

KENTUCKY

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) For FY 2019-2022

ADMINISTRATIVE MODIFICATION #2018.271

I. Proposed Action:

Modify the KYTC's FY 2019-2022 Statewide Transportation Improvement Program (STIP) to include the Louisville/Jefferson County, KY-Indiana Metropolitan Planning Organization's Amendment #2 to the FY 2020-2025 Transportation Improvement Program (TIP).

Location:

Louisville/Jefferson County, KY-Indiana Metropolitan Planning Area

II. Scope of Activity:

See the attachments for detail information.

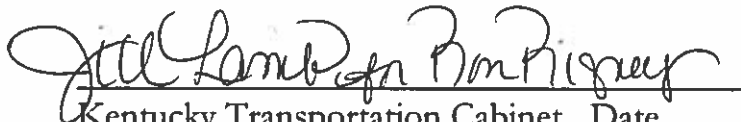
III. Additional Remarks:

This modification to the STIP will become part of the 2018 STIP end of Federal Fiscal Year 2021 "fiscal constraint" recalculations.

IV. Administrative Modification Approval:

Modification Recommended for Approval:

Approval of Modification:



Kentucky Transportation Cabinet Date
Ronald B. Rigney, Director 1-12-21
Division of Program Management

Federal Highway Administration Date

Recommended by Date



**A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #2
of the *FY 2020 - FY 2025 Transportation Improvement
Program***

Whereas, the Kentuckiana Regional Planning and 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/Jefferson County KY-IN Planning Area encompassing Clark and Floyd counties and a portion of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County 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 2020 - FY 2025 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is a subset of *Connecting Kentuckiana 2040, the Louisville/Jefferson County KY-IN Metropolitan Transportation Plan*, which has been determined to conform to the State Implementation Plans of Indiana and Kentucky; and,

Whereas, *the FY2020 -FY 2025 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is fiscally constrained. The Kentucky and Indiana non-- dedicated funded projects identified in this TIP have been requested by the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC). The required funds will become part of the Kentucky FY 2019 - 2022 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2020 - 2024 STIP, 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 this amendment of the *FY 2020 - FY 2025 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is adopted by official action at the November 24, 2020 meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

Whereas, the KIPDA Transportation Policy Committee is to certify that *Connecting Kentuckiana 2040* complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and Federal laws; and,

Whereas, *Connecting Kentuckiana 2040*, as amended, will serve as the KIPDA Metropolitan Transportation Plan under Federal law contingent upon and effective when a conformity finding is made by the appropriate Federal agencies; and,

Now, therefore let it be resolved, that the KIPDA Transportation Policy Committee adopts Amendment #2 of the *Connecting Kentuckiana 2040 Metropolitan Transportation Plan* to serve as the KIPDA MPO official Metropolitan Transportation Plan; and,

Let it be further resolved that KIPDA staff is authorized to transmit this amendment of the *Connecting Kentuckiana 2040* to the Governors of the State of Indiana and the 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 on the 24th day of November 2020.



Mayor J. Byron Chapman, Chair
Transportation Policy Committee



Amanda Spencer
KIPDA Transportation Division Director



**A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #2
of the *Connecting Kentuckiana 2040 Metropolitan
Transportation Plan***

Whereas, the Kentuckiana Regional Planning and 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/Jefferson County KY-IN Metropolitan Planning Area encompassing Clark and Floyd counties and a portion of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County in Kentucky; and,

Whereas, Federal laws require the Transportation Policy Committee periodically review and update its Metropolitan Transportation Plan to reflect progress and changes regarding its implementation using the latest forecasts of regional demographic and socioeconomic data; and,

Whereas, pursuant to 23 CFR Section 450.322, the Metropolitan Transportation Plan is based on the latest available estimates and assumptions with regard to population, land use, travel, employment, congestion, and economic activity developed in conjunction with local jurisdictions; 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, has made draft documents available for public review, has held public meetings and other efforts including providing data and information related to the Metropolitan Transportation Plan update on the KIPDA website, to involve citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities, and other interested parties in order to facilitate their ability to provide input, discussion, and review of *Connecting Kentuckiana 2040*, and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and,

Be it further resolved, that the KIPDA staff is authorized to transmit Amendment #2 of the *Connecting Kentuckiana 2040 Metropolitan Transportation Plan for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* to the governors of the State of Indiana and the 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 on the 24th day of November 2020.



Mayor Byron Chapman, Chair
Transportation Policy Committee



Amanda Spencer
KIPDA Transportation Division Director



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

Kentucky Division

January 5, 2021

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

In Reply Refer To:
HDA-KY

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

Dear Mr. Haley:

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 2 to the 2020-2025 Transportation Improvement Program (TIP) and
Amendment 2 to the 2040 Metropolitan Transportation Plan (MTP) for the
Louisville Area Metropolitan Planning Organization (MPO)
(MPO approval date November 24, 2020)

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 these documents meet the five primary criteria of the Transportation Conformity Rule (40 CFR Part 93):

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

Mr. Haley
Page 2

We found that these documents met the criteria outlined in the July 1, 2004 Transportation Conformity Rule Amendments for New 8-hr Ozone and PM_{2.5} National Ambient Air Quality Standards (NAAQS), Response to March 1999 Court Decision and Additional Rule Changes (69 FR 40004). We therefore find that these amendments conform to the 2015 8-hour Ozone NAAQS.

Sincerely,

Todd Jeter
Division Administrator

cc: Aviance Webb, FTA-R4
Erica Tait, FHWA-IN
Jane Spann, EPA-R4
Melissa Duff, KEEC-DAQ
Keith Talley Sr., Louisville Metro APCD
Carrie Butler, TARC
Ron Rigney, KYTC-Program Management
Mikael Pelfrey, KYTC-Planning
Amanda Spencer, LOU MPO

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program
November 24, 2020

TIP Action:	Add project				
MTP Action:	Update estimated cost				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Air Pollution Control District (APCD)	KIPDA ID:	369	State ID:	TBD
County	Bullitt / Jefferson / Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	Kentuckiana Air Education	Total Estimated Cost in MTP (i.e. CK 2040):		\$6,492,000	
		Total Cost Programmed in TIP to Date:		\$5,492,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	N/A (ongoing program)	
Description:	Information/outreach campaign to educate public about air quality issues and encourage the public to make air-friendly choices.				
Purpose & Need:	Reduce ozone levels in Louisville ozone maintenance area. Raise public awareness of connections between transportation and air quality and influence positive behavior.				
FY 20-25 TIP Funding:	<p>FY 2021 Operations phase with the following STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>FY 2022 Operations phase with the following STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>FY 2023 Operations phase with the following STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>*FY 2024 Operations phase with the following STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>*FY 2025 Operations phase with the following STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p>				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program
November 24, 2020

TIP Action:	None				
MTP Action:	Remove project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Bullitt County	KIPDA ID:	2765	State ID:	N/A
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	I- 65 Barrier Wall MP 116 to MP 118	Total Estimated Cost in MTP (i.e. CK 2040):		\$4,800,000	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	N/A	Open to Public Date:		2026	
Description:	Sound barrier wall on I-65 from MP 116 to MP 118 post northbound side.				
Purpose & Need:	To provide relief of interstate noise to residents that bound the northbound lanes of I-65 from MP 116 to MP 118.				
FY 20-25 TIP Funding:	None				
TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Project will be added to 2030, 2035, and 2040 scenarios. Note: This project replaces KIPDA IDs 493 and 1926 in the analysis.		
Project Sponsor:	Bullitt County	KIPDA ID:	NEW	State ID:	TBD
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 44	Total Estimated Cost in MTP (i.e. CK 2040):		\$43,300,000	
		Total Cost Programmed in TIP to Date:		\$1,000,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public Date:		2030	
Description:	Widen KY 44 from 2 to 4 lanes from US 31 E to Kings Church Road and a 3 lane section from Kings Church Road to Spencer County line.				
Purpose & Need:	Improve the efficiency and capacity of surface transportation infrastructure in order to accommodate the growth of commercial and commuter traffic, relieve congestion, and enhance safety throughout the corridor, such as the crash rate in the west part of the corridor that is 5.53 times higher than those of similar Kentucky routes.				
FY 20-25 TIP Funding:	FY 2021 Design phase with the following STBG-MPO funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total)				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Remove project from first four years of FY 2020 - 2025 TIP				
MTP Action:	None				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	INDOT	KIPDA ID:	2519	State ID:	1800706
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	US 150 Bridge Painting Over I-64 EB/WB		Total Estimated Cost in MTP (i.e. CK 2040):	N/A	
			Total Cost Programmed in TIP to Date:	\$400,170	
Funding Source:	Surface Transportation Block Grant (STBG) - State		Open to Public Date:	2024	
Description:	Bridge painting on US 150 located 08.81 miles east of IN 335 over I-64 EB/WB.				
Purpose & Need:	Bridge painting				
FY 20-25 TIP Funding:	FY 2021 Preliminary Engineering phase with the following STBG-ST funds:- \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total) *FY 2024 Construction phase with the following STBG-ST funds: \$160,136 (Federal) + \$40,034 (Other) = \$200,170 (Total)				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Add project				
MTP Action:	None				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No change to model. Neither the description nor the OTP Date are changing.		
Project Sponsor:	Jeffersontown	KIPDA ID:	2774	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Galene Drive/Sprowl Road Collector Extension	Total Estimated Cost in MTP (i.e. CK 2040):		\$3,250,500	
		Total Cost Programmed in TIP to Date:		\$375,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2028	
Description:	<p>Improve capacity along Galene Drive from Maple Road to College Drive and improve mobility between Galene Drive and Watterson Trail. Potential improvements include realigning Galene Drive and Sprowl Road, extending Sprowl Road across Taylorsville Road to Bluebird Lane and Shelby Street, widening Galene Drive, Sprowl Road, and Shelby Street, curb and gutter, sidewalk and bicycle facilities, turning movements and signalization.</p> <p>Realign Galene Drive and Sprowl Road to eliminate the right turn/left turn movement as it approaches Taylorsville Road. Extend Sprowl Road across Taylorsville Road and connect up with Shelby Street and widen Shelby Street to Watterson Trail intersection. The project includes widening the collector roadway, curb and gutters, sidewalks and bicycle facilities. Project will include turning movements and signalization as warranted.</p>				
Purpose & Need:	The project will increase connectivity in the downtown business district of Jeffersontown and provide a new collector roadway to relieve the congestion at that the Taylorsville Road/Watterson Trail Intersection. It will enhance economic development opportunities and connectivity to schools, civic uses of the city.				
FY 20-25 TIP Funding:	FY 2021 Planning phase with the following STBG-MPO funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Add project				
MTP Action:	Revise project description				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model. Changes are limited to funding changes and a change to the description that does impact the way that the project is represented in the model.		
Project Sponsor:	KYTC	KIPDA ID:	390	State ID:	5-80000.00
County	Jefferson, Shelby	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64	Total Estimated Cost in MTP (i.e. CK 2040):		\$74,240,000	
		Total Cost Programmed in TIP to Date:		\$3,000,000 \$15,750,000	
Funding Source:	State	Open to Public Date:		2029	
Description:	<p>Eastwood Fisherville Connector to I-64 (18CCN) (2020CCR). Project will consider a new interchange and connector road from KY 148 to US 60 (Shelbyville Road) with a new interchange on the I-64 corridor. Interchange would be in the vicinity of Gilliland Road.</p> <p>New interchange and connector road from KY 148 to US 60 (Shelbyville Road) with interchange on the I-64 corridor. Corridor would be in the vicinity of Gilliland Road.</p>				
Purpose & Need:	<p>CHAF Purpose: Eastwood Fisherville Connector to I-64 (18CCN) Reduce congestion and improve connectivity to I-64 in eastern Jefferson County between I-265 (Gene Snyder Freeway) in Jefferson County to KY 1848 (Buck Creek Road) in Shelby County.</p> <p>CHAF Need-This project is needed because in light of existing and anticipated growth, local and regional access via the interstate system and local roadway network is needed due to their being a distance of 9 miles between access to I-64 from I-265 (Gene Snyder Freeway) in Jefferson County to KY 1848 (Buck Creek Road) in Shelby County. Limited access to I-64 has contributed to ever increasing traffic volumes on US 60 and KY 155/KY 148.</p>				
FY 20-25 TIP Funding:	<p>FY 2021 Preliminary Engineering phase with the following State funds: \$0 (Federal) + \$750,000 (Other) = \$750,000 (Total)</p> <p>FY 2023 Design phase with the following State funds: \$0 (Federal) + \$5,000,000 (Other) = \$5,000,000 (Total)</p> <p>*FY 2024 Right of Way phase with the following State funds: \$0 (Federal) + \$8,000,000 (Other) = \$8,000,000 (Total)</p> <p>*FY 2025 Utilities phase with the following State funds: \$0 (Federal) + \$2,000,000 (Other) = \$2,000,000 (Total)</p>				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Modify TIP funding and update open to public (OTP) date				
MTP Action:	Update open to public date				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	KYTC	KIPDA ID:	2596	State ID:	5-10016.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 Bridge Painting		Total Estimated Cost in MTP (i.e. CK 2040):	\$30,000,000	
			Total Cost Programmed in TIP to date:	\$30,000,000	
Funding Source:	National Highway Performance Program (NHPP) Surface Transportation Block Grant (STBG) - State		Open to Public Date:	2027 2022	
Description:	KYTC Highway Plan (June, 2018)-Bridge painting of I-64 Riverside Expressway bridges. (056B00298N, 056B00299N, 056B00300N, 056B00301N, 056B00302N, 056B00285N, 056B00292N, 056B00293N, 056B00142N). CHAF: TBD.				
Purpose & Need:	Maintain the existing transportation network in a state of good repair.				
FY 20-25 TIP Funding:	<p>*FY 2024 Construction phase with NHPP funds: \$4,000,000 (Federal) + \$1,000,000 (Other) = \$5,000,000 (Total)</p> <p>*FY 2025 Construction phase with NHPP funds: \$12,000,000 (Federal) + \$3,000,000 (Other) = \$15,000,000 (Total)</p> <p>FY 2021 Construction phase with STBG-ST funds: \$7,800,000 (Federal) + \$10,800,000 (Other) = \$18,600,000 (Total)</p> <p>FY 2021 Construction phase with NHPP funds: \$11,400,000 (Federal) + \$0 (Other) = \$11,400,000 (Total)</p>				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Add project				
MTP Action:	Update open to public (OTP) date and add state ID				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model		
Project Sponsor:	KYTC	KIPDA ID:	2788	State ID:	5-483.2
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-71	Total Estimated Cost in MTP (i.e. CK 2040):		\$71,300,000	
		Total Cost Programmed in TIP to Date:		\$5,500,000	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2027 2030	
Description:	KYTC Highway Plan (June, 2018): Widen I-71 from four to six lanes from KY 393 (MP 18.0) to KY 53 (MP 22.4). (16CCN) CHAF ID: IP20160193.				
Purpose & Need:	<p>CHAF Purpose: The purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through</p> <p>CHAF Need: The needs being addressed by the proposed I-71 project are based on the following facts: Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was approximately 56,600.</p>				
FY 20-25 TIP Funding:	FY 2023 Design phase with the following NHPP funds: \$4,400,000 (Federal) + \$1,100,000 (Other) = \$5,500,000 (Total)				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Add an additional lane in each direction (6 lanes total) to I-71 from the KY 53 interchange to the Henry County line in the 2030, 2035, and 2040 scenarios.		
Project Sponsor:	KYTC	KIPDA ID:	NEW	State ID:	5-552.00
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-71		Total Estimated Cost in MTP (i.e. CK 2040):	\$64,000,000	
			Total Cost Programmed in TIP to Date:	\$5,600,000	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2029	
Description:	Improve safety and reduce congestion on I-71 from KY 53 to KY 153 (improvements may include additional travel lanes). KIPDA Note: The project limits are from MP 22.033 to MP 24.727 (Oldham/Henry County Line) in Oldham County and from MP 24.727 to MP 28.00, outside the MPA, in Henry County.				
Purpose & Need:	This project is necessary because of a higher than average crash rate compared to similar roadway segments, as well as a large amount of truck traffic on I-71 from KY 53 in Oldham County to KY 153 in Henry County. The percent of injury crashes along this section of I-71 is 30% in Oldham Co. and 17.5% in Henry Co., which exceeds the Interstate average as referenced in the March 2014 I-71 Study of 17.4%. The percent of fatal crashes of 1.4% in Oldham Co. exceeds the Interstate average of 0.47% cited in the study. The critical crash rate factor (CCRF) on this section in Henry Co. was 1.033 in 2013. The truck percentage in 2013 was 25% with a 2038 truck percent growth rate of 1.4%/yr projected by the study. There are major traffic and truck generators near MP 22.0. Deficiencies include inside shoulder widths and sag curves.				
FY 20-25 TIP Funding:	FY 2023 Design phase with the following NHPP funds: \$4,480,000 (Federal) + \$1,120,000 (Other) = \$5,600,000 (Total)				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Remove project				
MTP Action:	Remove project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove from 2035 and 2040 scenarios		
Project Sponsor:	KYTC	KIPDA ID:	493	State ID:	5-347.5
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 44	Total Estimated Cost in MTP (i.e. CK 2040):		\$7,860,000	
		Total Cost Programmed in TIP to Date:		\$7,860,000	
Funding Source:	State	Open to Public Date:		2032	
Description:	CHAF: Mt. Washington-Taylorsville Road; Reconstruct KY 44 from Mt. Washington Bypass East 2.0 miles (04CCN).				
Purpose & Need:	CHAF Purpose: The purpose of this project is to improve capacity, relieve congestion, and improve safety along KY 44 from US 31E/150 (Bardstown Road) to KY 1319 (Kings Church Road).				
	CHAF Need: KY 44's intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 122 rear end collisions, 50 angle collisions and 42 single vehicle collisions. KY 44's intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 122 rear end collisions, 50 angle collisions and 42 single vehicle collisions. Of the 29 crashes at the intersection of KY 44 and US 31E (Bardstown Road), 21 were rear end collisions. The significance of crashes along this section is further enhanced by the narrow roadway providing poor access for emergency vehicles. The KY 44 vertical alignment provides inadequate sight distance at the east end of the project, particularly at the intersections with East Sanders Lane and Kings Church Road. Relieving congestion and delays for traffic destined for Bullitt East High School and Old Mill Elementary School, especially during the a.m. peak hours, is particularly needed.				
FY 20-25 TIP Funding:	FY 2020 Construction phase with the following State funds: \$0 (Federal) + \$4,680,000 (Other) = \$4,680,000 (Total)				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Remove project				
MTP Action:	Remove project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove from 2030, 2035, and 2040 scenarios		
Project Sponsor:	KYTC	KIPDA ID:	1926	State ID:	5-347.56
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 44	Total Estimated Cost in MTP (i.e. CK 2040):		\$11,719,000	
		Total Cost Programmed in TIP to Date:		\$8,760,000	
Funding Source:	State	Open to Public Date:		2028	
Description:	<p>CHAF- KY 44 Section 2 from Parkland Trail/Winning Colors Drive eastward to Kings Church Road (KY 1319). (2008BOPC) CHAF ID: IP20150246.</p> <p>Additional Considerations: Add center turn lane.</p>				
Purpose & Need:	<p>CHAF Purpose: Improve capacity, relieve congestion, and improve safety along KY 44 from Parkland Trace/Winning Colors Drive to KY 1319 (Kings Church Road).</p> <p>CHAF Need: This project is needed because the vertical alignment provides inadequate sight distances, particularly at the intersections with East Sanders Lane and Kings Church Road on KY 44 from Parkland Trace/Winning Colors Drive to KY 1319 (Kings Church Road). Existing delays especially during the AM peak periods also occur due to traffic destined to Bullitt East High School/Old Mill Elementary School and Mount Washington.</p>				
FY 20-25 TIP Funding:	None				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Change KY 44 to a 5-lane section from Bogard Lane to Armstrong Lane in the 2030, 2035, and 2040 scenarios		
Project Sponsor:	KYTC	KIPDA ID:	NEW	State ID:	5-80103.00
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 44	Total Estimated Cost in MTP (i.e. CK 2040):		\$28,200,000	
		Total Cost Programmed in TIP to Date:		\$28,200,000	
Funding Source:	State	Open to Public Date:		2027	
Description:	Reconstruct KY 44 from Bogard Lane to Armstrong Lane (2020CCN). Improvements may include additional travel lanes and a continuous center turn lane.				
Purpose & Need:	The project is intended to reduce congestion and improve safety on KY 44 from Bogard Lane to Armstrong Lane. Project will consider five lane widening and bike/ped accommodations. This project is needed because the capacity of KY 44 does not adequately accommodate existing or future traffic volumes. In addition, the existing roadway exhibits a higher than average crash rate due to the volume of traffic.				
FY 20-25 TIP Funding:	FY 2021 Design phase with the following State funds: \$0 (Federal) + \$2,300,000 (Other) = \$2,300,000 (Total) FY 2023 Right of Way phase with the following State funds: \$0 (Federal) + \$4,700,000 (Other) = \$4,700,000 (Total) *FY 2024 Utilities phase with the following State funds: \$0 (Federal) + \$6,600,000 (Other) = \$6,600,000 (Total) *FY 2025 Construction phase with the following State funds: \$0 (Federal) + \$14,600,000 (Other) = \$14,600,000 (Total)				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Reflect KY 155 as a 3-lane roadway from the Spencer County line to the KY 148 intersection in the 2030, 2035, and 2040 scenarios. The 3rd lane will be considered to be a continuous center turn lane in the model until it is known where the extended passing lanes will be located.		
Project Sponsor:	KYTC	KIPDA ID:	NEW	State ID:	5-8954.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 155	Total Estimated Cost in MTP (i.e. CK 2040):		\$17,890,000	
		Total Cost Programmed in TIP to Date:		\$17,890,000	
Funding Source:	State Surface Transportation Block Grant (STBG) - State		Open to Public Date:	2027	
Description:	Construct a 2+1 road on KY 155 (Taylorsville Lake Road) in Jefferson County (MP 0.0 to MP 4.0) by adding a continuous third lane that serves as an alternating passing lane. (16CCN)(18CCN)(2020CCR) KIPDA Note: This project will extend outside the MPO area on KY 55/KY 155 in Spencer County (MP 0.00 to MP 4.247).				
Purpose & Need:	This project would seek to improve freight access and inter-regional mobility between the City of Taylorsville, the Bluegrass Parkway (Central Kentucky) and City of Louisville. The current 2-lane roadway has limited capacity and ADT is projected to increase at a rate significantly higher than average. Project also seeks to reduce the number of high-speed collisions along the corridor by providing safer passing opportunities at a lower cost than traditional roadway widening.				
FY 20-25 TIP Funding:	FY 2021 Design phase with the following STBG-ST funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total) FY 2023 Right of Way phase with the following State funds: \$0 (Federal) + \$40,000 (Other) = \$40,000 (Total) *FY 2024 Utilities phase with the following State funds: \$0 (Federal) + \$820,000 (Other) = \$820,000 (Total) *FY 2025 Construction phase with the following State funds: \$0 (Federal) + \$16,030,000 (Other) = \$16,030,000 (Total)				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Add project				
MTP Action:	None				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	KYTC	KIPDA ID:	2371	State ID:	5-808.00
County	Jefferson	Parent ID:	1633	Group ID:	N/A
Project Name:	KY 155	Total Estimated Cost in MTP (i.e. CK 2040):		\$2,730,000	
		Total Cost Programmed in TIP to date:		\$2,730,000	
Funding Source:	Surface Transportation Block Grant (STBG) - State		Open to Public Date:	2024 2021	
Description:	Safety project for reconstruction of Taylorsville Road and South Pope Lick Road intersection and bridge over Pope Lick Creek.(2016BOP). Project length is 0.6 miles.				
Purpose & Need:	Improve intersection safety and maintain continuity for roadway users, park users, and local residents at and near the KY 155/South Pope Lick Road intersection in eastern Jefferson County.This project is needed because traffic has increased significantly with recent developments in the area including the new 4,000 acre Parklands of Floyds Fork recreational area making it difficult for vehicles to turn onto KY 155 from the approach roads at the KY 155/South Pope Lick Road intersection. The intersection is not signalized and traffic on KY 155 moves at 55 MPH (the posted speed limit) or higher. Traffic back-ups at this intersection are common and sight distance is limited. The South Pope Lick intersection doubles as a signature entrance to the park on the south side of KY 155. A shared-use trail crosses under KY 155 at the South Pope Lick intersection.				
FY 20-25 TIP Funding:	<p>FY 2021 Right of Way phase with STBG-ST funds: \$144,000 (Federal) + \$36,000 (Other) = \$180,000 (Total)</p> <p>FY 2021 Utilities phase with STBG-ST funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)</p> <p>FY 2023 Construction phase with STBG-ST funds: \$4,000,000 (Federal) + \$1,000,000 (Other) = \$5,000,000 (Total)</p>				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Add project				
MTP Action:	Update estimated cost				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model. Changes are limited to changes in funding		
Project Sponsor:	KYTC	KIPDA ID:	147	State ID:	5-234.00
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 393	Total Estimated Cost in MTP (i.e. CK 2040):		\$11,990,000	
		Total Cost Programmed in TIP to Date:		\$24,220,000	
Funding Source:	Surface Transportation Block Grant (STBG) - State		Open to Public Date:	2022	
Description:	KY 393 reconstruction from 140 feet south of railroad crossing (CSX) extending northwest towards KY 146 ending at Station 12+00 (Design under 5-230.00). (Construction Seq.#2). IP20160227.				
Purpose & Need:	<p>The primary purpose of the proposed project is to improve traffic flow and correct safety deficiencies through reconstruction and realignment of the existing facility, including construction of an underpass to replace the at-grade crossing of the CSX Railroad paralleling KY 146. The proposed improvements will accommodate the predicted increase in traffic volumes, reduce accident potentials, upgrade connections with I-71, and improve traffic service and safety for the large Oldham County school complex along the west side of existing KY 393 at KY 146.</p> <p>The project will correct identified traffic problems associated with existing design deficiencies, sight distance, grades and curves, train/automobile conflicts, school complex ingress and egress, emergency service demands, travel safety, travel time, and convenience. An improved facility is needed because of the route's importance in the local and regional transportation network and the necessity for improving system connectivity and travel conditions for school buses, emergency services, farm equipment, commercial vehicles, and local public access.</p>				
FY 20-25 TIP Funding:	FY 2021 Construction phase with the following STBG-ST funds: \$9,976,000 (Federal) + \$2,492,000 (Other) = \$12,470,000 (Total)				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Modify TIP funding and revise description				
MTP Action:	Update estimated cost and revise description				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model. The revised description has no impact on the model.		
Project Sponsor:	KYTC	KIPDA ID:	1819	State ID:	5-8203.00
County:	Jefferson	Parent ID:	257	Group ID:	N/A
Project Name:	KY 1819	Total Estimated Cost in MTP (i.e. CK 2040):		\$7,840,000	
		Total Cost Programmed in TIP to Date:		\$2,700,000	
Funding Source:	State	Open to Public Date:		2025	
Description:	<p>Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CC)</p> <p>GYP DESC—Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CC) CHAF DESC—The purpose of this project is to bring geometric deficiencies up to modern roadway standards and improve corridor wide capacity and operations. CHAF ID: IP20160185. Travel Model Info—KIPDA ID 257 overrides this project as far as any model changes are concerned. Model reflects KIPDA ID 257 beginning in the 2020 scenario, which is a widening to 3 lanes from I-265 to Watterson Trail. No additional changes to Billtown Rd are assumed to occur when KIPDA ID 1819 is OTP in 2025. KYTC needs to clarify (should consider removing KIPDA ID 257 from the MTP).</p>				
Purpose & Need:	<p>Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CCR). Limited right-of-way and narrow shoulders (three feet or less) exists along the length of the corridor. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Billtown Road, with the exception of the Ruckriegel Parkway intersection (which is expected to increase by 8.0% per year). The entire corridor operated at LOS E in 2006 and 2010.</p> <p>Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CCR). Limited right of way and narrow shoulders (three feet or less) exists along the length of the corridor. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Bi</p>				
FY 20-25 TIP Funding:	<p>FY 2022 Construction phase with the following State funds: \$0 (Federal) + \$3,280,000 (Other) = \$3,280,000 (Total)</p> <p>FY 2024 Construction phase with the following State funds:- \$0 (Federal) + \$2,700,000 (Other) = \$2,700,000 (Total)</p>				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	N/A				
MTP Action:	Modify open to public date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove from 2020 scenario		
Project Sponsor:	KYTC	KIPDA ID:	257	State ID:	5-8203.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 1819	Total Estimated Cost in MTP (i.e. CK 2040):		\$7,840,000	
		Total Cost Programmed in TIP to Date:		\$2,700,000 \$7,840,000 \$7,260,000	
Funding Source:	State	Open to Public Date:		2025 2020	
Description:	Widen KY 1819 (Billtown Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 (Gene Snyder Freeway) to KY 1819 (Watterson Trail). Project length is 3.8 miles.				
Purpose & Need:	<p>The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. The corridor has limited right-of-way and narrow shoulders that are under three feet. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Billtown Road; with the exception of the Ruckriegel Parkway intersection which is expected to increase by 8.0% per year. A speed study showed that most drivers exceed the speed limit, particularly in the north end of the study area.</p> <p>There are several intersections where, as of 2006, there were poor levels of service. In 2010, all intersections have at least one or more approaches with a poor level of service. At the intersection of Gellhaus Lane and Billtown Road, the queue length of the westbound left turn exceeds the available storage. At the intersection of Ruckriegel Parkway and Billtown Road, the queue lengths during peak periods exceed the available storage for the westbound left and the northbound right turn. The entire corridor operates at LOS E in 2006 and 2010. All sections except the portion of Billtown Road between Shady Acres Lane and Ruckriegel Parkway operate at LOS E in 2030. The Shady Acres Lane to Ruckriegel Parkway section operates at LOS F.</p>				
FY 20-25 TIP Funding:	None				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Add project for illustrative purposes only				
MTP Action:	Update open to public (OTP) date and change state ID				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove project from 2025 scenario		
Project Sponsor:	Louisville Metro	KIPDA ID:	2153	State ID:	5-80108.00 8801.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Rangeland Road		Total Estimated Cost in MTP (i.e. CK 2040):	\$5,670,000	
			Total Cost Programmed in TIP to Date:	\$2,590,000 \$3,090,000	
Funding Source:	State		Open to Public Date:	2027 2025	
Description:	Widen Rangeland Road from 2 to 3 lanes from Poplar Level Road to Shepherdsville Road, for 1.23 miles.				
Purpose & Need:	Reduce congestion and improve safety on Rangeland Road for 1.23 miles.				
FY 20-25 TIP Funding:	*FY 2024 Right of Way phase with the following State funds: \$0 (Federal) + \$1,250,000 (Other) = \$1,250,000 (Total)				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Modify TIP funding, revise description and update open to public (OTP) date				
MTP Action:	Revise description and update open to public (OTP) date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove project from 2025 scenario		
Project Sponsor:	KYTC	KIPDA ID:	2598	State ID:	5-8952.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	US 60	Total Estimated Cost in MTP (i.e. CK 2040):		\$2,200,000	
		Total Cost Programmed in TIP to Date:		\$2,200,000	
Funding Source:	Surface Transportation Block Grant (STBG) - State State		Open to Public Date:	2029 2024	
Description:	Widen US 60 to three lanes from Eastwood Cutoff (MP 14.7) to Rockcrest Way (MP 15.1). (16CCN) (Locals will do design for \$330,000).				
Purpose & Need:	Improve safety and mobility. The Critical Rate Factor (CRF) along this segment of US 60 is 0.53. The KY State Data Center Report shows an employment annual growth rate in this area ranging from 1.6% to 2.9% and a population annual growth rate ranging from 0.4% to 2.6%.				
FY 20-25 TIP Funding:	<p>FY 2021 Design phase with the following STBG-ST funds: \$264,000 (Federal) + \$66,000 (Other) = \$330,000 (Total)</p> <p>FY 2023 Right of Way phase with the following STBG-ST funds: \$328,000 (Federal) + \$82,000 (Other) = \$410,000 (Total)</p> <p>*FY 2024 Utilities phase with the following STBG-MPO funds: \$368,000 (Federal) + \$92,000 (Other) = \$460,000 (Total)</p> <p>FY 2020 Design phase with the following State funds: \$0 (Federal) + \$330,000 (Other) = \$330,000 (Total)</p> <p>FY 2020 Right of Way phase with the following State funds: \$0 (Federal) + \$410,000 (Other) = \$410,000 (Total)</p> <p>FY 2020 Utilities phase with the following State funds: \$0 (Federal) + \$460,000 (Other) = \$460,000 (Total)</p> <p>FY 2021 Construction phase with the following State funds: \$0 (Federal) + \$1,000,000 (Other) = \$1,000,000 (Total)</p>				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Add project				
MTP Action:	None				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	1353	State ID:	TBD
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Baxter/Bardstown Premium Transportation Corridor - Section 1	Total Estimated Cost in MTP (i.e. CK 2040):		\$11,600,000	
		Total Cost Programmed in TIP to Date:		\$2,750,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2030	
Description:	<p>The Baxter/Bardstown Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.</p>				
Purpose & Need:	<p>The Baxter/Bardstown Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It is highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." A large sub-area of this Section was the focus of the intensive Bardstown/Baxter Safety Study, completed by Louisville Metro's Office of Advanced Planning. Baxter Avenue and Bardstown Road succeed as a commercial destination resulting in major mobility challenges. These two corridors have limited road space with high-demand for each portion of the cross-section. The vibrant commercial corridor, constituting the heart of Louisville's Highlands Neighborhoods, needs investment and improvements to maintain its success over the years to come. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received \$16.9 million in federal funds. Baxter Avenue and Bardstown Road transition around the I-264 interchange from a traditional marketplace corridor to a suburban marketplace corridor, Section 1 of this project will need to account for various demands across its length; however, each two sub-areas, despite is united by its need for significant mass transit improvements and more complete multi-modal connections. The area inside of the Watterson has high pedestrian activity while the area outside of the Watterson has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. Both sections have room for improvement concerning pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the Baxter/Bardstown Corridor of the future continues to succeed while providing even greater access to people of all ages and abilities.</p>				
FY 20-25 TIP Funding:	<p>FY 2021 Construction phase with the following STBG-MPO funds: \$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)</p>				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program
November 24, 2020

TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Blanton Lane Sidewalk	Total Estimated Cost in MTP (i.e. CK 2040):		\$1,417,500	
		Total Cost Programmed in TIP to Date:		\$1,417,500	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:	2025	
Description:	Construct a continuous 6-foot sidewalk on the north side of Blanton Lane from Dixie Highway to St. Andrews Church Road. This project will add approximately 5,100 linear feet of sidewalk; one 190-foot segment will be constructed with curb and gutter and will include a retaining wall.				
Purpose & Need:	There are no pedestrian connections on Blanton Lane. This major collector connects a principal arterial (Dixie Highway) and a minor arterial (St. Andrews Church Road). New sidewalks will provide safe and accessible pedestrian connections from this primarily residential corridor to the commercial corridors and transit routes on Dixie Highway and St. Andrews Church Road; along with a crossing at the P&L Railroad.				
FY 20-25 TIP Funding:	FY 2022 Design phase with the following TA-MPO funds: \$166,000 (Federal) + \$41,500 (Other) = \$207,500 (Total)				
	*FY 2024 Right of Way phase with the following TA-MPO funds: \$166,000 (Federal) + \$41,500 (Other) = \$207,500 (Total)				
	*FY 2025 Construction phase with the following TA-MPO funds: \$802,000 (Federal) + \$200,500 (Other) = \$1,002,500 (Total)				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Gagel Avenue Sidewalk	Total Estimated Cost in MTP (i.e. CK 2040):		\$1,765,000	
		Total Cost Programmed in TIP to Date:		\$1,765,000	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:	2025	
Description:	Construct a continuous 6-foot sidewalk on the north side of Gagel Avenue from Dixie Highway to London Drive, including a crossing at the P&L Railroad and an extension of the box culvert on the east side of the railroad tracks. Construct a crosswalk over Gagel Avenue at London Drive, then construct a continuous 6-foot sidewalk from London Drive to Manslick Road on the south side. This project will add approximately 6,235 linear feet of sidewalk.				
Purpose & Need:	There are no pedestrian connections on Gagel Avenue. This minor arterial connects a principal arterial (Dixie Highway) and a minor arterial (Manslick Road). New sidewalks will provide safe and accessible pedestrian connections from this primarily residential corridor to the commercial corridors and transit routes on Dixie Highway and Manslick Road; along with a crossing at the P&L Railroad.				
FY 20-25 TIP Funding:	FY 2022 Design phase with the following TA-MPO funds: \$222,000 (Federal) + \$55,500 (Other) = \$277,500 (Total) *FY 2024 Right of Way phase with the following TA-MPO funds: \$133,000 (Federal) + \$33,250 (Other) = \$166,250 (Total) *FY 2025 Construction phase with the following TA-MPO funds: \$1,057,000 (Federal) + \$264,250 (Other) = \$1,321,250 (Total)				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program
November 24, 2020

TIP Action:	None				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Louisville CBD Streetlight Rehabilitation	Total Estimated Cost in MTP (i.e. CK 2040):		\$1,250,000	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	TBD	Open to Public Date:		2022	
Description:	Within the Louisville Central Business District (CBD), the street lights are owned and maintained by Louisville Metro Government. This project is for the rehabilitation including updating to LED lighting or replacement of these street lights. Many of the street lights within the CBD are nearing the end of their useful life and require replacement. This project will identify those street lights requiring replacement and updating to current standards.				
Purpose & Need:	Updating street lights will increase safety for pedestrians and assists in providing a State of Good Repair for Metro streets.				
FY 20-25 TIP Funding:	N/A				
TIP Action:	Add project				
MTP Action:	None				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	2622	State ID:	5-3709.00
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 1	Total Estimated Cost in MTP (i.e. CK 2040):		N/A	
		Total Cost Programmed in TIP to Date:		\$2,750,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public Date:		2023	
Description:	Construction of a 2.0 mile shared use path system along Southwestern and Algonquin Parkway between West Broadway and 41st Street.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with the following STBG-MPO funds: \$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Update open to public (OTP) date and modify TIP funding				
MTP Action:	Update open to public (OTP) date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove project from 2020 scenario		
Project Sponsor:	Louisville Metro	KIPDA ID:	1809	State ID:	5-470.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	One-Way Street Conversion to Two-Way Phase 1	Total Estimated Cost in MTP (i.e. CK 2040):		\$4,390,000	
		Total Cost Programmed in TIP to Date:		\$4,390,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2021 2020	
Description:	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).				
Purpose & Need:	<p>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.</p> <p>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.</p>				
FY 20-25 TIP Funding:	<p>FY 2021 Construction phase with the following STBG-MPO funds: \$4,000,000 (Federal) + \$0 (Other) = \$4,000,000 (Total)</p> <p>FY 2020 Construction phase with the following STBG-MPO funds: \$4,000,000 (Federal) + \$0 (Other) = \$4,000,000 (Total)</p>				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Change project sponsor, update open to public (OTP) date and add TIP funding				
MTP Action:	Change project sponsor and update open to public (OTP) date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model		
Project Sponsor:	Oldham County KYTC	KIPDA ID:	414	State ID:	TBD
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 22	Total Estimated Cost in MTP (i.e. CK 2040):		\$12,140,000	
		Total Cost Programmed in TIP to Date:		\$281,250	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2030 2028	
Description:	Improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329. Includes consideration of a three lane widening and bike/ped accommodations.				
Purpose & Need:	<p>The purpose of this project is to improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329.</p> <p>This project is needed because the crash rate is high (particularly at the end of the project near KY 329), multiple roadway deficiencies exist, and projected growth results in inadequate capacity on KY 22 from Haunz Lane to KY 329. Roadway deficiencies include horizontal curves and numerous vertical curves. Continued development in the area along this corridor will contribute to congestion issues in the future.</p>				
FY 20-25 TIP Funding:	FY 2021 Planning phase with the following STBG-MPO funds: \$225,000 (Federal) + \$56,250 (Other) = \$281,250 (Total)				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Remove project from the first four years of the FY 2020 - 2025 TIP, modify TIP funding and update open to public (OTP) date				
MTP Action:	Update open to public (OTP) date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model		
Project Sponsor:	Oldham County	KIPDA ID:	2615	State ID:	TBD
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	Kenwood Road	Total Estimated Cost in MTP (i.e. CK 2040):		\$3,279,688	
		Total Cost Programmed in TIP to Date:		\$406,250 \$3,279,688	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2030 2026	
Description:	Construct a new urban roadway section to connect KY 146 and KY 393 Bypass in Crestwood. The proposed facility will be three-lanes with a continuous, center left-turn lane, curb, gutter, a sidewalk, and a potential traffic signal. Lane width will be 11 feet with a proposed posted speed of 25 MPH.				
Purpose & Need:	The purpose of this project is to improve access and mobility within the northern portion of Crestwood by improving connectivity between KY 329 B and KY 146. The development of a new roadway connector between these facilities will reduce congestion at the existing intersection between KY 329 B and KY 146 and increase travel alternatives for residents and truck traffic while also providing greater access to the South Oldham school campus.				
FY 20-25 TIP Funding:	<p>*FY 2024 Design phase with the following STBG-MPO funds: \$325,000 (Federal) + \$81,250 (Other) = \$406,250 (Total)</p> <p>FY 2020 Design phase with the following Local funds:- \$0 (Federal) + \$468,750 (Other) = \$468,750 (Total)</p> <p>FY 2021 Right of Way phase with the following Local funds:- \$0 (Federal) + \$143,750 (Other) = \$143,750 (Total)</p> <p>FY 2022 Utilities phase with the following Local funds:- \$0 (Federal) + \$664,063 (Other) = \$664,063 (Total)</p> <p>FY 2023 Construction phase with the following Local funds:- \$0 (Federal) + \$2,003,125 (Other) = \$2,003,125 (Total)</p>				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program
November 24, 2020

TIP Action:	Revise project name, update open to public (OTP) date, revise description and add new TIP funding				
MTP Action:	Revise project name, update total estimated cost, update open to public (OTP) date and revise description				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	University of Louisville	KIPDA ID:	2150	State ID:	5-8805.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Campus Improvements		Total Estimated Cost in MTP (i.e. CK 2040):	\$27,037,500	
	Floyd Street Roundabout, Cardinal Boulevard, Brandeis Arthur Street Intersection and Other Belknap Campus Improvements		Total Cost Programmed in TIP to Date:	\$24,000,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	\$14,687,500 \$11,650,000	
Description:	<p>Roundabout at the Floyd Street and E. Brandeis Avenue intersection and other Belknap Campus improvements to include multimodal improvements at the South 3rd Street and Brandeis intersection and along W. Brandeis Avenue between South 3rd Street and South 4th Street. Project would provide better connectivity between new university facilities with the main Belknap campus by the creation a multi-modal corridor along W. Brandeis Avenue between South 3rd Street and South 4th Street. The proposed multi-modal corridor would improve pedestrian and bicycle safety with the creation of a designated street crossing location and also include geometric improvements to South 3rd Street with the straightening of the turn lane and thru lanes southbound at the W. Brandeis Avenue intersection.</p> <p>D&C for Multi-modal directional non-vehicle and vehicle safety project at UofL Belknap. 1st year to include construction funds for roundabout at Floyd Street and Cardinal Boulevard, and intersection at Brandeis and Arthur Street. UofL Foundation will pay upfront \$4.5M of \$22.5M (80/20) in 1st year. (14CCN).</p> <p>CHAFIP20160278.</p>				
Purpose & Need:	The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.				
FY 20-25 TIP Funding:	<p>FY 2021 Design phase with the following STBG-MPO funds: \$180,000 (Federal) + \$45,000 (Other) = \$225,000 (Total)</p> <p>FY 2022 Utilities phase with the following STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)</p> <p>FY 2022 Construction phase with the following STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)</p>				

* This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four active years of the FY 2020 - 2025 TIP.