



## Fact Sheet

# Crittenden Drive Relocation Project

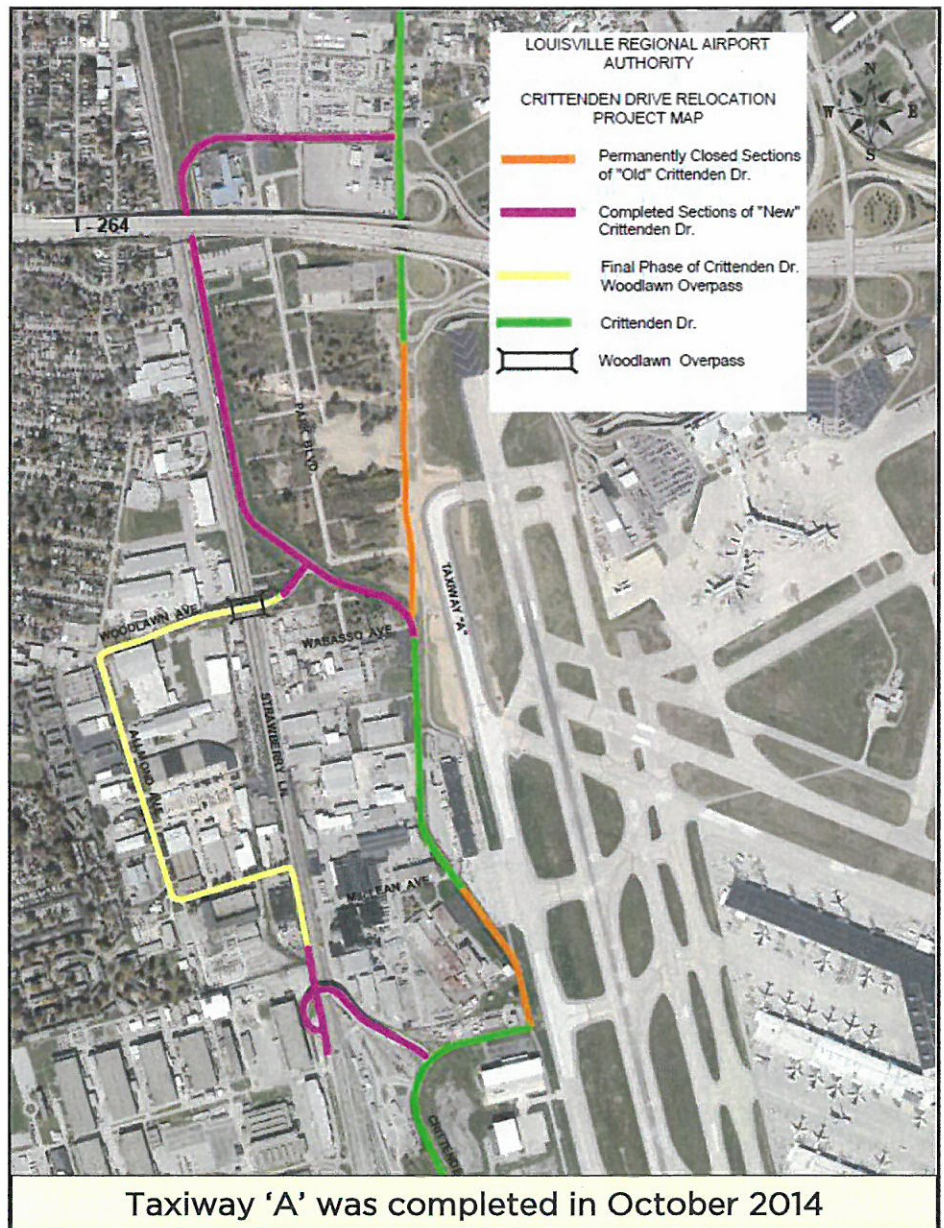
## Overview

In 2006, the Airport Authority launched its Beyond 2010 Plan to ensure that Louisville International Airport (SDF) is prepared to handle the largest and newest long-range commercial aircraft—helping to retain and attract even more aviation-related companies and jobs for our community and prepare the airport for 21<sup>st</sup> century aviation needs.

A key project within the plan was the construction of Taxiway 'A', just west of Runway 17R-35L (West Runway).

However, Crittenden Drive's alignment encroached on mandatory clearance zones for Taxiway 'A'—creating two "pinch points."

To minimize disruption to adjoining neighbors, the estimated \$28 million roadway relocation project was divided into three phases.

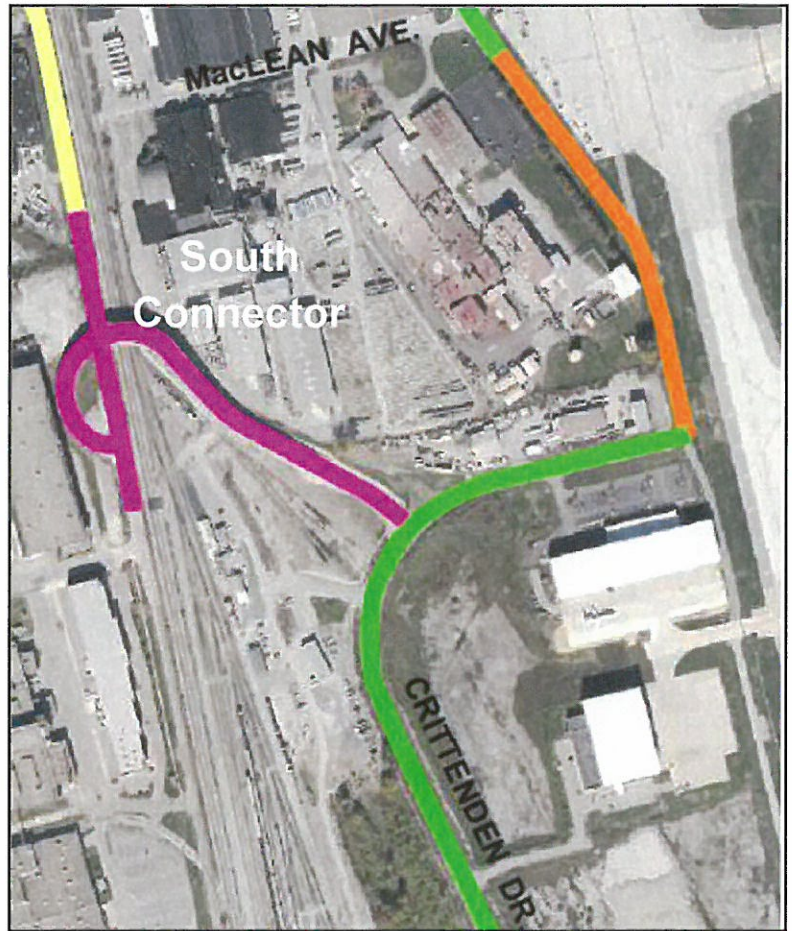


<b>Crittenden Drive Relocation Project</b>	
Program Manager	The Corradino Group
Engineering Firm	HNTB

**South Connector  
(Phase 1)**

Thanks to \$5 million from the Commonwealth of Kentucky and \$6 million from the Louisville Redevelopment Authority, the South Phase of the roadway relocation project was completed in late August 2012.

Construction of this phase eliminated one pinch point and included a bridge over the CSX railroad tracks that will connect the Airport Industrial Center to the airport.



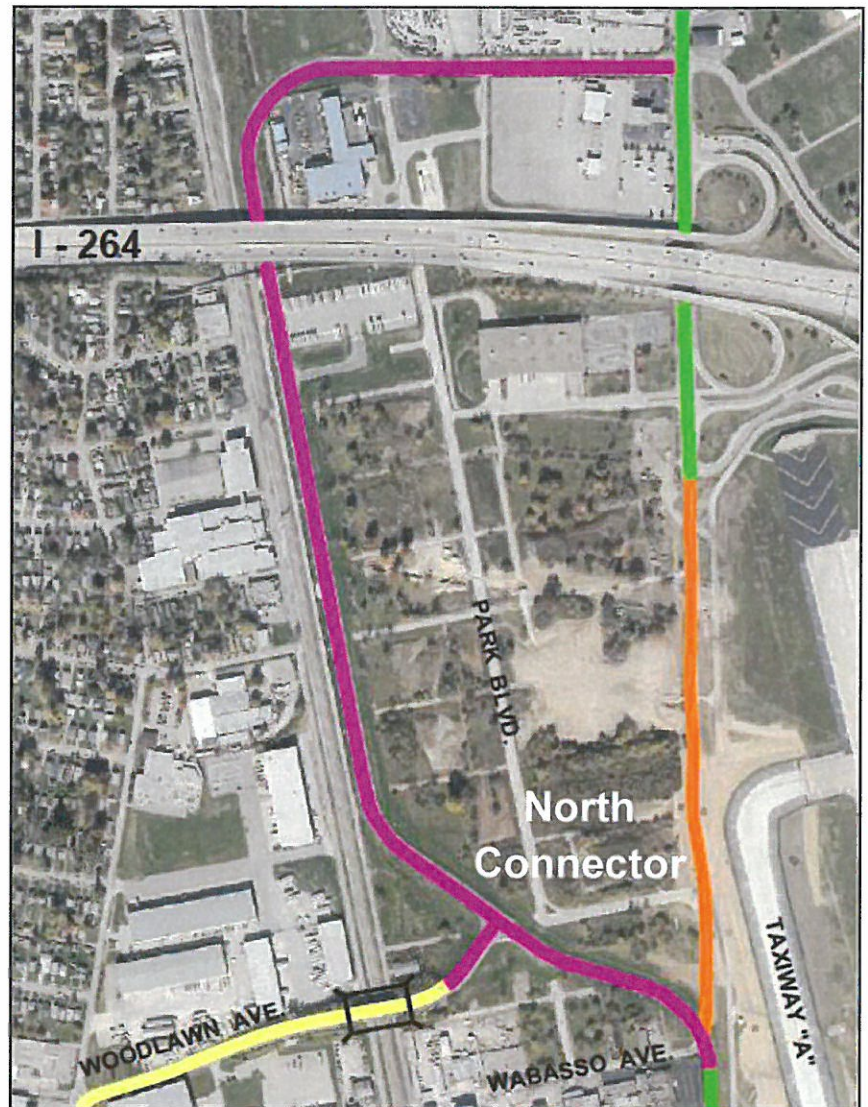
<b>South Connector (Phase 1) Construction</b>	
Construction	June 2011 through August 2012
Cost	\$9.6 million
Contractor	Hall Contracting
New Roadway	2,700 linear feet
Bridge	<ul style="list-style-type: none"> <li>• Highest point: 35-feet above CSX tracks</li> <li>• Crosses four active CSX tracks (40-60 trains a day)</li> <li>• Two lane, 176 foot long bridge with two 40-foot long ramps</li> </ul>
Overall	<ul style="list-style-type: none"> <li>• 536 feet of Mechanically Stabilized Earth (MSE) walls</li> <li>• 825 cubic yards of concrete</li> <li>• 17,037 cubic yards of granular embankment</li> </ul>

In spring 2012, the Commonwealth of Kentucky committed \$17 million over two years to construct the North Connector and the Woodlawn Overpass Phase of the Crittenden Drive Relocation Project.

## North Connector (Phase 2)

Construction was completed on the North Connector (shown at right) of the roadway relocation project in September of 2013. Approximately 1.25 miles of new roadway from the intersection of Crittenden Drive and Park Boulevard south to Wabasso Avenue were constructed as part of this phase.

With the North Connector finished, the second—and final—pinch point was eliminated, allowing construction of Taxiway 'A' to be completed.



North Connector (Phase 2) Construction	
Construction	January 2013 through September 2013
Cost	\$6 million
Contractor	Louisville Paving
New Roadway	6,970 linear feet or approximately 1.25 miles
Traffic Enhancements	<ul style="list-style-type: none"> <li>• Three-way traffic light was installed at the intersection of the new roadway and Woodlawn Avenue</li> <li>• Dedicated shared bicycle lane in each direction of new roadway</li> </ul>
Overall	<ul style="list-style-type: none"> <li>• 1,810 linear feet barrier (noise) wall parallel to the CSX tracks</li> <li>• 26,000 tons of asphalt</li> <li>• 53,163 cubic yards of roadway excavated</li> <li>• 164,656 square yards of landscaping</li> </ul>

## Woodlawn Overpass (Phase 3)

Construction activities began in February 2016 and completed in September 2017.

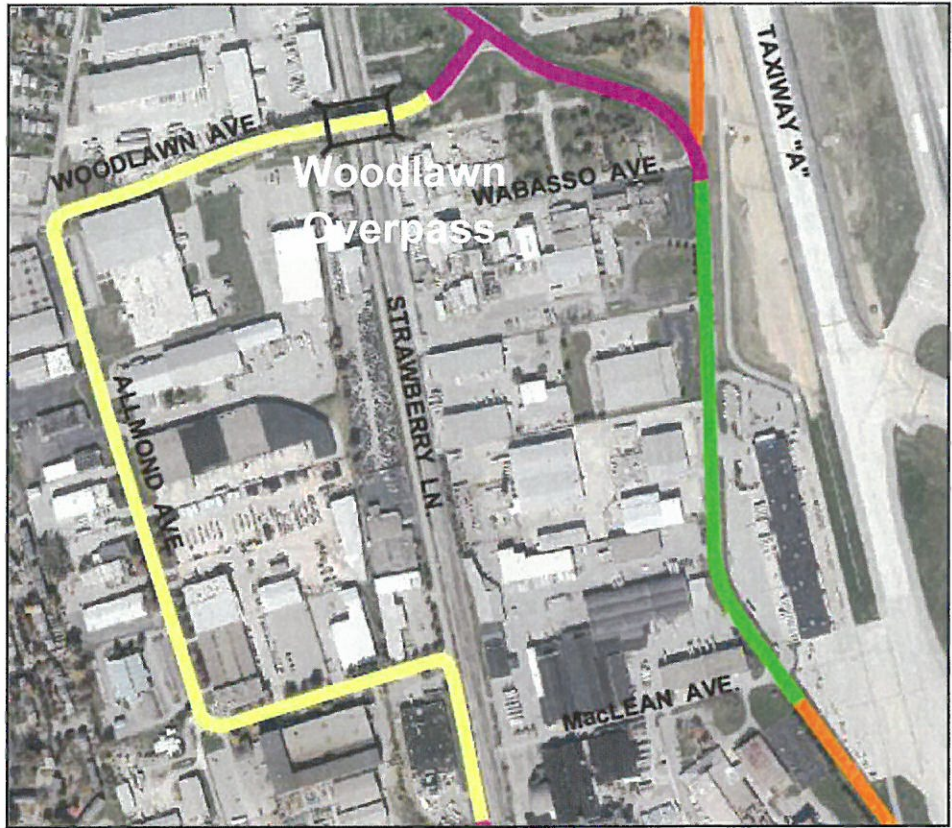
Improvements included:

- Re-surfacing Allmond Avenue with a new asphalt-wearing surface
- Installing curb-line drainage improvements and repairing select pavement areas
- Replacing the existing bridge

The new bridge was constructed in a carefully phased manner to minimize the impact to traffic on the overpass.

The completion of the Woodlawn Overpass Project and minor on-airfield improvements, concludes the Beyond 2010 Plan.

HNTB designed the project and Hall Contracting constructed this phase.



Woodlawn Overpass (Phase 3) Construction	
Construction	February 2016 through September 2017
Cost	\$4.8 million
Contractor	Hall Contracting
Bridge	<ul style="list-style-type: none"> <li>• Spans 164 feet across Strawberry Lane and CSX tracks</li> <li>• Crosses four active CSX tracks (40-60 trains a day)</li> </ul>
Overall	<ul style="list-style-type: none"> <li>• Reconstruction of 920 feet of Woodlawn Avenue</li> <li>• 3,735 linear feet of asphalt roadway resurfaced</li> <li>• Final phase of Crittenden Drive Relocation Project</li> </ul>