

# KENTUCKY

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

### ADMINISTRATIVE MODIFICATION #2018.230

#### 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 #1 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 2020 "fiscal constraint" recalculations.

#### IV. Administrative Modification Approval:

Modification Recommended for Approval:

Approval of Modification:



Kentucky Transportation Cabinet Date  
Ronald B. Rigney, Director 9-8-20  
Division of Program Management



Digitally signed by BODAY R  
BORRES  
Date: 2020.09.14 09:19:06 -04'00'

Federal Highway Administration Date

ERIC GABRIEL  
ROTHERMEL  
Digitally signed by ERIC  
GABRIEL ROTHERMEL  
Date: 2020.09.09 11:20:51  
-04'00'

Recommended by Date



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

**Kentucky Division**

September 3, 2020

330 West Broadway  
Frankfort, KY 40601  
PH (502) 223-6720  
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 1 to the 2020-2025 Transportation Improvement Program (TIP) and  
Amendment 1 to the 2040 Metropolitan Transportation Plan (MTP) for the  
Louisville Area Metropolitan Planning Organization (MPO)  
(MPO approval date July 23, 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.

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Mr. Haley

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<sub>2.5</sub> 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,

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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  
Laura Douglas and Margaret Handmaker, TARC  
Ron Rigney, KYTC-Program Management  
Mikael Pelfrey, KYTC-Planning  
Amanda Spencer, LOU MPO



**A Resolution of the  
Kentuckiana Regional Planning and Development Agency  
Transportation Policy Committee adopting Amendment #1 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 FY 2020 - 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 July 23, 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,

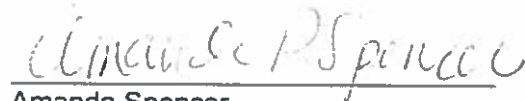
**Whereas**, *Connecting Kentuckiana 2040*, as amended, will serve as the KIPDA Metropolitan Transportation Plan under Federal law contingent upon and effective when a conformity finding is made by the appropriate Federal agencies; and,

**Now, therefore let it be resolved**, that the KIPDA Transportation Policy Committee adopts Amendment #1 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 23<sup>rd</sup> day of July 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 #1 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,

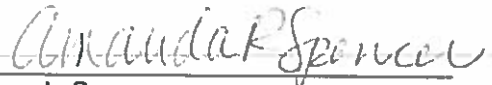
**Whereas**, consistent with Federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation Plan, Title VI: Environmental Justice Plan*, and other operating procedures, the KIPDA Transportation Policy Committee 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 this amendment 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 23<sup>rd</sup> day of July 2020.



Mayor J. Byron Chapman, Chair  
Transportation Policy Committee



Amanda Spencer  
KIPDA Director of Transportation

Amendment 1 to the Connecting Kentuckians 2040 Metropolitan Transportation Plan and FY 2020 - 2023 Transportation Improvement Program

Proposed Project Changes

To Be Presented to the Transportation Policy Committee on July 23, 2020

Project Number	County	EPDA ID	State ID	Project Name	Description	Purpose & Need	MTF Project Cost	Cost to Public	Funding Source	Change to TIP	Change to MTP
KENTUCKIA PROJECTS											
W007	Clark	2516	130717	6-3 Road	Upgraded to add travel lanes from AP 13-01-001 to AP 25-01-001 in a composite pavement section, and is including severe stripping in the HMA layer below the surface. During the hot concrete placement (18-175°F), the concrete and aggregate were placed to the top of concrete to mitigate severe stripping. Unfortunately, these partial depth patches effectively created a dike to the original layer, forcing water to come up through the new surface under traffic loading. TI wet spots have been increased and are creating a safety hazard, especially during the winter months, when the water turns to ice. Additionally, questionable drainage conditions were discovered under the hot concrete on the eastern portion of the job from Station 14+17 to 19+45. AP 13-01-001 demonstrated yet another water issue. Given these observations, it is likely that the existing underdrains are not performing as intended. 3 pavement drains were installed as supplemental features on October 28, 2017 in the driving lane between Burlington and Reynolds. These consisted of 18" wide drains that were installed to the top of the underlying concrete to depth of 6" depth and backfilled with permeable concrete 1" PVC drains were also installed at the intersections to interface to existing drainage. During the installation of the drains, without aggregate was observed through the surface and water flowed out of the HMA layer at a fairly substantial rate. These drains were considered a success, at least temporarily, when the water that was permeating to the surface was eliminated. Thus, the safety was improved especially during the winter months when freezing occurs. However, during the field work, the area of stripping was not reduced leading to the removal of 6" of the surface before substantial pavement distress occurs. Traffic will be maintained utilizing a 1/2 lane configuration to maintain 1 lane in each direction throughout construction. All of ramps remaining open. Maintaining the length of travel lanes is being considered. Project length is 7.25 miles in Clark County.	The purpose of this project is to address the safety concern of the wet spots, remove the stripped HMA pavement, replace the existing underdrain system, and improve the drainage system in the pavement and construct additional travel lanes in the portion of 1.45	\$195,913,184	2021	Transportation Improvement	Remove project name to W007 of 1.45	Remove project name to W007 of 1.45
W007	Clark	2516	130717	6-3 Road	Upgraded to add travel lanes from AP 13-01-001 to AP 25-01-001 in a composite pavement section, and is including severe stripping in the HMA layer below the surface. During the hot concrete placement (18-175°F), the concrete and aggregate were placed to the top of concrete to mitigate severe stripping. Unfortunately, these partial depth patches effectively created a dike to the original layer, forcing water to come up through the new surface under traffic loading. TI wet spots have been increased and are creating a safety hazard, especially during the winter months, when the water turns to ice. Additionally, questionable drainage conditions were discovered under the hot concrete on the eastern portion of the job from Station 14+17 to 19+45. AP 13-01-001 demonstrated yet another water issue. Given these observations, it is likely that the existing underdrains are not performing as intended. 3 pavement drains were installed as supplemental features on October 28, 2017 in the driving lane between Burlington and Reynolds. These consisted of 18" wide drains that were installed to the top of the underlying concrete to depth of 6" depth and backfilled with permeable concrete 1" PVC drains were also installed at the intersections to interface to existing drainage. During the installation of the drains, without aggregate was observed through the surface and water flowed out of the HMA layer at a fairly substantial rate. These drains were considered a success, at least temporarily, when the water that was permeating to the surface was eliminated. Thus, the safety was improved especially during the winter months when freezing occurs. However, during the field work, the area of stripping was not reduced leading to the removal of 6" of the surface before substantial pavement distress occurs. Traffic will be maintained utilizing a 1/2 lane configuration to maintain 1 lane in each direction throughout construction. All of ramps remaining open. Maintaining the length of travel lanes is being considered. Project length is 7.25 miles in Clark County.	The purpose of this project is to address the safety concern of the wet spots, remove the stripped HMA pavement, replace the existing underdrain system, and improve the drainage system in the pavement and construct additional travel lanes in the portion of 1.45	\$195,913,184	2021	Transportation Improvement	Remove project name to W007 of 1.45	Remove project name to W007 of 1.45
W007	Wayne	N7W	130717	6-4 Added Travel Lanes	Added Travel Lanes Project from US 130 to I-64 and Spring Street Interchange	The addition of the mainline through and auxiliary lanes on I-64 as well as additional ramp lanes at the I-64 and I-261 Interchanges will provide improved traffic flow, reduce travel time and improve safety. Project length is 2.5 miles.	\$40,000,000	2021	National Highway Program Performance Program (NHP)	Add project to the TIP with the following project phases: FY 2024 Construction using NHP Funds \$27,000,000 (Federal) \$13,000,000 (State) \$10,000,000 (Local)	Add project to the MTP
W007	Wayne	N7W	130718	US 130	Interchange Improvement with added left turn lanes at the intersection of I-64 and Spring Street Interchange	To improve the geometric to allow for safer and more efficient operations without additional residential impacts. Current plan to convert turn lanes from I-64 to NB I-261 on Spring Street without impacting the adjacent or opposing lanes.	\$1,216,641	2021	Surface Transportation Block Grant	Add project to the TIP with the following project phases: FY 2024 Right of Way using STBG-ST Funds \$300,000 (Federal) \$90,000 (State) \$200,000 (Local)	Add project to the MTP
W007	Wayne	N7W	130718	US 64	Interchange Improvement with Added Turn Lanes on I-64 at Copperfield Drive to reduce queuing and delay for trucking at this interchange	To help reduce congestion at I-64 and Copperfield Drive due to the I-64 at large suburban loading operations to back up and cause long delays. Current plan will be amended to allow for widening of road.	\$1,216,641	2021	Surface Transportation Block Grant	Add project to the TIP with the following project phases: FY 2024 Right of Way using STBG-ST Funds \$130,000 (Federal) \$40,000 (State) \$146,641 (Local)	Add project to the MTP
W007	Clark	N7W	2020720	Traffic Signal	Traffic Signal Modernization at various locations in the Reynolds District on US 60, SR 46, US 130, and US 11	To modernize the signals in order to meet current standards. All locations will need new hardware, field, and controller. Existing hardware, signals, conduit, and upgraded signal equipment to be replaced. Hardware structures will need updated signal cabinet and new hardware.	\$1,450,000	2021	National Highway Program Performance Program (NHP)	Add project to the TIP with the following project phases: FY 2024 Construction using NHP Funds \$1,200,000 (Federal) \$145,000 (State) \$105,000 (Local)	Add project to the MTP
W007	Wayne	N7W	130717	Traffic Signal Modernization	Traffic signal modernization at various locations in Decatur and Floyd Counties. Locations in Floyd County from Highway 600 Spring and Sulmer, US 130 and Road 110, Charleston Road and 10 Road, Charleston Road and Lower Hilltop, Hilltop and Road 110 and 111 and Carlson Pike	To modernize the signals at various locations in Floyd County to meet current standards.	\$1,450,000	2021	National Highway Program Performance Program (NHP)	Add project to the TIP with the following project phases: FY 2024 Construction using NHP Funds \$1,242,000 (Federal) \$188,000 (State)	Add project to the MTP



Amendment 1 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan and FY 2020 - 2025 Transportation Improvement Program

Proposed Project Changes

To Be Presented to the Transportation Policy Committee on July 23, 2020

Project Sponsor	County	EPDA ID	State ID	Project Name	Description	Purpose & Need	MTF Project Cost	Open to Public Date	Funding Source	Change in TIF	Change in MTP
KENTUCKY PROJECTS											
FITC	Chatham	1271	04103	US 42	FITC Highway Plan (June, 2016) 8 projects US 42 and western from 1 lanes to 3 lanes (2nd lane will be a center turn lane) from Jefferson/Chatham County Line to Edgemoor Drive. Project will include the construction of improvements to the roadway at by Intersect (2024/2025)	<p><b>Chief Purpose:</b> The purpose of the project is to improve traffic flow, minimize congestion, and address safety issues on US 42 between the Jefferson County/Chatham County line and Edgemoor Drive. Chief Need: Due to an increase in population to and from Louisville and the development along the project corridor, the traffic volumes are expected to double in the next 20 years. The accident data for the last 3 years shows that there are between 10 and 12 per day.</p>	\$10,254,000	2021	Surface Transportation Block Grant \$219.5M APO	<p>Add project to the TIF with the following project phases:                      FY 2020 Design using \$750 APO Funds                      \$1,200,000 (Federal)                      \$5 (State)                      \$1,195 (Local)                      FY 2020 Utilities using \$750 APO Funds                      \$300,000 (Federal)                      \$5 (State)                      \$295,000 (Local)                      FY 2020 Construction using \$750 APO Funds                      \$3,000,000 (Federal)                      \$5 (State)                      \$2,995,000 (Local)</p>	None
Louisville Metro	Jefferson	1313		US 60 Premium Transportation Corridor Project Section 1	Conduct US 60 (Shelbyville Road) Corridor Transportation Management Study between KY 1747 (Shelbyville Road) and English Market Road, approximately 6.3 miles.	<p>The US 60 Premium Transportation Corridor Project will improve access and mobility along one of Louisville's the most heavily traveled corridors. It begins at English Market Road, Louisville, Kentucky, near the intersection with the "Hour Corridor" and a "Premium Transit Corridor." US 60 has long been a commercial destination but has to meet mobility challenges in the area transitioning from a "traditional neighborhood marketplace" to a "suburban metropolitan corridor" along highway through the project area. Section 1 of this project will need to account for various demands, across the 7.84 mile length however, these two sub-areas, despite their differences are united in their demand for high-quality, integrated transit services and complete multi-modal connections. The vibrant commercial corridor, anchored by two of Louisville's most regional malls, needs investment and improvements to maintain its success over the next 20 years. The improvements outlined in this study build project and comprehensive and connected, it also looks to provide complete pedestrian connections and how to use the site plan facilities. Taken together, these issues need to be addressed to ensure that the US 60 of the future continues to succeed while providing even greater access to a variety of uses and activities.</p>	\$18,000,000	2020	None	None	<p>Review project description to The US 60 Premium Transportation Corridor Project to a design build project that will: 1) evaluate transit services on a key corridor by adding transit signal bus priority lanes, new bus stops, and increasing bus service frequency; 2) bring intelligent signal systems, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets mobility improvements by including bicycle and pedestrian facilities, enhance the safety improvements, such as permanent strategies for bump-outs, and new transit stop design elements.</p>