

KENTUCKY

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) For FY 2013-2016

ADMINISTRATIVE MODIFICATION #2012.037

I. Proposed Action:

The Kentucky Transportation Cabinet (KYTC) hereby submits a copy of a resolution from the Kentuckiana Regional Planning and Development Agency's (KIPDA) Transportation Policy Committee showing their approval of Amendment #7 to the FY 2011-2015 Transportation Improvement Program (TIP). The KYTC requests inclusion of this amendment in the KYTC's FY 2013-2016 Statewide Transportation Improvement Program (STIP).

Location:

Louisville Area Metropolitan Planning Organization

II. Scope of Activity:

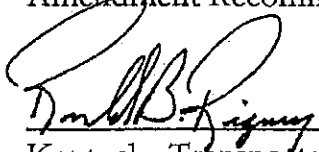
See the attachments for detail information.

III. Additional Remarks:

This modification to the STIP will become part of the 2012 STIP end of Federal Fiscal Year 2013 "fiscal constraint" recalculations.

IV. Administrative Modification Approval:

Amendment Recommended for Approval:

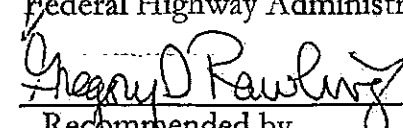


Kentucky Transportation Cabinet Date
Ronald B. Rigney, Director
Division of Program Management

2/6/13

Approval of Amendment:



Federal Highway Administration Date

Recommended by Date

2/11/13

2/11/13



**A Resolution of the Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting
*Amendment #7 of the FY 2011 - FY 2015 Transportation Improvement Program
for the Louisville (KY - IN) Metropolitan Planning Area.***

Whereas, the Kentuckiana Regional Planning & Development Agency (KIPDA) Transportation Policy Committee is designated by the governors of the state of Indiana and the Commonwealth of Kentucky under state and federal laws, as the Metropolitan Planning Organization (MPO) for the Louisville (KY - IN) Metropolitan Planning Area (MPA) encompassing Clark and Floyd counties and a portion of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties in Kentucky; and

Whereas, consistent with federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation Plan, Title VI: Environmental Justice Plan*, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and

Whereas, the *FY 2011 - FY 2015 Transportation Improvement Program for the Louisville (KY - IN) Metropolitan Planning Area* is a subset of *Horizon 2030*, the Louisville (KY-IN) MPO Metropolitan Transportation Plan, which has been determined to conform to the State Implementation Plans of Indiana and Kentucky; and

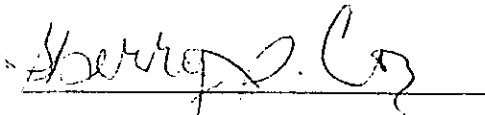
Whereas, this amendment will result in a Transportation Improvement Program that remains fiscally constrained. The Kentucky and Indiana non-dedicated funded projects identified in this TIP have been requested by KYTC and INDOT. The required funds will become part of the Kentucky 2011 - 2014 Statewide Transportation Improvement Program, and the Indiana FY 2012 - FY 2015 Statewide Transportation Improvement Program, respectively, and will become part of the end of fiscal year "fiscal constraint" recalculations; and

Now, therefore be it resolved, by the Transportation Policy Committee of KIPDA that Amendment #7 of the *FY 2011 - FY 2015 Transportation Improvement Program for the Louisville (KY - IN) Metropolitan Planning Area*; is adopted by official action at the November 20, 2012 meeting. This action is contingent upon and effective when a conformity finding is made by the appropriate federal agencies.

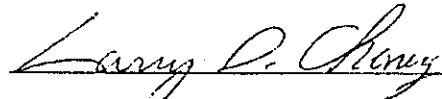
Be it further resolved, that the KIPDA staff is authorized to transmit Amendment #7 of the *FY 2011 - FY 2015 Transportation Improvement Program for the Louisville (KY - IN) Metropolitan Planning Area* to the Federal Transit Administration, Federal Highway Administration, and the Environmental Protection Agency to make the federal conformity determination in accordance with the Clean Air Act and the Environmental Protection Agency's transportation conformity regulations, and for review based on the planning process requirements, and other federal regulations;

Be it further resolved, that the KIPDA staff is authorized to transmit Amendment #7 of the *FY 2011 - FY 2015 Transportation Improvement Program for the Louisville (KY - IN) Metropolitan Planning Area* to the Governors of the State of Indiana and Commonwealth of Kentucky and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with federal and state requirements;

Adopted by the KIPDA Transportation Policy Committee this 20th day of November, 2012.



Honorable Sherry S. Conner, Chair
Transportation Policy Committee



Larry D. Chaney, Recording Secretary
KIPDA Transportation Director

**Amendment 7 of Horizon 2030 Metropolitan Transportation Plan
Amendment 7 of FY 2011 - FY 2015 Transportation Improvement Program
November 2012**

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
INDIANA PROJECTS							
489		Blackiston Mill Road	Reconstruct and widen Blackiston Mill Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Blackiston View Drive to Charlestown Road.	Clarksville	Change description to "Reconstruct and widen Blackiston Mill Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Marlowe Drive to Charlestown Road." Increase Project Cost to \$20,000,000		Regionally significant. No change to model.
488		Blackiston Mill Road	Reconstruct and widen Blackiston Mill Road from 2 to 4 lanes from Lewis and Clark Parkway to Blackiston View Drive.	Clarksville	Change description to "Reconstruct and widen Blackiston Mill Road from 2 to 4 lanes from Lewis and Clark Parkway to Marlowe Drive." Increase Project Cost to \$5,000,000. Change Open to Public date from 2010 to 2025.		Regionally significant. Remove from 2012 and 2020 scenarios
498		Broadway	Extend Broadway as a 2 lane road from Potters Lane to Charlestown Road.	Clarksville	Delete Project from Plan.		Regionally significant. Remove from all scenarios.
575		Brown Station Way	Widen Brown Station Way from 4 to 6 lanes from Lewis and Clark Parkway to I-65 (Brown Station Way from Lewis and Clark Parkway to Randolph Avenue and IN 62 from Randolph Avenue to I-65).	Clarksville	Delete Project from Plan.		Regionally significant. Remove from all scenarios.
509		Cedar Street	Connect Cedar Street as a 2 lane road with Veterans Parkway.	Clarksville	Delete Project from Plan.		Regionally significant. Remove from all scenarios.
1098	0100713	IN 60	Intersection improvement with added turn lanes at St. Joe Road (W. Jct.), 1.99 miles W of IN 311.	INDOT	Add to Plan; Project cost \$777,446; Open to Public Date is 2017.	Add to TIP; FY 2013 PE \$68,800 federal and \$86,000 total; FY 2015 ROW \$40,000 federal and \$50,000 total; STP-State funds.	Exempt per 93.127
1104	0100712	IN 60	Intersection improvement with added turn lanes at St. Joe Road (East Jct.).	INDOT	Add to Plan; Project cost \$500,000; Open to public date is 2017.	Add to TIP; FY 2015 ROW \$40,000 federal and \$50,000 total; STP-State funds.	Exempt per 93.127
New		LifeSpan Paratransit Vehicle Replacement	Purchase one low-floor minivan with ramp to replace a minivan with ramp with high mileage.	LifeSpan	Add to Plan; Project cost \$36,000; Open to public date is 2013.	Add to TIP; FY 2013 Transit Capital \$28,800 federal and \$36,000 total; Section 5310 funds.	Exempt per 93.126

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KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
New		New Hope Vehicle Replacement	Purchase one low-floor minivan to replace a vehicle currently in service.	New Hope	Add to Plan; Project cost \$36,000; Open to public date is 2013.	Add to TIP; FY 2013 Transit Capital \$28,800 federal and \$36,000 total; Section 5310 funds.	Exempt per 93.126
New		Rauch Inc. Vehicle Replacement	Purchase one Type C van (modified wheelchair-equipped 15 passenger van).	Rauch Inc.	Add to Plan; Project cost \$48,000; Open to public date is 2013.	Add to TIP; FY 2013 Transit Capital \$38,400 federal and \$48,000 total; Section 5310 funds.	Exempt per 93.126
New		Volunteers of America Vehicle Replacement	Purchase of a minivan to replace a vehicle currently in service.	Volunteers of America	Add to Plan; Project cost \$25,000; Open to public date is 2013.	Add to TIP; FY 2013 Transit Capital \$20,000 federal and \$25,000 total; Section 5310 funds.	Exempt per 93.126
KENTUCKY PROJECTS							
1801	8414.00	Crittenden Drive	Relocate Crittenden Drive at the Louisville Regional Airport Authority to allow for construction of a taxiway to accommodate Group 6 Aircraft.	KYTC	Increase Plan cost to \$40,000,000; Change Open to Public date from 2012 to 2016.	Add FY 2011 Construction \$3,000,000; FY 2013 Construction \$8,500,000; and FY 2014 Construction \$8,500,000; State funds.	Regionally Significant. Remove project from 2012 scenario.
1480	48.30	I-71	Reconstruction of the I-71/I-265 (Gene Snyder Freeway) interchange including a possible flyover ramp from I-265 northbound to I-71 southbound.	KYTC	Change Open to Public date from 2020 to 2017	Add FY 2013 ROW \$3,830,000 federal; Add FY 2014 Utilities \$1,220,000 federal; Add FY 2015 Construction \$8,000,000; NHS funds.	Regionally significant. No change to model.
400	594.00	I-264	Add 1 lane in each direction on I-264 (Henry Watterson Expressway) from KY 1447 (Westport Rd.) to I-71. Approximately 1.7 miles.	KYTC	Increase Plan cost to \$36,200,000; Change Open to Public date from 2015 to 2019.	Add to TIP; FY 2013 Design \$3,000,000 federal; FY 2015 ROW \$2,000,000 federal; FY 2015 Utilities; IM funds.	Regionally significant. No change to model.
397	159.00	I-264 / I-64	Widen ramp from westbound I-64 to westbound I-264 (Henry Watterson Expressway) from 1 to 2 lanes and other needed improvements to address the weave issues at merge on I-264.	KYTC	Increase Plan cost to \$35,000,000; Change Open to Public date from 2010 to 2018.	Add to TIP; FY 2011 Design \$2,590,000 federal; FY 2012 Design \$500,000 federal; FY 2014 ROW \$7,040,000 federal; FY 2014 Utilities \$2,080,000; NHS funds.	Regionally Significant. Remove from 2012 scenario.

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KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of Tip Amendment	Effect on AQ Analysis
1921	804.10	I-264/US 42	Reconstruct the Watterson Expressway Interchange at US-42 including slip ramp to KY 22. Interim operational improvements including slip ramp from the I-264 NB/US-42 EB Off Ramp direct to KY-22 (Old Brownsboro Road) as recommended by 5-390.00 I-264/US-42 Interchange Scoping Study.	KYTC	Change Open to Public date from 2012 to 2013	Move FY 2011 ROW to FY 2012; Move FY 2011 Utilities to FY 2012; Move FY 2012 Construction to FY 2013; STP-State funds.	Regionally Significant. Remove from 2012 scenario.
1482	263.00	I-265	Improve I-265/KY 61 (Preston Highway) interchange as recommended by KIPDA's interchange study including the addition of 1 northbound and 1 southbound lane on Preston Highway from Cooper Chapel Road to the I-265 eastbound ramps.	KYTC	Change Open to public date from 2010 to 2013. Increase project cost to \$3,524,000	Add FY 2012 ROW \$280,000 federal; Add FY 2012 Utilities \$494,000 federal; Move FY 2009 Construction to FY 2013 and increase to \$2,750,000 federal; IM funds.	Regionally significant. Remove from 2012 scenario.
New	474.00	I-265	Reduce congestion and improve safety at the KY 3084 (Old Henry Road) Interchange. Add a left turn lane to NB exit ramp.	KYTC	Add to Plan; Project cost \$3,248,800; Open to public date is 2017.	Add to TIP; FY 2013 Design \$1,023,800 federal; IM funds.	Regionally significant. Add to 2020 and 2030 scenarios.
New		Middletown Streetscape Phase VI	The Phase VI Middletown Streetscape Project will continue and mimic the Old Shelbyville Road improvements most recently seen in Phase V of the Middletown Streetscape Project. The proposed project will provide road improvements for approximately .52 miles beginning at the intersection of Old Shelbyville Road and Evergreen Road traveling east before concluding prior to the intersection of Old Shelbyville Road and Shelbyville Road (US60). The proposed project will include widening Old Shelbyville Road to a consistent 26', providing concrete header curbs along both sides of the road, relocating existing street lamps to a safe distance behind the new curb creating new transitions into existing driveways, as well as regrading road side drainage swales.	Middletown	Add to Plan; Project cost \$329,300; Open to public date is 2013.	Add to TIP; FY 2012 Design \$24,500 Local funds; FY 2013 Construction \$254,000 federal and \$304,800 total, STP-Urban fund.	Exempt per 93.126
New	8709.00	New Route	Construct a new 3 lane road from KY 480 to KY 44 with a Salt River Crossing.	KYTC	Add to Plan; Plan cost \$36,200,000; Open to public date is 2018	Add to TIP; FY 2013 Design \$3,000,000 State funds.	Regionally significant. Add to 2020 and 2030 scenarios.

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KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
New	8710.00	Northwest Mt. Washington Connector	Construct a new 3 lane road northwest of Mt. Washington from US 31E to KY 2706.	KYTC	Add to Plan; Plan cost is \$10,000,000; Open to public date is 2018	Add to TIP; FY 2013 Design \$1,000,000 State funds.	Regionally significant. Add to 2020 and 2030 scenarios.
1109	505.00	Ohio River Levee Trail Phase IIB & Phase III	Complete the ORLT, a shared use path along the Ohio River in West Jefferson Co. Phase IIB will run from Cane Run Road north to south of Lees Lane and Phase III will run from Chickasaw Park to Lees Lane.	Lou. Metro Parks	Change Open to public date to 2016.	Delete FY 2013 Construction; STP-Urban funds.	Exempt per 93.126
1829		Synchronization of Traffic Signals	Upgrade and expansion of existing Metro Traffic Signal System in terms of new and more flexible equipment and central control capabilities on a countywide level including communications to traffic signals along critical suburban corridors.	Louisville Metro Public Works		Delete FY 2012 Construction \$5,000,000 federal and \$6,250,000 total; TIGER funds.	Exempt per 93.128 No change to the Plan. This project is still being done with DOE-ARRA funds but did not receive TIGER funds.
New		Wendell Moore Park Recreational Trail Paving Project	Pave an existing 1.75 mile 3-loop trail system and 0.72 mile Lakeside Connector Trail, including trailside facilities. The trails are used for walking, biking, and skating and as stated in the original proposal, most sections will be ADA accessible.	Oldham County	Add to Plan; Project cost \$83,377; Open to public date is 2014.	Add to TIP; FY 2013 Construction \$41,688 federal and \$83,377 total; Recreational Trails funds.	Exempt per 93.126



U.S. Department
of Transportation
**Federal Highway
Administration**

Kentucky Division

December 24, 2012

330 West Broadway
Frankfort, KY 40601
PH (502) 223-6720
FAX (502) 223 6735
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:
HPD-KY

Mr. Jack Couch, Executive Director
Louisville Area Metropolitan Planning Organization
c/o Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299

Dear Mr. Couch:

The Kentucky Division Office of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA), in consultation with the Indiana Division Office of the Federal Highway Administration and Regions 4 and 5 of the United States Environmental Protection Agency (EPA), have reviewed the following documents:

**Amendment 7 to the 2011-2015 Transportation Improvement Program (TIP) and
Amendment 7 to the 2030 Metropolitan Transportation Plan (MTP) for the
Louisville Area Metropolitan Planning Organization (MPO)
(MPO approval documented on November 20, 2012 resolution)**

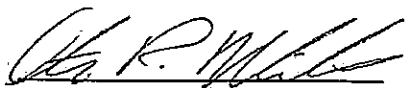
The Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the Kentucky Transportation Cabinet's Division of Planning, the Kentucky Transportation Cabinet's Office of Transportation Delivery, the Louisville Metro Air Pollution Control District, and the Transit Authority of River City also had an opportunity to review and comment on the aforementioned documents.

We found that this document meets the five primary criteria of the Transportation Conformity Rule:

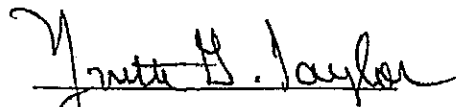
- use of the latest planning assumptions,
- use of the latest emissions model,
- use of appropriate consultation procedures,
- consistency with the mobile source emission budgets in the State Implementation Plan (SIP), and
- provisions for timely implementation of transportation control measures in the SIP.

We also found that these documents met the criteria outlined in the Transportation Conformity Rule Revision for the 8-hour Ozone and PM_{2.5} Standards and the Transportation Conformity Rule Revision for PM_{2.5}.

We therefore find that the aforementioned document conforms to the 8-hour Ozone and PM_{2.5} standards.



For José M. Sepúlveda
Division Administrator
Federal Highway Administration



Yvette G. Taylor
Regional Administrator
Federal Transit Administration

c: Robert Talley, FHWA-IN
Scott Davis, EPA-R4
John Lyons, EPPC-DAQ
Lauren Anderson, Louisville APCD
Barry Barker, TARC
Michael Hancock, KYTC-Administration
Steve Waddle, KYTC - Administration
Ron Rigney, KYTC-Program Management
Keith Damron, KYTC-Planning