit for trucks from Pilot. I'm not sure what could be done to help correct this problem. Someone that understand traffic more than me needs to look at it and see if it can be improved.

Comment Category: Safety



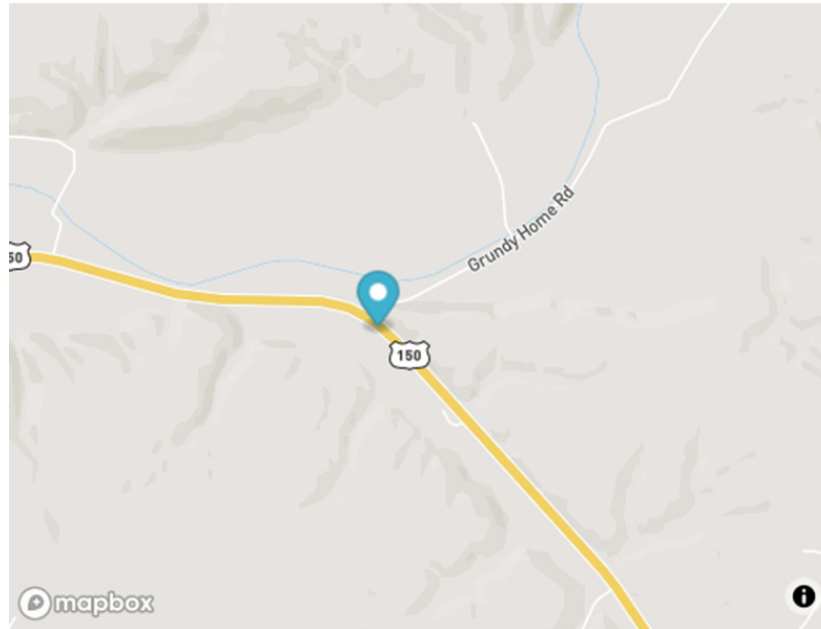
August 17, 2022: The roadway is crumbling and falling off into the creek.

Comment Category: Environmental Issues



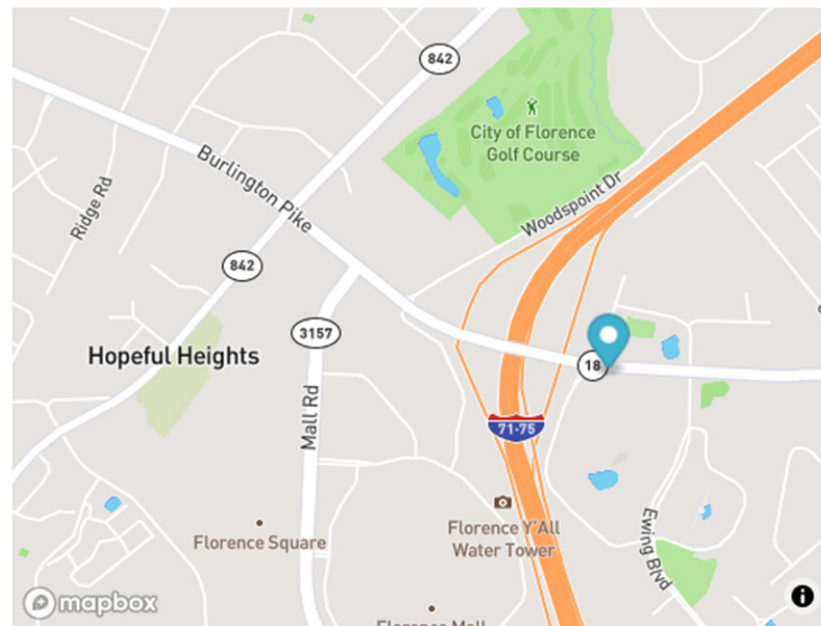
August 17, 2022: This is a high accident area and needs emergency lanes or turning lane.

Comment Category: Safety



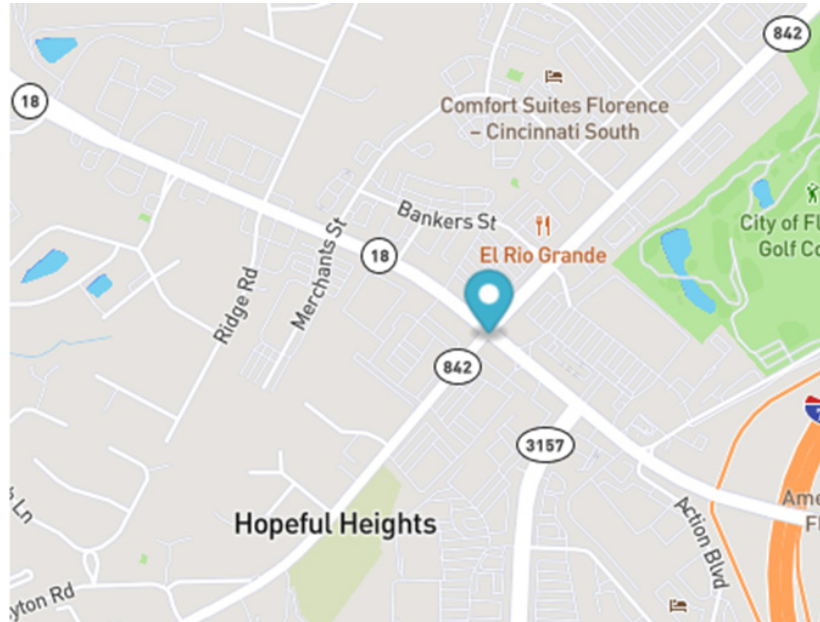
August 17, 2022: 1st Issue: Burlington Pike between the TA Travel Center and Houston Road is in disrepair. It was in the plan for rehabilitation but estimates came in too high (3-4 years ago). To my knowledge, this section is still not in the plan for improvements. 2nd Issue: Extreme traffic congestion is occurring between TA Travel Center and the I75/71 Interchanges. This truck stop is the last one before entering Ohio and it's always full. 3rd Issue: There is minimal stacking along Burlington Pike for traffic heading southbound on I75. This causes the two through lanes to be blocked, causing traffic congestion stacking well past Ewing Boulevard during peak times.

Comment Category: Roadway/Pavement Issues



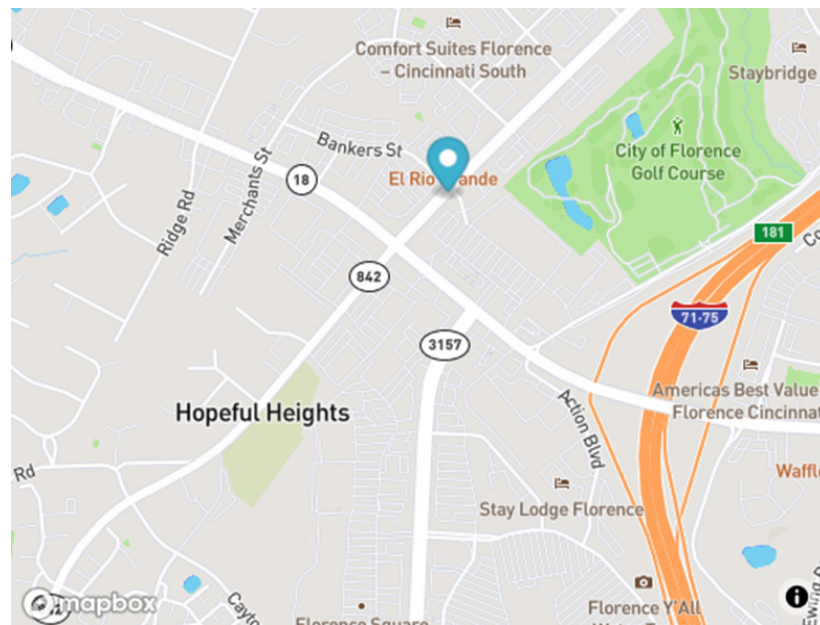
August 17, 2022: Intersection stacks, 4-way needs evaluated.

Comment Category: Other



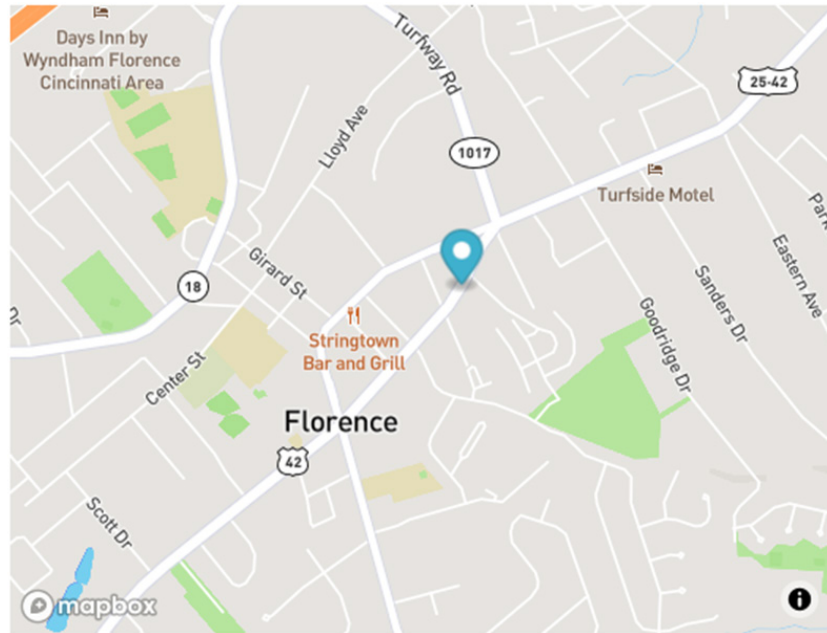
August 17, 2022: Major stacking occurs, vehicles do not correctly use the left turn lane due to the road barriers, the cross streets should be moved to right in and out and the road barriers should be changed to improve the stacking issue.

Comment Category: Roadway/Pavement Issues



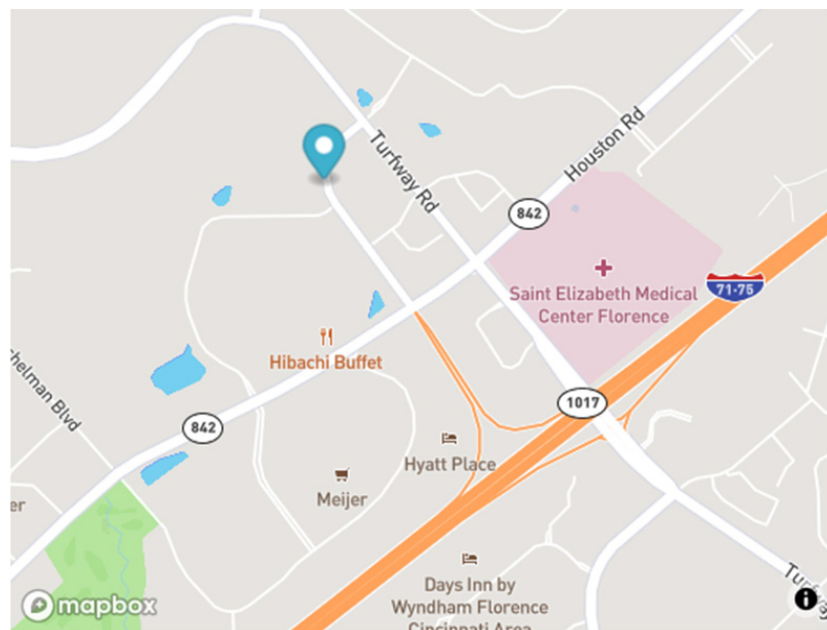
August 17, 2022: This section of Dixie floods during major rain events.

Comment Category: Other



August 17, 2022: Very large potholes and major subgrade issues.

Comment Category: Roadway/Pavement Issues



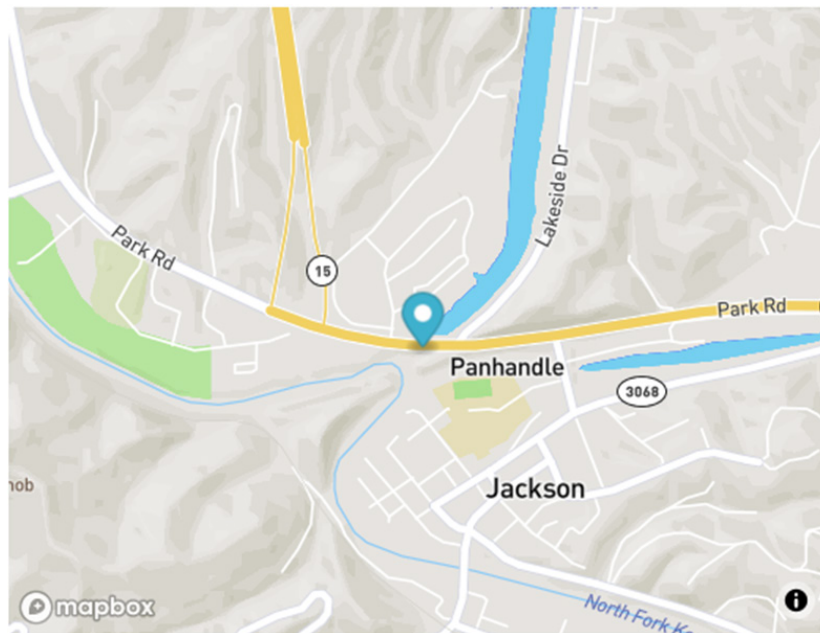
August 17, 2022: Jug handle has improved the overall intersection. Weaver road stacks significantly during peak periods, this is a high complaint area. Also, this improvement has caused increased traffic on Mall Road due to people bypassing this intersection.

Comment Category: Roadway/Pavement Issues



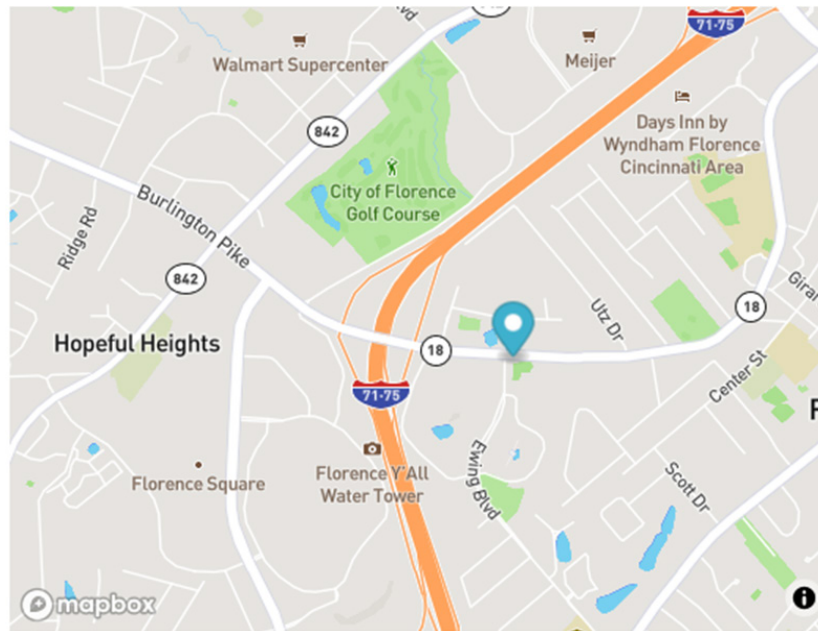
August 17, 2022: Panbowl Lake Dams and KY 15 - Safety, resiliency, lack of appropriate detour route, EKY's interstate.

Comment Category: Safety



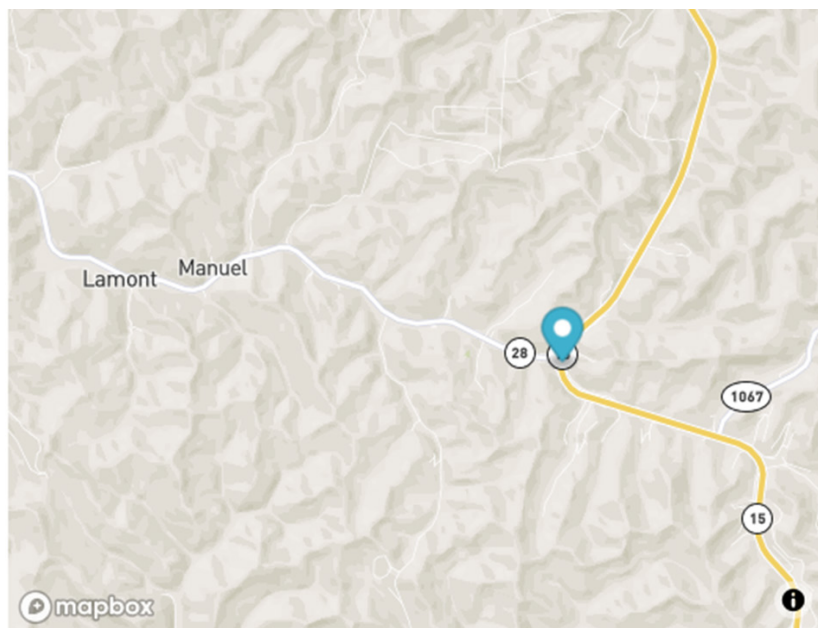
August 17, 2022: Significant pavement deterioration. Almost every joint has failed with major spalling. This road was supposed to be replaced 3 years ago and came in over budget, needs to be prioritized.

Comment Category: Roadway/Pavement Issues



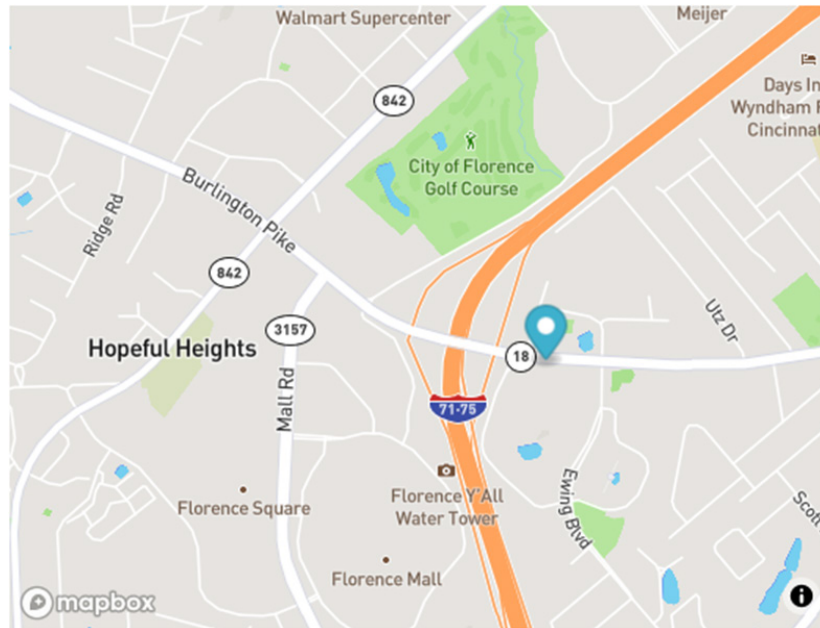
August 17, 2022: KY 15 is the interstate of Eastern Kentucky. Closure of KY 15 makes for a huge detour. For example, this was recently experienced during the recent flooding event. Reconstruction of the route provides for safety, resiliency, resolution of maintenance issues, and ease of travel for both the citizens and commerce.

Comment Category: Connectivity (Ease of Reaching Destination)



August 17, 2022: Traffic stacking has become increasingly worse over the last 16 months, this intersection is constantly blocked.

Comment Category: Freight/Truck



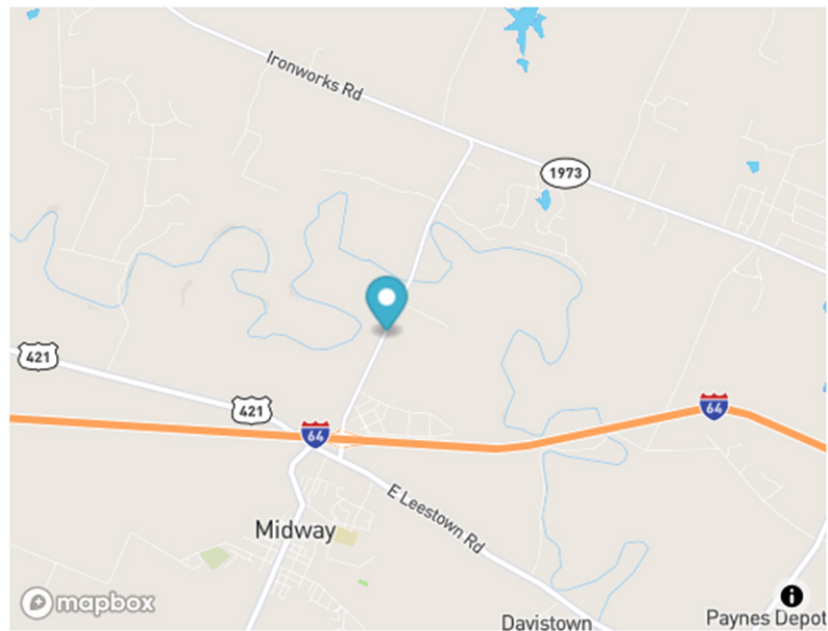
August 17, 2022: Frequent flooding severs this state route. No other way out.

Comment Category: Other



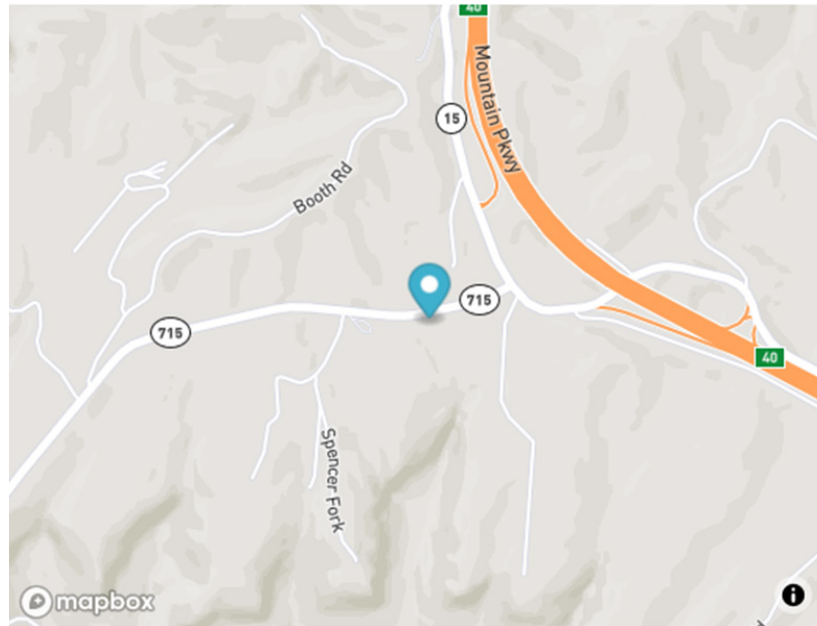
August 19, 2022: Due to the growth of our industrial park (Midway Station) along 341, that roadway is now a thoroughfare for semi trucks as well as regular vehicles. The road needs widening, even if it's a small widening (that can occur on the Midway Station side.) It is due for resurfacing anyway and the shoulders present serious danger, especially since a car and a semi are very close when they pass one another. It is now the #1 complaint I hear as mayor, and several folks have told us about wrecks and close calls that have recently occurred. Compared to other projects, this is a very cheap fix that will save lives eventually. It is only a matter of time before someone is killed on this stretch, I cannot reiterate that enough. The City of Midway is willing to assist with any discussions with property owners but any widening would need to occur on the side of the industrial park and would likely be within right of way anyway. The median that connects 341 to 421 is troublesome for semis turning left onto 341, and might be unnecessary. I appreciate District 7's attention to 341. Again, it is a relatively cheap and simple fix, and it will be better for residents and the growing commerce here. Thank you.

Comment Category: Safety



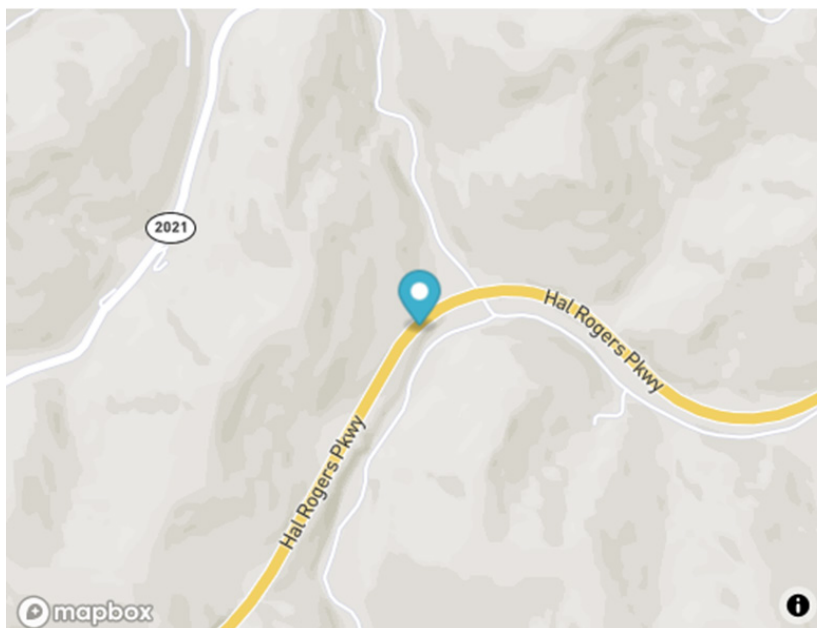
August 25, 2022: KY 715 serves as an access to the Red River Gorge tourist area. It may help spur development if this interchange was rebuilt and modernized and KY 715 was rebuilt.

Comment Category: Development Opportunity



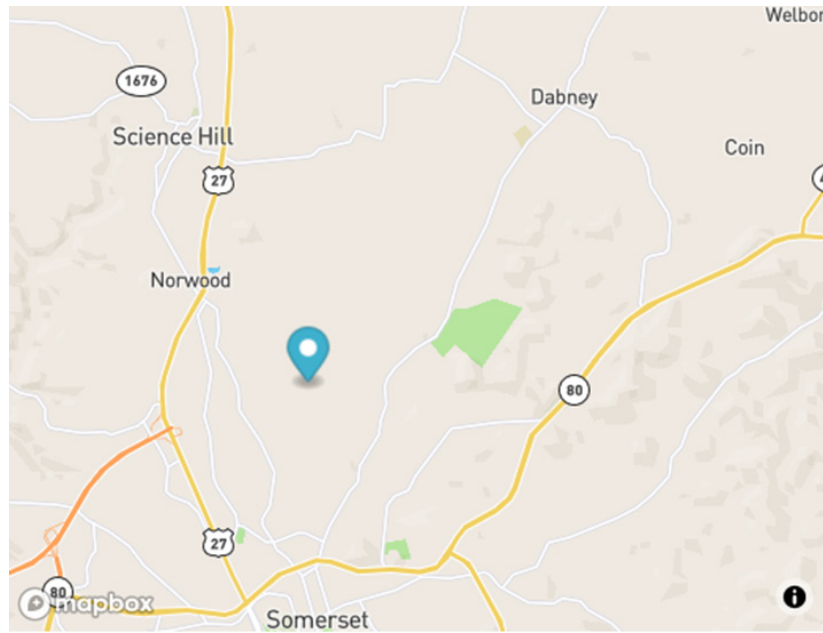
August 25, 2022: The Hal Rogers Parkway corridor doesn't appear to be highlighted on the map. This is a 2 lane parkway from Laurel Co. to Perry Co. Over the recent years, the districts have been asked several times to provide estimates on widening the Parkway to one standard or another (from 4 lane flush median to interstate standard 4 lane). It would be beneficial to have a planning study on this corridor and the costs associated with improvements/widening projects.

Comment Category: Connectivity (Ease of Reaching Destination)



August 25, 2022: Complete the Northern Bypass (8-59.50 and 8-59.60) from US 27 at the end of LBN Expressway to KY 80/461 interchange (8-59.25) currently under construction. U Phase 8-59.5 and R & U Phases for 8-59.6 was all authorized on 6/23/21. This improvement would not only extend the LBN Expressway by approximately 7.5 miles but would allow travelers between I-65 and I-75 to avoid the congested traffic of Somerset. RW between US 27 and KY 39 has been acquired.

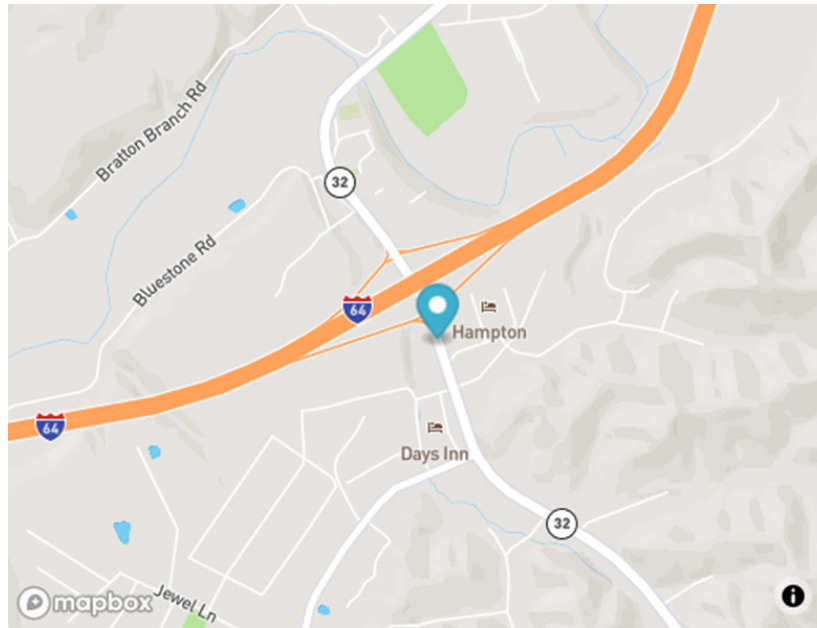
Comment Category: Mobility (Traffic Congestion)



STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

August 25, 2022: Item No. N/A - KYTC Corridor Planning Study with Stantec. KY-32 from jct w/ KY-377 (west end of project) to US-60 (east end of project).

Comment Category: Mobility (Traffic Congestion)



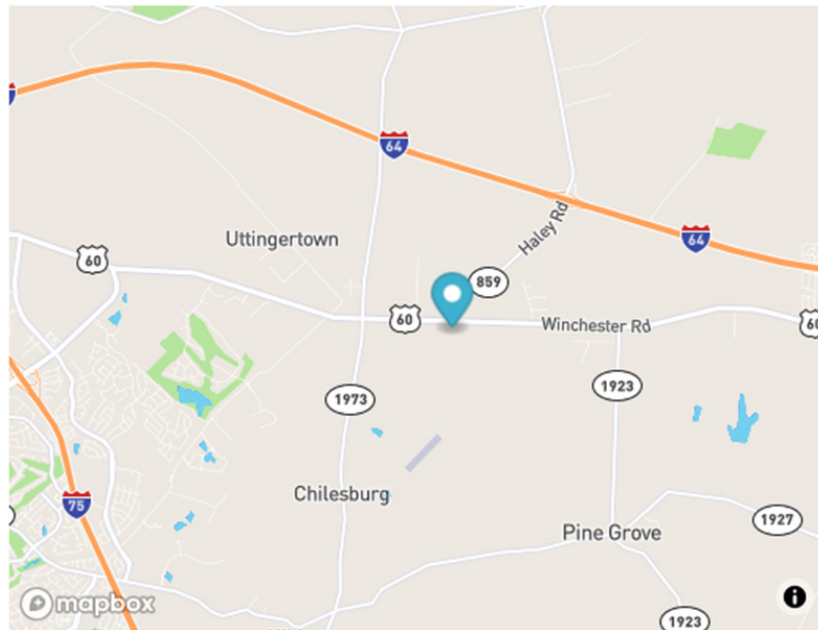
August 31, 2022: Need to extend the bypass in Winchester to connect with the Veterans Memorial Parkway. This will alleviate heavy truck traffic through downtown Winchester.

Comment Category: Other



August 31, 2022: Need to widen 60 from I-64 entrance in Lexington to the Winchester Bypass. Traffic congestion and economic development/housing will demand that this be done sooner than later.

Comment Category: Other

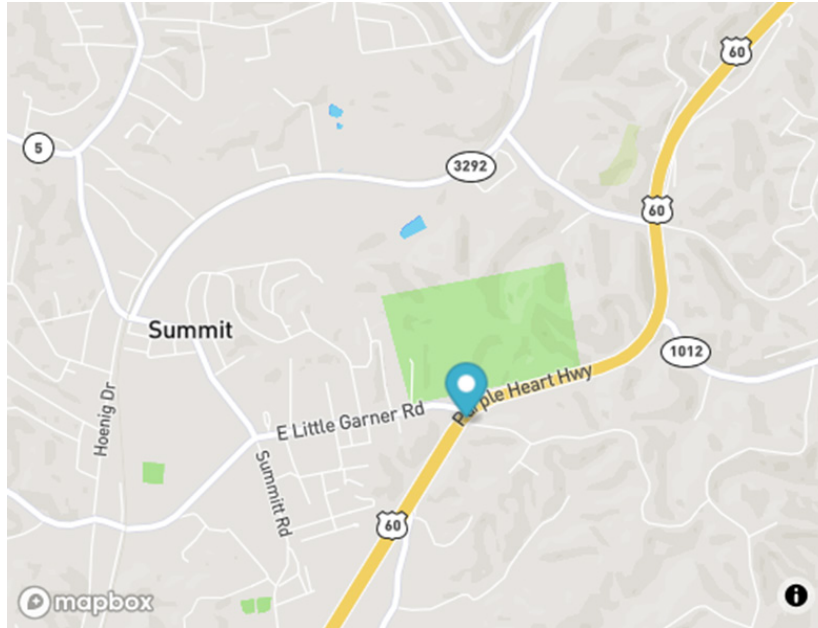


Response:

September 6, 2022: Need better on and off exit accessibly at 95 on and off ramps traffic is still terrible. At the 87 exit north ramp traffic backs up all the way back to travel portion of interstate at different times of day, do to KY 876 highway traffic being so heavy and congested in this area. Many areas in our district on secondary roadways are very heavily traveled with numbers of traffic accidents occurring do to weeds growing blocking signage as well as intersections not having traffic lights. Madison County.

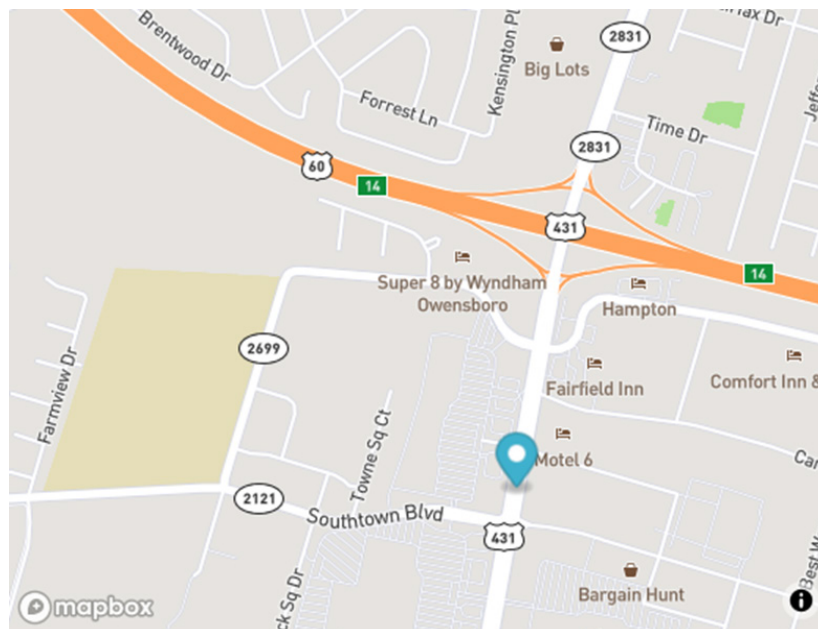
September 1, 2022: The Transportation Cabinet moved the turn lanes from the eastbound turn lane from the eastbound side to the Westbound side of the median. This turn lane is in a median and sits just a few feet from the oncoming traffic. These need to be moved back to give a maximum distance between the traveled cars in this curve. This is a Traffic Safety issue at this intersection.

Comment Category: Safety



September 1, 2022: US 431 south of the US 60 bypass has multiple unregulated left-turn points and no facilities for pedestrians or bicyclists. It's one of the heaviest traveled roads in the community with tens of thousands of vehicles using it daily. It is not uncommon to see pedestrians or people in motorized wheelchairs navigating the road's shoulder. While this is a safety issue, its also a pavement issue. US 431 south of the US 60 overpass is in poor shape and needs rehabilitation.

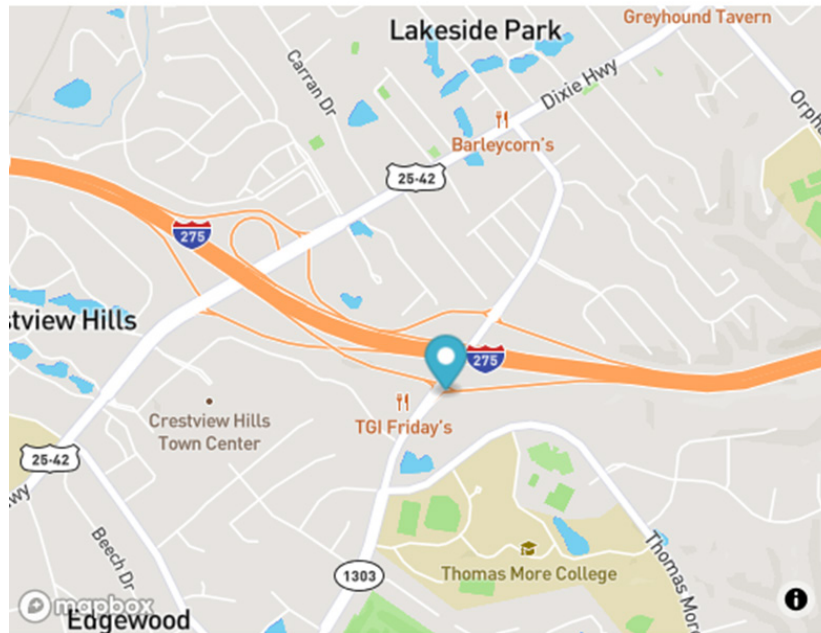
Comment Category: Safety



STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

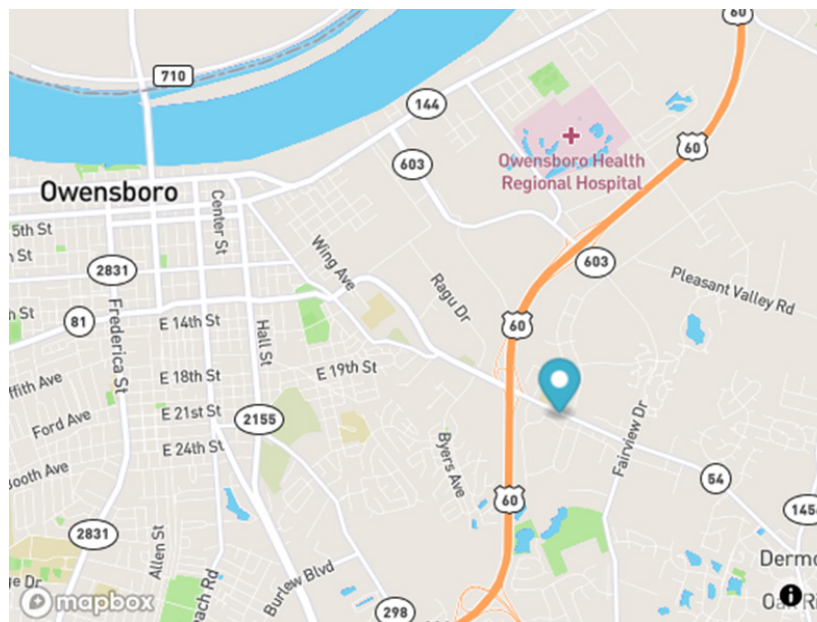
September 1, 2022: Turkeyfoot Road Improvements are being studied. Funds for Right-of-way, Utility and Construction need to put in upcoming KY State Budget.

Comment Category: Mobility (Traffic Congestion)



September 1, 2022: KY 54 is not meeting its capacity need. We have congestion but it also is a safety issue. The intersection of US 60 and KY 54 has the most accidents of any sire in the MPO. There are projects in the works to address the issue (2-8300.10, 2-8300.20, 2-8300.30 and 2-8300.40). It's important to keep this a priority project.

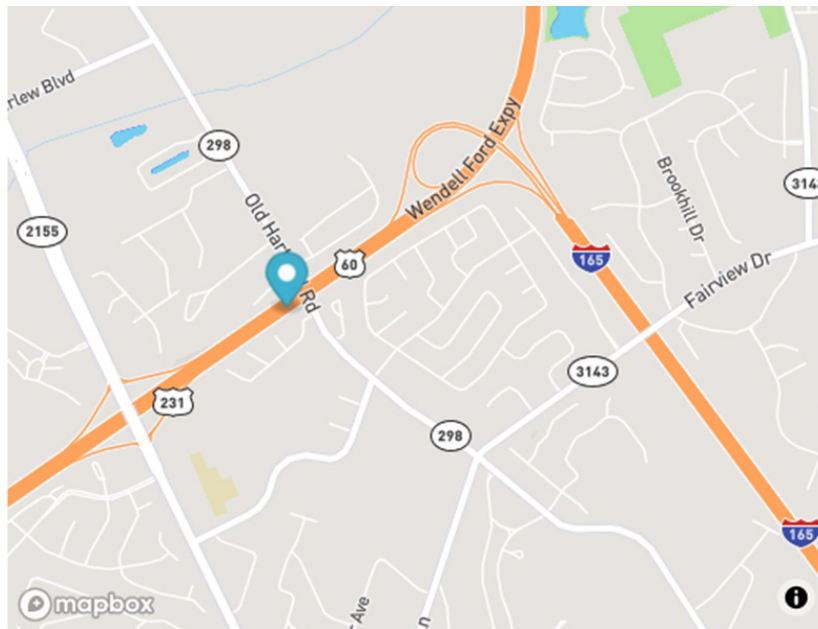
Comment Category: Mobility (Traffic Congestion)



STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

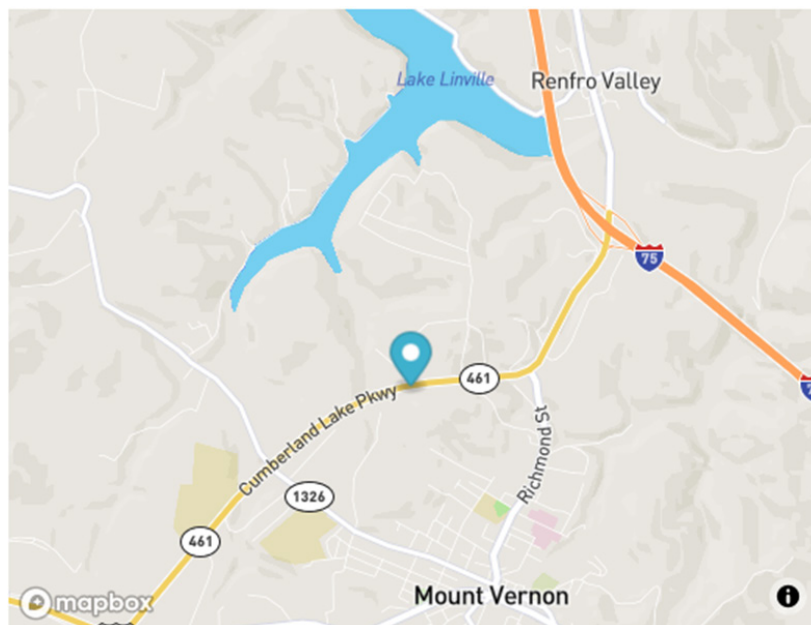
September 1, 2022: US 60 around Owensboro is reaching its capacity, especially in this area between US 431 and KY 54.

Comment Category: Mobility (Traffic Congestion)



September 2, 2022: Traffic problems with congestion, just have question on the whole area in Rockcastle County on Hwy 461 since the widen project has already started on the Somerset end. (just a timeline question) thanks for your time.

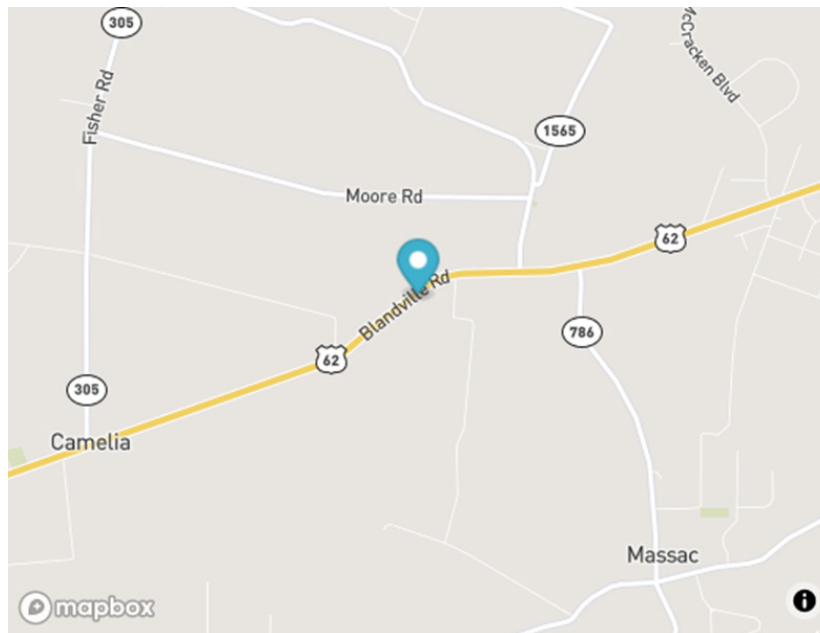
Comment Category: Mobility (Traffic Congestion)



STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)

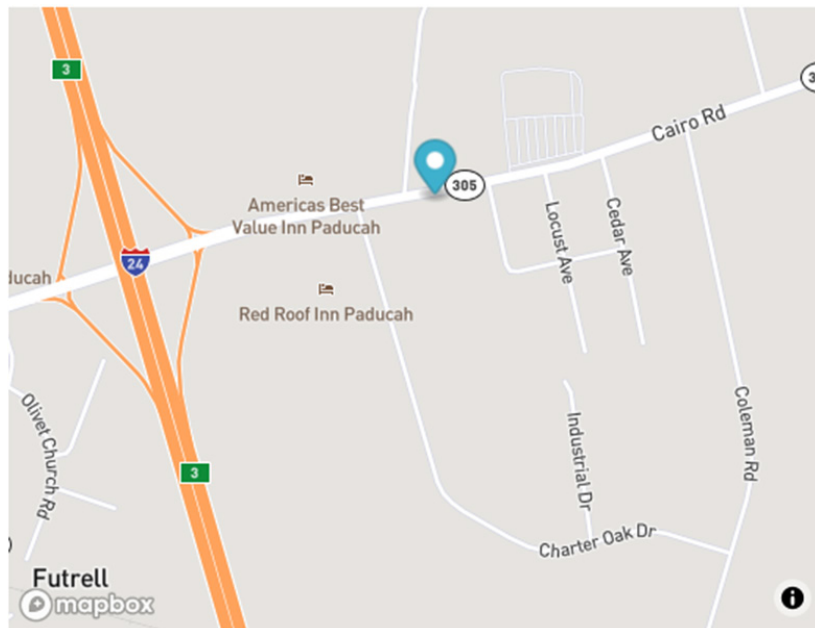
September 2, 2022: Historically this is a very dangerous road. While the expansion closer to Paducah is good, it should be expanded to four lanes throughout the county or at least have a much wider shoulder.

Comment Category: Safety



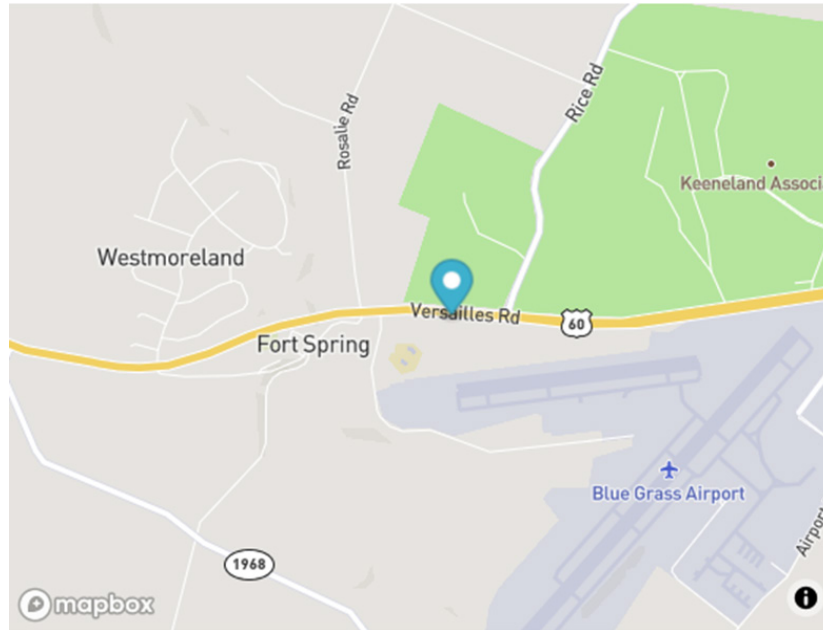
September 2, 2022: Cairo Road has been increasing in traffic in the past two years. Congestion is constant. Should be expanded to four lanes.

Comment Category: Safety



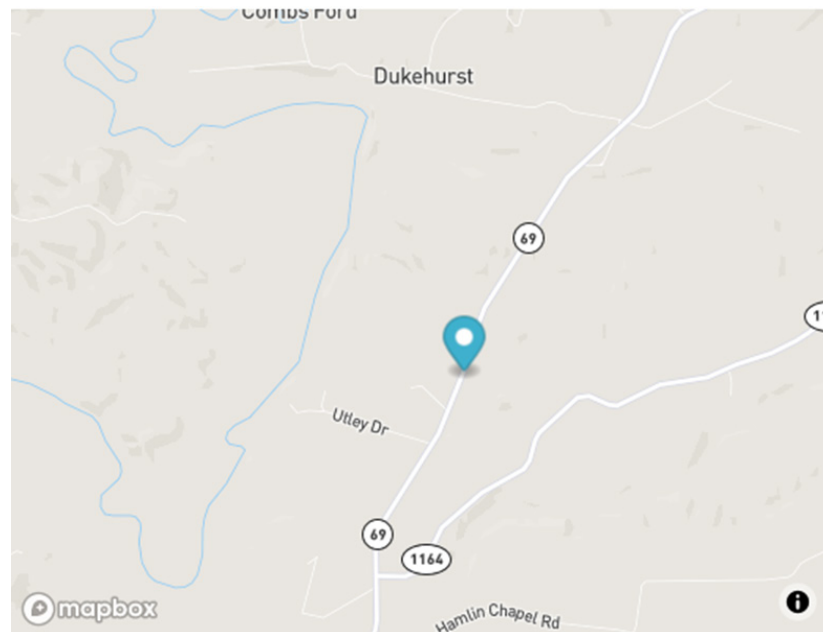
September 2, 2022: US 60/Versailles Rd (in combination with New Circle Rd & Newtown Pike) is the defacto connection between the Bluegrass Pkwy and I-64/75. Between the parkway and Man O' War the speed limit is 55 but the median is a mountable median providing little protection from oncoming vehicles. Would like to have either a raised median or concrete/chain barrier to provide better protection from a head-on type collision.

Comment Category: Safety



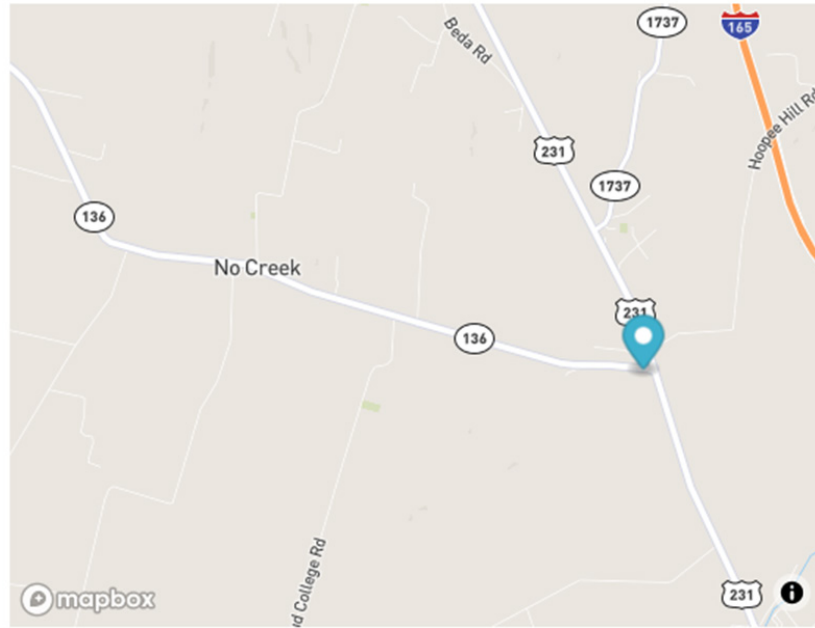
September 6, 2022: From Ohio County Park to Dundee there are many dips causing accidents and many large trucks hauling rock daily have issues staying in lines due to road conditions.

Comment Category: Roadway/Pavement Issues



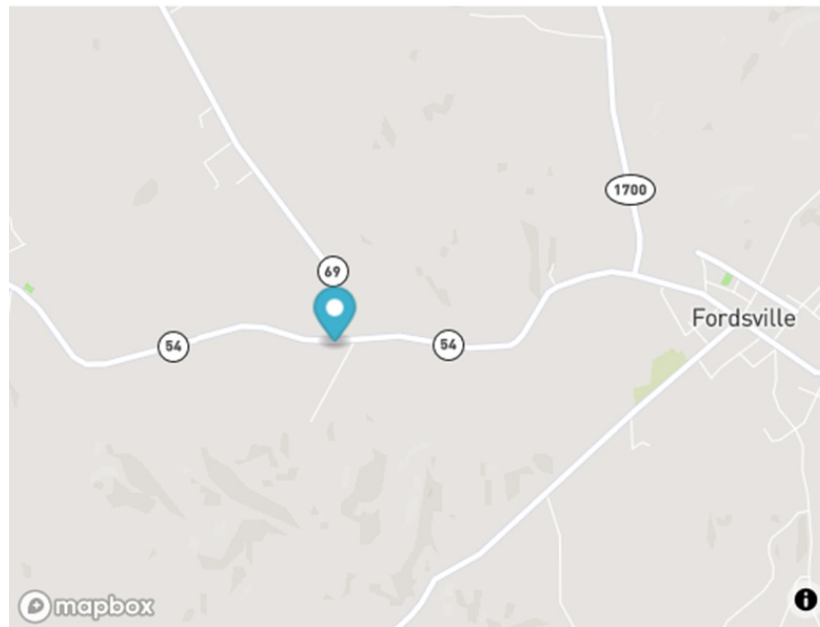
September 6, 2022: This road from 231 to McLean county line is incredibly narrow causing accidents. Many semis haul on this road daily with chicken feed making this road even more threatening to our citizens. Bridges are incredibly narrow.

Comment Category: Safety



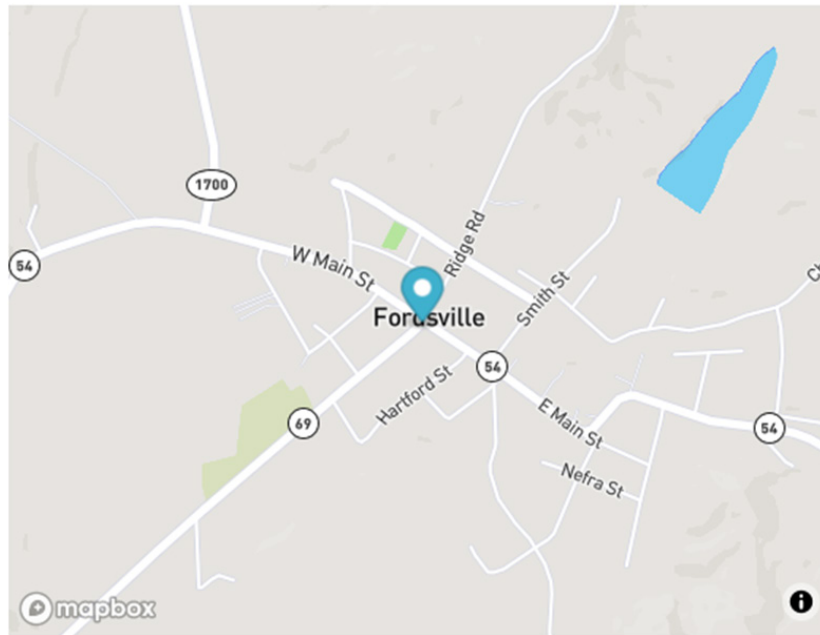
September 6, 2022: Incredibly narrow

Comment Category: Safety



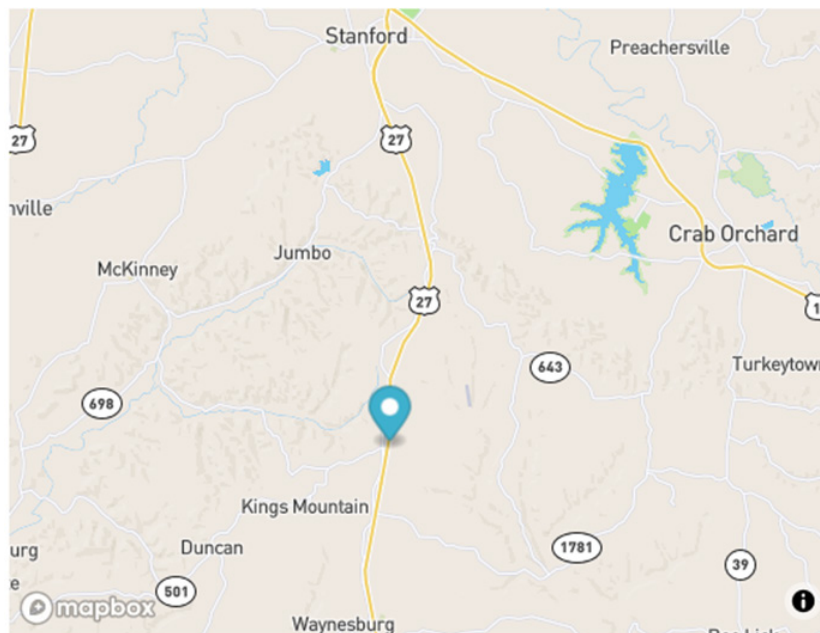
September 6, 2022: Incredibly narrow

Comment Category: Safety



September 14, 2022: When will the Widening through Lincoln county take place? Wreck we have to work and the heavy traffic is causing issues.

Comment Category: Other



September 14, 2022: This two lane bridge crossing the Salt River is the only close crossing of the Salt River when I-65 is impacted or closed due to an incident. This creates hours of traffic congestion for motorists seeking alternate routes, flooding local streets and hindering local business. Other, higher capacity crossings would be welcomed but could be very costly. Use of ITS alternatives could allow northbound motorists to detour at Lebanon Junction to use KY 313 and US 31W, well ahead of reaching the impacted area of the Salt River bridges. And southbound motorists could be advised with new ITS alternatives prior to KY 841 to enable that route to access US 31W.

Comment Category: Mobility (Traffic Congestion)

