

Administrative Modification 17

FY 2020 - FY 2025 Transportation Improvement Program

May 27, 2021

TIP Action:	Modify TIP funding				
Project Sponsor:	Bullitt County	KIPDA ID:	2916	State ID:	TBD
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 44		Total Cost Programmed in TIP to date:	\$1,000,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2030	
Description:	Widen KY 44 from 2 to 4 lanes from US 31E to Kings Church Road and a 3 lane section from Kings Church Road to Spencer County line.				
Purpose & Need:	Improve the efficiency and capacity of surface transportation infrastructure in order to accommodate the growth of commercial and commuter traffic, relieve congestion, and enhance safety throughout the corridor, such as the crash rate in the west part of the corridor that is 5.53 times higher than those of similar Kentucky routes.				
FY 20-25 TIP Funding:	FY 2021 Design phase with STBG-MPO funds: \$465,572 (Federal) + \$116,394 (Other) = \$581,966 (Total) \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total) FY 2021 Design phase with CRRSAA-MPO funds: \$418,034 (Federal) + \$0 (Other) = \$418,034 (Total)				

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May 27, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Clark County	KIPDA ID:	2549	State ID:	1802805
County	Clark	Parent ID:	N/A	Group ID:	2680
Project Name:	CR 403 and Stacy Road Intersection Improvements		Total Cost Programmed in TIP to date:	\$2,943,649 \$2,664,167	
Funding Source:	Highway Safety Improvement Program (HSIP) - MPO		Open to Public Date:	2024	
Description:	Intersection improvement including construction of a roundabout to improve safety at CR 403 and Stacy Road. Roundabout construction would include HMA pavement, curb and gutter and storm sewer for drainage, and intersection lighting. The footprint for the proposed roundabout would require approximately <1.0 acre of additional right of way, as well as relocating an existing Vectren utility pole and regulated gas line that runs along CR 403.				
Purpose & Need:	The purpose of the project is to reduce accidents at the subject intersection, and reduce overall speed along CR-403 corridor. Reports from FHWA indicate that a 25% reduction for property damage and a 75% reduction in injury/fatal crashes can be achieved by installing a roundabout. Accidents were studied during a 3-year period from 2014-2016 and 27 total accidents were reported. Manner of collisions were primarily 55% rear end type collisions, 15% ran off the road; and 30% classified as other, including turning collisions. Using RoadHat software, a benefit/cost ratio of 1.42 was calculated. This indicates that the project is a worthy candidate to include in the HSIP call for projects.				
FY 20-25 TIP Funding:	FY 2020 Design phase with HSIP-MPO funds: \$283,500 (Federal) + \$31,500 (Other) = \$315,000 (Total) FY 2022 Right of Way phase with HSIP-MPO funds: \$82,500 (Federal) + \$9,167 (Other) = \$91,667 (Total) FY 2022 Right of Way phase with CRRSAA-MPO funds: \$223,585 (Federal) + \$55,897 (Other) = \$279,482 (Total) FY 2023 Utilities phase with HSIP-MPO funds: \$108,000 (Federal) + \$12,000 (Other) = \$120,000 (Total) *FY 2024 Construction phase with HSIP-MPO funds: \$1,923,750 (Federal) + \$213,750 (Other) = \$2,137,500 (Total)				

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TIP Action:	Modify TIP Funding				
Project Sponsor:	Clarksville	KIPDA ID:	2393	State ID:	1700725
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Riverside Drive		Total Cost Programmed in TIP to date:	\$7,210,123	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2025	
Description:	Reconstruct Riverside Drive from the town limits to Ashland Park, including sidewalks and parking on both sides of roadway, and an elevated cycle track on the south side of roadway. 0.25 miles.				
Purpose & Need:	Reconstruction of the existing roadway, improving the safety of the corridor and improving pedestrian and bicycle facilities.				
FY 20-25 TIP Funding:	FY 2021 Right of Way phase with STBG-MPO funds: \$2,306,555 (Federal) + \$461,311 (Other) = \$2,767,866 (Total) *FY 2024 Construction phase with STBG-MPO funds: \$1,733,231 (Federal) + \$1,880,691 (Other) = \$3,613,922 (Total) \$1,733,231 (Federal) + \$2,191,676 (Other) = \$3,924,907 (Total) *FY 2024 Construction phase with CRRSAA-MPO funds: \$248,788 (Federal) + \$62,197 (Other) = \$310,985 (Total)				

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May 27, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Clarksville	KIPDA ID:	2541	State ID:	1801597
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Jeffersonville 9th Street/Clarksville Montgomery Avenue Multimodal Connection		Total Cost Programmed in TIP to date:	\$2,440,935 \$2,000,096	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:	2023	
Description:	Design and construction of multimodal connection between Jeffersonville and Clarksville's Arts Districts, underneath I-65 along Montgomery Avenue and 9th Street. The design will include new sidewalks, bicycle paths, lighting, and other aesthetic amenities. Project length is 0.64 miles.				
Purpose & Need:	The construction of I-65 has created a significant barrier to community connectivity between Jeffersonville and Clarksville in the Southern Indiana region. In an effort to recreate the connectivity once enjoyed by this area, both communities intend to partner in order to provide a safe, attractive bicycle and pedestrian connection for residents in each community. There are very few alternative transportation options available connecting these two communities, due to restrictions created by the interstate corridor. Citizens and visitors will have a safe route provided to them to cross between communities and Arts and Cultural Districts without using motorized transportation. in conjunction with other projects that Jeffersonville and Clarksville are undertaking, this improvement will provide an additional path to the Ohio River Greenway.				
FY 20-25 TIP Funding:	FY 2021 Preliminary Engineering phase with TA-MPO funds: \$90,308 (Federal) + \$22,577 (Other) = \$112,885 (Total) FY 2022 Construction phase with CRRSAA-MPO funds: \$154,371 (Federal) + \$38,593 (Other) = \$192,964 (Total) FY 2022 Construction phase with TA-MPO funds: \$198,300 (Federal) + \$49,575 (Other) = \$247,875 (Total) FY 2023 Construction phase with TA-MPO funds: \$688,981 (Federal) + \$909,083 (Other) = \$1,598,064 (Total)				

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TIP Action:	Modify TIP funding				
Project Sponsor:	Floyd County	KIPDA ID:	1558	State ID:	1700788
County	Clark, Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	Replacement of Bridge 51		Total Cost Programmed in TIP to date:	\$6,438,254 \$6,305,525	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023	
Description:	Replacement of Bridge 51 over Silver Creek and reconstruction of approaches on Blackiston Mill Road. Total project length is approximately 0.312 miles.				
Purpose & Need:	The proposed replacement bridge will be approximately 250 feet long, with 700 foot approaches. Bridge 51 carries Blackiston Mill Road over Silver Creek and currently serves as a critical link between the City of New Albany and the Town of Clarksville. The bridge structure itself is the responsibility of Floyd County, with the northern approach being in the City of New Albany and the southern approach in the Town of Clarksville and Clark County. In our 2018 Bridge Inspection Report, Bridge 51 scored a 39.2 Sufficiency Rating.				
FY 20-25 TIP Funding:	FY 2020 Preliminary Engineering phase with STBG-MPO funds: \$404,420 (Federal) + \$101,105 (Other) = \$505,525 (Total) FY 2022 Right of Way phase with STBG-MPO funds: \$1,200,000 (Federal) + \$400,000 (Other) = \$1,600,000 (Total) FY 2023 Construction phase with STBG-MPO funds: \$3,500,000 (Federal) + \$700,000 (Other) = \$4,200,000 (Total) FY 2023 Construction phase with CRRSAA-MPO funds: \$106,183 (Federal) + \$26,546 (Other) = \$132,729 (Total)				

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TIP Action:	Modify TIP funding				
Project Sponsor:	Floyd County	KIPDA ID:	2532	State ID:	1801582
County	Floyd	Parent ID:	N/A	Group ID:	2680
Project Name:	Farnsley Knob Road Guardrail Installation		Total Cost Programmed in TIP to date:	\$449,878 \$199,878	
Funding Source:	Highway Safety Improvement Program (HSIP) - MPO		Open to Public Date:	2025	
Description:	Complete guardrail install at necessary areas where none existed previously on Farnsley Knob Road beginning at IN 11 to end at Seven Mile Lane in Floyd County, Indiana.				
Purpose & Need:	Improve safety by installing guardrail where needed. Farnsley Knob Road provides a link from IN 11 to IN 111 by way of Seven Mile Lane. Farnsley Knob Road is one of the only direct links between these two state routes in Floyd County, other than Blunk Knob Road. With nearly no shoulder width, sharp curves, and drops ranging from 150 feet to 300 feet from edge of pavement, guardrail is a severe need for Farnsley Knob Road.				
FY 20-25 TIP Funding:	FY 2021 Preliminary Engineering phase with HSIP-MPO funds: \$37,890 (Federal) + \$4,210 (Other) = \$42,100 (Total) FY 2022 Right of Way phase with HSIP-MPO funds: \$142,000 (Federal) + \$15,778 (Other) = \$157,778 (Total) FY 2023 Construction phase with CRRSAA-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)				

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TIP Action:	Modify TIP funding				
Project Sponsor:	Jeffersontown	KIPDA ID:	1582	State ID:	05-03031.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Watterson Trail Phase I		Total Cost Programmed in TIP to date:	\$5,032,011 \$5,024,596	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2022	
Description:	Construct new curb and gutters as well as all new sidewalks on both sides of Watterson Trail from Billtown Road to Old Taylorsville Road and including ADA Compliant Ramps and MUTCD crosswalks at each street intersection. The proposed sidewalks will be a minimum of 5 feet wide and will exceed that in many areas. The project will relocate the overhead utilities to the secondary streets of Peach Street and Neal Street. New street lights will be constructed along the route in order to provide improved pedestrian and vehicular safety. Enhanced landscaping will also be installed in order to address the heat island effect and ozone alert days and improve air quality.				
Purpose & Need:	Citizens have voiced concern about the narrow sidewalks along the project corridor as well as the various tripping hazards created by the sidewalks and utility guy wires and poles. The current sidewalks are approximately 4 feet wide and do not meet current code requirements of 5 feet minimum. Relocating the overhead utilities will help create an expanded pedestrian zone there by creating a buffer between the pedestrians and the vehicular travel lane of Watterson Trail. The project will upgrade the pedestrian crossings with ADA Compliant ramps and tactile warning mats.				
FY 20-25 TIP Funding:	FY 2021 Design phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total) FY 2021 Construction phase with STBG-MPO funds: \$2,259,725 (Federal) + \$505,149 (Other) = \$2,764,874 (Total) \$2,548,876 (Federal) + \$579,290 (Other) = \$3,128,166 (Total) FY 2021 Construction phase with CRRSAA-MPO funds: \$370,707 (Federal) + \$0 (Other) = \$370,707 (Total)				

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TIP Action:	Modify TIP funding and add state ID				
Project Sponsor:	Louisville Metro	KIPDA ID:	2895	State ID:	05-03002.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	Bernheim Lane Sidewalk and Road Reconfiguration		Total Cost Programmed in TIP to date:	\$467,500	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:	2024	
Description:	Construct a continuous 5-foot sidewalk on the north/east side of Bernheim Lane from Dixie Highway to Algonquin Parkway. This project will add approximately 1,150 linear feet of sidewalk. Also reconfigure the roadway from a four-lane highway to two through lanes and a center, two-way left-turn lane.				
Purpose & Need:	There are no pedestrian connections on Bernheim Lane. This principal arterial connects another principal arterial (Dixie Highway) and a minor arterial (Algonquin Parkway). New sidewalks will provide safe and accessible pedestrian connections through a residential corridor to the commercial corridor on Dixie Highway and to the transit routes on Dixie Highway and Algonquin Parkway. The ADT of 4,800 makes this corridor a prime candidate for a road reconfiguration to calm traffic and improve safety for all users.				
FY 20-25 TIP Funding:	<div>FY 2021 Design phase with TA-MPO funds: \$68,000 (Federal) + \$17,000 (Other) = \$85,000 (Total)</div> <div>FY 2022 Design phase with TA-MPO funds:- \$68,000 (Federal) + \$17,000 (Other) = \$85,000 (Total)</div> <div>*FY 2024 Construction phase with TA-MPO funds: \$306,000 (Federal) + \$76,500 (Other) = \$382,500 (Total)</div>				

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FY 2020 - FY 2025 Transportation Improvement Program

May 27, 2021

TIP Action:	Modify TIP funding and add state ID				
Project Sponsor:	Louisville Metro	KIPDA ID:	2920	State ID:	05-03004.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Blanton Lane Sidewalk		Total Cost Programmed in TIP to date:	\$1,417,500	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:	2025	
Description:	Construct a continuous 6-foot sidewalk on the north side of Blanton Lane from Dixie Highway to St. Andrews Church Road. This project will add approximately 5,100 linear feet of sidewalk; one 190-foot segment will be constructed with curb and gutter and will include a retaining wall.				
Purpose & Need:	There are no pedestrian connections on Blanton Lane. This major collector connects a principal arterial (Dixie Highway) and a minor arterial (St. Andrews Church Road). New sidewalks will provide safe and accessible pedestrian connections from this primarily residential corridor to the commercial corridors and transit routes on Dixie Highway and St. Andrews Church Road; along with a crossing at the P&L Railroad.				
FY 20-25 TIP Funding:	<div>FY 2021 Design phase with TA-MPO funds: \$166,000 (Federal) + \$41,500 (Other) = \$207,500 (Total)</div> <div>FY 2022 Design phase with TA-MPO funds:- \$166,000 (Federal) + \$41,500 (Other) = \$207,500 (Total)</div> <div>*FY 2024 Right of Way phase with TA-MPO funds: \$166,000 (Federal) + \$41,500 (Other) = \$207,500 (Total)</div> <div>*FY 2025 Construction phase with TA-MPO funds: \$802,000 (Federal) + \$200,500 (Other) = \$1,002,500 (Total)</div>				

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FY 2020 - FY 2025 Transportation Improvement Program

May 27, 2021

TIP Action:	Modify TIP funding and add state ID				
Project Sponsor:	Louisville Metro	KIPDA ID:	2896	State ID:	05-03011.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	Crums Lane Sidewalk Phase 1		Total Cost Programmed in TIP to date:	\$776,250	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:	2025	
Description:	Construct a continuous 6-foot sidewalk where none currently exists and rehabilitate existing sections of sidewalk on the north side of Crums Lane from Cheviot Drive to Janell Road. Construct a crosswalk over Crums Lane at Janell Road, then construct and/or rehabilitate a continuous 6-foot sidewalk from Janell Road to Dixie Highway on the south side. This project will add and/or rehabilitate approximately 3,785 linear feet of sidewalk.				
Purpose & Need:	There are limited pedestrian connections on Crums Lane and they are often not ADA-compliant and in poor condition. This minor arterial connects a principal arterial (Dixie Highway) to a primarily residential corridor. New sidewalks will provide safe and accessible pedestrian connections to the commercial corridor and transit route along Crums Lane and Dixie Highway. A second phase to extend the sidewalk to Cane Run Road will be proposed in the near future.				
FY 20-25 TIP Funding:	<div>FY 2021 Design phase with TA-MPO funds: \$102,000 (Federal) + \$25,500 (Other) = \$127,500 (Total)</div> <div>FY 2022 Design phase with TA-MPO funds:- \$102,000 (Federal) + \$25,500 (Other) = \$127,500 (Total)</div> <div>*FY 2024 Right of Way phase with TA-MPO funds: \$66,000 (Federal) + \$16,500 (Other) = \$82,500 (Total)</div> <div>*FY 2025 Construction phase with TA-MPO funds: \$453,000 (Federal) + \$113,250 (Other) = \$566,250 (Total)</div>				

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May 27, 2021

TIP Action:	Modify TIP funding and add state ID				
Project Sponsor:	Louisville Metro	KIPDA ID:	2921	State ID:	05-03040.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Gagel Avenue Sidewalk		Total Cost Programmed in TIP to date:	\$1,765,000	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:	2025	
Description:	Construct a continuous 6-foot sidewalk on the north side of Gagel Avenue from Dixie Highway to London Drive, including a crossing at the P&L Railroad and an extension of the box culvert on the east side of the railroad tracks. Construct a crosswalk over Gagel Avenue at London Drive, then construct a continuous 6-foot sidewalk from London Drive to Manslick Road on the south side. This project will add approximately 6,235 linear feet of sidewalk.				
Purpose & Need:	There are no pedestrian connections on Gagel Avenue. This minor arterial connects a principal arterial (Dixie Highway) and a minor arterial (Manslick Road). New sidewalks will provide safe and accessible pedestrian connections from this primarily residential corridor to the commercial corridors and transit routes on Dixie Highway and Manslick Road; along with a crossing at the P&L Railroad.				
FY 20-25 TIP Funding:	<div>FY 2021 Design phase with TA-MPO funds: \$222,000 (Federal) + \$55,500 (Other) = \$277,500 (Total)</div> <div>FY 2022 Design phase with TA-MPO funds:- \$222,000 (Federal) + \$55,500 (Other) = \$277,500 (Total)</div> <div>*FY 2024 Right of Way phase with TA-MPO funds: \$133,000 (Federal) + \$33,250 (Other) = \$166,250 (Total)</div> <div>*FY 2025 Construction phase with TA-MPO funds: \$1,057,000 (Federal) + \$264,250 (Other) = \$1,321,250 (Total)</div>				

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May 27, 2021

TIP Action:	Modify TIP funding and add state ID				
Project Sponsor:	Louisville Metro	KIPDA ID:	2898	State ID:	05-03041.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	Newburg Road Sidewalk		Total Cost Programmed in TIP to date:	\$932,500	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:	2024	
Description:	Construct a continuous 6-foot sidewalk on the west side of Newburg Road from the end of the existing sidewalk at Larkmoor Lane to approximately 300 feet south of Bluegrass Park Drive at the entrance to Louisville Metro Animal Services. This project will add approximately 2,775 linear feet of sidewalk.				
Purpose & Need:	Louisville Metro is partnering with the City of Watterson Park, who will provide funding towards the local match. There are no pedestrian connections on the west side of Newburg Road, which is a minor arterial. New sidewalks will provide safe and accessible connections along a commercial corridor and transit route.				
FY 20-25 TIP Funding:	<div>FY 2021 Design phase with TA-MPO funds: \$135,000 (Federal) + \$33,750 (Other) = \$168,750 (Total)</div> <div>FY 2022 Design phase with TA-MPO funds:- \$135,000 (Federal) + \$33,750 (Other) = \$168,750 (Total)</div> <div>*FY 2024 Construction phase with TA-MPO funds: \$611,000 (Federal) + \$152,750 (Other) = \$763,750 (Total)</div>				

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TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	163	State ID:	05-00091.02
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	River Road		Total Cost Programmed in TIP to date:	\$25,047,622 \$28,587,500	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2022	
Description:	Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue. To include bike lanes and shared use path. Project length is 1.5 miles.				
Purpose & Need:	This project will improve access to downtown Louisville and the waterfront.				
FY 20-25 TIP Funding:	FY 2022 Construction phase with STBG-MPO funds: \$9,942,715 (Federal) + \$2,123,773 (Other) = \$12,066,488 (Total) \$17,270,000 (Federal) + \$4,317,500 (Other) = \$21,587,500 (Total) FY 2022 Construction phase with CRRSAA-MPO funds: \$5,981,134 (Federal) + \$0 (Other) = \$5,981,134 (Total)				
TIP Action:	Modify TIP funding				
Project Sponsor:	Middletown	KIPDA ID:	2229	State ID:	05-03222.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	Wetherby Avenue		Total Cost Programmed in TIP to date:	\$475,580	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:	2021	
Description:	Construct sidewalks on Wetherby Avenue for 0.55 miles between North Madison Avenue and Evergreen Road, to include ADA improvements and drainage improvements.				
Purpose & Need:	Provide sidewalk connectivity between Shelbyville Road and Wetherby Avenue.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with TA-MPO funds: \$338,591 (Federal) + \$84,648 (Other) = \$423,239 (Total) \$387,475 (Federal) + \$88,105 (Other) = \$475,580 (Total) FY 2021 Construction phase with CRRSAA-MPO funds: \$52,341 (Federal) + \$0 (Other) = \$52,341 (Total)				

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May 27, 2021

TIP Action:	Modify TIP funding and revise project description				
Project Sponsor:	Mount Washington	KIPDA ID:	2479	State ID:	05-00091.02
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	Historic Memorial Multi-Use Trail		Total Cost Programmed in TIP to date:	\$2,733,501 \$2,649,501	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2022	
Description:	Construct multi-use path and pedestrian walkway along segment C of the Historic Memorial Multi-Use Trail including a Rest Plaza at Landis Lane and US 31 EX. In addition, improve safety along the segment by reducing drainage hazards and installing a signal roundabout at Landis Lane.				
Purpose & Need:	To improve bicycle and pedestrian transportation within Mount Washington including safety elements. These facilities will be accompanied by a new signal on the north end of the project at Landis Lane in order to safely get pedestrian traffic from the east sidewalk to the west multi-use path and the connecting rest plaza and other trails.				
FY 20-25 TIP Funding:	<div>FY 2021 Design Phase with STBG-MPO funds: \$123,200 (Federal) + \$30,800 (Other) = \$154,000 (Total) \$56,000 (Federal) + \$14,000 (Other) = \$70,000 (Total)</div> <div>FY 2020 Right of Way Phase with STBG-MPO funds: \$12,000 (Federal) + \$3,000 (Other) = \$15,000 (Total)</div> <div>FY 2021 Right of Way Phase with TA-MPO funds: \$280,000 (Federal) + \$70,000 (Other) = \$350,000 (Total)</div> <div>FY 2021 Construction Phase with TA-MPO funds: \$589,787 (Federal) + \$147,447 (Other) = \$737,234 (Total)</div> <div>FY 2022 Construction Phase with STBG-MPO funds: \$717,814 (Federal) + \$179,453 (Other) = \$897,267 (Total) \$812,213 (Federal) + \$203,054 (Other) = \$1,015,267 (Total)</div> <div>FY 2022 Construction Phase with CRRSAA-MPO funds: \$118,000 (Federal) + \$0 (Other) = \$118,000 (Total) 2/2</div>				

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May 27, 2021

TIP Action:	Modify TIP funding, revise project description, and revise purpose and need				
Project Sponsor:	New Albany	KIPDA ID:	2392	State ID:	1700730
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	East Main Street		Total Cost Programmed in TIP to date:	\$3,745,379 \$3,085,306	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023	
Description:	<p>This road reconstruction project on East Main Street will extend from State Street to East 5th Street for approximately 1,600 feet or 0.3 miles and is located in the heart of Downtown New Albany. The proposed road reconstruction project will provide for a continuation of the improvements of the East Main Street corridor that focus on maintenance, safety and accessibility. Specific improvements include pavement reconstruction, new pavement markings for both travel lanes, parking lanes, replacement of curbs/gutters, installation of ADA compliant curb bump-outs, replacement and widening of existing sidewalks and installation of street lighting. extending from the recently completed project on East Main from Vincennes Street to East 5th Street in 2014 and connect to the improvements completed by INDOT on West Main Street from State Street to Corydon Pike in 2015. Like the preceding East Main project, the improvements will focus on replacing or rehabilitating deteriorated pavement and sidewalks, improve walkability and multi-modal accessibility of the Main Street corridor, improve vehicular, cyclist and pedestrian safety and enhance the overall character of the corridor. Specific improvements include:</p> <ul style="list-style-type: none">◆ Full pavement reconstruction for 0.3 miles of roadway (existing 52 foot wide pavement section to be reduced by 8 feet to promote traffic calming).◆ New pavement markings identifying two 11 foot travel lanes, 7 foot parking lanes and accommodations for cyclists.◆ Replacement of curb/gutter and the addition of intersection curb bump-outs to provide traffic calming.◆ Replacement and widening of existing sidewalks to provide for reduced pavement section width and encourage lower travel speeds.◆ Installation of ADA compliant curb ramps at all intersections/crosswalks.◆ Installation of street lighting to improve pedestrian visibility and motorist awareness. <p>These improvements will take place entirely within currently designated right of way and will not require any acquisitions. Construction is anticipated to be completed in a single phase.</p>				

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FY 2020 - FY 2025 Transportation Improvement Program

May 27, 2021

Purpose & Need:	<p>The Project includes design and construction of a 1,600+/-' length, 52' wide section of E. Main Street between State Street and E. 5th Street. Currently, this portion of the E. Main Street corridor has extensive deteriorated sidewalks and a poor pavement rating. It's worn out and dysfunctional. It lies in the Mansion Row National Register District and connects the residential portion of this unique Historic District to the Downtown and the north-south Major Arterial, State Street. In fact, the Project ends at the E. Main and State Street intersection where the Founding Father's historic Scribner House Museum and the City's new YMCA Aquatic Center are located. E. Main Street is a former State Highway (actually Highways 62 and 111) which was relinquished by INDOT to the City in 2010. The proposed improvements for the E Main Street project were listed as a component of the relinquishment agreement between the City and InDot. The proposed project will connect to two recently completed Main Street corridor improvement projects. The segment to the east of the proposed project area from E 5th Street to Vincennes Street was reconstructed in 2014 and included sidewalks, curbs replacement, a new median, improved pavement surface, bicycle improvements, traffic calming measures and lighting/landscaping. The segment of Main Street to the west, from State Street to Corydon Pike is under InDot's jurisdiction and was improved in 2015. That improvement included base patching, full width HMA overlay, curb ramp improvements and re-striping including provision for bike lanes. The proposed project segment lies in a HUD-designated lower income area and is also identified as a KIPDA Title VI Environmental Justice Area and listed as a KIPDA Bicycle & Pedestrian Priority Corridor. Several years ago, the City reconstructed the portion of E. Main street between Vincennes Street and East Street using local/state funding. Based upon the pavement inventory that was completed in 2016 in conjunction with the Community Crossings Grant Application, the PASER ratings of the E. Main Street segments between State Street and E. 5th Street range from 4-5, which correlates to a "fair" to "poor" condition that requires structural improvements for correction. The condition rating is based upon wheel path, edge and block cracking throughout the corridor. A feasibility study completed in 2013 summarized an inspection of all existing sidewalk/curb ramps and indicated that the majority of the sidewalk in the corridor was "deteriorated" or "severely deteriorated" and required replacement to provide for safe passage of pedestrian traffic and comply with ADA requirements. This is a compelling, highly used and visible segment that needs reconstruction due to the deteriorated roadway and sidewalks and to make it more attractive to motorists, pedestrians and bicyclists.</p>
FY 20-25 TIP Funding:	<p>FY 2020 Preliminary Engineering phase with STBG-MPO funds: \$46,450 (Federal) + \$11,613 (Other) = \$58,063 (Total)</p> <p>FY 2021 Preliminary Engineering phase with STBG-MPO funds: \$22,314 (Federal) + \$5,579 (Other) = \$27,893 (Total)</p> <p>FY 2022 Construction phase with STBG-MPO funds: \$2,424,180 (Federal) + \$606,045 (Other) = \$3,030,225 (Total) \$2,225,880 (Federal) + \$556,470 (Other) = \$2,782,350 (Total)</p> <p>FY 2022 Construction phase with CRRSAA-MPO funds: \$329,758 (Federal) + \$82,440 (Other) = \$412,198 (Total)</p>

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

Administrative Modification 17

FY 2020 - FY 2025 Transportation Improvement Program

May 27, 2021

TIP Action:	Modify TIP funding				
Project Sponsor:	Oldham County	KIPDA ID:	1808	State ID:	05-00754.00
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	Buckner Connector		Total Cost Programmed in TIP to date:	\$4,380,681 \$4,508,881	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023	
Description:	The proposed project will extend Commerce Parkway and the shared use path west 0.8-mile from KY 393 on new alignment to connect with Mattingly Road. Commerce Pkwy in Oldham County is currently a 2-lane road with a 10-foot wide shared use path along the north side, separated from the road with a grass verge. The road currently extends from KY 393 east approximately 3 miles to LaGrange. The proposed extension would begin approximately 1200 ft. north of I-71 and KY 393 interchange. Mattingly Road provides access to several industrial sites. the proposed project will provide access to I-71 from Mattingly Road that would allow traffic to avoid an at-grade railroad crossing.				
Purpose & Need:	The purpose of the project is to improve system connectivity. Mattingly Road serves the Oldham County Industrial Park, located between the CSX railroad and dead-ends at I-71. At present, all industrial park traffic must cross the CSX railroad at two at-grade locations to access I-71. The road would connect the Park to KY 393 just north of I-71, thereby providing an option to avoid the two railroad crossings.				
FY 20-25 TIP Funding:	FY 2020 Design phase with STBG-MPO funds: \$39,000 (Federal) + \$0 (Other) = \$39,000 (Total) FY 2021 Right of Way phase with STBG-MPO funds: \$42,750 (Federal) + \$10,688 (Other) = \$53,438 (Total) FY 2021 Utilities phase with STBG-MPO funds: \$368,646 (Federal) + \$77,162 (Other) = \$445,808 (Total) \$308,646 (Federal) + \$77,162 (Other) = \$385,808 (Total) FY 2021 Construction phase with STBG-MPO funds: \$1,778,000 (Federal) + \$400,050 (Other) = \$2,178,050 (Total) \$2,353,000 (Federal) + \$588,250 (Other) = \$2,941,250 (Total) FY 2021 Construction phase with CRRSAA-MPO funds: \$575,000 (Federal) + \$0 (Other) = \$575,000 (Total)				

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Administrative Modification 17

FY 2020 - FY 2025 Transportation Improvement Program

May 27, 2021

TIP Action:	Modify TIP funding				
Project Sponsor:	Oldham County	KIPDA ID:	2175	State ID:	05-00410.01
County	Oldham	Parent ID:	327	Group ID:	N/A
Project Name:	Oldham County Bicycle & Pedestrian Trail Old LaGrange Road Improvements		Total Cost Programmed in TIP to date:	\$2,410,927 \$2,500,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2026	
Description:	Construct a bicycle and pedestrian trail section along Old LaGrange Road from North Camden Lane to the KY 329 Bypass and on to the intersection with KY 146 in Crestwood.				
Purpose & Need:	To provide improved access for pedestrians and bicyclists along Old LaGrange Road.				
FY 20-25 TIP Funding:	<div>FY 2020 Design phase with STBG-MPO funds: \$250,000 (Federal) + \$62,500 (Other) = \$312,500 (Total)</div> <div>FY 2022 Right of Way phase with STBG-MPO funds: \$159,676 (Federal) + \$35,927 (Other) = \$195,603 (Total) \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)</div> <div>FY 2022 Right of Way phase with CRRSAA-MPO funds: \$340,324 (Federal) + \$0 (Other) = \$340,324 (Total)</div> <div>FY 2023 Utilities phase with STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)</div> <div>*FY 2024 Construction phase with STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)</div>				

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Administrative Modification 17

FY 2020 - FY 2025 Transportation Improvement Program

May 27, 2021

TIP Action:	Modify TIP funding				
Project Sponsor:	University of Louisville	KIPDA ID:	2150	State ID:	05-08805.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Campus Improvements		Total Cost Programmed in TIP to date:	\$14,777,264 \$14,757,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023	
Description:	Roundabout at the Floyd Street and East Brandeis Avenue, intersection and other Belknap Campus improvements to include multimodal improvements at the South 3rd Street and West Brandeis Avenue intersection and along West Brandeis Avenue between South 3rd Street and South 4th Street. Project would provide better connectivity between new university facilities with the main Belknap campus by the creation a multi-modal corridor along West Brandeis Avenue between South 3rd Street and South 4th Street. The proposed multi-modal corridor would improve pedestrian and bicycle safety with the creation of a designated street crossing location and also include geometric improvements to South 3rd Street with the straightening of the turn lane and thru lanes southbound at the West Brandeis Avenue intersection.				
Purpose & Need:	The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.				
FY 20-25 TIP Funding:	FY 2021 Design phase with STBG-MPO funds: \$190,800 (Federal) + \$41,489 (Other) = \$232,289 (Total) \$235,600 (Federal) + \$58,900 (Other) = \$294,500 (Total) FY 2021 Design phase with CRRSAA-MPO funds: \$82,475 (Federal) + \$0 (Other) = \$82,475 (Total) FY 2022 Utilities phase with STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total) FY 2022 Construction phase with STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)				

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