GATEWAY
AREA DEVELOPMENT DISTRICT

SHIFT 2026 PRIORITIZATION PLAN

TEAM KENTUCKY®
TRANSPORTATION CABINET

GATEWAY AREA DEVELOPMENT DISTRICT
SHIFT 2026 PRIORITIZATION PLAN

Introduction/Overview

The purpose of this document is to provide a plan to the Kentucky Transportation Cabinet (KYTC) for the sponsorship and prioritization of projects in the 2026 SHIFT Statewide Prioritization Cycle. The prioritization was used as input for the Recommended KYTC Highway Plan, submitted to the Kentucky General Assembly in 2026.

KYTC developed a data-driven, objective, and collaborative approach to determine the state's transportation funding priorities. The Strategic Highway Investment Formula for Tomorrow (SHIFT) is a prioritization model that brings balance and dependability to Kentucky's historically over-programmed highway plan. SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, delays, and employment to assess projects and compare them against one another.

The program also incorporated collaboration with local leaders to help shape regional priorities. Through this process, projects were sponsored and prioritized by Regional/Area Development Districts (ADDs), Highway District Offices (HDOs), and Metropolitan Planning Organizations (MPOs).

The existing KYTC Highway Plan and Continuous Highway Analysis Framework (CHAF) identified approximately 4,000 transportation projects. To make this list more manageable for prioritization, KYTC developed a formula based on Census population, public road lane miles, and the number of counties per agency to determine the number of projects each ADD, HDO, and MPO could sponsor. This resulted in approximately 1,200 projects statewide advancing into SHIFT for scoring and prioritization.

For the 2026 cycle, the Gateway Area Development District (GWADD) Regional Transportation Committee (RTC), representing Bath, Menifee, Montgomery, Morgan, and Rowan Counties, was allotted 17 projects for Regional sponsorship.

These projects were submitted to KYTC Central Office Planning and evaluated through the SHIFT scoring formula. Scores were calculated based on safety, asset management, congestion, economic growth, and benefit/cost. Once the scores were returned, the RTC convened to apply additional "Boost" points to adjust project priorities as needed.

Timeline

- October–November 2024 – Projects were reviewed with local officials and KYTC Highway District staff.

- February 25, 2025 – The RTC met and approved a new methodology for regional sponsorship selection.
- March 14, 2025 – The RTC held a special meeting to present the nominated projects for regional sponsorship.
- March 15 – April 15, 2025 – RTC members voted online to rank the nominated regional projects.
- April 2025 – The RTC Chair reviewed and certified the regional projects based on the voting results.
- May 9, 2025 – Final county and regional sponsorships were submitted to KYTC.
- August 26, 2025 – The RTC selected projects for regional Boosts.
- September 5, 2025 – Gateway ADD submitted County and RTC Boosts to KYTC through CHAF.

Project Selection Criteria/Methodology

The Gateway Area Development District (ADD) was allocated 17 project sponsorships for the SHIFT 2026 cycle. Each of the five Gateway counties (Bath, Menifee, Montgomery, Morgan, and Rowan) received three (3) county-level sponsorships, for a total of 15. The remaining two (2) sponsorships were designated for regional projects.

On February 25, 2025, the Regional Transportation Committee approved a new methodology for selecting regional sponsorships:

1) Each county nominated one (1) project for regional sponsorship consideration, producing a total of five (5) projects for review.

2) The five (5) nominated projects were presented at the March 14, 2025 RTC meeting, with project descriptions and mapping provided for review.

3) Between March 15 and April 15, 2025, RTC members voted online to rank the five nominated projects.

4) Each RTC member ranked the projects from 1 (highest regional priority) to 5 (lowest regional priority). Rankings were converted to points as follows:

    - Rank 1 → 5 points
    - Rank 2 → 4 points
    - Rank 3 → 3 points
    - Rank 4 → 2 points
    - Rank 5 → 1 point

5) Total scores were calculated by summing the points across all RTC member submissions.

6) The two (2) projects with the highest total scores were designated as the official regional sponsorships for the Gateway ADD SHIFT cycle. A results summary was prepared to show the ranking order and point distribution.

7) In the event of a tie, the following process was applied:

    a. If two projects tied for first place, both were selected.

8) If a three-way tie for first or a tie for second occurred, the tie-breaking process was applied:

    a. Highest number of first-place rankings.

    b. If still tied, highest number of second-place rankings.

    c. If still tied, lowest number of last-place rankings.

    d. If still tied, the RTC Chairperson cast the deciding vote.

9) At the close of voting, the RTC Chairperson reviewed and certified the results. Gateway ADD then finalized and submitted both county and regional sponsorships to KYTC by May 9, 2025.

Project Boost Criteria/Methodology

The methodology for assigning Boost points remained unchanged from previous cycles. Each county received one (1) Boost, and the remaining three (3) Boosts were designated as regional. In SHIFT 2026, GWADD was allotted 8 Project Boosts.

Each county selected the project to receive its individual Boost. For the three regional Boosts, each county nominated one (1) project for consideration. These nominations were reviewed and discussed at the August 26, 2025 RTC meeting.

Following discussion, a motion and a second were made to select three projects for regional Boosts. The RTC voted and approved the three projects selected.

The RTC also determined that the regional projects boosted in SHIFT 2026 must be reported again in the SHIFT 2028 cycle. In addition, the RTC will consider rotating the distribution of regional Boosts among counties in the next cycle to ensure balance across the region.

In the event a county was not represented by a Judge Executive or Mayor during the prioritization meeting, and no proxy was designated, Gateway ADD staff served as proxy to assign Boosts on behalf of the absent county.

Public/Legislators/Local Officials & Stakeholders Involvement

Throughout the prioritization process, GWADD solicited input from the public, legislators, local officials, transportation stakeholders, and the GWADD Board of Directors (BOD) and RTC. Information on SHIFT was shared through GWADD email updates, RTC meetings, and BOD monthly meetings.

Meetings were held in each county to review SHIFT and sponsorship projects, and input was gathered regarding project selection and Boost distribution. All RTC and BOD meetings were advertised through social media and email and were open to the public. The sponsorship listing was published on the GWADD website and made publicly available.

Conclusion

Between October and November 2024, GWADD staff met with local officials and KYTC Highway District staff to review project listings and confirm county priorities.

On February 25, 2025, the Regional Transportation Committee met to approve the updated methodology for regional sponsorship selection. On March 14, 2025, the RTC held a special meeting to present the five nominated projects for regional sponsorship. Voting was conducted between March 15 and April 15, 2025, and the RTC Chair reviewed and certified the projects based on the vote.

On May 9, 2025, Gateway ADD submitted the final county and regional sponsorships to KYTC.

Between July and September 2025, GWADD staff coordinated with local officials and KYTC Highway District staff to review project scores and determine local priorities for Boosts.

On August 26, 2025, the Regional Transportation Committee discussed and voted to approve three projects for regional Boosts. The RTC also agreed that these regional projects must be reported in the SHIFT 2028 cycle and that rotating the allocation of regional Boosts among counties will be considered in future prioritization cycles.

On September 5, 2025, Gateway ADD submitted the County and RTC Boosts to KYTC through CHAF, completing the SHIFT 2026 prioritization process for the Gateway Area Development District.

GATEWAY AREA DEVELOPMENT DISTRICT 2026 SHIFT PROJECT SPONSORSHIPS & BOOSTS

Projects Sponsored by County	Boosted Projects
Projects Sponsored by RTC	
Projects Sponsored by KYTC District	RTC Boosted Projects

Gateway Total Sponsorships: 17
Gateway Total Boosts: 8

Sponsorships were divided evenly between counties (3 sponsorships per county) and the remaining 2 sponsorships were selected by the RTC.
Boosts were divided evenly between counties (1 boost per county) and the remaining 3 boosts were selected by the RTC.

Project ID	KYTC District Boost	ADD Boost	District	County	BMP	EMP	Project Description	ROUTE PREFIX	ROUTE NUMBER	TOTAL PROJECT COST	SHIFT SCORE	BOOSTED SCORE
9-80101.00	10		9	Bath	13.39	17.1	IMPROVE SAFETY ON KY 36 FROM THE INTERSECTION WITH I-64 TO THE INTERSECTION OF KY 965 INCLUDING THE CURVES KNOWN AS CLEAR CREEK FURNACE AND THOMAS HILL (2020CCN) MILEPOINT 13.394 TO MILEPOINT 17.104 (2022CCN) (2024CCR)	KY	36	$ 15,750,000.00	50.58	**60.58**
9-80250.00		10	9	Bath	8.4	9.2	REALIGN ROADWAY ON US 60 NEAR OWINGSVILLE BEGINNING IN THE VICINITY OF ROSE BUSH LN AND ENDING AT WELLS ROAD NEAR I 64 EXIT 123 (2022CCN) (2024CCR)	US	60	$ 13,350,000.00	42.15	**52.15**
IP20190182			9	Bath	6.3	7	Improve safety by correcting existing geometric deficiencies on KY-965 from Blevins Valley Road (MP 6.3) to Mill Creek Bridge (MP 7.0).	KY	965	$ 7,750,000.00	47.34	**47.34**
9-193.00			9	Bath	1	1.5	RECONSTRUCT KY-111 IN THE VICINITY OF THE "S-CURVE" EAST OF OWINGSVILLE (14CCR) (2022CCN) (2024CCR)	KY	111	$ 11,100,000.00	18.06	**18.06**
10-80201.00		**10**	10	Menifee	3.3	4.8	Improve safety, correct geometrics, and enhance regional connectivity on US 460 from the bridge over Dog Trot Fork (MP 3.3) to Rothwell (MP 4.8). (2022CCN) (2024CCR)	US	460	$ 14,200,000.00	51.41	**61.41**
IP20250187		10	10	Menifee	1.298	3.25	Improve safety, correct geometrics, and enhance regional connectivity on US 460 from the intersection Becraft Rd. (MP 1.3) to bridge over Dog Trot Fork (MP 3.25)	US	460	$ 16,650,000.00	51.33	**61.33**
IP20230185			10	Menifee	4.053	6.136	Improve safety and mobility on KY 36 from 0.1 miles south of Suiter Branch Rd. to the intersection with US 460 (MP 6.136).	KY	36	$ 28,250,000.00	48.36	**48.36**
10-80200.00			10	Menifee	15.233	19.003	IMPROVE SAFETY, CORRECT GEOMETRICS, AND ENHANCE REGIONAL CONNECTIVITY ON US 460 FROM THE INTERSECTION OF KY 1240 TO 0.7 MILES EAST OF THE MORGAN COUNTY LINE (2022CCN) (2024CCR)	US	460	$ 38,000,000.00	41.57	**41.57**
IP20060282			10	Menifee	0	6.87	Repair or replace pipes and culverts on KY 715 and KY 77 in the Red River Gorge area.	KY	715	$ 4,600,000.00	40.90	**40.90**
10-102.00			10	Menifee	6.6	7.25	Complete spot Improvement on KY 713 in the Fagan area (MP 6.60 - MP 7.25).	KY	713	$ 3,050,000.00	15.50	**15.50**
7-250.00	10	**10**	7	Montgomery	19.6	22.049	Reconstruction of US 460 from Lucky Stop to KY 713 @ Means. (2024CCN)	US	460	$ 27,304,880.00	40.68	**60.68**
7-8810.00	10	10	7	Montgomery	2.007	4.311	WIDEN EXISTING PAVEMENT & IMPROVE VERTICAL & HORIZONTAL CURVES FROM EXISTING MT STERLING BYPASS (KY 686) TO 500' W OF BENTBROOK SUBDIVISION. ADD FULL WIDTH SHOULDERS & A CENTER TURNING LANE IN CONGESTION AREAS FROM MP 2.2 TO 4.311.(14CCN)(16CCR)(18CCN) (	US	60	$ 16,706,000.00	39.27	**59.27**
7-8817.00			7	Montgomery			WIDEN EXISTING PAVEMENT AND IMPROVE VERTICAL AND HORIZONTAL CURVES FROM BOTTOM OF HILL TO US 460 IN JEFFERSONVILLE. ADD FULL-WIDTH SHOULDERS TO IMPROVE SAFETY. (14CCN)	KY	213	$ 22,440,000.00	44.03	**44.03**
IP20250104			7	Montgomery	4.022	7.44	Improve/Modernize roadway geometry to KY 11 (Levee Road) between KY 646 (Cream Alley Road) to KY 646 (Tonkin Road).	KY	11	$ 24,490,000.00	39.56	**39.56**
7-240.00			7	Montgomery	0	1.768	WIDEN KY-1991 FROM MAYSVILLE ROAD TO MIDLAND TRAIL INDUSTRIAL PARK, MONTGOMERY COUNTY. (SEE 7-8501.00 FOR "SPB" FUNDS) (2005HPP-KY129) (2022CCR) (2024CCR)	KY	1991	$ 2,815,000.00	38.64	**38.64**
IP20250103			7	Montgomery	0.439	4.022	Improve/Modernize roadway geometry to KY 11 (Levee Road) between KY 3363 (Sawmill Road) to KY 646 (Cream Alley Road).	KY	11	$ 25,950,000.00	33.80	**33.80**

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IP20250105			7	Montgomery	7.44	9.233	Improve/Modernize roadway geometry to KY 11 (Levee Road) between KY 646 (Tonkin Road) to KY 686 (Mt. Sterling Bypass).	KY	11	$ 12,675,000.00	29.92	**29.92**
IP20130102			7	Montgomery	8.4	8.95	Improve safety and widen US 60 and I-64 interchange (exit 113).	US	60	$ 23,750,000.00	28.82	**28.82**
IP20150064			7	Montgomery			Construct new parallel route north of I 64 connecting KY 11 near US 460 (Paris Pike) extending ~2.0mi east to Hinkston Pike.	PF	9999	$ 26,250,000.00	27.98	**27.98**
7-411.00			7	Montgomery	1.768	2.8	UPGRADE HINKSTON PIKE IN MT. STERLING FROM NEW MIDLAND TRAIL TO THE NEW INDUSTRIAL PARK ENTRANCE (INCLUDES EXTENSION OF INDUSTRIAL ACCESS ROAD TO HINKSTON PIKE). (12CCR)(18CCN) (2022CCR) (2024CCR)	KY	1991	$ 10,230,000.00	25.25	**25.25**
IP20130095			7	Montgomery	6.95	7.15	Improve safety and sight distance at the intersection on KY 11 at KY 646 (Kiddville Rd) 0.373mi S of Tonkin Rd.	KY	11	$ 1,850,000.00	23.48	**23.48**
IP20250056			7	Montgomery	0	0.871	Reconstruction of KY 2346 (Airport Road)	PF	9999	$ 7,150,000.00	6.00	**6.00**
IP20060266			10	Morgan	16.661	17.159	Enhance the operational efficiency and improve congestion on US 460 from the intersection of KY 2498 to the intersection of Court Street in West Liberty.	US	460	$ 8,250,000.00	55.41	**55.41**
10-8402.00		10	10	Morgan	2.667	5.592	RECONSTRUCT KY-7 FROM MILE POST 2.7 TO MILE POST 5.6 (JUNCTION 519 TO SOUTH SIDE OF WRIGLEY HILL). (08CCN)(12CCR)	KY	7	$ 19,100,000.00	38.24	**48.24**
IP20230174			10	Morgan	0	28.238	Planning study on US 460 to assess needs and program future projects from the Menifee Co. line to Salyersville	US	460	$ 500,000.00	42.48	**42.48**
IP20060265			10	Morgan	18.1	18.2	Improve sight distance at intersection of US 460 and KY 2499 (Dogwood Lane) in West Liberty	US	460	$ 425,000.00	32.44	**32.44**
10-8804.00			10	Morgan	7.086	7.719	IMPROVE KY-2498 FROM US-460 TO THE ARH HOSPITAL. (14CCN)(16CCN) (2022CCR) (2024CCR)	PF	9999	$ 8,450,000.00	15.26	**15.26**
9-80307.00	10	**10**	9	Rowan	5.4	5.85	Improve safety and reduce congestion on KY 32 (Flemingsburg Road) between the intersections of CS 1203 (Trademore Drive) and CS1001 (Fraley Drive) and in the vicinity of the I-64 interchange. (2024CCN)	KY	32	$ 36,500,000.00	63.22	**83.22**
9-80309.00	10		9	Rowan	7.55	8	Improve safety and reduce congestion at the intersection of US 60 (West Wilkinson Blvd.) and KY 32 (Flemingsburg Road). (2024CCN)	US	60	$ 4,700,000.00	67.66	**77.66**
9-8406.10	10	10	9	Rowan	0	5	IMPROVE SAFETY AND CONNECTIVITY AND REDUCE CONGESTION ON KY-377 FROM KY-32 TO JUST SOUTH OF CLEAR FORK ROAD. (2022BOP) (2024CCN)	KY	377	$ 47,000,000.00	55.19	**75.19**
9-204.00			9	Rowan	2.235	4.157	IMPROVE KY-32 FROM PARK HILLS DRIVE TO VIKING DRIVE NORTH. (12CCR)(18CCR) (2020CCR) (2022CCR) (2024CCR)	KY	32	$ 26,400,000.00	58.84	**58.84**
9-8406.20	10		9	Rowan	5	8.3	IMPROVE SAFETY AND CONNECTIVITY AND REDUCE CONGESTION ON KY-377 FROM JUST SOUTH OF CLEARK FORK ROAD TO JUST NORTH OF KY 799 (BIG PERRY ROAD). (2024CCN)	KY	377	$ 49,500,000.00	40.32	**50.32**
IP20250157			9	Rowan	14	14.4	Improve efficiency and enhance safety on KY-801 in Rowan County from mile-point 14.000 to the eastbound I-64 on and off ramps near mile-point 14.400.	KY	801	$ 4,500,000.00	33.21	**33.21**

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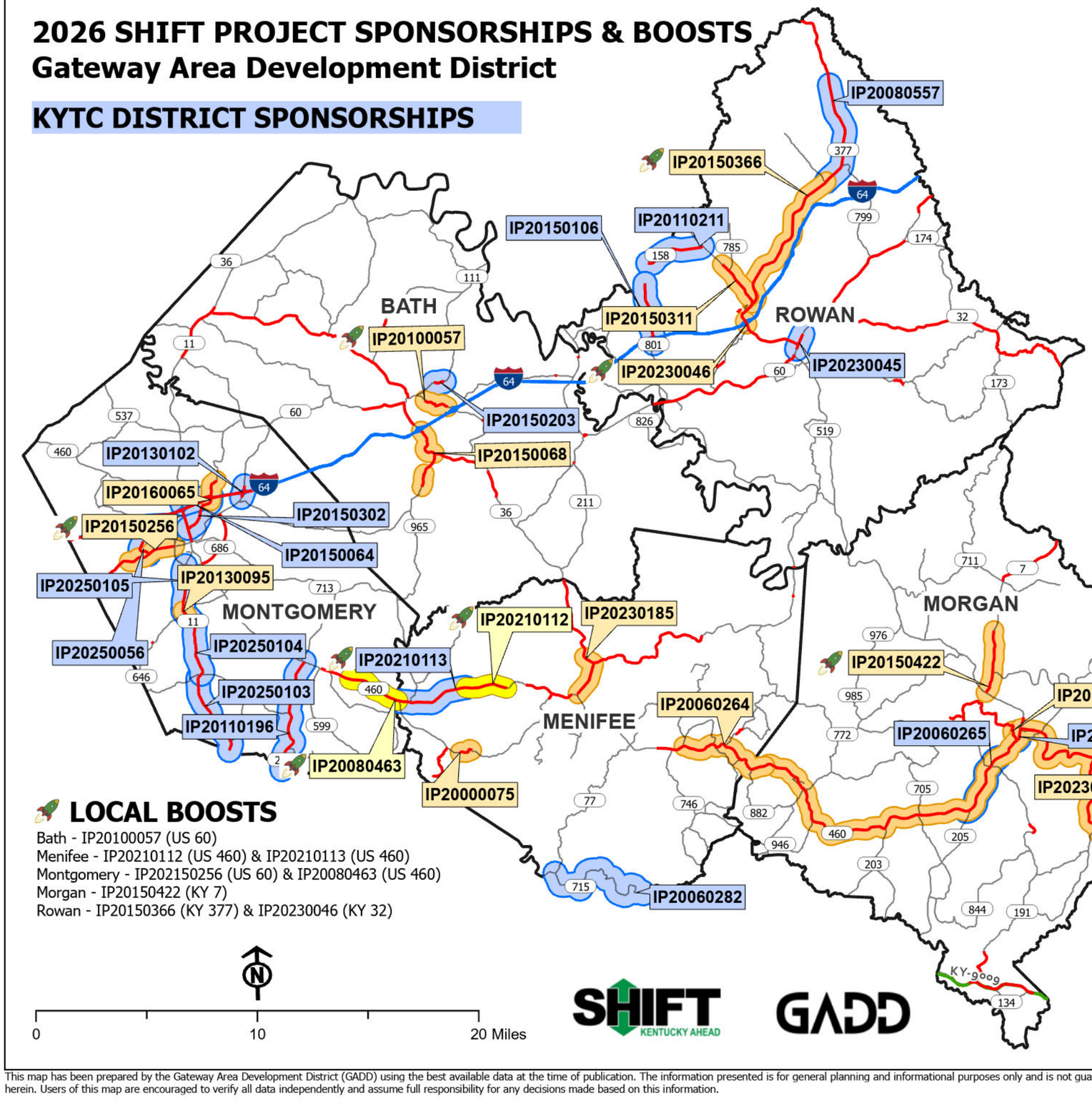
9-234.00			9	Rowan	15.61	17.011	Provide a planning study to determine possible alternates and feasibility of extending KY 801 from its intersection with KY 158 at Sharkey to KY 32 near the Fleming/Rowan county line. (2024CCR)	KY	158	$ 58,800,000.00	24.71	**24.71**

2026 SHIFT PROJECT SPONSORSHIPS & BOOSTS
Gateway Area Development District

KYTC DISTRICT SPONSORSHIPS



LOCAL BOOSTS

Bath - IP20100057 (US 60)
Menifee - IP20210112 (US 460) & IP20210113 (US 460)
Montgomery - IP202150256 (US 60) & IP20080463 (US 460)
Morgan - IP20150422 (KY 7)
Rowan - IP20150366 (KY 377) & IP20230046 (KY 32)

0 10 20 Miles

SHIFT KENTUCKY AHEAD

GADD

COUNTY SPONSORSHIPS

Bath County

1) IP20100057 (9-233.00 / 9-80250.00)
Realign US 60 from Rose Bush Lane to Wells Road near I-64 Exit 123.

2) IP2015068 (9-80101.00 / 00-9010.00)
Improve safety on KY 36 from I-64 to KY 965 (Hart Pike).

3) IP20190182
Improve safety on KY 965 from Blevins Valley Road to Mill Creek Bridge.

Menifee County

1) IP20060264 (10-80200.00 / 10-8805.00)
Improve safety on US 460 from KY 1240 to 0.7 miles east of Morgan County line.

2) IP200000075 (10-102.00)
Complete spot Improvement on KY 713 in the Fagan area (MP 6.60 - MP 7.25).

3) IP20230185
Improve safety on KY 36 from Suiter Branch Road to US 460.

Montgomery County

1) IP20150256 (7-8810.00)
Improve safety on US 60 from Mount Sterling Bypass to Bentbrook Subdivision.

2) IP20160065 (7-411.00)
Upgrade KY 1991 (Hinkston Pike) from Midland Trail to industrial park entrance.

3) IP20130095
Improve safety on KY 11 from Mount Sterling Bypass to KY 646 (Kidville Road).

Morgan County

1) IP20150208 (10-8804.00)
Improve intersection of KY 2498 and US 460 and roadway to ARH Hospital.

2) IP20150422 (10-8402.00)
Reconstruct KY 7 from KY 519 to south side of Wrigley Hill.

3) IP20230174
Planning study on US 460 from Menifee to Magoffin County lines.

Rowan County

1) IP20150311 (9-204.00)
Improve KY 32 from Park Hills Drive to Viking Drive North.

2) IP20150366 (9-8406.10)
Improve KY 377 (Cranston Road) from KY 32 to KY 799.

3) IP20230046 (9-80307.00)
Reduce congestion on KY 32 in vicinity of I-64 interchange.

ADD REGIONAL SPONSORSHIPS

1) Menifee County
IP20210112 (10-180.00 / 10-80201.00)
Improve US 460 from Dog Trot Fork to Rothwell Hill.

2) Montgomery County
IP20210160 (7-250.00 / 7-250.01)
Improve US 460 from Lucky Stop (MP 19.60) to KY 713 in Means.

This map has been prepared by the Gateway Area Development District (GADD) using the best available data at the time of publication. The information presented is for general planning and informational purposes only and is not guaranteed to be accurate, complete, or current. GADD assumes no responsibility for any discrepancies, inaccuracies, or errors contained herein. Users of this map are encouraged to verify all data independently and assume full responsibility for any decisions made based on this information.