

EXECUTIVE SUMMARY

A. INTRODUCTION

The “Final Report: I-64 Strategic Improvement Plan” was prepared for the Kentucky Transportation Cabinet (KYTC) as part of the *Interstate 64 Strategic Corridor Planning Study*. This study is documented through three (3) products:

- Interim Report 1: Existing Conditions Analysis
- Interim Report 2: I-64 Highway Needs Identification
- Final Report: I-64 Strategic Improvement Plan

The “Final Report” evaluates the effectiveness and environmental consequences of potential improvements to address existing and future deficiencies, and establishes priorities for improvements in the I-64 corridor incorporating projects from the I-64/I-75 Common Section Study. The final report includes information used in the evaluation and prioritization of operational improvement (capacity preservation) and functional improvement (capacity expansion) projects including pavement and bridge conditions, accidents (with associated analyses), and existing and forecasted traffic volumes (with associated capacity analyses).

Work on this project was begun in 1998, and the completion of the study has been interrupted several times due to other priorities in the Division of Planning. Because of this, the study process and report are not typical of the types of process and report that the Division of Planning is doing currently. Further, the study does not reflect the latest data available at the time of its completion. Nevertheless, the data is still relatively recent and a cursory review of more recent data does not indicate any significant changes. Therefore, the conclusions of the report are still considered to be valid.

B. PURPOSE AND SCOPE

1. Purpose

The purpose of the *Interstate 64 Strategic Corridor Planning Study* is to recommend a long-range strategy for prioritized improvements along Interstate 64 (including the mainline and its interchanges) from I-265 (Snyder Freeway) in the Louisville metropolitan area to the Big Sandy River at the West Virginia line. The horizon year for the I-64 Corridor Study is the year 2025 to be consistent with the 1997 Kentucky Statewide Traffic Model and the update of the Statewide Long-Range Transportation Plan, and to provide a minimum twenty-year time frame for any improvement projects incorporated into the Statewide Transportation Improvement Program, such as the “Recommended Six Year Highway Plan, FY 1999- FY 2004” (1998 Six Year Highway Plan). The study examines existing and future operational (including geometric and structural) and functional (capacity) deficiencies along Interstate 64, and focuses on major transportation investments (such as major pavement and bridge rehabilitation and replacement, new and upgraded interchanges, added travel lanes, and new connector roads) by its nature as a “strategic” study.

2. Scope

The *Interstate 64 Strategic Corridor Planning Study* was prepared through a four-task work program with associated products as follows:

- **Task 1: Existing Conditions Analysis.** The “Interim Report 1: Existing Conditions Analysis” documents physical, socioeconomic, operational, functional, and environmental information in the Interstate 64 corridor. It also includes an analysis of existing (year 1998) operational conditions (geometrics, pavement, bridges and accidents) and functional conditions (capacity and level-of-service) for Interstate 64 and its interchanges (including ramps, ramp terminal intersections with the crossroad and the crossroad). This task also includes a literature review of previous studies and includes an inventory of non-highway modes.
- **Task 2: Agency Coordination.** In addition to communication with the KYTC staff during the preparation of the study, the study consultant solicited input from affected agencies through the KYTC Division of Planning on the potential improvements to address existing and future deficiencies. This input has been reflected in the “Final Report.”
- **Task 3: Identification of Highway Needs.** The “Interim Report 2: I-64 Highway Needs Identification” documents the refinement of the operational deficiency analysis, adds the future functional deficiency analysis, and identifies potential improvements with associated construction costs to address existing and future deficiencies.
- **Task 4: Highway Needs Analysis.** The “Final Report: I-64 Strategic Improvement Plan” evaluates the effectiveness, and the environmental and economic development consequences of potential improvements to address existing and future deficiencies, and establishes priorities for improvements in the I-64 corridor incorporating projects from the I-64/I-75 Common Section Study.

C. FUTURE DEFICIENCIES

The mainline of I-64 will fall below an acceptable level-of-service (LOS B desirable and LOS C acceptable for rural areas) from I-265 to the Mountain Parkway for year 2025 traffic. Many merge ramps are currently deficient in length and need additional length, and many interchange areas need ramp improvements and crossroad intersection signalization and/or turn lane improvements. Improvements to facilitate and correct operational deficiencies include pavement, bridge and safety improvements. Functional improvements to the mainline, ramps and crossroads are also identified.

1. Mainline

In the year 1998, the mainline of I-64 operated at a level-of-service (LOS) B or better for an average peak-hour and at a LOS C or better for the 30th highest hour. However, the picture is far different in the year 2025 using the modest growth factors in the April of 1997 KySTM or constant growth factors:

- 1) Between I-265 (Exit 19) in Jefferson County and KY 55 (Exit 28) west of Shelbyville, the mainline of I-64 in the year 2025 operates:
 - Within 85 percent of the lower threshold of LOS C (i.e., within 15 percent of LOS D) for an average peak-hour, and at a LOS D for the 30th highest hour using the April of 1997 KySTM growth factors.
 - At a LOS F for the 30th highest hour using constant growth factors. In fact, the peak-hour volumes would fall in the LOS D range even if I-64 were widened to three lanes in each direction.
- 2) Between KY 55 (Exit 28) west of Shelbyville, and US 127 (Exit 53) west of Frankfort, the mainline of I-64 in the year 2025 operates:
 - At a LOS C for an average peak-hour, and within 85 percent of the lower threshold of LOS C (i.e., within 15 percent of LOS D) for the 30th highest hour using the April of 1997 KySTM growth factors.
 - At a LOS F for the 30th highest hour using constant growth factors. If I-64 were widened to three lanes in each direction, the peak-hour volumes would fall in or within 2 percent of LOS C.
- 3) Between US 127 (Exit 53) west of Frankfort and US 60 (Exit 58) east of Frankfort, the mainline of I-64 in the year 2025 operates:
 - Within 85 percent of the lower threshold of LOS C (i.e., within 15 percent of LOS D) for an average peak-hour, and at a LOS D for the 30th highest hour using the April of 1997 KySTM growth factors.
 - At a LOS F for the 30th highest hour using constant growth factors. In fact, the peak-hour volumes would fall in the LOS D range even if I-64 were widened to three lanes in each direction.
- 4) Between US 60 (Exit 58) east of Frankfort and I-75 (exit 75) west of Lexington, the mainline of I-64 in the year 2025 operates:
 - At a LOS C for an average peak-hour or 30th highest hour using the April of 1997 KySTM growth factors.
 - At a LOS E for the 30th highest hour using constant growth factors. If I-64 were widened to three lanes in each direction, the peak-hour volumes would fall in the LOS C range.
- 5) Between I-75 (Exit 81) east of Lexington and the Mountain Parkway (Exit 98) east of Winchester, the mainline of I-64 in the year 2025 operates:

- Within 75 percent of the rural lower threshold of LOS C west of KY 1958 (Exit 94) and with 85 percent of the rural lower threshold of LOS C east of KY 1958 (Exit 94) for an average peak-hour; and within 80 percent of the urban (85 percent of the rural) lower threshold of LOS C for the 30th highest hour using the April of 1997 KySTM growth factors.
 - At a LOS D and E for the 30th highest hour using constant growth factors. If I-64 were widened to three lanes in each direction, the peak-hour volumes would fall in the LOS C range.
- 6) Between KY 1/7 (Exit 172) east of Grayson and US 23/ KY 7 (Exit 191) , the mainline of I-64 in the year 2025 operates at a LOS C or better even using the 30th highest hour with constant growth factors and assuming 100 percent build-out of the Boyd-Carter-Greenup County Industrial Park.

2. Ramp Merges on Mainline

The ramp merges were LOS C or better throughout the corridor for the years 1998 and 2025 for the average peak-hour and the 30th highest hour using the April of 1997 KySTM growth factors with a few exceptions. With merge lengths of less than 750 feet, three interchange areas have on-ramp merges with a LOS D:

- the westbound on-ramp at KY 1848 (Exit 28),
- the eastbound and westbound on-ramps at KY 55 (Exit 32), and
- the eastbound and westbound on-ramps at US 60 (Exit 58).

Using constant growth factors to forecast mainline traffic for the year 2025, the high mainline volumes result in:

- a LOS E (for ramps with merge lengths over 750 feet) or F for all on-ramps between I-265 in Jefferson County and I-75 west of Lexington,
- a LOS D or E for all on-ramps between I-75 east of Lexington and KY 627 at Winchester, and
- a LOS D for the Boyd-Carter-Greenup County Industrial Parkway on ramps due to the short merge lengths of 400 feet.

3. Ramp Terminal-Crossroad Intersections

For the year 2025 for the average peak-hour with the April of 1997 KySTM growth rates, the following ramp terminal-crossroad intersections fail to achieve a LOS of C or better (assuming improvements programmed beyond Design in the 1998 Six Year Highway Plan):

- KY 1848 at Exit 28 -- LOS F for the eastbound off-ramp during the evening peak-hour.
- KY 55 at Exit 32 -- LOS F for the westbound off-ramp during the evening peak-hour.
- KY 53 at Exit 35 -- LOS F for the eastbound off-ramp during the evening and morning peak-hours, and LOS F for the westbound off-ramp during the evening peak-hour.

- KY 151 at Exit 48 -- LOS E for the eastbound off-ramp and westbound off-ramp during the morning peak-hour.
- US 127 at Exit 53 -- LOS F for the southbound left-turn to eastbound I-64 during the evening and morning peak hours and for the northbound left-turn to westbound I-64 during the evening peak-hour.
- US 60 at Exit 58 -- LOS F for the signals at the westbound and southbound ramps during the evening and morning peak-hours.
- KY 341 at Exit 65 -- LOS F for the westbound off-ramp during the evening and morning peak-hours.
- US 62 at Exit 69 -- LOS F for the eastbound off-ramp for the evening and morning peak-hours.
- KY 1958 at Exit 94 -- LOS F for the eastbound off-ramp and westbound off-ramp for the evening and morning peak hours, for the southbound left-turn in the morning peak-hour and for the northbound left-turn in the evening and morning peak-hours.
- KY 627 at Exit 96 -- LOS F for the eastbound off-ramp for the evening and morning peak hours.
- US 460 at Exit 110 -- LOS F for the eastbound off-ramp during the morning peak-hour; and LOS F for the westbound off-ramp during the evening and morning peak-hours.
- US 60 at Exit 113 -- LOS F for the eastbound off-ramp and westbound off-ramp during the morning peak-hour.
- KY 36 at Exit 121 -- LOS F for the eastbound off-ramp during the evening peak-hour.
- KY 32 at Exit 137 -- LOS F for the signals on the eastbound and westbound ramps during the evening and morning peak-hours.
- KY 1 at Exit 172 -- LOS F for the eastbound ramps during the evening and morning peak hours; and LOS F for the signal on the westbound ramps during the evening and morning peak-hours.
- US 60 at Exit 181 -- LOS F for the eastbound off-ramp during the evening and morning peak-hours.
- KY 180 at Exit 185 -- LOS F for the eastbound off-ramp during the evening and morning peak hours; and LOS F for the westbound off-ramp (left-turn) during the evening and morning peak hours.
- US 23 at Exit 191 -- LOS F for the signal at the eastbound ramps during the evening peak-hour.

D. RECOMMENDED IMPROVEMENT PRIORITIES

1. Operational Improvements

a. Pavement Improvements

It is recommended that the sections of I-64 that were originally constructed with PCCP and have not been previously broken and sealed, have priority over the sections that were originally constructed with bituminous asphalt. These sections are in Shelby and Franklin Counties (MP 43.332-53.12) and in Rowan County (MP 128.955-134.75, MP 138.4-146.1). Of these sections, those in Rowan County have the lower ride-ability index values and were therefore given highest priority. It is recommended that the rehabilitation of these sections proceed from west to east.

Ride-ability Index data does not in itself provide complete and comprehensive information as to the condition of pavements. Other evidence of deterioration such as rutting, cracking, etc. must also be considered. The sections in Shelby and Franklin Counties have had the original concrete pavement overlaid with asphalt and are experiencing some degree of wheel-path rutting. It is recommended that the rehabilitation of these section proceed from east to west.

It is recommended that the prioritization of these sections follow closely to the prioritization outlined in the most recent *Report of Condition of Pavements on Kentucky Highways - Volume 2, Ride Quality and Conditions of Pavements on Interstate Roads* by the Kentucky Transportation Cabinet's Division of Operations, Pavement Management Branch.

Accordingly, the I-64 mainline pavement rehabilitation priorities are ranked as follows (see Figure ES-1):

1. Milepoint 128.955 to 134.75 - west of Exit 133 (KY 801) to east of Exit 133 (KY 801); Rowan County, \$9.50 million for pavement rehab (plus 4% for Design) and \$0.954 million for bridge rehab (plus 7% for Design)
 2. Milepoint 138.40 to 142.25 - east of Exist 137 (KY 32) to 5 miles east of Exist 137 (KY 32); Rowan County, \$6.20 million for pavement rehab (plus 4% for Design), no bridge rehab
 3. Milepoint 142.25 to 146.10 -- 5 miles east of Exit 137 (KY 32) to west of Exit 152 (KY 2); Rowan County, \$6.20 million for pavement rehab (plus 4% for Design), no bridge rehab
 4. Milepoint 49.764 to 53.12 -- east of Exit 48 (KY 151) to Exit 53 (US 127); Franklin County, \$6.90 million for pavement rehab (plus 4% for Design) and \$0.398 million for bridge rehab (plus 7% for Design)
 5. Milepoint 46.303 to 49.764 - west of Exit 48 (KY 151) to east of Exit 48 (KY 151); Franklin County, \$8.00 million for pavement rehab (plus 4% for Design) and \$2.07million for bridge rehab (plus 7% for Design)
 6. Milepoint 43.332 to 46.303 -- east of Exit 43 (KY 395) to west of Exit 48 (KY 151); Shelby County, \$5.60 million for pavement rehab (plus 4% for Design) and \$0.544 million for bridge rehab (plus 7% for Design)
- ** Total Construction Costs: \$42.4 million for pavement rehabilitation (add 4% for Design) plus \$4.0 million for bridge rehabilitation (add 7% for Design)**

Figure ES-1

Due to the variability in the nature of rehabilitation chosen for sections with asphalt pavement, priorities are not suggested for pavement rehabilitation of other section of I-64 from Milepoint 101.735 to 112.3, Milepoint 146.1 to 161, and Milepoint 171.607 to 191.382.

b. Bridge Improvements

Bridge rehabilitation has been included for those segments proposed for potential pavement improvements above. Bridge widenings to full shoulder-width are included in those mainline segments of I-64 identified for potential widening. Thus, only rehabilitation of the bridge over the Big Sandy River at \$2,730,000 (add 7% for Design) is identified separately from potential pavement rehabilitation or mainline widening projects.

c. Safety Improvements

Except for the proposed high mast lighting in several interchange areas, specific safety improvements have not been identified because serious problems have not been readily identified and because significant functional improvements are proposed for most interchange areas with high traffic volumes and above average number of accidents.

2. Functional Improvements

a. Mainline Improvements

The recommended ranking for the I-64 mainline improvement is as follows (see Figure ES-2):

1. I-64/I-75 Common Section around Lexington; Fayette County, \$167.85 million for construction (plus 7% for Design)*
2. I-265 (Exit 19) in Jefferson County to KY 55 (Exit 32) west of Shelbyville; Jefferson and Shelby Counties, \$66.08 million for construction (plus 7% for Design)
3. US 127 (Exit 53) west of Frankfort to US 60 (Exit 58) east of Frankfort; Franklin County, \$58.52 million for construction (plus 7% for Design)
4. I-75 (Exit 81) east of Lexington to the Mountain Parkway (Exit 99); Fayette and Clark Counties, \$84.20 million for construction plus (7% for Design)
5. KY 55 (Exit 32) west of Shelbyville to US 127 (Exit 53) west of Frankfort; Shelby and Franklin Counties, \$114.37 million for construction plus (7% for Design)
6. US 60 (Exit 58) east of Frankfort to I-75 (Exit 75) west of Lexington; Franklin, Woodford, Scott, and Fayette Counties, \$87.19 million for construction plus (7% for Design)

*Source: Commonwealth of Kentucky Department of Highways *Fayette County I-64/I-75 Common Route Scoping Study Report*, October 1995

****Total Construction Costs: \$578.21 million (add 7% for Design)**

(Note: Improvements 2 through 6 add two additional lanes in the median and are assumed to be within existing right-of-way. Utility relocations are not considered.)

Because the evaluation of three potential widening projects -- I-265 (Exit 19) in Jefferson County to KY 55 (Exit 28) west of Shelbyville, I-75 (Exit 81) east of Lexington to the Mountain Parkway (Exit 99), and KY 55 (Exit 28) west of Shelbyville to US 127 (Exit 53) west of Frankfort -- lead to similar scores, these three projects were ranked in accordance to projected future volumes. The I-64/I-75 Common Section widening to five lanes (from the existing three lanes in each direction) was not subjected to the rating process of the other five projects, but was placed at the top because of the significantly higher traffic volumes served.

Figure ES-2

b. Ramp Terminal/Crossroad Intersection and Crossroad Improvements

The recommended ranking of the 18 ramp terminal/crossroad intersection improvements (see Figure ES-3) is as follows:

1. Exit 35 – KY 53; Shelby County, \$260,000
2. Exit 94 – KY 1958; Clark County, \$9,520,000
3. Exit 53 – US 127; Franklin County, \$5,230,000
4. Exit 137 – KY 32; Rowan County, \$425,000
5. Exit 48 – KY 151; Franklin County, \$595,000
6. Exit 110 – US 460; Montgomery County, \$260,000
7. Exit 69 – US 62; Scott County, \$390,000
8. Exit 172 – KY 1/KY 7; Carter County, \$2,500,000
9. Exit 181 – US 60; Boyd County, \$420,000
10. Exit 185 – KY 180; Boyd County, in Design
11. Exit 96 – KY 627; Clark County, \$970,000
12. Exit 32 – KY 55; Shelby County, \$300,000
13. Exit 58 – US 60; Franklin County, \$840,000
14. Exit 28 – KY 1848; Shelby County, \$300,000
15. Exit 121 – KY 36; Bath County, \$1,250,000
16. Exit 113 – US 60; Montgomery County, \$1,400,000
17. Exit 65 – KY 341; Woodford County, \$260,000
18. Exit 191 – US 23/KY 7; Boyd County, \$220,000

**** Total Construction Cost= \$25,140,000 (add 10% for Design)**

(Note: Improvements are assumed to be within existing right-of-way and utility relocations are not considered with the exception of Exit 94. In the case of Exit 94, the cost is \$350,000 for Design, \$1,180,000 for Right-of-Way, \$1,710,000 for Utilities and \$9,520,000 for Construction, totaling \$12,760,000.)

3. Six Year Highway Plan Update

Due to changing priorities within the KYTC Division of Planning, the completion of this study was significantly delayed. The *Approved 2000-2002 Biennial Highway Construction Program and Identified Preconstruction Program Plan for FY 2003 through FY 2006* (2000 Six Year Highway Plan) was released during the development of this study. Table ES-1 lists the new projects in the I-64 corridor that were added in the 2000 Six Year Highway Plan since this study was initiated, as well as those projects that were carried forward from the 1998 Six Year Highway Plan. It also shows those projects that were considered committed (programmed for any phase subsequent to Design) and were assumed completed for the purposes of determining deficiencies in the study. (Table ES-1 corresponds with Figure ES-4.)

Of the projects added in the 2000 Six Year Highway Plan, the pavement rehabilitation projects cover all six of the possible priority projects covered in this study. Among the new mainline improvements identified in the 2000 Six Year Highway Plan, the widening of I-64 from I-264 to KY 53 covers most of the second priority project in this study; and the widening of I-64 from I-75 to the Mountain Parkway covers the fourth priority project.

Figure ES-3

The widening of KY 1848 at Exit 28 from I-64 to US 60 was added in the 2000 Six Year Highway Plan, but was not proposed in this study provided the northern interchange ramp-crossroad intersection was not signalized. Nevertheless, KY 1848 northward from I-64 would have a level-of-service E by the year 2025, and improvements would likely be necessary to KY 1848 if the northern interchange ramp-crossroad intersection were to meet traffic signal warrants. The 2000 Six Year Highway Plan also added a scoping study to investigate a full movement interchange between I-64 and the Mountain Parkway. This project was not proposed in the I-64 Strategic Corridor Study because of very low daily traffic volumes assigned to the new ramps by the Kentucky Statewide Traffic Model.

Finally, it should be noted that “committed” projects (projects programmed for one or more phases beyond design) were not examined as part of this study, and were assumed to be carried forward to completion in future Six Year Highway Plans (if construction were not already completed during the preparation of this study). In general, when these “committed” projects fall in the interchange areas of I-64, they are needed to maintain a desirable level-of-service in future years.

Table ES-1: Committed and Proposed Projects Along the I-64 Corridor

(committed projects from project sources 3, 5 and 6, where any phase after Design is programmed)

Figure ES-4 Map Key #	Facility	Improvement Description	Item # (6 yr. Plan)	Project Source	2000 Six Year Hwy. Plan
1	I-64	Add 1 HOV lane in each direction, I-71 - I-264 (FY 2011-2020)	NA	2, 6	carried forward
2	I-64	Designate 1 HOV lane in each direction, I-264 - I-265 (FY 2011-2020)	NA	2, 6	carried forward
3	KY 55	Northern bypass of Shelbyville from US 60 (west) to KY 55	5-326.01	1, 5, 6	carried forward
4	KY 53	Major Widening from US 60 (east) to .4 mile south of I-64	NA	1	
5	KY 555	To I-64/KY 53 interchange at Shelbyville	NA	1	
6	KY 395	Reconstruct/major widening from I-64 to US 60	5-172.00	1, 5	
7	US 127	Major widening to 6 lanes from I-64 to US 60 in Frankfort	NA	1	
8	I-64	Major widening (4 to 6 lanes) from US 127 to US 60; includes bridges over KY River	NA	1	
8-1	US 460	Frankfort-Georgetown; widen US 460 from end of 4 lane at Frankfort to Redding Road	5-372.00	5, 6	carried forward

- References:
1. Statewide (Long-Range) Transportation Plan (FY 1995-2014)
 2. Louisville Metropolitan Area Long-Range Transportation Plan: “Horizon 2020 Regional Mobility”
 3. Lexington Metropolitan Area Transportation Improvement Program (FY 1999-2002)
 4. Lexington Metropolitan Area Long-Range Transportation Plan: Year 2015 (Spring 1995)
 5. Recommended 1998 Six -Year Highway Plan Projects
 6. 2000 Six-Year Highway Plan Projects

Table ES-1 (Continued): Committed and Proposed Projects Along the I-64 Corridor
(committed projects from project sources 3, 5 and 6, where any phase after Design is programmed)

Figure ES-4 Map Key #	Facility	Improvement Description	Item # (6 yr. Plan)	Project Source	2000 Six Year Hwy. Plan
8-2	US 421	Frankfort-Lexington Leestown Road; widen to 5 lanes from US 60 to Ducker's Station Road to Chenault Industrial Road	5-305.01, 5-305.02	5, 6	carried forward
8-3	US 60	Frankfort-Shelbyville; widen to 5 lanes from Hunters Trace to existing 4 lane	5-97.00	5, 6	carried forward
8-4	US 60	Widen US 60 from Evergreen Road to Hunters Trace	5-97.50	5, 6	carried forward
9	US 25	Major widening to 5 lanes from I-75 to Etter Lane	NA	3, 6	carried forward
10	US 27/68	Widening to 4 lanes from I-64/I-75 interchange to Houston Creek	NA	3, 6	carried forward
11	I-75	Major widening from Todds Road to north of Winchester Road	NA	4	
12	I-75	Major widening from Grimes Mill Road to south of Todds Road; includes KY 418 interchange	NA	4	
13	KY 1958	Winchester eastern bypass; new construction from KY 627 north of Winchester to KY 89 (2 lanes on a 4 lane right-of-way)	7-331.01	1, 5, 6	carried forward
14	KY 9000	Mountain Parkway; reconstruct I-64 interchange for full movements	7-257	1,6	new
15	US 460	Major widening to 4 lanes from I-64 to KY 11 north of Mt. Sterling	NA	1	
15-1	US 460	Widen to 5 lanes from KY 686 to north of I-64 interchange in Mt. Sterling; includes ramps	7-124.00	5, 6	carried forward
16	US 60	Minor widening from 0.4 mile east of KY 686 to 0.2 miles east of KY 1331	7-83.00	1, 5, 6	carried forward
17	KY 36	Reconstruct to 5 lanes to I-64	NA	1	
18	KY 32	Morehead-Flemingburg; 5 lanes from I-64 north to approximately 0.3 mile north of KY 377	9-142.00	5, 6	carried forward
19	KY 1	Major widening from south of I-64 to AA highway	9-155.00	1, 5, 6	carried forward

- References:
1. Statewide (Long-Range) Transportation Plan (FY 1995-2014)
 2. Louisville Metropolitan Area Long-Range Transportation Plan: "Horizon 2020 Regional Mobility"
 3. Lexington Metropolitan Area Transportation Improvement Program (FY 1999-2002)
 4. Lexington Metropolitan Area Long-Range Transportation Plan: Year 2015 (Spring 1995)
 5. Recommended 1998 Six-Year Highway Plan Projects
 6. 2000 Six-Year Highway Plan Projects

Table ES-1 (Continued): Committed and Proposed Projects Along the I-64 Corridor
(committed projects from project sources 3, 5 and 6, where any phase after Design is programmed)

Figure ES-4 Map Key #	Facility	Improvement Description	Item # (6 yr. Plan)	Project Source	2000 Six Year Hwy. Plan
20	I-64	New interchange east of KY 207 near Greenup Co. Line; construct Section 1 of "Industrial Pkwy" north of I-64, construct "Industrial Pkwy" between I-64 and US 23 near Wurtland (Phase 1)	9-213.00	1, 5	completed
21	I-75	Major widening for 2 additional lanes (4 to 6 lanes) from Eagle Creek to KY 330	NA	1	
22	I-75	Major widening for 2 additional lanes (4 to 6 lanes) from KY 330 to KY 36	NA	1	
23	I-75	Major widening for 2 additional lanes (4 to 6 lanes) from KY 36 to Middle Fork of Grassey Creek Bridge	NA	1	
	I-264	Reconstruction of Interchange at I-64	5-21.0	6	new
	I-64	Widen to 6 lanes near I-265 to KY 53 interchange at Shelbyville	5-65.0	6	new
	I-64	Widen I-64 WB ramp to I-264 from 1 to 2 lanes	5-159.0	6	new
	KY 1848	5 lanes from I-64 interchange to US 60 (Simpsonville)	5-348	6	new
	KY 1958	Reconstruction of KY 1958/I-64 interchange at Van Meter Road (Design only in 1998 Six Year Highway Plan)	7-314	5, 6	carried forward
	US 62	Widen from I-64 to Georgetown Bypass	7-298	6	new
	I-64	Widen to 6 lanes from I-75 to end of rehab section (milepoint 85.273)	7-30	6	new
	I-64	Widen to 6 lanes from recent rehab section (milepoint 85.273) to Clark County Line	7-31	6	new
	I-64	Widen to 6 lanes from near Fayette Co. Ln, to KY 1958 at Winchester	7-32	6	new
	I-64	Widen to 6 lanes from KY 1958 to Mountain Pkwy	7-33	6	new
	I-64	Reconstruct interchange at KY 180 - Cannonsburg (Design only in 1998 Six Year Highway Plan)	9-60	5, 6	carried forward

- References:
1. Statewide (Long-Range) Transportation Plan (FY 1995-2014)
 2. Louisville Metropolitan Area Long-Range Transportation Plan: "Horizon 2020 Regional Mobility"
 3. Lexington Metropolitan Area Transportation Improvement Program (FY 1999-2002)
 4. Lexington Metropolitan Area Long-Range Transportation Plan: Year 2015 (Spring 1995)
 5. Recommended 1998 Six -Year Highway Plan Projects
 6. 2000 Six-Year Highway Plan Projects

Table ES-1 (Continued): Committed and Proposed Projects Along the I-64 Corridor
(committed projects from project sources 3, 5 and 6, where any phase after Design is programmed)

Figure ES-4 Map Key #	Facility	Improvement Description	Item # (6 yr. Plan)	Project Source	2000 Six Year Hwy. Plan
	New Route	New route from US 60/KY 32 east of Morehead to I-64 including a new interchange	9-301	5, 6	carried forward
	I-64	Pavement rehabilitation from KY 1790 (milepoint 38.18) to KY 395 (milepoint 43.33)	5-2006	5, 6	carried forward
	I-64	Pavement rehabilitation from KY 395 (milepoint 43.33) to KY 151 (milepoint 47.70)	5-2031	6	new
	I-64	Pavement rehabilitation from KY 151 (milepoint 47.70) to US 127 (milepoint 53.10)	5-2020	6	new
	I-64	Pavement rehabilitation from US 60 (milepoint 123.02) to Rowan Co. Line (milepoint 128.96)	9-2002	5, 6	carried forward
	I-64	Pavement rehabilitation from Bath Co. Line (milepoint 129.0) to Bullfork Road Bridge (milepoint 134.0)	9-2011	6	new
	I-64	Pavement rehabilitation from Rowan Co. Line (milepoint 148.67) to Boyd Co. Line (milepoint 180.81)	9-2006, 9-2007, 9-2008, 9-2009, 9-2010	6	new

- References:
1. Statewide (Long-Range) Transportation Plan (FY 1995-2014)
 2. Louisville Metropolitan Area Long-Range Transportation Plan: "Horizon 2020 Regional Mobility"
 3. Lexington Metropolitan Area Transportation Improvement Program (FY 1999-2002)
 4. Lexington Metropolitan Area Long-Range Transportation Plan: Year 2015 (Spring 1995)
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During the course of this study, the Statewide Transportation Plan was also updated. The December 1999 Statewide Transportation Plan (FY 1999-2018) included six major widening projects for I-64, all of which have been included in the 2000 Six Year Highway Plan. These projects include adding two additional lanes from KY 859 in Fayette County to the Mountain Parkway in Clark County, and from I-265 in Jefferson County to KY 53 in Shelby County. One I-64 project in the 1995 Statewide Transportation Plan, adding two additional lanes from US 127 to US 60 in Franklin County, was not included in the 1999 Statewide Transportation Plan.

Figure ES-4