



See
<http://www.ridetarc.org/tripplan/>
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TRANSPORTATION TECHNICAL COORDINATING COMMITTEE

1:00 p.m., Thursday, October 15, 2009

Jeffersontown Community Center

10617 Taylorsville Road

Louisville, Kentucky 40299

Kentucky
Member
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana
Member
Counties

Clark

Floyd

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AGENDA

1. *Call to Order, Welcome, Introductions*
2. *August 12 Meeting Minutes* – Review and approval (see enclosed) - **Action requested.**
3. *Public Comment Period*
4. *Transportation Policy Committee Report* – Staff will report on the August TPC meeting.
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. *Modification/Clarification of Project Submittal Procedures* – Staff will detail process for future submittal and modification of projects in the MTP and the TIP.
8. *Other Business*
9. *Adjourn*

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

11520 Commonwealth Drive
Louisville, KY 40299
502-266-6084
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KY TDD 1-800-648-6056
www.kipda.org



Metropolitan Planning Organization

Kentucky Designated Area Agency on Aging

MEETING MINUTES
TRANSPORTATION TECHNICAL COORDINATING COMMITTEE (TTCC)
1:00 p.m., Wednesday, August 12, 2009
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, KY 40299

Call to Order

Chair Matt Meunier called the meeting to order at 1:02 p.m. After introductions were made it was determined a quorum was present.

Review and Approval of Minutes

Louise Allen, Oldham County Planning Commission, made a motion to approve the minutes of the April 8 meeting (see August packet). Tommy Rider, TARC Elderly & Disabled Advisory Council, seconded the motion and it carried with a unanimous vote.

Public Comment Period

There were no public comments.

Transportation Policy Committee Report

Larry Chaney, KIPDA staff, reported on the July Transportation Policy Committee (TPC) meeting activities.

Horizon 2030 Metropolitan Transportation Plan

David Burton, KIPDA staff, presented proposed amendments to the long range plan (see August meeting packet). **Tom Clevidence, Town of Clarksville, made a motion to recommend approval of the proposed amendment to the TPC. Hyun Lee, Clark County, seconded the motion and it carried with a unanimous vote.**

FY 2007-2011 Transportation Improvement Program

Mary Lou Hauber, KIPDA staff, presented proposed amendments to the short range funding document (see August meeting packet). **Tom Clevidence, Town of Clarksville, made a motion to recommend approval of the proposed amendment to the TPC. Louise Allen, Oldham County Planning Commission, seconded the motion and it carried with a unanimous vote.**

FY 2007-2011 Transportation Improvement Program

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

Other Business

David Burton, KIPDA staff, presented a progress report on the update of the long range plan, including the possibility of a lapse. There was discussion.

David Burton, KIPDA staff, presented a progress report on the processes and procedures of the economic stimulus packages.

Adjournment

The meeting was adjourned at 1:23 p.m.

Larry Chaney
Recording Secretary

Members Present:

Matt Meunier	City of Jeffersontown
Brian Fogle	City of Jeffersonville
*Greg Rawlings	Federal Highway Administration – Kentucky
Hyun Lee	Clark County
Don Lopp	Floyd County
Jim Ude	Indiana Department of Transportation – Seymour District
Tom Hall	Kentucky Transportation Cabinet – District 5
Larry Chaney	KIPDA
Cynthia Lee	Louisville Metro Air Pollution Control District
Kristi Ivey	Louisville Metro Economic Development
Dirk Gowin	Louisville Metro Public Works
*Eric Pruitt	Louisville Water Company
Paula Gish	Oldham County
Louise Allen	Oldham County Planning Commission
*John Watkins	Southern Indiana Transportation Advisory Group
Tommy Rider	TARC Elderly & Disabled Advisory Council
Tom Clevidence	Town of Clarksville
Carrie Butler	Transit Authority of River City

Members Absent:

*Katie McBride	AARP – Kentucky
Melanie Roberts	Bullitt County
Bill Saegesser	City of Charlestown
John Rosenbarger	City of New Albany
Ron Barnes	Clark County Air Board
*Brad Meixell	Clark County Fire Chiefs Association
Ramona Bagshaw	Clark County Planning Commission
*Janice Osadcuk	Federal Highway Administration – Indiana
*Jeffery Anoka	Federal Transit Administration – Region 4
*Lauren Hardwick	Greater Louisville Inc.
Scott Deloney	Indiana Department of Environmental Management
Larry Buckel	Indiana Department of Transportation – Public Transportation
Emmanuel Nsonwu	Indiana Department of Transportation – Urban & MPO Section
Joe Forgacs	Kentucky Division for Air Quality
Amy Thomas	Kentucky Transportation Cabinet
Larry McFall	Louisville & Jefferson County Riverport Authority
Charles Cash	Louisville Metro Planning & Design Services
Bob Slattery	Louisville Regional Airport Authority
*Michael Lemonds	Louisville Transportation Company
*Designee	Louisville/Jefferson County Metro Sewer District
*Tonya Fischer	One Southern Indiana
Matt Smolek	Port of Indiana – Jeffersonville
*Jill Saegesser	River Hills Economic Development District
Stephen Cotton	University of Louisville

Others Present:

Andy Crouch	City of Jeffersonville
Braden Lammers	Evening News & Tribune
Kathy Eaton	Indiana Department of Transportation – Seymour District
Nathan Fry	Indiana Department of Transportation – Seymour District
Bill Read	Indiana Department of Transportation – Seymour District
David Burton	KIPDA
Stacey Burton	KIPDA
Gina Marie Guiles	KIPDA
Mary Lou Hauber	KIPDA
Josh Suiter	KIPDA
Craig Butler	Louisville Metro Air Pollution Control District
Tim Emington	TRIMARC

* Denotes Advisory Members



MEMORANDUM

Kentucky
Member
Counties

TO: Transportation Technical Coordinating Committee

FROM: Mary C. Hauber

Bullitt

DATE: October 7, 2009

Henry

Jefferson

SUBJECT: Amendment of the Horizon 2030 Transportation Plan

Oldham

Shelby

Spencer

Trimble

Project sponsors have requested KIPDA to amend the *Horizon 2030 Long-Range Transportation Plan* to include the projects in the shaded column on the attached lists. The changes that have been submitted are proposed to both air quality exempt projects and air quality non-exempt projects. In order to process the exempt projects in a more timely manner, staff has separated the projects into two amendments - Amendment 16 includes air quality exempt projects, and Amendment 17 includes air quality non-exempt projects. Attached please find the requested amendments to the Transportation Plan (project changes are shown in the shaded column) and the Interagency Consultation minutes. Also attached is the air quality conformity documentation for Amendment 17. Amendment 16 does not require an air quality analysis.

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This project information and documentation was made available for public review from September 14 through September 29, 2009 at public libraries and on the KIPDA website. Public open houses were held on September 15 at KIPDA and at the Shively branch of the Louisville Free Public Library. Public comments were received and will be presented at the meeting.

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**Action is requested to recommend approval of Amendment 16 to the TPC.
Action is requested to recommend approval of Amendment 17 to the TPC.**

11520 Commonwealth Drive
Louisville, KY 40299
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Fax: 502-266-5047
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Amendment 16 of Horizon 2030 Transportation Plan - EXEMPT PROJECTS ONLY
Amendment 9 of FY 2007 - FY 2011 Transportation Improvement Program
October 2009

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
Indiana Projects							
523	8802635	15th Street East	Reconstruct 15th Street East CSX Railroad crossing, adding flashers and gates.	New Albany	Plan - Delete Project from Plan	TIP - Delete Project from FY 2011, Rail funds.	Exempt per 93.126
	0200786	CR 12 Old Vincennes Rd.	Phase 2: Reconstruct CR 12 (Old Vincennes Road) as a 2 lane road (no additional lanes) from 0.6 miles southeast of Edwardsville-Galena Road (CR 17) to Luther Road. Project length is 0.7 mi.	Floyd County	No change to Plan	Add to TIP, FY 2010 Const. \$2,900,000 STP-State funds	Exempt
1433	0500233	Ebenezer Church Road	Railroad grade crossing improvement at Ebenezer Church Road and CSX railroad near Borden.	INDOT	Plan - Change open to public date from 2008 to 2010	TIP - move FY 2008 PE to 2009; move FY 2008 Construction to FY 2010	Exempt per 93.126
1601		Georgetown-Lanesville Road	Pavement resurfacing on Georgetown-Lanesville Road for approximately 2.0 miles.	Floyd County	Plan - Delete	TIP - Delete	Exempt per 93.126
	0800320	I- 64	Install lighting at the I-64/US 150 Interchange	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$500,000 IM funds	Exempt
	0800420	I- 64	Replace pipe lining at various locations on I-64	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$1,077,750 IM funds	Exempt
	0810264	I- 64	Install signs, lighting, and markings on I-64 from I-265 to SR 111. Project length is 1.8 mi.	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$350,000 IM funds	Exempt
	0200602	I- 65	Purchase Hoosier Helper Vehicles for the Jeffersonville/New Albany Area	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$115,000 IM funds	Exempt
	0501211	I- 65	Resurface I-65 from SR 62 to 0.26 mile S of SR 311. Project length is 2.9 mi.	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$1,272,279 IM funds	Exempt
	0900105	I- 65	Install guardrails at various Locations in Clark, Scott, Jackson, Bartholomew and Shelby Counties	INDOT	Add to Plan	Add to TIP, FY 2010 PE & Const. \$4,158,000 IM funds	Exempt
	0810492	I- 65	Historic mitigation of historic train depot	INDOT	Child project of KIPDA #52	Add to TIP, FY 2010 Const. \$100,000 IM funds	Exempt

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KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
1536	0710152	I-265 Guardrails	Add guardrails at various location on I-265.	INDOT	Plan - Change Open to Public date from 2009 to 2010; increase total project cost from \$651,000 to \$931,000	TIP - increase FY 2009 PE from \$20,000 to \$31,000 total; increase FY 2009 Const. phase from \$475,000 to \$900,000.	Exempt per 93.126
1495	0300421	I-64	Inspection of the I-64 bridge over the Ohio River.	INDOT	Plan - Change the Open to Public date from 2008 to 2013; increase total project cost from \$50,000 to \$560,000	TIP - add FY 2010 PE phase Bridge funds totaling \$310,000.	Exempt per 93.126
1458	0600404	I-64	Bridge inspection of I-64 over the Ohio River.	INDOT	Plan - Delete	TIP - Delete	Exempt per 93.126
1550	0710870	I-64	Add lighting at various location on I-64.	INDOT	No change to Plan	TIP - Move FY 2008 PE to 2009 and reduce from \$150,000 to \$1,900; add FY 2010 Construction \$300,000, STP-State funds.	Exempt per 93.126
1535	0710151	I-64 Guardrails	Install guardrails on I-64 at various locations.	INDOT	Plan - Change Open to Public date from 2009 to 2010; change project cost from \$346,500 to \$560,000	TIP - decrease FY 2009 PE from \$27,000 to \$20,000 total; decrease FY 2010 Const phase from \$931,000 to \$475,000; STP-State funds.	Exempt per 93.126
	0800197	IN 60	Replace pipe lining at various locations on IN 60	INDOT	Add to Plan	Add FY 2010 PE, ROW, Const. \$497,865 STP-State	Exempt
	0900143	IN 62	Replace traffic signal at IN 62 and Salem Noble Road	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$250,000 STP-State funds	Exempt
	0710335	IN 111	Add signs, signals, and markings from Beechwood Ave to Mt Tabor Road. Project length is 1.7 mi.	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$500,000 STP-State funds	Exempt
	0800204	IN 160	Replace pipe lining at various locations on IN 160	INDOT	Add to Plan	Add to TIP, FY 2010 ROW & Const. \$527,480 STP-State funds	Exempt

Amendment 16 of Horizon 2030 Transportation Plan - EXEMPT PROJECTS ONLY
Amendment 9 of FY 2007 - FY 2011 Transportation Improvement Program
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	0800072	IN 403	Rehabilitate bridge on IN 403 over Silver Creek, 0.98 miles east of US 31.	INDOT	No change to Plan	Add FY 2010 ROW & Const. \$1,925,000 STP-State funds.	Exempt
1585	0800072	IN 403	Rehabilitate bridge on IN 403 over Silver Creek, 0.98 miles east of US 31.	INDOT	No change to Plan	TIP - Decrease FY 2009 PE from \$175,000 to \$12,000; add FY 2011 Design \$200,000; STP-State funds.	Exempt per 93.126
1541	0800080	IN 60	Replace bridge over Persimmon Run, 4.93 miles west of IN 111.	INDOT	Increase plan project cost from \$195,000 to \$575,000; move Open to Public date from 2011 to 2016.		Exempt per 93.126
1533	0300437	IN 62	Roadside maintenance on IN 62 at Fourteen Mile Creek.	INDOT	Plan - Delete	TIP - Delete	Exempt per 93.126
1546	0710299	Incident Management	Purchase TMC vehicles for Falls City (Hoosiers Helpers).	INDOT	Plan - Delete	TIP - Delete	Exempt per 93.126
1393	0500611	Ohio River Greenway	Construct Pedestrian Walkway in Jeffersonville (Restaurant Row) in Ohio River Greenway	Jeffersonville	No change to Plan	Move FY 2005 Const. to FY 2010 \$1,250,000 STP-State funds	Exempt
539	0400935	Salem Noble Rd.	Reconstruct Salem-Nobel Road as a 2 lane (no additional lanes) road from IN 62 to IN 403. Project length is 3.4 miles.	Clark County	No change to Plan	TIP - Move ROW from FY 2011 to future, \$300,000 fed. And \$375,000 total, STP-Urban funds	Exempt per 93.126
	9383760	Spring St.	Railroad crossing improvement on Spring St at CSX Railroad Crossing	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$100,000 STP-State funds	Exempt
964	0500175	St. John Road	Reconstruct and realign St. John Road as a 2 lane (no additional lanes) road 0.5 miles of existing road approximately 2 miles west of IN 60.	Clark County	Plan - Change open to public date from 2009 to 2012	TIP - Add FY 2011 ROW \$400,000 fed and \$500,000 total, STP-Urban funds	Exempt per 93.126
1597	0810455	West Street	Railroad protection improvement at CSX railroad at West Street in Borden, Indiana.	INDOT	Decrease plan project cost from \$1,875,000 to \$265,000	TIP - move 2010 PE phase to 2009.	Exempt per 93.126

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1431	0500232	Wilson Switch Road	Railroad grade crossing improvement at Wilson Switch Road and CSX railroad near Borden.	INDOT	Plan - Change Open to Public date from 2008 to 2010; Increase plan project cost from \$210,000 to \$225,000	TIP - add FY 2009 PE \$15,000; move FY 2008 Construction to 2010; STP-State funds.	Exempt per 93.126
Kentucky Projects							
		2nd Street Streetscape Project	Construction of pedestrian amenities to 2nd Street between Main Street and River Road, as well as a portion of Washington Street in the block east of Second Street in downtown Louisville.	Louisville Metro Government	Add to Plan	Add to TIP - FY 2010 \$2,400,000 TE	Exempt per 93.126
		Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation 2010	Program will increase awareness; teach cyclists and motorists to share the traveling environment safely; ensure that police, planners and engineers understand the rights of cyclists/pedestrians; educate children on safe walking and bicycling practices; promote bicycling to increase ridership through various events and campaigns. Program will be evaluated to monitor and measure the progress in creating a more positive environment for cycling.	Louisville Metro Public Works & Assets	No change	Add to TIP - FY 2010 \$100,000 CMAQ	Exempt per 93.126
1574		Bicycle & Pedestrian Striping, Signage, Signalization	Provide striping and signage for Louisville Metro's expanding bicycle and pedestrian facilities to enhance the safety of the roadways for bicyclists and pedestrians.	Louisville Metro Government	No change	Add to TIP - FY 2010 \$134,000 TE	Exempt per 93.126
		Bicycle Facility Improvements - Striping, Signage & Signalization 2010	Provide striping and signage for Louisville Metro's expanding bicycle and pedestrian facilities to enhance the safety of the roadways for bicyclists and pedestrians.	Louisville Metro Public Works & Assets	Add to Plan	Add FY 2010 \$150,000 CMAQ	Exempt per 93.126

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1501		Bicycle Parking & Intermodal Transit Facility	Construction of an intermodal transit station that provides access to transit routes, taxis, bicycle parking & storage, and transit oriented retail at street level.	Louisville Metro Public Works & Assets	No change	Add to FY 2010 \$1,353,920 CMAQ; Delete FY 2009 \$1,856,026 ARRA funds	Exempt per 93.126
1513		Bicycle Priority Corridor	Improvements for bicycling on River Road, KY 155 (Taylorsville Road), and New Cut Road.	Louisville Public Works	Plan & TIP - Change description to "Improvements for bicycling on River Road between Zorn Ave. and Blankenbaker Lane." Change OTP to 2011.	TIP - Move FY 2007 D,C to FY 2010 Utilities \$80,000 fed. \$100,000 total, and FY 2011 Construction \$570,000 fed. and \$712,500 total, CMAQ funds.	Exempt per 93.126
		Bicycle Sharing System	Implementation of a pilot system of 4 kiosks with a total of 50 bikes for a bicycle sharing system to be used for short trips in the Louisville Metro CBD	Louisville Metro Public Works & Assets	Add to Plan	Add to TIP - FY 2010 \$180,000 CMAQ	Exempt per 93.126
		I-264 Fairgrounds & Airport Exits Landscaping Project	Landscaping I-264 at the Fairgrounds and Airport Exits.	Louisville Metro Government	Add to Plan	Add to TIP - FY 2010 \$696,634 TE	Exempt per 93.126
		ITS Activities on Various NHS Routes	Provide message signs (DMS)/ cameras on I-265 on either side of I-64 and I-65 interchanges, and I-71 NB in Oldham County, as part of the TRIMARC system. This will be part of a larger ITS project in Highway District's 4, 5, and 6.	KYTC	Add to Plan	Add to TIP - FY 2010 Design \$25,000; FY 2010 Construction \$825,000; NH funds	Exempt per 93.126

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369		Kentuckiana Air Education	KAIRE serves as a communication channel for voluntary air quality improvement promoting public awareness and consumer behavior related transportation choices. Objectives include: Educate the public about the health effects of poor air quality; Raise awareness of Ozone Season and the steps to take to help our community in episodic poor air quality conditions; Encourage changed behavior that will help local air quality; and public outreach.	Louisville Metro Air Pollution Control District	No change	Add FY 2010 \$515,000 CMAQ funds	Exempt per 93.126
1507		KY 155	Reconstruct intersection of KY 155 and KY 148	KYTC	No change	TIP - Move FY 2011 Construction to future, \$1,034,000 STP-Urban	Exempt per 93.126
1447	371.11	KY 22	Intersection safety improvements on KY 22 at Ten Broeck Way including providing left turn lanes.	KYTC	No change	TIP - Move FY 2008 ROW to FY 2010 and increase to \$740,000, Move FY 2008 Utilities to FY 2010 and increase to \$840,000, Move FY 2009 Construction to future (2012) \$1,190,000; State funds	Exempt per 93.127
1444	371.14	KY 22	Reconstruct intersection of KY 22 and Barbour Lane	KYTC	No change	TIP - Move FY 2008 ROW to FY 2010 and increase to \$690,000, Move FY 2008 Utilities to FY 2010 and increase to \$580,000, Move FY 2008 Construction to future (2012) \$1,410,000; State funds	Exempt per 93.127

Amendment 16 of Horizon 2030 Transportation Plan - EXEMPT PROJECTS ONLY
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1443	371.15	KY 22	Reconstruct KY 22 at Avenue of the Woods and Chatsworth, including the intersection of KY 22 and Springcrest.	KYTC	No change	TIP - Move FY 2008 ROW to FY 2010 and increase to \$950,000, Move FY 2008 Utilities to FY 2010 and increase to \$1,260,000, Move FY 2008 Construction to future (2012) \$2,380,000; State funds	Exempt per 93.127
1442	371.16	KY 22	Intersection improvement on KY 22 at KY 2050 (Herr Lane) and the entrance to Ballard High School.	KYTC	No change	TIP - Move FY 2008 ROW to FY 2010 and increase to \$1,470,000, Move FY 2008 Utilities to FY 2010 and increase to \$1,150,000, Move FY 2008 Construction to future (2012) \$1,360,000; State funds	Exempt per 93.127
New	8509.00	KY 245	Minor widening of KY 245 (no additional travel lanes) from Bernheim Forest to the Community College. Project length is 1.2 mi.	KYTC	Plan - Add to Plan	TIP - add to TIP, FY 2010 PE \$500,000 STP-State funds.	Exempt per 93.126
1465	150.10	KY 44	Reconstruct KY 44 at Bells Mill Road to align the intersection with addition of left turn lane on KY 44.	KYTC	No change	TIP - Move ROW from FY 2008 to FY 2010 and increase to \$400,000, Move FY 2008 Utilities to FY 2010 and increase to \$600,000, Move FY 2008 Construction to future (2012) \$1,170,000; State funds	Exempt per 93.127
1466	150.20	KY 44	Reconstruct KY 44 at Bogard/Lloyd Lane; align intersection and add left turn lanes on KY 44.	KYTC	No change	TIP - Move ROW from FY 2007 to FY 2010 and increase to \$700,000 fed, Move FY 2008 Utilities to FY 2010 and increase to \$680,000 fed, Move FY 2009 Construction to future (2012) \$12,250,000; NHS funds	Exempt per 93.127

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1468	150.30	KY 44	Reconstruct KY 44 at Armstrong/Fisher Lane with addition of left turn lanes on KY 44.	KYTC	No change	TIP - Move ROW from FY 2008 to FY 2010 and increase to \$1,400,000, Move FY 2008 Utilities to FY 2010 and increase to \$420,000, Move FY 2009 Construction to future (2012) \$1,330,000; State funds	Exempt per 93.127
		LaGrange Road & New LaGrange Road Bicycle/Pedestrian Facility Improvements	Construction of sidewalks and bike lanes on LaGrange Rd. between Lyndon Lane and Whipps Mill Rd. Also includes the addition of a left turn lane from westbound LaGrange Rd. onto Whipps Mill Rd. to prevent traffic delays when a train is present on adjacent tracks.	Louisville Metro Public Works & Assets	Add to Plan	Add to TIP - FY 2010 \$1,356,400 TE	Exempt per 93.127
		Louisville Metro Hybrid Fleet Vehicles 2010	Purchase of 25 Ford Escape Hybrids to be used by Louisville Metro Fleet Services	Louisville Metro Public Works & Assets	Add to Plan	Add to TIP - FY 2010 \$163,689 CMAQ	Exempt per 93.126

Amendment 16 of Horizon 2030 Transportation Plan - EXEMPT PROJECTS ONLY
Amendment 9 of FY 2007 - FY 2011 Transportation Improvement Program
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New		New Freedoms Program	Public transportation and public transportation alternatives beyond those required by the ADA and derived from these priorities: to improve access; to improve efficiency; to expand transportation services/capacity; improve transit-related coordination activities; enhance quality assurance; and, to improve related education and marketing. Projects will be awarded in keeping with the Louisville Urbanized Area Coordinated Plan and competitive selection process, and may include, but are not limited to, travel training, paratransit trips beyond 3/4 mile limit, hand-to-hand paratransit service, on-street accessibility improvements and administrative costs of mobility management.	TARC	Plan Parent Project is #1510.	TIP - Add project to TIP; FY 2009 Transit operations, \$336,804 fed., \$673,608 total, Section 5317 New Freedom funds.	Exempt per 93.126
		Northeast Louisville Loop Multi-Use Path	Construction of a shared use path along Shelbyville Rd. beginning at the intersection of Old Shelbyville Rd. and extending to N. Beckley Station Rd. At I-265 the project will integrate with the KYTC interchange planned improvements.	Louisville Metro Parks	Add to Plan	Add project - FY 2010 \$750,000 CMAQ	Exempt per 93.126
		Portland Elementary SRTS Project	Project includes pedestrian and bicycle safety education and improvements to sidewalks, signage, and parking lot striping at Portland Elementary School.	Louisville Metro	Add to Plan	Add to TIP - FY 2010 \$45,465 Safe Routes to Schools funds	Exempt per 93.126

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Amendment 9 of FY 2007 - FY 2011 Transportation Improvement Program
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KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
		Rangeland Elementary Safe Routes to School Project	Project includes pedestrian and bicycle safety education and improvements to a pedestrian path, sidewalks, signage, and parking lot striping at Rangeland Elementary School.	Jefferson County Public Schools	Add to Plan	Add to TIP - FY 2010 \$31,578 Safe Routes to Schools funds	Exempt per 93.126
1423		River Road Bicycle & Pedestrian Improvements	River Road Bicycle and Pedestrian Improvements from downtown Louisville to the city of Prospect (US 42), 8.5 miles.	Louisville Public Works	No change	TIP - Move FY 2009 Design to FY 2010 and increase to \$228,800 fed., 286,000 total; Move FY 2011 Construction to future, \$2,227,230 fed, \$2,784,038 total; STP-Urban funds	Exempt per 93.126
1605		Sidewalk and ADA Accessible Ramp Improvements in Jeffersontown	Construct sidewalks and replace and install ADA-accessible ramps at street intersections in Jeffersontown.	Jeffersontown	Plan - Change Open to Public date from 2009 to 2010.	No change	Exempt per 93.126
		Streetscape Project Phase IV	Streetscape improvements including ADA accessibility, improved parking, better sidewalks, street lights, public plazas with park benches and trash receptacles, drainage, curbs and gutters, curb extenders, trees and landscaping along Main Street between Watterson Trail and Blankenbaker Pkwy.	City of Middletown	Add to Plan	Add to TIP - FY 2010 \$210,300 TE funds	Exempt per 93.126
		Third Street and Eastern Parkway Bikeway and Safety Improvement Project	Construction of wider sidewalks and berms, signature entrance, bike path to Stansbury Park, and a new bus pull-off loading area.	University of Louisville	Add to Plan	Add to TIP - FY 2010 \$2,000,000 TE	Exempt per 93.126
New		University Corridor Fourth Street Intersection Improvements	Reconstruct intersections on Fourth Street at Industry Rd. and Central Ave. (no additional travel lanes); includes restriping Fourth St. from north of Norfolk-Southern viaduct to Central Ave.	KYTC	Plan - Add to Plan, \$1,600,000		Exempt per 93.127

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KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
		University of Louisville - Campus Bikeway & Safety Improvement	Completion of the University's Master Plan for biking & walking improvements around the perimeter of the campus. Includes the construction of a bike/ped facility that will connect a student housing center on the west side of campus to the Swain Student Activities Center, the Sports Complex, & Wright Natatorium on the east side, and allow connection to the Olmsted bikeway on Eastern Pkwy., and includes parking modifications on Cardinal Blvd. and Floyd St.; construction of a pedestrian oriented entrance at First St. & Cardinal Blvd. including bike pavilion, lockers, storage, and bus shelter.	University of Louisville/Office of the President	Add to Plan	Add to TIP - FY 2010 \$1,688,400 CMAQ	Exempt per 93.126

Amendment 17 of Horizon 2030 Transportation Plan - NON-EXEMPT PROJECTS
Amendment 10 of FY 2007 - FY 2011 Transportation Improvement Program

October 2009

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
Indiana Projects							
1394		Blackiston Mill Road/Potters Lane	Intersection improvements at Blackiston Mill Road and Potters Lane including the installation of a traffic signal and add left turn lanes on SB approach of Blackiston Mill Road and right turn lane on Potters Lane.	Clarksville PW	Plan - Increase cost to \$900,000 and change OTP date to 2012.	TIP - Add FY 2009 Design \$50,000 local funds, FY 2010 ROW \$150,000 local funds, and Move FY 2006 Construction to FY 2011 \$560,000 fed. CMAQ funds And \$700,000 total.	Not Regionally Significant
1244	0101102	I- 64	Interchange modification on I-64 at IN 62 and IN 64, adding turn lanes.	INDOT	Plan - Move open to public date from 2013 to 2009;	TIP - change funding in TIP to State funded; change project cost from \$16,480,000 to \$7,534,000.	Regionally Significant, Add to 2009 and 2012 scenarios
New	0810201	I- 64	Widen I-64 bridge over Cherry St. from I-265 to SR 111 . Project length is 1.8 mi.	INDOT	Child project of KIPDA #1003	Add to TIP, FY 2010 Const. \$1,100,000 IM funds	Regionally significant - no change to model
1344	0401133	I-265	I-265 interchange modification at State Street; add lanes on ramps.	INDOT	Plan - Move OTP from 2012 to 2017; increase project cost to \$880,000;	TIP - delete from TIP.	Regionally Significant remove from 2012 scenario
1345	0401134	I-265	I-265 interchange modification at IN 111; add lanes on ramps.	INDOT	Plan - Move OTP from 2012 to 2017; increase project cost to \$880,000;	TIP - delete from TIP.	Regionally Significant remove from 2012 scenario
1346	0401135	I-265	I-265 interchange modification at Charlestown Road; add lanes on ramps.	INDOT	Plan - Move OTP from 2012 to 2017; increase project cost to \$880,000;	TIP - delete from TIP.	Regionally Significant remove from 2012 scenario

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New	0810242	I-265	Construct new interchange on I-265 at Salem Road, Section 6 East end approach, Ph I Salem Rd interchange	INDOT	Child project of KIPDA #52	Add to TIP, FY 2010 Const. \$40,100,000 IM funds	Regionally significant - no change to model
1104	0100712	IN 60	Intersection improvement on IN 60 at St. Joe Road (east junction).	INDOT	Plan - Delete	TIP - Delete	Not Regionally Significant
1098	0100713	IN 60	Intersection improvement on IN 60 at St. Joe Road (west junction).	INDOT	Plan - Delete	TIP - Delete	Not Regionally Significant
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 Road East and St. Joe Road West. St. Joe Road East and St. Joe Road West intersections are located approx. 1,580 ft apart.	INDOT	Plan - Delete	TIP - Delete	Regionally Significant remove from model
1560	0710869	IN 60	Intersection improvement at Dow Knob Road to include the addition of turn lanes.	INDOT	No change	TIP - Delete	Not Regionally Significant
1208	0101257	IN 64	Intersection improvement on IN 64 at Tunnel Hill Road.	INDOT	No change	TIP - Delete	Not Regionally Significant
New	9902540	IN 111	Widen IN 111 from 2 to 5 lanes (5th lane will be a center turn lane) from Klerner Lane to Chapel Road (2.26 miles). Widen from 2 to 3 lanes from Chapel Road to Fairview Knob Road (0.36 miles). Reconstruct as 2-lane road from Fairview Knob Road to IN 60 (3.08 miles). Includes 1 bridge, signals and signs.	INDOT	Move Open to Public date to 2013	Move FY 2006 ROW to FY 2010 \$2,500,000; Move FY 2009 Const. to FY 2011 STP-State	Regionally significant - remove from 2009 scenario and add to 2020 scenario

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1556	0901275	Market Street/Spring Street	Upgrade and designate Market Street and Spring Street as two-way streets from IN 111 to State Street.	New Albany	Amend Plan to include revised project description "Upgrade and designate Market Street and Spring Street as two-way streets from IN 111 to State Street; also includes the two-way conversion of Elm St., Pearl St., and Bank St., as well as the installation of landscaped medians, bicycle lanes, and railroad crossing improvement as well as traffic calming devices and sidewalks."	Amend TIP to include revised project description "Upgrade and designate Market Street and Spring Street as two-way streets from IN 111 to State Street; also includes the two-way conversion of Elm St., Pearl St., and Bank St., as well as the installation of landscaped medians, bicycle lanes, and railroad crossing improvement as well as traffic calming devices and sidewalks."	Regionally Significant, change Elm, Pearl, and Bank streets to two-way streets
Kentucky Projects							
1192		Broadway & 18th Street	Align intersection of Broadway and 18th Street by moving the south leg of 18th Street to the east.	Louisville Public Works	Plan - Change Open to Public date from 2008 to 2010	TIP - Add FY 2010 Utilities \$50,000 fed and \$62,500 total; Add FY 2010 Construction \$300,000 fed, and \$375,000 total; STP-Urban funds.	Regionally Significant remove from 2009 scenario
New		Buckner Connector	Construct new connection from Old LaGrange Rd. to KY 393. Project length is 0.8 mi.	Oldham County	Plan - Add to Plan	TIP - Add FY 2011 Design \$115,104 fed. And \$143,880 total; FY 2011 ROW \$115,104 fed. And \$143,880 total, STP-Urban funds.	Regionally Significant add to 2012 and later scenarios

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381	8105.00	Buechel Bank Road	Add center turn lane on Buechel Bank Road from GE Appliance Park to US 31E (Buechel Bypass). Project length is 0.9 miles.	KYTC	Plan - Change Open to Public date from 2008 to 2015	TIP - Move FY 2004 ROW to FY 2010 and increase to \$1,030,000; move FY 2003 Utilities to FY 2010 and decrease to \$420,000; Move 2005 Construction to future (2012) and increase to \$2,600,000; State funds	Regionally Significant remove from 2009 and 2012 scenarios
222	403.00	Cooper Chapel Rd. Phase 1	Phase 1: Reconstruct Cooper Chapel Road from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 61 to Smyrna Parkway. Project length is 1.8 miles.	Louisville Public Works	Plan - Change Open to Public date from 2009 to 2012	TIP - Increase FY 2009 Construction to \$5,720,000 fed., and 7,150,000 total, STP-Urban funds	Regionally Significant Remove from 2009 scenario
New	8414.00	Crittenden Drive	Relocate Crittenden Drive at the Louisville Regional Airport Authority to allow for construction of a taxiway to accommodate Group 6 Aircraft.	KYTC	Plan - Add project, \$2,000,000; OTP is 2012	TIP - Add FY 2010 Construction \$2,000,000 State funds.	Regionally Significant add to 2012 and later scenarios
195	964.1	Crittenden Drive/I-65	Reconstruct Crittenden Drive intersection at Warnock Street, includes I-65 ramp modifications at Warnock St..	KYTC	Plan - Change OTP from 2009 to 2011	TIP - ADD FY 2008 Utilities \$180,000, and reduce FY 2009 Construction from \$700,000 to \$460,000, HES funds.	Not Regionally Significant
1337		Downtown Two-Way Street Conversion	Convert the following north/south streets to two-way from the river to Broadway: Preston, Jackson, 3rd, 5th, 6th, 7th and 8th streets. In addition, convert the following east/west streets to two-way: Liberty and Jefferson streets.	Louisville Public Works	Plan - Delete Project from Plan, \$2,550,000; Replace with new projects - One-Way Street Conversion to Two-Way Phase 1 and Phase 2 (see below)		Regionally Significant remove from 2009 and later scenarios
New	8500.00	Greenwood Road/Terry Road	Construct a right turn lane on Terry Road at Greenwood Road.	KYTC	Plan - Add to Plan \$300,000	TIP - Add to TIP - FY 2009 Construction \$300,000 State funds.	Not Regionally Significant

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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). Add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 0.6 mi.	Louisville Public Works	Plan - Revise description to include "Add bike lanes to Hubbards Ln. from Kresge Way to KY 1447" and decrease project cost to \$2,050,000;	TIP - Revise description to match Plan.	Regionally Significant no change to model
New	159.10	I- 64	Construction of I-64 WB auxiliary lane from Hurstbourne Pkwy. To I-264, restripe gore area on I-264 WB at I-64 and extend left turn storage lanes on KY 1932 (Breckenridge Ln.). Initial phase of ultimate project 159.00. Project length is 1.7 mi.	KYTC	Plan - Add to Plan, \$5,600,000;	TIP - Add FY 2010 Utilities \$600,000; Add FY 2010 Construction \$5,000,000; ARRA- State funds	Regionally Significant add to 2012 and later scenarios

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389		I- 64	I-64 corridor improvements to consider alternative transportation modes as well as the addition of one travel lane in each travel direction between I-71 and I-264. If additional lane is added, intent would be to widen to inside.	KYTC	Plan - change project description to "Improvements within the I-64 corridor from the Kennedy Interchange to I-264 (Watterson Expressway) addressing safety and congestion issues. The improvements may include but are not limited to: consideration of alternative transportation modes, deployment of ITS technology, addition of auxiliary and/or travel lanes, interchange modifications, and installation of traffic safety devices, signs and lighting. None of the potential improvements will involve expansion of the Cochran Hill Tunnel."		Regionally Significant

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New	52.00	I- 64 / KY 1747 Interchange	Reconstruct existing interchange including construct a triple left turn movement from WB Linn Station Rd. to SB Hurstbourne Pkwy.; additional SB lane for Hurstbourne Pkwy from Linn Station Rd. to Ramp 1 (I-64 EB off ramp); provide right turn lane for NB Hurstbourne to EB Linn Station Rd.; provide dual left turn lanes from Ramp 5 (I-64 WB off ramp) to SB Hurstbourne. Widen Ramp 5 to 3 lanes approaching the terminal; Widen Ramp 6 (I-64 WB on ramp) for dual right turn lanes from SB Hurstbourne Pkwy.; provide dual left turn lanes from SB Hurstbourne Pkwy to Ramp 4 (I-64 EB on ramp). Widen Ramp 4 for dual lanes turning to ramp; Align Ramp 2 (I-64 EB off ramp for local traffic) to the new lane to SB Hurstbourne Pkwy.	KYTC	Plan - add project with open to public date of 2013	TIP - Add FY 2010 ROW \$2,210,000; FY 2010 Utilities \$3,250,000; FY 2010 Construction \$10,000,000; FY 2011 Construction \$15,000,000; IM funds	Regionally Significant add to 2020 scenario
181		I- 64 / KY 1747 Interchange	Reconstruct existing interchange including construct ramp 7 "flyover" from northbound KY 1747 (Hurstbourne Parkway) to westbound I-64 and re-time signals along KY 1747 (Hurstbourne Parkway).	KYTC	Plan - Change open to public date from 2010 to 2021	TIP - Delete project and move to future	Regionally Significant remove from 2012 and 2020 scenarios
1477	389.00	I- 64/I-264	Reconstruct the I-264 (Shawnee Expressway) northbound ramp to westbound I-64. (no additional travel lanes)	KYTC	Plan - Change OTP from 2008 to 2012	TIP - Reduce FY 2009 Construction from \$6,800,000 to \$4,790,000 IM funds.	Not Regionally Significant

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1478	48.10	I- 71	Addition of north and southbound auxiliary lanes on I-71 near the Kennedy Interchange, including operational improvements to the Zorn Avenue Interchange. Project length is 1.5 mi.	KYTC	No change	TIP - Move ROW from FY 2008 to FY 2010 and increase to \$1,110,000 fed, Move FY 2008 Utilities to FY 2010 and increase to \$1,090,000 fed, Move FY 2009 and 2010 Construction to future (2012) \$20,250,000; NHS funds	Regionally Significant no change to model
1479	48.20	I- 71	Addition of north and southbound auxiliary lanes on I-71 and I-264 including a possible flyover ramp from I-71 southbound to US 42 Interchange. Total project length is 1.4 mi.	KYTC	Plan - Change open to public date from 2020 to 2012; Change description to "Reconstruct I-71/I-264 interchange including the addition of north and southbound auxiliary lanes on I-71 and I-264."	TIP - Change description to "Reconstruct I-71/I-264 interchange including the addition of north and southbound auxiliary lanes on I-71 and I-264." Increase FY 2010 ROW to \$2,320,000; Increase FY 2010 Utilities \$1,130,000; Move FY 2010 Construction to future (2012) \$15,820,000; NHS funds	Regionally Significant add to 2012 and later scenarios, and remove flyover ramp.
516	8405.00	I-264	Construct a new interchange at I-264 and Manslick Road.	KYTC	Plan - Add to Plan, \$9,000,000	TIP - Add to TIP FY 2010 Design \$3,100,000 State funds.	Regionally Significant add to 2020 and later scenarios
New		I-264	Add an auxiliary lane on I-264 eastbound at US 42 to relieve ramp congestion. Project length is 0.5 miles.	KYTC	Plan - Plan parent project is KIPDA 131.	TIP - ADD to TIP - FY 2010 Construction \$1,350,000 IM funding.	Regionally Significant no change to model

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179	21.00	I-265	Reconstruct I-265 (Gene Snyder Freeway) interchange at I-64, including: NB to WB 2 lane flyover, SB to WB 2 lane ramp, and auxiliary lane to tie into KIPDA #197; also includes WB auxiliary lane on I-64 from I-265 to Blankenbaker Pkwy.	KYTC	Plan - Change OTP from 2012 to 2015	TIP - Move FY 2007 ROW to FY 2010 and increase to \$3,150,000; Move FY 2008 Util. to FY 2010 and decrease to \$2,170,000; Move FY 2009 and 2010 Construction to FY 2012 \$10,000,000, FY 2013 \$12,000,000, and FY 2014 \$15,000,000, IM funds.; Add FY 2008 \$640,000 KYD funds.	Regionally Significant remove from 2012 scenario
197	41.00	I-265	Reconstruct I-265 (Gene Snyder Freeway) interchange at US 60 (Shelbyville Road). Auxiliary lanes will be added to NB and SB I-265 from the US 60 interchange south to reduce congestion and improve safety. Lanes will be added at the base of the exit ramps. Turn lanes and other improvements will be made to US 60 between English Station Road and Beckley Woods Drive in order to improve safety and increase capacity. Project length is 0.5 miles.	KYTC	No change	TIP - Move FY 2007 ROW to FY 2009 and increase from \$100,000 to \$110,000; Move FY 2007 Utilities to FY 2009 and increase from \$350,000 to \$370,000; Move FY 2008 Construction to FY 2010 and increase from \$3,000,000 to \$4,000,000; delete FY 2009 Construction \$12,480,000 and FY 2010 Construction \$21,632,000; IM funds.	Regionally Significant - leave in 2012 scenario; description clarified in model.
1485	271.00	I-265	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. Project length is 0.2 mi.	KYTC	Plan - Move OTP from 2009 to 2011	TIP - Move FY 2009 Construction to FY 2010, IM funds.	Regionally Significant remove from 2009 scenario

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New		Job Access & Reverse Commute (JARC) for FY 2010	Improve access to transportation services to employment and employment-related activities for welfare recipients and eligible low-income individuals and for reverse-commute employment opportunities. Projects are derived from the priorities set forth in the Louisville Urbanized Area Coordinated Plan to improve access; improve efficiency; expand transportation services/capacity; improve transit-related coordinated activities; enhance quality assurance and to improve related education and marketing. Initiatives will be competitively selected and may include, but are not limited to: paratransit work trip opportunities; suburban/urban employment connector routes; circulator/shuttle from fixed route to employment.	TARC	Plan - Parent project is KIPDA #486.	TIP - Add to TIP - FY 2010 \$1,168,353, Section 5316 JARC funds.	Routes yet to be determined
1488	304.10	KY 22	Reconstruct 22 widening it from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 329 to KY 329B; and from 2 to 5 lanes (5th lane will be a center turn lane) from KY 329B to Abbott Lane. Total project length is 2.4 mi.	KYTC	Plan - Change OTP from 2012 to 2013	TIP - Move FY 2008 ROW to FY 2009 and increase to \$2,100,000; Move FY 2008 Utilities to FY 2009 and increase to \$2,080,000, and move FY 2009 Construction to FY 2011 and increase to \$9,740,000, State funds.	Regionally Significant remove from 2012 scenario

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1489	304.20	KY 22	Reconstruct KY 22 widening it from 2 to 5 lanes (5th lane will be a center-turn lane) from Abbott Lane to the proposed KY 393 intersection and from 2 to 3 lanes (3rd lane will be a center-turn lane) from the proposed KY 393 intersection to the existing KY 393 intersection. Total project length is 2.1 mi.	KYTC	Plan - Change OTP from 2012 to 2015	TIP - Move FY 2008 Design to FY 2010 and increase to \$840,000; Move FY 2009 ROW to FY 2012 and increase to \$3,310,000; Move FY 2009 Util. to FY 2012 and increase to \$2,170,000; Move FY 2010 Construction to FY 2014 and increase to \$9,000,000. State funds	Regionally Significant remove from 2012 scenario
1445	371.12	KY 22	Reconstruct intersection of KY 22 at Springcrest Drive.	KYTC	No change	TIP - Delete project from TIP; State funds.	Not Regionally Significant
1446	371.13	KY 22	Reconstruct intersection of KY 22 at Goose Creek Rd.	KYTC	Plan - Change Open to Public date from 2009 to 2012	TIP - Move FY 2008 ROW to FY 2010 and increase to \$630,000; Move FY 2008 Utilities to FY 2010 and increase to \$730,000; Move FY 2009 Construction to future (2012) \$1,250,000; State funds.	Not Regionally Significant
1125	117-35	KY 61	Widen KY 61 from 2 to 4 lanes from existing 4 lane section to Shepherdsville. Section 3 - from south of Brooks Run to existing four lane (Construction Sequence 1). Project length is 1.7 mi.	KYTC	Plan - Parent Project KIPDA #200 OTP is 2012.	TIP - Change OTP from 2009 to 2012; Move FY 2009 Construction to FY 2010 and increase from \$10,175,000 to \$10,930,000.	Regionally Significant remove from 2009 scenario

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147	234.00	KY 393	Relocate and widen KY 393 from 2 to 3 lanes (3rd lane will be a center turn lane) from I-71 to north of KY 146 (LaGrange Road). Project length is 0.9 mi.	KYTC	Plan - change OTP from 2009 to 2012 and change project description to "Relocate and widen KY 393 from 2 to 3 lanes (3rd lane will be a center turn lane) from I-71 to north of KY 146 (LaGrange Road). KY 393 reconstruct from northern ramp of I-71 to north of KY 146 (stations 10+100 to 12+100".	TIP - Move FY 2009 Construction to FY 2011 and increase from \$8,424,000 to \$9,310,000 State funds.	Regionally Significant remove from 2009 scenario
New	391.20	KY 480	Widen from 2 to 3 lanes (3rd lane is center turn lane) from Cedar Grove Elementary to Valley View Dr. Project length is 0.6 mi.	KYTC	Plan - Breakout this section from Plan Parent Project KIPDA #1490. Add this section to Plan and TIP. OTP changes from 2009 to 2010.	TIP - FY 2010 Construction \$2,500,000 State funds	Regionally Significant remove from 2009 scenario
1467	284.00	KY 841	Improve KY 841/Stonestreet Road interchange as recommended by KIPDA's interchange study, including add 2nd NB travel lane on Stonestreet Road from interchange to railroad tracks. Project length is 0.3 mi.	KYTC	Plan - No Change, open to public date is 2012.	TIP - Add to TIP, FY 2010 Construction \$360,000 of STP-ST funds.	Regionally Significant, add project to model for 2012 and later scenarios.
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 and pedestrian facilities. Project length is 0.7 mi.	KYTC	Plan - Change Open to Public date from 2011 to 2020	TIP - Move FY 2009 Design to Future; \$550,000 STP-Urban funds	Regionally Significant remove from 2012 scenario

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New	8502.00	KY 1020	Widen KY 1020 (National Turnpike) from 2 to 3 lanes (3rd lanes will be a center turn lane) from Fairdale Road (MP 0.615) to South Park Road (MP 2.669).	KYTC	Plan - Add to Plan \$1,350,000	TIP - Add to TIP - FY 2010 Design \$1,350,000 State funds.	Regionally Significant add to 2020 and later scenarios
365	122.00	KY 1065	KY 1065 (Outer Loop) intersection improvement at KY 864 (Fegenbush Lane) and KY 864 (Beulah Church Road).	KYTC	Plan - Change OTP from 2008 to 2012	TIP - Move FY 2006 ROW to FY 2010 and increase to \$4,830,000; Move FY 2006 Utilities to FY 2010 and increase to \$2,290,000, and Move FY 2008 Construction to FY 2012 and increase to \$4,440,000; State Funds.	Not Regionally Significant
154	247.1	KY 1450	Widen KY 1450 (Blue Lick Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 (Gene Snyder Freeway) to KY 61 (Preston Highway); approximately 1.669 miles.	KYTC	No change	Move FY 2006 ROW to FY 2009, \$9,560,000; and FY 2006 Utilities to FY 2010, \$6,600,000, Move FY 2007 and 2008 Construction to the future (2012) \$13,500,000, State funds.	Regionally Significant no change to model
1493	293.00	KY 1494	Widen travel lanes (no additional travel lanes) on KY 1494 in Bullitt County, and relocate road from 2000 feet west of KY 61 to KY 61.	KYTC	Plan - Change Open to Public date from 2006 to 2010	TIP - Move FY 2009 Construction to FY 2010, \$1,500,000 STP-Urban funds.	Regionally Significant remove from 2009 scenario
359	344.02	KY 1747	Add 3rd travel lane southbound on KY 1747 (Hurstbourne Parkway) from US 60 (Shelbyville Road) to Linn Station Road 1.6 miles in length. Includes improvement to the US 60 and Hurstbourne Pkwy. intersection.	KYTC	PLAN - Change Open to Public date from 2010 to 2013	TIP - Move FY 2007 ROW to FY 2010 \$1,680,000; Move FY 2007 Utilities to FY 2010 \$1,670,000; and move FY 2008 Construction to future (2012)\$3,960,000; State funds.	Regionally Significant, remove from 2012 scenario

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New	344.02; 344.03	KY 1747	Improvements to the US 60 and KY 1747 (Hurstbourne Parkway) intersection.	KYTC	Plan parent project is KIPDA #359.	TIP - Add project to TIP - FY 2010 ROW \$1,160,000 State funds; FY 2010 Utilities \$780,000 State funds; FY 2010 Construction \$700,000 State funds; FY 2010 Construction \$700,000 KYD funds.	Parent project is KIPDA #359 above
233	373.01	KY 1819	Reconstruct and widen KY 1819 (Watterson Trail) from 2 to 3 lanes (3rd lane will be a center turn lane) from Plantside Drive to KY 913 (Blankenbaker Parkway). Project length is 2.0 mi.	KYTC	Plan - Change OTP from 2007 to 2012	TIP - Move FY 2006 Construction to FY 2010, and change from \$700,000 to 603,000 KYD funds.	Regionally Significant, remove from 2009 scenario
New	8203.00	KY 1819 (Billtown Rd.)	Spot improvements to KY 1819 (Billtown Rd.) between Easum Rd. and Colonnades Rd. Project length is 1.1 mi.	KYTC	Plan - Parent project is #257 above; State ID #8203.00 moves to child project. Open to public date is 2012.	TIP - FY 2007 Design to FY 2009; FY 2008 ROW to FY 2010 and increase to \$2,000,000; FY 2010 Utilities \$2,000,000; State funds.	Not Regionally Significant
257		KY 1819 (Billtown Rd.)	Widen KY 1819 (Billtown Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 (Gene Snyder Freeway) to KY 1819 (Watterson Trail). Project length is 3.8 mi.	KYTC	Plan - Open to public date changes from 2012 to 2020		Regionally Significant remove from 2012 scenario
New	8504.00	KY 1849	Construct a new access road beginning where Moorman Road crosses KY 1230 (Lower River Road) and traveling NW into Farnsley-Moorman Landing.	KYTC	Plan - Add project to Plan, \$680,000;	TIP - Add project to TIP, FY 2010 Design \$60,000 and FY 2010 Construction \$620,000, State funds.	Not regionally significant
128	323.01	KY 1931	Widen KY 1931 (Greenwood Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1934 (Greenbelt Highway) to US 31W (Dixie Highway), a total of 2.6 miles. (Additional funding)	KYTC	No change	TIP - Move FY 2007 ROW to FY 2010 and increase to \$10,480,000, Move FY 2007 Utilities to FY 2010 and increase to \$3,940,000, Move FY 2009 Construction to future (2013) \$12,170,000; State funds	Regionally Significant remove from 2012 scenario

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New	8506.00	KY 1931	Construct a left turn lane at KY 1931 (St. Andrews Church Road) and St. Anthony Road.	KYTC	Plan - Add to Plan \$150,000	TIP - Add to TIP - FY 2010 Construction \$150,000 State funds.	Not Regionally Significant
128	8408.00 (other state ID# 323.01)	KY 1931	Widen KY 1931 (Greenwood Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1934 (Greenbelt Highway) to US 31W (Dixie Highway), a total of 2.6 miles.	KYTC	Plan - Change OTP from 2012 to 2016	TIP - reflect FY 2010 Construction \$3,200,000 State funds	Regionally Significant remove from 2012 scenario
New	8505.00	KY 1934	Construct a new access road at the entrance to Farnsley-Kaufman House from KY 1934 (Cane Run Road).	KYTC	Plan - Add project to Plan, \$80,000	TIP - Add project to TIP, FY 2010 Design \$10,000 and FY 2010 Construction \$70,000, State funds.	Not regionally significant
1396	8205.00	KY 2053 (Mt. Washington Rd.)	Widen KY 2053 (Mt Washington Rd.) from 2 to 3 lanes (3rd lane is center turn lane): Phase 1 - from KY 61 (Preston Hwy.) to Penn Run Creek (Open to public date is 2012); Phase 2 - from Penn run Creek to KY 864 (Cedar Creek Rd.) (Open to public date is 2020). Project length: Phase 1 - 1.6 mi; Phase 2 - 1.2 mi.; total - 2.8 mi.	KYTC	Plan - Change description from "Widen KY 2053 (Mt. Washington Rd.) from 2 to 3 lanes from KY 61 (Preston Hwy.) to KY 864 (Cedar Creek Rd.)" to "Widen KY 2053 (Mt Washington Rd.) from 2 to 3 lanes (3rd lane is center turn lane): Phase 1 - from KY 61 (Preston Hwy.) to Penn Run Creek (Open to public date is 2012); Phase 2 - from Penn run Creek to KY 864 (Cedar Creek Rd.) (Open to public date is 2020)."; and change Open to public date from 2009 to dates indicated in description.	TIP - Move FY 2006 Design to FY 2009 \$550,000, and change from State funds to STP-Urban funds.	Regionally Significant remove from 2009 scenario

Amendment 17 of Horizon 2030 Transportation Plan - NON-EXEMPT PROJECTS
Amendment 10 of FY 2007 - FY 2011 Transportation Improvement Program

October 2009

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
New	8400.00	KY 2053/KY 864 (McNeely Lake Park Rd.)	Design and construct (phase 1) of a new North/South Park Road west of McNeely Lake from Cooper Chapel Rd. to Mt. Washington Rd. Project length is 2.0 mi.	KYTC	Plan - add project, \$6,200,000; open to public date is 2012	TIP - add FY 2009 Design \$1,102,500 State funds	Regionally Significant add to 2012 and later scenarios
1451	8301.00	KY 2055	Widen existing lanes (no new travel lanes), improve, and realign west KY 2055 (Manslick Road and Mt. Holly Road) at the intersection with Fairdale Road and Mitchell Road.	KYTC	Plan - Change OTP from 2008 to 2010	TIP - Add to TIP - FY 2010 ROW \$300,000 and FY 2010 Utilities \$1,500,000 , State funds.	Not Regionally Significant
New	8503.00	KY 2055 (Mt. Holly Rd.)	Widen KY 2055 (Mt. Holly Rd.) from 2 to 3 lanes from KY 1020 (National Turnpike) to Fairdale Road. Project length is 1.4 mi.	KYTC	Plan - add project	TIP - add FY 2009 Design \$1,050,000 State funds; OTP is 2016	Regionally Significant add to 2020 and later scenarios
442	8201.00	LaGrange Overpass	Construct LaGrange overpass (4 travel & 1 center turn lane) over I-71 from Business Park Road to New Moody Lane. Project length is 0.3 mi.	Oldham County	Plan - Change Open to Public date from 2012 to 2015; increase project cost to \$25,000,000		Regionally Significant Remove from 2012 scenario
321	434.00	LaGrange Underpass West of LaGrange	Construct a 4 lane uninterrupted rail underpass west of LaGrange.	Oldham County	Plan - Change Open to Public date from 2012 to 2014	TIP - Increase FY 2010 ROW to \$2,425,500 fed., and FY 2011 Utilities to \$989,880 fed., STP-Urban funds	Regionally Significant Remove from 2012 scenario
		Metro-wide Traffic Signal Synchronization - Phase 1	Upgrade and expand the Metro-wide traffic signal program to reduce vehicle emissions, reduce overall vehicle delays and travel times, reduce fuel consumption, reduce vehicle operating costs and increase traffic safety. The proposed project would provide upgrades and communications to approximately 106 traffic signals along critical suburban corridors.	Louisville Metro Public Works & Assets	Add to Plan	Add to TIP - FY 2010 \$800,000 CMAQ	Regionally Significant, off-model analysis

Amendment 17 of Horizon 2030 Transportation Plan - NON-EXEMPT PROJECTS
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October 2009

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
1273		Olmsted Parkways Multi-Use Path System	Construct a multi-use path system connecting Algonquin, Southwestern, Southern and Eastern Pkwy. with existing trails to create a continuous 30 miles of connected paths for pedestrians and bicyclists.	Lou Metro Parks	Plan - Change description to include, "Change from 4 lanes to 3 lanes (3rd lane will be a center turn lane) on Southwestern Parkway from Shawnee park to I-264, Algonquin Pkwy from I-264 to Winkler, Southern Parkway from New Cut Rd. to South 3rd St., and Eastern Pkwy. from I-65 to Cherokee Park". Open to public date is 2012.	TIP - Change description to include, "Change from 4 lanes to 3 lanes (3rd lane will be a center turn lane) on Southwestern Parkway from Shawnee park to I-264, Algonquin Pkwy from I-264 to Winkler, Southern Parkway from New Cut Rd. to South 3rd St., and Eastern Pkwy. from I-65 to Cherokee Park". Change FY 2009 Construction to Design; Move FY 2010 Construction to Future; Move FY 2011 Construction to future; STP-Urban funds.	Regionally Significant add to 2020 and later scenarios
New		One-Way Street Conversion to Two-Way Phase 1	Conversion of one-way streets in downtown Louisville to two-way traffic (Main, Jefferson, Liberty, Muhammad Ali, Chestnut, 3rd Streets).	Louisville Public Works	Plan - Add to Plan, Open Public date is 2010; \$2,606,500	TIP - Add FY 2010 Design \$180,000 fed, FY 2010 Construction \$1,905,200 fed; STP-Urban funds.	Regionally Significant add to 2012 and later scenarios
New		One-Way Street Conversion to Two-Way Phase 2	Conversion of one-way streets in downtown Louisville to two-way traffic (8th, 7th, Shelby, Campbell Streets).	Louisville Public Works	Plan - Add to Plan, Open Public date is 2011; \$935,000	TIP - Add FY 2011 Construction \$748,000 fed; STP-Urban funds.	Regionally Significant add to 2012 and later scenarios

Amendment 17 of Horizon 2030 Transportation Plan - NON-EXEMPT PROJECTS
Amendment 10 of FY 2007 - FY 2011 Transportation Improvement Program

October 2009

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
163		River Road	Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue. To include bike lanes. Project length is 1.3 mi.	Louisville Public Works	No change	TIP - Increase FY 2009 ROW from \$3,200,000 to \$6,530,000 fed. And \$ 8,162,500 total; Increase FY 2009 Utilities from \$1,000,000 fed to \$5,700,000 fed and \$7,125,000 total; Move FY 2010 Construction to future, and increase from \$7,800,000 fed. To \$11,190,000 fed. And \$13,987,500 total; STP-Urban funds	Regionally Significant - no change to model
226	406.00	River Road	Reconstruct 1 lane bridge on River Road to 2 lanes over Harrods Creek.	Louisville Public Works	Plan - Change open to public date from 2008 to 2010.		Not Regionally Significant
		TARC High Capacity Corridors	Provide increased transit service along two high capacity corridors; the Broadway-Bardstown Rd.-Taylorsville Rd. Corridor served by Route #23, and the Preston Hwy. - Dixie Hwy Corridor served by Route #18. These corridors serve nearly 20% of all riders. The additional service will include the ability to keep the average time for the next bus to arrive at the stop to less than 15 minutes on weekdays and 30 minutes on weekends thus improving operational efficiency, encouraging new transit ridership, and sustaining existing ridership.	Transit Authority of River City	Add to Plan	Add to TIP - FY 2010 \$1,019,200 CMAQ	Regionally Significant, off-model analysis
		The Park and Ride at Apple Patch	Construction of a park & ride facility on KY 329 near Exit 14 off I-71 in Crestwood. Project includes 126 spaces, a shelter, playground, bike lockers, & walkways.	Oldham County Planning and Development Services	Add to Plan	Add to TIP - FY 2010 \$993,551 CMAQ	Regionally Significant, off-model analysis

Amendment 17 of Horizon 2030 Transportation Plan - NON-EXEMPT PROJECTS
Amendment 10 of FY 2007 - FY 2011 Transportation Improvement Program

October 2009

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
230	972.00	US 42	Construct 2 way center turn lane on US 42 from Harrods Creek Bridge north to River Rd. Project length is 1.0 mi.	KYTC	Plan - Change Open to Public date from 2007 to 2012	TIP - Move FY 2007 ROW to FY 2010 and increase to \$3,150,000; Move FY 2007 Utilities to FY 2010 and increase to \$1,040,000; Move FY 2008 Construction to future (2012) \$3,790,000; State funds.	Regionally Significant remove from 2009 scenario
New		US 42	Modification of US 42 (Brownsboro Rd.) between Ewing Ave. and Lindsay Ave., includes reduce the existing 4 lane road to 3 lanes and provide a sidewalk on the north side of road between Lindsay and Dresher Bridge Ave. Project length is 0.4 mi.	KYTC	Plan - Add to Plan, \$357,610; Open to public date is 2010	TIP - Add FY 2010 Construction \$286,088 fed, \$357,610 total, STP-Urban funds	Regionally Significant add to 2012 and later scenarios
1584		Watterson Trail Phase III	Widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Grand Avenue. Project length is 0.3 miles.	Jeffersontown	No change	TIP - Add FY 2011 Design \$59,400 fed. And \$74,250 total, STP-Urban funds.	Regionally Significant no change to model



Interagency Consultation Conference Call

August 13, 2009
9:30 am EST

Kentucky
Member
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Participants

EPA, Region 4	-- Dianna Smith
FHWA-IN	-- Janice Osadczyk
FHWA-KY	-- Bernadette Dupont
IDEM	-- Gale Ferris, Shawn Seals
INDOT	-- Laurence Brown, Jay Mitchell, Emmanuel Nsonwu, and Steve Smith
KYDAQ	-- Joe Forgacs
KYTC	-- Jesse Mayes
LMAPCD	-- Craig Butler
KIPDA	-- Mary Lou Hauber, Andy Rush, and Randy Simon

Indiana
Member
Counties

Clark

Floyd

Background

Recently, KIPDA staff have undertaken the steps necessary to amend the long range transportation plan and the Transportation Improvement Program. KIPDA staff compiled lists of the project changes and distributed them—via e-mail—to the members of the Interagency Consultation group (IAC/ICG) along with recommendations about how these changes should be handled with respect to the regional emissions analysis.

Discussion of Projects

The projects on the main list were reviewed. KIPDA staff discussed various projects and provided additional information and/or clarification of those projects. The IAC/ICG members were asked if they had questions concerning any of the projects. For many of the projects not discussed, the recommendation was that they were exempt projects as per 40 CFR 93.126 or 40 CFR 93.127.

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During the discussion of these projects, a question was raised concerning an I-64 project (KIPDA ID 389). As it was, this project was expected to add one travel lane in each direction between I-71 and I-264. Staff of KYTC, the project sponsor, at first, recommended removal of the project change, which would have left the project as it was. After the conference call, KYTC sent an e-mail to KIPDA requesting a change in the project description indicating that none of the potential improvements would involve the expansion of the Cochran Hill Tunnel.

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A second list of projects was also reviewed. The list had been received by KIPDA the previous day. Each of the projects on that list was reviewed along with the recommendation concerning how it should be handled with respect to the regional emissions analysis.

The discussion concerning this list essentially involved five projects. The first was an IN 111 project (INDOT Des. 9902540) which would widen and/or reconstruct the roadway from Klerner Lane to IN 60. The questions involved when certain phases were expected to receive funding and when the project would be open to the public. Information provided by INDOT the next day indicated that the construction phase would be funded such that the project would be open to the public in the 2013-2020 timeframe.

The primary questions concerning the second through fifth projects was whether they were regionally significant, and if not, were they each part of a larger (parent) project that was regionally significant. If each project is part (a child project) of a parent project which is regionally significant, how would the completion of the child project affect the completion of the parent project? Discussion of the individual projects follows:

The second project was a lighting and signage project (INDOT Des. 0710335) on IN 111. It is a child of a project which would widen and/or reconstruct IN 111 from Beechwood Avenue to Mount Tabor Road. Information provided by INDOT indicated that the child project is not regionally significant but that the parent project is. However, the completion of the child project would not change the completion of the parent project, which is slated to occur during the 2010-2012 timeframe.

The third project (INDOT Des. 0810201) was a widening of the I-64 bridge over Cherry Street. It is a child of a project which would widen I-64 from five to six lanes from IN 111 to I-265. The child project is not regionally significant, but the parent project is. The parent project has been and continues to be expected to be open to the public during the 2013-2020 timeframe.

The fourth project was an interchange construction project (INDOT Des. 0810242) at I-265 and Salem Road. By itself, it is not regionally significant, but it is a child project of the Ohio River Bridges project, a regionally significant project. The completion of the child project is not expected to change the completion date (2013-2020 timeframe) of the I-265 portion of the Ohio River Bridges project.

The fifth project was a historic preservation project (INDOT Des. 0810492) near I-65. It is a child project of the Ohio River Bridges project. The project itself is not regionally significant, but it is a child project of the Ohio River Bridges project, a regionally significant project. The completion of the child project is not expected to affect the completion date (2021-2030 timeframe) of the I-65 portion of the Ohio River Bridges project.

The conference call adjourned.

Note: Subsequent to the conference call, in order for the exempt projects to proceed more quickly, the exempt and non-exempt projects were separated into different amendments.

Air Quality Conformity Documentation

AIR QUALITY CONFORMITY

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 the Madison Township 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 14 -- Public Review begins.
 - October 14 -- Action by the Transportation Technical Coordinating Committee
 - October 22 -- Action by the Transportation Policy Committee
 - October 23 -- 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 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

Discussion of Project Changes

There was some discussion of the project changes. As a result of this discussion, additional information concerning some of the projects was provided by the project sponsors and included in the accompanying list of project changes. 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_x). 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.

The established practice for analysis years and conformity tests are outlined in this and the following paragraph. 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. Since budgets have been established for 2003 and 2020, the 2003 budgets will be used for analysis years prior to 2020, and the 2020 budgets will be used for 2020 and later analysis years.

Since there are no applicable MVEBs for PM 2.5 and NO_x (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.

The established practice is to use the 2002 baseline or “no greater than 2002” test. The 2002 baseline test would be applied to the entire PM 2.5 nonattainment area for all analysis years.

Conclusion: The established practice is that the analysis years and conformity tests for the regional emissions analysis is as shown in the tables below.

8-hour Ozone Standard	
Analysis Year	Conformity Test(s)
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

Annual PM 2.5 Standard	
Analysis Year	Conformity Test(s)
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 other 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 the initial consultations concerning this issue. During the discussion of these analyses, the difficulty of finding representative

values for some MOBILE 6 inputs was discussed. After those discussions, the recommendation to the IAC/ICG was to use (or continue to use) the single-run approach. The use of the single-run approach is now 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 system-wide travel time over successive iterations is estimated to be within 0.1 percent of the minimum (optimal) value 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 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 NOx 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 NOx 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 vehicle registration data for Jefferson County (KY) was updated again in 2009 for this regional emissions analysis.

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 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 this amendment of *Horizon 2030*, and these were used.

The PM 2.5 emission factors for the Madison Township of Jefferson County, IN were developed by INDOT. INDOT 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. The 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. For this analysis, INDOT updated the MOBILE input data to reflect the changes made by APCD and the new VMT data provided by KIPDA.

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, NOx, 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.

Several projects in Clark and Jefferson counties could not be included in the travel model. These included projects involving 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.

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 and one project in Oldham County could not be included in the travel model. The project in Bullitt County was the relocated (southern) section of US 31E. This project, which was discussed during consultation in the past, involved the relocation of a small (0.18 mile) section of US 31E from Nelson County (outside of the nonattainment area) to Bullitt County (inside both the 8-hour ozone maintenance and PM 2.5 nonattainment areas) during the reconstruction of that road. 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. The VMT estimates for this project were then added to other Bullitt County VMT estimates of the same functional class. Consequently, the VMT estimates from this project were included with the other Bullitt County VMT, and the emissions in Bullitt County associated with this project were included in the overall emission estimates for Bullitt County. The project in Oldham County was a new park-and-ride lot. The emission reductions from this project were estimated using a spreadsheet method similar to those used for the off-model projects in Clark and Jefferson counties.

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

- (1) VMT was estimated from a countywide estimate (using an updated growth rate).
- (2) VMT was identified by source (origin) county.
- (3) The proportion of each source county's VMT of total county VMT was used to weight emission factors reflecting control and fuel programs for that source county.
- (4) The weighted, composite emission factors were applied to the Madison Township VMT to calculate criterion pollutant burdens.

The VOC and NO_x, summer daily emission values provided by APCD and KYDAQ were summed to determine the emission totals for each pollutant for the 8-hour ozone maintenance area. The PM 2.5 and NO_x emission values provided by APCD, INDOT, and KYDAQ were summed to determine the emission totals for each pollutant for the PM 2.5 nonattainment area.

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 and fulfills the criteria in the federal conformity rule

(found in 40 CFR 93). The examination has been based on an air quality analysis to determine that air pollutant emissions of the appropriate areas 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 eight-hour ozone maintenance SIPs of Indiana and Kentucky contain emission budgets for the precursors of ozone, volatile organic compounds (VOCs) and oxides of Nitrogen (NOx). The regional emissions analysis was conducted to provide estimates of the levels of emissions of VOCs and NOx for the various analysis years. These emission levels were then compared to the budgets in the SIPs to determine if the conformity tests 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

There are no emission budgets for fine particulate matter, PM 2.5, or oxides of Nitrogen, one of its precursors. The regional emissions analysis was conducted to provide estimates of the levels of emissions of PM 2.5 and NOx for the various analysis years. These emission levels for the years after 2002 were then compared to the emission levels in 2002 to determine if the conformity tests 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

SUMMER WEEKDAY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE 8-HOUR OZONE NONATTAINMENT AREA (in 1000's of vmt/day)			
YEAR	INDIANA	KENTUCKY	TOTAL
2002	6483	23880	30363
2009	7247	26223	33470
2012	7606	27304	34910
2020	8593	29419	38012
2030	9695	32491	42186

TABLE 2

SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR MAINTENANCE AREA (kg/day)				
EMISSION LEVELS FOR VARIOUS YEARS				
YEAR	Area	VOCs	NOx	PASS
2009	Regional	27022	58002	YES
2012		22151	41034	YES
2020		14914	18518	YES
2030		14545	14708	YES

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

ANNUAL AVERAGE DAILY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE PM 2.5 NONATTAINMENT AREA (in 1,000,000's of vmt/year)			
YEAR	INDIANA	KENTUCKY	TOTAL
2002	2482	8004	10486
2009	2752	8751	11503
2012	2884	9096	11980
2020	3245	9744	12989
2030	3650	10702	14352

TABLE 4

ANNUAL EMISSIONS FOR THE LOUISVILLE PM 2.5 NONATTAINMENT AREA (in 1000's of kg/year)			
EMISSION LEVELS FOR VARIOUS YEARS			
YEAR	PM 2.5	NOx	PASS
2002	473	31926	-----
2009	325	20083	YES
2012	259	14146	YES
2020	186	6287	YES
2030	193	4952	YES

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.



MEMORANDUM

Kentucky
Member
Counties

TO: Transportation Technical Coordinating Committee

FROM: Mary C. Hauber

Bullitt

DATE: October 7, 2009

Henry

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

Jefferson

Oldham

Shelby

KIPDA has been requested by project sponsors to amend the FY 2007 – FY 2011 Transportation Improvement Program (TIP). The changes that have been submitted are proposed to both air quality exempt projects and air quality non-exempt projects. In order to process the exempt projects in a more timely manner, staff has separated the projects into two amendments - Amendment 9 includes air quality exempt projects, and Amendment 10 includes air quality non-exempt projects. These project changes are included in the shaded column on the attached tables.

Spencer

Trimble

Indiana
Member
Counties

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 14 through September 29, 2009 at public libraries and on the KIPDA website. Public open houses were held on September 15 at KIPDA and at the Shively branch of the Louisville Free Public Library. Public comments were received and will be presented at the meeting.

Clark

Floyd

**Action is requested to recommend approval of Amendment 9 to the TPC.
Action is requested to recommend approval of Amendment 10 to the TPC.**

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Amendment 16 of Horizon 2030 Transportation Plan - EXEMPT PROJECTS ONLY
Amendment 9 of FY 2007 - FY 2011 Transportation Improvement Program
October 2009

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
Indiana Projects							
523	8802635	15th Street East	Reconstruct 15th Street East CSX Railroad crossing, adding flashers and gates.	New Albany	Plan - Delete Project from Plan	TIP - Delete Project from FY 2011, Rail funds.	Exempt per 93.126
	0200786	CR 12 Old Vincennes Rd.	Phase 2: Reconstruct CR 12 (Old Vincennes Road) as a 2 lane road (no additional lanes) from 0.6 miles southeast of Edwardsville-Galena Road (CR 17) to Luther Road. Project length is 0.7 mi.	Floyd County	No change to Plan	Add to TIP, FY 2010 Const. \$2,900,000 STP-State funds	Exempt
1433	0500233	Ebenezer Church Road	Railroad grade crossing improvement at Ebenezer Church Road and CSX railroad near Borden.	INDOT	Plan - Change open to public date from 2008 to 2010	TIP - move FY 2008 PE to 2009; move FY 2008 Construction to FY 2010	Exempt per 93.126
1601		Georgetown-Lanesville Road	Pavement resurfacing on Georgetown-Lanesville Road for approximately 2.0 miles.	Floyd County	Plan - Delete	TIP - Delete	Exempt per 93.126
	0800320	I- 64	Install lighting at the I-64/US 150 Interchange	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$500,000 IM funds	Exempt
	0800420	I- 64	Replace pipe lining at various locations on I-64	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$1,077,750 IM funds	Exempt
	0810264	I- 64	Install signs, lighting, and markings on I-64 from I-265 to SR 111. Project length is 1.8 mi.	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$350,000 IM funds	Exempt
	0200602	I- 65	Purchase Hoosier Helper Vehicles for the Jeffersonville/New Albany Area	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$115,000 IM funds	Exempt
	0501211	I- 65	Resurface I-65 from SR 62 to 0.26 mile S of SR 311. Project length is 2.9 mi.	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$1,272,279 IM funds	Exempt
	0900105	I- 65	Install guardrails at various Locations in Clark, Scott, Jackson, Bartholomew and Shelby Counties	INDOT	Add to Plan	Add to TIP, FY 2010 PE & Const. \$4,158,000 IM funds	Exempt
	0810492	I- 65	Historic mitigation of historic train depot	INDOT	Child project of KIPDA #52	Add to TIP, FY 2010 Const. \$100,000 IM funds	Exempt

Amendment 16 of Horizon 2030 Transportation Plan - EXEMPT PROJECTS ONLY
Amendment 9 of FY 2007 - FY 2011 Transportation Improvement Program
October 2009

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
1536	0710152	I-265 Guardrails	Add guardrails at various location on I-265.	INDOT	Plan - Change Open to Public date from 2009 to 2010; increase total project cost from \$651,000 to \$931,000	TIP - increase FY 2009 PE from \$20,000 to \$31,000 total; increase FY 2009 Const. phase from \$475,000 to \$900,000.	Exempt per 93.126
1495	0300421	I-64	Inspection of the I-64 bridge over the Ohio River.	INDOT	Plan - Change the Open to Public date from 2008 to 2013; increase total project cost from \$50,000 to \$560,000	TIP - add FY 2010 PE phase Bridge funds totaling \$310,000.	Exempt per 93.126
1458	0600404	I-64	Bridge inspection of I-64 over the Ohio River.	INDOT	Plan - Delete	TIP - Delete	Exempt per 93.126
1550	0710870	I-64	Add lighting at various location on I-64.	INDOT	No change to Plan	TIP - Move FY 2008 PE to 2009 and reduce from \$150,000 to \$1,900; add FY 2010 Construction \$300,000, STP-State funds.	Exempt per 93.126
1535	0710151	I-64 Guardrails	Install guardrails on I-64 at various locations.	INDOT	Plan - Change Open to Public date from 2009 to 2010; change project cost from \$346,500 to \$560,000	TIP - decrease FY 2009 PE from \$27,000 to \$20,000 total; decrease FY 2010 Const phase from \$931,000 to \$475,000; STP-State funds.	Exempt per 93.126
	0800197	IN 60	Replace pipe lining at various locations on IN 60	INDOT	Add to Plan	Add FY 2010 PE, ROW, Const. \$497,865 STP-State	Exempt
	0900143	IN 62	Replace traffic signal at IN 62 and Salem Noble Road	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$250,000 STP-State funds	Exempt
	0710335	IN 111	Add signs, signals, and markings from Beechwood Ave to Mt Tabor Road. Project length is 1.7 mi.	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$500,000 STP-State funds	Exempt
	0800204	IN 160	Replace pipe lining at various locations on IN 160	INDOT	Add to Plan	Add to TIP, FY 2010 ROW & Const. \$527,480 STP-State funds	Exempt

Amendment 16 of Horizon 2030 Transportation Plan - EXEMPT PROJECTS ONLY
Amendment 9 of FY 2007 - FY 2011 Transportation Improvement Program
October 2009

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
	0800072	IN 403	Rehabilitate bridge on IN 403 over Silver Creek, 0.98 miles east of US 31.	INDOT	No change to Plan	Add FY 2010 ROW & Const. \$1,925,000 STP-State funds.	Exempt
1585	0800072	IN 403	Rehabilitate bridge on IN 403 over Silver Creek, 0.98 miles east of US 31.	INDOT	No change to Plan	TIP - Decrease FY 2009 PE from \$175,000 to \$12,000; add FY 2011 Design \$200,000; STP-State funds.	Exempt per 93.126
1541	0800080	IN 60	Replace bridge over Persimmon Run, 4.93 miles west of IN 111.	INDOT	Increase plan project cost from \$195,000 to \$575,000; move Open to Public date from 2011 to 2016.		Exempt per 93.126
1533	0300437	IN 62	Roadside maintenance on IN 62 at Fourteen Mile Creek.	INDOT	Plan - Delete	TIP - Delete	Exempt per 93.126
1546	0710299	Incident Management	Purchase TMC vehicles for Falls City (Hoosiers Helpers).	INDOT	Plan - Delete	TIP - Delete	Exempt per 93.126
1393	0500611	Ohio River Greenway	Construct Pedestrian Walkway in Jeffersonville (Restaurant Row) in Ohio River Greenway	Jeffersonville	No change to Plan	Move FY 2005 Const. to FY 2010 \$1,250,000 STP-State funds	Exempt
539	0400935	Salem Noble Rd.	Reconstruct Salem-Nobel Road as a 2 lane (no additional lanes) road from IN 62 to IN 403. Project length is 3.4 miles.	Clark County	No change to Plan	TIP - Move ROW from FY 2011 to future, \$300,000 fed. And \$375,000 total, STP-Urban funds	Exempt per 93.126
	9383760	Spring St.	Railroad crossing improvement on Spring St at CSX Railroad Crossing	INDOT	Add to Plan	Add to TIP, FY 2010 Const. \$100,000 STP-State funds	Exempt
964	0500175	St. John Road	Reconstruct and realign St. John Road as a 2 lane (no additional lanes) road 0.5 miles of existing road approximately 2 miles west of IN 60.	Clark County	Plan - Change open to public date from 2009 to 2012	TIP - Add FY 2011 ROW \$400,000 fed and \$500,000 total, STP-Urban funds	Exempt per 93.126
1597	0810455	West Street	Railroad protection improvement at CSX railroad at West Street in Borden, Indiana.	INDOT	Decrease plan project cost from \$1,875,000 to \$265,000	TIP - move 2010 PE phase to 2009.	Exempt per 93.126

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1431	0500232	Wilson Switch Road	Railroad grade crossing improvement at Wilson Switch Road and CSX railroad near Borden.	INDOT	Plan - Change Open to Public date from 2008 to 2010; Increase plan project cost from \$210,000 to \$225,000	TIP - add FY 2009 PE \$15,000; move FY 2008 Construction to 2010; STP-State funds.	Exempt per 93.126
Kentucky Projects							
		2nd Street Streetscape Project	Construction of pedestrian amenities to 2nd Street between Main Street and River Road, as well as a portion of Washington Street in the block east of Second Street in downtown Louisville.	Louisville Metro Government	Add to Plan	Add to TIP - FY 2010 \$2,400,000 TE	Exempt per 93.126
		Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation 2010	Program will increase awareness; teach cyclists and motorists to share the traveling environment safely; ensure that police, planners and engineers understand the rights of cyclists/pedestrians; educate children on safe walking and bicycling practices; promote bicycling to increase ridership through various events and campaigns. Program will be evaluated to monitor and measure the progress in creating a more positive environment for cycling.	Louisville Metro Public Works & Assets	No change	Add to TIP - FY 2010 \$100,000 CMAQ	Exempt per 93.126
1574		Bicycle & Pedestrian Striping, Signage, Signalization	Provide striping and signage for Louisville Metro's expanding bicycle and pedestrian facilities to enhance the safety of the roadways for bicyclists and pedestrians.	Louisville Metro Government	No change	Add to TIP - FY 2010 \$134,000 TE	Exempt per 93.126
		Bicycle Facility Improvements - Striping, Signage & Signalization 2010	Provide striping and signage for Louisville Metro's expanding bicycle and pedestrian facilities to enhance the safety of the roadways for bicyclists and pedestrians.	Louisville Metro Public Works & Assets	Add to Plan	Add FY 2010 \$150,000 CMAQ	Exempt per 93.126

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1501		Bicycle Parking & Intermodal Transit Facility	Construction of an intermodal transit station that provides access to transit routes, taxis, bicycle parking & storage, and transit oriented retail at street level.	Louisville Metro Public Works & Assets	No change	Add to FY 2010 \$1,353,920 CMAQ; Delete FY 2009 \$1,856,026 ARRA funds	Exempt per 93.126
1513		Bicycle Priority Corridor	Improvements for bicycling on River Road, KY 155 (Taylorsville Road), and New Cut Road.	Louisville Public Works	Plan & TIP - Change description to "Improvements for bicycling on River Road between Zorn Ave. and Blankenbaker Lane." Change OTP to 2011.	TIP - Move FY 2007 D,C to FY 2010 Utilities \$80,000 fed. \$100,000 total, and FY 2011 Construction \$570,000 fed. and \$712,500 total, CMAQ funds.	Exempt per 93.126
		Bicycle Sharing System	Implementation of a pilot system of 4 kiosks with a total of 50 bikes for a bicycle sharing system to be used for short trips in the Louisville Metro CBD	Louisville Metro Public Works & Assets	Add to Plan	Add to TIP - FY 2010 \$180,000 CMAQ	Exempt per 93.126
		I-264 Fairgrounds & Airport Exits Landscaping Project	Landscaping I-264 at the Fairgrounds and Airport Exits.	Louisville Metro Government	Add to Plan	Add to TIP - FY 2010 \$696,634 TE	Exempt per 93.126
		ITS Activities on Various NHS Routes	Provide message signs (DMS)/ cameras on I-265 on either side of I-64 and I-65 interchanges, and I-71 NB in Oldham County, as part of the TRIMARC system. This will be part of a larger ITS project in Highway District's 4, 5, and 6.	KYTC	Add to Plan	Add to TIP - FY 2010 Design \$25,000; FY 2010 Construction \$825,000; NH funds	Exempt per 93.126

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369		Kentuckiana Air Education	KAIRE serves as a communication channel for voluntary air quality improvement promoting public awareness and consumer behavior related transportation choices. Objectives include: Educate the public about the health effects of poor air quality; Raise awareness of Ozone Season and the steps to take to help our community in episodic poor air quality conditions; Encourage changed behavior that will help local air quality; and public outreach.	Louisville Metro Air Pollution Control District	No change	Add FY 2010 \$515,000 CMAQ funds	Exempt per 93.126
1507		KY 155	Reconstruct intersection of KY 155 and KY 148	KYTC	No change	TIP - Move FY 2011 Construction to future, \$1,034,000 STP-Urban	Exempt per 93.126
1447	371.11	KY 22	Intersection safety improvements on KY 22 at Ten Broeck Way including providing left turn lanes.	KYTC	No change	TIP - Move FY 2008 ROW to FY 2010 and increase to \$740,000, Move FY 2008 Utilities to FY 2010 and increase to \$840,000, Move FY 2009 Construction to future (2012) \$1,190,000; State funds	Exempt per 93.127
1444	371.14	KY 22	Reconstruct intersection of KY 22 and Barbour Lane	KYTC	No change	TIP - Move FY 2008 ROW to FY 2010 and increase to \$690,000, Move FY 2008 Utilities to FY 2010 and increase to \$580,000, Move FY 2008 Construction to future (2012) \$1,410,000; State funds	Exempt per 93.127

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1443	371.15	KY 22	Reconstruct KY 22 at Avenue of the Woods and Chatsworth, including the intersection of KY 22 and Springcrest.	KYTC	No change	TIP - Move FY 2008 ROW to FY 2010 and increase to \$950,000, Move FY 2008 Utilities to FY 2010 and increase to \$1,260,000, Move FY 2008 Construction to future (2012) \$2,380,000; State funds	Exempt per 93.127
1442	371.16	KY 22	Intersection improvement on KY 22 at KY 2050 (Herr Lane) and the entrance to Ballard High School.	KYTC	No change	TIP - Move FY 2008 ROW to FY 2010 and increase to \$1,470,000, Move FY 2008 Utilities to FY 2010 and increase to \$1,150,000, Move FY 2008 Construction to future (2012) \$1,360,000; State funds	Exempt per 93.127
New	8509.00	KY 245	Minor widening of KY 245 (no additional travel lanes) from Bernheim Forest to the Community College. Project length is 1.2 mi.	KYTC	Plan - Add to Plan	TIP - add to TIP, FY 2010 PE \$500,000 STP-State funds.	Exempt per 93.126
1465	150.10	KY 44	Reconstruct KY 44 at Bells Mill Road to align the intersection with addition of left turn lane on KY 44.	KYTC	No change	TIP - Move ROW from FY 2008 to FY 2010 and increase to \$400,000, Move FY 2008 Utilities to FY 2010 and increase to \$600,000, Move FY 2008 Construction to future (2012) \$1,170,000; State funds	Exempt per 93.127
1466	150.20	KY 44	Reconstruct KY 44 at Bogard/Lloyd Lane; align intersection and add left turn lanes on KY 44.	KYTC	No change	TIP - Move ROW from FY 2007 to FY 2010 and increase to \$700,000 fed, Move FY 2008 Utilities to FY 2010 and increase to \$680,000 fed, Move FY 2009 Construction to future (2012) \$12,250,000; NHS funds	Exempt per 93.127

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1468	150.30	KY 44	Reconstruct KY 44 at Armstrong/Fisher Lane with addition of left turn lanes on KY 44.	KYTC	No change	TIP - Move ROW from FY 2008 to FY 2010 and increase to \$1,400,000, Move FY 2008 Utilities to FY 2010 and increase to \$420,000, Move FY 2009 Construction to future (2012) \$1,330,000; State funds	Exempt per 93.127
		LaGrange Road & New LaGrange Road Bicycle/Pedestrian Facility Improvements	Construction of sidewalks and bike lanes on LaGrange Rd. between Lyndon Lane and Whipps Mill Rd. Also includes the addition of a left turn lane from westbound LaGrange Rd. onto Whipps Mill Rd. to prevent traffic delays when a train is present on adjacent tracks.	Louisville Metro Public Works & Assets	Add to Plan	Add to TIP - FY 2010 \$1,356,400 TE	Exempt per 93.127
		Louisville Metro Hybrid Fleet Vehicles 2010	Purchase of 25 Ford Escape Hybrids to be used by Louisville Metro Fleet Services	Louisville Metro Public Works & Assets	Add to Plan	Add to TIP - FY 2010 \$163,689 CMAQ	Exempt per 93.126

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New		New Freedoms Program	Public transportation and public transportation alternatives beyond those required by the ADA and derived from these priorities: to improve access; to improve efficiency; to expand transportation services/capacity; improve transit-related coordination activities; enhance quality assurance; and, to improve related education and marketing. Projects will be awarded in keeping with the Louisville Urbanized Area Coordinated Plan and competitive selection process, and may include, but are not limited to, travel training, paratransit trips beyond 3/4 mile limit, hand-to-hand paratransit service, on-street accessibility improvements and administrative costs of mobility management.	TARC	Plan Parent Project is #1510.	TIP - Add project to TIP; FY 2009 Transit operations, \$336,804 fed., \$673,608 total, Section 5317 New Freedom funds.	Exempt per 93.126
		Northeast Louisville Loop Multi-Use Path	Construction of a shared use path along Shelbyville Rd. beginning at the intersection of Old Shelbyville Rd. and extending to N. Beckley Station Rd. At I-265 the project will integrate with the KYTC interchange planned improvements.	Louisville Metro Parks	Add to Plan	Add project - FY 2010 \$750,000 CMAQ	Exempt per 93.126
		Portland Elementary SRTS Project	Project includes pedestrian and bicycle safety education and improvements to sidewalks, signage, and parking lot striping at Portland Elementary School.	Louisville Metro	Add to Plan	Add to TIP - FY 2010 \$45,465 Safe Routes to Schools funds	Exempt per 93.126

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		Rangeland Elementary Safe Routes to School Project	Project includes pedestrian and bicycle safety education and improvements to a pedestrian path, sidewalks, signage, and parking lot striping at Rangeland Elementary School.	Jefferson County Public Schools	Add to Plan	Add to TIP - FY 2010 \$31,578 Safe Routes to Schools funds	Exempt per 93.126
1423		River Road Bicycle & Pedestrian Improvements	River Road Bicycle and Pedestrian Improvements from downtown Louisville to the city of Prospect (US 42), 8.5 miles.	Louisville Public Works	No change	TIP - Move FY 2009 Design to FY 2010 and increase to \$228,800 fed., 286,000 total; Move FY 2011 Construction to future, \$2,227,230 fed, \$2,784,038 total; STP-Urban funds	Exempt per 93.126
1605		Sidewalk and ADA Accessible Ramp Improvements in Jeffersontown	Construct sidewalks and replace and install ADA-accessible ramps at street intersections in Jeffersontown.	Jeffersontown	Plan - Change Open to Public date from 2009 to 2010.	No change	Exempt per 93.126
		Streetscape Project Phase IV	Streetscape improvements including ADA accessibility, improved parking, better sidewalks, street lights, public plazas with park benches and trash receptacles, drainage, curbs and gutters, curb extenders, trees and landscaping along Main Street between Watterson Trail and Blankenbaker Pkwy.	City of Middletown	Add to Plan	Add to TIP - FY 2010 \$210,300 TE funds	Exempt per 93.126
		Third Street and Eastern Parkway Bikeway and Safety Improvement Project	Construction of wider sidewalks and berms, signature entrance, bike path to Stansbury Park, and a new bus pull-off loading area.	University of Louisville	Add to Plan	Add to TIP - FY 2010 \$2,000,000 TE	Exempt per 93.126
New		University Corridor Fourth Street Intersection Improvements	Reconstruct intersections on Fourth Street at Industry Rd. and Central Ave. (no additional travel lanes); includes restriping Fourth St. from north of Norfolk-Southern viaduct to Central Ave.	KYTC	Plan - Add to Plan, \$1,600,000		Exempt per 93.127

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		University of Louisville - Campus Bikeway & Safety Improvement	Completion of the University's Master Plan for biking & walking improvements around the perimeter of the campus. Includes the construction of a bike/ped facility that will connect a student housing center on the west side of campus to the Swain Student Activities Center, the Sports Complex, & Wright Natatorium on the east side, and allow connection to the Olmsted bikeway on Eastern Pkwy., and includes parking modifications on Cardinal Blvd. and Floyd St.; construction of a pedestrian oriented entrance at First St. & Cardinal Blvd. including bike pavilion, lockers, storage, and bus shelter.	University of Louisville/Office of the President	Add to Plan	Add to TIP - FY 2010 \$1,688,400 CMAQ	Exempt per 93.126

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Indiana Projects							
1394		Blackiston Mill Road/Potters Lane	Intersection improvements at Blackiston Mill Road and Potters Lane including the installation of a traffic signal and add left turn lanes on SB approach of Blackiston Mill Road and right turn lane on Potters Lane.	Clarksville PW	Plan - Increase cost to \$900,000 and change OTP date to 2012.	TIP - Add FY 2009 Design \$50,000 local funds, FY 2010 ROW \$150,000 local funds, and Move FY 2006 Construction to FY 2011 \$560,000 fed. CMAQ funds And \$700,000 total.	Not Regionally Significant
1244	0101102	I- 64	Interchange modification on I-64 at IN 62 and IN 64, adding turn lanes.	INDOT	Plan - Move open to public date from 2013 to 2009;	TIP - change funding in TIP to State funded; change project cost from \$16,480,000 to \$7,534,000.	Regionally Significant, Add to 2009 and 2012 scenarios
New	0810201	I- 64	Widen I-64 bridge over Cherry St. from I-265 to SR 111 . Project length is 1.8 mi.	INDOT	Child project of KIPDA #1003	Add to TIP, FY 2010 Const. \$1,100,000 IM funds	Regionally significant - no change to model
1344	0401133	I-265	I-265 interchange modification at State Street; add lanes on ramps.	INDOT	Plan - Move OTP from 2012 to 2017; increase project cost to \$880,000;	TIP - delete from TIP.	Regionally Significant remove from 2012 scenario
1345	0401134	I-265	I-265 interchange modification at IN 111; add lanes on ramps.	INDOT	Plan - Move OTP from 2012 to 2017; increase project cost to \$880,000;	TIP - delete from TIP.	Regionally Significant remove from 2012 scenario
1346	0401135	I-265	I-265 interchange modification at Charlestown Road; add lanes on ramps.	INDOT	Plan - Move OTP from 2012 to 2017; increase project cost to \$880,000;	TIP - delete from TIP.	Regionally Significant remove from 2012 scenario

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New	0810242	I-265	Construct new interchange on I-265 at Salem Road, Section 6 East end approach, Ph I Salem Rd interchange	INDOT	Child project of KIPDA #52	Add to TIP, FY 2010 Const. \$40,100,000 IM funds	Regionally significant - no change to model
1104	0100712	IN 60	Intersection improvement on IN 60 at St. Joe Road (east junction).	INDOT	Plan - Delete	TIP - Delete	Not Regionally Significant
1098	0100713	IN 60	Intersection improvement on IN 60 at St. Joe Road (west junction).	INDOT	Plan - Delete	TIP - Delete	Not Regionally Significant
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 Road East and St. Joe Road West. St. Joe Road East and St. Joe Road West intersections are located approx. 1,580 ft apart.	INDOT	Plan - Delete	TIP - Delete	Regionally Significant remove from model
1560	0710869	IN 60	Intersection improvement at Dow Knob Road to include the addition of turn lanes.	INDOT	No change	TIP - Delete	Not Regionally Significant
1208	0101257	IN 64	Intersection improvement on IN 64 at Tunnel Hill Road.	INDOT	No change	TIP - Delete	Not Regionally Significant
New	9902540	IN 111	Widen IN 111 from 2 to 5 lanes (5th lane will be a center turn lane) from Klerner Lane to Chapel Road (2.26 miles). Widen from 2 to 3 lanes from Chapel Road to Fairview Knob Road (0.36 miles). Reconstruct as 2-lane road from Fairview Knob Road to IN 60 (3.08 miles). Includes 1 bridge, signals and signs.	INDOT	Move Open to Public date to 2013	Move FY 2006 ROW to FY 2010 \$2,500,000; Move FY 2009 Const. to FY 2011 STP-State	Regionally significant - remove from 2009 scenario and add to 2020 scenario

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1556	0901275	Market Street/Spring Street	Upgrade and designate Market Street and Spring Street as two-way streets from IN 111 to State Street.	New Albany	Amend Plan to include revised project description "Upgrade and designate Market Street and Spring Street as two-way streets from IN 111 to State Street; also includes the two-way conversion of Elm St., Pearl St., and Bank St., as well as the installation of landscaped medians, bicycle lanes, and railroad crossing improvement as well as traffic calming devices and sidewalks."	Amend TIP to include revised project description "Upgrade and designate Market Street and Spring Street as two-way streets from IN 111 to State Street; also includes the two-way conversion of Elm St., Pearl St., and Bank St., as well as the installation of landscaped medians, bicycle lanes, and railroad crossing improvement as well as traffic calming devices and sidewalks."	Regionally Significant, change Elm, Pearl, and Bank streets to two-way streets
Kentucky Projects							
1192		Broadway & 18th Street	Align intersection of Broadway and 18th Street by moving the south leg of 18th Street to the east.	Louisville Public Works	Plan - Change Open to Public date from 2008 to 2010	TIP - Add FY 2010 Utilities \$50,000 fed and \$62,500 total; Add FY 2010 Construction \$300,000 fed, and \$375,000 total; STP-Urban funds.	Regionally Significant remove from 2009 scenario
New		Buckner Connector	Construct new connection from Old LaGrange Rd. to KY 393. Project length is 0.8 mi.	Oldham County	Plan - Add to Plan	TIP - Add FY 2011 Design \$115,104 fed. And \$143,880 total; FY 2011 ROW \$115,104 fed. And \$143,880 total, STP-Urban funds.	Regionally Significant add to 2012 and later scenarios

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381	8105.00	Buechel Bank Road	Add center turn lane on Buechel Bank Road from GE Appliance Park to US 31E (Buechel Bypass). Project length is 0.9 miles.	KYTC	Plan - Change Open to Public date from 2008 to 2015	TIP - Move FY 2004 ROW to FY 2010 and increase to \$1,030,000; move FY 2003 Utilities to FY 2010 and decrease to \$420,000; Move 2005 Construction to future (2012) and increase to \$2,600,000; State funds	Regionally Significant remove from 2009 and 2012 scenarios
222	403.00	Cooper Chapel Rd. Phase 1	Phase 1: Reconstruct Cooper Chapel Road from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 61 to Smyrna Parkway. Project length is 1.8 miles.	Louisville Public Works	Plan - Change Open to Public date from 2009 to 2012	TIP - Increase FY 2009 Construction to \$5,720,000 fed., and 7,150,000 total, STP-Urban funds	Regionally Significant Remove from 2009 scenario
New	8414.00	Crittenden Drive	Relocate Crittenden Drive at the Louisville Regional Airport Authority to allow for construction of a taxiway to accommodate Group 6 Aircraft.	KYTC	Plan - Add project, \$2,000,000; OTP is 2012	TIP - Add FY 2010 Construction \$2,000,000 State funds.	Regionally Significant add to 2012 and later scenarios
195	964.1	Crittenden Drive/I-65	Reconstruct Crittenden Drive intersection at Warnock Street, includes I-65 ramp modifications at Warnock St..	KYTC	Plan - Change OTP from 2009 to 2011	TIP - ADD FY 2008 Utilities \$180,000, and reduce FY 2009 Construction from \$700,000 to \$460,000, HES funds.	Not Regionally Significant
1337		Downtown Two-Way Street Conversion	Convert the following north/south streets to two-way from the river to Broadway: Preston, Jackson, 3rd, 5th, 6th, 7th and 8th streets. In addition, convert the following east/west streets to two-way: Liberty and Jefferson streets.	Louisville Public Works	Plan - Delete Project from Plan, \$2,550,000; Replace with new projects - One-Way Street Conversion to Two-Way Phase 1 and Phase 2 (see below)		Regionally Significant remove from 2009 and later scenarios
New	8500.00	Greenwood Road/Terry Road	Construct a right turn lane on Terry Road at Greenwood Road.	KYTC	Plan - Add to Plan \$300,000	TIP - Add to TIP - FY 2009 Construction \$300,000 State funds.	Not Regionally Significant

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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). Add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 0.6 mi.	Louisville Public Works	Plan - Revise description to include "Add bike lanes to Hubbards Ln. from Kresge Way to KY 1447" and decrease project cost to \$2,050,000;	TIP - Revise description to match Plan.	Regionally Significant no change to model
New	159.10	I- 64	Construction of I-64 WB auxiliary lane from Hurstbourne Pkwy. To I-264, restripe gore area on I-264 WB at I-64 and extend left turn storage lanes on KY 1932 (Breckenridge Ln.). Initial phase of ultimate project 159.00. Project length is 1.7 mi.	KYTC	Plan - Add to Plan, \$5,600,000;	TIP - Add FY 2010 Utilities \$600,000; Add FY 2010 Construction \$5,000,000; ARRA- State funds	Regionally Significant add to 2012 and later scenarios

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389		I- 64	I-64 corridor improvements to consider alternative transportation modes as well as the addition of one travel lane in each travel direction between I-71 and I-264. If additional lane is added, intent would be to widen to inside.	KYTC	Plan - change project description to "Improvements within the I-64 corridor from the Kennedy Interchange to I-264 (Watterson Expressway) addressing safety and congestion issues. The improvements may include but are not limited to: consideration of alternative transportation modes, deployment of ITS technology, addition of auxiliary and/or travel lanes, interchange modifications, and installation of traffic safety devices, signs and lighting. None of the potential improvements will involve expansion of the Cochran Hill Tunnel."		Regionally Significant

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New	52.00	I- 64 / KY 1747 Interchange	Reconstruct existing interchange including construct a triple left turn movement from WB Linn Station Rd. to SB Hurstbourne Pkwy.; additional SB lane for Hurstbourne Pkwy from Linn Station Rd. to Ramp 1 (I-64 EB off ramp); provide right turn lane for NB Hurstbourne to EB Linn Station Rd.; provide dual left turn lanes from Ramp 5 (I-64 WB off ramp) to SB Hurstbourne. Widen Ramp 5 to 3 lanes approaching the terminal; Widen Ramp 6 (I-64 WB on ramp) for dual right turn lanes from SB Hurstbourne Pkwy.; provide dual left turn lanes from SB Hurstbourne Pkwy to Ramp 4 (I-64 EB on ramp). Widen Ramp 4 for dual lanes turning to ramp; Align Ramp 2 (I-64 EB off ramp for local traffic) to the new lane to SB Hurstbourne Pkwy.	KYTC	Plan - add project with open to public date of 2013	TIP - Add FY 2010 ROW \$2,210,000; FY 2010 Utilities \$3,250,000; FY 2010 Construction \$10,000,000; FY 2011 Construction \$15,000,000; IM funds	Regionally Significant add to 2020 scenario
181		I- 64 / KY 1747 Interchange	Reconstruct existing interchange including construct ramp 7 "flyover" from northbound KY 1747 (Hurstbourne Parkway) to westbound I-64 and re-time signals along KY 1747 (Hurstbourne Parkway).	KYTC	Plan - Change open to public date from 2010 to 2021	TIP - Delete project and move to future	Regionally Significant remove from 2012 and 2020 scenarios
1477	389.00	I- 64/I-264	Reconstruct the I-264 (Shawnee Expressway) northbound ramp to westbound I-64. (no additional travel lanes)	KYTC	Plan - Change OTP from 2008 to 2012	TIP - Reduce FY 2009 Construction from \$6,800,000 to \$4,790,000 IM funds.	Not Regionally Significant

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1478	48.10	I- 71	Addition of north and southbound auxiliary lanes on I-71 near the Kennedy Interchange, including operational improvements to the Zorn Avenue Interchange. Project length is 1.5 mi.	KYTC	No change	TIP - Move ROW from FY 2008 to FY 2010 and increase to \$1,110,000 fed, Move FY 2008 Utilities to FY 2010 and increase to \$1,090,000 fed, Move FY 2009 and 2010 Construction to future (2012) \$20,250,000; NHS funds	Regionally Significant no change to model
1479	48.20	I- 71	Addition of north and southbound auxiliary lanes on I-71 and I-264 including a possible flyover ramp from I-71 southbound to US 42 Interchange. Total project length is 1.4 mi.	KYTC	Plan - Change open to public date from 2020 to 2012; Change description to "Reconstruct I-71/I-264 interchange including the addition of north and southbound auxiliary lanes on I-71 and I-264."	TIP - Change description to "Reconstruct I-71/I-264 interchange including the addition of north and southbound auxiliary lanes on I-71 and I-264." Increase FY 2010 ROW to \$2,320,000; Increase FY 2010 Utilities \$1,130,000; Move FY 2010 Construction to future (2012) \$15,820,000; NHS funds	Regionally Significant add to 2012 and later scenarios, and remove flyover ramp.
516	8405.00	I-264	Construct a new interchange at I-264 and Manslick Road.	KYTC	Plan - Add to Plan, \$9,000,000	TIP - Add to TIP FY 2010 Design \$3,100,000 State funds.	Regionally Significant add to 2020 and later scenarios
New		I-264	Add an auxiliary lane on I-264 eastbound at US 42 to relieve ramp congestion. Project length is 0.5 miles.	KYTC	Plan - Plan parent project is KIPDA 131.	TIP - ADD to TIP - FY 2010 Construction \$1,350,000 IM funding.	Regionally Significant no change to model

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179	21.00	I-265	Reconstruct I-265 (Gene Snyder Freeway) interchange at I-64, including: NB to WB 2 lane flyover, SB to WB 2 lane ramp, and auxiliary lane to tie into KIPDA #197; also includes WB auxiliary lane on I-64 from I-265 to Blankenbaker Pkwy.	KYTC	Plan - Change OTP from 2012 to 2015	TIP - Move FY 2007 ROW to FY 2010 and increase to \$3,150,000; Move FY 2008 Util. to FY 2010 and decrease to \$2,170,000; Move FY 2009 and 2010 Construction to FY 2012 \$10,000,000, FY 2013 \$12,000,000, and FY 2014 \$15,000,000, IM funds.; Add FY 2008 \$640,000 KYD funds.	Regionally Significant remove from 2012 scenario
197	41.00	I-265	Reconstruct I-265 (Gene Snyder Freeway) interchange at US 60 (Shelbyville Road). Auxiliary lanes will be added to NB and SB I-265 from the US 60 interchange south to reduce congestion and improve safety. Lanes will be added at the base of the exit ramps. Turn lanes and other improvements will be made to US 60 between English Station Road and Beckley Woods Drive in order to improve safety and increase capacity. Project length is 0.5 miles.	KYTC	No change	TIP - Move FY 2007 ROW to FY 2009 and increase from \$100,000 to \$110,000; Move FY 2007 Utilities to FY 2009 and increase from \$350,000 to \$370,000; Move FY 2008 Construction to FY 2010 and increase from \$3,000,000 to \$4,000,000; delete FY 2009 Construction \$12,480,000 and FY 2010 Construction \$21,632,000; IM funds.	Regionally Significant - leave in 2012 scenario; description clarified in model.
1485	271.00	I-265	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. Project length is 0.2 mi.	KYTC	Plan - Move OTP from 2009 to 2011	TIP - Move FY 2009 Construction to FY 2010, IM funds.	Regionally Significant remove from 2009 scenario

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New		Job Access & Reverse Commute (JARC) for FY 2010	Improve access to transportation services to employment and employment-related activities for welfare recipients and eligible low-income individuals and for reverse-commute employment opportunities. Projects are derived from the priorities set forth in the Louisville Urbanized Area Coordinated Plan to improve access; improve efficiency; expand transportation services/capacity; improve transit-related coordinated activities; enhance quality assurance and to improve related education and marketing. Initiatives will be competitively selected and may include, but are not limited to: paratransit work trip opportunities; suburban/urban employment connector routes; circulator/shuttle from fixed route to employment.	TARC	Plan - Parent project is KIPDA #486.	TIP - Add to TIP - FY 2010 \$1,168,353, Section 5316 JARC funds.	Routes yet to be determined
1488	304.10	KY 22	Reconstruct 22 widening it from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 329 to KY 329B; and from 2 to 5 lanes (5th lane will be a center turn lane) from KY 329B to Abbott Lane. Total project length is 2.4 mi.	KYTC	Plan - Change OTP from 2012 to 2013	TIP - Move FY 2008 ROW to FY 2009 and increase to \$2,100,000; Move FY 2008 Utilities to FY 2009 and increase to \$2,080,000, and move FY 2009 Construction to FY 2011 and increase to \$9,740,000, State funds.	Regionally Significant remove from 2012 scenario

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1489	304.20	KY 22	Reconstruct KY 22 widening it from 2 to 5 lanes (5th lane will be a center-turn lane) from Abbott Lane to the proposed KY 393 intersection and from 2 to 3 lanes (3rd lane will be a center-turn lane) from the proposed KY 393 intersection to the existing KY 393 intersection. Total project length is 2.1 mi.	KYTC	Plan - Change OTP from 2012 to 2015	TIP - Move FY 2008 Design to FY 2010 and increase to \$840,000; Move FY 2009 ROW to FY 2012 and increase to \$3,310,000; Move FY 2009 Util. to FY 2012 and increase to \$2,170,000; Move FY 2010 Construction to FY 2014 and increase to \$9,000,000. State funds	Regionally Significant remove from 2012 scenario
1445	371.12	KY 22	Reconstruct intersection of KY 22 at Springcrest Drive.	KYTC	No change	TIP - Delete project from TIP; State funds.	Not Regionally Significant
1446	371.13	KY 22	Reconstruct intersection of KY 22 at Goose Creek Rd.	KYTC	Plan - Change Open to Public date from 2009 to 2012	TIP - Move FY 2008 ROW to FY 2010 and increase to \$630,000; Move FY 2008 Utilities to FY 2010 and increase to \$730,000; Move FY 2009 Construction to future (2012) \$1,250,000; State funds.	Not Regionally Significant
1125	117-35	KY 61	Widen KY 61 from 2 to 4 lanes from existing 4 lane section to Shepherdsville. Section 3 - from south of Brooks Run to existing four lane (Construction Sequence 1). Project length is 1.7 mi.	KYTC	Plan - Parent Project KIPDA #200 OTP is 2012.	TIP - Change OTP from 2009 to 2012; Move FY 2009 Construction to FY 2010 and increase from \$10,175,000 to \$10,930,000.	Regionally Significant remove from 2009 scenario

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147	234.00	KY 393	Relocate and widen KY 393 from 2 to 3 lanes (3rd lane will be a center turn lane) from I-71 to north of KY 146 (LaGrange Road). Project length is 0.9 mi.	KYTC	Plan - change OTP from 2009 to 2012 and change project description to "Relocate and widen KY 393 from 2 to 3 lanes (3rd lane will be a center turn lane) from I-71 to north of KY 146 (LaGrange Road). KY 393 reconstruct from northern ramp of I-71 to north of KY 146 (stations 10+100 to 12+100)".	TIP - Move FY 2009 Construction to FY 2011 and increase from \$8,424,000 to \$9,310,000 State funds.	Regionally Significant remove from 2009 scenario
New	391.20	KY 480	Widen from 2 to 3 lanes (3rd lane is center turn lane) from Cedar Grove Elementary to Valley View Dr. Project length is 0.6 mi.	KYTC	Plan - Breakout this section from Plan Parent Project KIPDA #1490. Add this section to Plan and TIP. OTP changes from 2009 to 2010.	TIP - FY 2010 Construction \$2,500,000 State funds	Regionally Significant remove from 2009 scenario
1467	284.00	KY 841	Improve KY 841/Stonestreet Road interchange as recommended by KIPDA's interchange study, including add 2nd NB travel lane on Stonestreet Road from interchange to railroad tracks. Project length is 0.3 mi.	KYTC	Plan - No Change, open to public date is 2012.	TIP - Add to TIP, FY 2010 Construction \$360,000 of STP-ST funds.	Regionally Significant, add project to model for 2012 and later scenarios.
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 and pedestrian facilities. Project length is 0.7 mi.	KYTC	Plan - Change Open to Public date from 2011 to 2020	TIP - Move FY 2009 Design to Future; \$550,000 STP-Urban funds	Regionally Significant remove from 2012 scenario

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New	8502.00	KY 1020	Widen KY 1020 (National Turnpike) from 2 to 3 lanes (3rd lanes will be a center turn lane) from Fairdale Road (MP 0.615) to South Park Road (MP 2.669).	KYTC	Plan - Add to Plan \$1,350,000	TIP - Add to TIP - FY 2010 Design \$1,350,000 State funds.	Regionally Significant add to 2020 and later scenarios
365	122.00	KY 1065	KY 1065 (Outer Loop) intersection improvement at KY 864 (Fegenbush Lane) and KY 864 (Beulah Church Road).	KYTC	Plan - Change OTP from 2008 to 2012	TIP - Move FY 2006 ROW to FY 2010 and increase to \$4,830,000; Move FY 2006 Utilities to FY 2010 and increase to \$2,290,000, and Move FY 2008 Construction to FY 2012 and increase to \$4,440,000; State Funds.	Not Regionally Significant
154	247.1	KY 1450	Widen KY 1450 (Blue Lick Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 (Gene Snyder Freeway) to KY 61 (Preston Highway); approximately 1.669 miles.	KYTC	No change	Move FY 2006 ROW to FY 2009, \$9,560,000; and FY 2006 Utilities to FY 2010, \$6,600,000, Move FY 2007 and 2008 Construction to the future (2012) \$13,500,000, State funds.	Regionally Significant no change to model
1493	293.00	KY 1494	Widen travel lanes (no additional travel lanes) on KY 1494 in Bullitt County, and relocate road from 2000 feet west of KY 61 to KY 61.	KYTC	Plan - Change Open to Public date from 2006 to 2010	TIP - Move FY 2009 Construction to FY 2010, \$1,500,000 STP-Urban funds.	Regionally Significant remove from 2009 scenario
359	344.02	KY 1747	Add 3rd travel lane southbound on KY 1747 (Hurstbourne Parkway) from US 60 (Shelbyville Road) to Linn Station Road 1.6 miles in length. Includes improvement to the US 60 and Hurstbourne Pkwy. intersection.	KYTC	PLAN - Change Open to Public date from 2010 to 2013	TIP - Move FY 2007 ROW to FY 2010 \$1,680,000; Move FY 2007 Utilities to FY 2010 \$1,670,000; and move FY 2008 Construction to future (2012)\$3,960,000; State funds.	Regionally Significant, remove from 2012 scenario

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New	344.02; 344.03	KY 1747	Improvements to the US 60 and KY 1747 (Hurstbourne Parkway) intersection.	KYTC	Plan parent project is KIPDA #359.	TIP - Add project to TIP - FY 2010 ROW \$1,160,000 State funds; FY 2010 Utilities \$780,000 State funds; FY 2010 Construction \$700,000 State funds; FY 2010 Construction \$700,000 KYD funds.	Parent project is KIPDA #359 above
233	373.01	KY 1819	Reconstruct and widen KY 1819 (Watterson Trail) from 2 to 3 lanes (3rd lane will be a center turn lane) from Plantside Drive to KY 913 (Blankenbaker Parkway). Project length is 2.0 mi.	KYTC	Plan - Change OTP from 2007 to 2012	TIP - Move FY 2006 Construction to FY 2010, and change from \$700,000 to 603,000 KYD funds.	Regionally Significant, remove from 2009 scenario
New	8203.00	KY 1819 (Billtown Rd.)	Spot improvements to KY 1819 (Billtown Rd.) between Easum Rd. and Colonnades Rd. Project length is 1.1 mi.	KYTC	Plan - Parent project is #257 above; State ID #8203.00 moves to child project. Open to public date is 2012.	TIP - FY 2007 Design to FY 2009; FY 2008 ROW to FY 2010 and increase to \$2,000,000; FY 2010 Utilities \$2,000,000; State funds.	Not Regionally Significant
257		KY 1819 (Billtown Rd.)	Widen KY 1819 (Billtown Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 (Gene Snyder Freeway) to KY 1819 (Watterson Trail). Project length is 3.8 mi.	KYTC	Plan - Open to public date changes from 2012 to 2020		Regionally Significant remove from 2012 scenario
New	8504.00	KY 1849	Construct a new access road beginning where Moorman Road crosses KY 1230 (Lower River Road) and traveling NW into Farnsley-Moorman Landing.	KYTC	Plan - Add project to Plan, \$680,000;	TIP - Add project to TIP, FY 2010 Design \$60,000 and FY 2010 Construction \$620,000, State funds.	Not regionally significant
128	323.01	KY 1931	Widen KY 1931 (Greenwood Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1934 (Greenbelt Highway) to US 31W (Dixie Highway), a total of 2.6 miles. (Additional funding)	KYTC	No change	TIP - Move FY 2007 ROW to FY 2010 and increase to \$10,480,000, Move FY 2007 Utilities to FY 2010 and increase to \$3,940,000, Move FY 2009 Construction to future (2013) \$12,170,000; State funds	Regionally Significant remove from 2012 scenario

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New	8506.00	KY 1931	Construct a left turn lane at KY 1931 (St. Andrews Church Road) and St. Anthony Road.	KYTC	Plan - Add to Plan \$150,000	TIP - Add to TIP - FY 2010 Construction \$150,000 State funds.	Not Regionally Significant
128	8408.00 (other state ID# 323.01)	KY 1931	Widen KY 1931 (Greenwood Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1934 (Greenbelt Highway) to US 31W (Dixie Highway), a total of 2.6 miles.	KYTC	Plan - Change OTP from 2012 to 2016	TIP - reflect FY 2010 Construction \$3,200,000 State funds	Regionally Significant remove from 2012 scenario
New	8505.00	KY 1934	Construct a new access road at the entrance to Farnsley-Kaufman House from KY 1934 (Cane Run Road).	KYTC	Plan - Add project to Plan, \$80,000	TIP - Add project to TIP, FY 2010 Design \$10,000 and FY 2010 Construction \$70,000, State funds.	Not regionally significant
1396	8205.00	KY 2053 (Mt. Washington Rd.)	Widen KY 2053 (Mt Washington Rd.) from 2 to 3 lanes (3rd lane is center turn lane): Phase 1 - from KY 61 (Preston Hwy.) to Penn Run Creek (Open to public date is 2012); Phase 2 - from Penn run Creek to KY 864 (Cedar Creek Rd.) (Open to public date is 2020). Project length: Phase 1 - 1.6 mi; Phase 2 - 1.2 mi.; total - 2.8 mi.	KYTC	Plan - Change description from "Widen KY 2053 (Mt. Washington Rd.) from 2 to 3 lanes from KY 61 (Preston Hwy.) to KY 864 (Cedar Creek Rd.)" to "Widen KY 2053 (Mt Washington Rd.) from 2 to 3 lanes (3rd lane is center turn lane): Phase 1 - from KY 61 (Preston Hwy.) to Penn Run Creek (Open to public date is 2012); Phase 2 - from Penn run Creek to KY 864 (Cedar Creek Rd.) (Open to public date is 2020)."; and change Open to public date from 2009 to dates indicated in description.	TIP - Move FY 2006 Design to FY 2009 \$550,000, and change from State funds to STP-Urban funds.	Regionally Significant remove from 2009 scenario

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New	8400.00	KY 2053/KY 864 (McNeely Lake Park Rd.)	Design and construct (phase 1) of a new North/South Park Road west of McNeely Lake from Cooper Chapel Rd. to Mt. Washington Rd. Project length is 2.0 mi.	KYTC	Plan - add project, \$6,200,000; open to public date is 2012	TIP - add FY 2009 Design \$1,102,500 State funds	Regionally Significant add to 2012 and later scenarios
1451	8301.00	KY 2055	Widen existing lanes (no new travel lanes), improve, and realign west KY 2055 (Manslick Road and Mt. Holly Road) at the intersection with Fairdale Road and Mitchell Road.	KYTC	Plan - Change OTP from 2008 to 2010	TIP - Add to TIP - FY 2010 ROW \$300,000 and FY 2010 Utilities \$1,500,000 , State funds.	Not Regionally Significant
New	8503.00	KY 2055 (Mt. Holly Rd.)	Widen KY 2055 (Mt. Holly Rd.) from 2 to 3 lanes from KY 1020 (National Turnpike) to Fairdale Road. Project length is 1.4 mi.	KYTC	Plan - add project	TIP - add FY 2009 Design \$1,050,000 State funds; OTP is 2016	Regionally Significant add to 2020 and later scenarios
442	8201.00	LaGrange Overpass	Construct LaGrange overpass (4 travel & 1 center turn lane) over I-71 from Business Park Road to New Moody Lane. Project length is 0.3 mi.	Oldham County	Plan - Change Open to Public date from 2012 to 2015; increase project cost to \$25,000,000		Regionally Significant Remove from 2012 scenario
321	434.00	LaGrange Underpass West of LaGrange	Construct a 4 lane uninterrupted rail underpass west of LaGrange.	Oldham County	Plan - Change Open to Public date from 2012 to 2014	TIP - Increase FY 2010 ROW to \$2,425,500 fed., and FY 2011 Utilities to \$989,880 fed., STP-Urban funds	Regionally Significant Remove from 2012 scenario
		Metro-wide Traffic Signal Synchronization - Phase 1	Upgrade and expand the Metro-wide traffic signal program to reduce vehicle emissions, reduce overall vehicle delays and travel times, reduce fuel consumption, reduce vehicle operating costs and increase traffic safety. The proposed project would provide upgrades and communications to approximately 106 traffic signals along critical suburban corridors.	Louisville Metro Public Works & Assets	Add to Plan	Add to TIP - FY 2010 \$800,000 CMAQ	Regionally Significant, off-model analysis

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1273		Olmsted Parkways Multi-Use Path System	Construct a multi-use path system connecting Algonquin, Southwestern, Southern and Eastern Pkways. with existing trails to create a continuous 30 miles of connected paths for pedestrians and bicyclists.	Lou Metro Parks	Plan - Change description to include, "Change from 4 lanes to 3 lanes (3rd lane will be a center turn lane) on Southwestern Parkway from Shawnee park to I-264, Algonquin Pkwy from I-264 to Winkler, Southern Parkway from New Cut Rd. to South 3rd St., and Eastern Pkwy. from I-65 to Cherokee Park". Open to public date is 2012.	TIP - Change description to include, "Change from 4 lanes to 3 lanes (3rd lane will be a center turn lane) on Southwestern Parkway from Shawnee park to I-264, Algonquin Pkwy from I-264 to Winkler, Southern Parkway from New Cut Rd. to South 3rd St., and Eastern Pkwy. from I-65 to Cherokee Park". Change FY 2009 Construction to Design; Move FY 2010 Construction to Future; Move FY 2011 Construction to future; STP-Urban funds.	Regionally Significant add to 2020 and later scenarios
New		One-Way Street Conversion to Two-Way Phase 1	Conversion of one-way streets in downtown Louisville to two-way traffic (Main, Jefferson, Liberty, Muhammad Ali, Chestnut, 3rd Streets).	Louisville Public Works	Plan - Add to Plan, Open Public date is 2010; \$2,606,500	TIP - Add FY 2010 Design \$180,000 fed, FY 2010 Construction \$1,905,200 fed; STP-Urban funds.	Regionally Significant add to 2012 and later scenarios
New		One-Way Street Conversion to Two-Way Phase 2	Conversion of one-way streets in downtown Louisville to two-way traffic (8th, 7th, Shelby, Campbell Streets).	Louisville Public Works	Plan - Add to Plan, Open Public date is 2011; \$935,000	TIP - Add FY 2011 Construction \$748,000 fed; STP-Urban funds.	Regionally Significant add to 2012 and later scenarios

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163		River Road	Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue. To include bike lanes. Project length is 1.3 mi.	Louisville Public Works	No change	TIP - Increase FY 2009 ROW from \$3,200,000 to \$6,530,000 fed. And \$ 8,162,500 total; Increase FY 2009 Utilities from \$1,000,000 fed to \$5,700,000 fed and \$7,125,000 total; Move FY 2010 Construction to future, and increase from \$7,800,000 fed. To \$11,190,000 fed. And \$13,987,500 total; STP-Urban funds	Regionally Significant - no change to model
226	406.00	River Road	Reconstruct 1 lane bridge on River Road to 2 lanes over Harrods Creek.	Louisville Public Works	Plan - Change open to public date from 2008 to 2010.		Not Regionally Significant
		TARC High Capacity Corridors	Provide increased transit service along two high capacity corridors; the Broadway-Bardstown Rd.-Taylorsville Rd. Corridor served by Route #23, and the Preston Hwy. - Dixie Hwy Corridor served by Route #18. These corridors serve nearly 20% of all riders. The additional service will include the ability to keep the average time for the next bus to arrive at the stop to less than 15 minutes on weekdays and 30 minutes on weekends thus improving operational efficiency, encouraging new transit ridership, and sustaining existing ridership.	Transit Authority of River City	Add to Plan	Add to TIP - FY 2010 \$1,019,200 CMAQ	Regionally Significant, off-model analysis
		The Park and Ride at Apple Patch	Construction of a park & ride facility on KY 329 near Exit 14 off I-71 in Crestwood. Project includes 126 spaces, a shelter, playground, bike lockers, & walkways.	Oldham County Planning and Development Services	Add to Plan	Add to TIP - FY 2010 \$993,551 CMAQ	Regionally Significant, off-model analysis

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230	972.00	US 42	Construct 2 way center turn lane on US 42 from Harrods Creek Bridge north to River Rd. Project length is 1.0 mi.	KYTC	Plan - Change Open to Public date from 2007 to 2012	TIP - Move FY 2007 ROW to FY 2010 and increase to \$3,150,000; Move FY 2007 Utilities to FY 2010 and increase to \$1,040,000; Move FY 2008 Construction to future (2012) \$3,790,000; State funds.	Regionally Significant remove from 2009 scenario
New		US 42	Modification of US 42 (Brownsboro Rd.) between Ewing Ave. and Lindsay Ave., includes reduce the existing 4 lane road to 3 lanes and provide a sidewalk on the north side of road between Lindsay and Dresher Bridge Ave. Project length is 0.4 mi.	KYTC	Plan - Add to Plan, \$357,610; Open to public date is 2010	TIP - Add FY 2010 Construction \$286,088 fed, \$357,610 total, STP-Urban funds	Regionally Significant add to 2012 and later scenarios
1584		Watterson Trail Phase III	Widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Grand Avenue. Project length is 0.3 miles.	Jeffersontown	No change	TIP - Add FY 2011 Design \$59,400 fed. And \$74,250 total, STP-Urban funds.	Regionally Significant no change to model