

# KENTUCKY

## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FY 2021-2024

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### ADMINISTRATIVE MODIFICATION #2021.027

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#### I. Proposed Action:

Modify the KYTC's FY 2021-2024 Statewide Transportation Improvement Program (STIP) to include the Louisville/Jefferson County, KY-Indiana Metropolitan Planning Organization's Administrative Modification #22 to the FY 2020-2025 Transportation Improvement Program (TIP).

#### Location:

Louisville/Jefferson County, KY-Indiana Metropolitan Planning Area

#### II. Scope of Activity:

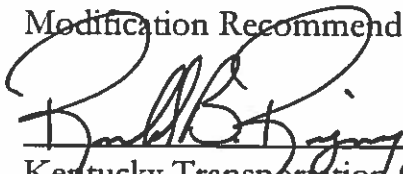
For detail information see the attached list of projects.

#### III. Additional Remarks:

This modification to the STIP will become part of the 2021 STIP end of Federal Fiscal Year 2022 "fiscal constraint" recalculations.

#### IV. Administrative Modification Approval:

Modification Recommended for Approval:

 12/14/21

Kentucky Transportation Cabinet      Date

Ronald B. Rigney, Director

Division of Program Management

## Administrative Modification 22

### FY 2020 - FY 2025 Transportation Improvement Program

November 10, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	2545	<b>State ID:</b>	1700209
<b>County</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2678
<b>Project Name:</b>	US 150 & Maple Road	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-ST)	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	\$1,180,418 \$872,745		<b>Total Cost Programmed in TIP to date:</b>	\$1,180,418 \$872,745	
<b>Description:</b>	Intersection improvement with added turn lanes at US 150 and Maple Road in Floyd County.				
<b>Purpose &amp; Need:</b>	Intersection improvement with added turn lanes.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2022 Right of Way phase with STBG-ST funds: \$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total)</p> <p><del>FY 2022 Utilities phase with STBG-ST funds: \$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total)</del></p> <p>FY 2023 Utilities phase with STBG-ST funds: \$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total)</p> <p><del>FY 2023 Construction phase with STBG-ST funds: \$575,848 (Federal) + \$143,962 (Other) = \$719,810 (Total)</del></p> <p>FY 2023 Construction phase with STBG-ST funds: \$848,334 (Federal) + \$212,084 (Other) = \$1,060,418 (Total)</p>				

\*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.

## Administrative Modification 22

## FY 2020 - FY 2025 Transportation Improvement Program

November 10, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Floyd County	<b>KIPDA ID:</b>	2531	<b>State ID:</b>	1801581
<b>County</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2680
<b>Project Name:</b>	Blunk Knob Road Guardrail Installation	<b>Funding Source:</b>	Highway Safety Improvement Program (HSIP-MPO)	<b>Open to Public Date:</b>	2025
<b>Total Estimated Project Cost:</b>	\$332,977		<b>Total Cost Programmed in TIP to date:</b>	<del>\$332,977</del> \$55,199	
<b>Description:</b>	Complete guardrail install at necessary areas where none existed previously on Blunk Knob Road beginning at IN 11 to end at Budd Road in Floyd County, Indiana.				
<b>Purpose &amp; Need:</b>	Improve safety by installing guardrail where needed. Blunk Knob Road is an important collector route connecting IN 11 to the two main routes in the southern portion of Floyd County, Budd Road and IN 111. Blunk Knob Road lacks guardrail throughout its steep and curvy 1.9 miles of roadway, with segments having drops of nearly 270 feet from the edge of pavement.				
<b>FY 20-25 TIP Funding:</b>	FY 2020 Preliminary Engineering phase with HSIP-MPO funds: \$49,679 (Federal) + \$5,520 (Other) = \$55,199 (Total)  <del>FY 2022 Right of Way phase with HSIP-MPO funds:  \$250,000 (Federal) + \$27,778 (Other) = \$277,778 (Total)</del>				

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## Administrative Modification 22

## FY 2020 - FY 2025 Transportation Improvement Program

November 10, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Floyd County	<b>KIPDA ID:</b>	2532	<b>State ID:</b>	1801582
<b>County</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2680
<b>Project Name:</b>	Farnsley Knob Road Guardrail Installation	<b>Funding Source:</b>	Highway Safety Improvement Program (HSIP-MPO)	<b>Open to Public Date:</b>	2025
<b>Total Estimated Project Cost:</b>	\$449,878		<b>Total Cost Programmed in TIP to date:</b>	\$42,100 \$449,878	
<b>Description:</b>	Complete guardrail install at necessary areas where none existed previously on Farnsley Knob Road beginning at IN 11 to end at Seven Mile Lane in Floyd County, Indiana.				
<b>Purpose &amp; Need:</b>	Improve safety by installing guardrail where needed. Farnsley Knob Road provides a link from IN 11 to IN 111 by way of Seven Mile Lane. Farnsley Knob Road is one of the only direct links between these two state routes in Floyd County, other than Blunk Knob Road. With nearly no shoulder width, sharp curves, and drops ranging from 150 feet to 300 feet from edge of pavement, guardrail is a severe need for Farnsley Knob Road.				
<b>FY 20-25 TIP Funding:</b>	FY 2020 Preliminary Engineering phase with HSIP-MPO funds: \$37,890 (Federal) + \$4,210 (Other) = \$42,100 (Total)  FY 2022 Right of Way phase with HSIP-MPO funds: \$142,000 (Federal) + \$15,778 (Other) = \$157,778 (Total)  FY 2023 Construction phase with CRRSAA MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)				
<b>TIP Action:</b>	Modify TIP Funding and Add State ID				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	2893	<b>State ID:</b>	05-20056.00
<b>County</b>	Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2675
<b>Project Name:</b>	I-71	<b>Funding Source:</b>	National Highway Performance Program (NHPP)	<b>Open to Public Date:</b>	2021
<b>Total Estimated Project Cost:</b>	\$5,464,550 \$2,750,000		<b>Total Cost Programmed in TIP to date:</b>	\$5,464,550 \$2,750,000	
<b>Description:</b>	Address pavement conditions of I-71 both directions from mile point 22.3 to mile point 24.727.				
<b>Purpose &amp; Need:</b>	To maintain existing roadway infrastructure.				
<b>FY 20-25 TIP Funding:</b>	FY 2020 Design phase with NHPP-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)  FY 2021 Construction phase with NHPP-MPO funds: \$2,000,000 (Federal) + \$500,000 (Other) = \$2,500,000 (Total)  FY 2022 Construction phase with NHPP-MPO funds: \$4,693,095 (Federal) + \$521,455 (Other) = \$5,214,550 (Total)				

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## Administrative Modification 22

## FY 2020 - FY 2025 Transportation Improvement Program

November 10, 2021

<b>TIP Action:</b>	Update Open to Public Date and Change State ID				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2064	<b>State ID:</b>	05-8703.00 <del>05-80053.10</del>
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	East Market Street Streetscape Improvements	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2024 <del>2022</del>
<b>Total Estimated Project Cost:</b>	\$12,000,000		<b>Total Cost Programmed in TIP to date:</b>	\$12,000,000	
<b>Description:</b>	Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brook Street to Johnson Street and along the following intersecting streets from Nanny Goat Alley to Billy Goat Strut Alley: Brook St., Floyd St., Preston St., Jackson St., Hancock St., Clay St., Shelby St., Campbell St., Wenzel St., Baxter Ave. and Johnson St. Enhancements include the addition of landscape medians in two separate blocks to serve as a gateway to the neighborhood and repurposing one of the existing east-bound drive lanes to provide a dedicated separate bike facility. Project length 2.1 miles.				
<b>Purpose &amp; Need:</b>	This project is for the design and construction documents of the improvements East Market Street and intersecting streets within the area generally bounded by Brook Street to the west; Billy Goat Strut Alley to the north; Baxter Avenue to the east; and Nanny Goat Strut Alley to the south. Streetscape improvements should transform the vehicular and pedestrian spaces into attractive urban space that can serve cars, bikes and people. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.				
<b>FY 20-25 TIP Funding:</b>	FY 2022 Construction phase with STBG-MPO funds: \$7,200,000 (Federal) + \$1,800,000 (Other) = \$9,000,000 (Total)				

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## Administrative Modification 22

## FY 2020 - FY 2025 Transportation Improvement Program

November 10, 2021

<b>TIP Action:</b>	Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	384	<b>State ID:</b>	05-479.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Hubbards Lane	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2023 2022
<b>Total Estimated Project Cost:</b>	\$6,474,736		<b>Total Cost Programmed in TIP to date:</b>	\$6,474,736	
<b>Description:</b>	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road). Add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 1.4 mi.				
<b>Purpose &amp; Need:</b>	Hubbards Lane is a heavily traveled collector which passes through residential development between US 60 and US 42.				
<b>FY 20-25 TIP Funding:</b>	FY 2020 Design phase with STBG-MPO funds: \$63,840 (Federal) + \$14,510 (Other) = \$78,350 (Total)  FY 2021 Design phase with STBG-MPO funds: \$47,500 (Federal) + \$11,875 (Other) = \$59,375 (Total)  FY 2020 Right of Way phase with STBG-MPO funds: \$250,000 (Federal) + \$62,500 (Other) = \$312,500 (Total)  FY 2022 Utilities phase with STBG-MPO funds: \$829,589 (Federal) + \$207,398 (Other) = \$1,036,987 (Total)  FY 2022 Construction phase with STBG-MPO funds: \$2,900,000 (Federal) + \$725,000 (Other) = \$3,625,000 (Total)				

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## Administrative Modification 22

## FY 2020 - FY 2025 Transportation Improvement Program

November 10, 2021

<b>TIP Action:</b>	Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2271	<b>State ID:</b>	05-3030.40
<b>County</b>	Jefferson	<b>Parent ID:</b>	1856	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Northeast Louisville Loop MET Section 4	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2024 2023
<b>Total Estimated Project Cost:</b>	\$1,875,000		<b>Total Cost Programmed in TIP to date:</b>	\$1,875,000	
<b>Description:</b>	Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Creek Park to Eastwood Cut-off, 0.6 miles.				
<b>Purpose &amp; Need:</b>	To improve pedestrian and bicycling access.				
<b>FY 20-25 TIP Funding:</b>	FY 2022 Right of Way phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)  FY 2022 Utilities phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)  FY 2022 Construction phase with STBG-MPO funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$250,000 (Total)				
<b>TIP Action:</b>	Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	1809	<b>State ID:</b>	05-470.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	One-Way Street Conversion to Two-Way Phase 1	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2023 2022
<b>Total Estimated Project Cost:</b>	\$4,390,000		<b>Total Cost Programmed in TIP to date:</b>	\$4,390,000	
<b>Description:</b>	Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: Jefferson Street (Floyd to Baxter Avenue); Liberty Street (Jackson to Baxter); Muhammad Ali Blvd. (Jackson to Chestnut Connector); Chestnut Street (Jackson to Chestnut Connector); 8th Street (Kentucky to Main); 7th Street (Oak to Main); Shelby Street (Gray to Main Street); and Campbell Street (Chestnut to Main Street).				
<b>Purpose &amp; Need:</b>	One-way streets make for efficient movers of traffic, but can often introduce safety concerns for motorists, bicyclists and pedestrians because they tend to provide for higher travel speeds than two-way streets and in some cases hinder opportunities for economic development as certain businesses have a formal policy against locating on one-way streets. The benefits of two-way streets are numerous. They tend to have slower travel speeds than one-way streets, they reduce confusion for motorists unfamiliar with the area, they provide better access to both businesses and residential areas, and in some circumstances they can reduce the traffic load on other one-way streets.				
<b>FY 20-25 TIP Funding:</b>	FY 2021 Construction phase with STBG-MPO funds: \$2,044,800 (Federal) + \$0 (Other) = \$2,044,800  FY 2022 Construction phase with STBG-MPO funds: \$1,955,200 (Federal) + \$488,800 (Other) = \$2,444,000 (Total)				

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