



**NOTE MEETING TIME,  
DATE, AND  
LOCATION (SEE MAP)**

**See**  
<http://www.ridetarc.org/tripplan/>  
**for TARC service to  
Louisville Marriot East**

**TRANSPORTATION POLICY COMMITTEE**  
**10:00 a.m., Tuesday, November 25, 2008**  
**Louisville Marriot East**  
**1903 Embassy Boulevard**  
**Louisville, Kentucky 40299**

**REVISED AGENDA**

Kentucky  
Member  
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana  
Member  
Counties

Clark

Floyd

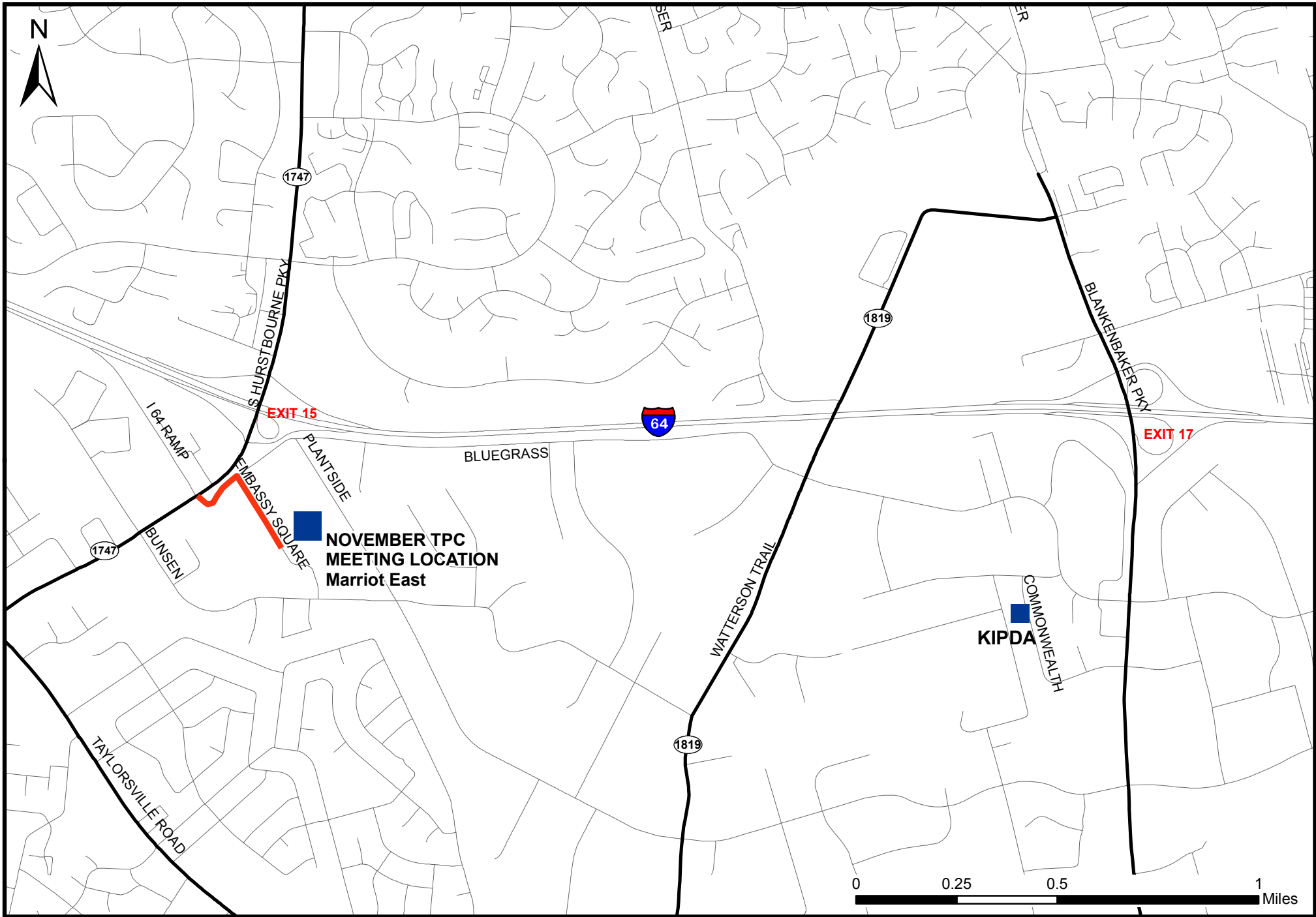
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1. *Call to Order, Welcome, Introductions*
2. *October 23 Meeting Minutes* – review and approval (see enclosed) - **Action requested.**
3. *Public Comment Period*
4. *Public Meeting/Comment Report* – A report on public involvement activities.
5. *Horizon 2030 Transportation Plan* - Staff will present proposed amendments to the long range plan (see enclosed) – **Action requested.**
6. *FY 2007-2011 Transportation Improvement Program* – Staff will present proposed amendments to the short range funding document (see enclosed) – **Action requested.**
7. *Kentucky Unscheduled Projects List* – Staff will present information on proposed changes to the list (see enclosed) – **Action requested.**
8. *FY 2007-2011 Transportation Improvement Program* – Staff will present proposed administrative modifications (see enclosed).
9. *Other Business*
10. *Adjourn*

**Auxiliary aids/services are available when requested 3 business days in advance.**

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Louisville, KY 40299  
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KY TDD 1-800-648-6056  
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Marriot East  
1903 Embassy Square Boulevard  
Louisville, Kentucky 40299

**MINUTES**  
**TRANSPORTATION POLICY COMMITTEE (TPC)**  
**Thursday, October 23, 2008**  
**KIPDA Burke Room**  
**11520 Commonwealth Drive**  
**Louisville, Kentucky 40299**

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**Call to Order**

Chair Trish Fraser called the meeting to order at 1:01 p.m. and introductions were made. It was determined a quorum was present.

**Review and Approval of Minutes**

**Bernard Bowling, City of St. Matthews, made a motion to approve the minutes of the August 28 meeting (see October meeting packet). Melanie Roberts, Bullitt County, seconded the motion and it carried with a unanimous vote.**

**Public Comment Period**

There were no public comments.

**Public Meeting/Comment Report**

Josh Suiter, KIPDA staff, reported on the following recent and upcoming public involvement activities:

- Friday, August 29 and Saturday, August 30 – World Fest, The Belvedere
- Thursday, September 4 – Kentucky Transportation Cabinet's KY 44 Reconstruction Between US 31E and KY 1319 Public Information Meeting, Bullitt East High School
- Tuesday, September 23 – INDOT Interstate 64/State Road 64 Interchange Project Public Information Meeting, Highland Hills Middle School, Georgetown, Indiana
- Tuesday, September 23 – Plan/TIP Amendment Open House, KIPDA
- Tuesday, September 23 – Plan/TIP Amendment Open House, Louisville Free Public Library Main Branch
- Thursday, September 25 – Kentucky Transportation Cabinet's KY 53 Improvements Between KY 22 and I-71 Public Information Meeting, LaGrange Presbyterian Church
- Thursday, September 25 – SW Shepherdsville Area Transportation Study, Shepherdsville City Hall
- Monday, October 6 – Louisville Metro District 22 Public Forum, Fern Creek Community Center
- Monday, October 13 – Louisville Metro District 20 Town Hall Meeting, Fern Creek Community Center

- Monday, October 20 – Mayor's Community Conversation, Waggoner High School
- Tuesday, October 21 – Louisville Metro Economic Development Park Hill Industrial Corridor Redevelopment Public Meeting and Open House, Nia Center
- Monday, October 27 – Oldham County Community Connections, John Black Community Center
- Saturday, November 15 – Louisville Metro Neighborhoods Summit, Kentucky International Convention Center
- Monday, November 17 – Mayor's Community Conversation, Pleasure Ridge Park High School

### **FY 2007-2011 Transportation Improvement Program (TIP)**

Mary Lou Hauber, KIPDA staff, presented proposed administrative modifications to the short range programming document (see October meeting packet). No action was required.

### **Horizon 2030 Transportation Plan Update**

David Burton, KIPDA staff, presented proposed amendments to the long range plan (see October meeting packet). There was discussion.

**Duane Murner, Oldham County, noted that the project sponsor for the Oldham County projects should be Oldham County, not Oldham County Public Works.**

**Ted Pullen, Louisville Metro Government, noted that the Louisville Metro bicycle and pedestrian projects sponsor should be Louisville Metro Public Works, not Louisville Metro Planning & Design Services.**

**Ted Pullen made a motion to approve the proposed amendments with the corrections noted above and with the exception of the Manslick Road project and the Watterson Trail projects. Nina Walfoort, TARC, seconded the motion and it carried with a unanimous vote.**

**Greg Rawlings, Federal Highway Administration (FHWA) - Kentucky, recommended restoring the Watterson Trail projects because they have air quality conformity implications.**

**Ted Pullen made a revised motion to approve the proposed amendments with the corrections noted above and with the exception of the Manslick Road project. Nina Walfoort, TARC, seconded the motion and it carried with a unanimous vote.**

### **Congestion Mitigation/Air Quality**

Stacey Burton, KIPDA staff, updated the committee on the status of project funding awarded by the Kentucky Transportation Cabinet (KYTC). No action was required.

### **FY 2007-2011 Transportation Improvement Program (TIP)**

Mary Lou Hauber, KIPDA staff, presented proposed amendments to the short range planning document (see October meeting packet). There was discussion.

**Ted Pullen, Louisville Metro Government, made a motion to remove Louisville Metro projects from the proposed amendments until further information can be gathered.**

**Upon further discussion with Greg Rawlings, FHWA – Kentucky, and Amy Thomas, KYTC, on the effect this motion would have on air quality conformity, Ted Pullen withdrew his motion to remove Louisville Metro projects.**

**Duane Murner, Oldham County, made a motion to approve the proposed amendments with the exception of Manslick Road (see Horizon 2030 Transportation Plan agenda item above). Melanie Roberts, Bullitt County, seconded the motion and it carried with a unanimous vote.**

### **3<sup>rd</sup> Street Road/St. Andrews Church Road Area Transportation Study**

Mark Adams, QK4, presented the results of the recently completed planning study.

### **Other Business**

There was no other business.

### **Adjournment**

The meeting was adjourned at 2:02 p.m.

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Harold Tull  
Recording Secretary

#### **Members Present:**

Melanie Roberts	Bullitt County
Clay Foreman	City of Jeffersontown
Bob Miller	City of Jeffersonville
Krisjans Streips	City of New Albany
Bernard Bowling	City of St. Matthews
*Greg Rawlings	Federal Highway Administration – Kentucky
Jim Ude	Indiana Department of Transportation – Seymour
Amy Thomas	Kentucky Transportation Cabinet
*Matt Bullock	Kentucky Transportation Cabinet – District 5
Ted Pullen	Louisville Metro Government
Duane Murner	Oldham County
Patricia Fraser	Town of Clarksville
Nina Walfoort	Transit Authority of River City

#### **Members Absent:**

Robert Hall	City of Charlestown
Sherry Conner	City of Shively
Hyun Lee	Clark County
*Tommy Dupree	Federal Aviation Administration – Memphis
*Janice Osadczuk	Federal Highway Administration – Indiana
*Jay Anoka	Federal Transit Administration – Region 4
Stephen Bush	Floyd County
Karl Browning	Indiana Department of Transportation
J. Byron Chapman	Jefferson County League of Cities
*Charles Cash	Louisville Metro Planning & Design
J.D. Nichols	Regional Airport Authority
*Krista Mills	US Department of Housing & Urban Development

#### **Others Present:**

Andy Barber	Kentucky Transportation Cabinet – District 5
Tom Hall	Kentucky Transportation Cabinet – District 5
Brian Meade	Kentucky Transportation Cabinet – District 5

David Burton	KIPDA
Stacey Burton	KIPDA
Gina Marie Guiles	KIPDA
Mary Lou Hauber	KIPDA
Lori Kelsey	KIPDA
Vesselina Romanov	KIPDA
Jack Scriber	KIPDA
Josh Suiter	KIPDA
Harold Tull	KIPDA
Kristi Ivey	Louisville Metro Government
Kevin Oechsli	Louisville Metro Government
Eric Pruitt	Louisville Water Company
Mark Adams	OK4
Doug Heberle	QK4
Shap Stiles	Strand Associates
Tim Emington	TRIMARC

\* Denotes Advisory Members



**MEMORANDUM**

TO: Transportation Policy Committee

FROM: David C. Burton, Transportation Planner

DATE: November 12, 2008

SUBJECT: Amendment of the Horizon 2030 Transportation Plan

Kentucky  
Member  
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

At the October 23, 2008 Transportation Policy Committee action was taken to adopt amendments to the *Horizon 2030 Long-Range Transportation Plan* with the exception of the proposed amendment to delete the KY 2845 project (KIPDA ID 1545) from the *Transportation Plan*. At the October, 2008 Transportation Policy Committee meeting Louisville Metro Public Works withdrew the proposed KY 2845 amendment in order to further assess the project. Louisville Metro Public Works has informed KIPDA that their previous exceptions to the proposed amendment have been withdrawn and has further requested that the original collection of proposed amendments to the *Transportation Plan*, as presented in October, be acted upon at the November 25, 2008 Transportation Policy Committee meeting.

Indiana  
Member  
Counties

Clark

Floyd

At the October Transportation Policy Committee meeting, KIPDA staff reported that KIPDA had been requested to amend the *Horizon 2030 Long-Range Transportation Plan* to include the projects on the attached amendment (*Amendment 11 of the Horizon 2030 Long-Range Transportation Plan*) list. Attached are the proposed amendments (project changes are shown in the shaded column), the Interagency Consultation minutes, and the air quality Conformity Report.

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As reported at the October 23, 2008 Transportation Policy Committee meeting, the proposed amendments were examined and it was determined a regional emissions analysis was necessary, conducted, and shown to pass conformity. The proposed amendments' project information, Interagency Consultation meeting minutes, and air quality Conformity Report were available for public review from September 15 through September 29 at public libraries and on the KIPDA website. A public open house was held on September 23 at KIPDA and the main branch of the public library in downtown Louisville.

**Two actions are requested of the Transportation Policy Committee:**

**Action is requested to rescind the adoption of the proposed amendments to the *Horizon 2030 Long-Range Transportation Plan*, that included the exclusion of the KY 2845 proposed amendment.**

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**Action is requested of the Transportation Policy Committee to adopt the proposed amendments to the *Horizon 2030 Long-Range Transportation Plan*, including the KY 2845 amendment as originally proposed at the October 23, 2008 Transportation Policy Committee meeting.**



**Amendment 11 of Horizon 2030 Transportation Plan  
Amendment 4 of FY 2007 - FY 2011 Transportation Improvement Program  
October 2008**

KIPDA ID	State ID	Project Name	Description	Primary Contact Agency	Description of TIP Amendment	Description of Plan Amendment	Effect in AQ Analysis
<b>Indiana Projects</b>							
1572	0	Brown Station Way	Reconstruction of Brown Station Way from Randolph Ave. to existing bridge over Silver Creek, a distance of approx. 1.7 miles (no additional lanes proposed). Scope includes the rehabilitation of an existing pedestrian overpass.	Clarksville PW		PLAN - Add project to Plan, \$4,050,000.	Exempt
1571	0710592	IN 60	Reconstruct and widen the bridge deck on IN 60, 1.97 miles west of IN 311. Lane will be added to the bridge deck to connect with the added lanes at intersections on each end of the bridge, St. Joe Rd. East and St. Joe Rd. West. St. Joe Rd. East and St. Joe Rd. West intersections are located approx. 1,580 ft apart.	INDOT	TIP - Add to TIP, FY 2008 PE \$25,000, FY 2009 ROW \$21,000, FY 2010 Const \$210,000 STP-State funding.	PLAN - Add project to Plan, \$256,000	Add project to 2012 analysis year.
1586		IN 111	Reconstruct IN 111 (Grantline Rd.) as a 2 lane road (no additional travel lanes) from McDonald Ln. south to Beechwood Ave. for a distance of 1.1 miles.	New Albany	TIP - Add to TIP, FY 2009 PE \$300,000 federal and \$375,000 total; FY 2011 ROW \$200,000 federal and \$250,000 total; STP-Urban funding.	PLAN - Add project to Plan, \$3,550,000.	Exempt
316	9902920	IN 111	Widen IN 111 (Grant Line Rd.) from 2 to 3 lanes (3rd lane will be a center turn lane) from Beechwood Ave. to Cherokee Dr. & from 2 to 5 lanes (5th lane will be a center turn lane) from Cherokee Dr. to Mt. Tabor Rd. Approximately 1.7miles.	INDOT	TIP - Change description from "Widen IN 111 (Grant Line Rd.) from 2 to 3 lanes (3rd lane will be a center turn lane) from Beechwood Ave. to Cherokee Dr. & from 2 to 5 lanes (5th lane will be a center turn lane) from Cherokee Dr. to Mt. Tabor Rd. " to "Widen IN 111 (Grant Line Rd.) from 2 to 5 lanes from McDonald Ln. to Mt. Tabor including the construction of a railroad grade separation at the CSX RR near Pillsbury Lane. "	PLAN - Change Description same as TIP change	Replace 3-lane section from Beechwood Ave to Cherokee Drive with 2 lanes and replace 5- lane section from Cherokee Drive to McDonald Ln. with 2 lanes.
1587		Paoli Pike Intersection Improvements	Intersection improvements to the intersections of Paoli Pike and Scottsville Rd. and Paoli Pike and Buffalo Trail, adding turn lanes.	Floyd County	TIP - Add to TIP, FY 2009 D, ROW, & Construction \$250,000 federal and \$312,500 total; FY 2010 D,ROW, Construction \$230,000 federal and \$287,500 total; CMAQ funds	PLAN - Add project to Plan, \$600,000	Exempt per 93.127
1588		State St. Corridor Improvements	Upgrade signalizations at 14 intersections along State Street from Main St. to I-265	New Albany	TIP - Add to TIP, FY 2009 PE \$60,000 federal, \$75,000 total; FY 2010 Const \$540,000 federal, \$675,000 total, CMAQ funding.	PLAN - Add project to Plan, \$750,000	Exempt per 93.127

**Amendment 11 of Horizon 2030 Transportation Plan  
Amendment 4 of FY 2007 - FY 2011 Transportation Improvement Program  
October 2008**

KIPDA ID	State ID	Project Name	Description	Primary Contact Agency	Description of TIP Amendment	Description of Plan Amendment	Effect in AQ Analysis
1210		Specialized Transportation Capital Assistance	Federal capital assistance grant program for social service agencies who provide transportation for the elderly & persons with disabilities.	KIPDA	TIP - FY 2008 funding for vehicle and equipment purchases for social service agencies: New Hope Services - mini van \$20,000, Type B van \$41,500; Lifespring Mental Health Services - Type C van \$43,000; LifeSpan Resources - low floor mini van \$40,000, small transit vehicle \$45,000; Rauch Inc. - small transit vehicle \$45,000; Section 5310 funds.		Exempt
<b>Kentucky Projects</b>							
1501		Bike Station Bicycle Parking Facility & Intermodal Transit Center	Construction of 1 central and 2 satellite Bike Station facilities to provide centralized, secure bicycle parking & direct connection to transit routes in the CBD and key Metro employment hubs.	Lou. Metro PW	TIP - Move 2009 Construction out of TIP to future. STP-Urban funding		Exempt
1192	00413.00	Broadway & 18th Street	Align intersection of Broadway & 18th Street by moving the south leg of 18th Street to the east.	Lou. Metro PW	TIP - Move Utilities from 2007 to future, move Construction from 2008 to future.		Change analysis year to 2012.
223	00404.00	Cooper Chapel Road Phase 3	Phase 3: Extend and construct 2 lane roadway from KY 864 (Beulah Church Road) to US 31E (Bardstown Road). Will incorporate sidewalks and a 10' paved shoulder.	Lou. Metro PW	TIP - Change description to "Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will incorporate sidewalks and 10' paved shoulders." Move ROW from 2007 to future	PLAN - Change description to match TIP change.	Open to public date is 2020. Modify alignment in 2020 and 2030.
1589		Historic Old Taylorsville Rd. Corridor	Construction of a bicycle and pedestrian trail from Skyview Baseball & Recreational Park to Downtown Jeffersontown and on to Veterans Memorial Park, connecting to the existing trail.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design, \$2,000, FY 2009 ROW \$10,000, FY 2009 Construction, \$148,626, Recreational Trails funding	Plan - Add to Plan, \$160,626	Exempt
384		Hubbards Lane	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).	Lou. Metro PW	TIP - Add to TIP, FY 2009 Design \$312,000 federal STP-Urban		Open to public date is 2015. Already in AQ analysis
1477	00389.00	I- 64/I-264	Reconstruct I-264 (Shawnee Expressway) northbound ramp to westbound I-64 increasing the number of lanes from 1 to 2.	KYTC	TIP - Change description to "Reconstruct the I-64 (Shawnee Expressway) northbound ramp to westbound I-64. Project will not include an additional travel lane." Move 2007 Construction to 2009 and increase to \$3,500,000, IM funds.	PLAN - Change description to "Reconstruct the I-64 (Shawnee Expressway) northbound ramp to westbound I-64. Project will not include an additional travel lane."	Remove the additional ramp lane.

**Amendment 11 of Horizon 2030 Transportation Plan  
Amendment 4 of FY 2007 - FY 2011 Transportation Improvement Program  
October 2008**

KIPDA ID	State ID	Project Name	Description	Primary Contact Agency	Description of TIP Amendment	Description of Plan Amendment	Effect in AQ Analysis
1485	271.00	I-265 / KY 146	Improve I-265/KY 146 (LaGrange Road) interchange as recommended by KIPDA's interchange study including: (1) the addition of 1 receiving lane on the I-265 south on-ramp and (2) the extension of 1 northbound lane on KY 146 from Kroger to Reamers Road.	KYTC	Change description to "Improve the I-265 / KY 146 (LaGrange Road) interchange by: (1) extending 1 NB travel lane on KY 146 from Kroger to Springs Station Road and (2) extending 1 SB KY 146 left-turn lane for access to SB I-265." ; Move 2008 construction to 2009 and decrease to \$1,440,000; Add 2008 Design \$250,000; Add 2008 ROW \$420,000; Add 2008 Utilities \$420,000; IM funds.	Change Description to match TIP change; Change open to public from 2009 to 2010.	Remove the receiving lane from the SB on-ramp and adjust the length of the extension on NB KY 146. Move to 2012 Analysis Year
1484	266	I-265 / KY 155	Improve I-265/KY 155 (Taylorsville Road) interchange as recommended by KIPDA's interchange study including the addition of 1 eastbound lane on Taylorsville Road from St. Michael's Drive to the I-265 southbound on-ramp/Taylorsville Road intersection (length approximately 0.3 miles).	KYTC	Change description to "Improve the I-265 / KY 155 (Taylorsville Road) interchange. Project will not include additional travel lanes but will include restriping to allow an additional 300' storage lane on the SB off ramp." Decrease 2008 Construction from \$1,000,000 to \$60,000 State funds.	PLAN - Change description to match TIP change.	Remove EB travel lane from analysis.
1399	902	KY 155	Construct left turn lane on KY 155 at Tucker Station Road, 0.9 mile northwest of I-265 underpass in Louisville	KYTC	TIP - Change description to "Construct left turn lane on KY 155 at Tucker Station Road and add a short section of EB travel lane on KY 155, 0.9 mile northwest of I-265 underpass in Louisville."	PLAN - change description to match TIP change	Add an EB travel lane on KY 155
1581	0	KY 155 Streetscape	Improve streetscape, reconstruct sidewalks and enhance landscaping from College Dr. to Ruckriegel Pkwy.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design \$33,280 fed., FY 2010 Const. \$354,765 fed. STP-Urban funds.	PLAN - Add to Plan, \$486,000. Exempt per 93.126	Exempt
1545		KY 2845	Realign intersection of KY 2845 (Manslick Rd.) and Pennsylvania Run Rd.	KYTC	TIP - Delete project	PLAN - Delete project	Remove project.
1573	0	LaGrange Streetscape	Streetscape beautifications including sidewalks, curb & gutter, decorative lighting, landscaping and street furnishings along KY 53/Main St. in downtown LaGrange.	LaGrange, City of	TIP - Add project to TIP. FY 2009 Construction, \$354,400 federal, \$443,000 total, TE funds.	PLAN - add project to Plan, \$443,000. Exempt per 93.126	Exempt
1574	0	Louisville Bikeways Striping and Signage	Fill gaps in existing bike lane network, enhance safety of existing roadways by installing thermoplastic "shared lane" markings and associated signage.	Lou. Metro PW	TIP - add project to TIP; FY 2009 Construction, \$100,400 federal, \$125,500 total, CMAQ funds.	PLAN - Add project to Plan; exempt per 93.126	Exempt
1580	0	Meyzeek Middle School Safe Routes to School	Funding will provide for safer crosswalks, better lighting, installation of curbs, and a reconfigured student drop-off plan at Meyzeek Middle School.	Jefferson Co. Public Schools	TIP - Add to the TIP, FY 2008 Const. \$170,000 Safe Routes to School funds.	PLAN - Add to Plan, \$170,000.	Exempt
1575	0	North Oldham Campus Safe Routes to School	Project includes planning, design and construction of two trails totaling 4,000 ft long, and also includes educational programs focusing on bike and pedestrian safety.	Oldham Co.	TIP - Add project to TIP, FY 2009 Construction, \$192,000 Safe Routes to School funds, \$240,000 total:	PLAN - add project to Plan \$240,000. Exempt per 92.126	Exempt

**Amendment 11 of Horizon 2030 Transportation Plan  
Amendment 4 of FY 2007 - FY 2011 Transportation Improvement Program  
October 2008**

KIPDA ID	State ID	Project Name	Description	Primary Contact Agency	Description of TIP Amendment	Description of Plan Amendment	Effect in AQ Analysis
1423		River Road Bicycle & Pedestrian Improvements	River Road Bicycle & Pedestrian Improvements from downtown Louisville to the city of Prospect (US 42), 8.5 miles.	Lou. Metro PW	TIP - Add Construction to 2011 \$2,024,755 federal, STP-Urban funds.		Exempt
1576	0	Sanders Elementary Safe Routes to School	Funding will provide improvements around Sanders Elementary School for a multi-use trail, lighting, signage and landscaping. Funding will also be used to widen and repair an existing route to school on the northern edge of campus.	Jefferson Co. Public Schools	TIP - Add to the TIP, FY 2008 Construction, \$25,000 Safe Routes to School funds;	PLAN - Add to Plan, \$25,000	Exempt
1401	00442.00	Seneca Loop Extension East & West	East: Design and construction completing the loop in Seneca Park by adding bicycle facilities on Cannons Lane, Dutchman's Lane and KY 155 (Taylorsville Road); West: Design and construction to make connections from Cherokee Park and Seneca Loop to Beargrass Trail and eventual connections to Butchertown Trail and Riverwalk. Work plan considers safety and operational improvements at various street/intersection crossings including the intersection of Lexington Road and Grinstead Drive and Beargrass Trail entrances.	Lou. Metro PW	TIP - Move 2010 Construction to future; STP-Urban funding.		Exempt
1577	0	University of Louisville Cycling, Wayfinding, Shuttle	Installation of wayfinding/directional signs, bicycle/pedestrian terminals, streetscaping, and Campus Shuttle funding for the U of L Belknap Campus	Univ. of Louisville	TIP - Add to the TIP, FY 2008 Const. \$1,810,000 CMAQ funds, \$2,262,500 total.	PLAN - Add to the Plan, \$2,262,500	Exempt
1578	0	UPS Biodiesel Initiative	Purchase of a 5000 gallon fuel truck, a 40,000 gallon storage tank, and monitoring equipment at the UPS Worldport location	APCD	TIP - Add to the TIP, FY 2008 Const. \$515,000 CMAQ funds, \$643,750 total.	PLAN - Add to Plan, \$643,750	Exempt
1579	0	Watterson Trail Bicycle & Pedestrian Corridor	Construction of separated multi-use trail running parallel to Watterson Trail between Stonybrook Drive and Ruckriegel Parkway in Jeffersontown	Jeffersontown, City of	TIP - Add to the TIP, FY 2008 Const. \$320,000 CMAQ funds, \$400,000 total.	PLAN - Add to Plan, \$400,000; Exempt per 93.126	Exempt
1582	0	Watterson Trail Phase I	Improve streetscape, reconstruct sidewalks and enhance landscaping from Maple Rd. to Old Taylorsville Rd.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design \$16,640 fed., FY 2011 Const. \$197,976 fed. STP-Urban funds;	PLAN - Add to Plan, \$268,270. Exempt per 93.126	Exempt
1583	0	Watterson Trail Phase II	Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Pkwy. To Maple Rd.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design \$36,608 fed., FY 2010 ROW \$84,672 fed., FY 2010 Util. \$86,528 fed., FY 2011 Const. \$206,975 fed., STP-Urban funds.	PLAN - Add to Plan, \$518,479	Add project to 2012 analysis year.
1584	0	Watterson Trail Phase III	Widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Rd. to Grand Ave.	Jeffersontown, City of		Plan - Add to Plan, \$553,000. Open to public in 2015.	Add project to 2020 analysis year.

**Air Quality Analysis Documentation  
for Amendment of the  
Horizon 2030 Transportation Plan**

**September 11, 2008**

## AIR QUALITY CONFORMITY

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The Louisville, KY-IN transportation planning study area consists of Clark and Floyd counties and 0.1 square miles of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties in Kentucky. Much of this area coincides with an air quality maintenance area and/or an air quality nonattainment area. The Louisville 8-hour ozone maintenance area consists of Clark and Floyd counties, IN, and Bullitt, Jefferson, and Oldham counties, KY. In June 2004, it was designated as a basic nonattainment area under the 8-hour standard for the pollutant ozone. The area was redesignated as an attainment area with a maintenance status during July, 2007. The Louisville fine particulate matter (PM 2.5) nonattainment area consists of Clark and Floyd counties and the Madison Township of Jefferson County, IN, and Bullitt and Jefferson counties, KY. In April 2005, it was designated as a nonattainment area under the PM 2.5 standard (based on average annual concentration).

KIPDA is amending *Horizon 2030*, the long range transportation plan and the FY 2007 – FY 2011 Transportation Improvement Program (TIP). This conformity analysis will support conformity determinations by the metropolitan planning organization and the U. S. Department of Transportation agencies for both documents. This analysis is intended to support determinations of conformity under both the 8-hour ozone standard and the annual PM 2.5 standard.

### CONFORMITY UNDER THE 8-HOUR OZONE STANDARD

Subsequent to being designated as nonattainment of the 8-hour ozone standard and prior to being redesignated as attainment of the standard, the Louisville area relied on the use of interim tests to demonstrate conformity. These tests had been established during a 2004 update to the federal conformity rule. Interim tests are used between the time an area is designated as nonattainment and the time motor vehicle emission budgets (MVEBs) are established. The MVEBs limit the amount of a pollutant or precursor that can be emitted.

When the local area was designated as nonattainment of the 8-hour ozone standard, the air quality agencies with responsibility for the local area were charged with the additional responsibility to develop a set of actions that could be taken to reduce pollutant/precursor emissions. Since the Louisville nonattainment area is a bi-state area, these sets of the actions to reduce precursor emissions were to be incorporated into the Indiana and Kentucky State Implementation Plans (SIPs). Originally, the plans including these sets of action were to be included in an attainment demonstration,

which would show how the local area would reach the standard. While these plans were being developed, the data from the air quality monitors in the area indicated that the 8-hour ozone standard had been met. With this data in hand, the air quality agencies were able to submit a redesignation request instead. The establishment of the MVEBs was one of the components of the redesignation request. Since the MVEBs were included in the redesignation request for ozone, the MVEBs are established for its precursors, volatile organic compounds and oxides of Nitrogen.

## CONFORMITY UNDER THE PM 2.5 STANDARD

In April 2005, when the local area was designated as being in nonattainment of the fine particulate matter standard, there were no previous budgets. In addition, there were no counties which had been previously divided on an attainment/nonattainment basis for the PM 2.5 standard. The counties which were designated as nonattainment under the PM 2.5 standard were all designated in their entirety with the exception of Jefferson County, IN which had not been previously designated as nonattainment for any pollutant.

During 2005, along with the designation of PM 2.5 nonattainment areas, EPA promulgated an update to the federal conformity rule (40 CFR 93). This update established new interim tests to be applied when an area sought to determine conformity after being designated as nonattainment under the PM 2.5 standard and before SIPs were developed establishing new budgets for PM 2.5 and its precursors.

## CONSULTATION FOR THE AMENDMENT OF *HORIZON 2030*

The first step in determining conformity of *Horizon 2030* was to consult with the interagency consultation (IAC/ICG) partners concerning matters not explicitly determined by the conformity rule. Since conformity under both the 8-hour ozone and PM 2.5 standards had been previously determined, many of the issues normally arising in conformity had already undergone consultation. Since these issues were not raised during consultation this time, the portions of the analysis involving those issues were accomplished consistent with established practice. The initial consultation involved a review of the following items:

- (a) important dates in the schedule for the amendment;
  - September 15 -- Public Review begins.
  - October 8 -- Action by the Transportation Technical Coordinating Committee
  - October 23 -- Action by the Transportation Policy Committee
  - October 24 -- Documentation sent to review agencies for federal

## conformity determination

- (b) a draft list of projects/project changes—see accompanying list of project changes;
- (c) the horizon year of the transportation plan—2030;
- (d) the proposed conformity test methodology/ies and analysis years—see the discussion below and the ESTABLISHED PRACTICE section;
- (e) the pollutant(s)/precursor(s) of concern and the motor vehicle emissions budget(s), if applicable—see tables 2 and 4 at the end of the report;
- (f) information concerning changes to the inputs for the travel demand model and the approved emissions model—see accompanying list of project changes; and
- (g) a listing of any transportation control measures (TCMs) in SIPs, if applicable—there are none.

### Issues

#### Analysis Years and Conformity Tests

There was some discussion of the analysis years and conformity tests proposed by KIPDA staff. With the exception of adding 2009 as an analysis year, the proposal was based on established practice. The addition of 2009 as an analysis year was done to return to the practice established prior to the previous regional emissions analysis and to have a common set of analysis years for the ozone and PM 2.5 portions of the analysis. (See additional discussion under ESTABLISHED PRACTICE.)

**Conclusion: The IAC/ICG members accepted the recommendations of KIPDA staff concerning proposed analysis years and conformity tests.**

#### Discussion of Project Changes

There was some discussion of the project changes. As a result of this discussion, there were some changes made to the original list of project changes proposed for inclusion in the amendment. With respect to the way the project changes were reflected in the regional emissions analysis, the recommendations of KIPDA staff were accepted.



**Conclusion: The IAC/ICG members accepted the recommendations of KIPDA staff concerning the incorporation of the project changes into the regional emissions analysis.**

## ESTABLISHED PRACTICE

In addition to the issues discussed during consultation, there were several issues which were not explicitly discussed but which had impacts on the analysis. Many of these issues had been discussed during previous consultations. These issues were handled in a manner consistent with the previous established practice. The more prominent issues are discussed in the following section.

### Issues affecting both Ozone and PM 2.5

#### Source of Bullitt County and Oldham County VMT and Speeds

Originally, the Kentucky Transportation Cabinet (KYTC) had provided the VMT and speeds to be used in estimating pollutant emissions for Bullitt and Oldham counties in the analyses supporting conformity determinations. During 2006, it was mentioned that the KIPDA travel model included those counties. As a consequence, it was stated that KIPDA should supply that information starting with the next conformity analysis, and KIPDA agreed to do this. KIPDA has provided this data since that time.

**Conclusion: The established practice is that KIPDA will provide VMT and speed information to the Kentucky Division for Air Quality (KYDAQ) for the determination of emission estimates for Bullitt and Oldham counties.**

#### Analysis Years and Conformity Tests

Motor Vehicle Emissions Budgets (MVEBs) for the 8-hour ozone standard were approved by EPA in July, 2007. The MVEBs were for the precursors of ozone, volatile organic compounds (VOCs) and oxides of Nitrogen (NO<sub>x</sub>). The Federal Register notice can be found at 72 FR 36601. The budgets are shown in Table 2 at the end of this document. Since there are MVEBs for the ozone precursors, the conformity rule requires that ozone analyses be done for the attainment year and the last year of the transportation plan. In addition, other intermittent year(s) are required such that no two analysis years are more than ten years apart.

Since there are not MVEBs available for PM 2.5 and its precursor (oxides of Nitrogen), the conformity rule requires that PM 2.5 analyses be done for the last year of the transportation plan and for a year within five years of the present. In addition, other intermittent year(s) are required such that no two analysis years are more than ten years apart.

As discussed in the CONSULTATION section, the recommendation was made to add 2009 back to the set of analysis years. Otherwise, the established practice

was continued. The addition of 2009 as an analysis year was recommended to return to the practice established prior to the previous regional emissions analysis and to have a common set of analysis years for the ozone and PM 2.5 portions of the analysis. The IAC/ICG members accepted the recommendation.

The recommendation concerning the conformity tests was to continue the established practice. Since the MVEBs are available for the ozone precursors, the conformity tests can be budget tests. For the budget tests, the estimated emission levels must be less than or equal to the applicable MVEBs. For this regional emissions analysis, KIPDA staff recommended that this approach continue to be used for the ozone portion of the conformity analysis, and the IAC/ICG members accepted the recommendation.

Since there are no applicable MVEBs for PM 2.5 and NO<sub>x</sub> (as a PM 2.5 precursor), the conformity rule requires the use of an interim emission test. The interim emission test must be either of the following:

- (1) build emissions no greater than no-build emissions, or
- (2) analysis year emissions no greater than 2002 emissions.

For previous PM 2.5 conformity analyses, the 2002 baseline or “no greater than 2002” test has been used. For this regional emissions analysis, KIPDA had recommended that this approach continue to be used for the PM 2.5 conformity analysis, and the IAC/ICG members accepted the recommendation. The 2002 baseline test would be applied to the entire PM 2.5 nonattainment area for all analysis years.

**Conclusion: The established practice (with the addition of 2009 as an analysis year) is that the analysis years and conformity tests for the regional emissions analysis is as shown in the tables below.**

<b>8-hour Ozone Standard</b>	
<b>Analysis Year</b>	<b>Conformity Test(s)</b>
2009	Budget test using the 2003 MVEBs for the 8-hour maintenance area
2012	Budget test using the 2003 MVEBs for the 8-hour maintenance area
2020	Budget test using the 2020 MVEBs for the 8-hour maintenance area
2030	Budget test using the 2020 MVEBs for the 8-hour maintenance area

<b>Annual PM 2.5 Standard</b>	
<b>Analysis Year</b>	<b>Conformity Test(s)</b>
2009	2002 Baseline test for the PM 2.5 nonattainment area
2012	2002 Baseline test for the PM 2.5 nonattainment area

2020	2002 Baseline test for the PM 2.5 nonattainment area
2030	2002 Baseline test for the PM 2.5 nonattainment area

Other PM 2.5 Issues

Pollutants and Precursors

The conformity rule requires that direct vehicle PM 2.5 from the tailpipe and brake and tire wear be analyzed. The rule also requires that oxides of Nitrogen (NOx) (one of the PM 2.5 precursors) must be analyzed unless EPA and the respective state air agency make findings that its influence is insignificant. PM 2.5 from road dust and the precursors, volatile organic compounds, oxides of Sulfur, and ammonia do not have to be considered because neither EPA nor the respective state air agency has made a finding of significance for them. PM 2.5 from construction dust does not have to be considered because there is no State Implementation Plan (SIP) indicating its influence is significant.

**Conclusion: The established practice is that only direct PM 2.5 from the tailpipe and brake and tire wear and NOx will be considered in the analysis.**

Approaches for Developing Annual Emission Estimates

As stated above, the local area was designated as nonattainment of the PM 2.5 standard because it was exceeding the annual average concentration allowed by the standard. This means that the conformity analysis will need to be based on an estimate of annual direct PM 2.5 and NOx emissions rather than an estimate of daily emissions as is used in the conformity analysis for ozone.

Four approaches were included in the guidance. They are the:

- Single-run approach,
- Two-season approach,
- Four-season approach, and
- Monthly approach.

These vary in complexity and effort. The single-run approach is the simplest, requiring the least amount of time and effort. The guidance indicated that this approach is applicable when input conditions do not vary significantly throughout the year. Other factors that were to be considered included (1) consistency with a SIP budget or base year emissions, (2) availability and quality of seasonal or monthly data, and (3) resource implications.

To help assess the applicable factors, sensitivity analyses performed for other areas were reviewed by the IAC/ICG members during previous consultations. During the discussion of these analyses, the difficulty of finding representative values for some MOBILE 6 inputs was debated. (See also the section concerning MOBILE 6

inputs.) After the discussion, the recommendation to the IAC was to continue the use of the single-run approach as the established practice.

**Conclusion: The established practice is to use the single-run approach for calculating annual direct PM 2.5 and NOx emissions.**

#### CONFORMITY OF *HORIZON 2030*

The long-range plan, *Horizon 2030*, was examined to determine if it meets the requirements of the conformity rule under both the 8-hour ozone standard and the annual PM 2.5 standard. In general, examinations for conformity have two major components:

- (1) an air quality (regional emissions) analysis to determine that air pollutant emissions do not exceed the budgets (for ozone) set in the SIPs or the emission levels for a given base year such as 2002 (for PM 2.5); and
- (2) a monitoring of the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs.

In the past, consultation with the state and local air quality agencies and EPA had determined that there are no approved TCMs in the SIPs of Indiana and Kentucky. Therefore, it is possible to show conformity of *Horizon 2030* simply by determining that the air pollutant emissions do not exceed the budgets in the SIPs or the base year emissions.

In general, the calculation of the regional emissions for 2002 and the analysis years involved three steps. First, the VMT and speeds were determined. Second, the MOBILE 6.2 emissions model was used to determine the emission factors for the pollutants and precursors. Third, the VMT was multiplied by the emission factors to determine the emissions for each county. The use of these three steps in Bullitt and Oldham counties and the Madison Township of Jefferson County (IN) varied slightly from their use in Clark, Floyd, and Jefferson (KY) counties, but essentially the same steps were undertaken for all portions of the nonattainment areas. The details of their use are discussed in the Regional Emissions Analysis section below.

#### KIPDA TRAVEL DEMAND MODEL

The KIPDA travel demand model is a mathematical model which relates travel to the transportation system and basic socioeconomic information. The domain of the model is a study area which includes the Louisville (KY-IN) Metropolitan Planning Area. The Louisville (KY-IN) Metropolitan Planning Area consists of Clark and Floyd counties, and 0.1 square miles in Harrison County, IN, and Bullitt, Jefferson, and Oldham counties, KY. This area is divided into 807 smaller units called traffic analysis zones.

Most of the KIPDA travel demand model was updated and calibrated during 2004-2005. This update established 2000 as the new base year for the model. The model update utilized the information incorporated into the travel model during previous updates. In addition, information from the 2000 Census, the 2000 KIPDA Household Travel Survey, and the 2004 on-board survey of transit riders by the Transit Authority of River City was also incorporated. During the update, the model parameters were adjusted such that the model output matched—within reason—three main calibration criteria based on measured data. These criteria were: (1) daily VMT for all highway facilities except local roads for the region; (2) the distribution of trip lengths (duration in time); and (3) highway traffic volumes crossing the Ohio River screenline. The result of the update was a travel model which replicated travel in the Louisville area for 2000. The updated travel model was used in the regional air quality analysis.

The KIPDA travel demand model uses the standard four steps of modeling: trip generation, trip distribution, mode choice, and trip assignment. In addition, it considers travel by vehicles entering, leaving, and crossing the study area. These types of trips are known as external-internal, internal-external, and external-external, respectively. The internal ends of these trips are determined by the methods described below for internal-internal travel. The external ends are determined from the volume of traffic crossing the study area boundary at any of the 48 external stations.

Trip generation is the process of determining the number of unlinked trip ends--called productions and attractions--and their spatial distribution based on socioeconomic variables such as households and employment. Trip rates used to define these relationships were derived from the travel data collection efforts described above. This information was supplemented by use of the *National Cooperative Highway Research Program Report #365* and the Institute of Transportation Engineers' *Trip Generation Report*. The KIPDA travel demand model uses three internal-internal trip purposes and utilizes different trip rates for each. Internal-internal trips are those which have both ends inside the modeling domain. The three purposes are home-based work, home-based other, and non home-based.

Trip distribution is the process of linking the trip ends thereby creating trips which traverse the area. The KIPDA travel model uses a gravity model to link all trips except the external-external ones. The gravity model is based on the principle that productions are linked to attractions as a direct function of the number of attractions of a zone and as an inverse function of the travel time between zones. This inverse function of travel time is used to generate parameters called friction factors which, in turn, direct the gravity model. The friction factors used in the gravity model were developed as part of the calibration effort performed during the model update. In addition, information from a study which investigated the behavior of travelers crossing the Ohio River and traffic count information from 2000 were utilized to

develop additional parameters called K-factors. The K-factors are used by the model to ensure that it is predicting the correct volume of traffic crossing the Ohio River.

Mode choice is the process used to separate the trips which use transit from those which use automobiles. It is also used to separate the auto drive-alone trips from auto shared-ride trips. In the previous KIPDA travel demand model, mode choice was based primarily on information provided by the *TARC Travel Forecasting Study*. In that model, the user's benefit or utility was calculated for each mode based on zonal socioeconomic characteristics and the cost and time of the trip using the various modes. A nested logit model was used to determine the probability of the trip being made by each of the modes. This probability was then multiplied by the number of trips between zones to determine the number of trips by each mode.

As previously stated, the conformity analysis for *Horizon 2030* utilizes transit information from the previous travel demand model. The results of the 2004 TARC on-board survey were used to supplement the previous information. This was deemed acceptable for several reasons. The primary reason was that the transit network envisioned by *Horizon 2030* is essentially the same as the existing one. In addition, the number of total trips from the two models was similar. Therefore, the use of the transit trip information from the previous travel model did not change significantly the proportion of trips allocated to transit. Finally, the proportion of trips utilizing transit is less than 2% of the total trips. So small differences in the number of transit trips should provide a negligible effect on overall travel.

Trip assignment is the process used to determine which links of the network a trip will use. There are several assignment schemes which may be used. Two of the more common schemes are All-or-Nothing (AON)--in which all trips between two zones follow the shortest time path--and Stochastic--in which trips between two zones may be assigned to several paths based on their impedances or travel times. It is not uncommon for travel models to use several assignment schemes in sequence to converge to a better assignment. A sequence commonly used involves using several AONs with the traffic volumes reported at the end of each scheme being a weighted average of the volumes from the most recent scheme and the volumes from the previous schemes. A capacity restraint provision is used to adjust travel times between assignment schemes. This sequence is called an equilibrium assignment. The KIPDA travel model uses an equilibrium assignment which converges when the change in volumes averages 1 percent or less.

The output from the KIPDA travel model is in the form of a series of links with each link having certain associated data such as number of lanes, capacity, facility type, area type, functional class, and volume. This data allows for the calculation of other link information such as VMT. The VMT can be calculated as the product of the volume of traffic using a link times the distance of the link.

### Adjustment Factors for Travel Model Output

The VMT and speeds from the travel demand model were adjusted before being used in the calculation of regional emissions. The purpose of these adjustments was to reconcile the model output with travel estimates from other sources, such as the Highway Performance Monitoring System (HPMS) estimates of VMT. To perform this adjustment, factors were developed for the year of the HPMS or other estimates and applied to model output for other years.

The development of the VMT adjustment factors involved comparing the VMT outputs of the travel demand model to the HPMS VMT estimates for 2000. Factors were developed to adjust the model output to account for variation between the model and HPMS within each of the counties. To do this, the VMT from the 2000 model run was tabulated by county and functional classification. The VMT estimates derived from the model were then compared to the HPMS VMT estimates for 2000 to develop adjustment factors to be applied to the model output for subsequent years. The 8-hour ozone analysis is based on a level of traffic and the accompanying emissions expected on a typical summer weekday. For that analysis, the adjustment factors were increased by 2.9% to reflect the higher volume of traffic that can be expected on a typical summer weekday relative to the annual average daily traffic. The PM 2.5 analysis is based on annual traffic and the accompanying annual emissions. Therefore, the adjustment factors for that analysis were not increased; rather they were based on the annual average daily traffic. The adjustment factors for VMT were developed on a functional classification basis for each county.

The development of the speed adjustment factors involved a similar process. The outputs of the travel demand model were compared to estimates of speed based on: (1) the equations of the Highway Economic Reporting System (HERS) and (2) the use of data from the Automatic Continuous Traffic Recorders (ATRs) of the Kentucky Transportation Cabinet (KYTC) for 2001-2002.

The HERS equations were used to estimate speeds on 402 sections of urban roadways for five functional classifications. The speeds from these roadway sections were used to determine the average speed for each of five functional classes. The speeds used in the travel model were also averaged for each urban functional class. The speed adjustment factor for each urban functional class was calculated as the ratio of the average speed using the HERS equations to the average speed using the travel model data.

The KYTC ATR data was used to estimate speeds on 84 sections of rural roadways for four functional classifications. The speeds from these roadway sections were used to determine the average speed for each of four functional classes. The speeds used in the travel model were also averaged for each rural functional class. The speed adjustment factor for each rural functional class was calculated as the ratio of

the average speed using the ATR data to the average speed using the travel model data.

The procedures described above produced speed adjustment factors for all functional classes except rural minor collectors and rural and urban local roads and ramps. (Ramps are not officially a separate functional class, but the speed behavior of traffic on ramps is not expected to be like that of any other functional class. Therefore, the ramps were treated as a separate "functional class.") There was not sufficient data to estimate speeds for the roadways of these classes. For the rural minor collectors and rural and local roads, the speed adjustment factor of the next higher functional class was used. For ramps, the speeds in the travel model were used without adjustment (i.e. the speed adjustment factor for ramps = 1).

## MOBILE 6.2 EMISSION FACTOR MODEL

In addition to the VMT, emission factors are the other component in calculating emissions. As previously mentioned, the Louisville region is a nonattainment area for the pollutants ozone and PM 2.5 and must therefore control direct PM 2.5 and the precursors of ozone and PM 2.5, VOCs and NOx. The emission factors for VOCs, NOx, and PM 2.5 were determined using the MOBILE 6.2 emissions model. The Louisville Metro Air Pollution Control District (APCD) produced the emission factors for Clark and Floyd counties, IN and Jefferson County, KY. The emission factors and emission estimates for Bullitt and Oldham counties, KY were developed by the Kentucky Division for Air Quality (KYDAQ). The emission factors and emission estimates for the Madison Township of Jefferson County, IN were developed by Dean Englund, a consultant for the Indiana Department of Transportation (INDOT). The procedures used in calculating these emission estimates are discussed below.

There are a number of factors affecting the emission factors developed from the MOBILE model. These factors include the fuel used by the vehicles driven in each county, and until recently, the presence of inspection/ maintenance (I/M) programs in some of the counties. In the past, the VMT generated in Clark, Floyd, and Jefferson (KY) counties came from some vehicles subject to an I/M program and from some vehicles which not subject to an I/M program. The I/M program in Clark and Floyd counties was discontinued at the end of 2006. The I/M program in Jefferson County (KY) was discontinued in 2003. Therefore, these programs were modeled as being in existence in 2002 but not for the other analysis years. The fuels which are used in Clark, Floyd, and Jefferson counties include reformulated gasoline (RFG) and reduced Reid vapor pressure gasoline (RVP). Unregulated gasoline is used in the new nonattainment areas of Bullitt and Oldham counties and the areas adjacent to the nonattainment area, and vehicles from these areas can be expected to travel in the Clark, Floyd, and Jefferson (KY) counties also. The emission factors for Clark, Floyd, and Jefferson (KY) counties used in the air quality analysis vary by county because



they represent a VMT-weighted composite based on an estimate of travel in each county by vehicles from the various portions of the region. The assumptions used in developing the composites were consistent with those of the appropriate air quality agency for each of the counties. For Clark and Floyd counties, the assumptions of the Indiana Department of Environmental Management (IDEM) were used, and for Jefferson County (KY), the assumptions of the APCD were used. These assumptions had been previously reviewed and accepted by the IAC partners.

The assumptions used in developing the emission factors for Clark, Floyd, and Jefferson (KY) counties were the same as those that were used in developing the updated VOC and NO<sub>x</sub> budgets (in 2003) with a few exceptions where newer data was incorporated during October, 2004. The changes made in October, 2004 which affected the VOC and NO<sub>x</sub> emissions were:

- (1) the incorporation of the new vehicle registration data for Clark and Floyd counties (provided by IDEM),
- (2) the development and use of new vehicle registration data for Jefferson County (KY), and
- (3) the use of arterial emission factors with VMT for rural local roads.

The first two of these changes were direct inputs to the MOBILE model. In addition, they were used with other available data to adjust the VMT mix input to the MOBILE model. As previously mentioned, the new vehicle registration for Clark and Floyd counties was made available to APCD from IDEM through KIPDA. The new vehicle registration data for Jefferson County was developed using information collected by the local I/M program (known as the Vehicle Emissions Testing or VET program) through January, 2003. This data was based primarily on 2002 data, which was the last full year the VET was in operation.

The third change did not affect the emission factors from the MOBILE model but rather their application. MOBILE recognizes four facility types of roadways—freeways, arterials, local roads, and ramps. The previous practice was to use local road emission factors for VMT for local roads. However, the emission factors for local roads were restricted to only one speed, which EPA has recently judged to be inappropriate for rural local roads. The recent EPA guidance has recommended that arterial emission factors for the appropriate speed or speed bin be used with local road VMT, and this recommendation was incorporated into the analysis in 2006.

The emission factors for Bullitt and Oldham counties were developed by KYDAQ. KYDAQ used the more traditional approach to developing emission factors. Most of the inputs to the MOBILE 6 model were defaults and/or data used in previous SIPs. Neither the maintenance nor the new nonattainment portions of Bullitt and Oldham counties has an I/M program. So it was not necessary to have I/M input information for MOBILE 6. However, reformulated gasoline (RFG) is required for the maintenance portions of Bullitt and Oldham counties while unregulated gasoline is used in the new

nonattainment areas of the two counties. Input data was provided to the MOBILE 6 model to reflect this difference. KYDAQ received VMT and speed information by functional class from KIPDA. Using the representative speed provided by KIPDA, KYDAQ developed an emission factor for each functional classification for each portion of the counties.

As with the emission estimates and factors developed for Clark, Floyd, and Jefferson counties, the assumptions used for Bullitt and Oldham counties were the same as those for the 2003 budget updates with a few exceptions. The exceptions were that new VMT and speed estimates had been developed for the recent update of *Horizon 2030*, and these were used.

The PM 2.5 emission factors for the Madison Township of Jefferson County, IN were developed by Dean Englund, a consultant for the Indiana Department of Transportation (INDOT). Mr. Englund used an approach to developing emission factors that was similar to the method used by APCD. However, since there is no travel model for Madison Township, determining the origin of the travel in that township required another source of information. Mr. Englund based his estimates of the origin of tripmaking (and therefore gasoline specifications and the presence/absence of I/M programs) on data from 2000 Census. In addition, other data was "borrowed" from the Floyd County data developed by APCD. This data was adjusted to account for conditions typical of the Madison Township (e.g. no freeways or ramps). The result was that four (five for 2002) combinations of emission factors were generated to account for the various categories (based on trip origin and associated gasoline and/or I/M program) of VMT.

## AIR QUALITY ANALYSIS PROCEDURES

The air quality analysis involved three steps. The first step was to review the projects to determine which projects were "regionally significant" and needed to be included in the regional emissions analysis and to have this list of projects reviewed and accepted by the IAC/ICG. The second step was to develop estimates of travel behavior. The final step was to calculate the emissions associated with the travel. The second and third steps collectively are the Regional Emissions Analysis. Each of these steps is discussed below in greater detail.

### Project Review

The first step involved determining which transportation plan projects were "regionally significant" and therefore to be included in the regional emissions analysis. During the development of *Horizon 2030*, a group of projects have been proposed for the plan, reviewed by conformity partners, and incorporated into the plan. The projects reviewed since the previous conformity determination were discussed in the

section concerning consultation. The discussion below concerns projects in *Horizon 2030* previous to this amendment.

As in prior plans, some of the projects in *Horizon 2030* have been excluded from the regional emissions analysis. Most of the projects which were excluded were exempt projects as defined in the Code of Federal Regulations in 40 CFR 93.126 and 40 CFR 93.127. In addition, a few projects were excluded from the regional emissions analysis due to a lack of sufficiently detailed information. They include:

1. Transportation System Management (TSM) Projects

Incident Management Program:

This project involves providing the motorist with information concerning lane closures, due to accidents, construction, etc., which reduce the capacity of the facility. At this time, the route for diversion is totally at the discretion of the motorist. Therefore, there is insufficient information to quantify the emission impacts using the travel demand model approach.

Spot Improvements:

This is a funding mechanism for undetermined intersection improvements which would have minimal air quality impacts. No projects with air quality impacts are currently proposing use of these funds.

2. TSM Corridors

A group of corridors was identified for improvements utilizing TSM. At this point, sufficient detail is lacking for inclusion in the air quality conformity analysis.

3. Roadway Projects

I-264 / Muhammad Ali Blvd./ River Park Dr. interchange:

At this point, sufficient detail is lacking for inclusion of this project in the air quality conformity analysis.

These projects continue to be excluded from the regional emissions analysis.

### Regional Emissions Analysis

As previously mentioned, the procedures in Bullitt and Oldham counties and the Madison Township of Jefferson County (IN) varied slightly from those used in Clark, Floyd, and Jefferson (KY) counties. In addition, there were three projects which could not be analyzed using the travel model. These were evaluated using spreadsheet methods. The procedures for each portion of the nonattainment area and for the other projects follow.

The emission estimates for Clark and Floyd counties, IN and Jefferson County, KY were determined in the following manner. First, the KIPDA travel demand forecasting model was used to estimate travel behavior in the region. Second, the output from the travel model was adjusted using the adjustment factors discussed previously, and the adjusted VMT was placed in five miles per hour speed bins compatible with the MOBILE emission factor model. Third, the VMT in each of the speed bins was multiplied by the appropriate MOBILE emission factor to determine the emission levels for VOCs, NO<sub>x</sub>, and PM 2.5. It should be noted that the second (adjusting the travel model output) and third (calculating the emissions) steps were done separately for the 8-hour ozone and PM 2.5 analyses. As previously noted, the adjustment factors for the 8-hour ozone analysis were 2.9% larger than the adjustment factors for the PM 2.5 analysis. This resulted in slightly different VMT levels and slightly different distributions when the VMT was placed in the speed bins. In addition, the PM 2.5 emissions were initially calculated as daily emissions. Therefore, they were converted to annual emissions by multiplying by 365 days/year.

Two projects in Clark and Jefferson counties could not be included in the travel model. These two projects were the Louisville Traffic Signal Improvement Program (in Jefferson County) and TARC's new and restructured transit service (in Clark and Jefferson counties). Estimates of the emission reductions of these projects were developed using spreadsheet methodologies. The emission reductions from these projects are minor and were included in the calculation of the emissions for Clark and Jefferson counties, where appropriate.

The emission estimates for Bullitt and Oldham counties were developed by the KYDAQ in the following manner. The KIPDA travel model was the source of the VMT and speed estimates. However, for Bullitt and Oldham counties, the results of the travel model efforts were summarized into total VMT and an average speed for each functional classification. This information was provided for each county for each of the analysis years. For the ozone portion of the analysis, the VMT for each class was divided into an estimate of the VMT in the portion of the county which was required to have RFG and an estimate of the VMT in the portion of the county which is not required to have RFG. As previously mentioned, KYDAQ developed an emission factor for each functional classification for each of the counties. For each functional class, the two VMT estimates were each multiplied by the appropriate emission factor to determine the emission estimate for that class and portion of the county. The emissions for the various functional classes were summed for each portion for each county. For the PM 2.5 portion of the analysis, a similar procedure was used. However, since Oldham County was not in the PM 2.5 nonattainment area, the emission estimates were only calculated for Bullitt County.

One project in Bullitt County could not be included in the travel model. This project was the relocated (southern) section of US 31E discussed above in the section

concerning consultation. Estimates of the VMT for this project were developed using a spreadsheet approach. The VMT estimates were the product of the estimated traffic volumes for each of the analysis years and the length of the relocated section in Bullitt County (0.18 miles). The VMT estimates for this project were then added to other Bullitt County VMT estimates of the same functional class. Consequently, the emission estimates were estimated as described in the previous paragraph and included in the overall emission estimates for Bullitt County.

The PM 2.5 emission estimates for the Madison Township of Jefferson County, IN were developed by Mr. Englund in the following manner.

- (1) Emissions are modeled on a countywide basis.
- (2) VMT within each county is identified by source (origin) county.
- (3) The proportion of each source county's VMT of total county VMT is used to weight emission factors reflecting control and fuel programs for that source county.
- (4) The weighted, composite emission factors are applied to total county VMT to calculate criterion pollutant burdens for that county.

The VOC, NO<sub>x</sub>, and PM 2.5 emission values were summed to determine the emission totals for each pollutant for the appropriate geographic areas. The calculation of the VOC and NO<sub>x</sub> summer daily emission totals allowed for comparison with the emission budgets in the Indiana and Kentucky SIPs. The PM 2.5 and NO<sub>x</sub> annual emission totals for the analysis years after 2002 allowed for comparison with the 2002 totals.

## RESULTS OF THE ANALYSIS

The transportation plan, *Horizon 2030*, has been examined to determine if it is in conformity with the SIPs of Indiana and Kentucky. The examination has been based on an air quality analysis to determine that air pollutant emissions of the appropriate area did not exceed the budgets set in the SIPs or 2002 emission levels.

As previously mentioned, the other criterion for determining conformity would have been the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs. However, since previous consultation had determined that there were no approved TCMs, that criterion did not affect the determination of conformity. The results of the regional emissions analyses for ozone and PM 2.5 are discussed below.

### 8-hour Ozone Analysis

The transportation plan, *Horizon 2030* has been examined to determine if it is in conformity with the SIPs of Indiana and Kentucky. The examination has been based on an air quality analysis to determine that the ozone precursor emissions of the 8-hour maintenance area did not exceed the budgets set in the SIPs.

The regional emissions analysis was conducted to provide estimates of the levels of emissions of volatile organic compounds (VOCs) and oxides of Nitrogen (NOx) for the various scenarios. These emission levels were then compared to the budgets in the eight-hour ozone maintenance SIPs to determine if the conformity tests agreed to during consultation were passed.

The results of the regional emissions analysis are summarized in Tables 1 and 2. Table 1 shows the summer weekday vehicle-miles-traveled from the analysis. Table 2 shows that for 2009, 2012, 2020, and 2030, the summer weekday VOC and NOx emission levels for the 8-hour maintenance area are less than the emission budgets established in the 8-hour maintenance SIP.

#### PM 2.5 Analysis

The transportation plan, *Horizon 2030* has been examined to determine if it is in conformity based on the federal conformity rule. The applicable sections of the rule relate to PM 2.5 nonattainment areas where a PM 2.5 SIP has not been developed. The examination has been based on an air quality analysis to determine that the 2009, 2012, 2020, and 2030 emission levels for the PM 2.5 nonattainment area were less than 2002 emission levels.

The regional emissions analysis was conducted to provide estimates of the levels of emissions of fine particulate matter (PM 2.5) and oxides of Nitrogen (NOx) for the various years. These emission levels for the years after 2002 were then compared to the emission levels in 2002 to determine if the conformity tests agreed to during consultation were passed.

The results of the regional emissions analysis are summarized in Tables 3 and 4. Table 3 shows the annual vehicle-miles-traveled from the analysis. Table 4 shows that for 2009, 2012, 2020, and 2030, the annual PM 2.5 and NOx emission levels for the local PM 2.5 nonattainment area are less than those for 2002.

#### Conclusions – 8-hour Ozone and PM 2.5

The regional emissions analysis of the projects in *Horizon 2030*, as amended, indicates that the plan is consistent with the goals and emission budgets established in the State Implementation Plans of Indiana and Kentucky. The cumulative effect of the results shown in Table 2 indicates that *Horizon 2030* has met the requirements of conformity under the 8-hour ozone standard. The effect of the results shown in Table 4 indicates that *Horizon 2030* has met the requirements of conformity under the PM 2.5 standard. In summary, it can be concluded that *Horizon 2030* conforms to the SIPs and meets the requirements of the federal conformity rule.

**TABLE 1**

<b>SUMMER WEEKDAY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE 8-HOUR OZONE NONATTAINMENT AREA</b> (in 1000's of vmt/day)			
<b>YEAR</b>	<b>INDIANA</b>	<b>KENTUCKY</b>	<b>TOTAL</b>
<b>2002</b>	<b>6519</b>	<b>24182</b>	<b>30701</b>
<b>2009</b>	<b>7476</b>	<b>26768</b>	<b>34244</b>
<b>2012</b>	<b>7986</b>	<b>28088</b>	<b>36074</b>
<b>2020</b>	<b>9155</b>	<b>30685</b>	<b>39840</b>
<b>2030</b>	<b>10651</b>	<b>34329</b>	<b>44980</b>

**TABLE 2**

<b>SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR MAINTENANCE AREA (kg/day)</b>				
EMISSION LEVELS FOR VARIOUS YEARS				
<b>YEAR</b>	<b>Area</b>	<b>VOCs</b>	<b>NOx</b>	<b>PASS</b>
<b>2009</b>	<b>Regional</b>	<b>25970</b>	<b>53234</b>	<b>YES</b>
<b>2012</b>		<b>21154</b>	<b>37523</b>	<b>YES</b>
<b>2020</b>		<b>14622</b>	<b>17020</b>	<b>YES</b>
<b>2030</b>		<b>14520</b>	<b>14615</b>	<b>YES</b>

NOTE: The criteria for conformity are as follows:

2009 and 2012 Regional emission levels for VOCs must be below the maintenance plan emission budget of 40.97 tons/day or 37,168 kg/day.

2009 and 2012 Regional emission levels for NOx must be below the maintenance plan emission budget of 95.51 tons/day or 86,647 kg/day.

2020 and 2030 Regional emission levels for VOCs must be below the maintenance plan emission budget of 22.92 tons/day or 20,793 kg/day.

2020 and 2030 Regional emission levels for NOx must be below the maintenance plan emission budget of 29.46.13 tons/day or 26,726 kg/day.

**TABLE 3**

<b>ANNUAL AVERAGE DAILY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE PM 2.5 NONATTAINMENT AREA (in 1,000,000's of vmt/year)</b>			
<b>YEAR</b>	<b>INDIANA</b>	<b>KENTUCKY</b>	<b>TOTAL</b>
<b>2002</b>	<b>2495</b>	<b>8089</b>	<b>10584</b>
<b>2009</b>	<b>2861</b>	<b>8912</b>	<b>11773</b>
<b>2012</b>	<b>3054</b>	<b>9344</b>	<b>12398</b>
<b>2020</b>	<b>3499</b>	<b>10132</b>	<b>13631</b>
<b>2030</b>	<b>4068</b>	<b>11271</b>	<b>15339</b>

**TABLE 4**

<b>ANNUAL EMISSIONS FOR THE LOUISVILLE PM 2.5 NONATTAINMENT AREA (in 1000's of kg/year)</b>			
<b>EMISSION LEVELS FOR VARIOUS YEARS</b>			
<b>YEAR</b>	<b>PM 2.5</b>	<b>NO<sub>x</sub></b>	<b>PASS</b>
<b>2002</b>	<b>478</b>	<b>32163</b>	<b>-----</b>
<b>2009</b>	<b>305</b>	<b>18328</b>	<b>YES</b>
<b>2012</b>	<b>240</b>	<b>12840</b>	<b>YES</b>
<b>2020</b>	<b>188</b>	<b>5704</b>	<b>YES</b>
<b>2030</b>	<b>203</b>	<b>4867</b>	<b>YES</b>

NOTE: The criteria for conformity are as follows:

The emission levels for 2009, 2012, 2020, and 2030 must be no greater than those for 2002.





Interagency Consultation Conference Call

August 28, 2008  
9:30 am EDT

Kentucky  
Member  
Counties

Bullitt  
Henry  
Jefferson  
Oldham  
Shelby  
Spencer  
Trimble

Participants

EPA, Region 4	-- Lynorae Benjamin, Dianna Smith
FHWA-KY	-- Bernadette Dupont, Greg Rawlings
IDEM	-- Brian Callihan, Gale Ferris, Shawn Seals
INDOT	-- Frank Baukert
KYDAQ	-- Joe Forgacs
KYTC	-- Tom Koos, Jessie Mayes, Amy Thomas
LMAPCD	-- Craig Butler
KIPDA	-- Mary Lou Hauber, Randy Simon, Andy Rush, Harold Tull

Background

Recently, KIPDA staff have undertaken the steps necessary to amend the Transportation Improvement Program (TIP). During the process, KIPDA staff sought and received information concerning project changes. Some of the project changes necessitated an amendment of the long range transportation plan (TP). After receiving information about the project changes, KIPDA staff distributed it—via e-mail—to the members of the Interagency Consultation group (IAC/ICG) along with recommendations about how these changes should be incorporated into the regional emissions (air quality) analysis for the TP amendment. (The TP amendment is including all changes necessary to support the TIP amendment. The TIP is to be a subset of the TP such that conformity for the TP will provide for conformity for the TIP.)

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Floyd

Discussion of Issues

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1. KYTC staff raised the issue of project cost estimates being in year-of-expenditure dollars and asked if that issue had been resolved. The response was that the project cost estimates are now in year-of-expenditure dollars. So the issue had been resolved.
2. EPA, R4 staff inquired about the tests which will be used to demonstrate conformity. KIPDA staff referred to one of the attachments sent with the e-mail announcing the conference call. That attachment included tables

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indicating that budget tests would be used for the ozone precursors (8-hour ozone standard) and that 2002 baseline tests would be used for PM2.5 and its precursors (annual PM2.5 standard).

EPA, R4 staff offered some comments concerning the choice of analysis years. KIPDA staff explained that the specific analysis years were chosen to maintain consistency with previous analyses and therefore, to reduce the effort required for this analysis.

3. A KYTC staff member noted the number of changes in the KYTC projects and inquired whether the changes had come from the 2008 Highway Plan. When told that the answer was "yes", the staff member indicated that there was some question as to whether the 2008 Highway Plan was "finalized" (as opposed to a draft document). The staff member went to check on the appropriateness of using information from the 2008 Highway Plan as the basis for the project information used in the amendment. A question arose as how to handle any changes resulting from the inquiry. FHWA-KY staff suggested that KIPDA staff e-mail any changes to the IAC/ICG.

KIPDA staff requested that any changes be provided by the afternoon of August 28. KIPDA staff indicated that the travel demand forecasting portion of the analysis was to begin that afternoon. Other than the issue discussed above, KIPDA staff did not receive any comments concerning the air quality analysis recommendations. The documentation will be distributed as part of the public review process.

The conference call adjourned.



**MEMORANDUM**

TO: Transportation Policy Committee

Kentucky  
Member  
Counties

FROM: Mary C. Hauber

DATE: November 13, 2008

Bullitt

SUBJECT: Amendment of the FY 2007 – FY 2011 Transportation Improvement Program

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

At the Transportation Policy Committee meeting on October 23, 2008, action was taken to adopt amendments to the FY 2007 – 2011 Transportation Improvement Program with the exception of the proposed amendment to delete the KY 2845 project (KIPDA ID 1545) from the Transportation Improvement Program. At the October, 2008 Transportation Policy Committee meeting, Louisville Metro withdrew the proposed KY 2845 amendment in order to further assess the project. Louisville Metro has informed KIPDA that their previous exceptions to the proposed amendment have been withdrawn and has further requested that the original collection of proposed amendments to the Transportation Improvement Program, as presented in October, be acted upon at the November 25, 2008 Transportation Policy Committee meeting.

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At the October Transportation Policy Committee meeting, staff reported that KIPDA had been requested to amend the FY 2007 – FY 2011 Transportation Improvement Program to include the projects on the attached list. Included are the proposed amendments shown in the shaded column. These projects are either currently included or proposed for amendment into the Horizon 2030 Transportation Plan. This project information was made available for public review from September 15 through September 29 at public libraries and on the KIPDA website. Public open houses were held on September 23 from 10:00 am – 2:00 pm at KIPDA and at the main branch of the Louisville Free Public Library from 4:00 pm – 7:00 pm. No comments were received. The projects were also examined by the Inter-agency Consultation Group for conformity issues and the minutes of that meeting are included in this packet with Agenda Item #6, the Horizon 2030 Transportation Plan amendments.

Clark

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**Two actions are requested of the Transportation Policy Committee:**

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**Action is requested to rescind the adoption of the proposed amendments to the FY 2007–FY 2011 Transportation Improvement Program that included the exclusion of the KY 2845 proposed amendment.**

**Action is requested to adopt the proposed amendments to the FY 2007 – FY 2011 Transportation Improvement Program, including the KY 2845 amendment as originally proposed at the October 23, 2008 Transportation Policy Committee meeting.**

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**Amendment 11 of Horizon 2030 Transportation Plan  
Amendment 4 of FY 2007 - FY 2011 Transportation Improvement Program  
October 2008**

KIPDA ID	State ID	Project Name	Description	Primary Contact Agency	Description of TIP Amendment	Description of Plan Amendment	Effect in AQ Analysis
<b>Indiana Projects</b>							
1572	0	Brown Station Way	Reconstruction of Brown Station Way from Randolph Ave. to existing bridge over Silver Creek, a distance of approx. 1.7 miles (no additional lanes proposed). Scope includes the rehabilitation of an existing pedestrian overpass.	Clarksville PW		PLAN - Add project to Plan, \$4,050,000.	Exempt
1571	0710592	IN 60	Reconstruct and widen the bridge deck on IN 60, 1.97 miles west of IN 311. Lane will be added to the bridge deck to connect with the added lanes at intersections on each end of the bridge, St. Joe Rd. East and St. Joe Rd. West. St. Joe Rd. East and St. Joe Rd. West intersections are located approx. 1,580 ft apart.	INDOT	TIP - Add to TIP, FY 2008 PE \$25,000, FY 2009 ROW \$21,000, FY 2010 Const \$210,000 STP-State funding.	PLAN - Add project to Plan, \$256,000	Add project to 2012 analysis year.
1586		IN 111	Reconstruct IN 111 (Grantline Rd.) as a 2 lane road (no additional travel lanes) from McDonald Ln. south to Beechwood Ave. for a distance of 1.1 miles.	New Albany	TIP - Add to TIP, FY 2009 PE \$300,000 federal and \$375,000 total; FY 2011 ROW \$200,000 federal and \$250,000 total; STP-Urban funding.	PLAN - Add project to Plan, \$3,550,000.	Exempt
316	9902920	IN 111	Widen IN 111 (Grant Line Rd.) from 2 to 3 lanes (3rd lane will be a center turn lane) from Beechwood Ave. to Cherokee Dr. & from 2 to 5 lanes (5th lane will be a center turn lane) from Cherokee Dr. to Mt. Tabor Rd. Approximately 1.7miles.	INDOT	TIP - Change description from "Widen IN 111 (Grant Line Rd.) from 2 to 3 lanes (3rd lane will be a center turn lane) from Beechwood Ave. to Cherokee Dr. & from 2 to 5 lanes (5th lane will be a center turn lane) from Cherokee Dr. to Mt. Tabor Rd. " to "Widen IN 111 (Grant Line Rd.) from 2 to 5 lanes from McDonald Ln. to Mt. Tabor including the construction of a railroad grade separation at the CSX RR near Pillsbury Lane. "	PLAN - Change Description same as TIP change	Replace 3-lane section from Beechwood Ave to Cherokee Drive with 2 lanes and replace 5- lane section from Cherokee Drive to McDonald Ln. with 2 lanes.
1587		Paoli Pike Intersection Improvements	Intersection improvements to the intersections of Paoli Pike and Scottsville Rd. and Paoli Pike and Buffalo Trail, adding turn lanes.	Floyd County	TIP - Add to TIP, FY 2009 D, ROW, & Construction \$250,000 federal and \$312,500 total; FY 2010 D,ROW, Construction \$230,000 federal and \$287,500 total; CMAQ funds	PLAN - Add project to Plan, \$600,000	Exempt per 93.127
1588		State St. Corridor Improvements	Upgrade signalizations at 14 intersections along State Street from Main St. to I-265	New Albany	TIP - Add to TIP, FY 2009 PE \$60,000 federal, \$75,000 total; FY 2010 Const \$540,000 federal, \$675,000 total, CMAQ funding.	PLAN - Add project to Plan, \$750,000	Exempt per 93.127

**Amendment 11 of Horizon 2030 Transportation Plan  
Amendment 4 of FY 2007 - FY 2011 Transportation Improvement Program  
October 2008**

KIPDA ID	State ID	Project Name	Description	Primary Contact Agency	Description of TIP Amendment	Description of Plan Amendment	Effect in AQ Analysis
1210		Specialized Transportation Capital Assistance	Federal capital assistance grant program for social service agencies who provide transportation for the elderly & persons with disabilities.	KIPDA	TIP - FY 2008 funding for vehicle and equipment purchases for social service agencies: New Hope Services - mini van \$20,000, Type B van \$41,500; Lifespring Mental Health Services - Type C van \$43,000; LifeSpan Resources - low floor mini van \$40,000, small transit vehicle \$45,000; Rauch Inc. - small transit vehicle \$45,000; Section 5310 funds.		Exempt
<b>Kentucky Projects</b>							
1501		Bike Station Bicycle Parking Facility & Intermodal Transit Center	Construction of 1 central and 2 satellite Bike Station facilities to provide centralized, secure bicycle parking & direct connection to transit routes in the CBD and key Metro employment hubs.	Lou. Metro PW	TIP - Move 2009 Construction out of TIP to future. STP-Urban funding		Exempt
1192	00413.00	Broadway & 18th Street	Align intersection of Broadway & 18th Street by moving the south leg of 18th Street to the east.	Lou. Metro PW	TIP - Move Utilities from 2007 to future, move Construction from 2008 to future.		Change analysis year to 2012.
223	00404.00	Cooper Chapel Road Phase 3	Phase 3: Extend and construct 2 lane roadway from KY 864 (Beulah Church Road) to US 31E (Bardstown Road). Will incorporate sidewalks and a 10' paved shoulder.	Lou. Metro PW	TIP - Change description to "Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will incorporate sidewalks and 10' paved shoulders." Move ROW from 2007 to future	PLAN - Change description to match TIP change.	Open to public date is 2020. Modify alignment in 2020 and 2030.
1589		Historic Old Taylorsville Rd. Corridor	Construction of a bicycle and pedestrian trail from Skyview Baseball & Recreational Park to Downtown Jeffersontown and on to Veterans Memorial Park, connecting to the existing trail.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design, \$2,000, FY 2009 ROW \$10,000, FY 2009 Construction, \$148,626, Recreational Trails funding	Plan - Add to Plan, \$160,626	Exempt
384		Hubbards Lane	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).	Lou. Metro PW	TIP - Add to TIP, FY 2009 Design \$312,000 federal STP-Urban		Open to public date is 2015. Already in AQ analysis
1477	00389.00	I- 64/I-264	Reconstruct I-264 (Shawnee Expressway) northbound ramp to westbound I-64 increasing the number of lanes from 1 to 2.	KYTC	TIP - Change description to "Reconstruct the I-64 (Shawnee Expressway) northbound ramp to westbound I-64. Project will not include an additional travel lane." Move 2007 Construction to 2009 and increase to \$3,500,000, IM funds.	PLAN - Change description to "Reconstruct the I-64 (Shawnee Expressway) northbound ramp to westbound I-64. Project will not include an additional travel lane."	Remove the additional ramp lane.

**Amendment 11 of Horizon 2030 Transportation Plan  
Amendment 4 of FY 2007 - FY 2011 Transportation Improvement Program  
October 2008**

KIPDA ID	State ID	Project Name	Description	Primary Contact Agency	Description of TIP Amendment	Description of Plan Amendment	Effect in AQ Analysis
1485	271.00	I-265 / KY 146	Improve I-265/KY 146 (LaGrange Road) interchange as recommended by KIPDA's interchange study including: (1) the addition of 1 receiving lane on the I-265 south on-ramp and (2) the extension of 1 northbound lane on KY 146 from Kroger to Reamers Road.	KYTC	Change description to "Improve the I-265 / KY 146 (LaGrange Road) interchange by: (1) extending 1 NB travel lane on KY 146 from Kroger to Springs Station Road and (2) extending 1 SB KY 146 left-turn lane for access to SB I-265." ; Move 2008 construction to 2009 and decrease to \$1,440,000; Add 2008 Design \$250,000; Add 2008 ROW \$420,000; Add 2008 Utilities \$420,000; IM funds.	Change Description to match TIP change; Change open to public from 2009 to 2010.	Remove the receiving lane from the SB on-ramp and adjust the length of the extension on NB KY 146. Move to 2012 Analysis Year
1484	266	I-265 / KY 155	Improve I-265/KY 155 (Taylorsville Road) interchange as recommended by KIPDA's interchange study including the addition of 1 eastbound lane on Taylorsville Road from St. Michael's Drive to the I-265 southbound on-ramp/Taylorsville Road intersection (length approximately 0.3 miles).	KYTC	Change description to "Improve the I-265 / KY 155 (Taylorsville Road) interchange. Project will not include additional travel lanes but will include restriping to allow an additional 300' storage lane on the SB off ramp." Decrease 2008 Construction from \$1,000,000 to \$60,000 State funds.	PLAN - Change description to match TIP change.	Remove EB travel lane from analysis.
1399	902	KY 155	Construct left turn lane on KY 155 at Tucker Station Road, 0.9 mile northwest of I-265 underpass in Louisville	KYTC	TIP - Change description to "Construct left turn lane on KY 155 at Tucker Station Road and add a short section of EB travel lane on KY 155, 0.9 mile northwest of I-265 underpass in Louisville."	PLAN - change description to match TIP change	Add an EB travel lane on KY 155
1581	0	KY 155 Streetscape	Improve streetscape, reconstruct sidewalks and enhance landscaping from College Dr. to Ruckriegel Pkwy.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design \$33,280 fed., FY 2010 Const. \$354,765 fed. STP-Urban funds.	PLAN - Add to Plan, \$486,000. Exempt per 93.126	Exempt
1545		KY 2845	Realign intersection of KY 2845 (Manslick Rd.) and Pennsylvania Run Rd.	KYTC	TIP - Delete project	PLAN - Delete project	Remove project.
1573	0	LaGrange Streetscape	Streetscape beautifications including sidewalks, curb & gutter, decorative lighting, landscaping and street furnishings along KY 53/Main St. in downtown LaGrange.	LaGrange, City of	TIP - Add project to TIP. FY 2009 Construction, \$354,400 federal, \$443,000 total, TE funds.	PLAN - add project to Plan, \$443,000. Exempt per 93.126	Exempt
1574	0	Louisville Bikeways Striping and Signage	Fill gaps in existing bike lane network, enhance safety of existing roadways by installing thermoplastic "shared lane" markings and associated signage.	Lou. Metro PW	TIP - add project to TIP; FY 2009 Construction, \$100,400 federal, \$125,500 total, CMAQ funds.	PLAN - Add project to Plan; exempt per 93.126	Exempt
1580	0	Meyzeek Middle School Safe Routes to School	Funding will provide for safer crosswalks, better lighting, installation of curbs, and a reconfigured student drop-off plan at Meyzeek Middle School.	Jefferson Co. Public Schools	TIP - Add to the TIP, FY 2008 Const. \$170,000 Safe Routes to School funds.	PLAN - Add to Plan, \$170,000.	Exempt
1575	0	North Oldham Campus Safe Routes to School	Project includes planning, design and construction of two trails totaling 4,000 ft long, and also includes educational programs focusing on bike and pedestrian safety.	Oldham Co.	TIP - Add project to TIP, FY 2009 Construction, \$192,000 Safe Routes to School funds, \$240,000 total:	PLAN - add project to Plan \$240,000. Exempt per 92.126	Exempt

**Amendment 11 of Horizon 2030 Transportation Plan  
Amendment 4 of FY 2007 - FY 2011 Transportation Improvement Program  
October 2008**

KIPDA ID	State ID	Project Name	Description	Primary Contact Agency	Description of TIP Amendment	Description of Plan Amendment	Effect in AQ Analysis
1423		River Road Bicycle & Pedestrian Improvements	River Road Bicycle & Pedestrian Improvements from downtown Louisville to the city of Prospect (US 42), 8.5 miles.	Lou. Metro PW	TIP - Add Construction to 2011 \$2,024,755 federal, STP-Urban funds.		Exempt
1576	0	Sanders Elementary Safe Routes to School	Funding will provide improvements around Sanders Elementary School for a multi-use trail, lighting, signage and landscaping. Funding will also be used to widen and repair an existing route to school on the northern edge of campus.	Jefferson Co. Public Schools	TIP - Add to the TIP, FY 2008 Construction, \$25,000 Safe Routes to School funds;	PLAN - Add to Plan, \$25,000	Exempt
1401	00442.00	Seneca Loop Extension East & West	East: Design and construction completing the loop in Seneca Park by adding bicycle facilities on Cannons Lane, Dutchman's Lane and KY 155 (Taylorsville Road); West: Design and construction to make connections from Cherokee Park and Seneca Loop to Beargrass Trail and eventual connections to Butchertown Trail and Riverwalk. Work plan considers safety and operational improvements at various street/intersection crossings including the intersection of Lexington Road and Grinstead Drive and Beargrass Trail entrances.	Lou. Metro PW	TIP - Move 2010 Construction to future; STP-Urban funding.		Exempt
1577	0	University of Louisville Cycling, Wayfinding, Shuttle	Installation of wayfinding/directional signs, bicycle/pedestrian terminals, streetscaping, and Campus Shuttle funding for the U of L Belknap Campus	Univ. of Louisville	TIP - Add to the TIP, FY 2008 Const. \$1,810,000 CMAQ funds, \$2,262,500 total.	PLAN - Add to the Plan, \$2,262,500	Exempt
1578	0	UPS Biodiesel Initiative	Purchase of a 5000 gallon fuel truck, a 40,000 gallon storage tank, and monitoring equipment at the UPS Worldport location	APCD	TIP - Add to the TIP, FY 2008 Const. \$515,000 CMAQ funds, \$643,750 total.	PLAN - Add to Plan, \$643,750	Exempt
1579	0	Watterson Trail Bicycle & Pedestrian Corridor	Construction of separated multi-use trail running parallel to Watterson Trail between Stonybrook Drive and Ruckriegel Parkway in Jeffersontown	Jeffersontown, City of	TIP - Add to the TIP, FY 2008 Const. \$320,000 CMAQ funds, \$400,000 total.	PLAN - Add to Plan, \$400,000; Exempt per 93.126	Exempt
1582	0	Watterson Trail Phase I	Improve streetscape, reconstruct sidewalks and enhance landscaping from Maple Rd. to Old Taylorsville Rd.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design \$16,640 fed., FY 2011 Const. \$197,976 fed. STP-Urban funds;	PLAN - Add to Plan, \$268,270. Exempt per 93.126	Exempt
1583	0	Watterson Trail Phase II	Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Pkwy. To Maple Rd.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design \$36,608 fed., FY 2010 ROW \$84,672 fed., FY 2010 Util. \$86,528 fed., FY 2011 Const. \$206,975 fed., STP-Urban funds.	PLAN - Add to Plan, \$518,479	Add project to 2012 analysis year.
1584	0	Watterson Trail Phase III	Widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Rd. to Grand Ave.	Jeffersontown, City of		Plan - Add to Plan, \$553,000. Open to public in 2015.	Add project to 2020 analysis year.



**MEMORANDUM**

Kentucky  
Member  
Counties

TO: Transportation Policy Committee  
 FROM: Stacey C. Burton, Transportation Planner  
 DATE: November 12, 2008  
 SUBJECT: Kentucky Unscheduled Projects List (UPL)

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

The Unscheduled Project List (UPL) is a project list maintained by the Kentucky Transportation Cabinet Division of Planning that feeds projects into the KYTC Highway Plan; generally a document that specifies any state funding for projects over the next six years. The KYTC Highway Plan is updated every two years and submitted to the state legislature for approval. In turn, the UPL list is also updated every two years. The responsibility of submitting projects to the UPL falls to the ADDs in rural areas and the MPOs in urban areas.

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In May 2008, the Kentucky Transportation Cabinet Division of Planning requested that the KIPDA Louisville (IN-KY) Metropolitan Planning Organization review the current Unscheduled Projects List (UPL) for Bullitt, Jefferson, and Oldham counties. The main goal was to review the UPL for projects that no longer needed to be on the UPL, and to update the information for the remaining UPL projects.

Clark

Floyd

The Division of Planning asked that any projects to be purged from the list receive approval from the decision-making body of the MPO; in KIPDA's case, this is the Transportation Policy Committee. Staff took the opportunity to conduct an in-depth review of the UPL in comparison to projects in the TPC approved long-range transportation plan. Up to this point, the two lists had never agreed fully with each other, and due to this, expended time and resources unnecessarily.

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To ensure that time and resources were placed behind projects in these counties of the highest priority, the UPL list for Bullitt, Jefferson, and Oldham counties is being proposed to be aligned with the long-range transportation plan. To that end, there are three lists attached; the first two requiring action from the TPC:

1. Proposed UPL Purge List – Projects that are to be removed from the UPL. **Action requested; this will align the long-range transportation plan and the UPL.**

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2. Proposed Project Submittal List – Purged Projects that project sponsors would like to see amended to the long-range transportation plan, and then on the UPL. **Action requested; this will allow the projects that sponsors are interested in pursuing to be included in an amendment to the long-range plan with KYTC approval.**
3. Submitted UPL Project List – a list of projects from the long-range transportation plan that are on the UPL. **No action required.**

Bullitt County Projects Proposed for Removal from the KYTC Unscheduled Projects List (UPL) | 2008

UPL Control Number	State ID # (if applicable)	KIPDA ID # (if applicable)	Project Description	Reason for Deletion from the UPL
05 015 A0065 4.00	2034.00	1261	Reconstruct this segment of I-65 to correct any identified safety issues, improve congestion, and road surface condition. A park and ride lot at KY 44 & I-65 (express bus service exists in this area) may serve to relieve some congestion issues).	Project programmed in 2008.
05 015 A0065 5.00	2049.00	1257	Rehabilitate, repair, and grind pavement on I-65 from MP 118.988 to MP 123.180.	Project programmed in 2005, 2007, and 2009.
05 015 D0044 2.00	347.50	493	Reconstruct KY 44 from the Mt. Washington Bypass east for 2.0 miles.	D, ROW, and U phases programmed in 2006 and 2009.
05 015 D0044 3.00		494	Reconstruct KY 44 from US 31 W (Dixie Highway) to KY 61.	Project is not in the current long-range transportation plan.
05 015 D0044 4.00		497	Reconstruct KY 44 from KY 61 to I-65.	Project is not in the current long-range transportation plan.
05 015 D0044 7.00			Construct sidewalks on KY 44 from MP 12.692 to MP 14.275. Safety issues and other alternative transportation options need to be explored, such as transit routes and bike lanes along this portion of KY 44.	Sidewalk construction to be included in UPL project 05 015 D0044 5.00 (Widen from 2 to 3 lanes from KY 61 to the Floyds fork Bridge.)
05 015 D0044 8.00	150.10	1465	Reconstruct KY 44 at Bogard/Lloyd Lane; align intersection and add left turn lanes on KY 44 and reconstruct KY 44 at Bells Mill Road including addition of left turn lanes on KY 44.	D, ROW, U, and C phases programmed in 2007 and 2008.
05 015 D0044 9.00		415	Intersection improvement at KY 44 and US 31 EX.	Duplicate of UPL #05 015 D0044 6.00 (Extend left turning lane at US 31 EX in Mt. Washington.)
05 015 D0245 2.00		431	Add turn lane on KY 245 at the Jim Beam Distillery driveway.	Project completed.
05 015 D0245 3.00		431	Add eastbound left turn lane on KY 245 at the Jim Beam Distillery driveway.	Duplicate of UPL #05 015 D0245 2.00 (Add turn lane on KY 245 at the Jim Beam Distillery driveway.)
05 015 D0480 7.20			Reconstruct KY 480 from Valley View Drive to US 31 E.	Project is not in the current long-range transportation plan.
05 015 D1450 1.00		500	Reconstruct KY 1450 from Mud Lane to KY 1526.	Project is not in the current long-range transportation plan.

Bullitt County Projects Proposed for Removal from the KYTC Unscheduled Projects List (UPL) | 2008

UPL Control Number	State ID # (if applicable)	KIPDA ID # (if applicable)	Project Description	Reason for Deletion from the UPL
05 015 D1494 1.00	293.00	1419 1493	In order to improve safety and pavement condition, widening existing lanes and removing sight distance barriers may be in order. Pavement rehabilitation is also needed.	Both KIPDA ID # 1419 and 1493 were programmed in 2006 for the C phase. The project description for both includes the widening and relocation of the existing roadway from Cundiff Lane to KY 61. The segment of roadway in the UPL covers from Reichmuth Lane to KY 61. Cundiff Lane falls between Reichmuth and KY 61. The portion from Reichmuth to Cundiff is not in the current long-range transportation plan, and the other portion has been programmed.
05 015 D1526 5.00	8002.00	379	Add center turn lane on KY 1526 (Brooks Road) from railroad tracks to I-65.	Project completed.
05 015 D1526 8.00			Reconstruct KY 1526 from Floyds Fork Bridge to KY 44.	Project is not in the current long-range transportation plan.
05 015 D1526 9.00	8002.00	379	Add center turn lane on KY 1526 (Brooks Road from railroad tracks to I-65.	Duplicate of UPL #05 015 D1526 5.00.
05 015 D2706 9.00		502	Mt. Washington Northwest Bypass; Reconstruct and extend from KY 44 to US 31 E north of Mt. Washington.	Project is not in the current long-range transportation plan.
05 015 E9999 10.00		567	Add sidewalks on Beechgrove Road from KY 61 to Reichmuth Lane in Shepherdsville.	Project completed.
05 015 E9999 11.00		963	Add sidewalks on High School Drive in Shepherdsville.	Project completed.

Jefferson County Projects Proposed for Removal from the KYTC Unscheduled Projects List (UPL) | 2008

UPL Control Number	State ID # (if applicable)	KIPDA ID # (if applicable)	Project Description	Reason for Deletion
05 056 A0064 26.00		388	Designate one lane in each direction for exclusive HOV use from I-264 to I-265.	Project is not in the current long-range transportation plan.
05 056 A0064 27.00		389	Major widening for two additional lanes (4 to 6 lanes) from I-71 to I-264.	Duplicate of UPL #05 056 A0064 35.00
05 056 A0064 30.00		504	3 <sup>rd</sup> Street Interchange: Operational improvements to the WB off-ramp.	Project is not in the current long-range transportation plan.
05 056 A0064 31.00		505	Expand CCTV, reference marker, and dynamic message sign systems in TRIMARC on I-64 from 9 <sup>th</sup> Street to I-264; on I-71 from I-264 to I-64; and, on I-264 from I-65 to I-64.	Project is not in the current long-range transportation plan.
05 056 A0064 32.00		506	Expand CCTV, reference marker, and dynamic message sign systems in TRIMARC on I-64 from I-265 in Indiana to Hurstbourne; on I-65 from Indiana state line to IN 60; on I-71 from I-265 to I-64; and, on I-264 from US 31 W (Dixie Highway) to I-71.	Project is not in the current long-range transportation plan.
05 056 A0064 33.00		507	Expand CCTV, reference marker, and dynamic message sign systems in TRIMARC on I-64 from Hurstbourne to I-265; on I-65 from the Bullitt County line to I-264; on I-71 from I-265 to I-264; and, on I-265 from I-64 in Indiana to I-71.	Project is not in the current long-range transportation plan.
05 056 A0064 34.00	65.00	350	Widen I-64 to 6 lanes from I-265 to the KY 53 interchange in Shelby County to provide congestion relief. This project may need to be expanded to included park & ride lots in Shelby County and eastern Jefferson County if transit service can be provided along this corridor.	This project is programmed and no longer needs to be on the UPL.
05 056 A0065 28.00		508	Designate one lane in each direction for exclusive HOV use from I-64 to I-265.	Project is not in the current long-range transportation plan.
05 056 A0065 35.00	1012.00	511	Deploy a traveler advisory telephone system for TRIMARC.	Project is not in the current long-range transportation plan.
05 056 A0071 33.10		513	Major widening for two additional lanes (4 to 6 lanes) from I-265 to KY 329. See segment in May 1998 Advance Planning Study.	Project is not in the current long-range transportation plan.
05 056 A0071 35.00	48.01	130	Improve I-71 corridor from I-64 to I-265 (approximately 9.1 miles).	C phases programmed in FFY 2008, 2009 and 2010. This project is programmed and no longer needs to be on the UPL.
05 056 A0071 36.00		1279	I-71 Interchange study at the Oldham/Jefferson County line.	Study is currently underway and funded; no longer "un-programmed."

Jefferson County Projects Proposed for Removal from the KYTC Unscheduled Projects List (UPL) | 2008

UPL Control Number	State ID # (if applicable)	KIPDA ID # (if applicable)	Project Description	Reason for Deletion
05 056 A0264 30.00		516	Construct new interchange at KY 1931.	Project is not in the current long-range transportation plan.
05 056 A0264 32.00	991.00	403 1157	Operational improvements at KY 864 (Poplar Level Road) interchange.	Project is complete.
05 056 A0264 33.00		401	Designate one lane in each direction for exclusive HOV use from US 31W to US 42.	Project is not in the current long-range transportation plan.
05 056 A0264 34.00	2000.00	399	Major widening for two additional lanes (4 to 6 lanes) from I-64 to Broadway.	Project is complete.
05 056 A0264 35.00			Major widening for two additional lanes (6 to 8 lanes) from Broadway to KY 2054 (Algonquin Parkway).	Project is not in the current long-range transportation plan.
05 056 A0264 36.00			Add one lane in each direction from US 60 to I-71 for HOV use.	Project is not in the current long-range transportation plan.
05 056 A0264 39.00		405	Reconstruct I-264 intersection from Muhammad Ali Boulevard to River Park Drive.	Duplicate of UPL #05 056 A0264 37.00.
05 056 A0264 40.00	2001.00 2047.00 2064.00	187 1457 1459	Pavement rehabilitation to improve road condition with additional consideration to facility expansion and TDM strategies in order to reduce congestion (MP 7.410 to 13.278).	Pavement rehabilitation completed from MP 5.96 to MP 8.04; the remaining MP 8.04 to MP 13.71 is programmed for C in 2008. This project is programmed and no longer needs to be on the UPL.
05 056 A0264 41.00	159.00	397	Widen ramp from westbound I-64 to westbound I-264 from 1 to 2 lanes.	C phase is programmed for 2008. Project programmed through the C phase and no longer needs to be on the UPL.
05 056 A0264 42.00	28.00	131	Construct new interchange at KY 1447, adding an additional lane in each direction in the interchange area. Project should take into account bicyclists and pedestrians traveling along KY 1447 in the interchange area.	C phase is programmed in 2008 and 2009. Project programmed through the C phase and no longer needs to be on the UPL.
05 056 A0264 43.00		404	Reconstruct I-264 interchange at US 42. Project should take into account bicyclists and pedestrians traveling along US 42 in the interchange area.	Duplicate of UPL #05 056 A0264 38.00.
05 056 A0265 38.00		407	Widen I-265 from 4 to 6 lanes from I-65 to US 31 E. Intent would be to widen to inside. Approximately 7.0 miles.	Duplicate of UPL #05 056 A0265 35.00
05 056 A0265 39.00	266.00	1484	Improve the I-265/KY 155 interchange including the addition of one	C phase programmed in 2008.

Jefferson County Projects Proposed for Removal from the KYTC Unscheduled Projects List (UPL) | 2008

UPL Control Number	State ID # (if applicable)	KIPDA ID # (if applicable)	Project Description	Reason for Deletion
			eastbound lane on KY 155 from St. Michael's Drive to the I-265 southbound on ramp/KY 155 intersection and widen I-265 from 4 to 6 lanes from US 31 E to I-264.	Project is programmed and no longer needs to be on the UPL.
05 056 B0031 103.00		520	George Rogers Clark Bridge: Add peak period reversible lanes from Main Street in Louisville to Court Avenue in Jeffersonville.	Project is not in the current long-range transportation plan.
05 056 B0031E 101.00			Baxter Avenue: TSM corridor improvements from US 31E to Chestnut connector.	Project is not in the current long-range transportation plan.
05 056 B0031E 102.00			Bardstown Road: Baxter Avenue to Grinstead Drive; Baxter Avenue: Highland Avenue to Grinstead Drive; Grinstead Drive: Baxter Avenue to Bardstown Road – Study roadway improvements in this triangle.	Project is not in the current long-range transportation plan.
05 056 B0031W 1.00		534	22 <sup>nd</sup> Street: TSM improvements.	Project is not in the current long-range transportation plan.
05 056 B0031W 3.00		273	TSM improvements on US 31W from KY 150 (Broadway) to KY 44 to include the consideration of access management. Consideration and facilities for all modes of transportation to be included.	Duplicate of UPL #05 056 B0031W 2.00.
05 056 B0042 65.00	972.00	230	Construct 2 way center turn lane on US 42 from Harrods Creek Bridge north to River Road.	C phase is programmed for 2008. Project is programmed and no longer needs to be on the UPL.
05 056 B0060 66.00			Major expansion in order to reduce congestion and improve safety is not a viable option due to the dense development in the area. Emphasis to be given on TSM improvements as well as TDM projects that reduce demand on the roadway (transit upgrade, bicycle & ped improvements).	Project is not in the current long-range transportation plan.
05 056 B0060 67.00	41.00	197	Extend left turn lane on US 60 (Shelbyville Road) at I-265 northbound.	C phase is programmed in 2008, 2009, and 2010. Project is programmed through the C phase and no longer needs to be on the UPL.
05 056 B0060 68.00		953	Widen from 2 to 3 lanes (center turn lane) from Spring Drive to Clark Station Road in order to ease congestion arising from planned and continued development along the US 60 corridor. Consideration and accommodation of all transportation modes to be included.	Duplicate of UPL #05 056 B0060 65.00.
05 056 B0060A 93.00		532	Cannons Lane and Lexington Road: Intersection improvement.	Project is not in the current long-range transportation plan.

Jefferson County Projects Proposed for Removal from the KYTC Unscheduled Projects List (UPL) | 2008

UPL Control Number	State ID # (if applicable)	KIPDA ID # (if applicable)	Project Description	Reason for Deletion
05 056 B0060A 94.00			Grinstead Drive: TSM improvements in the Lexington Road/I-64 interchange area.	Project is not in the current long-range transportation plan.
05 056 B0060A 109.00	105.00	275	Eastern Parkway: Reconstruct curbs from Crittenden Drive to Bardstown Road.	Duplicate of UPL #05 056 B0060A 95.00.
05 056 B0150 114.00		534	22 <sup>nd</sup> Street: Improvements from Northwestern Parkway to Rowan Street.	Project is not in the current long-range transportation plan AND duplicate of UPL #05 056 B0031W 1.00.
05 056 C0000 2.00		461	Prospect Bypass: Construct new road from US 42 to KY 329.	Project is not in the current long-range transportation plan.
05 056 D0061 84.00			Preston Highway: TSM improvements from I-265 to Audubon Parkway.	Project is not in the current long-range transportation plan.
05 056 D0061 85.00		459	Preston Street: TSM improvements from Broadway to Jefferson Street.	Project is not in the current long-range transportation plan.
05 056 D0061 86.00		460	Preston Street: TSM improvements from Lynn Street to Hill Street.	Project is not in the current long-range transportation plan.
05 056 D0061 87.00			Jackson Street: TSM improvements from Broadway to Jefferson Street.	Project is not in the current long-range transportation plan.
05 056 D0061 88.00			Reduce congestion and improve pavement condition by upgrading travel lane width to 12', installing bike lanes, and providing continuous sidewalks for persons traveling on foot or by transit to the area (sidewalks are present in some locations along segment (MP 4.070 to MP 4.552).	Project is not in the current long-range transportation plan.
05 056 D0061 111.00		425	Preston Highway: Clarks Lane to Audubon Parkway – Remove island to provide 5 lanes.	Duplicate of UPL #05 056 D0061 89.00
05 056 D0146 54.00			LaGrange Road – Major widening to 4 lanes from English Station Road to I-265 (Gene Snyder Freeway).	Project is not in the current long-range transportation plan.
05 056 D0155 54.00			Taylorville Road – TSM corridor improvements from US 31E (Bardstown Road) to Dutchmans Lane.	Project is not in the current long-range transportation plan.
05 056 D0155 59.00	902.00	1399	Construct left turn lane on KY 155 at Tucker Station Road in order to ease congestion. Consider alternate mode alternatives including park and ride lots to reduce congestion related to the Bluegrass Industrial Park.	C phase is programmed in 2008. Project is programmed through the C phase and no longer needs to be on the UPL.
05 056 D0864			Goss Avenue: Improve intersection at Shelby Street.	Project is not in the current long-

Jefferson County Projects Proposed for Removal from the KYTC Unscheduled Projects List (UPL) | 2008

UPL Control Number	State ID # (if applicable)	KIPDA ID # (if applicable)	Project Description	Reason for Deletion
38.00				range transportation plan.
05 056 D0864 43.00		949	Improve safety and fix sight distance problem by improving the intersection of KY 864 and Cedar Creek Road.	Duplicate of UPL # 05 056 D0864 42.00.
05 056 D0864 89.00			Trevillian Way & Poplar Level intersection improvement.	Project is not in the current long-range transportation plan.
05 056 D0907 48.10			3 <sup>rd</sup> Street Road: Replace culvert at MP 5.6.	Project is not in the current long-range transportation plan.
05 056 D0907 49.00			Pavement rehabilitation is needed in this corridor. Reduce congestion through roadway expansion, TSM strategies and TDM strategies.	Project is not in the current long-range transportation plan.
05 056 D0913 10.00	401	220	Extend KY 913 (Blankenbaker Parkway) as a five-lane road from Blankenbaker Access Road to KY 155 (Taylorsville Road). To include pedestrian facilities.	C phase programmed in 2008. Project is programmed and no longer needs to be on the UPL.
05 056 D1020 96.00		243	3 <sup>rd</sup> Street: TSM improvements.	Project is not in the current long-range transportation plan.
05 056 D1065 50.80			Beulah Church Road: reconstruct intersection at Fern Creek Road.	Project is not in the current long-range transportation plan.
05 056 D1065 51.00			Seatonville Road: Major widening to 3 lanes from US 31E (Bardstown Road) to Lovers Lane near Fern Creek.	Project is not in the current long-range transportation plan.
05 056 D1065 52.00			Pavement rehabilitation as well as left turn lanes are needed for this corridor. Signal coordination may reduce some congestion issues. Upgraded transit as well as bicycle and pedestrian facilities should be considered within this corridor.	Project is not in the current long-range transportation plan.
05 056 D1065 53.00			Pavement rehabilitation is needed in this corridor. Land use density may limit major widening. Reduce congestion through roadway expansion, TSM, and TDM strategies.	Project is not in the current long-range transportation plan.
05 056 D1065 54.00			Improve pavement condition and improve intersection, signalize, and correct sight distance problems at KY 1065 and Fern Creek Road.	Project is not in the current long-range transportation plan and is a duplicate of UPL #05 056 D1065 50.80.
05 056 D1447 43.20			Westport Road: Major widening from Collins Lanes to KY 146.	Project is not in the current long-range transportation plan.
05 056 D1450 2.00	247.10	154	Widen KY 1450 from 2 to 3 lanes (3 <sup>rd</sup> lane will be a turning lane) from I-265 to KY 61; widen KY 1450 from 2 to 3 lanes (3 <sup>rd</sup> lane will be a turning lane) from Bullitt County line to I-265. To include accommodations for all	C phase programmed in 2007 and 2008. Project is programmed and no longer needs to be on the



Jefferson County Projects Proposed for Removal from the KYTC Unscheduled Projects List (UPL) | 2008

UPL Control Number	State ID # (if applicable)	KIPDA ID # (if applicable)	Project Description	Reason for Deletion
			modes.	UPL.
05 056 D1531 1.00			Eastwood-Fisherville Road: Reconstruct from KY 155 to US 60.	Project is not in the current long-range transportation plan.
05 056 D1531 3.00			Aiken Road: Reconstruct from Old Henry Road to Long Run Road.	Project is not in the current long-range transportation plan.
05 056 D1631 1.00			Fern Valley Road: TSM corridor improvements from Grade Lane to Preston Highway.	Project is not in the current long-range transportation plan.
05 056 D1703 90.00			Newburg Road and Trevillian Way intersection improvement	Project is not in the current long-range transportation plan.
05 056 D1703 99.00			Baxter Avenue and Castlewood Avenue intersection improvement	Project is not in the current long-range transportation plan.
05 056 D1747 61.30	349.00	358	Hurstbourne Parkway: Widen northbound Hurstbourne Parkway to 3 lanes from Linn Station Road to Timberwood Circle.	Project completed.
05 056 D1747 61.60	344.01	359	Add 3 <sup>rd</sup> travel lane southbound on KY 1747 from US 60 to Linn Station Road. 1.6 miles in length. Project should include accommodations for all modes,	C phase is programmed in 2008. Project is programmed and no longer needs to be on the UPL.
05 056 D1819 58.00	373.00	233	Watterson Trail: Reconstruct and widen from Plantside Drive to Blankenbaker Parkway.	C phase was programmed in 2006. Project is programmed and longer needs to be on the UPL.
05 056 D1819 58.10	373.00	233	Reconstruct and widen KY 1819 (Watterson Trail) from 2 to 3 lanes (3 <sup>rd</sup> lane will be a center tuning lane) from Plantside Drive to KY 913 (Blankenbaker Parkway)	C phase was programmed in 2006. Project is programmed and longer needs to be on the UPL AND project is a duplicate of UPL #05 056 D1819 58.00.
05 056 D1819 59.15	8203.00	257	Widen KY 1819 (Billtown Road) from 2 to 3 lanes (3 <sup>rd</sup> lane will be a center turn lane) from I-265 to KY 1819 (Watterson Trail). All transportation modes to be accommodated.	Duplicate of UPL #05 056 D1819 59.10.
05 056 D1819 59.20			Billtown Road: Major widening to 3 lanes from I-265 to Seatonville Road west of Seatonville.	Project is not in the current long-range transportation plan.
05 056 D1931 48.00	323.01	128	Widen KY 1931 (Greenwood Road) from 2 to 3 lanes (3 <sup>rd</sup> lane will be a center turn lane) from KY 1934 (Greenbelt Highway) to US 31W (Dixie Highway). Project should include facilities for all modes as this is a connection from US 31W to the Levee Trail.	C phase programmed in 2009. Project is programmed and no longer needs to be on the UPL.
05 056 D1931		446	Widen KY 1931 (Manslick Road) from 2 to 4 lanes from KY 1931 (St.	Duplicate of UPL #05 056 D1931

Jefferson County Projects Proposed for Removal from the KYTC Unscheduled Projects List (UPL) | 2008

UPL Control Number	State ID # (if applicable)	KIPDA ID # (if applicable)	Project Description	Reason for Deletion
49.00			Andrews Church Road) to I-264.	47.00.
05 056 D1934 5.00			Cane Run Road: Widen to 4 lanes from I-264 to Algonquin Parkway.	Project is not in the current long-range transportation plan.
05 056 D2048 93.00			Cannons Lane: Widen to 4 lanes from I-264 from Winchester Road to Lexington Road.	Project is not in the current long-range transportation plan.
05 056 D2048 94.00			Cannons Lane and Willis Avenue intersection improvement	Project is not in the current long-range transportation plan.
05 056 D2049 64.00			Crums Lane: Widen from Cane Run Road to US 31W in Shively.	Project is not in the current long-range transportation plan.
05 056 D2051 45.00			Rockford Lane: Major widening from US 31W to Can Run Road.	Project is not in the current long-range transportation plan.
05 056 D2053 2.00	443.00	448	Reconstruct as three lane road (3 <sup>rd</sup> lane to be center turn lane) from KY 61 to KY 864; reconstruct existing two lane roads (no additional lanes) and improve shoulders on Mt. Washington Road, Cedar Creek Road, and Beulah Church Road; spot improvements to KY 2053 from KY 61 to KY 864.	Duplicate of UPL #05 056 D2053 1.00
05 056 D2054 113.00	506.00	1273	Algonquin Parkway: I-264 to Rodman Street – Study corridor for traffic improvements.	This project has already occurred under the Olmstead Parkway project. Project completed.
05 056 D3216 115.00			38 <sup>th</sup> Street: Northwestern Parkway to Bank Street – Study changing to two-way street.	Project is not in the current long-range transportation plan.
05 056 E9999 60.00	76.00	159	South 9 <sup>th</sup> Street: Extend 9 <sup>th</sup> Street as a four-lane road from Kentucky Street to 7 <sup>th</sup> and Myrtle streets.	Project completed.
05 056 E9999 61.00		452	Oak Street: TSM improvements from Floyd Street to 9 <sup>th</sup> Street.	Project is not in the current long-range transportation plan.
05 056 E9999 65.00		447	Moser Road: Two-lane extension from Watterson Trail to Blankenbaker Parkway.	Project is not in the current long-range transportation plan.
05 056 E9999 70.00			Fegenbush Lane: Intersection improvements at Bardstown Road near Buechel.	Project is not in the current long-range transportation plan.
05 056 E9999 72.00			Fern Creek Road: Major widening to 4 lanes from Beulah Church Road to Bardstown Road (US 31E) at Fern Creek.	Project is not in the current long-range transportation plan.
05 056 E9999 81.00			Stonybrook Extension: Construct new three-lane facility from KY 155 to Bunsen Parkway at Hurstbourne Acres.	Project is not in the current long-range transportation plan.
05 056 E9999			Beckley Station Road: Reconstruct a two-lane road from US 60 to Aiken	Project is not in the current long-

Jefferson County Projects Proposed for Removal from the KYTC Unscheduled Projects List (UPL) | 2008

UPL Control Number	State ID # (if applicable)	KIPDA ID # (if applicable)	Project Description	Reason for Deletion
86.00			Road.	range transportation plan.
05 056 E9999 96.00		116	7 <sup>th</sup> Street & Hill Street: Intersection improvement with left turn lanes on all approaches.	Project is not in the current long-range transportation plan.
05 056 E9999 98.00		452	Oak Street & Schiller Avenue intersection improvement.	Project is not in the current long-range transportation plan.
05 056 E9999 100.00		247	41 <sup>st</sup> & Market Street intersection improvement	Project is not in the current long-range transportation plan.
05 056 E9999 101.00		246	34 <sup>th</sup> & Broadway intersection improvement	Project is not in the current long-range transportation plan.
05 056 E9999 107.00			U of L Area: Various road improvements around the Belknap Campus.	Project is not in the current long-range transportation plan.
05 056 E9999 108.00		468	St. Catherine Street: Improve curve alignment at 5 <sup>th</sup> and Preston.	Project is not in the current long-range transportation plan.
05 056 E9999 112.00		259	Bluegrass Avenue: Widen to five lanes from KY 1931 (Manslick Road) to Hazelwood Avenue.	Project is not in the current long-range transportation plan.
05 056 E9999 116.10	964.00	195	Crittenden Drive: Reconstruct intersection at Warnock Street	C phase was programmed in 2006. Project is programmed and no longer needs to be on the UPL.
05 056 E9999 116.20	435.60	578	Crittenden Drive: Reconnect around Louisville International Airport	Project completed.
05 056 E9999 116.30		950	Crittenden Drive: Extension from Louisville International Airport to Grade Lane near Don Huston Boulevard.	Project completed.

Oldham County Projects Proposed for Removal from the KYTC Unscheduled Projects List (UPL) | 2008

UPL Control Number	State ID # (if applicable)	KIPDA ID # (if applicable)	Project Description	Reason for Deletion
05 093 A0071 30.00		513	Additional lane in each direction on I-71 from MP 11.315 (Jefferson/Oldham County line) to MP 15.00 in order to ease congestion and improve freight flow through the area. Current projects include a the construction of a park and ride lot (KIPDA ID #1286) and an interchange study (KIPDA ID #1279).	Project is not in the current long-range transportation plan.
05 093 A0071 33.20			Major widening for 2 additional lanes (4 to 6 lanes) from KY 329 to KY 146. See segment 5 in May 1998 Advance Planning Study.	Project is not in the current long-range transportation plan.
05 093 A0071 33.30			Major widening for 2 additional lanes (4 to 6 lanes) from KY 146 to KY 393. See segment 6 in May 1998 Advance Planning Study.	Project is not in the current long-range transportation plan.
05 093 A0071 33.40			Major widening for 2 additional lanes (4 to 6 lanes) from KY 393 to KY 53 at LaGrange. See segment 7 in May 1998 Advance Planning Study.	Project is not in the current long-range transportation plan.
05 093 A0071 34.00			Improve operational efficiency on I-71 from MP 23.298 to MP 24.727 (Oldham/Henry County line) in conjunction with planned development in order to ease congestion and improve freight flow through the region.	Project is not in the current long-range transportation plan.
05 093 C0000 124.00		461	New construction from US 42 & KY 1793 intersection near Goshen to KY 329 & KY 1817 intersection near Brownsboro.	Project is not in the current long-range transportation plan.
05 093 C0000 126.10		441	New western LaGrange Bypass – new construction from KY 53 south of LaGrange to Business Park Road.	Project is not in the current long-range transportation plan.
05 093 C0000 126.30		441	New Western LaGrange Bypass – new construction from KY 146 to KY 53 north of LaGrange.	Project is not in the current long-range transportation plan.
05 093 D0022 120.00			Intersection improvement at KY 22 and KY 329 in Crestwood.	Project is not in the current long-range transportation plan.
05 093 D0053 122.00		419	Reconstruct KY 53 from the Shelby County line to KY 22 in Ballardsville.	Project is not in the current long-range transportation plan.
05 093 D0053 124.00		1290	Access management and intersection/signal improvements along KY 53 from I-71 to downtown LaGrange. Signal warrant and evaluation of intersection approaches at KY 53 & KY 146. Project scope needs to include facilities for all transportation modes. Improve pavement condition.	Project was programmed in 2005 for C phase; is currently underway.

Oldham County Projects Proposed for Removal from the KYTC Unscheduled Projects List (UPL) | 2008

UPL Control Number	State ID # (if applicable)	KIPDA ID # (if applicable)	Project Description	Reason for Deletion
05 093 D0146 127.00			Major widening from KY 393 near Buckner to KY 53 in LaGrange.	Project is not in the current long-range transportation plan.
05 093 D0146 128.20		428	Major widening from I-71 to KY 393 in Buckner	Project is included in UPL #05 093 D0146 128.10.
05 093 D0146 129.00		427	Reconstruct KY 146 from Jefferson County line to Crestwood Bypass.	Duplicative of UPL # 131 (Reconstruct KY 146 a two lane road from the Jefferson County line to Pryor Avenue with turn lanes at Ash, Houston, Maple, and Central Avenues per the Oldham County Major Thoroughfare Plan. Widen KY 146 to 3 lanes from Pryor Avenue to KY 329.).
05 093 D0146 130.00		428	Widen KY 146 from 2 to 5 lanes from KY 329 to KY 393. Project needs to include accommodation of all modes.	Project is duplicative of UPL # 05 093 D0146 128.10 (Major widening from Crestwood Bypass [KY 329B] to I-71.) and UPL # 05 093 D0146 128.20 (Major widening from I-71to KY 393 in Buckner.)
05 093 E9999 4.00		466	Springhouse Pike – Extend from existing road to Dawkins Road.	Project is not in the current long-range transportation plan.

UPL Projects under request to be amended to the Long-Range Transportation Plan | 2008

UPL Control Number	State ID # (if applicable)	County	KIPDA ID # (if applicable)	Project Description
05 056 A0264 30.00		Jefferson	516	Construct new interchange at KY 1931.
05 093 A0071 30.00		Oldham	513	Additional lane in each direction on I-71 from MP 11.315 (Jefferson/Oldham County line) to MP 15.00 in order to ease congestion and improve freight flow through the area. Current projects include a the construction of a park and ride lot (KIPDA ID #1286) and an interchange study (KIPDA ID #1279).
05 093 A0071 33.20		Oldham		Major widening for 2 additional lanes (4 to 6 lanes) from KY 329 to KY 146. See segment 5 in May 1998 Advance Planning Study.
05 093 A0071 33.30		Oldham		Major widening for 2 additional lanes (4 to 6 lanes) from KY 146 to KY 393. See segment 6 in May 1998 Advance Planning Study.
05 093 A0071 33.40		Oldham		Major widening for 2 additional lanes (4 to 6 lanes) from KY 393 to KY 53 at LaGrange. See segment 7 in May 1998 Advance Planning Study.
05 093 A0071 34.00		Oldham		Improve operational efficiency on I-71 from MP 23.298 to MP 24.727 (Oldham/Henry County line) in conjunction with planned development in order to ease congestion and improve freight flow through the region.
05 093 C0000 126.10		Oldham	441	New western LaGrange Bypass – new construction from KY 53 south of LaGrange to Business Park Road.
05 093 C0000 126.30		Oldham	441	New Western LaGrange Bypass – new construction from KY 146 to KY 53 north of LaGrange.
05 093 D0022 120.00		Oldham		Intersection improvement at KY 22 and KY 329 in Crestwood.
05 093 D0053 122.00		Oldham	419	Reconstruct KY 53 from the Shelby County line to KY 22 in Ballardsville.
05 093 D0146 127.00		Oldham		Major widening from KY 393 near Buckner to KY 53 in LaGrange.
05 093 D0146 128.20		Oldham	428	Major widening from I-71 to KY 393 in Buckner
05 093 D0146 129.00		Oldham	427	Reconstruct KY 146 from Jefferson County line to Crestwood Bypass.
05 093 D0146 130.00		Oldham	428	Widen KY 146 from 2 to 5 lanes from KY 329 to KY 393. Project needs to include accommodation of all modes.
05 093 E9999 4.00		Oldham	466	Springhouse Pike – Extend from existing road to Dawkins Road.

UPL Control No.	County
05 015 A0065 3.00	Bullitt
05 015 D0044 5.00	Bullitt
05 015 D0044 6.00	Bullitt
05 015 D0245 1.00	Bullitt
05 056 A0064 25.00	Jefferson
05 056 A0064 28.00	Jefferson
05 056 A0064 35.00	Jefferson
05 056 A0071 34.00	Jefferson
05 056 A0264 33.00	Jefferson
05 056 A0265 36.10	Jefferson
05 056 A0265 36.20	Jefferson
05 056 A0265 37.00	Jefferson
05 056 A0265 40.00	Jefferson
05 056 A0265 41.00	Jefferson
05 056 B0031E 100.00	Jefferson
05 056 B0042 64.00	Jefferson
05 056 B0060A 95.00	Jefferson
05 056 A0065 31.00	Jefferson
05 056 A0065 33.00	Jefferson
05 056 A0065 34.00	Jefferson
05 056 A0071 32.00	Jefferson
05 056 A0264 37.00	Jefferson
05 056 B0031W 2.00	Jefferson
05 056 B0060 61.00	Jefferson
05 056 B0060 62.00	Jefferson
05 056 B0060 63.00	Jefferson
05 056 B0060 64.00	Jefferson
05 056 B0060 65.00	Jefferson
05 056 D0061 89.00	Jefferson
05 056 D0155 55.00	Jefferson
05 056 D0155 56.00	Jefferson
05 056 D0155 56.10	Jefferson
05 056 D0155 57.00	Jefferson
05 056 D0155 58.00	Jefferson
05 056 D0841 1.00	Jefferson
05 056 D0864 39.00	Jefferson
05 056 D0864 40.00	Jefferson
05 056 D0864 41.00	Jefferson
05 056 D0864 42.00	Jefferson
05 056 D0907 106.00	Jefferson
05 056 D1065 47.00	Jefferson
05 056 D1065 48.00	Jefferson
05 056 D1065 49.00	Jefferson
05 056 D1065 50.00	Jefferson

UPL Control No.	County
05 056 D1142 10.00	Jefferson
05 056 D1703 89.00	Jefferson
05 056 D1747 61.40	Jefferson
05 056 D1747 61.50	Jefferson
05 056 A0064 36.50	Jefferson
05 056 A0265 35.00	Jefferson
05 056 D0022 2.00	Jefferson
05 056 D0146 53.00	Jefferson
05 056 D1447 43.10	Jefferson
05 056 D1450 1.00	Jefferson
05 056 D1531 2.00	Jefferson
05 056 D1819 59.10	Jefferson
05 056 D1931 46.00	Jefferson
05 056 D1931 47.00	Jefferson
05 056 D1932 59.00	Jefferson
05 056 D1932 60.00	Jefferson
05 056 D2053 1.00	Jefferson
05 056 D2055 1.00	Jefferson
05 056 D2845 58.00	Jefferson
05 056 E9999 58.00	Jefferson
05 056 E9999 59.00	Jefferson
05 056 E9999 68.00	Jefferson
05 056 E9999 69.20	Jefferson
05 056 E9999 69.30	Jefferson
05 056 E9999 71.00	Jefferson
05 056 E9999 47.00	Jefferson
05 056 E9999 76.20	Jefferson
05 056 E9999 78.00	Jefferson
05 056 E9999 84.00	Jefferson
05 056 E9999 85.10	Jefferson
05 056 E9999 95.00	Jefferson
05 056 E9999 113.00	Jefferson
05 056 E9999 114.00	Jefferson
05 056 E9999 115.00	Jefferson
05 056 E9999 117.00	Jefferson
05 056 E9999 118.00	Jefferson
05 056 E9999 120.00	Jefferson
05 056 E9999 122.00	Jefferson
05 056 E9999 123.00	Jefferson
05 056 E9999 124.00	Jefferson
05 056 E9999 125.00	Jefferson
05 056 E9999 127.00	Jefferson
05 056 E9999 128.00	Jefferson
05 056 E9999 129.00	Jefferson



<b>UPL Control No.</b>	<b>County</b>
05 056 E9999 130.00	Jefferson
05 056 E9999 131.00	Jefferson
05 056 E9999 132.00	Jefferson
05 093 A0071 33.21	Oldham
05 093 B0042 115.00	Oldham
05 093 B0042 116.00	Oldham
05 093 B0042 117.00	Oldham
05 093 C0000 122.00	Oldham
05 093 C0000 123.00	Oldham
05 093 D0022 119.00	Oldham
05 093 D0022 122.00	Oldham
05 093 D0053 123.00	Oldham
05 093 D0053 123.50	Oldham
05 093 D0146 128.10	Oldham
05 093 D0146 131.00	Oldham
05 093 D0329 125.00	Oldham
05 093 D0329 130.00	Oldham
05 093 D1793 10.00	Oldham



**MEMORANDUM**

TO: Transportation Policy Committee

FROM: Mary C. Hauber

DATE: November 14, 2008

SUBJECT: Administrative Modification of the FY 2007 – FY 2011 Transportation Improvement Program

Kentucky  
Member  
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana  
Member  
Counties

Clark

Floyd

KIPDA has been informed of administrative modifications to be made to the FY 2007 – FY 2011 Transportation Improvement Program. Administrative modifications are changes that are considered relatively minor and no action is required of the MPO.

Qualifying criteria for administrative modifications include the following actions:

- Correcting obvious minor data entry errors.
- Splitting or combining projects without modifying the original project intent.
- Changing or clarifying elements of a project description (with no change in funding). This change would not alter the original project intent.
- Moving a project from one federal funding category to another except for Surface Transportation Program (STP) dedicated urbanized area funding.
- Moving a project from federal funding to state funding.
- Shifting the schedule of a project or phase within the years covered by the STIP/TIP (with no impact to fiscal constraint).
- Adding Planning, Design, ROW or Utilities “phases” to a construction project that is already included in the STIP.
- Moving any identified project phase programmed for the previous year into a new TIP (rollover provision).
- Updating project cost estimates (within the original project scope and intent) that do not impact fiscal constraint.

The changes to the Transportation Improvement Program are included on the attached table.

Equal  
Opportunity  
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**Administrative Modification 11**  
**FY 2007 - FY 2011 Transportation Improvement Program**

**November 2008**

<b>KIPDA ID</b>	<b>State ID</b>	<b>Project</b>	<b>Description</b>	<b>Sponsor</b>	<b>Change to TIP</b>
<b>Indiana Projects</b>					
992		Various	Various Maintenance Projects: General category for needed resurfacing, restoration & rehabilitation projects that are air quality exempt & not regionally significant	INDOT	Change FY 2009 and FY 2010 funding from \$500,000 IM funds to \$250,000 IM funds and \$250,000 STP-State funds. Project will be used for maintenance (pipe lining) at various locations on IN 60: FY 2009 \$10,000, and FY 2010 \$20,000 STP-State funds.
<b>Kentucky Projects</b>					
224	378.10	I-65 Ramp	Extend & reconstruct I-65 southbound ramp to Brook Street & Floyd Street. The study will include the consideration of bicycle & pedestrian facilities.	KYTC	Move Construction from FY 2009 to FY 2011 and increase from \$3,900,000 to \$4,000,000, SLO funding
1109	505.00	Ohio River Levee Trail 2B and 3	Complete the ORLT, a shared use path along the Ohio River in West Jefferson Co. Phase 2B will run from Cane Run Road north to south of Lees Lane and Phase 3 will run from Chickasaw Park to Lees Lane.	Louisville Metro PW	Move Design from FY 2008 to FY 2009, SLO funding
1273	506.00	Olmsted Parkways Multi-Use Path System	Construct a multi-use path system connecting Algonquin, Southwestern, Southern & Eastern Pkways. with existing trails to create a continuous 30 miles of connected paths for pedestrians & bicyclists.	Louisville Metro Parks	Move Design from FY 2008 to FY 2009, SLO funding
163	91.02	River Rd.	Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue. To include bike lanes.	Louisville Metro PW	Move ROW from FY 2008 to FY 2009 and increase to \$3,200,000 fed., Move Utilities from FY 2008 to FY 2009, and Move Construction from FY 2009 to FY 2010. SLO funding

**Administrative Modification 11  
FY 2007 - FY 2011 Transportation Improvement Program**

**November 2008**

<b>KIPDA ID</b>	<b>State ID</b>	<b>Project</b>	<b>Description</b>	<b>Sponsor</b>	<b>Change to TIP</b>
1401	442.00	Seneca Loop Extensions, East & West	East: Design and construction completing the loop in Seneca Park by adding bicycle facilities on Cannons Lane, Dutchman's Lane and KY 155 (Taylorsville Road); West: Design and construction to make connections from Cherokee Park and Seneca Loop to Beargrass Trail and eventual connections to Butchertown Trail and Riverwalk. Work plan considers safety and operational improvements at various street/intersection crossings including the intersection of Lexington Road and Grinstead Drive and Beargrass Trail entrances.	Louisville Metro PW	Move Construction from FY 2008 to FY 2009. SLO funding
465	437.00	KY 907 Southside Dr.	Widen KY 907 (Southside Drive) from 2 to 5 lanes (5th lane will be a center turn lane) from KY 1865 (New Cut Road) to KY 1020 (National Turnpike). The design will include the consideration of bicycle & pedestrian facilities.	KYTC	Move Design from FY 2010 to FY 2009. SLO funding
1427		Various Sidewalks in Oldham County	Construction of sidewalks on various roads in Oldham County	Oldham County	Move Construction from FY 2008 to FY 2009, SLO funding
1229	440.00	Various Sidewalks on State Routes	Construction of sidewalks on various state roadways	KYTC	Move \$116,250 federal funds from FY 2008 to FY 2009, SLO funding
329		Various Sidewalks in Louisville Metro	Construction of various sidewalk projects in Louisville Metro	Louisville Metro PW	Move Construction from FY 2008 to FY 2009, SLO funding
1582		Watterson Trail Phase I	Improve streetscape, reconstruct sidewalks and enhance landscaping from Maple Rd. to Old Taylorsville Rd.	Jeffersonton	Move Design from FY 2009 to FY 2011, SLO funding
1583		Watterson Trail Phase II	Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Pkwy. To Maple Rd.	Jeffersonton	Move Design from FY 2009 to FY 2011, Move Row and Utilities from FY 2010 to FY 2011, SLO funding

11/14/2008  
KIPDA