

ADOPTED  
MAY 2023

# FY 2023 – FY 2026

## TRANSPORTATION IMPROVEMENT PROGRAM

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LOUISVILLE/JEFFERSON COUNTY, KY-IN  
METROPOLITAN PLANNING AREA



**K I P D A**  
Kentuckiana Regional Planning  
& Development Agency



Area Agency on Aging and Independent Living  
Area Development District  
Metropolitan Planning Organization



**A Resolution of the  
Kentuckiana Regional Planning and Development Agency  
Transportation Policy Committee adopting the  
FY 2023 - FY 2026 Transportation Improvement Program**

**Whereas**, the Kentuckiana Regional Planning and Development Agency (KIPDA) Transportation Policy Committee is designated by the governors of the State of Indiana and the Commonwealth of Kentucky under state and federal laws as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY-IN Planning Area encompassing Clark and Floyd counties and a portion of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County in Kentucky; and,

**Whereas**, consistent with federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation Plan*, *Title VI: Environmental Justice Plan*, *Project Management Guidebook*, *Complete Streets Policy*, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and

**Whereas**, the *FY 2023 - FY 2026 Transportation Improvement Program for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area* is a subset of *Connecting Kentuckiana 2050*, the Louisville/Jefferson County (KY-IN) Metropolitan Transportation Plan, which has been determined to conform to the State Implementation Plans of Indiana and Kentucky; and,

**Whereas**, the *FY2023 -FY 2026 Transportation Improvement Program for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area* is fiscally constrained. The Kentucky and Indiana non-dedicated funded projects identified in this TIP have been requested by the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC). The required funds will become part of the Kentucky FY 2021 - 2024 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2022 - 2026 STIP, respectively, and will become part of the end of fiscal year, fiscal constraint recalculations; and,

**Now, therefore be it resolved**, by the Transportation Policy Committee of KIPDA that the *FY 2023 - FY 2026 Transportation Improvement Program for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area* is adopted by official action at the May 25, 2023, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

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Area Agency on Aging and Independent Living  
Area Development District  
Metropolitan Planning Organization



Be it further resolved, that the KIPDA staff is authorized to transmit the *FY 2023 – FY 2026 Transportation Improvement Program for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area* to the governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with Federal and state requirements.

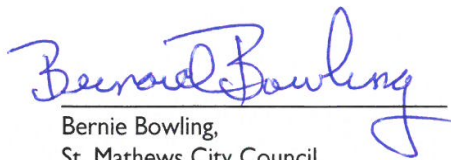
**Whereas**, the KIPDA Transportation Policy Committee is to certify that *Connecting Kentuckiana 2050* complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and federal laws; and,

**Whereas**, *Connecting Kentuckiana 2050*, will serve as the KIPDA Metropolitan Transportation Plan under federal law contingent upon and effective when a conformity finding is made by the appropriate federal agencies; and,

**Now, therefore let it be resolved**, that the KIPDA Transportation Policy Committee adopts the *Connecting Kentuckiana 2050 Metropolitan Transportation Plan* to serve as the KIPDA MPO official Metropolitan Transportation Plan; and,

**Let it be further resolved** that KIPDA staff is authorized to transmit *Connecting Kentuckiana 2050* to the Governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with federal and state requirements.

**Adopted** by the KIPDA Transportation Policy Committee on the 25<sup>th</sup> day of May 2023.

  
Bernie Bowling,  
St. Mathews City Council,  
KIPDA Transportation  
Policy Committee, Chair

  
Andy Rush,  
KIPDA Transportation Division,  
Director

# The Kentuckiana Regional Planning & Development Agency

includes the federally designated Louisville Metropolitan Planning Organization covering a five-county region in two states: Clark and Floyd counties in Indiana; and Bullitt, Jefferson, and Oldham counties in Kentucky. Also includes portions of Harrison County, Indiana and Shelby County, Kentucky.

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**FUNDING DISCLAIMER** | KIPDA is funded through a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Indiana Department of Transportation, the Kentucky Transportation Cabinet, the Transit Authority of River City, and the local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

**TITLE VI COMPLIANCE** | KIPDA fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. KIPDA's website, [www.kipda.org](http://www.kipda.org), may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. KIPDA public meetings are always held in ADA-accessible facilities, and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Requests will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by KIPDA under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with KIPDA's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on KIPDA's Title VI program or to obtain a Title VI Complaint Form, please visit: <https://www.kipda.org/about/ada-title-vi/>, call (502) 266-6084, or email [kellytyra.cecil@kipda.org](mailto:kellytyra.cecil@kipda.org).

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# Transportation Policy Committee

## VOTING MEMBERS

Bullitt County	City of St. Matthews	Kentucky Transportation Cabinet
City of Charlestown	Clark County	Louisville Metro Government
City of Jeffersontown	Floyd County	Louisville Regional Airport Authority
City of Jeffersonville	Indiana Department of Transportation	Oldham County
City of New Albany	Indiana Department of Transportation - Seymour District	Town of Clarksville
City of Shively	Jefferson County League of Cities	Transit Authority of River City

## ADVISORY MEMBERS

Federal Aviation Administration - Memphis	Federal Transit Administration - Region 4	United States Department of Housing & Urban Development
Federal Highway Administration - Indiana	Kentucky Transportation Cabinet - District 5	
Federal Highway Administration - Kentucky	Louisville Metro Planning & Design Services	

# Transportation Technical Coordinating Committee

## VOTING MEMBERS

Bullitt County	Indiana Department of Environmental Management	KIPDA
City of Charlestown	Indiana Department of Transportation - Public Transportation	Louisville Metro Air Pollution Control District
City of Jeffersontown	Indiana Department of Transportation - Urban & Long Range Planning	Louisville Metro Economic Development
City of Jeffersonville	Indiana Department of Transportation - Seymour District	Louisville Metro Planning & Design Services
City of Mount Washington	Jefferson Riverport International	Louisville Metro Public Works & Assets
City of New Albany	Kentucky Division of Air Quality	Louisville Regional Airport Authority
City of Shepherdsville	Kentucky Transportation Cabinet	Oldham County
City of St. Matthews	Kentucky Transportation Cabinet - District 5	Oldham County Planning Commission
Clark County	Kentucky Transportation Cabinet - Office of Transportation Delivery	Port of Indiana Jeffersonville
Clark County Air Board		Town of Clarksville
Clark County Planning Commission		TARC Accessibility Advisory Council
Floyd County		Transit Authority of River City

## ADVISORY MEMBERS

AARP - Kentucky	Indiana Motor Truck Association	River Hills Economic Development District
Bullitt County Chamber of Commerce	Kentucky Trucking Association	Southern Indiana Transit Advisory Group
Clark County Fire Chiefs Association	Louisville Water Company	University of Louisville
Federal Aviation Administration - Memphis	Louisville/Jefferson County Metro Sewer District	
Federal Highway Administration - Indiana	Oldham Chamber & Economic Development	
Federal Highway Administration - Kentucky	One Southern Indiana	
Federal Transit Administration - Region 4		
Greater Louisville Inc.		

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# 01

# INTRODUCTION

IN THIS CHAPTER:

Overview

## OVERVIEW

The Kentuckiana Regional Planning and Development Agency (KIPDA) Transportation Policy Committee (TPC) is designated by the governors of the State of Indiana and the Commonwealth of Kentucky under state and federal laws as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA) encompassing Clark and Floyd counties and a portion of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County in Kentucky. A map of the MPA can be found in **Figure 1**.

On November 15, 2021, President Biden signed the federal transportation authorization, Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” (BIL), into law. This legislation provides federal funding for surface transportation infrastructure planning and investment through Fiscal Year 2026. The Transportation Improvement Program (TIP) is a short-range, multi-year program of transportation projects approved for funding with federal, state, and local funds within the KIPDA region. All MPOs are required by the IIJA/BIL to develop a fiscally constrained TIP and to update it at least every four years. This document contains a list of all surface transportation projects planning to use federal funds.

Since the TIP is considered a subset of the Louisville/Jefferson County KY-IN Metropolitan Transportation Plan (MTP), KIPDA staff and the TPC must ensure that the projects included conform to the air quality-related State Implementation Plans (SIP) of Indiana and Kentucky. All projects included in the FY 2023 – 2026 TIP are consistent with the Connecting Kentuckiana 2050 MTP. Additionally, all the projects included in the FY 2023 – 2026 TIP are also included in the Statewide Transportation Improvement Programs (STIP) for the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC). The basic purpose of the TIP is to provide the mechanism for scheduling Federal funds for surface transportation projects, indicating regional priorities, and demonstrating a short-range transportation vision

for the area. Every federally funded transportation project must be included in the TIP, as well as any State or locally funded projects that are considered regionally significant. A secondary purpose of the TIP is to provide information to the general public about these federally funded projects as well as other regionally significant projects that do not utilize federal funds.

FIGURE 1: MPA AREA





Projects that are programmed in the TIP are typically selected by one of four agencies: INDOT, KYTC, KIPDA or the Transit Authority of River City (TARC). The two state departments of transportation, INDOT and KYTC, both have the responsibility to award the majority of federal transportation funds that are appropriated through the Federal Highway Administration (FHWA). While some projects originate from the respective state's asset management plans, both INDOT and KYTC make a variety of programmatic funds available annually for competitive calls for projects. KIPDA staff members coordinate with INDOT and KYTC staff to ensure that all necessary projects are included in KIPDA's TIP.

The TPC, KIPDA- Louisville MPO's policy-making body, has the responsibility to award federal transportation funds for several dedicated funding programs. In Indiana, KIPDA receives an annual allocation of dedicated funds for six programs: Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program, Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA). In Kentucky, KIPDA only receives an annual allocation of dedicated funds for three programs: CRP, STBG and TA.

KIPDA's [Project Management Guidebook](#) provides specific details on how these dedicated funds are awarded and managed in our region. In most situations, a TTCC Project Working Group (PWG) will make recommendations for KIPDA-Louisville MPO's dedicated funds based on a variety of factors, most notably the Local Public Agency's (LPA) history of project advancement, MTP score and potential contribution toward achieving KIPDA- Louisville MPO performance targets. Recommendations from the PWG must then be recommended by the Transportation Technical Coordinating Committee (TTCC) and the TPC. For all of the dedicated funding programs, there are also eligibility requirements that KIPDA staff ensures are followed.

As the designated recipient of Federal Transit Administration (FTA) funds in the KIPDA region, TARC has the responsibility to determine how to use the formula program funds that are allocated by FTA. Each year, TARC receives funds through both the Urbanized Area Formula Program (Section 5307) as well as the Bus and Bus Facilities Formula Program (Section 5339a).

Additionally, TARC manages the competitive selection process for the region's Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program.





Wink's  
ICE CREAM  
ARTISAN CRAFT  
HOMEMADE  
ICE CREAM

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# 02

# TIP PROCESSES

## IN THIS CHAPTER:

Development of a New TIP

Changes to the TIP

Group Projects Policy



## DEVELOPMENT OF A NEW TIP

Every two years, KIPDA staff works with members to develop a new TIP which must be approved by the TPC. For the development of the new Fiscal Year 2023 – 2026 TIP, KIPDA coordinated with all eligible project sponsors in the region to ensure they understood how programming decisions would be made. The development of the TIP was closely aligned with the development of the new MTP. Staff ensured that the schedule of MTP and TIP activities were communicated clearly to the public, project sponsors, and committee members.

All projects with KIPDA dedicated funds that were previously programmed in the FY 2020 – 2025 TIP were legacied in, thereby honoring prior financial commitments. The PWG was utilized to make funding recommendations to the committees for any FY 2023 – 2026 dedicated funds that were still available for award. The PWG's recommendations were then taken to KIPDA's committees for a recommendation by TTCC, followed by TPC approval.

Next, KIPDA created a comprehensive listing consisting of those projects that receive KIPDA dedicated funds, as well as those projects that were awarded funding by INDOT, KYTC, and, TARC. All of the projects combined make up the FY 2023 – 2026 TIP. The projects, along with the TIP narrative, performance-based planning documentation, and additional financial information were presented to TTCC for recommendation, followed by TPC for approval.

After TPC approval, the FY 2023 – 2026 TIP was submitted to the Environmental Protection Agency (EPA), FHWA, FTA for federal review and approval of the document. Subsequently, KIPDA will send the new TIP to INDOT and KYTC for their review, approval, and incorporation in each state's respective State Transportation Improvement Program (STIP).

## CHANGES TO THE TIP

Due to the dynamic nature of transportation projects as they move through the implementation process, the TIP must be modified on a regular basis. There are two different processes that KIPDA follows when modifying the TIP.

The amendment process is typically used when making major project changes, while other, more minor project changes may follow the expedited administrative modification process. More detailed information about the two different processes is provided below.

## Amendments

The process of amending the TIP is much more onerous and time-consuming than the process for administrative modifications. There are three primary reasons for this: the first is that changes deemed as regionally significant must be presented to the general public, along with an opportunity for them to provide comments. Additionally, these regionally significant changes must be presented and formally approved by the TPC, KIPDA's policy-making body. Finally, any project that affects air quality (i.e. non-exempt), such as widening a surface street or interstate, must be analyzed further to ensure conformity with the national air quality standards set by the EPA.

More specifically, the amendment process applies to projects that meet any of the following conditions:

- Adding or removing a federally funded project or project phase(s) that is regionally significant and is not eligible for an administrative modification
- Substantive change in design concept or scope of the project
- Change in project costs that trigger a new fiscal constraint determination
- Change to a project that affects air quality conformity determination

See **Figure 2** for more information about the steps involved in the TIP amendment process.

Annually, KIPDA-Louisville MPO will process between one (1) to four (4) TIP amendments. However, KIPDA-Louisville MPO typically only processes two (2) amendments during the course of the year. KIPDA staff is in continual coordination with sponsors about the need to make changes to projects included in the current TIP.

FIGURE 2: TIP AMENDMENT PROCESS

Task	Time Frame
Sponsors submit project changes	5-15 Days
Staff reviews proposed changes	15-30 Days
Air quality analysis (If needed)	30-45 Days
Public review and comment period	15 Days
Consideration and approval by KIPDA committees	15 Days

## Administrative Modifications

For those minor project changes, it is possible to process an administrative modification to the TIP. Administrative modifications do not need to be presented to the general public nor are they approved by KIPDA-Louisville MPO's committees. However, KIPDA staff must present them to the TPC for informational purposes.

The following project changes may be considered an administrative modification:

- Correcting obvious minor data entry errors
- Splitting or combining projects without modifying the original project intent
- Changing or clarifying elements of a project description without modifying the original project intent
- Moving a project from one funding category to another
- Shifting the schedule of a project or phase within the years covered by the TIP as long as there is no impact on fiscal constraint
- Adding Planning, Design (D), Preliminary Engineering (PE), Right-of-Way (R), or Utilities (U) phases to a construction project that is already in the TIP/STIP
- Moving any identified project phase programmed for a previous year into a new TIP (rollover provision)

In addition to minor project changes, new projects may be added to the TIP if they qualify through KIPDA-Louisville MPO's Group Projects Policy. Eligible group projects must meet a number of criterion including whether the project is exempt from air quality conformity. More information about that policy is provided in the next section.

Typically, KIPDA-Louisville MPO will conduct no more than one administrative modification per month. The administrative modifications are normally presented to the TPC at the next upcoming monthly meeting. Since the TPC meeting packet is mailed out approximately seven days in advance, only those project changes that are submitted ten days prior to the upcoming TPC meeting are guaranteed to be included. If an administrative modification is not submitted in time, KIPDA-Louisville MPO will process the project change at the following month's TPC meeting.

## GROUP PROJECT POLICY

The intent of including Group Projects in the Louisville MPO's Metropolitan Transportation Plan and Transportation Improvement Program is to recognize the collective contributions of relatively small-scale transportation projects to the region's transportation system. The Group Project concept also serves as a means to more efficiently advance projects through the transportation planning process.

## MTP

The Group Project categories will be included in the MTP in order to provide for financial accountability of relatively small-scale projects and studies that may not be listed individually in the MTP.

The Group Project Categories in the MTP are considered Financial Place Holders.

All Group Project categories will be based on mode or purpose and are not subject to subdivision based on local jurisdiction or project sponsor. Within each state, Group Categories are available for all jurisdictions and sponsors.

## TIP

With appropriate demonstration of fiscal constraint, Group Project categories are eligible for inclusion in the TIP. Group Project categories allow for an administrative modification of the TIP to include eligible new projects.

Without exception, Group Project categories in the TIP must be the same as those in the MTP. For a project to be considered for administrative modification based on a Group Category, the following are required:

- The proposed project or program meets the eligibility requirement of a Group Project
- The proposed project or program meets the guidelines and standards for being added to the TIP through the Administrative Modification process.

## KIPDA-Louisville MPO Performance Management Plan

The anticipated performance-based contributions of projects and programs that meet eligibility requirements of a Group Project category (and are added to the TIP through amendment or administrative modification) will be accounted for in the KIPDA-Louisville MPO [Performance Management Plan](#).

## Group Project Categories

The anticipated performance-based contributions of projects and programs that meet eligibility requirements of a Group Project.

### Air Quality Improvements

Projects and programs in the Air Quality Improvements Group are intended to provide for a healthier region by reducing mobile source air pollutants.

Examples of Air Quality Improvements include, but are not limited to:

- Ridesharing and vanpooling
- Park and ride facilities
- Traffic flow improvement programs that demonstrate emissions reductions
- Programs for improved public transit



- Bicycle and pedestrian improvements (not including the rehabilitation of existing facilities)
- Employer-based transportation management plans, including incentives
- For projects and programs to be considered for the Air Quality Improvements Group, the projects and programs
- Must contribute to improving air quality and meet any of the project and program criteria as defined in Section 108(f) of the Clean Air Act of 1990
- Must contribute to meeting KIPDA Performance Targets
- May not have a total project cost in excess of \$1,000,000
- May not be considered regionally significant as defined in 23 CFR 450.104
- May contribute to a reduction in vehicle miles traveled
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127
- May not have a total project cost in excess of \$1,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127
- Are encouraged to:
  - ◊ Support the KIPDA Bicycle and Pedestrian planning process
  - ◊ Improve bicycle and pedestrian connectivity with transit
  - ◊ Reduce automotive trips, trip length, and mobile source emissions
  - ◊ Rehabilitate existing bicycle and pedestrian facilities that have deteriorated
  - ◊ Assist with meeting ADA requirements

## Bicycle and Pedestrian Improvements

Projects and programs in the Bicycle and Pedestrian Improvements Group are intended to enhance connectivity for functional trips undertaken by cyclists and pedestrians.

Examples of Bicycle and Pedestrian Improvements include, but are not limited to:

- Sidewalks
- Bicycle lanes
- Shared use paths
- Crosswalks and cross signals
- Pedestrian islands
- Rehabilitation of existing pedestrian and bicycle facilities
- Curb ramps
- Signage

For projects and programs to be considered for the Bicycle and Pedestrian Improvements Group, the projects and programs:

- Must improve modal connectivity for cyclists and pedestrians completing functional trips

## Roadway and Bridge Preservation and Rehabilitation

Projects in the Roadway and Bridge Preservation and Rehabilitation Group are intended to protect and maintain the transportation infrastructure in an efficient manner.

Examples of Roadway and Bridge Rehabilitation include, but are not limited to:

- Pavement resurfacing
- Roadway and bridge rehabilitation
- Preventative maintenance
- Bridge replacement
- Bridge painting
- Bridge inspection

For projects to be considered for the Roadway and Bridge Preservation and Rehabilitation Group, the projects:

- Must preserve the existing roadways and/or bridges, retard their future deterioration, and/or contribute to a safer traveling experience
- May not have a total project cost in excess of \$15,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127

## GROUP PROJECT CATEGORIES & KIPDA IDS

### Air Quality Improvements

(Indiana ID: 2672/ Kentucky ID: 2671)

### Roadway and Bridge Preservation and Rehabilitation

(Indiana ID: 2676 / Kentucky ID: 2675)

### Safety Improvements

(Indiana ID: 2680 / Kentucky ID: 2679)

### Transportation Enhancements

(Indiana ID: 2674 / Kentucky ID: 2673)

### Bicycle and Pedestrian Improvements

(Indiana ID: 2674 / Kentucky ID: 2673)

### Roadway Operational Improvements

(Indiana ID: 2678 / Kentucky ID: 2677)

### Transit Improvements

(Indiana ID: 2682 / Kentucky ID: 2681)

### Transportation Studies

(Indiana ID: 2675 / Kentucky ID: 2674)

## Roadway Operational Improvements

Projects and programs in the Roadway Operational Improvements Group are generally considered low-cost traffic improvements that do not add either capacity for single occupant vehicles or additional roadway miles.

Examples of Roadway Operational Improvements include, but are not limited to:

- Signal timing optimization
- Turning lanes
- Pavement striping
- Lane assignment changes

- Signage and lighting

For projects and programs to be considered for the Roadway Operational Improvements Group, the projects and programs:

- Must improve the flow of traffic
- May not have a total project cost in excess of \$1,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104

- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127

- ◇ Support the Public Transportation Agency Safety Plan as defined in 49 CFR Part 673

## Safety Improvements

Projects and programs in the Safety Improvements Group are intended to reduce crashes on all public roadways and transit.

Examples of Safety Improvements include, but are not limited to:

- Guardrails
- Signage
- Lighting improvements
- Pedestrian crosswalks and crossing signals
- Intersection improvements
- Access to transit stops
- Transit boarding and alighting
- Education and awareness programs
- Railroad / Roadway Crossing Improvements

For projects and programs to be considered for the Safety Improvements Group, the projects and programs:

- Must contribute to reducing crashes, including those that involve bicyclists or pedestrians; or enhance public transportation safety
- May not have a total project cost in excess of \$2,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127
- Are encouraged to:
  - ◇ Address safety concerns found at the KIPDA High Crash Locations
  - ◇ Consider the FHWA Proven Safety Countermeasures
  - ◇ Consider HSIP Eligible projects criteria as defined in 23 USC 148(a)(4)(B)
  - ◇ Support the National Public Transportation Safety Plan

## Transit Improvements

Projects and programs in the Transit Improvements Group are intended to enhance the operation of public transit and to contribute to maintaining, and when possible increasing, its utilization.

Examples of Transit Improvements include, but are not limited to:

- Bus stop improvements
- On-board transit amenities
- Facility improvements
- Bicycle and pedestrian facilities that improve non-motorized access to transit
- Park-and-ride facilities
- Transit education and awareness programs
- Rolling stock purchases, updates, and modifications

For projects and programs to be considered for the Transit Improvements Group, the projects and programs:

- Must contribute to enhancing the operation of public transit and contribute to maintaining, and when possible, increasing its utilization
- May not have a total project cost in excess of \$1,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127

## Transportation Enhancements

Projects and programs in the Transportation Enhancement Group are intended to provide for transportation-related environmental mitigation and beautification to the transportation system.

Examples of Transportation Enhancements include, but are not limited to:

- Streetscapes
- Landscaping
- Storm water management
- Pedestrian and cyclist amenities such as benches and bicycle racks
- Inventory control or removal of outdoor advertising
- Preservation and rehabilitation of historic transportation facilities

For projects and programs to be considered for the Transportation Enhancements Group, the projects and programs:

- Must contribute to enhancing the transportation system
- May not have a total project cost in excess of \$1,000,000
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127

## Transportation Studies

The Transportation Studies Group is intended to facilitate the research, review, and consideration of solutions to various transportation issues and enhancements.

Examples of Transportation Studies include, but are not limited to:

- Corridor studies
- Transit studies
- Bicycle facilities studies
- Pedestrian facilities studies
- Anticipated demographic changes and Transportation Demand Management

For studies to be considered for the Transportation Studies Group, the studies:

- Must contribute to a more informed decision-making process, as well as a more efficient and expeditious project and program development and advancement,
- May not have a total project cost in excess of \$1,000,000
- Must demonstrate consideration of contributing to achieving KIPDA Performance Targets
- When applicable, are encouraged to:
  - ◇ Include consideration of various modal opportunities
  - ◇ Include consideration of TSMO strategies (including ITS and TDM)
  - ◇ Include a well-rounded community engagement process, including early and continuous involvement
  - ◇ Include consideration of KIPDA's Congestion Management Process
  - ◇ Include consideration of KIPDA's Environmental Justice Resource Document







YIELD



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# 03

# FUNDING

## IN THIS CHAPTER:

Roadway

Public Transportation

Other Funds

Summary of Funding Award Authority Financial Plans

Transit Program of Projects

Operations and Maintenance

The IIJA/BIL furthers the commitment to funding programs for highways, transit, bicycle, and pedestrian programs that were established in previous transportation acts. The IIJA/BIL creates a streamlined, performance-based program and provides the funds necessary to maintain and improve our nation's transportation infrastructure.

## ROADWAY

The following programs primarily focus on strengthening America's highways, establishing a performance-based program, creating jobs, and supporting economic growth, supporting the Department of Transportation's safety agenda, streamlining transportation programs, and accelerating project delivery and promoting innovation. Funding for roadways is provided for projects through several core formula programs.

### National Highway Performance Program (NHPP)

The National Highway Performance Program (NHPP) provides funding for projects on the National Highway System (NHS) for construction of new facilities on the NHS, and to ensure that investments of federal aid funds in highway construction support the achievement of performance targets.

NHPP projects must be on an eligible facility, and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS.

NHPP eligible activities include the following:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets

- Training of bridge and tunnel inspectors
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches that connect road segments of the NHS
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.
- Bicycle transportation and pedestrian walkways;
- Highway safety improvements on the NHS
- Capital and operating costs for traffic, and traveler information and monitoring
- Management, and control facilities and programs
- Development and implementation of a State Asset Management Plan for the NHS including data collection, maintenance and integration, software costs, and equipment costs
- Infrastructure-based ITS capital improvements
- Environmental restoration and pollution abatement
- Control of noxious weeds and establishment of native species
- Environmental mitigation related to NHPP projects
- Construction of publicly-owned intracity or intercity bus terminals servicing the NHS

Additional eligible uses of NHPP funds are workforce development, training, and education activities. The typical federal share of NHPP funds for a project is 80%, but that share is reduced to 65% as a penalty, if a state has not implemented an asset management plan within the established time frame.

## Surface Transportation Block Grant (STBG)

The Surface Transportation Block Grant (STBG) is a funding category that provides flexible funding to be used by states and Metropolitan Planning Organizations to preserve and improve the federal-aid highway, bridge and tunnel projects, pedestrian and bicycle infrastructure, and transit capital projects.

From the federal money allocated to a state for distribution through STBG, a proportionate share of funds is set aside for the state's Transportation Alternatives (TA) program, as well as for state planning and research, and off-system bridges.

Fifty percent of the apportionment can be used in any area of the state, while the other fifty percent is sub-allocated as follows:

- Urbanized areas with a population greater than 200,000 will receive a portion based on their relative share of population
- Areas with population greater than 5,000 but no more than 200,000 receive funding for projects identified by the state in consultation with the regional planning organization
- Areas with population of 5,000 or less

STBG funds, allocated to the Louisville/Jefferson County KY-IN MPA, are to be awarded on a priority basis that is determined by the MPO in consultation with the state's respective Department of Transportation, in this case either the Kentucky Transportation Cabinet or the Indiana Department of Transportation. STBG monies obligated to the areas outside a Transportation Management Area (TMA) are to be spent at the discretion of the state department of transportation. INDOT and KYTC have the authority to award the state's share of STBG funds to projects within the Louisville/Jefferson County KY-IN MPA.

All STBG funds, other than those used for interstate completion or interstate maintenance projects, receive an 80% federal share toward the cost of each project. STBG funds used for interstate completion and interstate maintenance receive a 90% federal match.

## Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Projects and programs that assist in the attainment or maintenance of standards for air quality outlined in the Clean Air Act Amendments of 1990 are eligible to use Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Eligible projects must:

- Contribute to the attainment or maintenance of a national ambient air quality standard or;
- Be an element of a strategy that will contribute to the attainment or maintenance of a national ambient air quality standard

In Kentucky, the MPO recommends priorities for their non-attainment/maintenance area, and the responsibility for determining final priorities for funding rests with the state. In Indiana, the responsibility for setting priority for CMAQ funds sub-allocated to the non-attainment/maintenance areas rest with the MPO. CMAQ funds typically represent an 80% federal obligation toward the cost of each project.

## Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program provides funding dedicated to highway safety. These are federal funds aimed at reducing traffic fatalities and serious injuries on all public roads. Responsibility for setting priority for Highway Safety Improvement Program projects in Kentucky rest with KYTC, and in Indiana, INDOT sub-allocates funds to the MPOs. The federal share of all Highway Safety Improvement Program projects are typically 90%.

## Transportation Alternatives (TA)

The Transportation Alternatives Program was established to fund alternative transportation projects, most notably for bicyclists and pedestrians. Fifty percent of the state's TA apportionment is sub-allocated by both Indiana and Kentucky to MPOs based on their relative share of the total state population.

TA funds can be used for the following eligible activities:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Community improvement activities, including—
  - ◊ Inventory, control, or removal of outdoor advertising
  - ◊ Historic preservation and rehabilitation of historic transportation facilities
  - ◊ Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
  - ◊ Archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
  - ◊ Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff

- ◊ Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition, the following activities can be funded using these funds:

- The recreational trails program under 23 USC 206
- The safe routes to school program under §1404 of SAFETEA-LU
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways

## Railway-Highway Crossing Hazard Elimination (Rail Safety)

This program provides funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public railroad grade crossings. Of the total received by each state, 50% must be set aside for the installation of protective devices at railway-highway crossings. The federal share of Railway-Highway Crossings projects is 90%. INDOT and KYTC have the authority to award these funds.

## Carbon Reduction Program (CRP)

The IIJA/BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sup>2</sup>) emissions from on-road highway sources. States, in consultation with MPOs, are required to develop a carbon reduction strategy within two years of program enactment and update that strategy at least every four years.



## Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program

The IIJA/BIL establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk cost infrastructure.

## Other Roadway Programs

There are many other roadway programs that FHWA manages such as the Intelligent Transportation System (ITS) Research and Development Program. The majority of them are competitively awarded by the FHWA. More information about all FHWA programs under IIJA/BIL is available [here](#).

## Carbon Reduction Program (CRP)

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## PUBLIC TRANSPORTATION

The IIJA/BIL also provides programmatic funding to enhance safety in public transportation and emphasizes restoring and replacing our country's aging public transportation infrastructure.

## Section 5307: Urbanized Area Formula Grants

The Section 5307 program provides grants to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Eligible activities include capital projects, planning, job access, and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers, operating costs in areas with fewer than 200,000 in population, and operating costs up to certain limits for grantees in areas with populations greater than 200,000 and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

TARC receives an annual allocation of funds through this program. The federal share is 80% for capital assistance, 50% for operating assistance, and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service using up to 10% of a recipient's apportionment. However, TARC is generally not eligible to use these funds for operating assistance.

## Section 5309: Fixed Guideway Capital Investment Grant (New starts)

Section 5309 is a discretionary program that provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. Eligible projects include new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system), bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor, and projects that improve capacity on an existing fixed-guideway system. The maximum federal share is 80%.

This is a discretionary grant program whereby transit agencies are required to complete a series of steps over several years prior to receiving grant funds. These funds are very competitive and are typically used to build new fixed guideway systems using light rail and streetcars.

## Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities

The goal of the Section 5310 program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

These funds have two specific requirements:

- At least 55% of program funds must be used on capital projects that are:
  - ◊ Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
  - ◊ Public transportation projects that exceed the requirements of the ADA
  - ◊ Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit
  - ◊ Alternatives to public transportation that assist seniors and individuals with disabilities

## Section 5311: Formula Grants for Rural Areas

The FTA Section 5311 program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

These funds are awarded by INDOT's Office of Transit and KYTC's Office of Transportation Delivery to rural transit agencies. The federal share is 80% for capital projects, 50% for operating assistance,

and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service using up to 10% of a recipient's apportionment.

## Section 5337: State of Good Repair Grants

Selection 5337 is a formula-based program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit.

Eligible activities include development and implementation of a Transit Asset Management Plan as well as the replacement and rehabilitation of:

- Rolling stock
- Track
- Line equipment and structures
- Signals and communications
- Power equipment and substations
- Passenger stations and terminals
- Security equipment and systems
- Maintenance facilities and equipment
- Operational support equipment, including computer hardware and software

## Other Funds

In 1976, the Kentucky General Assembly appropriated funds to allow the Kentucky Transportation Cabinet (KYTC) to begin matching public transportation capital grants. Since that time, KYTC has been able to provide up to half of the nonfederal share of capital costs, within budgetary limitations. All transit systems operating in Kentucky are requested to annually review their capital equipment needs for the coming three-year period. The resulting Kentucky Public Transportation Capital Improvement Program is used as the basis for awarding state funds.

The Indiana Department of Transportation (INDOT) provides funds from the Public Mass Transportation Fund to match federal transit grants. Created in 1980, the fund is derived from a dedication of 0.76 percent of the state's seven percent general sales and use taxes. The state helps provide up to two-

thirds of the nonfederal share required to match a federal capital or operating grant by matching up to 100 percent of locally derived income up to the allocation amount. State funds are allocated each calendar year by a performance-based formula.

Local funding for TARC is provided by a one-fifth of one percent occupation tax approved by the voters of Louisville and Jefferson County on November 4, 1974. The occupational tax became legally effective on January 1, 1975, and can be used by TARC for operating and capital matching funds.

## SUMMARY OF FUNDING AUTHORITY

Understanding which agencies have the ability to award federal funds in the Louisville/Jefferson County KY- IN MPA for the different USDOT programs can be complicated. On the next page is a chart which explains the agencies that have the authority to award funds from the core federal transportation programs. There are many other smaller funding programs not listed below for which INDOT and KYTC, as the state DOTs, also have authority to award. In addition, both entities award state transportation funds through a variety of programs.

Although there are different agencies that have the authority to award funds from different programs, the TPC and KIPDA staff still have the ultimate responsibility to officially program (i.e. add) the projects and the associated funds TIP.

## FINANCIAL PLANS

The IIJA/BIL requires the MPO to ensure the funds in the TIP are based on the Year of Expenditure, meaning they are adjusted to reflect how much each phase of a project will cost in the year in which they are scheduled. The TIP must be fiscally constrained, which means the MPO cannot program more dollars in the TIP than are anticipated to be received between FY 2023 – 2026. A financial plan of federal funds that are programmed in the TIP for FY 2023 -2026 is shown in **Figure 3** for Indiana programs and **Figure 4** for Kentucky programs.

## TRANSIT PROGRAM OF PROJECTS (POP)

Transit projects requesting federal funds must be included in the TIP and endorsed by the TPC. TARC receives the majority of Federal Transit Administration

(FTA) formula funding through the Urbanized Area Formula Grants (Section 5307) and Bus and Bus Facilities Program (Section 5339), however, there are several small, traditionally non-profit and/or private agencies that may be awarded funding through the competitive Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). FTA Section 5310 grants are available to private non-profit groups to assist them in providing transportation services to elderly and disabled persons for whom mass transit services are unavailable, insufficient, or inappropriate. TARC is also eligible to apply for Federal Highway Administration (FHWA) funds through the CMAQ, CRP, PROTECT, STBG, and TA programs.

TARC's proposed Fiscal Year 2023 – 2026 POP for FTA Section 5307 can be found in **Figure 5**. FTA Section 5310 projects are usually added to the TIP by administrative modification because the funds are awarded competitively on an annual basis. The anticipated annual allocations for FTA Section 5310 funds can be found in **Figure 6**. To date, TARC has not awarded any Section 5310 funds between FY 2023 – 2026. As additional FTA Section 5310 funds are awarded, the TIP will be updated to add the newly awarded transit projects. TARC's proposed Fiscal Year 2023 - 2026 POP for FTA Section 5339 funds can be found in **Figure 7**. Any FHWA funds that a transit agency receives are also listed in the TIP.

Lastly, TARC has provided additional financial information for incorporation in the TIP. TARC provides statements of capital and operating expenditures and revenues, contribution sources and subsidy amounts, use of the local Mass Transit Trust Fund, and a projected operating statement as depicted in Figures 8 and 9. TARC's five-year Capital Improvement Program is shown in **Figure 10**.

These statements are included in the TIP as required by the Federal Transit Administration and to provide the public an opportunity to review the financial plans of TARC.

## OPERATIONS AND MAINTENANCE

The maintenance of all interstates and state routes is the responsibility of the Indiana Department of Transportation and the Kentucky Transportation Cabinet. Other local agencies also have the responsibility of maintaining certain city/county-owned facilities. The amounts provided are the total costs including local,

state and federal funds. \$269,532,051 is anticipated to be expended over the four-year period of the TIP to maintain the roadways in Clark and Floyd counties. \$380,939,300 is anticipated to be expended over the four-year period to maintain roads in Bullitt, Jefferson, and Oldham counties. TARC has projected spending \$288,519,760 to operate transit in the five-county area over the next four years. Between Fiscal Year 2023 and Fiscal Year 2026 there will be approximately \$938,991,111 available to maintain and operate the transportation system for the Louisville and Southern Indiana urbanized area.



**INDOT**

- National Highway Freight Program (NFHP)
- National Highway Performance Program (NHPP)
- Railway-Highway Crossing Hazard Elimination (Section 130)
- Surface Transportation Block Grant (STBG)



**KYTC**

- Congestion Mitigation and Air Quality (CMAQ) - Statewide
- Highway Safety Improvement Program (HSIP) - Statewide
- National Highway Freight Program (NHFP)
- National Highway Performance Program (NHPP)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program
- Surface Transportation Block Grant (STBG)
- Transportation Alternatives (TA)



**TARC**

- Section 5307: Urbanized Area Formula Grants
- Section 5310: Enhanced Mobility for Seniors and Individuals with Disabilities
- Section 5339: Grants for Buses and Bus Facilities Formula Program





## KIPDA

- Congestion Mitigation and Air Quality (CMAQ) - Indiana Only
- Highway Safety Improvement Program (HSIP) - Indiana Only
- Surface Transportation Block Grant (STBG) - Both States
- Transportation Alternatives (TA) - Both States





**FIGURE 3: FINANCIAL PLANS FOR  
INDIANA FUNDING PROGRAMS**

### FY 2023

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$69,868,130	\$69,868,130	\$7,773,881	\$77,642,011
CMAQ-MPO	\$350,000	\$350,000	\$87,500	\$437,500
CRRSAA-MPO	\$1,262,685	\$1,262,685	\$315,672	\$1,578,357
HSIP-MPO	\$102,000	\$102,000	\$11,334	\$113,334
HSIP-ST	\$1,000,000	\$1,000,000	\$250,000	\$1,250,000
IM	\$225,000	\$225,000	\$25,000	\$250,000
NHPP	\$3,052,547	\$3,052,547	\$399,882	\$3,452,429
Section 5310	\$257,374	\$257,374	\$64,344	\$321,718
STBG-MPO	\$6,157,744	\$6,157,744	\$2,749,883	\$8,907,627
STBG-ST	\$27,966,768	\$27,966,768	\$6,182,294	\$34,149,062
<b>Total</b>	<b>\$110,242,248</b>	<b>\$110,242,248</b>	<b>\$17,859,790</b>	<b>\$128,102,038</b>

Source: KIPDA • Created with Datawrapper

### FY 2024

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$5,202,320	\$5,202,320	\$608,176	\$5,810,496
CMAQ-MPO	\$1,295,942	\$1,295,942	\$840,058	\$2,136,000
CRRSAA-MPO	\$0	\$0	\$0	\$0
HSIP-MPO	\$0	\$0	\$0	\$0
HSIP-ST	\$0	\$0	\$0	\$0
IM	\$0	\$0	\$0	\$0
NHPP	\$181,194,388	\$181,194,388	\$20,158,815	\$201,353,203
Section 5310	\$0	\$0	\$0	\$0
STBG-MPO	\$8,022,918	\$8,022,918	\$1,805,343	\$9,828,261
STBG-ST	\$21,038,934	\$21,038,934	\$5,197,233	\$26,236,167
<b>Total</b>	<b>\$216,754,502</b>	<b>\$216,754,502</b>	<b>\$28,609,625</b>	<b>\$245,364,127</b>

Source: KIPDA • Created with Datawrapper

**FY 2025**

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$3,229,655	\$3,229,655	\$807,414	\$4,037,069
CMAQ-MPO	\$200,000	\$200,000	\$50,000	\$250,000
CRRSAA-MPO	\$0	\$0	\$0	\$0
HSIP-MPO	\$252,000	\$252,000	\$28,000	\$280,000
HSIP-ST	\$0	\$0	\$0	\$0
IM	\$0	\$0	\$0	\$0
NHPP	\$56,700,017	\$56,700,017	\$7,164,272	\$63,864,289
Section 5310	\$0	\$0	\$0	\$0
STBG-MPO	\$5,179,109	\$5,179,109	\$1,314,136	\$6,493,245
STBG-ST	\$25,824,128	\$25,824,128	\$3,395,283	\$29,219,411
<b>Total</b>	<b>\$91,384,909</b>	<b>\$91,384,909</b>	<b>\$12,759,105</b>	<b>\$104,144,014</b>

Source: KIPDA • Created with Datawrapper

**FY 2026**

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$0	\$0	\$0	\$0
CMAQ-MPO	\$200,000	\$200,000	\$50,000	\$250,000
CRRSAA-MPO	\$0	\$0	\$0	\$0
HSIP-MPO	\$0	\$0	\$0	\$0
HSIP-ST	\$0	\$0	\$0	\$0
IM	\$0	\$0	\$0	\$0
NHPP	\$13,890,396	\$13,890,396	\$1,543,378	\$15,433,774
Section 5310	\$0	\$0	\$0	\$0
STBG-MPO	\$2,024,926	\$2,024,926	\$3,233,824	\$5,258,750
STBG-ST	\$13,436,342	\$13,436,342	\$3,359,085	\$16,795,427
<b>Total</b>	<b>\$29,551,664</b>	<b>\$29,551,664</b>	<b>\$8,186,287</b>	<b>\$37,737,951</b>

Source: KIPDA • Created with Datawrapper

**FIGURE 4: FINANCIAL PLANS FOR KENTUCKY FUNDING PROGRAMS**

**FY 2023**

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
APPP	\$400,000	\$400,000	\$0	\$400,000
Bridge	\$776,000	\$776,000	\$194,000	\$970,000
BRO	\$20,230,000	\$20,230,000	\$5,057,500	\$25,287,500
BRX	\$4,258,400	\$4,258,400	\$1,064,600	\$5,323,000
BRZ	\$1,425,600	\$1,425,600	\$356,400	\$1,782,000
CMAQ-ST	\$3,691,137	\$3,691,137	\$922,785	\$4,613,922
CRP-MPO	\$0	\$0	\$0	\$0
CRRSAA-MPO	\$6,491,799	\$6,491,799	\$0	\$6,491,799
FBP	\$0	\$0	\$0	\$0
GR	\$0	\$0	\$0	\$0
HSIP-ST	\$1,938,500	\$1,938,500	\$6,500	\$1,945,000
Local	\$0	\$0	\$0	\$0
NHPM	\$55,287,672	\$55,287,672	\$13,821,918	\$69,109,590
NHPP	\$380,000	\$380,000	\$95,000	\$475,000
NHS	\$56,596,000	\$56,596,000	\$2,274,000	\$58,870,000
RAISE	\$5,000,000	\$5,000,000	\$1,250,000	\$6,250,000
RPRP	\$800,000	\$800,000	\$0	\$800,000
Section 5307	\$8,149,472	\$8,149,472	\$2,037,368	\$10,186,840
Section 5310	\$2,609,768	\$2,609,768	\$807,789	\$3,417,557
Section 5310-ARP	\$171,180	\$171,180	\$0	\$171,180
Section 5339	\$1,985,519	\$1,985,519	\$496,380	\$2,481,899
SPP	\$0	\$0	\$3,930,000	\$3,930,000
SSR4A	\$600,000	\$600,000	\$150,000	\$750,000
State	\$20,328,000	\$20,328,000	\$6,842,000	\$27,170,000
STBG-MPO	\$74,322,259	\$74,322,259	\$16,347,677	\$90,669,936
STBG-ST	\$29,858,240	\$29,858,240	\$7,464,560	\$37,322,800
STP5	\$0	\$0	\$0	\$0
STPF	\$15,929,600	\$15,929,600	\$3,982,400	\$19,912,000
TA-MPO	\$2,695,131	\$2,695,131	\$673,783	\$3,368,914
<b>Total</b>	<b>\$313,924,277</b>	<b>\$313,924,277</b>	<b>\$67,774,660</b>	<b>\$381,698,937</b>

Source: KIPDA • Created with Datawrapper

**FY 2024**

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
APPP	\$0	\$0	\$0	\$0
Bridge	\$6,800,000	\$6,800,000	\$1,700,000	\$8,500,000
BRO	\$19,659,200	\$19,659,200	\$4,914,800	\$24,574,000
BRX	\$0	\$0	\$0	\$0
BRZ	\$0	\$0	\$0	\$0
CMAQ-ST	\$812,000	\$812,000	\$203,000	\$1,015,000
CRP-MPO	\$0	\$0	\$0	\$0
CRRSAA-MPO	\$0	\$0	\$0	\$0
FBP	\$0	\$0	\$0	\$0
GR	\$0	\$0	\$0	\$0
HSIP-ST	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$1,650,000	\$1,650,000
NHPM	\$20,799,680	\$20,799,680	\$5,199,920	\$25,999,600
NHPP	\$15,803,349	\$15,803,349	\$3,089,261	\$18,892,610
NHS	\$43,016,000	\$43,016,000	\$4,754,000	\$47,770,000
RAISE	\$0	\$0	\$0	\$0
RPRP	\$0	\$0	\$0	\$0
Section 5307	\$14,813,274	\$14,813,274	\$3,703,318	\$18,516,592
Section 5310	\$1,478,422	\$1,478,422	\$369,610	\$1,848,032
Section 5310-ARP	\$0	\$0	\$0	\$0
Section 5339	\$2,055,519	\$2,055,519	\$513,880	\$2,569,399
SPP	\$0	\$0	\$580,000	\$580,000
SSR4A	\$0	\$0	\$0	\$0
State	\$1,584,000	\$1,584,000	\$2,626,000	\$5,080,000
STBG-MPO	\$31,358,281	\$31,358,281	\$7,621,297	\$38,979,578
STBG-ST	\$6,368,000	\$6,368,000	\$1,592,000	\$7,960,000
STP5	\$0	\$0	\$0	\$0
STPF	\$25,568,000	\$25,568,000	\$6,392,000	\$31,960,000
TA-MPO	\$5,083,978	\$5,083,978	\$1,163,245	\$6,247,223
<b>Total</b>	<b>\$195,199,703</b>	<b>\$195,199,703</b>	<b>\$46,072,331</b>	<b>\$242,142,034</b>

Source: KIPDA • Created with Datawrapper

## FY 2025

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
APPP	\$0	\$0	\$0	\$0
Bridge	\$0	\$0	\$0	\$0
BRO	\$12,284,800	\$12,284,800	\$3,071,200	\$15,356,000
BRX	\$0	\$0	\$0	\$0
BRZ	\$0	\$0	\$0	\$0
CMAQ-ST	\$0	\$0	\$0	\$0
CRP-MPO	\$1,684,239	\$1,684,239	\$443,561	\$2,127,800
CRRSAA-MPO	\$0	\$0	\$0	\$0
FBP	\$3,368,000	\$3,368,000	\$842,000	\$4,210,000
GR	\$21,600	\$21,600	\$5,400	\$27,000
HSIP-ST	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$350,000	\$350,000
NHPM	\$68,972,992	\$68,972,992	\$17,243,248	\$86,216,240
NHPP	\$0	\$0	\$0	\$0
NHS	\$44,428,000	\$44,428,000	\$11,107,000	\$55,535,000
RAISE	\$1,558,400	\$1,558,400	\$204,000	\$1,762,400
RPRP	\$0	\$0	\$0	\$0
Section 5307	\$14,844,621	\$14,844,621	\$3,711,155	\$18,555,776
Section 5310	\$1,505,550	\$1,505,550	\$376,388	\$1,881,938
Section 5310-ARP	\$0	\$0	\$0	\$0
Section 5339	\$2,165,519	\$2,165,519	\$541,380	\$2,706,899
SPP	\$0	\$0	\$14,488,000	\$14,488,000
SSR4A	\$0	\$0	\$0	\$0
State	\$0	\$0	\$5,585,000	\$5,585,000
STBG-MPO	\$57,029,070	\$57,029,070	\$7,689,098	\$64,718,168
STBG-ST	\$2,616,000	\$2,616,000	\$2,354,000	\$4,970,000
STP5	\$0	\$0	\$0	\$0
STPF	\$29,208,000	\$29,208,000	\$7,302,000	\$36,510,000
TA-MPO	\$5,550,769	\$5,550,769	\$1,387,693	\$6,938,462
Total	\$245,237,560	\$245,237,560	\$76,701,123	\$321,938,683

Source: KIPDA - Created with Datawrapper

## FY 2026

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
APP	\$0	\$0	\$0	\$0
Bridge	\$0	\$0	\$0	\$0
BRO	\$12,082,400	\$12,082,400	\$3,020,600	\$15,103,000
BRX	\$0	\$0	\$0	\$0
BRZ	\$0	\$0	\$0	\$0
CMAQ-ST	\$0	\$0	\$0	\$0
CRP-MPO	\$1,622,000	\$1,622,000	\$405,500	\$2,027,500
CRRSAA-MPO	\$0	\$0	\$0	\$0
FBP	\$11,720,800	\$11,720,800	\$2,930,200	\$14,651,000
GR	\$56,800	\$56,800	\$14,200	\$71,000
HSIP-ST	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$1,500,000	\$1,500,000
NHPM	\$28,997,408	\$28,997,408	\$7,249,352	\$36,246,760
NHPP	\$0	\$0	\$0	\$0
NHS	\$42,336,000	\$42,336,000	\$10,584,000	\$52,920,000
RAISE	\$6,233,600	\$6,233,600	\$0	\$6,233,600
RPRP	\$0	\$0	\$0	\$0
Section 5307	\$14,848,642	\$14,848,642	\$3,712,160	\$18,560,802
Section 5310	\$1,539,600	\$1,539,600	\$384,900	\$1,924,500
Section 5310-ARP	\$0	\$0	\$0	\$0
Section 5339	\$2,250,519	\$2,250,519	\$571,630	\$2,822,149
SPP	\$0	\$0	\$29,105,000	\$29,105,000
SSR4A	\$0	\$0	\$0	\$0
State	\$0	\$0	\$2,890,000	\$2,890,000
STBG-MPO	\$14,638,939	\$14,638,939	\$3,636,236	\$18,275,175
STBG-ST	\$0	\$0	\$0	\$0
STP5	\$760,000	\$760,000	\$190,000	\$950,000
STPF	\$14,048,000	\$14,048,000	\$3,512,000	\$17,560,000
TA-MPO	\$1,276,000	\$1,276,000	\$319,000	\$1,595,000
Total	\$152,410,708	\$152,410,708	\$70,024,778	\$222,435,486

Source: KIPDA - Created with Datawrapper

## FIGURE 5: SECTION 5307 - URBANIZED AREA FORMULA GRANT

### FY 2023

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3164	Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
3166	Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
3167	Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$80,000	\$20,000	\$100,000
3168	Management Information System Software	Purchase computer software to support operations and administration.	\$100,000	\$25,000	\$125,000
3169	Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
3170	Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$4,000,000	\$1,000,000	\$5,000,000
3171	Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$73,659	\$18,415	\$92,074
3172	Security Enhancements	Purchase facilities and bus surveillance equipment.	\$192,064	\$48,016	\$240,080

### FY 2024

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3164	Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
3166	Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
3167	Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$80,000	\$20,000	\$100,000
3168	Management Information System Software	Purchase computer software to support operations and administration.	\$100,000	\$25,000	\$125,000
3169	Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
3170	Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
3171	Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$73,659	\$18,415	\$92,074
3172	Security Enhancements	Purchase facilities and bus surveillance equipment.	\$196,049	\$49,012	\$245,061



## FUNDING

### FY 2025

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3164	Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
3166	Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
3167	Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$100,000	\$25,000	\$125,000
3168	Management Information System Software	Purchase computer software to support operations and administration.	\$100,000	\$25,000	\$125,000
3169	Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
3170	Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
3171	Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$80,000	\$20,000	\$100,000
3172	Security Enhancements	Purchase facilities and bus surveillance equipment.	\$201,055	\$50,264	\$251,319

### FY 2026

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3164	Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
3166	Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
3167	Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$100,000	\$25,000	\$125,000
3168	Management Information System Software	Purchase computer software to support operations and administration.	\$100,000	\$25,000	\$125,000
3169	Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
3170	Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
3171	Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$80,000	\$20,000	\$100,000
3172	Security Enhancements	Purchase facilities and bus surveillance equipment.	\$205,076	\$51,269	\$256,345

Source: KIPDA • Created with Datawrapper

FIGURE 6: SECTION 5310 - ENHANCED MOBILITY OF SENIORS WITH DISABILITIES PROGRAM

## Section 5310 - FY 2022 (Apportioned Year is 2022 / Programmed in FY 2023)

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3060	Operating Expenses (Section 5310-22 OTHER Project)	Operating expenses for Transit Authority of River City (TARC) for the "Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area" project to continue to provide paratransit work trips for people with disabilities who live or work outside the ADA service area.	\$254,532	\$254,532	\$509,064
3061	Operating Expenses (Section 5310-22 OTHER Project)	TARC performance of Program Administration of the Section 5310 Program for the period from July 1, 2022 through June 30, 2023	\$142,209	\$0	\$142,209
3045	Preventive Maintenance (Section 5310-22 TRADITIONAL Project)	Day Spring Wheelchair Van Maintenance Project. Purchase of preventive maintenance for its wheelchair-accessible van. The project will enable Day Spring to provide for individuals with disabilities in the Louisville Urbanized Area.	\$2,400	\$600	\$3,000
3046	Purchase Transit Vehicles (Section 5310-21 TRADITIONAL Project)	Purchase one (1) ADA-accessible full-size van with enhanced HVAC and extended warranty; and one (1) non-ADA-accessible standard 12-passenger van with extended warranty. The project will provide fixed route and on-demand transportation service in Jefferson County for individuals with disabilities to get to day training programs, jobs, and medical appointments.	\$109,600	\$27,400	\$137,000
3064	Purchase Transit Vehicles (Section 5310-22 OTHER Project)	Ztrip (WHC SAF, LLC, dba Ztrip) for the Wheelchair Van Project. Purchase four (4) ADA-accessible minivans to provide shared ride service as part of the existing TARC3 program.	\$243,200	\$60,800	\$304,000
3043	Purchase Transit Vehicles (Section 5310-22 TRADITIONAL Project)	Blue River Services, Inc. Floyd County Urbanized Area Transportation Project. Purchase of one (1) ADA-accessible full-size van with enhanced HVAC and all-wheel-drive. The project will provide transportation for seniors and individuals with disabilities in the urbanized area of Floyd County, Indiana.	\$68,494	\$17,124	\$85,6183057
3058	Purchase Transit Vehicles (Section 5310-22 TRADITIONAL Project)	Rauch, Inc. Accessible Vehicle Project. Purchase of one (1) ADA-accessible minivan; and one (1) non-ADA-accessible standard minivan with all-wheel-drive. The project will transport individuals with disabilities to work, doctor appointments, shopping, community activities, entertainment, dining, and volunteer opportunities.	\$103,600	\$25,900	\$129,500
3044	Purchase Transit Vehicles (Section 5310-22 TRADITIONAL Project)	Christian Care Communities Old Louisville Area Seniors Transportation Project. Purchase of one (1) ADA-accessible full-size van with enhanced HVAC. The project will provide transportation for seniors in the Old Louisville area of Louisville, Kentucky.	\$62,400	\$15,600	\$78,000
3063	Purchase Transit Vehicles and Equipment (Section 5310-22 TRADITIONAL Project)	Zoom Group, Inc. for the Zoom Group Transportation Project. Purchase one (1) ADA-accessible full-size van with enhanced HVAC; one (1) ADA-accessible full-size van with enhanced HVAC and all-wheel drive; two (2) GPS Lockbox (Wayfinder) systems; and four (4) signage graphics. The project will provide transportation for seniors and individuals with disabilities to jobs, job training, job interviews, classes, and medical and mental health appointments. The project will serve approximately 250 physically and developmentally disabled adults, many of whom would be otherwise unable to acquire and maintain employment and access the community.	\$135,200	\$33,800	\$169,000
3048	Purchase Transit Vehicles and Equipment (Section 5310-22 TRADITIONAL Project)	Harbor House of Louisville, Inc. Improve Mobility for Seniors and Individuals with Disabilities Project. Purchase of two (2) ADA-accessible full-size vans with enhanced HVAC; one (1) non-ADA-accessible standard minivan; six (6) vehicle wrap graphics; six (6) in-vehicle cameras; and six (6) dispatch radios. The project will provide transportation for individuals with developmental and intellectual disabilities to and from Harbor House, to medical appointments, and other necessary trips.	\$215,178	\$53,795	\$268,973
3060	Operating Expenses (Section 5310-22 OTHER Project)	Operating expenses for Transit Authority of River City (TARC) for the "Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area" project to continue to provide paratransit work trips for people with disabilities who live or work outside the ADA service area.	\$154,062	\$0	\$154,062
3061	Operating Expenses (Section 5310-22 OTHER Project)	TARC performance of Program Administration of the Section 5310 Program for the period from July 1, 2022 through June 30, 2023	\$17,118	\$0	\$17,118

Source: KIPDA • Created with Datawrapper

FIGURE 7: SECTION 5339 - GRANTS FOR BUSES &amp; BUS FACILITIES FORMULA PROGRAM

**Section 5339 - FY 2023**

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3173	Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519	\$98,880	\$494,399
3174	Purchase Support Vehicles	Purchase maintenance and supervisory vehicles.	\$190,000	\$47,500	\$237,500
3175	Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$1,000,000	\$250,000	\$1,250,000
3176	Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000	\$100,000	\$500,000

Source: KIPDA • Created with Datawrapper

**Section 5339 - FY 2024**

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3173	Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519	\$98,880	\$494,399
3174	Purchase Support Vehicles	Purchase maintenance and supervisory vehicles.	\$160,000	\$40,000	\$200,000
3175	Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$1,100,000	\$275,000	\$1,375,000
3176	Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000	\$100,000	\$500,000

Source: KIPDA • Created with Datawrapper

**Section 5339 - FY 2025**

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3173	Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519	\$98,880	\$494,399
3174	Purchase Support Vehicles	Purchase maintenance and supervisory vehicles.	\$160,000	\$40,000	\$200,000
3175	Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$1,210,000	\$302,500	\$1,512,500
3176	Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000	\$100,000	\$500,000

Source: KIPDA • Created with Datawrapper

## Section 5339 - FY 2026

KIPDA ID	Project Name	Description	Federal Funding	State/Local Funding	Total Funding
3173	Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$359,519	\$98,880	\$458,399
3174	Purchase Support Vehicles	Purchase maintenance and supervisory vehicles.	\$160,000	\$40,000	\$200,000
3175	Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$1,331,000	\$332,750	\$1,663,750
3176	Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000	\$100,000	\$500,000

Source: KIPDA • Created with Datawrapper

FIGURE 8: TARC PROJECTED REVENUES &amp; EXPENSES

OPERATING PROJECTIONS						
Fiscal Year	Operating Expenses	% Change	MTTF Contributions	Ind & Other Contributions	Operating Revenue	% Change
2000	\$37,382,722	ACT	\$28,994,419	\$844,438	\$7,543,865	ACT
2001	\$39,698,543	ACT	\$30,982,874	\$1,223,651	\$7,492,018	ACT
2002	\$38,854,782	ACT	\$30,357,284	\$1,282,990	\$7,214,508	ACT
2003	\$39,628,270	ACT	\$31,649,169	\$1,152,725	\$6,826,376	ACT
2004	\$38,142,774	ACT	\$30,686,583	\$645,346	\$6,810,845	ACT
2005	\$40,351,969	ACT	\$30,613,953	\$1,494,009	\$8,244,009	ACT
2006	\$44,348,514	ACT	\$34,280,413	\$1,422,251	\$8,645,851	ACT
2007	\$47,941,963	ACT	\$37,490,955	\$1,420,961	\$9,030,047	ACT
2008	\$51,284,977	ACT	\$39,109,870	\$1,351,725	\$10,823,384	ACT
2009	\$51,620,981	ACT	\$38,236,525	\$1,691,666	\$11,692,790	ACT
2010	\$48,960,386	ACT	\$34,579,447	\$3,292,003	\$11,088,936	ACT
2011	\$49,029,118	ACT	\$36,007,938	\$1,906,565	\$11,114,614	ACT
2012	\$52,145,780	ACT	\$38,849,946	\$1,260,785	\$12,035,049	ACT
2013	\$55,719,321	ACT	\$41,149,120	\$1,442,813	\$12,840,773	ACT
2014	\$54,587,384	ACT	\$39,793,989	\$1,640,374	\$13,153,021	ACT
2015	\$63,251,427	ACT	\$48,239,862	\$1,686,322	\$13,325,243	ACT
2016	\$61,143,301	ACT	\$46,238,385	\$1,535,985	\$13,368,931	ACT
2017	\$65,856,370	ACT	\$51,077,933	\$1,589,679	\$13,188,758	ACT
2018	\$63,365,749	ACT	\$48,788,672	\$1,640,547	\$12,936,530	ACT
2019	\$67,733,803	ACT	\$54,345,974	\$1,631,866	\$11,755,963	ACT
2020	\$66,289,745	ACT	\$52,986,246	\$2,170,947	\$11,132,552	-5.3%
2021	\$58,597,253	ACT	\$49,069,249	\$1,263,847	\$8,264,157	-25.8%
2022	\$62,666,906	EST	\$50,865,563	\$4,220,430	\$7,580,913	-8.3%
2023	\$69,112,431	BUD	\$59,696,312	\$1,661,142	\$7,754,977	2.3%
2024	\$71,512,269	3.47%	\$61,188,720	\$2,417,533	\$7,906,016	1.9%
2025	\$73,395,951	2.63%	\$62,718,438	\$2,807,864	\$7,869,649	-0.5%
2026	\$74,499,110	1.50%	\$64,286,399	\$2,329,946	\$7,882,765	0.2%
2027	\$76,696,789	2.95%	\$66,214,991	\$2,556,224	\$7,925,574	0.5%
2028	\$78,736,715	2.66%	\$68,201,440	\$2,603,148	\$7,932,126	0.1%
<b>TOTALS</b>	<b>\$1,642,555,302</b>		<b>\$1,306,700,668</b>	<b>\$52,187,783</b>	<b>\$283,380,239</b>	
Notes:	Operating Expenses include MTTF capital match					
	MTTF Contributions = 0.02% occupational tax receipts per Louisville Metro ordinance (1974)					
	Ind & Other Contributions are revenue from INDOT & KYTC (discretionary)					
	Operating Revenue includes fare receipts, corporate contracts and advertising					

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FIGURE 9: TARC PROJECTED FEDERAL FORMULA FUNDS FOR CAPITAL PROJECTS

Programmable Capital Revenues				Total Projected Expenses			
5307 Formula Program		Federal Share	Local Match	Total 5307 Funds Available	CEER^	Capital Purchases	Total Section 5307 Program of Projects
FY 2022	Actual	\$19,510,228	\$4,877,557	\$24,387,785	\$7,182,265	\$16,258,101	\$23,440,366
FY 2023	Budget	\$19,919,646	\$4,979,911	\$24,899,557	\$7,170,400	\$35,577,198	\$42,747,598
FY 2024	Estimate*	\$20,442,057	\$5,110,514	\$25,552,572	\$7,252,758	\$27,069,955	\$34,322,712
FY 2025	Estimate*	\$20,866,150	\$5,216,537	\$26,082,687	\$14,459,044	\$50,164,908	\$64,623,953
FY 2026	Estimate*	\$21,398,833	\$5,349,708	\$26,748,542	\$15,901,284	\$42,454,484	\$58,355,768
FY 2027	Estimate	\$21,612,822	\$5,403,205	\$27,016,027	\$16,298,817	\$22,608,362	\$38,907,179
FY 2028	Estimate	\$21,828,950	\$5,457,237	\$27,286,187	\$16,706,287	\$47,912,422	\$64,618,709
TOTAL		\$102,136,914	\$25,534,229	\$127,671,143	\$51,965,751	\$171,524,646	\$223,490,397
*Fiscal Years (FY) 2023 - 2026 based projections from the BIL							
*Capital Eligible Expense Reimbursements							

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5339 Formula Program		Federal Share	Local Match	Total 5339 Funds Available
FY 2022	Actual	\$1,672,863	\$418,216	\$2,091,079
FY 2023	Budget*	\$1,718,460	\$429,615	\$2,148,075
FY 2024	Estimate*	\$1,786,099	\$446,525	\$2,232,623
FY 2025	Estimate*	\$1,841,008	\$460,252	\$2,301,260
FY 2026	Estimate*	\$1,909,977	\$477,494	\$2,387,471
FY 2027	Estimate	\$1,929,076	\$482,269	\$2,411,346
FY 2028	Estimate	\$1,948,367	\$487,092	\$2,435,459
TOTAL		\$8,928,406	\$2,232,102	\$11,160,508
*Fiscal Years (FY) 2023 - 2026 based projections from the BIL				

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Total Formula Funds Available		
FY 2022	Actual	\$26,478,864
FY 2023	Budget	\$27,047,632
FY 2024	Estimate	\$27,785,195
FY 2025	Estimate	\$28,383,947
FY 2026	Estimate	\$29,136,012
FY 2027	Estimate	\$29,427,373
FY 2028	Estimate	\$29,721,646
TOTAL		\$138,831,651

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FIGURE 10: TARC CAPITAL IMPROVEMENT PROGRAM

	FY 2022		DBE	FY 2023		DBE1	FY 2024		DBE2	FY 2025		DBE3
	QTY	Actual	Potential	QTY	Estimate	Potential	QTY	Estimated	Potential	QTY	Estimated	Potential
<b>FTA Required 5307 Category</b>												
Security Enhancements		-	-		1,577,862	1,577,862		2,755,526	2,755,526		456,447	456,447
<b>Buses</b>												
35' & 40' Fixed Route	31	14,849,519		14	7,364,000		8	5,007,520		8	5,383,084	
35' & 40' Full Electric	0	-		8	7,250,210		4	4,471,766		7	8,412,509	
20' Paratransit	2	140,841		0	-		7	764,750		0	-	
LF Paratransit Van	0	-		12	1,091,922		0	-		8	756,229	
40' Commuter	0	-		0	-		0	-		0	-	
<b>Subtotal Revenue Vehicles</b>	<b>33</b>	<b>14,990,360</b>		<b>34</b>	<b>15,706,132</b>		<b>19</b>	<b>10,244,036</b>		<b>23</b>	<b>14,551,822</b>	
Support Vehicles	0	-	-	5	132,494	132,494	3	86,264	86,264	3	92,734	92,734
Service Trucks	0	-	-	2	72,068	72,068	1	41,439	41,439	2	89,094	89,094
Facility Construction			-		2,556,683			-			20,000,000	
Facility Renovation/Maintenance		8,323	8		5,897,294	5,897,294		6,508,531	6,508,531		6,671,244	6,671,244
Arch/Engineering/Environmental Consulting		583,724	584		416,494	416,494		781,024	781,024		800,549	800,549
Passenger Amenities		296,350	296		492,607	492,607		250,000	250,000		250,000	250,000
Shop Equipment & Bus Parts		12,192	12		764,548	764,548		200,000	200,000		205,000	205,000
Office Equipment / Furniture		-	-		45,704	45,704		46,847	46,847		48,018	48,018
Operational Infrastructure & Information Technology		367,152	-		6,945,281	-		5,000,000	-		4,500,000	-
Svc Planning & Proj Admin		-	-		970,031	970,031		1,156,289	1,156,289		2,500,000	2,500,000
<b>Subtotal Other Capital</b>		<b>1,267,741</b>			<b>18,293,204</b>			<b>14,070,393</b>			<b>35,156,639</b>	
Formula Preventive Maintenance		5,011,865			5,000,000			4,975,000			9,950,000	
Formula Non-FR ADA Paratransit		2,123,900			2,123,900			2,230,095			4,460,190	
Formula Contracted FR Service		46,500			46,500			47,663			48,854	
<b>Subtotal CEER*</b>		<b>7,182,265</b>			<b>7,170,400</b>			<b>7,252,758</b>			<b>14,459,044</b>	
La Grange Subrecipient Share		71,046			72,467			73,916			75,395	
CMAQ Sponsored Service					800,000			800,000			800,000	
<b>GROSS CAPITAL PROGRAM COST</b>		<b>23,440,366</b>	<b>901</b>		<b>42,747,598</b>	<b>10,369,102</b>		<b>34,322,712</b>	<b>11,825,919</b>		<b>64,623,953</b>	<b>11,113,086</b>
Federal Share		18,639,620			34,198,078			26,846,370			51,699,162	
Local, State & Other Shares		4,800,746			8,549,520			7,476,342			12,924,791	
DBE 11% Goal			72			1,140,601			1,300,851			1,222,439
<b>COVID Emergency Operations Funding</b>												
CARES Act Emergency Operations		10,387,177										
CRSSA Act Emergency Operations		16,478,674			4,896,014							
ARP Act Emergency Operations					20,504,079			24,000,000				
Notes:												
1) Maximum amount of contracted service eligible for capital contribution, given grantee (TARC) ownership of vehicles, is 40%.												
*Capital Eligible Expense Reimbursements												





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# 04

# PLANS & PERFORMANCE

## IN THIS CHAPTER:

Americans with Disabilities Act & Title VI

Performance Management Plan

Performance Based Planning

Transit Asset Management Plan

Public Transportation Agency Safety Plan

Carbon Reduction Strategy

Complete Streets Policy

Strategic Highway Safety Plan

Coordinated Public Transit Humans Services Transportation Plan

Congestion Management Process (CMP) Projects

Intelligent Transportation Systems (ITS) Supported Projects



## AMERICANS WITH DISABILITIES ACT & TITLE VI

In accordance with federal law, TIP projects are selected, and the document is developed and distributed for comment in such a way as to ensure compliance with all applicable requirements of the Americans with Disabilities Act (ADA) of 1990 and Title VI of the Civil Rights Act of 1964. This means the MPO ensures: transportation services, facilities, information and other resources are distributed equally throughout the Louisville/ Jefferson County KY-IN Metropolitan Planning Area (MPA); programs and practices do not adversely impact neighborhoods or groups; efforts are made to obtain minority participation/ involvement in the process; and transportation projects and programs serve all members of the community regardless of income, race, age, ability, and any other socioeconomic factors. Complaint procedures for the MPO are outlined in the [Public Participation Plan](#).

The Americans with Disabilities Act (ADA) of 1990 require transit systems to offer accessible fixed route service for people with disabilities. The ADA mandates that transit systems provide complementary paratransit service for those who cannot use accessible fixed route service because of their disability. In addition to TARC's fixed route transit service, which has been 100% accessible since 2000, special services for elderly and disabled persons are offered by TARC. TARC3 provides door-to-door demand responsive paratransit service and TARC goes beyond the ADA regulations by providing work trips to people with disabilities that may live outside of the regular  $\frac{3}{4}$  mile access zone surrounding fixed route services.

In addition to transit accessibility, local jurisdictions in the Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA) have been working diligently to make roadways and sidewalks accessible. Federal transportation funds, as well as local and state funds, have been used to make accessibility improvements.

## PERFORMANCE MANAGEMENT PLAN

The TPC has adopted a [Performance Management Plan](#) which includes both the federally required National Performance Measures and Planning Factors as well as the MPO-developed performance measures. The MPO-developed measures are aligned with TPC's goals and objectives for the *Connecting Kentuckiana 2050* Metropolitan Transportation Plan. Performance-based planning is a strategic approach that uses data to support investment decisions which help to achieve performance goals. Implementing a performance-based planning approach increases our understanding of the possible impacts a specific project, or group of projects, may have on the transportation system and the people who use it.

One of the most important aspects of the Performance Management Plan is tracking progress toward achieving the performance targets. The reporting process provides the necessary performance-based feedback to the TPC, as well as our federal, state, local, and community planning partners. For each performance measure, KIPDA will report on data sources, baseline data, historical data, performance targets, and target-setting methodology in the Performance Management Plan. On a regular basis, KIPDA will report the necessary performance-based feedback to the TPC, as well as our federal, state, local, and community planning partners. KIPDA will report on progress toward achieving performance targets, in a Baseline Performance Period Report, a Mid Performance Period Report, and a Full Performance Period Report. More details about the Performance Management Plan can be found in Appendix C.

Each project's score, as well as each project's potential contribution toward achieving the performance targets can be utilized by the Project Working Groups, TTCC and TPC when it comes to project selection and the award of KIPDA's dedicated funds.



## INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Technology is increasingly utilized to manage traffic, inform travelers, respond to roadway emergencies, and gather data to drive investment decisions. The TPC adopted an [ITS Architecture](#) that describes how emerging technology should be coordinated.

## CONGESTION MANAGEMENT PROCESS (CMP)

The [Congestion Management Process \(CMP\)](#) provides a means for both contributing to congestion mitigation on a defined network and analyzing the effect of strategies toward enhancing transportation system efficiency.

Implementation of Transportation Systems Management and Operations (TSMO) strategies, such as technology, bicycle, pedestrian, and transit investments, often introduces an efficient means of reducing or managing congestion.

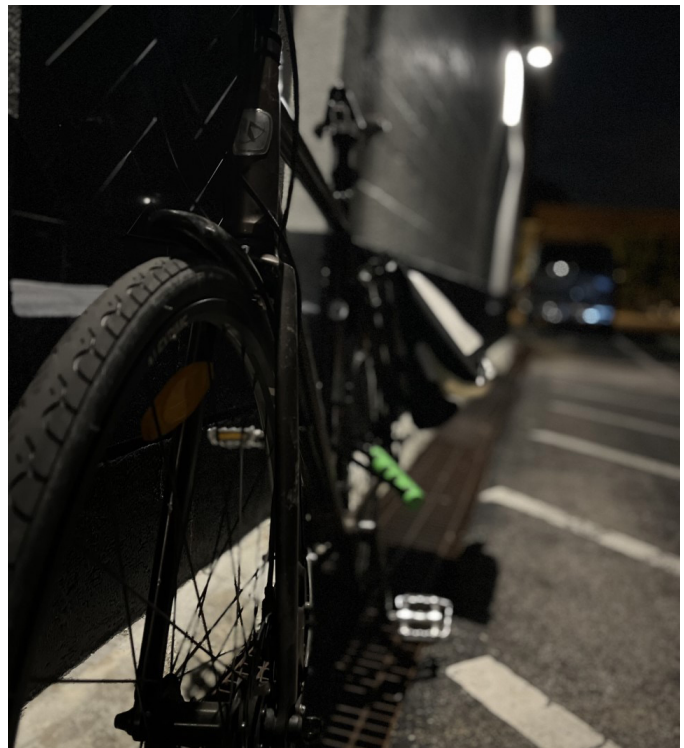
## PERFORMANCE BASED PLANNING

Performance-based planning is a strategic approach using data to support investment decisions that help to achieve performance goals. Performance-based programming refers to the application of performance management within the project selection process.

KIPDA's transportation planning process utilizes both the performance-based planning and programming approach. As outlined in [KIPDA's Performance Management Plan](#), the MPO utilizes the framework established by the FHWA and the FTA by incorporating the National Performance Measures and Planning Factors into the KIPDA planning process. Federal legislation emphasizes performance-based transportation planning and requires states and MPOs to incorporate performance measures, objectives, and targets into their planning and programming processes.

The project development process for the MTP utilized data to identify areas where investments should be prioritized. As a reminder, the TIP is a subset of the MTP and therefore much of this chapter will make reference to the *Connecting Kentuckiana 2050*. KIPDA designed the process to connect the data resources and performance measures, and feed the information into evaluating and prioritizing projects in *Connecting Kentuckiana 2050*. Every project was tested against possible impacts derived from the performance measures, which carried into the project rankings.

While the exact effect of projects on each performance measure cannot be determined, understanding the potential of a project is, for now, the best case scenario for performance based planning. To do this, KIPDA designed an evaluation process to individually score each project to assess which projects best meet the following goals and objectives. These goals and objectives are a part of the performance-based planning system used in development of both the long-range plan (the MTP) and the short-range plan (the TIP) designed for the KIPDA MPO Region.



## GOALS



### SAFETY

INCREASE SAFETY FOR ALL  
USERS



### SUSTAINABILITY

INVEST IN SUSTAINABLE  
TRANSPORTATION THAT  
PROTECTS ENVIRONMENTAL  
RESOURCES AND MINIMIZES THE  
EFFECTS OF CLIMATE CHANGE



### EQUITY

FOSTER AN ACCESSIBLE AND  
EQUITABLE TRANSPORTATION  
SYSTEM



### ECONOMIC DEVELOPMENT

LEVERAGE TRANSPORTATION  
INVESTMENTS TO SUPPORT  
REGIONAL AND LOCAL  
ECONOMIC GROWTH



### AN EFFECTIVE ROADWAY SYSTEM

CREATE A MODERN, INNOVATIVE,  
AND EFFICIENT ROADWAY  
SYSTEM



### STRENGTHEN PUBLIC TRANSIT

EXPAND PUBLIC TRANSIT  
AND NON-SINGLE OCCUPANT  
VEHICLE TRAVEL THROUGHOUT  
THE REGION



### EXPAND ACTIVE TRANSPORTATION

EXPAND ACTIVE  
TRANSPORTATION OPTIONS  
WITH CONNECTED PEDESTRIAN  
AND BICYCLE INFRASTRUCTURE



### A RELIABLE FREIGHT NETWORK

SUPPORT THE RELIABLE  
MOVEMENT OF FREIGHT



### A RESILIENT REGION

IMPLEMENT RESILIENT  
INFRASTRUCTURE

The total scoring system is based on a range of 200 points and designed to be broken down into sub-scores to better evaluate how projects will help the KIPDA MPO region to meet each of the nine goals. The resulting total score is used to highlight the project's overall effectiveness toward meeting the overall regional vision and as a guide for the TPC to determine how to award specific federally regulated funds.

The following pages expand upon each goal discussed in *Connecting Kentuckiana 2050* and *FY 2023- FY 2026 Transportation Improvement Program* and highlight the planned projects that scored the highest and are therefore most likely to help the region.

## Evaluation by Project Type

KIPDA asks sponsoring agencies to classify projects as either roadway, bicycle/pedestrian, transit, programmatic, or maintenance when submitting projects for consideration into the MTP and TIP. Due to the range in project evaluation criteria, different types of projects are generally not compared to each other. For instance:

- Roadway and bicycle/pedestrian projects have some overlapping criteria in the evaluation but also some criteria only applied to the specific project type. Therefore, they are not compared directly to each other, but listed separately in the following pages.
- KIPDA's scoring matrix relies in large part on a project's location, so it can be difficult to effectively evaluate programmatic projects. Thus, KIPDA does not include the handful of MTP programmatic projects in this evaluation section.
- A majority of MTP/TIP transit projects are capital, vehicle, or facility maintenance projects and are difficult to compare to location-based projects. High scoring transit projects are therefore highlighted only in the region's transit specific goal. It is important to note though that there are some roadway projects that also have transit components, like Louisville Metro's Broadway All the Way project, that may not be reflected in the specific transit goal evaluation.
- Maintenance projects are not scored in KIPDA's project evaluation. This is because the TPC has established that – in keeping with both federal and regional goals - maintenance is a top MPO priority. Rather than compare one maintenance project to another, KIPDA prioritizes a “fix it first” approach that assumes maintenance is needed and desirable.







# GOALS & OBJECTIVES

## SAFETY

Increase Safety For All Users

OBJECTIVE: STABILIZE & DECREASE SERIOUS INJURY CRASHES & FATALITIES

OBJECTIVE: REDUCE BICYCLE AND PEDESTRIAN RELATED CRASHES

OBJECTIVE: INCREASE SAFETY ON FIXED ROUTE TRANSIT AND PARATRANSIT

OBJECTIVE: INCREASE TRANSPORTATION SAFETY THROUGH INTELLIGENT  
TRANSPORTATION SYSTEM SOLUTIONS



## Highest Rankings Projects: Safety

Bike/ped projects were evaluated on two primary safety factors:

- The rate of crashes involving people walking or biking over the last 10 years at the project location
- If the project intends to incorporate one of the FHWA's Proven Safety Countermeasures for bike/ped projects.

Roadway projects were evaluated on three primary safety factors:

- The rate of auto crashes at the project location over the last five years
- The rate of crashes involving people walking or biking over the last 10 years at the project location
- If the project intends to incorporate one of the FHWA's Proven Safety Countermeasures for roadway projects.

The following two tables feature the top scoring safety projects. There are 14 bicycle/pedestrian projects that scored 50/50 possible points and 12 roadway projects that scored over 40/45 possible points.



## Highest Scoring Bicycle/Pedestrian Projects: Safety

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Safety Score (out of 50)
2733	Reimagine 9th Street	2027	Louisville Metro	165	50
2064	East Market Street Streetscape Improvements	2024	Louisville Metro	160	50
2896	Crums Lane Sidewalk Phase 1	2027	Louisville Metro	148	50
2920	Blanton Lane Sidewalk	2025	Louisville Metro	148	50
3181	Dixie Highway Streetscape	2024	Louisville Metro	144	50
1109	Ohio River Levee Trail - Phase III	2025	Louisville Metro	142	50
2225	University of Louisville Pedestrian Improvements	2023	Univ. of Louisville	140	50
1634	LaGrange Road Bicycle & Pedestrian Improvements	2024	Louisville Metro	139	50
2625	Olmsted Parkways Multi-Use Path System Section 4	2029	Louisville Metro	136	50
2628	Olmsted Parkways Multi-Use Path System Section 7	2027	Louisville Metro	126	50
2627	Olmsted Parkways Multi-Use Path System Section 6	2027	Louisville Metro	124	50
2629	Olmsted Parkways Multi-Use Path System Section 8	2027	Louisville Metro	111	50
2980	Ohio River Valley NE Bike/Ped Improvements Phase II (Louisville Loop)	2028	Louisville Metro	109	50
2619	Ruckriegel Parkway Sidewalk Improvement	2023	Jeffersontown	108	50

## Highest Scoring Roadway Projects: Safety

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Safety Score (out of 45)
3004	KY 1931 & KY 2054	2024	KYTC	98	45
3005	US 31E & Grinstead Drive	2023	KYTC	90	45
2751	Broadway All the Way Complete Street	2031	Louisville Metro	161	41
2630	Olmsted Parkways Multi-Use Path System Section 9	2025	Louisville Metro	142	41
2610	US 60	2029	KYTC	144	41
436	KY 1065	2030	KYTC	129	41
2114	KY 2050	2030	KYTC	125	41
128	KY 1931	2027	KYTC	116	41
154	KY 1450	2023	KYTC	81	41
1353	Connection 22 - Signal System Upgrade	2035	Louisville Metro	136	41
3002	KY 864 & East Indian Trail	2023	KYTC	106	41
3006	US 31W & Barrett Lane	2023	KYTC	92	41



# GOALS & OBJECTIVES

## SUSTAINABILITY

Invest in sustainable transportation that protects environmental resources and minimizes the effects of climate change

OBJECTIVE: SUPPORT IMPROVED MODAL CONNECTIVITY IN PEDESTRIAN, BICYCLE, AND TRANSIT PROJECTS THAT CONTRIBUTE TO CLEANER AIR

OBJECTIVE: PRIORITIZE ROADWAY PROJECTS THAT ENHANCE EXISTING INFRASTRUCTURE OPERATIONS AND SUPPORT CONNECTION TO OTHER MODES

OBJECTIVE: PROMOTE ENVIRONMENTAL SUSTAINABILITY AND PROTECT HISTORIC, NATURAL, AND CULTURAL RESOURCES

OBJECTIVE: REDUCE DISRUPTION TO TRAVEL BY LIMITING ENCROACHMENT INTO ENVIRONMENTALLY SENSITIVE AREAS NEGATIVELY IMPACTED BY WEATHER EVENTS AND CLIMATE CHANGE

OBJECTIVE: IMPROVED AIR QUALITY BY REDUCING CARBON-BASED VEHICLE MILES TRAVELED



## Highest Rankings Projects: Sustainability

Bicycle/pedestrian projects were evaluated on four primary sustainability factors:

- Environmental impact
- Connection to transit
- Incorporation of resilient design measures
- Addition of bicycle/pedestrian infrastructure in high active transportation areas

Roadway projects were evaluated on four primary sustainability factors:

- Environmental impact
- Incorporation of resilient design measures
- Enhanced connectivity to existing high demand destinations
- Improvement to the active transportation network

The following two tables feature the top scoring sustainability projects. There are 15 bicycle/pedestrian projects that scored 25/25 possible points and 19 roadway projects that scored over 25 or more out of 35 possible points.





## Highest Scoring Bicycle/Pedestrian Projects: Sustainability


KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Sustainability Score (out of 25)
2921	Gagel Avenue Sidewalk	2028	Louisville Metro	164	25
2920	Blanton Lane Sidewalk	2025	Louisville Metro	148	25
2623	Olmsted Parkways Multi-Use Path System Section 2	2027	Louisville Metro	145	25
2898	Newburg Road Sidewalk	2023	Louisville Metro	142	25
2625	Olmsted Parkways Multi-Use Path System Section 4	2029	Louisville Metro	136	25
3121	Westport Road Sidewalk through I-265 Interchange	2025	Louisville Metro	135	25
2624	Olmsted Parkways Multi-Use Path System Section 3	2028	Louisville Metro	127	25
2628	Olmsted Parkways Multi-Use Path System Section 7	2027	Louisville Metro	126	25
3024	South Hubbards Lane	2030	Louisville Metro	125	25
2229	Wetherby Avenue	2025	Middletown	122	25
2228	Bliss Avenue	2024	Middletown	121	25
2982	2nd Street / 3rd Street / Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements	2023	Univ. of Louisville	120	25
2629	Olmsted Parkways Multi-Use Path System Section 8	2027	Louisville Metro	111	25
2385	Patti Lane Sidewalk Safety Improvement Project	2023	Jeffersontown	108	25
2619	Ruckriegel Parkway Sidewalk Improvement	2023	Jeffersontown	108	25

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## Highest Scoring Roadway Projects: Sustainability

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Sustainability Score (out of 35)
3113	Galene Drive/Sprowl Road Collector Extension	2028	City of Jeffersontown	116	33
3019	Stansifer Avenue Streetscape Improvements	2028	Clarksville	131	33
2393	Riverside Drive	2024	Clarksville	115	33
2389	Blackiston Mill Road Phase II	2023	Clarksville	112	33
3111	Billtown-Eastview Collector Extension	2026	City of Jeffersontown	126	31
2610	US 60	2029	KYTC	144	30
418	KY 53 - I-71 to Zhale Smith Road	2029	KYTC	115	30
3102	Graybrook Lane Extension	2028	City of New Albany	113	29
3018	Progress Way Roadway Improvements	2029	Clarksville	140	29
2388	Main Street / Story Avenue Intersection	2024	Louisville Metro	142	28
1922	I-264/ US 42	2028	KYTC	141	28
2114	KY 2050	2030	KYTC	125	28
2114	KY 2050	2028	Kentucky Transportation Cabinet	123	28
213	KY 1932	2025	KYTC	106	28
3193	I-65 & Veteran's Parkway	2029	INDOT	122	26
381	Buechel Bank Road	2025	Louisville Metro	134	26
384	North Hubbards Lane	2024	Louisville Metro	126	26
1338	River Road Extension	2025	Louisville Metro	136	26
2751	Broadway All the Way Complete Street	2031	Louisville Metro	161	25
2630	Olmsted Parkways Multi-Use Path System Section 9	2025	Louisville Metro	142	25

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# GOALS & OBJECTIVES

## EQUITY

Foster an accessible and equitable transportation system

OBJECTIVE: REDUCE AUTO-DEPENDENT ACCESS AND INCREASE TRANSPORTATION OPTIONS TO EMPLOYMENT, EDUCATION, AND HEALTHCARE

OBJECTIVE: MINIMIZE DISPROPORTIONATE BURDENS AND ENSURE EQUITABLE BENEFITS FROM TRANSPORTATION

OBJECTIVE: IMPLEMENT INNOVATIVE OUTREACH STRATEGIES TO MARGINALIZED COMMUNITIES

OBJECTIVE: REDUCE DISRUPTION TO TRAVEL BY LIMITING ENCROACHMENT INTO ENVIRONMENTALLY SENSITIVE AREAS NEGATIVELY IMPACTED BY WEATHER EVENTS AND CLIMATE CHANGE

OBJECTIVE: SUPPORT COMMUTE PROGRAMS SUCH AS TELEWORK, STAGGERED WORK HOURS, CARPOOL, VANPOOL, AND TRANSIT



## Relevant Projects: Equity

KIPDA uses a location-based criteria to award points to projects for equity. To recognize investments in disadvantaged communities, both bicycle/pedestrian and roadway projects received full points if some or all of the project is in a KIPDA-identified environmental justice area – census tracts that have twice the percentage of low-income residents or residents of color when compared to the region as a whole. Any transit project receives full points for equity as transit projects are especially important to carless households, which are disproportionately made up of lower income households.

The following two tables feature the highest-ranking equity projects. There are 19 bicycle/pedestrian projects and 37 roadway projects that scored all 20 equity points.



## Relevant Bicycle/Pedestrian Projects in Environmental Justice Areas

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)
2733	Reimagine 9th Street	2027	Louisville Metro	165
2921	Gagel Avenue Sidewalk	2028	Louisville Metro	164
2540	River Road Multi-Modal Improvements - 3rd Street to 7th Street	2024	Louisville Metro	162
2064	East Market Street Streetscape Improvements	2024	Louisville Metro	160
2896	Crums Lane Sidewalk Phase 1	2027	Louisville Metro	148
2623	Olmsted Parkways Multi-Use Path System Section 2	2027	Louisville Metro	145
3181	Dixie Highway Streetscape	2024	Louisville Metro	144
2898	Newburg Road Sidewalk	2023	Louisville Metro	142
1109	Ohio River Levee Trail - Phase III	2025	Louisville Metro	142
2225	University of Louisville Pedestrian Improvements	2023	Univ. of Louisville	140
2625	Olmsted Parkways Multi-Use Path System Section 4	2029	Louisville Metro	136
2895	Bernheim Lane Sidewalk and Road Reconfiguration	2026	Louisville Metro	129
2624	Olmsted Parkways Multi-Use Path System Section 3	2028	Louisville Metro	127
2541	Jeffersonville 9th Street / Clarksville Montgomery Avenue Multimodal Connection	2023	Clarksville	121
2982	2nd Street / 3rd Street / Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements	2023	Univ. of Louisville	120
2622	Olmsted Parkways Multi-Use Path System Section 1	2024	Louisville Metro	120
3067	Reconnecting West Louisville to the Ohio Riverfront throughout the Riverside Expressway (I-64) Corridor	2028	Kentucky Transportation Cabinet	116
2585	University of Louisville Pedestrian Improvements	2023	Univ. of Louisville	110
2092	Medora Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path	2026	Louisville Metro	101

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## Relevant Roadway Projects in Environmental Justice Areas

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)
2751	Broadway All the Way Complete Street	2031	Louisville Metro	161
3127	Downtown Louisville Traffic Signal Upgrades	2026	Louisville Metro	154
2630	Olmsted Parkways Multi-Use Path System Section 9	2025	Louisville Metro	142
2388	Main Street / Story Avenue Intersection	2024	Louisville Metro	142
224	I- 65	2029	Louisville Metro	142
3018	Progress Way Roadway Improvements	2029	Clarksville	140
1338	River Road Extension	2025	Louisville Metro	136
1353	Connection 22 - Signal System Upgrade	2035	Louisville Metro	136
2780	KY 61	2031	KYTC	135
381	Buechel Bank Road	2025	Louisville Metro	134
3019	Stansifer Avenue Streetscape Improvements	2028	Clarksville	131
436	KY 1065	2030	KYTC	129
2601	I- 65	2033	KYTC	127
407	I-265	2028	KYTC	127
1478	I- 71	2029	KYTC	126
1809	One-Way Street Conversion to Two-Way Phase 1	2024	Louisville Metro	123
3193	I-65 & Veteran's Parkway	2029	INDOT	122
2899	I- 64 Added Travel Lanes	2027	INDOT	119
3102	Graybrook Lane Extension	2028	City of New Albany	113
3148	I-64 Lighting	2027	INDOT	106
3002	KY 864 & East Indian Trail	2023	KYTC	106
3158	US 31 Concrete Pavement Restoration	2027	INDOT	103
3004	KY 1931 & KY 2054	2024	KYTC	98
3010	State Street Congestion Mitigation Planning Study	2023	New Albany	97
2632	Various Intersection Improvement Projects in Jefferson County	2023	KYTC	91
3161	Statewide Wrong Way Ramp Entry Project	2024	INDOT	88
2606	KY 841/Renaissance Park	2026	KYTC	82
3003	KY 1747 Along Fern Valley Road	2023	KYTC	79
2844	I- 65	2026	INDOT	74
2858	I-265 WB Over State Street	2027	INDOT	74
2857	I-265 EB Bridge Over State Street NB/SB	2027	INDOT	69
2153	Rangeland Road	2040	Louisville Metro	68
2859	I-265 Bridge Over State Street EB Ramp C	2027	INDOT	63
2841	I- 65 Bridge Over SR 62X	2024	INDOT	59
2843	Bridge Over I-65	2024	INDOT	56
2842	US 31 Bridge South of SR 265	2024	INDOT	56
2840	I- 65 Bridge Over I-65 and US 31	2024	INDOT	53

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# GOALS & OBJECTIVES

## D: ECONOMIC DEVELOPMENT

Leverage transportation investments to support regional and local economic growth.

OBJECTIVE: SUPPORT ACCESS TO WORK BY MAINTAINING OR IMPROVING REASONABLE TRAVEL TIME ON THE REGION'S TRANSPORTATION INFRASTRUCTURE

OBJECTIVE: DEVELOP A SUSTAINABLE WORKFORCE THROUGH BETTER EMPLOYMENT ACCESSIBILITY AND MOBILITY OPTIONS, ESPECIALLY FOR THOSE RESIDING IN LOW-INCOME AREAS WITH HIGH UNEMPLOYMENT

OBJECTIVE: ENHANCE MULTIMODAL ACCESS TO MAJOR EMPLOYMENT CENTERS AND AREAS WITH ANTICIPATED EMPLOYMENT GROWTH

OBJECTIVE: STRENGTHEN COORDINATION BETWEEN TRANSPORTATION AND LAND USE PLANNING

## Highest Rankings Projects: Economic Development

Both bicycle/pedestrian and roadway projects were evaluated on three primary economic development factors:

- Proximity to existing jobs
- Proximity to predicted job growth
- Connectivity to existing high demand destinations

The methodology for determining these areas and destinations is explained in more detail in the [MTP](#).

The following two tables feature the highest-ranking economic development projects. There are 12 bicycle/pedestrian and 23 roadway projects that score at least 35 out of a possible 45 economic development points.



Highest Scoring Bicycle/Pedestrian Projects: Economic Development

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Economic Development (out of 45)
2733	Reimagine 9th Street	2027	Louisville Metro	165	45
2064	East Market Street Streetscape Improvements	2024	Louisville Metro	160	45
2540	River Road Multi-Modal Improvements - 3rd Street to 7th Street	2024	Louisville Metro	162	43
2225	University of Louisville Pedestrian Improvements	2023	Univ. of Louisville	140	39
1634	LaGrange Road Bicycle & Pedestrian Improvements	2024	Louisville Metro	139	39
2585	University of Louisville Pedestrian Improvements	2023	Univ. of Louisville	110	39
2898	Newburg Road Sidewalk	2023	Louisville Metro	142	35
3121	Westport Road Sidewalk through I-265 Interchange	2025	Louisville Metro	135	35
3024	South Hubbards Lane	2030	Louisville Metro	125	35
2229	Wetherby Avenue	2025	Middletown	122	35
2982	2nd Street / 3rd Street / Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements	2023	Univ. of Louisville	120	35
1662	A.B. Sawyer Shared Use Path	2024	Louisville Metro	93	35

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Highest Scoring Roadway Projects: Economic Development

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Economic Development Score (out of 45)
2751	Broadway All the Way Complete Street	2031	Louisville Metro	161	45
3127	Downtown Louisville Traffic Signal Upgrades	2026	Louisville Metro	154	45
224	I- 65	2029	Louisville Metro	142	45
1809	One-Way Street Conversion to Two-Way Phase 1	2024	Louisville Metro	123	45
958	I-265	2024	KYTC	102	43
1338	River Road Extension	2025	Louisville Metro	136	43
1353	Connection 22 - Signal System Upgrade	2035	Louisville Metro	136	43
2632	Various Intersection Improvement Projects in Jefferson County	2023	KYTC	91	43
2953	US 31E (Bardstown Road) Reconfiguration with Safety Improvements	2023	KYTC	80	39
2780	KY 61	2031	KYTC	135	39
2844	I- 65	2026	INDOT	74	39
2388	Main Street / Story Avenue Intersection	2024	Louisville Metro	142	35
2610	US 60	2029	KYTC	144	35
1922	I-264/ US 42	2028	KYTC	141	35
436	KY 1065	2030	KYTC	129	35
1478	I- 71	2029	KYTC	126	35
2114	KY 2050	2030	KYTC	125	35
3126	LaGrange & Whippis Mill Intersection Improvements	2025	Louisville Metro	118	35
2611	I- 71	2034	KYTC	111	35
2152	I-71	2023	KYTC	81	35
384	North Hubbards Lane	2024	Louisville Metro	126	35
2614	Commerce Parkway Widening	2029	Oldham Co.	93	35
3010	State Street Congestion Mitigation Planning Study	2023	New Albany	97	35
3003	KY 1747 Along Fern Valley Road	2023	KYTC	79	35

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# GOALS & OBJECTIVES

## EFFECTIVE ROADWAY SYSTEM

Create a modern, innovative, and efficient roadway system

OBJECTIVE: MAINTAIN OR IMPROVE TRAVEL TIME ON FREEWAY AND INTERSTATE ROADWAYS

OBJECTIVE: MAINTAIN OR IMPROVE TRAVEL TIME ON ARTERIAL ROADWAYS

OBJECTIVE: STABILIZE AND DECREASE VEHICLE MILES TRAVELED

OBJECTIVE: DIRECT EFFORTS TO EXPAND FACILITIES IN SUPPORT OF ELECTRIC AND AUTOMATED VEHICLES AND OTHER FUTURE TRANSPORTATION TECHNOLOGY

OBJECTIVE: EXPLORE INNOVATIVE MANAGEMENT AND OPERATION STRATEGIES



## Highest Rankings Projects: Roadway System

Roadway system projects were evaluated on five different factors to gauge their contributions toward a more modern, innovative, and efficient roadway system:

- Average Annual Daily Traffic (AADT) at the intended roadway intersection or segment to measure existing total volumes of traffic
- Travel Time Index (TTI) or Level of Service (LOS) (both measures of peak time delays) at the intended roadway intersection or segment
- If the project will enhance connectivity to high demand locations
- If the project will Improve the active transportation network
- If the project will include innovative transportation infrastructure

The following table features the highest-ranking roadway system projects. There are 22 roadway projects that score at least 25 out of a possible 45 roadway points.

## Highest Scoring Roadway Projects: Roadway System

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Roadway System (out of 45)
1922	I-264/ US 42	2028	KYTC	141	43
3110	Watterson Trail Signalization Improvements	2025	City of Jeffersontown	127	37
958	I-265	2024	KYTC	102	35
2610	US 60	2029	KYTC	144	33
2751	Broadway All the Way Complete Street	2031	Louisville Metro	161	32
3113	Galene Drive/Sprowl Road Collector Extension	2028	City of Jeffersontown	116	31
2388	Main Street / Story Avenue Intersection	2024	Louisville Metro	142	30
3126	LaGrange & Whippis Mill Intersection Improvements	2025	Louisville Metro	118	29
1809	One-Way Street Conversion to Two-Way Phase 1	2024	Louisville Metro	123	29
1478	I- 71	2029	KYTC	126	28
2611	I- 71	2034	KYTC	111	28
2601	I- 65	2033	KYTC	127	27
1338	River Road Extension	2025	Louisville Metro	136	27
2613	KY 44	2027	KYTC	125	26
381	Buechel Bank Road	2025	Louisville Metro	134	26
2630	Olmsted Parkways Multi-Use Path System Section 9	2025	Louisville Metro	142	26
3102	Graybrook Lane Extension	2028	City of New Albany	113	26
2393	Riverside Drive	2024	Clarksville	115	26
230	US 42	2035	KYTC	114	26
418	KY 53 - I-71 to Zhale Smith Road	2029	KYTC	115	26
163	River Road	2025	Louisville Metro	78	26
179	I-265	2023	KYTC	70	25
3193	I-65 & Veteran's Parkway	2029	INDOT	122	25
3019	Stansifer Avenue Streetscape Improvements	2028	Clarksville	131	25
2614	Commerce Parkway Widening	2029	Oldham Co.	93	25

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# GOALS & OBJECTIVES

## STRENGTHEN PUBLIC TRANSIT

Expand public transit and non-single occupant vehicle travel throughout the region

OBJECTIVE: IMPROVE ACCESS TO TRANSIT

OBJECTIVE: PRIORITIZE TRANSIT SERVICE TO EMPLOYMENT, SCHOOLS, AND OTHER ACTIVITY CENTERS

OBJECTIVE: INCREASE RIDESHARING BY EXPANDING VANPOOLING, CARPOOLING, AND SIMILAR STRATEGIES

## Highest Rankings Projects: Transit

Transit projects were evaluated on six different factors to gauge their effectiveness at improving transit service in the KIPDA MPO region:

- If the project will enhance connectivity and access to existing high demand destinations
- If the project will increase transit reliability
- If the project can be implemented quickly
- If the project will improve transit safety
- If the project will enhance existing service or infrastructure
- If the project will add transit service or infrastructure in a high transit propensity area

As a reminder, projects that may have transit components as part of a larger project – like dedicated lanes or bus stop improvements – were not scored as transit projects if the project sponsor classified them as a roadway or bicycle/pedestrian project. Only projects identified as primarily transit projects were evaluated with the transit scoring rubric.

The following table features the highest-ranking transit projects. There are 4 transit projects in the TIP that score at least 50 out of a possible 90 transit points.

## Highest Scoring Projects: Transit

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Final Transit Score (out of 90)
3137	Bus Stop and Access Improvements - M. Ali and Chestnut Street Corridor	2023	TARC	150	85
3129	Bus Stop Improvements at Transit Node Eastern Parkway and Preston/Shelby Street	2023	TARC	121	75
2408	Cross River Connectors	2022	TARC	107	52
2667	Outer Loop Circulator	2022	TARC	101	52

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# GOALS & OBJECTIVES

## EXPAND ACTIVE TRANSPORTATION

Expand active transportation options with connected pedestrian and bicycle infrastructure

OBJECTIVE: INCREASE ACCESS TO PEDESTRIAN FACILITIES AND CONTINUITY OF THE SYSTEM

OBJECTIVE: INCREASE ACCESS TO AND UTILIZATION OF BICYCLE FACILITIES

OBJECTIVE: INCREASE OR IMPROVE EXISTING BICYCLE AND PEDESTRIAN ACCESS TO TRANSIT

OBJECTIVE: SUPPORT INNOVATIVE ACTIVE TRANSPORTATION AND SHARED MICROMOBILITY STRATEGIES



## Highest Rankings Projects: Active Transportation

Bicycle/pedestrian projects were evaluated on four factors to gauge the level of their contribution to expanding regional active transportation:

- If the project will fill a gap in the existing active transportation network or creates a network where none currently exists
- If the project will increase bicycle/pedestrian connections to transit
- The rate of crashes involving people walking or biking over a 10-year period at the project location
- If the project will enhance active transportation connectivity to existing high demand destinations

Roadway projects were evaluated on two factors to gauge the level of their contribution to expanding regional active transportation:

- The rate of crashes involving people walking or biking over a 10-year period at the project location
- If the project includes multimodal or complete streets elements in the project

The following two tables feature the highest-ranking active transportation projects. There are 14 bicycle/pedestrian projects that received at least 40 out of a possible 50 and 13 roadway projects that scored all at least 18 out of a possible 20 active transportation points.



## Highest Scoring Bicycle/Pedestrian Projects: Active Transportation

Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Active Transportation Score (out of 50)
LaGrange Road Bicycle & Pedestrian Improvements	2024	Louisville Metro	139	50
Olmsted Parkways Multi-Use Path System Section 7	2027	Louisville Metro	126	50
Olmsted Parkways Multi-Use Path System Section 6	2027	Louisville Metro	124	50
Crums Lane Sidewalk Phase 1	2027	Louisville Metro	148	47
Blanton Lane Sidewalk	2025	Louisville Metro	148	47
Ruckriegel Parkway Sidewalk Improvement	2023	Jeffersontown	108	47
River Road Multi-Modal Improvements - 3rd Street to 7th Street	2024	Louisville Metro	162	45
East Market Street Streetscape Improvements	2024	Louisville Metro	160	45
Olmsted Parkways Multi-Use Path System Section 2	2027	Louisville Metro	145	45
Watterson Trail Phase I	2023	Jeffersontown	124	42
Cannons Lane	2023	Louisville Metro	103	42
University of Louisville Pedestrian Improvements	2023	Univ. of Louisville	140	41
University of Louisville Pedestrian Improvements	2023	Univ. of Louisville	110	41
Good Samaritan Bicycle and Pedestrian Trail Connector	2023	Jeffersontown	129	40

## Highest Scoring Roadway Projects: Active Transportation

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Active Transportation Score (out of 20)
2751	Broadway All the Way Complete Street	2031	Louisville Metro	161	20
2630	Olmsted Parkways Multi-Use Path System Section 9	2025	Louisville Metro	142	20
2610	US 60	2029	KYTC	144	20
2214	KY 1931	2027	KYTC	122	20
2780	KY 61	2031	KYTC	135	18
2193	I- 65/KY 480 Interchange	2026	KYTC	77	18
2114	KY 2050	2030	KYTC	125	18
418	KY 53 - I-71 to Zhale Smith Road	2029	KYTC	115	18
428	KY 146	2028	KYTC	94	18
381	Buechel Bank Road	2025	Louisville Metro	134	18
128	KY 1931	2027	KYTC	116	18
213	KY 1932	2025	KYTC	106	18
154	KY 1450	2023	KYTC	81	18
1809	One-Way Street Conversion to Two-Way Phase 1	2024	Louisville Metro	123	18

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An aerial photograph of a freight yard. In the background, numerous colorful shipping containers (red, blue, green) are stacked in rows. In the foreground, several orange and white flatbed trucks are parked or moving. One truck on the left carries a red container, and another on the right carries a blue container with the 'SECCO' logo. A third truck with a white container is visible at the bottom right. The ground is paved and shows some wear and shadows.

# GOALS & OBJECTIVES

## FREIGHT

Support the reliable  
movement of freight

OBJECTIVE: REDUCE DELAY AND IMPROVE RELIABILITY FOR TRUCKS TRAVELING ON INTERSTATES, FREEWAYS, AND ARTERIALS

OBJECTIVE: IMPROVE TRUCK ACCESS TO FREIGHT DESTINATIONS

OBJECTIVE: SAFELY INTEGRATE FREIGHT MOBILITY WITH OTHER TRANSPORTATION MODES

## Highest Rankings Projects: Freight

Roadway projects were evaluated on two factors to gauge their potential to improve the region's freight network:

- If the project is on a Tier 1 roadway in the region's freight network (see Page xx for more details on the freight network roadway classification)
- Average Annual Daily Traffic (AADT) of the intended roadway intersection or segment to measure existing total volumes of traffic

The following table features the highest-ranking freight projects. There are 12 freight projects in the TIP that score at least 9 out of a possible 10 freight points.

## Highest Scoring Projects: Freight

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Freight Score (out of 10)
2879	US 31E Turn Lanes at Southpointe Boulevard	2023	KYTC	36	10
2630	Olmsted Parkways Multi-Use Path System Section 9	2025	Louisville Metro	142	9
1816	KY 480	2026	KYTC	97	9
2193	I- 65/KY 480 Interchange	2026	KYTC	77	9
2613	KY 44	2027	KYTC	125	9
2918	KY 44	2029	KYTC	124	9
418	KY 53 - I-71 to Zhale Smith Road	2029	KYTC	115	9
3004	KY 1931 & KY 2054	2024	KYTC	98	9
2605	KY 53	2029	KYTC	97	9
2846	SR 62 HMA, PM	2024	INDOT	51	9
2592	US 150 Pavement Replacement	2024	INDOT	40	9
2852	SR 111	2024	INDOT	26	9

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# GOALS & OBJECTIVES

## A RESILIENT REGION

Implement resilient infrastructure

OBJECTIVE: IMPROVE PAVEMENT CONDITIONS

OBJECTIVE: IMPROVE BRIDGE CONDITIONS

OBJECTIVE: REDUCE THE PERCENT OF THE TRANSIT FLEET EXCEEDING THE USEFUL LIFE BENCHMARK AND MAINTAIN THE CONDITION OF TRANSIT FACILITIES

OBJECTIVE: INCREASE SYSTEM RELIABILITY ON FIXED ROUTE TRANSIT AND PARATRANSIT

OBJECTIVE: PRIORITIZE RESILIENCY STRATEGIES TO EXTEND THE LIFE SPAN AND FUNCTIONALITY OF THE TRANSPORTATION SYSTEM

OBJECTIVE: ADD REDUNDANT INFRASTRUCTURE TO INCREASE SYSTEM RESILIENCY

OBJECTIVE: INTEGRATE CLIMATE CHANGE CONSIDERATION INTO ASSET MANAGEMENT

## Highest Rankings Projects: Resilient region

Bicycle/pedestrian projects were evaluated on three factors to gauge the level of their contribution to increasing regional resilience:

- If the project will increase bicycle/pedestrian connections to transit
- If the project will Incorporate resilient design measures
- If the project will add to bicycle/pedestrian infrastructure in high active transportation propensity areas

Roadway projects were evaluated on five factors to gauge the level of their contribution to increasing regional resilience:

- If the project will incorporate resilient design measures
- Average Annual Daily Traffic (AADT) of the intended roadway intersection or segment to measure existing total volumes of traffic
- If the project will enhance connectivity to high demand locations
- If the project will improve the active transportation network
- If the project will utilize innovative transportation infrastructure

The following two tables feature the highest-ranking projects for resiliency. There are 30 bicycle/pedestrian projects that received at least 15 out of a possible 20 and 10 roadway projects that scored all at least 25 out of a possible 35 points for enhancing resiliency in the KIPDA MPO region.



## Highest Scoring Bicycle/Pedestrian Projects: Resiliency

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Resiliency Score (out of 20)
2733	Reimagine 9th Street	2027	Louisville Metro	165	15
2540	River Road Multi-Modal Improvements - 3rd Street to 7th Street	2024	Louisville Metro	162	15
2064	East Market Street Streetscape Improvements	2024	Louisville Metro	160	15
2896	Crums Lane Sidewalk Phase 1	2027	Louisville Metro	148	15
2920	Blanton Lane Sidewalk	2025	Louisville Metro	148	15
2623	Olmsted Parkways Multi-Use Path System Section 2	2027	Louisville Metro	145	15
3181	Dixie Highway Streetscape	2024	Louisville Metro	144	15
2898	Newburg Road Sidewalk	2023	Louisville Metro	142	15
2225	University of Louisville Pedestrian Improvements	2023	Univ. of Louisville	140	15
1634	LaGrange Road Bicycle & Pedestrian Improvements	2024	Louisville Metro	139	15
2625	Olmsted Parkways Multi-Use Path System Section 4	2029	Louisville Metro	136	15
3121	Westport Road Sidewalk through I-265 Interchange	2025	Louisville Metro	135	15
2082	Good Samaritan Bicycle and Pedestrian Trail Connector	2023	Jeffersontown	129	15
2895	Bernheim Lane Sidewalk and Road Reconfiguration	2026	Louisville Metro	129	15
2628	Olmsted Parkways Multi-Use Path System Section 7	2027	Louisville Metro	126	15
3024	South Hubbards Lane	2030	Louisville Metro	125	15
1582	Watterson Trail Phase I	2023	Jeffersontown	124	15
2627	Olmsted Parkways Multi-Use Path System Section 6	2027	Louisville Metro	124	15
2229	Wetherby Avenue	2025	Middletown	122	15
2541	Jeffersonville 9th Street / Clarksville Montgomery Avenue Multimodal Connection	2023	Clarksville	121	15
2228	Bliss Avenue	2024	Middletown	121	15
2622	Olmsted Parkways Multi-Use Path System Section 1	2024	Louisville Metro	120	15
2982	2nd Street / 3rd Street / Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements	2023	Univ. of Louisville	120	15
1583	Watterson Trail Phase II	2024	Jeffersontown	119	15
3067	Reconnecting West Louisville to the Ohio Riverfront throughout the Riverside Expressway (I-64) Corridor	2028	Kentucky Transportation Cabinet	116	15
2629	Olmsted Parkways Multi-Use Path System Section 8	2027	Louisville Metro	111	15
2585	University of Louisville Pedestrian Improvements	2023	Univ. of Louisville	110	15
2385	Patti Lane Sidewalk Safety Improvement Project	2023	Jeffersontown	108	15
2619	Ruckriegel Parkway Sidewalk Improvement	2023	Jeffersontown	108	15
1662	A.B. Sawyer Shared Use Path	2024	Louisville Metro	93	15

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## Highest Scoring Roadway Projects: Resiliency

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (out of 200)	Resiliency Score (out of 35)
2751	Broadway All the Way Complete Street	2031	Louisville Metro	161	35
2630	Olmsted Parkways Multi-Use Path System Section 9	2025	Louisville Metro	142	29
2393	Riverside Drive	2024	Clarksville	115	29
3113	Galene Drive/Sprowl Road Collector Extension	2028	City of Jeffersontown	116	28
3019	Stansifer Avenue Streetscape Improvements	2028	Clarksville	131	28
3110	Watterson Trail Signalization Improvements	2025	City of Jeffersontown	127	27
3018	Progress Way Roadway Improvements	2029	Clarksville	140	27
2389	Blackiston Mill Road Phase II	2023	Clarksville	112	27
3111	Billtown-Eastview Collector Extension	2026	City of Jeffersontown	126	26
2610	US 60	2029	KYTC	144	25
1338	River Road Extension	2025	Louisville Metro	136	25

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## TRANSIT ASSET MANAGEMENT PLAN

The IIJA/BIL requires all public transportation providers to develop and implement a Transit Asset Management (TAM) plan to achieve and maintain capital items in a state of good repair. A TAM must include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the capital assets. The final rule, 49 USC 625, became effective October 1, 2016 and establishes four performance measures for rolling stock (i.e. buses, vans, and trains), equipment, facilities, and infrastructure. In addition to the four national performance measures, transit providers can establish their own performance measures. MPOs are responsible for coordinating with the transit providers in their planning area and establish targets specific to their planning area.

KIPDA staff began coordinating with TARC, the regional transit authority, shortly after the federal rule became effective. Since that time, several important steps have occurred to ensure compliance with this new rule. KIPDA continues to coordinate with TARC to update the TAM plan which is a part of the MPO's Performance Management Plan.

## PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

The IIJA/BIL also requires certain public transportation providers that receive federal funds under FTA's Urbanized Area Formula Grants (Section 5307) to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). On July 19, 2018, FTA published the final rule which became effective on July 19, 2019.

The final rule sets July 20, 2020, as the deadline for transit providers like TARC to adopt a compliant Public Transportation Agency Safety Plan (PTASP), including safety performance targets. KIPDA continues to coordinate with TARC to update the TAM plan which is a part of the MPO's Performance Management Plan.

## CARBON REDUCTION STRATEGY

The IIJA/BIL requires that each State, in consultation with any MPO designated within the State, develop a carbon reduction strategy no later than two years after enactment of the Carbon Reduction Program (CRP) and update that strategy at least every four years. The strategy must support efforts to reduce transportation emissions including quantifiable carbon emission reductions. KIPDA will continue to work with INDOT and KYTC as they develop their respective Carbon Reduction Strategy.

## COMPLETE STREETS POLICY

The TPC approved the [Complete Streets Policy \(CSP\)](#) on August 25, 2022. The CSP requires any new projects applying for MPO-dedicated funds to adhere to the policy by either providing bike, pedestrian, and/or transit improvements/facilities or applying for one of seven (7) types of exemptions.

## STRATEGIC HIGHWAY SAFETY PLANS

A Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP). It is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public modes. An SHSP identifies a state's key safety needs and guides investment decisions toward strategies and countermeasures with the most potential to save lives and prevent injuries. INDOT's current SHSP became effective in March 2016. INDOT's SHSP specifically mentions its traffic safety goal "as a move Toward Zero Deaths (TZD)". KYTC's SHSP also highlights the state's participation in the TZD safety strategy. KYTC's current SHSP was adopted in 2020.

The over-arching theme between the two states' SHSPs is the focus on preventing severe crashes or those resulting in either a fatality or incapacitating injury. The way to address this is two-fold: educational and awareness campaigns and data analysis. The SHSPs provide information about both. By adopting an SHSP, both states also ensure that they are eligible to use HSIP funds to address safety concerns. In Indiana, these funds are sub-allocated to the Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA) for which the TPC has the authority to award. In

Kentucky, these funds are managed by KYTC. In both cases, however, KIPDA staff works with the states in an effort to make highways in the region safer for not only those in vehicles, but also for bicyclists and pedestrians.

## COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Another planning requirement of IIJA/BIL, the [Coordinated Public Transit Human Services Transportation Plan](#) identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting these needs, and prioritizes transportation services for funding and implementation. There is also a requirement that projects and programs selected to receive funds through the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program must be derived from a locally developed Coordinated Public Transit Human Services Transportation Plan.

The MPO, in partnership with TARC and many non-profit agencies, developed a plan for the nine-county KIPDA region which includes Clark and Floyd counties in Indiana, and Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, and Trimble counties in Kentucky. This plan serves as a unified, comprehensive strategy for enhancing mobility. The current Coordinated Public Transit Human Services Transportation Plan was updated in November 2020.







Delivers



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# 05

# PROJECT SPECIFIC REPORTS

IN THIS CHAPTER:

MPO Dedicated Projects

Obligated Projects



## MPO DEDICATED FUNDS

As previously mentioned, the TPC, which serves as the MPO, has the authority to award funds from six programs in Indiana (CMAQ, CRP, HSIP, PROTECT, STBG, and TA) and three in Kentucky (CRP, STBG, and TA). Funds sub-allocated to the MPO from Indiana and Kentucky can only be spent on projects in each respective state. The current MPO dedicated programs tracking sheet can be found [here](#).

The [Project Management Guidebook](#) provides a guide as to how these MPO dedicated funds are awarded to specific projects. The Indiana and Kentucky guides also detail how cost increases and phase shifts (i.e. project delays) are managed. For new projects seeking dedicated funds, the Project Working Group will consider the following factors when developing recommendations for TPC:

- Cost Estimate
- Project Schedule
- LPA Project or Program Advancement History
- Project or Program Cost
- Project or Program Justification
- Consideration of project or program relative to funds requested
- Non-federal match (percent of non-federal match, and availability)
- MTP Score
- Continuity / Connectivity with other TIP or MTP projects and programs
- Relationship of the proposed projects to the MTP Environmental Justice Study Areas
- Adherence to the Complete Streets Policy
- Consider how the context-sensitive design solutions meet the intent of the Complete Streets Policy, including geographic needs, population, etc.
- Potential contribution toward achieving KIPDA Performance Management Plan performance targets
- Total of funding requests relative to available funds

## PROGRAMING ANALYSIS

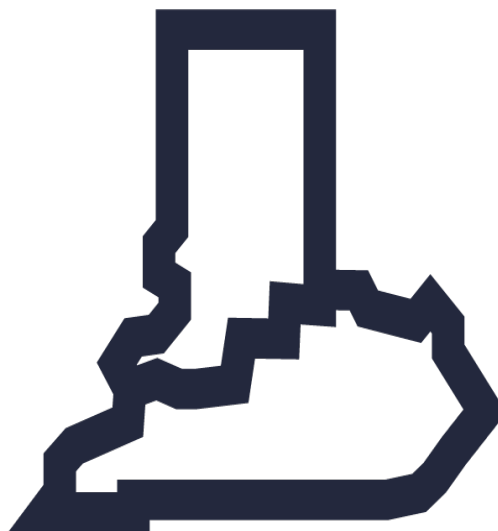
### INDIANA

In Indiana, there is no ability to carryover funds from one fiscal year to the next. Also, since the allocated funding amounts are relatively low, there are no dedicated cost increase reserves. Therefore, sponsors must estimate the phase costs extremely accurately and in many cases the sponsors must contribute more local funds than the minimum federal share that is required.

### KENTUCKY

In Kentucky, carrying funds over from one fiscal year to the next is allowable.

See **Figures 11** for Indiana **and 12** for Kentucky for a more detailed financial analysis of the MPO Dedicated Funding Programs.



**FIGURE 11: INDIANA MPO DEDICATED FUNDING PROGRAM ANALYSIS**

Indiana MPO Dedicated Funding Program Analysis								
Congestion Mitigation and Air Quality (CMAQ)								
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Annual Allocation	\$421,141	\$421,141	\$421,141	\$421,141	\$421,141	\$421,141	\$421,141	\$2,947,987
50% of Allocation	\$210,571	\$210,571	\$210,571	\$210,571	\$210,571	\$210,571	\$210,571	\$1,473,994
Programmed Amount	\$350,000	\$1,295,942	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$2,645,942
Unprogrammed Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed and Unprogrammed	\$350,000	\$1,295,942	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$2,645,942
Carbon Reduction Program (CRP)								
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Annual Allocation	\$841,664	\$841,664	\$841,664	\$841,664	\$841,664	\$841,664	\$841,664	\$5,891,648
50% of Allocation	\$420,832	\$420,832	\$420,832	\$420,832	\$420,832	\$420,832	\$420,832	\$2,945,824
Programmed Amount	\$0	\$0	\$0	\$0	\$0	\$3,300,000	\$0	\$3,300,000
Unprogrammed Funds	\$0	\$0	\$0	\$0	\$145,852	\$0	\$841,664	\$987,516
Total Programmed and Unprogrammed	\$0	\$0	\$0	\$0	\$145,852	\$3,300,000	\$841,664	\$4,287,516
Highway Safety Improvement Program (HSIP)								
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Annual Allocation	\$425,829	\$425,829	\$425,829	\$425,829	\$425,829	\$425,829	\$425,829	\$2,980,803
50% of Allocation	\$212,915	\$212,915	\$212,915	\$212,915	\$212,915	\$212,915	\$212,915	\$1,490,402
Programmed Amount	\$102,000	\$2,147,335	\$252,000	\$0	\$400,000	\$1,932,000	\$0	\$4,833,335
Unprogrammed Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$425,829	\$425,829
Total Programmed and Unprogrammed	\$102,000	\$2,147,335	\$252,000	\$0	\$400,000	\$1,932,000	\$425,829	\$5,259,164
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)								
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Annual Allocation	\$157,057	\$157,057	\$157,057	\$157,057	\$157,057	\$157,057	\$157,057	\$1,099,399
50% of Allocation	\$78,529	\$78,529	\$78,529	\$78,529	\$78,529	\$78,529	\$78,529	\$549,700
Programmed Amount	\$0	\$0	\$0	\$0	\$3,229	\$22,109	\$520,661	\$545,999
Unprogrammed Funds	\$0	\$120,832	\$0	\$0	\$153,828	\$0	\$0	\$274,660
Total Programmed and Unprogrammed	\$0	\$120,832	\$0	\$0	\$157,057	\$22,109	\$520,661	\$820,659
Surface Transportation Block Grant (STBG)								
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Annual Allocation	\$4,374,752	\$3,498,325	\$3,498,325	\$3,498,325	\$3,498,325	\$3,498,325	\$3,498,325	\$25,364,702
50% of Allocation	\$2,187,376	\$1,749,163	\$1,749,163	\$1,749,163	\$1,749,163	\$1,749,163	\$1,749,163	\$12,682,351
Programmed Amount	\$5,514,020	\$2,267,000	\$5,379,109	\$5,631,109	\$4,163,200	\$207,000	\$2,201,949	\$25,363,387
Unprogrammed Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$1,153,913	\$1,153,913
Total Programmed and Unprogrammed	\$5,514,020	\$2,267,000	\$5,379,109	\$5,631,109	\$4,163,200	\$207,000	\$3,355,862	\$26,517,300
Transportation Alternatives (TA)								
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Annual Allocation	\$487,093	\$487,093	\$487,093	\$487,093	\$487,093	\$487,093	\$487,093	\$3,409,651
50% of Allocation	\$243,547	\$243,547	\$243,547	\$243,547	\$243,547	\$243,547	\$243,547	\$1,704,826
Programmed Amount	\$688,981	\$0	\$0	\$0	\$765,000	\$0	\$0	\$1,453,981
Unprogrammed Funds	\$0	\$0	\$0	\$0	\$0	\$170,000	\$487,093	\$657,093
Total Programmed and Unprogrammed	\$688,981	\$0	\$0	\$0	\$765,000	\$170,000	\$487,093	\$2,111,074

Source: KIPDA • Created with Datawrapper

**FIGURE 12: KENTUCKY MPO DEDICATED FUNDING PROGRAM ANALYSIS**

Kentucky MPO Dedicated Funding Program Analysis				
Carbon Reduction Program (CRP)				
	FY 2023	FY 2024	FY 2025	FY 2026
Carryover Funds	\$2,680,691	\$5,414,996	\$0	\$915,066
Annual Allocation	\$2,734,305	\$2,734,305	\$2,734,305	\$2,734,305
Cost Increase Reserve	\$0	\$0	\$0	\$0
Total Available	\$5,414,996	\$8,149,301	\$2,734,305	\$3,649,371
Programmed Amount	\$0	\$8,149,301	\$1,819,239	\$2,517,000
Unprogrammed Funds	\$5,414,996	\$0	\$915,066	\$1,132,371
Surface Transportation Block Grant (STBG)				
	FY 2023	FY 2024	FY 2025	FY 2026
Carryover Funds	\$114,911,267	\$53,562,620	\$30,557,051	\$293,258
Annual Adjusted Allocation	\$24,885,070	\$18,445,612	\$18,445,612	\$18,445,612
Cost Increase Reserve	\$4,611,403	\$4,611,403	\$4,611,403	\$4,611,403
Total Available	\$139,796,337	\$72,008,232	\$49,002,663	\$18,738,870
Programmed Amount	\$86,233,717	\$41,451,181	\$48,709,405	\$15,465,939
Unprogrammed Funds	\$53,562,620	\$30,557,051	\$293,258	\$3,272,931
Transportation Alternatives (TA)				
	FY 2023	FY 2024	FY 2025	FY 2026
Carryover Funds	\$6,778,690	\$7,108,600	\$4,231,322	\$1,063,353
Annual Allocation	\$2,435,041	\$2,382,700	\$2,382,700	\$2,382,700
Cost Increase Reserve	\$0	\$0	\$0	\$0
Total Available	\$9,213,731	\$9,491,300	\$6,614,022	\$3,446,053
Programmed Amount	\$2,105,131	\$5,259,978	\$5,550,669	\$2,500,000
Unprogrammed Funds	\$7,108,600	\$4,231,322	\$1,063,353	\$946,053

Source: KIPDA • Created with Datawrapper



## PROJECTS IMPLEMENTED AND PROJECTS DELAYED

The next two tables reference projects that have previously been awarded MPO dedicated funds by the TPC. However, it is specific to those projects that were previously programmed in the FY 2020 – 2025 TIP. Since these projects are funded with MPO dedicated funds, KIPDA closely monitors whether they are moving forward in a timely manner.

**Figure 13**, entitled Projects Implemented, includes those MPO dedicated projects that are either open to the public or currently under construction.

**Figure 14**, entitled Projects Delayed, includes those MPO dedicated projects that have experienced significant delay.

**FIGURE 13: MPO DEDICATED PROJECTS IMPLEMENTED OR UNDER CONSTRUCTION**

State	Project Sponsor	Project Name	KIPDA ID	State ID	County	Federal Funding Category
Indiana	Clarksville	Blackiston Mill Road Phase II	2389	1700724	Clark	STBG-MPO
	Clarksville	Jeffersonville 9th Street/Clarksville Montgomery Avenue Multimodal Connection	2541	1801597	Clark	TA-MPO
	Clarksville	Riverside Drive	2393	1700725	Clark	STBG-MPO
	New Albany	East Main Street	2392	1700730	Floyd	STBG-MPO
	New Albany	Mount Tabor Road (Phase 1)	309	2000188	Floyd	STBG-MPO
	TARC	Cross River Connectors	2408	1801625	Clark, Floyd, Jefferson	CMAQ-MPO
Kentucky	Jeffersontown	Olmsted Stone Arch Bridge Rehab & Trail Project Phase 2	2212	5-3204.00	Jefferson	TA-MPO
	Jeffersontown	Patti Lane Sidewalk Safety Improvement Project	2385	5-3219.00	Jefferson	TA-MPO
	Jeffersontown	Watterson Trail Phase I	1582	5-3031.00	Jefferson	STBG-MPO
	KYTC	KY 146 Sidewalks in Eastern Jefferson County	2508	5-759.00	Jefferson	STBG-MPO
	Louisville Metro	Northeast Louisville Loop MET Section 1	2268	5-3030.10	Jefferson	STBG-MPO
	Oldham County	Buckner Connector	1808	5-754.00	Oldham	STBG-MPO
	Oldham County	Old Floydsburg Road	1606	5-494.00	Oldham	STBG-MPO
	Oldham County	Spring Hill Trace Sidewalk	2236	5-757.00	Oldham	STBG-MPO

Source: KIPDA • Created with Datawrapper

FIGURE 14: MPO DEDICATED PROJECTS SIGNIFICANTLY DELAYED

State	Project Sponsor	Project Name	KIPDA ID	State ID	County	Federal Funding Category
Indiana	Floyd County	Charlestown Road Corridor Complete Streets	2128	1400550, 1800900	Floyd	CMAQ-MPO
	Floyd County	Replacement of Bridge 51	1558	1700788	Clark, Floyd	STBG-MPO
Kentucky	Jeffersontown	Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II	2084	5-543.00	Jefferson	STBG-MPO
	Jeffersontown	Good Samaritan Bicycle and Pedestrian Trail Connector	2082	5-486.00	Jefferson	STBG-MPO
	Jeffersontown	Ruckriegel Parkway Sidewalk Improvement	2619	5-198.00	Jefferson	STBG-MPO
	Jeffersontown	Watterson Trail Phase II	1583	5-518.00	Jefferson	STBG-MPO
	KYTC	US 42	1271	5-441.01	Oldham	STBG-MPO
	Louisville Metro	A.B. Sawyer Shared Use Path	1662	5-529.00	Jefferson	STBG-MPO
	Louisville Metro	Baxter/Bardstown Premium Transportation Corridor - Section 1	1353	TBD	Jefferson	STBG-MPO
	Louisville Metro	Cooper Chapel Road Phase 3	223	5-404.01	Jefferson	STBG-MPO
	Louisville Metro	East Market Street Streetscape Improvements	2064	5-8703.00	Jefferson	STBG-MPO
	KYTC	English Station Road	188	5-353.00	Jefferson	STBG-MPO
	Louisville Metro	I-65	224	5-378.10	Jefferson	STBG-MPO
	Louisville Metro	Main Street/Story Avenue Intersection	2388	5-758.00	Jefferson	STBG-MPO
	Louisville Metro	McNeely Lake Park Segment - Louisville Loop Shared Use Path	2539	5-3034.00	Jefferson	TA-MPO
	Louisville Metro	Medora Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path	2092	5-524.00		
	Louisville Metro	Northeast Louisville Loop MET Section 2	2269	5-3030.20	Jefferson	STBG-MPO
	Louisville Metro	Northeast Louisville Loop MET Section 4	2271	5-3030.40	Jefferson	STBG-MPO
	Louisville Metro	Ohio River Levee Trail - Phase III	1109	5-505.00	Jefferson	STBG-MPO
	Louisville Metro	Olmsted Parkways Multi-Use Path System Section 2	2623	5-3709.00	Jefferson	STBG-MPO
	Louisville Metro	Olmsted Parkways Multi-Use Path System Section 3	2624	5-3709.00	Jefferson	STBG-MPO
	Louisville Metro	Olmsted Parkways Multi-Use Path System Section 6	2627		Jefferson	STBG-MPO
	Louisville Metro	Olmsted Parkways Multi-Use Path System Section 7	2628		Jefferson	STBG-MPO
	Louisville Metro	Olmsted Parkways Multi-Use Path System Section 8	2629		Jefferson	STBG-MPO
	Louisville Metro	Olmsted Parkways Multi-Use Path System Section 9	2630		Jefferson	STBG-MPO
	Louisville Metro	Pond Creek Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path	2086	5-489.00	Jefferson	STBG-MPO
	Louisville Metro	River Road	163	5-91.02	Jefferson	STBG-MPO
	Louisville Metro	River Road Multi-Modal Improvements - 3rd Street to 7th Street	2540	5-3217.00	Jefferson	TA-MPO
	Middletown	Bliss Avenue	2228	5-3221.00	Jefferson	TA-MPO
	Middletown	Wetherby Avenue	2229	5-3222.00	Jefferson	TA-MPO
	Oldham County	KY 329	1877	5-542.00	Oldham	STBG-MPO
	Oldham County	LaGrange Underpass West of LaGrange	321	5-434.00	Oldham	STBG-MPO
	Univ. of Louisville	Pedestrian Improvements: ADA Curb Cuts & Ramps	2585	5-3220.00	Jefferson	STBG-MPO
	Univ. of Louisville	Pedestrian Improvements: Lighting	2225	5-3218.00	Jefferson	STBG-MPO

Source: KIPDA • Created with Datawrapper



# ANNUAL LISTING OF OBLIGATED PROJECTS

KIPDA publishes an annual listing of projects obligated in the preceding year. This list is developed cooperatively by the states, public transportation operator, and the MPO. The Annual Listing of Obligated Projects is published as a separate document and made available for public review in accordance with the Participation Plan.

The most recent Annual Listing of Obligated Projects can be found [here](#).





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# 06

# AIR QUALITY CONFORMITY

## IN THIS CHAPTER:

Status

Transportation Conformity

Regional Emissions Analysis

CMAQ Eligibility

## AIR QUALITY STATUS

The presence of high levels of ground-level ozone and fine particulates, specifically PM<sub>2.5</sub>, have plagued the region for decades, and meeting the National Ambient Air Quality Standards (NAAQS) have traditionally been an issue for the region. While air quality has steadily and significantly improved over the years, the national standards that must be met have consistently been strengthened. On-road mobile emissions are significant contributors to this problem; therefore, estimates of these pollutants and their precursors play a significant part in the regional transportation planning process.

Presently, the KIPDA Region is designated as a non-attainment area under the most recent Ozone Standard, which was established in 2015. Non-attainment areas are established when any of the air quality monitors in a region show a violation of the EPA-established standards. The region was officially designated as non-attainment under this standard in November 2017. EPA designated the entirety of Clark, Floyd, Jefferson, Bullitt, and Oldham Counties as the ozone non-attainment area, which is consistent with past precedent.

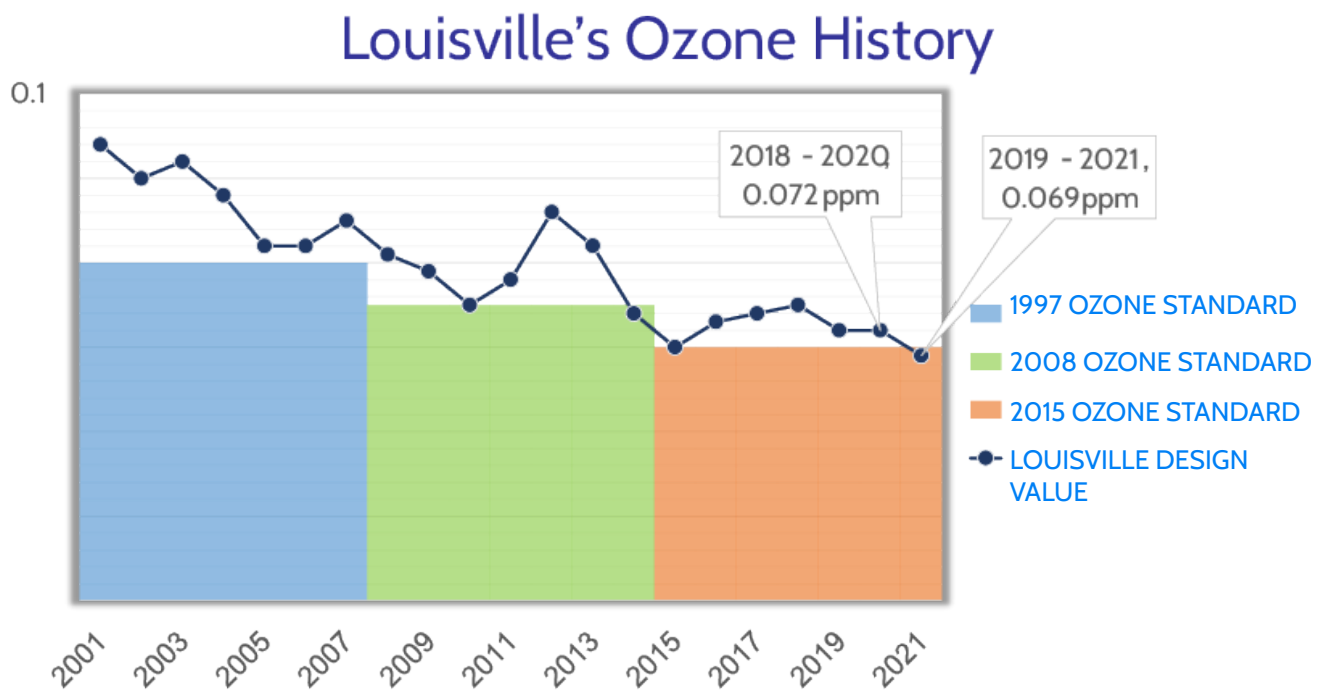
The KIPDA Region has been designated as being in attainment of the current PM<sub>2.5</sub> Standard, which was established in 2012. All previous PM<sub>2.5</sub> standards have now been revoked.

Figure 15 shows the Design Value for ground-level ozone in the KIPDA Region and the recent ozone standards.

As required by EPA, a Design Value is determined from data from the monitors that are deployed regionwide. More specifically, the Design Values shown on this graph reflect the three-year rolling average of the day with the fourth highest monitored reading each year. The series of readings considered for this calculation is the highest 8-hour concentration over the course of each day.

When a design value exceeds a standard, an area can be declared non-attainment of that standard. As the graph indicates, the local Design Values continue to trend downward as the standards are reviewed and strengthened periodically at a similar rate.

FIGURE 15: DESIGN VALUE FOR GROUND-LEVEL OZONE IN THE KIPDA-LOUISVILLE MPO REGION



## TRANSPORTATION CONFORMITY

Transportation conformity is the established process that links transportation planning and air quality planning. For a transportation project to be eligible to receive federal funding in non-attainment areas, a project must be included in a conforming Metropolitan Transportation Plan (MTP). As a reminder, the TIP is considered a sub-set of the MTP so conformity is technically only applied to the MTP.

Due to the KIPDA Region being designated a non-attainment area under the 2015 Ozone Standard, KIPDA must show that *Connecting Kentuckiana 2050* conforms to the standard by estimating and analyzing future levels of regional on-road mobile emissions. This process is performed through a multi-step, multi-agency process. This process is established in a Memorandum of Understanding (MOU) between KIPDA and its air quality planning partners. The air quality planning partners include the air quality and transportation agencies at the local, state, and federal levels, which serve the KIPDA Region.

## REGIONAL EMISSIONS ANALYSIS

The first step in the regional emissions analysis involves the creation of future year scenarios in KIPDA's Regional Travel Demand Model. These model scenarios include all projects that are expected to be open to the public by the year of the scenario, paired with land use assumptions in the form of population, household, and employment characteristics for the same year. The Interagency Consultation (IAC) Group, a group that includes KIPDA's air quality planning partners, reviews and approves the planning assumptions used to model the projects.

The regional emission estimates of the ozone precursors were calculated using MOVES 3, the model currently required by EPA. Key output from the KIPDA Model, including VMT and speed outputs, are among the inputs to the MOVES model. The MOVES Model also incorporates additional parameters including detailed information on the fleet of vehicles registered in the region, the fuels used, local weather/climate conditions, among others. In the KIPDA Region, the established practice is for the Louisville Metro Air Pollution Control District (LMAPCD) to perform the emission modeling. LMAPCD provides the output of the MOVES Model,

in the form of estimates of regional emissions of the ozone precursors, Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NOx) to KIPDA.

The regional emissions estimates of the ozone precursors are then compared to budgets of the precursors that are established in the State Implementation Plan (SIP). With the Ozone non-attainment area in this region encompassing a bi-state area, the budgets are bi-state budgets that are agreed upon by the state and federal air quality planning partners. Currently, regional emission estimates are compared to 2019 baseline values for analyses prior to the year 2035. For the year 2035 and later, emission estimates are compared to the year 2035 budgets. For the MTP to be a conforming MTP, regional emission estimates for scenarios prior to 2035 must be no greater than the baseline values. For scenarios for the year 2035 and later, emission estimates must be less than the budgets established in the SIP for 2035.

Since none of the budgets are exceeded, *Connecting Kentuckiana 2050* can be considered a conforming MTP.

Each time *Connecting Kentuckiana 2050* is amended in the future, transportation conformity must be demonstrated again, and a similar process to the one described above will be undertaken.

For further information, including the detailed Conformity Report reference the new [Connecting Kentuckiana 2050 MTP update](#).



## CMAQ ELIGIBILITY

The Congestion Mitigation/Air Quality (CMAQ) Program provides federal funding for projects that contribute to improving air quality in non-attainment or maintenance areas. The KIPDA Region has been eligible to receive funding through the CMAQ Program for many years and numerous projects have been funded with CMAQ funds. The region's current non-attainment status ensures that the region will remain eligible to receive CMAQ Funding.

Each state manages the Federal CMAQ dollars differently. Indiana sub-allocates a portion of the CMAQ dollars in Indiana to the urban areas across the state, such as KIPDA, that are non-attainment or maintenance areas. KIPDA initiates calls for potential CMAQ projects in Clark and Floyd Counties, and then works cooperatively with the local agencies in those counties to prioritize and award the CMAQ funding in the region. In Kentucky, CMAQ projects are awarded exclusively at the state level by KYTC. KYTC requests that potential CMAQ projects be submitted to MPOs. Those projects are then prioritized at the regional level but are awarded at the state level.

While the prioritization and award of CMAQ projects and dollars is primarily a function related to the administration of the Transportation Improvement Program (TIP), air quality improving projects were prioritized in the development of *Connecting Kentuckiana 2050*. Applicant projects that were thought to be CMAQ-eligible and among the project types established in the Clean Air Act that reduce on-road mobile emissions received points within the *Connecting Kentuckiana 2050* project scoring and ranking structure. These projects include those projects that have potential to improve the air quality through investments in improved public transit, in traffic flow improvements that do not significantly increase capacity for single-occupancy vehicles, and in bicycle and pedestrian improvements, among others.





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# 07

# CERTIFICATION PROCESS

IN THIS CHAPTER:

Certification of Transportation Planning Process



Federal regulations require that the metropolitan transportation planning process be certified in accordance with: 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300; sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)), and 40 CFR part 93; Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts; the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; the Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal

financial assistance; Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Certifications assuring compliance with applicable federal regulations are included in **Figure 16**.

The Federal Highway Administration and the Federal Transit Administration conducted the most recent certification review of KIPDA's urban transportation planning process on June 22 and 23, 2022. On September 20, 2022, FHWA and FTA determined that the planning process substantially meets the requirements under 23 USC 134 and 49 USC 5303



**FIGURE 16: LOUISVILLE AREA TMA FEDERAL  
CERTIFICATION REVIEW**



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

**Kentucky Division**

September 20, 2022

330 West Broadway  
Frankfort, KY 40601  
PH (502) 223-6720  
FAX (502) 223 6735  
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:  
HDA-KY

The Honorable David Voegelé  
Chairman, KIPDA Transportation Policy Committee  
Louisville Area Metropolitan Planning Organization  
c/o Kentuckiana Regional Planning and Development Agency  
11520 Commonwealth Drive  
Louisville, KY 40299

Subject: Louisville Area TMA Federal Certification Review

Dear Judge Voegelé:

This letter notifies you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify the planning process for the Louisville Area Transportation Management Area (TMA). This certification is based on the findings from the Federal Certification Review conducted on June 22 and 23, 2022.

The overall conclusion of the enclosed Certification Review is that the planning process for the Louisville Area TMA complies with the spirit and intent of federal metropolitan transportation planning laws and regulations under 23 USC 134 and 49 USC 5303. The planning process at the Louisville Area TMA is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning.

We would like to thank Jarrett Haley, Executive Director and his staff for their time and assistance in planning and conducting the review. Enclosed is a report that documents the results of this review and offers three corrective actions and ten recommendations for continuing quality improvements and enhancements to the planning process. The Certification Review Team also noted four noteworthy practices. This report has been transmitted concurrently to the MPO, the Kentucky Transportation Cabinet, the Indiana Department of Transportation, and the Transit Authority of River City.

If you have any questions regarding the certification review process, the certification action, and/or the enclosed report, please direct them to Bernadette Dupont, Transportation Specialist, FHWA Kentucky Division, at [Bernadette.Dupont@dot.gov](mailto:Bernadette.Dupont@dot.gov) or (502) 223-6729 and Aviance Webb, Community Planner, FTA Region 4, at [Aviance.Webb@dot.gov](mailto:Aviance.Webb@dot.gov) or (404) 865-5489.

**YVETTE G  
TAYLOR**

Digitally signed by YVETTE  
G TAYLOR  
Date: 2022.09.28 17:54:10  
-04'00'

Yvette Taylor, Regional Administrator  
Federal Transit Administration

Sincerely yours,

**TODD A  
JETER**

Digitally signed by  
TODD A JETER  
Date: 2022.09.26  
16:32:12 -04'00'

Todd Jeter, Division Administrator  
Federal Highway Administration

Enclosure

via e-mail

cc: Aviance Webb, FTA-R4  
Cecilia Crenshaw-Godfrey, FTA-R5  
Erica Tait, FHWA-IN  
Carrie Butler, TARC  
Mikael Pelfrey, KYTC-Planning  
Roy Nunnally, INDOT-Planning  
Andy Rush, LOU MPO



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# 08

# PROJECT LISTINGS

IN THIS CHAPTER:

TIP Project Listings & Detail

County Maps

# TIP PROJECT LISTINGS

## Project Development Process

Project development for the new FY 2023 – 2026 TIP, was built upon the foundation that was established for the FY 2020 – 2025 TIP. The process began in August 2022 and wrapped up in October 2022. Two workshops were held to provide detailed instruction on how the process would work for our project sponsors. These workshops were recorded and posted to our website along with other guidance documents. Project sponsors were sent a spreadsheet of all their existing projects from the previous MTP and TIP. Sponsors were asked to update all relevant data and answer a few additional questions in order to ensure staff had enough information to evaluate the projects. For new projects, project sponsors were required to complete the KIPDA Project Application which is now based in ArcGIS. KIPDA staff reviewed the projects to determine which should be in the MTP, TIP or both. Projects that are considered children (i.e. a small section of a larger, or parent, project) of an MTP project are only included in the TIP. Additionally, projects that qualify as a Group Project are only included in the TIP, not the MTP. All others are included in the MTP and if a project has secured funding between FY23-26, it is also included in the FY23-26 TIP.

## Project Evaluation Process

As part of the development of the new FY 2023 – 2026 TIP, KIPDA adjusted the project evaluation process that was set forth in FY 2020 – 2025 TIP. Goals, objectives and performance measures were revised and streamlined with the goal of being more easily tracked and evaluated over time. Staff considered recent public input, fresh concepts in transportation planning, performance-based planning requirements, and other planning emphasis areas outlined by the USDOT. All federally-required performance measures are still included, but the MPO-required performance measures were consolidated. The performance measures, along with other criteria, were used in evaluating projects for performance impacts.

The project evaluation process intends to help prioritize transportation projects for inclusion in the FY23-26 TIP. The project evaluation process provides a systematic approach to scoring TIP projects. The process relies on the best available data and points of emphasis in the federal transportation bill and the MTP's goals, objectives, and performance measures. ArcGIS modeling software was utilized to evaluate projects for most of the criteria which expedited the process

and provide enhanced consistency. As was the case in the last project evaluation process, some criteria required KIPDA staff to manually evaluate projects.

With the exception of programs and maintenance projects, all projects were evaluated against the Common Criteria and also the Bicycle/Pedestrian, Roadway and/or Transit criteria depending on the primary project type. Projects may earn up to 100 points through the Common Criteria and another 100 points through the project's particular modal criteria (Bicycle/Pedestrian, Roadway and/or Transit) for a total of 200 points possible.

Below, each of the four criteria groups are explained in more detail including tables for the point values.

### Common Criteria for all Transportation Projects (Up to 100 points)

- **Economic Development:** Awarded points for projects serving existing, expanding, or new employment centers. Projects are awarded points based on the existing employment within 1/2 mile of project.
- **Future Economic Development:** Awarded points based on forecasted employment growth at the TAZ level. Awarded points-based location in an area of high/medium/low growth.
- **Environmental Impact:** Awarded points for projects that do not intersect with significant environmental resources, as derived from KIPDA's Red Flag Inventory.
- **Environmental Justice:** Awarded points for projects that will have an overall net benefit to minority, ethnicity, and low-income population groups.
- **Local Priority:** Reflects the relative importance of each project as indicated by the future sponsor. It is important that KIPDA have a sense of the local situation and preference for solutions to transportation problems. Project sponsors are asked to review and prioritize their projects. The prioritized project listings received from public agencies (city, county, state, etc.) are used to assign high, medium, or low priority.
- **Planning Study:** Awarded up to 10 points for projects identified in a formal, publicly-vetted corridor study, economic development plan, or comprehensive planning process completed in the last ten years (since 2012). This is meant to recognize the significant overall detailed planning

invested in key transportation corridors. Projects with little or no status relative to a corridor study or a comprehensive plan will be scored 0 points.

### **Criteria for Bike and Pedestrian Projects (Up to 100 Points if This is the Primary Project Type)**

#### **Mobility and Access Portion (Up to 35 Points)**

- **Access to Destinations:** Transportation infrastructure should provide access to a variety of destinations and job opportunities for all types of trips and lifestyles. Project awarded points based on location in employment, commercial, and medical high-density land use clusters, and schools.
- **Network Connectivity:** Fills a gap or creates a network where none currently exists. Building out local and regional networks for bicycle and pedestrian facilities is crucial in promoting these modes of travel. Projects that connect to existing networks or establish the beginnings of a new network are awarded points based on the facility type.
- **Transit Connection:** Fills a gap or creates a network where none currently exists. Building out local and regional networks for bicycle and pedestrian facilities is crucial in promoting these modes of travel. Projects that connect to existing networks or establish the beginnings of a new network are awarded points based on the facility type.

#### **Resiliency and Sustainability Portion (Up to 15 Points)**

- **Land Use:** Implementing bicycle and pedestrian infrastructure where land use and demographics are more likely to generate these modal trips is a key factor in planning for project success. Points awarded to projects in areas of higher demand propensity.
- **Resiliency:** Our region is at risk of flooding from heavy rainfall and rising rivers, in addition to other severe weather events. Pedestrian and bicycle projects present opportunities to add green infrastructure that can help mitigate or adapt to flood risk. Projects will be evaluated on whether they contain green infrastructure elements.

#### **Safety Portion (Up to 50 Points)**

- **Improvement to Safety:** Points are awarded based on the potential of proposed safety countermeasures to address the issues in the project area.

- **Safety:** The average annual number of crashes in project area over a ten year period involving bicyclists or pedestrians is used as the metric for assigning up to 10 points.

### **Criteria for Roadway Projects (Up to 100 Points if this is the Primary Project Type)**

#### **Mobility and Access Portion (Up to 45 Points)**

- **Average Daily Traffic or Facility Type:** Ensuring resources are expended on facilities that experience a large amount of traffic is a core component of ensuring mobility on the roadway network. The combination of ADT and functional classification are used as a barometer of a roadway's significance in the regional system. This combination allows roadways with high volumes to be assigned a high score even if the facility is not high on the functional classification system. A roadway must be classified as a collector or "higher" to be eligible for federal funding.
- **Freight Volumes:** The efficient movement of freight is an important goal of the transportation network. Award points based on a project's location on corridors with high volumes of truck traffic or importance as first and last mile connections to freight sites.
- **Improves Access to Destinations:** Transportation infrastructure should provide access to a variety of destinations and job opportunities for all types of trips and lifestyles. Project awarded points based on location in employment, commercial, and medical high-density land use clusters and schools.
- **Improves Active Transportation:** Roadway expansion projects should be designed for multimodal use that considers the needs to bicyclists and pedestrians. The construction of new roadway capacity also provides opportunities to add new active transportation infrastructure, improve existing infrastructure, or provide maintenance to existing infrastructure.
- **Travel Time Index (TTI) or Level of Service (LOS):** Travel Time Index (TTI) compares peak period travel speed to a free-flow travel speed. TTI includes both recurring and incident conditions and is, therefore, an estimate of the conditions faced by travelers. It is calculated by dividing free-flow travel speed by peak period observed travel speed. Projects are awarded point values based on their TTI score as follows. If TTI is unavailable (collector roadways), LOS will be used.



**Resiliency and Sustainability Portion (Up to 10 Points)**

- Innovation/Alternative Fuels: Project awarded points for advancing innovative transportation infrastructure, as it relates to automated vehicles, ITS infrastructure, or alternative fuel vehicles.
- Resiliency: Our region is at risk of flooding from heavy rainfall and rising rivers, in addition to other severe weather events. Roadway projects present opportunities to add green infrastructure that can help mitigate or adapt to flood risk. Projects will be evaluated on whether they contain green infrastructure elements.

**Safety Portion (Up to 45 Points)**

- Improvement to Safety: Projects should strive to correct existing safety issues while maximizing safe design for all modes along a corridor. Points are awarded based on the potential of proposed safety countermeasures to address the issues in the project area.
- Pedestrian and Bicyclist Safety: The average annual number of crashes in project area over a ten year period is used as the metric for assigning up to 10 points.
- Vehicular Safety: The existing crash rate per hundred million vehicle miles (HMVM) for the project area is used as the metric for assigning up to 10 points.

**Criteria for Transit Projects (Up to 100 Points if this is the Primary Project Type)****Mobility and Access Portion (Up to 50 Points)**

- Improves Access to Destinations: Transit expansion should focus on access to a variety of destinations and job opportunities. KIPDA's high-density land use clusters will be used as the source of important destinations to serve.
- Reliability: Reliability on expanded transit service focuses on ensuring proposed projects offer frequent service on dedicated or exclusive right-of-way or technology enhancements that improve on-time performance. These three measures enhance predictability in travel times and offer a competitive advantage over automobile travel.
- Timing and Analysis Level: Projects should have the ability to be implemented in a timely fashion. The criterion is based on the time anticipated to fund and implement the project.

- Resiliency and Sustainability Portion (Up to 25 Points)
- Land Use: Points awarded to transit expansion projects that pass-through transit-supportive housing density.
- Transit Project Type: Points awarded based on the type of project. Types may include, but are not limited to, vehicle replacement, service support, fixed facilities such as park and ride, stations or bus barns, and vehicle expansion.

**Safety Portion (Up to 25 Points)**

- Transit Safety: Points awarded based on how the project helps achieve the regional transit safety targets.

**Recommended Projects**

The projects and programs included in FY 2023 – 2026 TIP represent only those that have secured Federal transportation funds or are considered regionally significant state and/or locally funded projects.

The subsequent list of projects and programs are displayed by state and then by primary project type. Project types include bicycle/pedestrian, maintenance, programs, and roadway. Additionally, there is just one project listing for all transit projects. The project type represents the primary scope of the project but may include other modal elements.

The details for each project were gathered during project development and represent the best anticipated improvements, cost, and timeline the sponsors could provide at the time. Each project in the TIP listing includes the sponsor, project name, description, justification, KIPDA ID, state ID, Group Project ID, county, open to public date, TIP funding (including Phase, fiscal year, federal funds, Other Funds, Total Funds, and federal funding Category), air quality status, and project score.

A map accompanies each table of projects with the exception of Indiana and Kentucky Program Projects which could not be mapped. KIPDA created a [GIS Data Hub](#) which includes a gallery of interactive maps. The KIPDA ID displayed in each the table can be used to find and view the projects on the interactive TIP project map.

The projects are listed in the following order:

- [Indiana Bicycle/Pedestrian Improvement projects](#)
- [Indiana Program projects](#)
- [Kentucky Bicycle/Pedestrian Improvement projects](#)
- [Kentucky Program projects](#)
- [Regional Transit projects](#)
- [Indiana Maintenance projects](#)
- [Indiana Roadway projects](#)
- [Kentucky Maintenance projects](#)
- [Kentucky Roadway projects](#)





# METROPOLITAN TRANSPORTATION PLAN

## PROJECT LISTING LEGEND

**Sponsor** The sponsor is the agency or organization that has proposed and submitted a project. In many cases, the sponsor is also the agency or organization that will complete the project or implement the program.

**Project Name** The project name is a short identifying description of the project's location and/or intent.

**Description** The description is intended to define what the project is doing and when and where it may happen.

**Justification** The justification provides additional details as to why the project or program has been identified and what issues may be addressed once complete.

**KIPDA ID** The KIPDA ID is a unique identifier provided by KIPDA. This ID will remain with the project through its completion.

**State ID** The State ID is each state's unique identifier. It is assigned by the respective state.

**Group Project ID** The Group Project ID is a unique number associated with each group project category and there is one for each of the two states.

**County** The county in which the project is being implemented. In some cases there may be multiple counties.

**TIP Funding** The TIP funding for each project includes the phase, fiscal year, federal funds, other/local funds, total funds and funding category associated.

**Open to Public Date**

The estimated completion date is the year the project is anticipated to be completed or initiated in certain instances such as new transit service routes.

**Air Quality Status**

The air quality status alludes to whether the project is considered exempt or non-exempt. In general, exempt projects do not add capacity to the travel network. Non-exempt projects are generally considered capacity adding projects. There are many nuances to the definitions of exempt and non-exempt.

**Project Score**

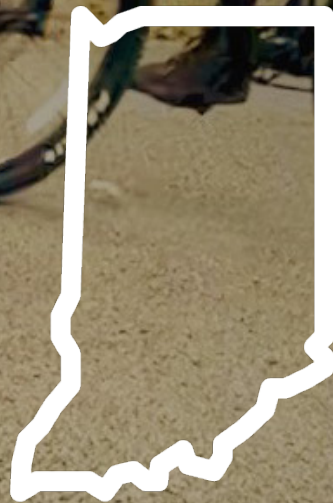
All projects have been scored using KIPDA's updated project evaluation process. This is the total score out of 200 points. Programs and maintenance projects were not evaluated using the scoring system.





# INDIANA

Bicycle/Pedestrian  
Improvement Projects





## Indiana Bicycle/Pedestrian Improvement Projects



## Indiana Bicycle/Pedestrian Projects

**Sponsor Agency:** Clarksville

**Project Name:** Jeffersonville 9th Street/Clarksville Montgomery Avenue Multimodal Connection

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2541	1801597	2023	Clark	\$2,964,000	Exempt	121

**Project 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.

**Justification:**

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.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STBG-MPO	\$688,981	\$1,165,836	\$1,854,817
<b>Total</b>			<b>\$688,981</b>	<b>\$1,165,836</b>	<b>\$1,854,817</b>

**Sponsor Agency:** Floyd County

**Project Name:** Charlestown Road Corridor Complete Streets

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2128	1400550, 1800900	2024	Floyd	\$2,847,547	Exempt	98

**Project Description:**

Multi-use trail to connect County Line Road to Lewis Endres Parkway. Project is an approximately 1.5 mile pedestrian-bike trail that connects several large neighborhoods to commercial and recreational nodes along Charlestown Road. Also, the facility provides a safe mode of transportation for bike and pedestrian travel.

**Justification:**

Anticipated outcome will be the creation of a facility that would increase pedestrian and biking trips along the Charlestown Road Corridor which is a minor arterial. It has been designed to increase these modes of transportation to reduce emissions and increase safety.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2023	CMAQ-MPO	\$150,000	\$37,500	\$187,500
C	2024	CMAQ-MPO	\$702,942	\$691,058	\$1,394,000
<b>Total</b>			<b>\$852,942</b>	<b>\$728,558</b>	<b>\$1,581,500</b>

**Sponsor Agency:** Floyd County

**Project Name:** Charlestown Road Corridor Complete Streets Multi-Use Trail

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3047	1800900	2024	Floyd	\$492,000	Exempt	92

**Project Description:**

Approximate 1.5 mile multi-use trail to connect several large subdivisions along Charlestown Road Corridor between County Line Road and Lewis Endres Parkway. The trail will provide pedestrian and bike access to commercial and recreational nodes along corridor.

**Justification:**

Improvement for safe travel for multi-modes of transportation and will reduce automobile traffic by providing alternative safe modes of transport.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	CMAQ-MPO	\$393,000	\$99,000	\$492,000
<b>Total</b>			<b>\$393,000</b>	<b>\$99,000</b>	<b>\$492,000</b>



# INDIANA

Program Projects



## Indiana Program Projects

**Sponsor Agency:** APCD

**Project Name:** Kentuckiana Air Education 2023

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2725	2101673	2023	Clark, Floyd	\$250,000	Exempt

**Project Description:**

Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.

**Justification:**

KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Operations	2023	CMAQ-MPO	\$200,000	\$50,000	\$250,000
		<b>Total</b>	\$200,000	\$50,000	\$250,000

**Sponsor Agency:** APCD

**Project Name:** Kentuckiana Air Education 2024

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2726	2300016	2024	Clark, Floyd	\$250,000	Exempt

**Project Description:**

Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.

**Justification:**

KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Operations	2024	CMAQ-MPO	\$200,000	\$50,000	\$250,000
		<b>Total</b>	\$200,000	\$50,000	\$250,000

**Sponsor Agency:** APCD

**Project Name:** Kentuckiana Air Education 2025

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2727	1600642	2025	Clark, Floyd	\$250,000	Exempt

**Project Description:**

Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.

**Justification:**

KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Operations	2025	CMAQ-MPO	\$200,000	\$50,000	\$250,000
		<b>Total</b>	\$200,000	\$50,000	\$250,000

## Indiana Program Projects

**Sponsor Agency:** APCD

**Project Name:** Kentuckiana Air Education 2026

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3186		2026	Clark, Floyd	\$250,000	Exempt

**Project Description:**

Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.

**Justification:**

KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Operations	2026	CMAQ-MPO	\$200,000	\$50,000	\$250,000
		<b>Total</b>	\$200,000	\$50,000	\$250,000

**Sponsor Agency:** Clark County

**Project Name:** Countywide Bridge Inspection and Inventory Program Cycle Years 2022-2023

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2949	2100080	2023	Clark	\$158,282	Exempt

**Project Description:**

Inspect and rate all county bridges in Clark County.

**Justification:**

Federal Highway Administration requires all bridges to be inspected and rated every two years.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
PE	2023	Bridge	\$10,970	\$2,743	\$13,713
		<b>Total</b>	\$10,970	\$2,743	\$13,713

**Sponsor Agency:** Floyd County

**Project Name:** Countywide Bridge Inspection and Inventory Program for Cycle Years 2022-2025

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2951	2100081	2025	Floyd	\$261,462	Exempt

**Project Description:**

Inspect and rate all county bridges in Floyd County.

**Justification:**

Necessary/required inspection of bridges throughout Floyd County.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
PE	2023	Bridge	\$66,457	\$16,615	\$83,072
PE	2024	Bridge	\$61,802	\$15,451	\$77,253
PE	2025	Bridge	\$4,655	\$1,164	\$5,819
		<b>Total</b>	\$132,914	\$33,230	\$166,144



## Indiana Program Projects

**Sponsor Agency:** INDOT

**Project Name:** River Ridge Development Authority - Bat Mitigation

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3053	2100097	2023	Clark	\$484,504	Exempt

**Project Description:**

River Ridge Development Authority bat mitigation for the heavy haul route.

**Justification:**

This project will provide environmental (bat) mitigation for the heavy haul route.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	STBG-ST	\$7,603	\$1,901	\$9,504
C	2023	STBG-ST	\$380,000	\$95,000	\$475,000
<b>Total</b>			<b>\$387,603</b>	<b>\$96,901</b>	<b>\$484,504</b>

**Sponsor Agency:** INDOT

**Project Name:** River Ridge Development Authority - DNR Mitigation

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3052	2100098	2023	Clark	\$66,296	Exempt

**Project Description:**

River Ridge Development Authority environmental (DNR) mitigation for the heavy haul route.

**Justification:**

This project will provide environmental (DNR) mitigation for the heavy haul route.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	STBG-ST	\$1,037	\$259	\$1,296
C	2023	STBG-ST	\$52,000	\$13,000	\$65,000
<b>Total</b>			<b>\$53,037</b>	<b>\$13,259</b>	<b>\$66,296</b>

**Sponsor Agency:** KIPDA

**Project Name:** KIPDA Regional Rideshare Program - Indiana FY 2023

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2729	2101673	2023	Clark, Floyd	\$158,750	Exempt

**Project Description:**

The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.

**Justification:**

To reduce congestion, improve air quality, and promote sustainability.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Operations	2023	STBG-MPO	\$127,000	\$31,750	\$158,750
<b>Total</b>			<b>\$127,000</b>	<b>\$31,750</b>	<b>\$158,750</b>

## Indiana Program Projects

**Sponsor Agency:** KIPDA

**Project Name:** KIPDA Regional Rideshare Program - Indiana FY 2024

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2730	2300016	2024	Clark, Floyd	\$158,750	Exempt

**Project Description:**

The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.

**Justification:**

To reduce congestion, improve air quality, and promote sustainability.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Operations	2024	STBG-MPO	\$127,000	\$31,750	\$158,750
		<b>Total</b>	\$127,000	\$31,750	\$158,750

**Sponsor Agency:** KIPDA

**Project Name:** KIPDA Regional Rideshare Program - Indiana FY 2025

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2731		2025	Clark, Floyd	\$158,750	Exempt

**Project Description:**

The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.

**Justification:**

To reduce congestion, improve air quality, and promote sustainability.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Operations	2025	STBG-MPO	\$127,000	\$31,750	\$158,750
		<b>Total</b>	\$127,000	\$31,750	\$158,750

**Sponsor Agency:** KIPDA

**Project Name:** KIPDA Regional Rideshare Program - Indiana FY 2026

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3182		2026	Clark, Floyd	\$158,750	Exempt

**Project Description:**

The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.

**Justification:**

To reduce congestion, improve air quality, and promote sustainability.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Operations	2026	STBG-MPO	\$127,000	\$31,750	\$158,750
		<b>Total</b>	\$127,000	\$31,750	\$158,750

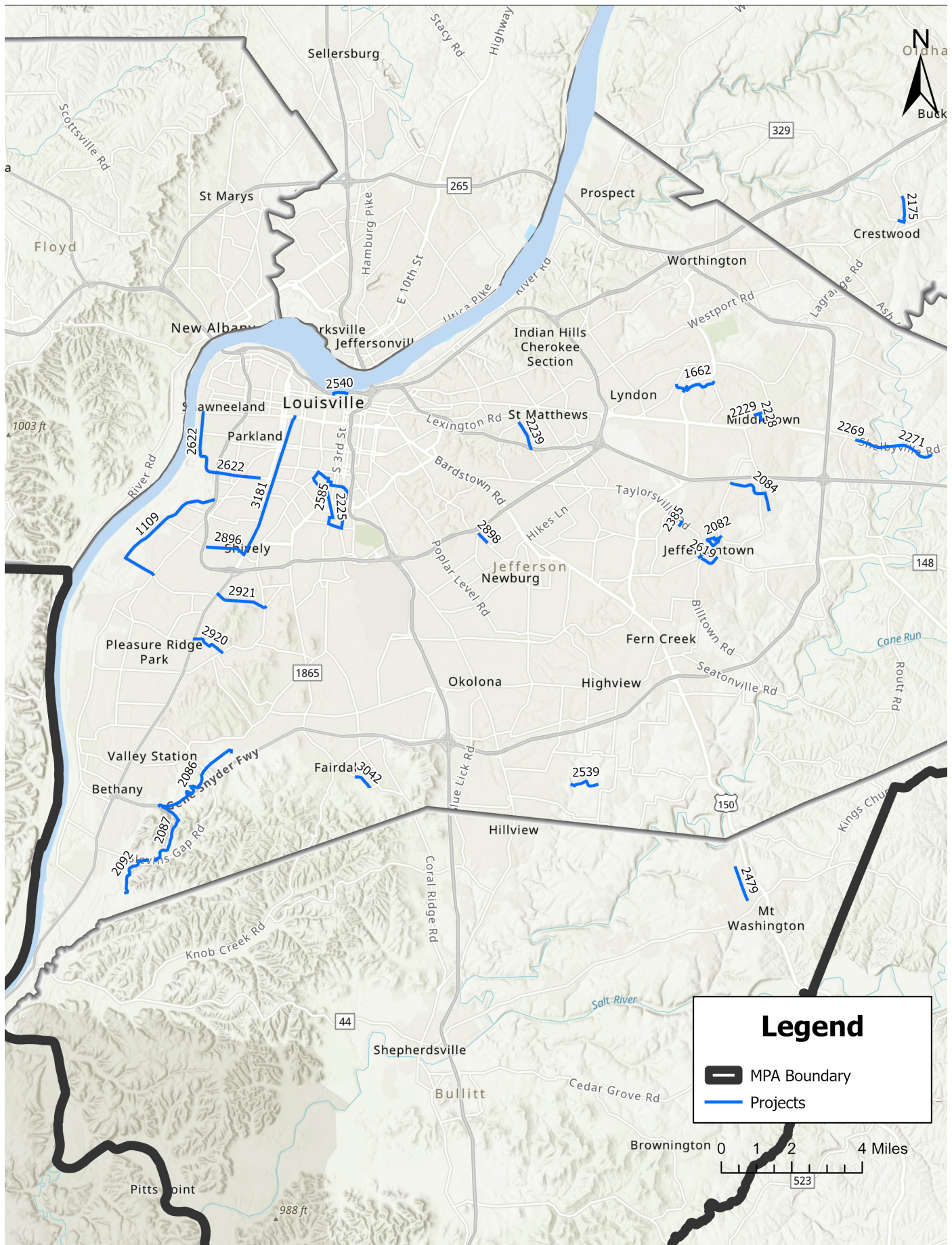
# KENTUCKY

## Bicycle/Pedestrian Improvement Projects





## Kentucky Bicycle/Pedestrian Improvement Projects



## Kentucky Bicycle/Pedestrian Projects

**Sponsor Agency:** Jeffersontown**Project Name:** Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2084	5-543.00	2023	Jefferson	\$2,002,500	Exempt	128

**Project Description:**

Construct a 10 foot wide multi-use bicycle/pedestrian trail along one side of Bluegrass Parkway from Watterson Trail to Campus Place and along Campus Place from Bluegrass Parkway to Plantside Drive. The trail will be constructed with concrete. Project length is 1.61 miles.

**Justification:**

The community including the businesses have expressed interest to provide both pedestrian and bicycle movement throughout the Bluegrass Commerce Park. So the City has been constructing a multi-use trail to connect Hurstbourne Parkway to Blankenbaker Parkway. Better connectivity is desired throughout the employment center in order to provide alternative means to the automobile.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STBG-MPO	\$1,510,000	\$377,500	\$1,887,500
		<b>Total</b>	<b>\$1,510,000</b>	<b>\$377,500</b>	<b>\$1,887,500</b>

**Sponsor Agency:** Jeffersontown**Project Name:** Good Samaritan Bicycle and Pedestrian Trail Connector

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2082	5-486.00	2023	Jefferson	\$1,940,000	Exempt	129

**Project Description:**

Construct a .67 miles multi-use bicycle and pedestrian trail 10 feet wide along portions of Watterson Trail, Grand Avenue, Bluebird Lane and Shelby Street as well as traversing between the Jeffersontown Public Library and the Academy of Individual Excellence School and the Good Samaritan Residential Community in downtown Jeffersontown.

**Justification:**

This project will greatly enhance both pedestrian and bicycle connectivity to the surrounding streets in downtown Jeffersontown as well provide enhanced access to schools, libraries, parks and places of employment. It would also provide a missing gap in the existing multi-use bicycle and pedestrian trail system already constructed that will connect a high commercial corridor to the Bluegrass Commerce Park Employment Center to the surrounding roadway network and the city's downtown.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STBG-MPO	\$1,460,000	\$365,000	\$1,825,000
		<b>Total</b>	<b>\$1,460,000</b>	<b>\$365,000</b>	<b>\$1,825,000</b>

**Sponsor Agency:** Jeffersontown**Project Name:** Patti Lane Sidewalk Safety Improvement Project

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2385	5-3219.00	2023	Jefferson	\$1,030,500	Exempt	108

**Project Description:**

Construct safety and access improvements to Patti Lane. Construct sidewalks along both sides of Patti Lane from Taylorsville Road to Glenawyn Circle and "sharrow" bicycle markings that will designate this corridor as a bike route. The project will also construct new curb and gutter and associated drainage improvements to accommodate the sidewalks and the new access management design. The project also includes adding street lights and reconfiguring all the existing curb cuts and create manageable commercial entrances for each business.

**Justification:**

Patti Lane is Classified as a Minor Urban Collector that connects Old Six Mile Lane (Major Connector) to Taylorsville Road (Major Arterial). The project area is a critical corridor because it connects access to four area schools (Jeffersontown High School, St. Edwards Elementary, Tully Elementary, and Jeffersontown Elementary) and a high density residential neighborhood to the transit system along Taylorsville Road and the Jtown Commons Shopping Center, a commercial commerce cluster. The corridor does not have sidewalks, and the businesses have curb cuts across their entire frontages. These conditions create a safety concern for the many students and residents in the area to access goods and services and forces them to walk in the street or along the drainage ditch line.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	TA-MPO	\$744,344	\$186,086	\$930,430
		<b>Total</b>	<b>\$744,344</b>	<b>\$186,086</b>	<b>\$930,430</b>



# Kentucky Bicycle/Pedestrian Projects

**Sponsor Agency:** Jeffersontown

**Project Name:** Ruckriegel Parkway Sidewalk Improvement

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2619	5-198.00	2023	Jefferson	\$542,260	Exempt	108

**Project Description:**

Construct new sidewalks by filling in the gaps of existing sidewalks along the project corridor and upgrading all ADA Compliant ramps and pedestrian crosswalks along Ruckriegel Parkway between Taylorsville Road and Billtown Road.

**Justification:**

Citizens have voiced concerns with the gaps in the existing sidewalks along the project corridor. Given the amount of development and land use existing in the area it is important to complete these improvements at this time.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STBG-MPO	\$529,008	\$13,252	\$542,260
<b>Total</b>			\$529,008	\$13,252	\$542,260

**Sponsor Agency:** Jeffersontown

**Project Name:** Taylorsville Road Shared Use Path

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3109		2025	Jefferson	\$1,155,000	Exempt	85

**Project Description:**

Improve pedestrian and bicycle connectivity along Taylorsville Road (KY 155) between Jeffersontown's Veterans Memorial Park (approximate MP 8.7) and Blakenbaker Parkway (KY 913, MP 8.247). The project would include a bridge over Chenoweth Run Creek and link neighborhoods with new recreational facilities within Veterans Park and provide multimodal transportation options, linking residential areas to job opportunities in Bluegrass Commerce Park.

**Justification:**

The project would be the first segment of the Jeffersontown to Parklands Connector, a shared use path initiative to link neighborhoods along Taylorsville Road to the Parklands of Floyds Fork (KYTC 5-3038, KIPDA 2786). The project promotes multi-modal transportation and reduces single occupancy vehicle use along the busy corridors of Taylorsville Road and Blakenbaker Parkway. Jeffersontown recently annexed the Landherr Estates and Deer Creek communities north of Taylorsville Road along Blakenbaker Parkway. There is an existing sidewalk along Blakenbaker Parkway connecting these residential areas to Taylorsville Road, but the sidewalk terminates at this intersection. This project would connect the existing sidewalk to the north of Taylorville Road, west of Veterans Park (which connects to Jeffersontown) to the existing sidewalk at Blakenbaker Parkway. This would link residents to recreational amenities at the park, to the historic Gaslight Square District in Jeffersontown, and to Bluegrass Commerce Park.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2025	CRP-MPO	\$132,000	\$33,000	\$165,000
<b>Total</b>			\$132,000	\$33,000	\$165,000

**Sponsor Agency:** Jeffersontown

**Project Name:** Watterson Trail Bicycle & Pedestrian Trail Phase II

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2081		2024	Jefferson	\$1,320,000	Exempt	85

**Project Description:**

The project will construct a 10 foot wide concrete multi-use trail along one side of Watterson Trail from Mansfield Estates Drive to Mulberry Row Way.

**Justification:**

The city conducted a bicycle/pedestrian master plan for the city. As a result of the master plan the citizens desired to provide both bicycle and pedestrian facilities that are safe along this section of Watterson Trail. Given the high density of neighborhoods and no sidewalks existing along this section of roadway it was determined to construct a multi-use trail to connect with the central business district of the downtown as well as other segments of the city's trail system.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2023	CMAQ-ST	\$88,000	\$22,000	\$110,000
C	2024	CMAQ-ST	\$812,000	\$203,000	\$1,015,000
<b>Total</b>			\$900,000	\$225,000	\$1,125,000



## Kentucky Bicycle/Pedestrian Projects

**Sponsor Agency:** Jeffersontown

**Project Name:** Watterson Trail Phase II

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1583	5-518.00	2024	Jefferson	\$2,531,851	Exempt	119

**Project Description:**

Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Parkway to Maple Road and widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Ruckriegel Parkway. Project will construct sidewalks on both sides of each roadway segment along with new curb and gutters. The project will also create on-street parking along one side of each segment. The project will also include landscape enhancements as well as pedestrian street lighting.

**Justification:**

Citizens have expressed desire to improve pedestrian safety and circulation along this corridor as well as address congestion at the Ruckriegel Parkway/Watterson Trail intersection. An additional lane width is desired in order to provide adequate turning movement and on-street parking demands.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
U	2023	STBG-MPO	\$352,000	\$88,000	\$440,000
C	2024	STBG-MPO	\$1,232,000	\$308,000	\$1,540,000
<b>Total</b>			<b>\$1,584,000</b>	<b>\$396,000</b>	<b>\$1,980,000</b>

**Sponsor Agency:** KYTC

**Project Name:** KY 2055

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3042	5-80110.00	2027	Jefferson	\$360,000	Exempt	84

**Project Description:**

Construct a sidewalk along Mount Holly Road from Charlene Drive to Fox Avenue for Coral Ridge Elementary. The project will consider elements consistent with the KIPDA Complete Streets Policy, the KYTC Complete Streets Policy and the KYTC Complete Streets, Roads and Highways Manual.

**Justification:**

The project would fill a recognized gap in the sidewalk system between the Fairdale community and Coral Ridge Elementary School. This area is identified in the KIPDA Online Resource Center through their Gap Analysis.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	STBG-MPO	\$120,000	\$30,000	\$150,000
ROW	2024	STBG-MPO	\$24,000	\$6,000	\$30,000
U	2025	STBG-MPO	\$24,000	\$6,000	\$30,000
C	2026	STBG-MPO	\$120,000	\$30,000	\$150,000
<b>Total</b>			<b>\$288,000</b>	<b>\$72,000</b>	<b>\$360,000</b>

# Kentucky Bicycle/Pedestrian Projects

**Sponsor Agency:** KYTC

**Project Name:** Reconnecting West Louisville to the Ohio Riverfront Throughout the Riverside Expressway (I-64) Corridor

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3067		2028	Jefferson	\$22,750,000	Exempt	116

**Project Description:**

The project would consist of a planning study to examine the needs and possible solutions regarding provision of more robust and more attractive community connections between the Portland neighborhood and the areas adjacent to the Ohio River.

**Justification:**

I-64 is a high-speed fully-controlled access interstate transportation facility through an economically-disadvantaged area that constitutes a barrier to community connectivity, as well as a barrier to mobility and access to jobs and recreation opportunities. The study would explore options to ameliorate the impacts of that barrier, particularly as they affect Portland and adjacent West Louisville neighborhoods. Opportunities exist for neighborhood, business community, city, and state partnerships in the implementation of this project. The Louisville Metro Portland Neighborhood Plan brought together many of these stakeholders, and the project could certainly build on that foundation. Since the adoption of the plan, the West End Opportunity Partnership was established, creating a TIFF District with the aim of revitalizing the community.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Planning	2023	STBG-MPO	\$600,000	\$150,000	\$750,000
<b>Total</b>			\$600,000	\$150,000	\$750,000

**Sponsor Agency:** Louisville Metro

**Project Name:** A.B. Sawyer Shared Use Path

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1662	5-529.00	2024	Jefferson	\$5,000,000	Exempt	93

**Project Description:**

Design and construct shared-use path through A.B. Sawyer Park along Middle Fork Beargrass Creek to Dorsey Lane and connecting to surrounding neighborhoods including an underpass, bridge, and site amenities; and construction of pedestrian facilities along Hurstbourne Parkway from Middle Fork of Beargrass Creek bridge to Ormsby Station Road including a bridge over Middle Fork Beargrass Creek.

**Justification:**

To improve pedestrian and bicycling access and connect park resources with residential neighborhoods.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STBG-MPO	\$3,450,000	\$776,000	\$4,226,000
<b>Total</b>			\$3,450,000	\$776,000	\$4,226,000

**Sponsor Agency:** Louisville Metro

**Project Name:** Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
337	5-965.15	2050	Jefferson	\$3,148,194	Exempt	20

**Project Description:**

Development of educational and awareness programs concerning bicycle and pedestrian issues. Provide education and training for cyclists, motorists, and city officials about laws governing cyclists' rights and responsibilities

**Justification:**

Bicycle and pedestrian projects may provide traffic congestion relief, improve air quality and provide safety for bicyclists and pedestrians. Project will increase awareness of bicycling and walking as an alternative to vehicle trips. This project is an essential component to meeting goals of increased biking and walking trips while decreasing related injuries and deaths.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Operations	2023	STBG-MPO	\$120,000	\$30,000	\$150,000
Operations	2024	STBG-MPO	\$120,000	\$30,000	\$150,000
Operations	2025	STBG-MPO	\$120,000	\$30,000	\$150,000
Operations	2026	STBG-MPO	\$120,000	\$30,000	\$150,000
<b>Total</b>			\$480,000	\$120,000	\$600,000

## Kentucky Bicycle/Pedestrian Projects

**Sponsor Agency:** Louisville Metro **Project Name:** Blanton Lane Sidewalk

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2920	5-3004.00	2025	Jefferson	\$1,956,500	Exempt	148

**Project 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.

**Justification:**

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.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2024	TA-MPO	\$240,000	\$60,000	\$300,000
C	2025	TA-MPO	\$1,159,200	\$289,800	\$1,449,000
		<b>Total</b>	<b>\$1,399,200</b>	<b>\$349,800</b>	<b>\$1,749,000</b>

**Sponsor Agency:** Louisville Metro **Project Name:** Cannons Lane

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2239	5-3212.00	2023	Jefferson	\$1,480,000	Exempt	103

**Project Description:**

Construction of sidewalk along Cannons Lane between Willis Avenue and Bowman Field (Seneca Loop), 1.0 miles.

**Justification:**

To provide pedestrian access connecting existing sidewalks and paths at Willis and Cherokee Park to the Seneca Loop path. All sidewalks will be constructed in accordance with the Americans with Disabilities Act (ADA) requirements.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	STBG-MPO	\$1,000,000	\$250,000	\$1,250,000
		<b>Total</b>	<b>\$1,000,000</b>	<b>\$250,000</b>	<b>\$1,250,000</b>

**Sponsor Agency:** Louisville Metro **Project Name:** Crums Lane Sidewalk Phase I

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2896	5-3011.00	2027	Jefferson	\$1,613,723	Exempt	148

**Project Description:**

Construct a continuous 5-foot sidewalk where none currently exists and rehabilitate existing sections of sidewalk on the north side of Crums Lane from Hartlage Court to Dixie Highway. Construct and/or rehabilitate a continuous 5-foot sidewalk on the south side of Crums Lane from North Lane to the existing sidewalk at the edge of 2112 Crums Lane. This project will add and/or rehabilitate approximately 1.1 miles of sidewalk.

**Justification:**

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.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2024	TA-MPO	\$88,978	\$22,245	\$111,223
C	2026	TA-MPO	\$1,100,000	\$275,000	\$1,375,000
		<b>Total</b>	<b>\$1,188,978</b>	<b>\$297,245</b>	<b>\$1,486,223</b>



# Kentucky Bicycle/Pedestrian Projects

**Sponsor Agency:** Louisville Metro **Project Name:** Dixie Highway Streetscape

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3181	5-478.80	2024	Jefferson	\$2,612,000	Exempt	144

**Project Description:**

Construction of complete street improvements from Crums Lane to 18th Street, including bicycle and pedestrian facilities.

**Justification:**

Improve bicycle and pedestrian safety.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2026	CRP-MPO	\$1,622,000	\$405,500	\$2,027,500
		<b>Total</b>	\$1,622,000	\$405,500	\$2,027,500

**Sponsor Agency:** Louisville Metro **Project Name:** Dodge Gap Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2087	5-523.00	2028	Jefferson	\$10,719,959	Exempt	77

**Project Description:**

Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Blevins Gap Road to north end of sand quarry tunnel at Gene Snyder Freeway (the tunnel will be part of this segment), approximately 2.5 miles.

**Justification:**

Improve mobility for non-motorized travel for pedestrians, bicyclists, transit users and equestrians. Connect neighborhoods, schools, parks, workplaces and shopping areas to the Loop where possible. Encourage a wide range of users including families, children, people with disabilities, and athletes to improve their health and fitness. Celebrate the natural and cultural history of Louisville.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2024	CRP-MPO	\$111,000	\$27,750	\$138,750
		<b>Total</b>	\$111,000	\$27,750	\$138,750

**Sponsor Agency:** Louisville Metro **Project Name:** East Market Street Streetscape Improvements

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2064	5-8703.00	2024	Jefferson	\$14,000,000	Exempt	160

**Project Description:**

Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brook Street to Johnson Street and along the following intersecting streets from Nanny Goat Alley to Billy Goat Strut Alley: Brook Street, Floyd Street, Preston Street, Jackson Street, Hancock Street, Clay Street, Shelby Street., Campbell Street, Wenzel Street, Baxter Avenue and Johnson Street. Enhancements include the addition of landscape medians in two separate blocks to serve as a gateway to the neighborhood and repurposing one of the existing east-bound drive lanes to provide a dedicated separate bike facility. Project length 2.1 miles.

**Justification:**

This project is for the design and construction documents of the improvements East Market Street and intersecting streets within the area generally bounded by Brook Street to the west; Billy Goat Strut Alley to the north; Baxter Avenue to the east; and Nanny Goat Strut Alley to the south. Streetscape improvements should transform the vehicular and pedestrian spaces into attractive urban space that can serve cars, bikes and people. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$8,700,000	\$2,300,000	\$11,000,000
		<b>Total</b>	\$8,700,000	\$2,300,000	\$11,000,000

## Kentucky Bicycle/Pedestrian Projects

**Sponsor Agency:** Louisville Metro

**Project Name:** Gagel Avenue Sidewalk

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2921	5-3040.00	2028	Jefferson	\$2,247,500	Exempt	164

**Project 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.

**Justification:**

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.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2024	TA-MPO	\$176,000	\$44,000	\$220,000
C	2026	TA-MPO	\$1,400,000	\$350,000	\$1,750,000
<b>Total</b>			\$1,576,000	\$394,000	\$1,970,000

**Sponsor Agency:** Louisville Metro

**Project Name:** LaGrange Road Bicycle & Pedestrian Improvements

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1634		2024	Jefferson	\$3,346,250	Exempt	139

**Project Description:**

Increase the pavement width along LaGrange Road by 8 feet to provide two 4' on-street bicycle lanes from Lakeland Road to Whipps Mill Road and add bicycle facilities on New La Grange Road from Lyndon Lane to Whipps Mill Road.

**Justification:**

Addition of bicycle and pedestrian facilities.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	CMAQ-ST	\$1,849,000	\$462,250	\$2,311,250
<b>Total</b>			\$1,849,000	\$462,250	\$2,311,250

**Sponsor Agency:** Louisville Metro

**Project Name:** McNeely Lake Park Segment - Louisville Loop Shared Use Path

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2539	5-3034.00	2025	Jefferson	\$3,674,679	Exempt	91

**Project Description:**

Construct approximately two miles of new 10-12 foot wide asphalt/concrete shared use path through McNeely Lake Park. The first phase of the new shared use path will connect the recently constructed Loop path at Cedar Creek Road on the southeast side of the park to the existing park path at the west side of the McNeely Lake dam on the north side of the park. This segment of the Louisville Loop in McNeely Lake Park will include a new bridge over the lake at the dam spillway area and a trail head near the east end of the new path. The second phase of the new shared use path will connect the dam spillway area with Copper Chapel Road along the lake. This segment will include a new bridge over the lake near McNeely Lake Park Road.

**Justification:**

McNeely Lake Park is a major urban park located in the southern part of Louisville which is experiencing a rapid transition from primarily agricultural to low and medium density residential land uses. As Louisville continues to grow in this area, there is a need for better connectivity and accessibility from both existing and approved new neighborhoods to the recreational amenities in the 746-acre park which includes athletic fields, tennis and basketball courts, a playground, and extensive path and trail system used by pedestrians, cross-country teams and others. The 100-mile Louisville Loop is a shared use path planned to traverse McNeely Lake Park as it moves across the southern part of Louisville from the Jefferson Memorial Forest to the Parklands of Floyds Fork connecting neighborhoods, schools, work places and other community facilities.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	TA-MPO	\$2,315,000	\$521,000	\$2,836,000
<b>Total</b>			\$2,315,000	\$521,000	\$2,836,000

## Kentucky Bicycle/Pedestrian Projects

**Sponsor Agency:** Louisville Metro **Project Name:** Medora Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2092	5-524.00	2026	Jefferson	\$5,740,672	Exempt	101

**Project Description:**

Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Pendleton Road at Medora Road to the beginning of Jefferson Memorial Forest property on Blevins Gap Road, approximately 1.3 miles.

**Justification:**

Improve mobility for non-motorized travel for pedestrians, bicyclists, transit users and equestrians. Connect neighborhoods, schools, parks, workplaces and shopping areas to the Loop where possible. Encourage a wide range of users including families, children, people with disabilities, and athletes to improve their health and fitness. Celebrate the natural and cultural history of Louisville.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2025	TA-MPO	\$3,581,000	\$895,250	\$4,476,250
		<b>Total</b>	\$3,581,000	\$895,250	\$4,476,250

**Sponsor Agency:** Louisville Metro **Project Name:** Newburg Road Sidewalk

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2898	5-3041.00	2023	Jefferson	\$932,500	Exempt	142

**Project 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.

**Justification:**

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.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	TA-MPO	\$611,000	\$152,750	\$763,750
		<b>Total</b>	\$611,000	\$152,750	\$763,750

**Sponsor Agency:** Louisville Metro **Project Name:** Northeast Louisville Loop - Section II (Eastwood Cut-off)

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2116	5-525.00	2024	Jefferson	\$1,650,079	Exempt	84

**Project Description:**

Design and construct a shared-use path system from Eastwood Cut Off Road to Eastwood Recreation Center (16300 Eastwood Cut Off).

**Justification:**

To improve pedestrian and bicycling access.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2024	CRP-MPO	\$32,000	\$8,000	\$40,000
ROW	2024	CRP-MPO	\$5,000	\$1,250	\$6,250
U	2024	CRP-MPO	\$39,000	\$9,750	\$48,750
C	2025	CRP-MPO	\$782,000	\$195,500	\$977,500
		<b>Total</b>	\$858,000	\$214,500	\$1,072,500



## Kentucky Bicycle/Pedestrian Projects

**Sponsor Agency:** Louisville Metro **Project Name:** Northeast Louisville Loop MET Section 2

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2269	5-3030.20	2024	Jefferson	\$3,046,000	Exempt	118

**Project Description:**

Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Station to Bircham Road, 0.7 miles.

**Justification:**

To improve pedestrian and bicycling access.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
U	2023	STBG-MPO	\$280,000	\$62,000	\$342,000
C	2023	STBG-MPO	\$1,800,000	\$404,000	\$2,204,000
		<b>Total</b>	<b>\$2,080,000</b>	<b>\$466,000</b>	<b>\$2,546,000</b>

**Sponsor Agency:** Louisville Metro **Project Name:** Northeast Louisville Loop MET Section 3

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2270	5-3030.30	2030	Jefferson	\$4,920,500	Exempt	94

**Project Description:**

Construct a shared-use path along US 60 (Shelbyville Road) from Bircham Road to Beckley Creek Park, 0.5 miles, includes the construction of the pedestrian bridge over Floyds Fork Creek.

**Justification:**

To improve pedestrian and bicycling access.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2024	STBG-MPO	\$445,000	\$111,250	\$556,250
ROW	2025	STBG-MPO	\$636,000	\$159,000	\$795,000
		<b>Total</b>	<b>\$1,081,000</b>	<b>\$270,250</b>	<b>\$1,351,250</b>

**Sponsor Agency:** Louisville Metro **Project Name:** Northeast Louisville Loop MET Section 4

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2271	5-3030.40	2030	Jefferson	\$1,956,500	Exempt	82

**Project Description:**

Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Creek Park to Eastwood Cut-off, 0.6 miles.

**Justification:**

To improve pedestrian and bicycling access.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2023	STBG-MPO	\$350,000	\$87,500	\$437,500
		<b>Total</b>	<b>\$350,000</b>	<b>\$87,500</b>	<b>\$437,500</b>

# Kentucky Bicycle/Pedestrian Projects

**Sponsor Agency:** Louisville Metro

**Project Name:** Ohio River Levee Trail - Phase III

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1109	5-505.00	2025	Jefferson	\$9,583,895	Exempt	142

**Project Description:**

Construct bicycle/pedestrian facilities along Campground Road from the end of the shared use path at the railroad crossing on Campground Road near I-264 to Lees Lane and the connection to Riverside Gardens Park at 2899 Lees Lane.

**Justification:**

Completing the ORLT will allow non-motorized travel from downtown Louisville to southwest Jefferson County. This project will complete the second phase of the ORLT by construction a 2.2 mile segment of the shared use path in west Jefferson County near the Ohio River and a rest area overlooking the Ohio River. When all phases of the trail are completed, it will link southwest and west Jefferson County to the RiverWalk Trail that runs from near Chickasaw Park to downtown Louisville and the trails from east to the downtown area. This project will provide a valuable link for non-motorized travel in the Louisville Metro area, connecting neighborhoods while providing access to commercial and opportunities.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	CRP-MPO	\$6,463,000	\$1,454,000	\$7,917,000
<b>Total</b>			\$6,463,000	\$1,454,000	\$7,917,000

**Sponsor Agency:** Louisville Metro

**Project Name:** Ohio River Valley NE Bike/Ped Improvements Phase II (Louisville Loop)

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2980		2028	Jefferson	\$1,812,500	Exempt	109

**Project Description:**

Design and construct an accessible shared-use path system, including amenities; and make improvements to portions of an existing shared-use path that connects the Big Four Bridge to Caperton Swamp. This corridor is approximately 3.5 miles of the 100+ mile Louisville Loop.

**Justification:**

The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2026	STBG-MPO	\$1,150,000	\$287,500	\$1,437,500
<b>Total</b>			\$1,150,000	\$287,500	\$1,437,500

**Sponsor Agency:** Louisville Metro

**Project Name:** Olmsted Parkways Multi-Use Path System Section I

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2622	5-3709.00	2024	Jefferson	\$2,750,000	Exempt	120

**Project Description:**

Construction of a 2.0 mile shared use path system along Southwestern and Algonquin Parkway between West Broadway and 41st Street.

**Justification:**

To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STBG-MPO	\$2,200,000	\$550,000	\$2,750,000
<b>Total</b>			\$2,200,000	\$550,000	\$2,750,000

## Kentucky Bicycle/Pedestrian Projects

**Sponsor Agency:** Louisville Metro

**Project Name:** Olmsted Parkways Multi-Use Path System Section 2

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2623	5-3709.00	2029	Jefferson	\$1,778,000	Exempt	145

**Project Description:**

Construction of a 1.0 mile shared use path system along Algonquin Parkway between 41st Street and Beech Street.

**Justification:**

To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2024	STBG-MPO	\$1,451,000	\$362,750	\$1,813,750
U	2026	STBG-MPO	\$100,000	\$25,000	\$125,000
		<b>Total</b>	<b>\$1,551,000</b>	<b>\$387,750</b>	<b>\$1,938,750</b>

**Sponsor Agency:** Louisville Metro

**Project Name:** Olmsted Parkways Multi-Use Path System Section 3

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2624	5-3709.00	2028	Jefferson	\$2,550,494	Exempt	127

**Project Description:**

Construction of a 0.30 mile shared use path system along Algonquin Parkway between Beech Street and Cypress Street.

**Justification:**

To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	STBG-MPO	\$100,000	\$22,500	\$122,500
ROW	2026	STBG-MPO	\$942,000	\$212,000	\$1,154,000
		<b>Total</b>	<b>\$1,042,000</b>	<b>\$234,500</b>	<b>\$1,276,500</b>

**Sponsor Agency:** Louisville Metro

**Project Name:** Olmsted Parkways Multi-Use Path System Section 4

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2625		2029	Jefferson	\$10,743,000	Exempt	136

**Project Description:**

Construction of a 1.00 mile shared use path system along Algonquin Parkway between Cypress Street and 16th Street.

**Justification:**

To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2026	STBG-MPO	\$1,977,000	\$494,250	\$2,471,250
		<b>Total</b>	<b>\$1,977,000</b>	<b>\$494,250</b>	<b>\$2,471,250</b>



# Kentucky Bicycle/Pedestrian Projects

**Sponsor Agency:** Louisville Metro

**Project Name:** Olmsted Parkways Multi-Use Path System Section 6

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2627		2027	Jefferson	\$2,342,504	Exempt	124

**Project Description:**

Construction of a 1.40 mile shared use path system along Southern Parkway between South 3rd Street and Woodlawn Avenue.

**Justification:**

To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	STBG-MPO	\$532,435	\$133,109	\$665,544
ROW	2024	STBG-MPO	\$500,000	\$113,000	\$613,000
C	2025	STBG-MPO	\$843,852	\$220,108	\$1,063,960
<b>Total</b>			<b>\$1,876,287</b>	<b>\$466,217</b>	<b>\$2,342,504</b>

**Sponsor Agency:** Louisville Metro

**Project Name:** Olmsted Parkways Multi-Use Path System Section 7

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2628		2027	Jefferson	\$2,485,195	Exempt	126

**Project Description:**

Construction of a 1.10 mile shared use path system along Southern Parkway between Woodlawn Avenue and New Cut Road.

**Justification:**

To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	STBG-MPO	\$416,195	\$104,049	\$520,244
ROW	2024	STBG-MPO	\$484,000	\$109,000	\$593,000
C	2025	STBG-MPO	\$1,091,813	\$280,138	\$1,371,951
<b>Total</b>			<b>\$1,992,008</b>	<b>\$493,187</b>	<b>\$2,485,195</b>

**Sponsor Agency:** Louisville Metro

**Project Name:** Olmsted Parkways Multi-Use Path System Section 8

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2629		2027	Jefferson	\$521,018	Exempt	111

**Project Description:**

Construction of a 2.50 mile road diet system along Southern Parkway between South 3rd Street and New Cut Road.

**Justification:**

To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	STBG-MPO	\$259,119	\$183,899	\$443,018
<b>Total</b>			<b>\$259,119</b>	<b>\$183,899</b>	<b>\$443,018</b>

# Kentucky Bicycle/Pedestrian Projects

<b>Sponsor Agency:</b> Louisville Metro		<b>Project Name:</b> Pond Creek Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path				
<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2086	5-489.00	2030	Jefferson	\$13,503,187	Exempt	79

**Project Description:**  
Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from north end of sand quarry tunnel at Gene Snyder Freeway to west terminus of the existing MSD trail approximately 2.7 miles which will include a bridge over Pond Creek.

**Justification:**  
Improve mobility for non-motorized travel for pedestrians, bicyclists, transit users and equestrians. Connect neighborhoods, schools, parks, workplaces and shopping areas to the Loop where possible. Encourage a wide range of users including families, children, people with disabilities, and athletes to improve their health and fitness. Celebrate the natural and cultural history of Louisville.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2024	CRP-MPO	\$1,499,301	\$374,826	\$1,874,127
ROW	2025	CRP-MPO	\$500,699	\$125,175	\$625,874
<b>Total</b>			\$2,000,000	\$500,001	\$2,500,001

<b>Sponsor Agency:</b> Louisville Metro		<b>Project Name:</b> River Road Multi-Modal Improvements - 3rd Street to 7th Street				
<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2540	5-3217.00	2024	Jefferson	\$3,037,500	Exempt	162

**Project Description:**  
Re-allocation of the northern most lane traveling in the west bound direction and relocation of the existing barrier wall to expand the existing separated multi-use path of sub-standard width. In addition, street lighting would be updated and placed into the relocated barrier wall to reduce maintenance costs and better illuminate the path beneath the shadow the the interstate. This would be accomplished by transitioning the two westbound lanes between 3rd Street and 4th Street from 13 feet in width to 11 feet in width at 4th Street. This will allow the barrier wall to be moved south four (4) feet, increasing the width of the current shared use path from a sub-standard width of six (6) feet to a conforming width of ten (10) feet. Between 4th Street and 6th Street, we propose to reduce from two westbound lanes to a single westbound lane with a shoulder, allowing the multimodal path to increase to 14 feet in width. This project dovetails with the planned 4th Street bike connection improvement projects which will feed cyclists directly into this project via actuated loops and allow seamless interaction for traffic coming from downtown that desire to travel west along the riverfront. Additionally, the junction at 6th Street will be improved to provide better connectivity with dedicated bicycle facilities on 6th Street. Pedestrian improvements are intended as well at the intersections of River Road with 3rd Street, 4th Street, and 6th Street.

**Justification:**  
Improve safety and comfort of walkers, joggers, and cyclists along the riverfront by re-allocating the northern most travel lane of River Road, relocating the barrier wall and adding street lighting to illuminate the path beneath the shadow of the interstate. The existing path forces users of the path into blind-spots behind the supporting structure of I-64 above. This project allows us to make a safe connection for all users while not adversely impacting operating conditions of motor vehicles.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	TA-MPO	\$2,200,000	\$500,000	\$2,700,000
<b>Total</b>			\$2,200,000	\$500,000	\$2,700,000

# Kentucky Bicycle/Pedestrian Projects

**Sponsor Agency:** Louisville Metro **Project Name:** Stony Brook Drive Sidewalk Connector

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2594	5-571.00	2024	Jefferson	\$451,500	Exempt	57

**Project Description:**

Install new ADA compliant 5' sidewalk along Stony Brook Drive from Stara Way to Kirby Lane. Project length is 0.284 miles.

**Justification:**

Complete pedestrian connectivity. The project will provide a newly formed pedestrian connector from one major arterial (Bardstown Road) to another major arterial (Taylorsville Road). Louisville Metro has recently filled in some of the smaller gaps along Stony Brook Drive with new sidewalk connections throughout this major residential area.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STBG-MPO	\$300,000	\$70,000	\$370,000
		<b>Total</b>	<b>\$300,000</b>	<b>\$70,000</b>	<b>\$370,000</b>

**Sponsor Agency:** Louisville Metro **Project Name:** Westport Road Sidewalk Through I-265 Interchange

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3121		2025	Jefferson	\$1,175,000	Exempt	135

**Project Description:**

Build a sidewalk on the north side of Westport Road (KY 1447) from Towne Center Drive to Chamberlain Lane. Project will consider adding other safety improvements such as crosswalk visibility enhancements, new street lights, and advance warning Rectangular Rapid-Flashing Beacons (RRFBs) on the ramps.

**Justification:**

Provide new and safe facilities for pedestrians to traverse through the I-265 interchange at Westport Road (KY 1447). This project will connect two commercial areas which are not currently safely accessible outside of a motor vehicle.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2025	CRP-MPO	\$45,000	\$11,250	\$56,250
C	2026	CRP-MPO	\$895,000	\$223,750	\$1,118,750
		<b>Total</b>	<b>\$940,000</b>	<b>\$235,000</b>	<b>\$1,175,000</b>

**Sponsor Agency:** Middletown **Project Name:** Bliss Avenue

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2228	5-3221.00	2026	Jefferson	\$600,000	Exempt	121

**Project Description:**

Construct sidewalk on Bliss Avenue from Shelbyville Road to Wetherby Avenue, to include ADA improvements and drainage improvements.

**Justification:**

Provide connectivity between Shelbyville Road and Wetherby Avenue.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
U	2024	TA-MPO	\$80,000	\$20,000	\$100,000
C	2025	TA-MPO	\$400,000	\$100,000	\$500,000
		<b>Total</b>	<b>\$480,000</b>	<b>\$120,000</b>	<b>\$600,000</b>

## Kentucky Bicycle/Pedestrian Projects

**Sponsor Agency:** Middletown

**Project Name:** Wetherby Avenue

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2229	5-3222.00	2026	Jefferson	\$900,127	Exempt	122

**Project Description:**

Construct sidewalks on Wetherby Avenue for 0.55 miles between North Madison Avenue and Evergreen Road, to include ADA improvements and drainage improvements.

**Justification:**

Provide sidewalk connectivity between Shelbyville Road and Wetherby Avenue.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2023	TA-MPO	\$107,659	\$26,915	\$134,574
ROW	2023	CRRSSA-MPO	\$52,341	\$0	\$52,341
U	2024	TA-MPO	\$160,000	\$40,000	\$200,000
C	2025	TA-MPO	\$410,569	\$102,643	\$513,212
<b>Total</b>			<b>\$730,569</b>	<b>\$169,558</b>	<b>\$900,127</b>

**Sponsor Agency:** Mount Washington

**Project Name:** Historic Memorial Multi-Use Trail

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2479	5-3216.00	2024	Bullitt	\$2,733,501	Exempt	122

**Project 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 31EX. In addition, improve safety along the segment by reducing drainage hazards and installing a roundabout at Landis Lane.

**Justification:**

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.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	STBG-MPO	\$717,814	\$179,453	\$897,267
C	2023	TA-MPO	\$589,787	\$147,447	\$737,234
C	2023	CRRSAA-MPO	\$118,000	\$0	\$118,000
<b>Total</b>			<b>\$1,425,601</b>	<b>\$326,900</b>	<b>\$1,752,501</b>

**Sponsor Agency:** Oldham County

**Project Name:** KY 393 Trail

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2981		2027	Oldham	\$1,250,000	Exempt	70

**Project Description:**

Construct a section of the Oldham County Greenways Trail. This section will be a 10" shared use path along the KY 393 realignment to the entrance of Wendell Moore Park.

**Justification:**

The KY 393 Trail is a child project of the overall Oldham County Bicycle and Pedestrian Trail that will eventually connect LaGrange to Jefferson County. It will connect to an already existing section of the trail and provide alternate transportation options to Oldham County residents.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	STBG-MPO	\$222,000	\$55,500	\$277,500
ROW	2024	STBG-MPO	\$139,000	\$34,750	\$173,750
U	2025	STBG-MPO	\$139,000	\$34,750	\$173,750
C	2026	STBG-MPO	\$500,000	\$125,000	\$625,000
<b>Total</b>			<b>\$1,000,000</b>	<b>\$250,000</b>	<b>\$1,250,000</b>



## Kentucky Bicycle/Pedestrian Projects

**Sponsor Agency:** Oldham County **Project Name:** Old LaGrange Road Improvements Oldham County Bicycle & Pedestrian Trail

**KIPDA ID:** 2175 **State ID/DES #:** 5-410.01 **Open to Public:** 2026 **County/Countries:** Oldham **Project Cost:** \$2,410,927 **AQ Analysis Status:** Exempt **Project Score:** 91

**Project 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.

**Justification:**

To provide improved access for pedestrians and bicyclists along Old LaGrange Road.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2023	STBG-MPO	\$159,676	\$35,927	\$195,603
ROW	2023	CRRSAA-MPO	\$340,324	\$0	\$340,324
U	2024	STBG-MPO	\$750,000	\$187,500	\$937,500
C	2025	STBG-MPO	\$500,000	\$125,000	\$625,000
<b>Total</b>			<b>\$1,750,000</b>	<b>\$348,427</b>	<b>\$2,098,427</b>

**Sponsor Agency:** Univ. of Louisville **Project Name:** 2nd Street/3rd Street/Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements

**KIPDA ID:** 2982 **State ID/DES #:** **Open to Public:** 2023 **County/Countries:** Jefferson **Project Cost:** \$5,681,850 **AQ Analysis Status:** Exempt **Project Score:** 120

**Project Description:**

Improve vehicular safety and traffic flow along 2nd (KY 1020 NB) and 3rd Streets (KY 1020 SB) at the Museum Drive intersection and improve pedestrian connectivity and safety at the intersection and along West Brandeis Avenue (CS 2377F) between 3rd and 4th streets.

**Justification:**

Relieve congestion and improve pedestrian safety and connectivity.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	STBG-MPO	\$225,000	\$56,250	\$281,250
U	2023	STBG-MPO	\$1,105,280	\$276,320	\$1,381,600
C	2023	STBG-MPO	\$2,960,000	\$740,000	\$3,700,000
<b>Total</b>			<b>\$4,290,280</b>	<b>\$1,072,570</b>	<b>\$5,362,850</b>

**Sponsor Agency:** Univ. of Louisville **Project Name:** Pedestrian Improvements: ADA Curb Cuts & Ramps

**KIPDA ID:** 2585 **State ID/DES #:** 5-3220.00 **Open to Public:** 2023 **County/Countries:** Jefferson **Project Cost:** \$437,500 **AQ Analysis Status:** Exempt **Project Score:** 110

**Project Description:**

Install or upgrade ADA accessible curb cuts/ramps throughout Belknap Campus.

**Justification:**

The purpose of the improvements is to make the campus a safer, secure, accessible place for the on-campus community and others accessing the university's academic and cultural assets with appropriate lighting and accessibility facilities.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	STBG-MPO	\$350,000	\$87,500	\$437,500
<b>Total</b>			<b>\$350,000</b>	<b>\$87,500</b>	<b>\$437,500</b>

## Kentucky Bicycle/Pedestrian Projects

<b>Sponsor Agency:</b> Univ. of Louisville		<b>Project Name:</b> Pedestrian Improvements: Lighting				
<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2225	5-3218.00	2023	Jefferson	\$449,088	Exempt	140

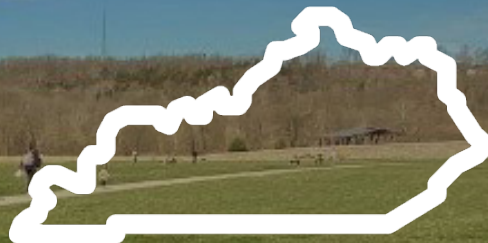
**Project Description:**  
Install or retrofit 400 or more lighting fixtures throughout campus including the “L Trail”, Humanities Building and other campus sidewalk locations.

**Justification:**  
The purpose of the improvements is to make the campus a safer, secure, accessible place for the on-campus community and others accessing the university's academic and cultural assets with appropriate lighting and accessibility facilities.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STBG-MPO	\$359,270	\$89,818	\$449,088
<b>Total</b>			\$359,270	\$89,818	\$449,088

# KENTUCKY

Program Projects



## Kentucky Program Projects

**Sponsor Agency:** APCD

**Project Name:** Kentuckiana Air Education

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
369		2050	Bullitt, Jefferson, Oldham	\$6,492,000	Exempt	0

**Project Description:**

Information/outreach campaign to educate public about air quality issues and encourage the public to make air-friendly choices.

**Justification:**

Reduce ozone levels in Louisville ozone maintenance area. Raise public awareness of connections between transportation and air quality and influence positive behavior.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Operations	2023	STBG-MPO	\$200,000	\$50,000	\$250,000
Operations	2024	STBG-MPO	\$200,000	\$50,000	\$250,000
Operations	2025	STBG-MPO	\$200,000	\$50,000	\$250,000
Operations	2026	STBG-MPO	\$200,000	\$50,000	\$250,000
Total			\$800,000	\$200,000	\$1,000,000

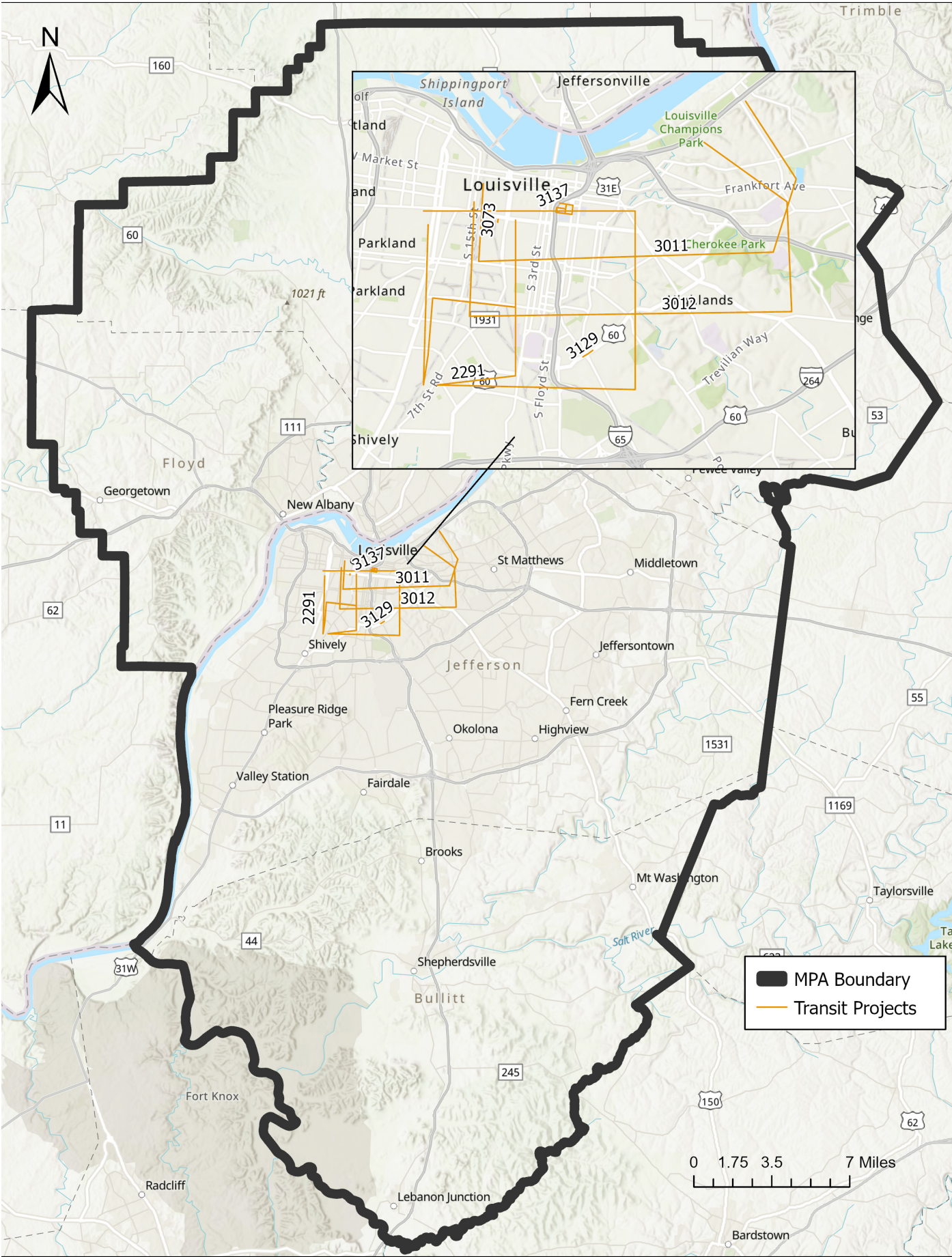


# TRANSIT

Regional Transit Projects



MPO Transit Projects



## Transit Projects

**Sponsor Agency:** Blue River Services **Project Name:** Purchase Transit Vehicles (Section 5310-22 TRADITIONAL Project)

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3043		2023	Floyd	\$85,618	Exempt	62

**Project Description:**

Blue River Services, Inc. Floyd County Urbanized Area Transportation Project. Purchase of one (1) ADA-accessible full-size van with enhanced HVAC and all-wheel-drive. The project will provide transportation for seniors and individuals with disabilities in the urbanized area of Floyd County, Indiana.

**Justification:**

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Transit Capital	2023	Section 5310	\$68,494	\$17,124	\$85,618
		<b>Total</b>	\$68,494	\$17,124	\$85,618

**Sponsor Agency:** Christian Care Communities **Project Name:** Purchase Transit Vehicles (Section 5310-22 TRADITIONAL Project)

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3044		2023	Jefferson	\$78,000	Exempt	62

**Project Description:**

Christian Care Communities Old Louisville Area Seniors Transportation Project. Purchase of one (1) ADA-accessible full-size van with enhanced HVAC. The project will provide transportation for seniors in the Old Louisville area of Louisville, Kentucky.

**Justification:**

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Transit Capital	2023	Section 5310	\$62,400	\$15,600	\$78,000
		<b>Total</b>	\$62,400	\$15,600	\$78,000

**Sponsor Agency:** Day Spring **Project Name:** Preventive Maintenance (Section 5310-22 TRADITIONAL Project)

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3045		2023	Jefferson	\$3,000	Exempt	55

**Project Description:**

Day Spring Wheelchair Van Maintenance Project. Purchase of preventive maintenance for its wheelchair-accessible van. The project will enable Day Spring to provide for individuals with disabilities in the Louisville Urbanized Area.

**Justification:**

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Transit Capital	2023	Section 5310	\$2,400	\$600	\$3,000
		<b>Total</b>	\$2,400	\$600	\$3,000



## Transit Projects

**Sponsor Agency:** Dreams with Wings **Project Name:** Purchase Transit Vehicles (Section 5310-22 TRADITIONAL Project)

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3046		2024	Jefferson	\$137,000	Exempt	55

**Project Description:**

Purchase one (1) ADA-accessible full-size van with enhanced HVAC and extended warranty; and one (1) non-ADA-accessible standard 12-passenger van with extended warranty. The project will provide fixed route and on-demand transportation service in Jefferson County for individuals with disabilities to get to day training programs, jobs, and medical appointments.

**Justification:**

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Transit Capital	2023	Section 5310	\$109,600	\$27,400	\$137,000
		<b>Total</b>	\$109,600	\$27,400	\$137,000

**Sponsor Agency:** Harbor House **Project Name:** Purchase Transit Vehicles and Equipment (Section 5310-22 TRADITIONAL Project)

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3048		2023	Jefferson	\$268,973	Exempt	62

**Project Description:**

Harbor House of Louisville, Inc. Improve Mobility for Seniors and Individuals with Disabilities Project. Purchase of two (2) ADA-accessible full-size vans with enhanced HVAC; one (1) non-ADA-accessible standard minivan; six (6) vehicle wrap graphics; six (6) in-vehicle cameras; and six (6) dispatch radios. The project will provide transportation for individuals with developmental and intellectual disabilities to and from Harbor House, to medical appointments, and other necessary trips.

**Justification:**

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Transit Capital	2023	Section 5310	\$215,178	\$53,795	\$268,973
		<b>Total</b>	\$215,178	\$53,795	\$268,973

**Sponsor Agency:** KIPDA **Project Name:** KIPDA Regional Rideshare Program - Kentucky

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
162	5-384.00	2050	Bullitt, Jefferson, Oldham	\$51,043,475	Exempt	0

**Project Description:**

The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.

**Justification:**

To reduce congestion, improve air quality, and promote sustainability.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Operations	2023	STBG-MPO	\$1,181,346	\$295,337	\$1,476,683
Operations	2024	STBG-MPO	\$1,204,973	\$301,244	\$1,506,217
Operations	2025	STBG-MPO	\$1,229,072	\$307,268	\$1,536,340
Operations	2026	STBG-MPO	\$1,253,654	\$313,414	\$1,567,068
		<b>Total</b>	\$4,869,045	\$1,217,263	\$6,086,308



## Transit Projects

**Sponsor Agency:** LifeSpring

**Project Name:** Purchase Transit Vehicles (Section 5310-22 TRADITIONAL Project)

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3057		2023	Clark, Floyd	\$106,600	Exempt	55

**Project Description:**

Lifespring Health Systems Individuals with Disabilities Transportation Project. Purchase of two (2) non-ADA-accessible standard minivans. The project will provide transportation for individuals with disabilities to appointments, shopping trips, activities of daily living, and group outings.

**Justification:**

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Transit Capital	2023	Section 5310	\$85,280	\$21,320	\$106,600
		<b>Total</b>	<b>\$85,280</b>	<b>\$21,320</b>	<b>\$106,600</b>

**Sponsor Agency:** Rauch Inc.

**Project Name:** Purchase Transit Vehicles (Section 5310-22 TRADITIONAL Project)

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3058		2023	Clark, Floyd	\$129,500	Exempt	55

**Project Description:**

Rauch, Inc. Accessible Vehicle Project. Purchase of one (1) ADA-accessible minivan; and one (1) non-ADA-accessible standard minivan with all-wheel-drive. The project will transport individuals with disabilities to work, doctor appointments, shopping, community activities, entertainment, dining, and volunteer opportunities.

**Justification:**

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Transit Capital	2023	Section 5310	\$103,600	\$25,900	\$129,500
		<b>Total</b>	<b>\$103,600</b>	<b>\$25,900</b>	<b>\$129,500</b>

**Sponsor Agency:** TARC

**Project Name:** Architectural and Engineering Services

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3164		2026	Jefferson	\$419,860	Exempt	35

**Project Description:**

Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.

**Justification:**

These projects will improve TARC's energy and operational efficiency, allowing us to focus our resources on customer service.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Transit Capital	2023	Section 5307	\$83,972	\$20,993	\$104,965
Transit Capital	2024	Section 5307	\$83,972	\$20,993	\$104,965
Transit Capital	2025	Section 5307	\$83,972	\$20,993	\$104,965
Transit Capital	2026	Section 5307	\$83,972	\$20,993	\$104,965
		<b>Total</b>	<b>\$335,888</b>	<b>\$83,972</b>	<b>\$419,860</b>

## Transit Projects

**Sponsor Agency:** TARC

**Project Name:** Areas of Persistent Poverty Service and Mobility Plan

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3059		2023	Bullitt, Clark, Floyd, Jefferson, Oldham	\$400,000	Exempt	67

**Project Description:**

TARC has received federal grant funding to perform a service and mobility study that would address the unequal access to jobs, education, and healthcare in areas of persistent poverty throughout the Louisville Area. This study will propose mobility solutions to bolster equity in the community; and develop a public education campaign to raise awareness of existing transit options and explore new possibilities in connecting populations in persistent poverty to employment.

**Justification:**

Over the last decade, Louisville experienced a 13% growth in population while witnessing a trend of increased vehicle miles traveled (VMT) per capita and low-density development. As a result, issues of disinvestment in urban neighborhoods, air quality, combined housing and transportation costs, and access to job centers, education, healthcare and public transit disproportionately impacted underserved populations and areas of persistent poverty. This disinvestment has contributed to a number of factors that emphasize the need for this study. A significant portion of the population, approximately 238,625 persons or 30%, reside within the area bounded by I-264 and the Ohio River. These communities of poverty are disconnected from the employment opportunities outside of the urban core.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Planning	2023	APPP	\$400,000	\$0	\$400,000
<b>Total</b>			\$400,000	\$0	\$400,000

**Sponsor Agency:** TARC

**Project Name:** Bus Stop and Access Improvements

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
I500		2050	Jefferson	\$4,357,500	Exempt	90

**Project Description:**

Improvements of the existing or new public transit bus stops and their surroundings, including pedestrian facilities, ADA access and passenger amenities (shelters, benches, trash receptacles).

**Justification:**

Access improvements to meet ADA requirements at TARC bus stops and the surrounding areas including: construction or reconstruction of boarding areas and sidewalks, shelters, benches, trash receptacles, lighting, and ITS amenities.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	TA-MPO	\$750,000	\$187,500	\$937,500
<b>Total</b>			\$750,000	\$187,500	\$937,500

## Transit Projects

**Sponsor Agency:** TARC

**Project Name:** Bus Stop and Access Improvements - Muhammad Ali and Chestnut Street Corridor

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3137		2023	Jefferson	\$300,000	Exempt	150

**Project Description:**

This project proposes to expand the number of ADA accessible bus stops, increase pedestrian access and connectivity to the fixed-routes, improve mobility independence for transit users of all ages and abilities and removing barriers for people with disabilities. Work includes improvements of the existing or new public transit bus stops and their surroundings which include pedestrian facilities, ADA access, the construction or reconstruction of boarding areas and sidewalks, shelters, benches, trash receptacles, lighting, and ITS amenities. Primary routes in the corridor are Route 19 and 21. Route 19 operates from southwest areas of Louisville through downtown to St. Matthews, serving the NIA Center, the UL Medical Center & Hospitals, Crescent Hill, and Frankfort Avenue. Route 21 operates between Shawnee Park, downtown Louisville, and the Highlands area, serving the NIA Center, Barrett Avenue Government Center, Bellarmine University and the Bashford Manor Lane commercial area.

**Justification:**

Providing facilities at bus stops helps make transit more accessible, comfortable, and convenient to customers; thereby encouraging usage. Providing sidewalk and pedestrian infrastructure eliminates barriers to vulnerable populations, creating a safer, more equitable environment. Upgrades to the transit amenities are received positively by the community at large. Better amenities and boarding areas are a significant improvement in assisting the community and increase passenger security and the perception of safety for public transit, thereby improving the perception of transit and increasing transit ridership. The transit facility improvements in the M. Ali and Chestnut Street corridor will promote interaction in the public space by providing opportunities for people to meet and be exposed to a variety of neighbors, increase civic participation by fostering communication, and promote the power and preservation of place through introducing sustainable infrastructure.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2025	CRP-MPO	\$100,000	\$25,000	\$125,000
C	2025	CRP-MPO	\$138,375	\$34,594	\$172,969
		<b>Total</b>	<b>\$238,375</b>	<b>\$59,594</b>	<b>\$297,969</b>

**Sponsor Agency:** TARC

**Project Name:** Bus Stop Improvements at Transit Node Eastern Parkway and Preston/Shelby Street

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3129		2023	Jefferson	\$151,457	Exempt	111

**Project Description:**

TARC is requesting funding to implement pedestrian access and bus stop improvements that will enhance public transportation amenities and improve safety and access to transit. This proposed project will improve existing public transit bus stops and their surroundings, with a focus on pedestrian facilities. A well maintained and clean bus stop can affect the public's perception, and often the reality of a stop's safety and security, thereby encouraging transit usage and decreasing VMT. This proposed project combines the three fundamental elements of sustainable infrastructure- social, environmental and economic. Funds received will be used for the purchase and installation of proposed shelters and amenities within the public right of way. This project will enhance the experience of the user waiting to board or transfer between the two major TARC routes, #28 Preston HWY and #29 Eastern Pkwy. Added pedestrian amenities will help solidify public access across the intersection.

**Justification:**

These sites are at a valuable intersection of frequent and crosstown service and provide connections to hospitals, universities, employment, retail, and high-density residential areas. This project will facilitate economic development in the community by creating small pockets of public space at each corner of the node and better integrate the intersection with the parkway system. New amenities and enhanced landscape will elevate the aesthetic at the front doors of area businesses and attract customers. These areas have high levels of pedestrian activity based on their proximity to retail establishments, high density residential areas, and social services. Typically, a bench or trash receptacle addresses issues of the property owner and the TARC customer by defining the bus stop and improving the appearance and comfort of the adjacent property. Better amenities and boarding areas are a significant improvement in assisting the community and increasing passenger security.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2025	CRP-MPO	\$121,165	\$30,292	\$151,457
		<b>Total</b>	<b>\$121,165</b>	<b>\$30,292</b>	<b>\$151,457</b>

## Transit Projects

**Sponsor Agency:** TARC**Project Name:** Capital Cost of Contracting

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3166		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$103,916	Exempt	45

**Project Description:**

Contracted operation of a single fixed route service in the Bluegrass Industrial Park.

**Justification:**

TARC will contract for operation of a single fixed route service in the Bluegrass Industrial Park.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Transit Capital	2023	Section 5307	\$20,783	\$5,196	\$25,979
Transit Capital	2024	Section 5307	\$20,783	\$5,196	\$25,979
Transit Capital	2025	Section 5307	\$20,783	\$5,196	\$25,979
Transit Capital	2026	Section 5307	\$20,783	\$5,196	\$25,979
<b>Total</b>			<b>\$83,132</b>	<b>\$20,784</b>	<b>\$103,916</b>

**Sponsor Agency:** TARC**Project Name:** Management Information System Hardware

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3167		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$450,000	Exempt	45

**Project Description:**

Purchase computer hardware to support operations and administration.

**Justification:**

TARC will procure new and replacement computer hardware to support operations and administration.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Transit Capital	2023	Section 5307	\$80,000	\$20,000	\$100,000
Transit Capital	2024	Section 5307	\$80,000	\$20,000	\$100,000
Transit Capital	2025	Section 5307	\$100,000	\$25,000	\$125,000
Transit Capital	2026	Section 5307	\$100,000	\$25,000	\$125,000
<b>Total</b>			<b>\$360,000</b>	<b>\$90,000</b>	<b>\$450,000</b>

**Sponsor Agency:** TARC**Project Name:** Management Information System Software

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3168		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$500,000	Exempt	45

**Project Description:**

Purchase computer software to support operations and administration.

**Justification:**

TARC will procure new and replacement computer software to support operations and administration.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Transit Capital	2023	Section 5307	\$100,000	\$25,000	\$125,000
Transit Capital	2024	Section 5307	\$100,000	\$25,000	\$125,000
Transit Capital	2025	Section 5307	\$100,000	\$25,000	\$125,000
Transit Capital	2026	Section 5307	\$100,000	\$25,000	\$125,000
<b>Total</b>			<b>\$400,000</b>	<b>\$100,000</b>	<b>\$500,000</b>



## Transit Projects

**Sponsor Agency:** TARC

**Project Name:** New Albany Bus Stop ADA Improvements

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3011		2023	Floyd	\$149,997	Exempt	70

**Project Description:**

TARC will improve bus stops throughout the City of New Albany. 26 bus stops were identified as not being ADA compliant, many of which do not have concrete pads for the bus riders.

**Justification:**

The City of New Albany has a high proportion of lower-income residents, and only one bus route to serve the entirety thereof. To aid all residents in access to these facilities, the City of New Albany would like to make all bus stops ADA compliant.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Transit Capital	2023	STBG-MPO	\$119,997	\$30,000	\$149,997
		<b>Total</b>	<b>\$119,997</b>	<b>\$30,000</b>	<b>\$149,997</b>

**Sponsor Agency:** TARC

**Project Name:** Non-Fixed Route ADA Paratransit Service

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3169		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$17,994,968	Exempt	70

**Project Description:**

Paratransit operations and maintenance.

**Justification:**

TARC will contract for complementary paratransit service.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Transit Capital	2023	Section 5307	\$3,598,994	\$899,748	\$4,498,742
Transit Capital	2024	Section 5307	\$3,598,994	\$899,748	\$4,498,742
Transit Capital	2025	Section 5307	\$3,598,994	\$899,748	\$4,498,742
Transit Capital	2026	Section 5307	\$3,598,994	\$899,748	\$4,498,742
		<b>Total</b>	<b>\$14,395,976</b>	<b>\$3,598,992</b>	<b>\$17,994,968</b>

**Sponsor Agency:** TARC

**Project Name:** Operating Expenses (Section 5310-22 OTHER Project)

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3060		2023	Bullitt, Clark, Floyd, Jefferson, Oldham	\$663,126	Exempt	30

**Project Description:**

Operating expenses for Transit Authority of River City (TARC) for the "Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area" project to continue to provide paratransit work trips for people with disabilities who live or work outside the ADA service area.

**Justification:**

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Operations	2023	Section 5310-ARP	\$154,062	\$0	\$154,062
Operations	2023	Section 5310	\$254,532	\$254,532	\$509,064
		<b>Total</b>	<b>\$408,594</b>	<b>\$254,532</b>	<b>\$663,126</b>

## Transit Projects

**Sponsor Agency:** TARC**Project Name:** Operating Expenses (Section 5310-22 OTHER Project)

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3061		2023	Bullitt, Clark, Floyd, Jefferson, Oldham	\$159,327	Exempt	30

**Project Description:**

TARC performance of Program Administration of the Section 5310 Program for the period from July 1, 2022 through June 30, 2023

**Justification:**

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Operations	2023	Section 5310	\$142,209	\$0	\$142,209
Operations	2023	Section 5310-ARP	\$17,118	\$0	\$17,118
		<b>Total</b>	<b>\$159,327</b>	<b>\$0</b>	<b>\$159,327</b>

**Sponsor Agency:** TARC**Project Name:** Preventive Maintenance Program

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3170		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$44,974,313	Exempt	70

**Project Description:**

Maintenance of transit vehicles and support vehicles.

**Justification:**

Preventive maintenance to ensure the safety and maximum efficiency of all property owned and operated by TARC.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Transit Capital	2023	Section 5307	\$4,000,000	\$1,000,000	\$5,000,000
Transit Capital	2024	Section 5307	\$10,659,817	\$2,664,954	\$13,324,771
Transit Capital	2025	Section 5307	\$10,659,817	\$2,664,954	\$13,324,771
Transit Capital	2026	Section 5307	\$10,659,817	\$2,664,954	\$13,324,771
		<b>Total</b>	<b>\$35,979,451</b>	<b>\$8,994,862</b>	<b>\$44,974,313</b>

**Sponsor Agency:** TARC**Project Name:** Purchase Shop Equipment

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3173		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$1,977,596	Exempt	70

**Project Description:**

Purchase maintenance shop equipment to maintain transit fleet and support vehicles.

**Justification:**

TARC will apply these funds to purchasing shop equipment to maintain state of good repair for its fixed route fleet and support vehicles.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Transit Capital	2023	Section 5339	\$395,519	\$98,880	\$494,399
Transit Capital	2024	Section 5339	\$395,519	\$98,880	\$494,399
Transit Capital	2025	Section 5339	\$395,519	\$98,880	\$494,399
Transit Capital	2026	Section 5339	\$359,519	\$98,880	\$458,399
		<b>Total</b>	<b>\$1,546,076</b>	<b>\$395,520</b>	<b>\$1,941,596</b>

## Transit Projects

**Sponsor Agency:** TARC

**Project Name:** Purchase Support Vehicles

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3174		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$837,500	Exempt	45

**Project Description:**

Purchase maintenance and supervisory vehicles.

**Justification:**

TARC will replace a number of trucks and cars used for maintenance and supervision of operations. The vehicles to be replaced have exceeded their useful life and TARC's useful life benchmark.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Transit Capital	2023	Section 5339	\$190,000	\$47,500	\$237,500
Transit Capital	2024	Section 5339	\$160,000	\$40,000	\$200,000
Transit Capital	2025	Section 5339	\$160,000	\$40,000	\$200,000
Transit Capital	2026	Section 5339	\$160,000	\$40,000	\$200,000
<b>Total</b>			<b>\$670,000</b>	<b>\$167,500</b>	<b>\$837,500</b>

**Sponsor Agency:** TARC

**Project Name:** Purchase Two (2) 40' Buses

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3175		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$4,641,000	Exempt	70

**Project Description:**

Purchase two (2) forty-foot, low-floor diesel buses.

**Justification:**

TARC will purchase two (2) diesel buses to replace existing buses that have far exceeded their expected minimum useful life.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Transit Capital	2023	Section 5339	\$1,000,000	\$250,000	\$1,250,000
Transit Capital	2024	Section 5339	\$1,100,000	\$275,000	\$1,375,000
Transit Capital	2025	Section 5339	\$1,210,000	\$302,500	\$1,512,500
Transit Capital	2026	Section 5339	\$1,331,000	\$332,750	\$1,663,750
<b>Total</b>			<b>\$4,641,000</b>	<b>\$1,160,250</b>	<b>\$5,801,250</b>

**Sponsor Agency:** TARC

**Project Name:** Purchase Two (2) Extended Range Electric Buses

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3073		2024	Jefferson	\$2,192,671	Exempt	105

**Project Description:**

TARC will replace two (2) diesel buses that are past their useful life with two (2) new 40' extended range electric buses. TARC believes that zero-emission buses are the key to reducing maintenance costs and becoming more sustainable.

**Justification:**

With each diesel bus replaced with a battery-electric bus, TARC expects to save approximately 11,000 gallons of diesel fuel each year. In addition, over the lifetime of the new zero-emission buses, they will avoid emitting over 2,140 short tons of greenhouse gases (based on calculations using the Argonne National Lab's HDVEC emissions calculation tool).

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Transit Capital	2023	CMAQ-ST	\$1,754,137	\$438,535	\$2,192,672
<b>Total</b>			<b>\$1,754,137</b>	<b>\$438,535</b>	<b>\$2,192,672</b>

## Transit Projects

**Sponsor Agency:** TARC

**Project Name:** Purchase Vehicles for Mobility on Demand Service

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3012		2023	Clark, Floyd, Jefferson	\$405,933	Exempt	80

**Project Description:**

TARC will purchase five (5) modified Ford Transit Vans (or equal) for Mobility on Demand service to exurban locations.

**Justification:**

TARC intends to provide service to industrial and other sites in southern Indiana that are difficult or inefficient to reach with a full sized transit bus. Service will be focused on sites in Indiana, but some vehicles may be used for the same purpose in Kentucky. The vehicles will replace ADA accessible sedans that have exceeded their useful lives.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Transit Capital	2023	STBG-MPO	\$324,746	\$81,187	\$405,933
		<b>Total</b>	<b>\$324,746</b>	<b>\$81,187</b>	<b>\$405,933</b>

**Sponsor Agency:** TARC

**Project Name:** Rehab Administrative Building

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3176		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$2,000,000	Exempt	45

**Project Description:**

Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.

**Justification:**

TARC will apply these funds to a rehabilitation project for an existing administrative building.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Transit Capital	2023	Section 5339	\$400,000	\$100,000	\$500,000
Transit Capital	2024	Section 5339	\$400,000	\$100,000	\$500,000
Transit Capital	2025	Section 5339	\$400,000	\$100,000	\$500,000
Transit Capital	2026	Section 5339	\$400,000	\$100,000	\$500,000
		<b>Total</b>	<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$2,000,000</b>

**Sponsor Agency:** TARC

**Project Name:** Replacement Bus Parts

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3171		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$384,148	Exempt	70

**Project Description:**

Purchase replacement bus parts for maintenance of vehicles.

**Justification:**

TARC will procure replacement bus parts for maintenance to vehicles.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Transit Capital	2023	Section 5307	\$73,659	\$18,415	\$92,074
Transit Capital	2024	Section 5307	\$73,659	\$18,415	\$92,074
Transit Capital	2025	Section 5307	\$80,000	\$20,000	\$100,000
Transit Capital	2026	Section 5307	\$80,000	\$20,000	\$100,000
		<b>Total</b>	<b>\$307,318</b>	<b>\$76,830</b>	<b>\$384,148</b>



## Transit Projects

**Sponsor Agency:** TARC

**Project Name:** Route Planning Restoration Project

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3062		2023	Bullitt, Clark, Floyd, Jefferson, Oldham	\$800,000	Exempt	67

**Project Description:**

The Transit Authority of River City has received federal grant funding to perform a planning study that would reevaluate service lost in 2020 due to the COVID-19 pandemic. This study will examine pre-pandemic vs post-pandemic transit needs of the communities that saw routes eliminated and a reduction in express/commuter service in 2020. The desired outcome would be a plan that proposes new service implementation for communities that experienced a loss in service and ridership during COVID-19 and reflect the current needs of those communities in 2022. To do this the planning staff and outside consulting firm will conduct in-depth targeted community surveys to gauge the current public transit needs of low-income and minority populations in affected areas. Following a extensive public participation campaign, the project will establish a variety of system improvements to reflect public need.

**Justification:**

It has been made clear throughout 2020 and 2021, low-income and minority communities have been disproportionality impacted by the COVID-19 Pandemic. Service reductions as a result of the pandemic had a similar impact on these communities. While many discontinued routes in 2020 served low-income and minority communities, this study's intent is to evaluate how to best reintroduce this lost service in a way that considers how COVID-19 has altered the daily lives of these communities and if these changes are temporary or permanent. There is a case to be made that many routes were not serving their neighborhoods in the most effective and efficient way before the pandemic. Therefore, discontinuing these routes and studying their reimplementation after the COVID-19 crisis could be viewed as an opportunity to address existing shortfalls and better serve those communities most reliant on public transit.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Planning	2023	RPRP	\$800,000	\$0	\$800,000
		<b>Total</b>	\$800,000	\$0	\$800,000

**Sponsor Agency:** TARC

**Project Name:** Section 5310 Program

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2291		2050	Bullitt, Clark, Floyd, Jefferson, Oldham	\$47,926,672	Exempt	40

**Project Description:**

TARC is the designated recipient of federal Section 5310 grant funds for the Louisville Urbanized Area (UZA). TARC distributes these funds to private nonprofit groups that are meeting the transportation needs of older adults and people with disabilities when normal transportation service is unavailable, insufficient, or inappropriate to meeting these needs.

**Justification:**

Transit improvements for seniors and individuals with disabilities.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Transit Capital	2023	Section 5310	\$1,445,049	\$361,262	\$1,806,311
Transit Capital	2024	Section 5310	\$1,478,422	\$369,610	\$1,848,032
Transit Capital	2025	Section 5310	\$1,505,550	\$376,388	\$1,881,938
Transit Capital	2026	Section 5310	\$1,539,600	\$384,900	\$1,924,500
		<b>Total</b>	\$5,968,621	\$1,492,160	\$7,460,781

## Transit Projects

**Sponsor Agency:** TARC**Project Name:** Security Enhancements

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3172		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$992,805	Exempt	70

**Project Description:**

Purchase facilities and bus surveillance equipment.

**Justification:**

TARC will procure new and replacement cameras and monitoring equipment for facilities and fixed route buses.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Transit Capital	2023	Section 5307	\$192,064	\$48,016	\$240,080
Transit Capital	2024	Section 5307	\$196,049	\$49,012	\$245,061
Transit Capital	2025	Section 5307	\$201,055	\$50,264	\$251,319
Transit Capital	2026	Section 5307	\$205,076	\$51,269	\$256,345
<b>Total</b>			<b>\$794,244</b>	<b>\$198,561</b>	<b>\$992,805</b>

**Sponsor Agency:** Zoom Group**Project Name:** Purchase Transit Vehicles and Equipment (Section 5310-22 TRADITIONAL Project)

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3063		2023	Bullitt, Jefferson, Oldham	\$169,000	Exempt	55

**Project Description:**

Zoom Group, Inc. for the Zoom Group Transportation Project. Purchase one (1) ADA-accessible full-size van with enhanced HVAC; one (1) ADA-accessible full-size van with enhanced HVAC and all-wheel drive; two (2) GPS Lockbox (Wayfinder) systems; and four (4) signage graphics. The project will provide transportation for seniors and individuals with disabilities to jobs, job training, job interviews, classes, and medical and mental health appointments. The project will serve approximately 250 physically and developmentally disabled adults, many of whom would be otherwise unable to acquire and maintain employment and access the community.

**Justification:**

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Transit Capital	2023	Section 5310	\$135,200	\$33,800	\$169,000
<b>Total</b>			<b>\$135,200</b>	<b>\$33,800</b>	<b>\$169,000</b>

**Sponsor Agency:** zTrip**Project Name:** Purchase Transit Vehicles (Section 5310-22 OTHER Project)

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3064		2023	Bullitt, Clark, Floyd, Jefferson, Oldham	\$304,000	Exempt	55

**Project Description:**

Ztrip (WHC SAF, LLC, dba Ztrip) for the Wheelchair Van Project. Purchase four (4) ADA-accessible minivans to provide shared ride service as part of the existing TARC3 program.

**Justification:**

"The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable."

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Transit Capital	2023	Section 5310	\$243,200	\$60,800	\$304,000
<b>Total</b>			<b>\$243,200</b>	<b>\$60,800</b>	<b>\$304,000</b>



# INDIANA

## Maintenance Projects









# Indiana Maintenance Projects

**Sponsor Agency:** Clark County

**Project Name:** Clark County Bridge 413

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2836	I902768	2027	Clark	\$4,672,650	Exempt

**Project Description:**

Clark County Bridge 413 is located over abandoned railroad tracks that have been removed and converted to a pedestrian path. The bridge will be removed and replaced with a three-sided culvert. Following construction, Clark County will relinquish the structure to the Town of Clarksville.

**Justification:**

The Clark County Bridge 413 is located on Brown's Station Way over an abandoned CSX line. Brown's Station Way is classified as a freeway. The latest round on inspections identified the surface of Bridge 413 as "poor" and improvements were recommended. According to the latest bridge design codes a bridge located on a freeway must have 8-10 foot shoulders on either side of the throughway. Bridge 413 does not have shoulders. Any improvements to the bridge should include adding shoulders to the bridge.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2024	Bridge	\$155,200	\$38,800	\$194,000
U	2025	Bridge	\$258,000	\$64,500	\$322,500
C	2025	Bridge	\$387,000	\$96,750	\$483,750
C	2025	Bridge	\$2,580,000	\$645,000	\$3,225,000
<b>Total</b>			\$3,380,200	\$845,050	\$4,225,250

**Sponsor Agency:** Floyd County

**Project Name:** Replacement of Bridge 51

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
I558	I700788	2027	Clark, Floyd	\$7,000,000	Exempt

**Project Description:**

Replacement of Bridge 51 over Silver Creek and reconstruction of approaches on Blackiston Mill Road. Total project length is approximately 0.312 miles.

**Justification:**

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.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2024	STBG-MPO	\$1,200,000	\$300,000	\$1,500,000
C	2024	STBG-MPO	\$3,608,183	\$1,000,000	\$4,608,183
<b>Total</b>			\$4,808,183	\$1,300,000	\$6,108,183

**Sponsor Agency:** INDOT

**Project Name:** Bridge Over I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2843	2000346	2024	Clark	\$1,556,281	Exempt

**Project Description:**

Bridge deck overlay project over I-65, 0.44 miles south of I-265.

**Justification:**

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2024	NHPP	\$495,000	\$55,000	\$550,000
C	2024	NHPP	\$731,413	\$81,268	\$812,681
<b>Total</b>			\$1,226,413	\$136,268	\$1,362,681

## Indiana Maintenance Projects

**Sponsor Agency:** INDOT

**Project Name:** Henryville Welcome Center Reconstruction

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3025	I 902858	2027	Clark	\$38,400,600	Exempt

**Project Description:**

Rest area modernization project in Henryville on I-65 north bound at mile marker 22.

**Justification:**

The Henryville Welcome Center will be reconstructed to help meet the needs of the traveling public. The welcome center building will be redesigned to accommodate a higher volume of travelers and the parking lot will be reconfigured to increase truck parking spaces by a minimum of 36 spaces.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	STBG-ST	\$2,678,400	\$297,600	\$2,976,000
ROW	2023	STBG-ST	\$108,400	\$12,100	\$120,500
C	2025	STBG-ST	\$21,902,400	\$2,433,600	\$24,336,000
<b>Total</b>			\$24,689,200	\$2,743,300	\$27,432,500

**Sponsor Agency:** INDOT

**Project Name:** I-265

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2498	I 701091	2025	Floyd	\$3,767,379	Exempt

**Project Description:**

Bridge deck replacement on I-265, 00.89 miles west of I-65 at Admore Lane, Silver Creek EB.

**Justification:**

Bridge deck replacement.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2024	Bridge	\$3,229,856	\$358,873	\$3,588,729
<b>Total</b>			\$3,229,856	\$358,873	\$3,588,729

**Sponsor Agency:** INDOT

**Project Name:** I-265

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2500	I 701094	2024	Clark	\$6,325,000	Exempt

**Project Description:**

Bridge deck replacement on I-265, 02.50 miles east of Charlestown Road on the EB ramp to I-65 NB.

**Justification:**

Bridge deck replacement.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2024	Bridge	\$1,517,261	\$168,585	\$1,685,846
<b>Total</b>			\$1,517,261	\$168,585	\$1,685,846

# Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-265

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2501	1701093	2024	Clark	\$3,682,996	Exempt

**Project Description:**

Bridge deck replacement on I-265, 00.89 miles west of I-65 at Admore Lane, Silver Creek WB.

**Justification:**

Bridge deck replacement,

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$3,229,781	\$358,865	\$3,588,646
		<b>Total</b>	\$3,229,781	\$358,865	\$3,588,646

Sponsor Agency: INDOT

Project Name: I-265

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2860	2000317	2024	Floyd	\$1,520,895	Exempt

**Project Description:**

Construct a bridge deck overlay project on I-265 on the westbound bridge over CSX RR, 0.33 miles west of SR 111.

**Justification:**

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface and deck. The deck received its first rigid deck overlay in 1999 and is in overall good condition. The original overlay has surpassed its expected life and to insure the deck remains protected a second rigid overlay is needed. The approach slabs are also in good condition and it is anticipated that they will be overlaid along with the deck.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	NHPP	\$9,000	\$1,000	\$10,000
C	2024	NHPP	\$1,072,705	\$119,190	\$1,191,895
		<b>Total</b>	\$1,081,705	\$120,190	\$1,201,895

Sponsor Agency: INDOT

Project Name: I-265 Bridge Deck Overlay on Klerner Lane Bridge, 0.40  
Miles East of SR 111

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2968	2100560	2026	Floyd	\$2,178,600	Exempt

**Project Description:**

I-265 bridge deck overlay on Klerner Lane bridge over I-265 EB/WB, 0.40 miles east of SR 111.

**Justification:**

The purpose of this project is to correct the deficiencies in the wearing surface, deck, and superstructure to help further protect the structure and extend the service life of the bridge.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
PE	2023	NHPP	\$110,520	\$12,280	\$122,800
ROW	2024	NHPP	\$9,000	\$1,000	\$10,000
U	2026	NHPP	\$9,000	\$1,000	\$10,000
C	2026	NHPP	\$1,524,600	\$169,400	\$1,694,000
		<b>Total</b>	\$1,653,120	\$183,680	\$1,836,800

## Indiana Maintenance Projects

**Sponsor Agency:** INDOT

**Project Name:** I-265 Bridge Over State Street EB Ramp C

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2859	2000323	2027	Floyd	\$790,960	Exempt

**Project Description:**

Bridge deck overlay on I-265 over State Street northbound/southbound, 0.84 miles east of I-64 (Ramp C, EB).

**Justification:**

To correct the deficiencies of the bridge deck and maintain and prolong the structure integrity of the bridge.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2025	NHPP	\$563,853	\$62,650	\$626,503
<b>Total</b>			\$563,853	\$62,650	\$626,503

**Sponsor Agency:** INDOT

**Project Name:** I-265 Bridge Replacement

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3153	2200019	2027	Floyd	\$4,834,424	Exempt

**Project Description:**

Bridge replacement on I-265 from the westbound I-265 ramp to EB I-64 over eastbound I-64 to eastbound I-265 ramp.

**Justification:**

This project will replace the I-265 bridge to accommodate the I-64 added travel lanes project.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2025	NHPP	\$4,350,982	\$483,442	\$4,834,424
<b>Total</b>			\$4,350,982	\$483,442	\$4,834,424

**Sponsor Agency:** INDOT

**Project Name:** I-265 Eastbound Bridge Over Mount Tabor Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2862	2000321	2024	Floyd	\$910,850	Exempt

**Project Description:**

Construct bridge rehabilitation to the eastbound bridge over Mount Tabor Road, 0.50 miles west of SR 111.

**Justification:**

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the elements and notable deficiencies in the wearing surface, deck, joint and reinforced concrete bridge approaches. There is minor hairline cracking throughout the wearing surface and the west joint has a small 6" spall. There is also hairline cracks with minimal efflorescence in both concrete parapets. The bridge was recently painted and superstructure appears to be in good condition. In addition, there are transverse cracks in both approach slabs and are in need of replacement.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$711,887	\$79,098	\$790,985
<b>Total</b>			\$711,887	\$79,098	\$790,985



# Indiana Maintenance Projects

**Sponsor Agency:** INDOT

**Project Name:** I-265 EB Bridge Over Jacobs Creek

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2854	2000335	2024	Floyd	\$1,278,840	Exempt

**Project Description:**

Bridge deck overlay on I-265 EB bridge over Jacobs Creek, 0.79 miles east of SR 311.

**Justification:**

Bridge rehabilitation project to prolong the life of the bridge and ensure safety of traveling public.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$975,186	\$108,354	\$1,083,540
		<b>Total</b>	\$975,186	\$108,354	\$1,083,540

**Sponsor Agency:** INDOT

**Project Name:** I-265 EB Bridge Over State Street NB/SB

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2857	2000326	2027	Floyd	\$2,063,597	Exempt

**Project Description:**

Bridge deck overlay on I-265 eastbound bridge over State Street northbound/southbound.

**Justification:**

To correct the deficiencies in the wearing surface and deck and prolong the life of the bridge structure.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2025	NHPP	\$1,740,237	\$199,360	\$1,939,597
		<b>Total</b>	\$1,740,237	\$199,360	\$1,939,597

**Sponsor Agency:** INDOT

**Project Name:** I-265 EB Over CSX RR

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2855	2000318	2024	Floyd	\$1,340,895	Exempt

**Project Description:**

Bridge deck overlay on I-265 eastbound bridge over CSX Railroad, 0.33 miles west of SR 111.

**Justification:**

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	NHPP	\$9,000	\$10,000	\$19,000
C	2024	NHPP	\$1,072,706	\$119,189	\$1,191,895
		<b>Total</b>	\$1,081,706	\$129,189	\$1,210,895

## Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-265 Over I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2910	2002339	2025	Clark	\$450,379	Exempt

**Project Description:**

Bridge painting rehabilitation at I-265 EB ramp over I-65 to I-65 NB, 02.50 miles east of SR 311.

**Justification:**

The purpose of this rehabilitation is due to the decks transverse cracks and map cracking with one spall in span B in the deck underside. Three moderate size wet spots under the spalls in the wearing surface. Shrinkage cracks in copings and parapets. Cracking in the wearing surface. The concrete patches from previous repair still look good.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	NHPP	\$297,341	\$33,038	\$330,379
<b>Total</b>			\$297,341	\$33,038	\$330,379

Sponsor Agency: INDOT

Project Name: I-265 Over Slate Run Creek Scour Protection

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3051	2200873	2024	Floyd	\$195,000	Exempt

**Project Description:**

Scour and erosion protection on I-265 over Slate Run Creek, 0.2 mile south of I-265.

**Justification:**

The project will correct the deficiencies with erosion and scour at the outlet (east end) of the structure.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
PE	2023	NHPP	\$40,000	\$10,000	\$50,000
C	2024	NHPP	\$130,500	\$14,500	\$145,000
<b>Total</b>			\$170,500	\$24,500	\$195,000

Sponsor Agency: INDOT

Project Name: I-265 Payne-Koehler Road Bridge Deck Overlay

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2512	1800807	2024	Floyd	\$1,109,924	Exempt

**Project Description:**

Bridge rehabilitation project consisting of a bridge deck overlay on I-265 EB/WB over Payne-Koehler Road, located at 0.43 miles east of IN 311.

**Justification:**

Bridge deck overlay.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$899,662	\$99,962	\$999,624
<b>Total</b>			\$899,662	\$99,962	\$999,624

Sponsor Agency: INDOT

Project Name: I-265 WB Bridge Over Jacobs Creek

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2856	2000334	2024	Floyd	\$1,213,540	Exempt

**Project Description:**

Bridge deck overlay on I-265 westbound over Jacobs Creek, 0.79 miles east of SR 311.

**Justification:**

To correct deficiencies in the wearing surface and extend the life of the bridge.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$975,186	\$108,354	\$1,083,540
<b>Total</b>			\$975,186	\$108,354	\$1,083,540

## Indiana Maintenance Projects

**Sponsor Agency:** INDOT

**Project Name:** I-265 WB Bridge Over Mount Tabor Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2861	2000319	2024	Floyd	\$1,011,685	Exempt

**Project Description:**

Construct a bridge rehabilitation on I-265 on the westbound bridge over Mount Tabor Road, 0.50 miles west of SR 111.

**Justification:**

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the

service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, and reinforced concrete bridge slabs. There are five large patches in the deck with three patches in Span B in the slow lane and two in the fast lane. In addition, there is a minor longitudinal cracks in the wearing surface. The west joint has been recently repaired. There is a hairline cracks with efflorescence in the barrier rail and minor cracks with efflorescence around the previous full depth patches. The bridge received its first rigid overlay in 1999 and has met the expected design life for an overlay and is in need of a second overlay to continue to protect the deck. Also, there are transverse cracks in the both approach slabs and they are in need of replacement.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2024	NHPP	\$711,887	\$79,098	\$790,985
C	2024	NHPP	\$9,000	\$1,000	\$10,000
<b>Total</b>			<b>\$720,887</b>	<b>\$80,098</b>	<b>\$800,985</b>

**Sponsor Agency:** INDOT

**Project Name:** I-265 WB Over State Street

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2858	2000324	2027	Floyd	\$1,137,693	Exempt

**Project Description:**

Bridge deck overlay on I-265 westbound over State Street northbound/southbound.

**Justification:**

To correct the deficiencies of the existing bridge deck and maintain and prolong the structural life of the bridge.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2025	NHPP	\$377,106	\$41,901	\$419,007
<b>Total</b>			<b>\$377,106</b>	<b>\$41,901</b>	<b>\$419,007</b>

**Sponsor Agency:** INDOT

**Project Name:** I-64

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2494	1700207	2027	Floyd	\$4,418,650	Exempt

**Project Description:**

Replace superstructure on I-64, EB 00.73 miles east of US 150 at Quarry Road.

**Justification:**

Superstructure replacement.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2023	NHPP	\$40,500	\$4,500	\$45,000
PE	2025	NHPP	\$90,000	\$10,000	\$100,000
U	2025	NHPP	\$31,500	\$35,000	\$66,500
C	2025	NHPP	\$3,278,835	\$364,315	\$3,643,150
<b>Total</b>			<b>\$3,440,835</b>	<b>\$413,815</b>	<b>\$3,854,650</b>

# Indiana Maintenance Projects

Sponsor Agency: INDOT			Project Name: I-64		
KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	AQ Analysis Status:
2495	I700205	2027	Floyd	\$2,705,686	Exempt
Project Description:					
Bridge deck replacement on I-64, WBL 1.63 miles west of US 150 at IN 62/IN 64 EB/VWB.					
Justification:					
Bridge deck replacement.					
Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2025	NHPP	\$135,000	\$15,000	\$150,000
U	2025	NHPP	\$31,500	\$3,500	\$35,000
C	2025	NHPP	\$2,268,617	\$252,069	\$2,520,686
Total			\$2,435,117	\$270,569	\$2,705,686

Sponsor Agency: INDOT			Project Name: I-64		
KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	AQ Analysis Status:
2496	I700206	2027	Floyd	\$2,827,667	Exempt
Project Description:					
Replace superstructure on I-64, eastbound lanes 1.63 miles west of US 150 over IN 62/IN 64 eastbound/westbound.					
Justification:					
Superstructure replacement.					
Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2025	STBG-ST	\$135,000	\$15,000	\$150,000
U	2025	NHPP	\$31,500	\$3,500	\$35,000
C	2025	NHPP	\$2,268,617	\$252,069	\$2,520,686
Total			\$2,435,117	\$270,569	\$2,705,686

Sponsor Agency: INDOT			Project Name: I-64 at I-265 Bridge Deck Overlay #1		
KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	AQ Analysis Status:
2513	I800721	2027	Floyd	\$6,744,311	Exempt
Project Description:					
Bridge rehabilitation project consisting of a bridge deck overlay on I-64. Location is 02.20 miles east of US 150 at I-265 EB ramp to I-64 EB.					
Justification:					
Bridge deck overlay					
Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2025	NHPP	\$5,316,554	\$590,728	\$5,907,282
Total			\$5,316,554	\$590,728	\$5,907,282



# Indiana Maintenance Projects

**Sponsor Agency:** INDOT

**Project Name:** I-64 at I-265 Bridge Deck Overlay #2

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2514	I702617	2027	Floyd	\$7,799,091	Exempt

**Project Description:**

Bridge rehabilitation project consisting of a bridge deck overlay on I-64. Located at 2.11 miles east of US 150, I-64 WB @ I-64 EB ramp to I-265 EB.

**Justification:**

Bridge deck overlay.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2025	NHPP	\$5,448,306	\$605,367	\$6,053,673
		<b>Total</b>	\$5,448,306	\$605,367	\$6,053,673

**Sponsor Agency:** INDOT

**Project Name:** I-64 Bridge Deck Overlay

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3049	2200718	2027	Floyd	\$175,000	Exempt

**Project Description:**

Bridge deck overlay on I-64 over the I-64 Ramp I23D to I-64 westbound, 0.28 miles west of SR 111.

**Justification:**

This project will improve the condition of the bridge and extend its service life.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
PE	2023	NHPP	\$157,500	\$17,500	\$175,000
		<b>Total</b>	\$157,500	\$17,500	\$175,000

**Sponsor Agency:** INDOT

**Project Name:** I-64 Bridge Deck Overlay

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3050	2200719	2027	Floyd	\$225,000	Exempt

**Project Description:**

Bridge deck overlay on I-64 over SR 62X/Spring Street, 0.18 west of SR 111.

**Justification:**

This project will improve the conditions of the bridge and extend its service life.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
PE	2023	NHPP	\$202,500	\$22,500	\$225,000
		<b>Total</b>	\$202,500	\$22,500	\$225,000

**Sponsor Agency:** INDOT

**Project Name:** I-64 Bridge Replacement Over Captain Frank Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3151	2200017	2027	Floyd	\$2,484,812	Exempt

**Project Description:**

I-64 bridge replacement on I-64 eastbound over Captain Frank Road.

**Justification:**

This is a bridge replacement on I-64 eastbound over Captain Frank Road to accommodate the I-64 added travel lanes project.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2025	NHPP	\$2,236,331	\$248,481	\$2,484,812
		<b>Total</b>	\$2,236,331	\$248,481	\$2,484,812

## Indiana Maintenance Projects

**Sponsor Agency:** INDOT **Project Name:** I-64 Cherry Street Bridge Deck Overlay

**KIPDA ID:** 2515 **State ID/DES #:** I702614 **Open to Public:** 2027 **County/Countries:** Floyd **Project Cost:** \$1,616,381 **AQ Analysis Status:** Exempt

**Project Description:**

Bridge rehabilitation project consisting of a bridge deck overlay on I-64, located .085 miles west of IN 111 over Cherry Street.

**Justification:**

Bridge deck overlay.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2025	NHPP	\$1,346,743	\$149,638	\$1,496,381
<b>Total</b>			<b>\$1,346,743</b>	<b>\$149,638</b>	<b>\$1,496,381</b>

**Sponsor Agency:** INDOT **Project Name:** I-64 EB Bridge Over Yenowine Road

**KIPDA ID:** 2849 **State ID/DES #:** 2000144 **Open to Public:** 2027 **County/Countries:** Floyd **Project Cost:** \$2,133,636 **AQ Analysis Status:** Exempt

**Project Description:**

Bridge deck overlay project on I-64 eastbound over Yenowine Road, 0.40 miles west of SR 64.

**Justification:**

Bridge rehabilitation project to construct a bridge deck overlay to correct and repair the deficiencies to maintain and prolong the life of the bridge structure.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	NHPP	\$22,005	\$2,445	\$24,450
C	2025	NHPP	\$1,803,272	\$200,364	\$2,003,636
<b>Total</b>			<b>\$1,825,277</b>	<b>\$202,809</b>	<b>\$2,028,086</b>

**Sponsor Agency:** INDOT **Project Name:** I-64 Hot-Mix Asphalt (HMA) Overlay

**KIPDA ID:** 3192 **State ID/DES #:** 2200833 **Open to Public:** 2027 **County/Countries:** Floyd **Project Cost:** \$59,474,000 **AQ Analysis Status:** Exempt

**Project Description:**

Hot-mix asphalt (HMA) overlay minor structural on I-64 from 0.50 miles west of SR 135 to 1.01 miles west of SR 64.

**Justification:**

This project will improve the conditions of the pavement and extend its service life.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	NHPP	\$4,500,000	\$500,000	\$5,000,000
RR	2024	NHPP	\$9,000	\$1,000	\$10,000
ROW	2025	NHPP	\$9,000	\$1,000	\$10,000
<b>Total</b>			<b>\$4,518,000</b>	<b>\$502,000</b>	<b>\$5,020,000</b>

# Indiana Maintenance Projects

**Sponsor Agency:** INDOT

**Project Name:** I-64 New Bridge Over I-64 EB to I-265 EB Ramp

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3150	2200016	2027	Floyd	\$6,630,494	Non-Exempt

**Project Description:**

New bridge construction on I-64 over the I-64 eastbound to the I-265 eastbound ramp.

**Justification:**

This project will provide a new eastbound alignment over I-64 eastbound to the I-265 eastbound ramp.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2025	NHPP	\$5,967,445	\$663,049	\$6,630,494
		<b>Total</b>	<b>\$5,967,445</b>	<b>\$663,049</b>	<b>\$6,630,494</b>

**Sponsor Agency:** INDOT

**Project Name:** I-64 Sherman Minton Corridor Maintenance

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2533	I702255	2024	Floyd	\$170,079,448	Exempt

**Project Description:**

Bridge Rehabilitation Or Repair: I-64 Sherman Minton Bridge over Ohio River 3.95 miles west of I-65, Painting, MOT, Interchanges and Pavement NBI 034520. Bridge Painting: I-64 Sherman Minton Bridge over the Ohio River 3.95 miles west of I-65 NBI 034520. HMA Overlay, Preventive Maintenance: SR 111 Old SR-62 (Elm Street) from I-64 Off Ramp to State Street NBI (KY)-IN. Bridge Painting: I-64 Kentucky Approach to Sherman Minton Bridge over the Ohio River 3.6 miles west of I-65 NBI 034523. Bridge Deck Overlay: I-64 Indiana WB approach to the Sherman Minton Bridge over the Ohio River 3.93 miles west of I-65 NBI 034515. Bridge Deck Overlay: I-64 Indiana EB approach (1 of 2) Sherman Minton Bridge over the Ohio River 4 miles west of I-65 NBI 034510. Bridge Deck Overlay: I-64 Indiana EB approach (2 of 2) Sherman Minton Bridge over the Ohio River 4 miles west of I-65 NBI 034513. Bridge Deck Replacement: I-64 Kentucky approach to the Sherman Minton Bridge over the Ohio River 3.61 miles west of I-65 NBI 034523. Bridge Painting: I-64 00.11 miles west of SR 111 over Market Street NBI 034490.

**Justification:**

Rehabilitate the bridge decks, perform minor structural repairs on the five bridges in the I-64 Sherman Minton Corridor. These maintenance efforts are required to sustain the bridges through their 100 year design life.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	Bridge	\$69,790,703	\$7,754,523	\$77,545,226
		<b>Total</b>	<b>\$69,790,703</b>	<b>\$7,754,523</b>	<b>\$77,545,226</b>

**Sponsor Agency:** INDOT

**Project Name:** I-64 Small Structure Pipe Lining, 0.40 Miles East of I-265

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2969	2100817	2026	Floyd	\$729,950	Exempt

**Project Description:**

Correct deficiencies in small structure pipe lining on I-64 over unnamed ditch, 0.40 miles east of I-265.

**Justification:**

The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements. There is a significant amount of sediment in the pipe and there is significant corrosion and deep pitting in the invert of the structure. The sediment in the pipe in the pipe accounts for ten to twenty-five percent of the cross section area of the pipe. There are also scattered perforations approximately 5' at the south outlet end.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2023	NHPP	\$9,000	\$1,000	\$10,000
U	2025	NHPP	\$9,000	\$1,000	\$10,000
C	2025	NHPP	\$521,955	\$57,995	\$579,950
		<b>Total</b>	<b>\$539,955</b>	<b>\$59,995</b>	<b>\$599,950</b>

## Indiana Maintenance Projects

**Sponsor Agency:** INDOT **Project Name:** I-64 Small Structure Pipe Lining, 3.67 Miles West of SR 64

**KIPDA ID:** 2970 **State ID/DES #:** 2100770 **Open to Public:** 2026 **County/Countries:** Floyd **Project Cost:** \$665,900 **AQ Analysis Status:** Exempt

**Project Description:**

Small structure pipelining on I-64 over unnamed ditch, 3.67 miles west of SR 64.

**Justification:**

The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2023	NHPP	\$9,000	\$1,000	\$10,000
C	2026	NHPP	\$455,400	\$50,600	\$506,000
<b>Total</b>			<b>\$464,400</b>	<b>\$51,600</b>	<b>\$516,000</b>

**Sponsor Agency:** INDOT **Project Name:** I-64 WB Over Yenowine Road

**KIPDA ID:** 2848 **State ID/DES #:** 2000145 **Open to Public:** 2027 **County/Countries:** Floyd **Project Cost:** \$1,848,333 **AQ Analysis Status:** Exempt

**Project Description:**

Bridge deck overlay project on I-64 WB bridge over Yenowine Road, 0.40 miles west of SR 64.

**Justification:**

Bridge rehabilitation project constructing an overlay to correct and repair the deficiencies to maintain and prolong the life of the bridge structure.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	NHPP	\$22,005	\$2,445	\$24,450
C	2025	NHPP	\$1,641,495	\$182,388	\$1,823,883
<b>Total</b>			<b>\$1,663,500</b>	<b>\$184,833</b>	<b>\$1,848,333</b>

**Sponsor Agency:** INDOT **Project Name:** I-64 Westbound Bridge Replacement Over Captain Frank Road

**KIPDA ID:** 3152 **State ID/DES #:** 2200018 **Open to Public:** 2027 **County/Countries:** Floyd **Project Cost:** \$4,041,532 **AQ Analysis Status:** Exempt

**Project Description:**

Bridge replacement on I-64 westbound over Captain Frank Road.

**Justification:**

This is a bridge replacement project to accommodate the I-64 added travel lanes project.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2025	NHPP	\$3,637,379	\$404,153	\$4,041,532
<b>Total</b>			<b>\$3,637,379</b>	<b>\$404,153</b>	<b>\$4,041,532</b>

**Sponsor Agency:** INDOT **Project Name:** I-64 Westbound Lane Over Quarry Road Bridge Replacement

**KIPDA ID:** 3149 **State ID/DES #:** 2200015 **Open to Public:** 2027 **County/Countries:** Floyd **Project Cost:** \$2,537,826 **AQ Analysis Status:** Exempt

**Project Description:**

Bridge replacement of the I-64 westbound lane bridge over Quarry Road.

**Justification:**

This is a bridge replacement project to accommodate the added travel lanes contract on I-64.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2025	NHPP	\$2,284,043	\$253,783	\$2,537,826
<b>Total</b>			<b>\$2,284,043</b>	<b>\$253,783</b>	<b>\$2,537,826</b>



# Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2492	I600750	2025	Clark	\$2,592,500	Exempt

**Project Description:**

Replace superstructure on I-65, 2.68 miles south of IN I60 over Blue Lick Creek WBL.

**Justification:**

Superstructure replacement.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2024	NHPP	\$67,500	\$7,500	\$75,000
U	2024	NHPP	\$22,500	\$2,500	\$25,000
C	2024	NHPP	\$2,018,250	\$224,250	\$2,242,500
<b>Total</b>			\$2,108,250	\$234,250	\$2,342,500

Sponsor Agency: INDOT

Project Name: I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2493	I600744	2025	Clark	\$2,720,600	Exempt

**Project Description:**

Replace superstructure on I-65, 2.68 miles south of IN I60 over Blue Lick Creek NBL.

**Justification:**

Superstructure replacement.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2024	NHPP	\$67,500	\$7,500	\$75,000
U	2024	NHPP	\$22,500	\$2,500	\$25,000
C	2024	NHPP	\$2,018,250	\$224,250	\$2,242,500
<b>Total</b>			\$2,108,250	\$234,250	\$2,342,500

Sponsor Agency: INDOT

Project Name: I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2844	2000461	2026	Clark	\$9,012,135	Exempt

**Project Description:**

Construct a Concrete Pavement Restoration project on I-65 from 0.63 miles north of US 31 (where US 31 rejoins I-65, 0.15 miles south of East Stansifer Avenue) to 2.62 miles north of SR 60 (0.65 miles north of St. Joe Road).

**Justification:**

The purpose of this project is to extend the functional life of the pavement by addressing structural and functional deficiencies and resealing the joints. This is a standalone project.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2026	NHPP	\$8,029,921	\$892,214	\$8,922,135
<b>Total</b>			\$8,029,921	\$892,214	\$8,922,135

## Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-65 Bridge Over I-65 and US 31

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2840	2000316	2024	Clark	\$774,754	Exempt

**Project Description:**

Construct a bridge thin deck overlay rehabilitation project on the bridge over I-65, US 31/Frontage Road, 00.86 miles north of SR 62X. This is the lead des number for contract B-42896.

**Justification:**

The purpose of this project is to protect the existing deck with a preventative maintenance wearing surface treatment to help extend the service life of the bridge deck. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. The bridge was built in 2004 and has never received a wearing surface treatment to date. There are transverse and longitudinal cracks in the wearing surface and three shallow pop-outs at the west joint. The pop outs will need to be patched before a wearing surface treatment is installed. This bridge would benefit from the additional protection through a preventative maintenance wearing surface treatment. There are also shrinkage cracks in the concrete barrier wall and copings that would benefit from being sealed. The joints need replaced on this bridge and the cracks in the approach slabs needs to be routed, patched, and sealed.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$625,279	\$69,475	\$694,754
<b>Total</b>			\$625,279	\$69,475	\$694,754

Sponsor Agency: INDOT

Project Name: I-65 Bridge Over SR 62X

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2841	2000333	2024	Clark	\$471,891	Exempt

**Project Description:**

Construct a bridge thin deck overlay rehabilitation over I-65, 01.20 miles north of SR 62X. This is a baby des to the lead des 2000316 on contract B-42896.

**Justification:**

The purpose of this project is to maintain or improve the current condition ratings of this bridge deck and wearing surface. The need for this project is based upon the age of the new deck that was placed in 2004. Based on the current condition ratings of this deck and its age, this is the optimal time to place a polymeric thin deck overlay. In 2024, this bridge deck and wearing surface will be 20 years old, which puts it at the outer years of the timeframe for a thin deck overlay, however, this deck and wearing surface are in good condition, with both being rated an "7". Applying a thin deck overlay will extend the performance life of this structure, thereby, delaying the need for a more costly rigid overlay project.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$317,602	\$35,289	\$352,891
<b>Total</b>			\$317,602	\$35,289	\$352,891

Sponsor Agency: INDOT

Project Name: I-65 Small Structure

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3033	2001597	2025	Clark	\$67,086	Exempt

**Project Description:**

Small structure paved invert on I-65, 3.42 mile north of SR 160.

**Justification:**

This project will improve the conditions of the small structure and extend its service life.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$60,377	\$6,709	\$67,086
<b>Total</b>			\$60,377	\$6,709	\$67,086

# Indiana Maintenance Projects

**Sponsor Agency:** INDOT

**Project Name:** I-65 Small Structure

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3034	2001598	2025	Clark	\$101,711	Exempt

**Project Description:**

Small structure paved invert on I-65, 0.67 mile north of SR 160.

**Justification:**

This project will improve the condition of the structure and extend its service life.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$91,540	\$10,171	\$101,711
<b>Total</b>			\$91,540	\$10,171	\$101,711

**Sponsor Agency:** INDOT

**Project Name:** I-65 Small Structure Pipe Lining

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3032	2001595	2025	Clark	\$473,466	Exempt

**Project Description:**

Small structure pipe lining on I-65, 3.54 miles north of SR 160.

**Justification:**

This project will improve the conditions of the small structure and extend its service life.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$426,119	\$47,347	\$473,466
<b>Total</b>			\$426,119	\$47,347	\$473,466

**Sponsor Agency:** INDOT

**Project Name:** I-65 Small Structure Pipe Lining

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3142	2001599	2025	Clark	\$298,229	Exempt

**Project Description:**

Small structure pipe lining on I-65, 9.21 miles north of SR 311.

**Justification:**

This project will improve the current condition of the structure and extend its service life.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$268,406	\$29,823	\$298,229
<b>Total</b>			\$268,406	\$29,823	\$298,229

**Sponsor Agency:** INDOT

**Project Name:** Repair or Replace Lighting at Various Locations in Seymour District

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3162	2101785	2025	Clark, Floyd	\$2,600,000	Exempt

**Project Description:**

Replace or repair lighting with LED at various locations within the Seymour District.

**Justification:**

This project will provide maintenance and upgrades to the lighting within Seymour District which will improve safety and visibility.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	STBG-ST	\$2,080,000	\$520,000	\$2,600,000
<b>Total</b>			\$2,080,000	\$520,000	\$2,600,000

# Indiana Maintenance Projects

Sponsor Agency: INDOT			Project Name: SR 111			
KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	AQ Analysis Status:	
2852	2000357	2024	Floyd	\$780,702	Exempt	
Project Description:						
Construct a bridge deck overlay over Middle Creek, 1.25 miles south of SR 62.						
Justification:						
To perform a rehabilitation project on SR 111 and extend the life of the bridge asset.						
Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:	
ROW	2023	STBG-ST	\$16,000	\$4,000	\$20,000	
C	2024	STBG-ST	\$489,442	\$122,360	\$611,802	
Total			\$505,442	\$126,360	\$631,802	

Sponsor Agency: INDOT			Project Name: SR 111 Slide Correction			
KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	AQ Analysis Status:	
2974	2100244	2026	Floyd	\$1,575,184	Exempt	
Project Description:						
Slide correction on SR 111 0.7 miles south of the I-64 overpass.						
Justification:						
To stabilize the slide with solder piles, remove the barrier wall, replace the adjacent sidewalk and pavement that has been uplifted by the slide, and resurface the rest of the pavement in the project limits.						
Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:	
PE	2023	STBG-ST	\$967,666	\$107,518	\$1,075,184	
ROW	2024	STBG-ST	\$450,000	\$50,000	\$500,000	
Total			\$1,417,666	\$157,518	\$1,575,184	

Sponsor Agency: INDOT			Project Name: SR 160 Bridge Deck Overlay			
KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	AQ Analysis Status:	
3156	2200698	2027	Clark	\$1,561,110	Exempt	
Project Description:						
Bridge deck overlay on SR 160 over I-65, 0.54 mile west of US 31.						
Justification:						
This project will improve the condition of the bridge and extend its service life.						
Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:	
PE	2024	STBG-ST	\$200,000	\$50,000	\$250,000	
Total			\$200,000	\$50,000	\$250,000	



## Indiana Maintenance Projects

**Sponsor Agency:** INDOT

**Project Name:** SR 265 at Old Salem Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2975	2100647	2026	Clark	\$377,000	Exempt

**Project Description:**

Bridge thin deck overlay at SR 265 at Old Salem Road bridge over SR 265 EB/WB, 2.20 miles east of SR 62.

**Justification:**

The purpose of this project is to protect the existing deck with a preventative maintenance wearing surface treatment to help extend the service life of the bridge deck. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge was built in 2013 and has never received a wearing surface treatment to date. The bridge is overall in good condition, but could benefit from additional protection through a preventative maintenance wearing surface treatment.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	NHPP	\$72,000	\$8,000	\$80,000
C	2026	NHPP	\$267,300	\$29,700	\$297,000
<b>Total</b>			<b>\$339,300</b>	<b>\$37,700</b>	<b>\$377,000</b>

**Sponsor Agency:** INDOT

**Project Name:** SR 265 Patching

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3015	2200201	2023	Clark	\$1,440,000	Exempt

**Project Description:**

Pavement patching on SR 265 from I-65 to 0.69 miles west of SR 62 (ORB O&M Limits).

**Justification:**

This project will address deficiencies in the pavement on SR 265.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	STBG-ST	\$1,152,000	\$288,000	\$1,440,000
<b>Total</b>			<b>\$1,152,000</b>	<b>\$288,000</b>	<b>\$1,440,000</b>

**Sponsor Agency:** INDOT

**Project Name:** SR 265 Sign Conversion

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3021	2101319	2023	Clark	\$16,408,485	Exempt

**Project Description:**

Updating signs to I-265 along various routes in Clark County.

**Justification:**

SR 265 is being converted to I-265 and the signs in the area will be updated to show I-265.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	STBG-ST	\$46,080	\$11,520	\$57,600
C	2023	STBG-ST	\$13,080,708	\$3,270,177	\$16,350,885
<b>Total</b>			<b>\$13,126,788</b>	<b>\$3,281,697</b>	<b>\$16,408,485</b>

## Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: SR 265 Utica-Sellersburg Road Bridge

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2976	2100683	2026	Clark	\$333,000	Exempt

**Project Description:**

Bridge thin deck overlay on SR 265 Utica-Sellersburg Road bridge over SR 265 EB/WB, 00.83 miles east of SR 62.

**Justification:**

The purpose of this project is to protect the existing deck with a preventative maintenance wearing surface treatment to help extend the service life of the bridge deck. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge was built in 2015 and has never received a wearing surface treatment to date. There are minor cracks throughout the wearing surface that could benefit from additional protection through a preventative maintenance wearing surface treatment.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	NHPP	\$72,000	\$8,000	\$80,000
C	2026	NHPP	\$227,700	\$25,300	\$253,000
<b>Total</b>			<b>\$299,700</b>	<b>\$33,300</b>	<b>\$333,000</b>

Sponsor Agency: INDOT

Project Name: SR 60

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2911	2001805	2025	Clark	\$2,326,067	Exempt

**Project Description:**

Replace small structures and drainage in/around SR 60 at RP 58+32 which is 1.51 miles west of SR 311.

**Justification:**

The purpose of this project is to correct the deficiencies in CLV 60-010-58.21 in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements. The barrel invert is rusted, and the roadway is sinking and cracking above the pipe. The embankment on the inlet end is eroding, and there is debris in the flow line on the outlet end. This pipe is 24".

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2024	NHPP	\$22,500	\$2,500	\$25,000
U	2025	NHPP	\$27,000	\$3,000	\$30,000
C	2025	NHPP	\$1,564,200	\$173,800	\$1,738,000
<b>Total</b>			<b>\$1,613,700</b>	<b>\$179,300</b>	<b>\$1,793,000</b>

Sponsor Agency: INDOT

Project Name: SR 60 Bridge Deck Overlay Over Muddy Fork

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2971	2100744	2026	Clark	\$1,677,932	Exempt

**Project Description:**

Bridge deck overlay over Muddy Fork 4.70 east of SR 335.

**Justification:**

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, and approach slabs. This bridge was built in 1995 and has never received a wearing surface treatment to date. There are several small concrete patches visible in the wearing surface and there are several patches and cracks in the concrete bridge approach slabs. The east joint is partially filled with debris and the bridge would benefit from the installation of semi-integral abutments to eliminate the joints.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	NHPP	\$183,539	\$20,393	\$203,932
C	2026	NHPP	\$1,326,600	\$147,400	\$1,474,000
<b>Total</b>			<b>\$1,510,139</b>	<b>\$167,793</b>	<b>\$1,677,932</b>

## Indiana Maintenance Projects

**Sponsor Agency:** INDOT

**Project Name:** SR 60 Bridge Replacement Over Packwood Branch

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2912	2002049	2025	Clark	\$2,027,108	Exempt

**Project Description:**

Bridge replacement on SR 60 over Packwood Branch, 02.47 miles east of SR 335.

**Justification:**

The arch has cracking, delamination, efflorescence and two spalls with exposed rebar in the center of arch. Overall the bridge is in fair condition.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	NHPP	\$92,320	\$23,080	\$115,400
ROW	2024	NHPP	\$24,000	\$6,000	\$30,000
U	2025	NHPP	\$40,000	\$10,000	\$50,000
C	2025	NHPP	\$1,373,686	\$343,422	\$1,717,108
<b>Total</b>			<b>\$1,530,006</b>	<b>\$382,502</b>	<b>\$1,912,508</b>

**Sponsor Agency:** INDOT

**Project Name:** SR 60 Drainage Ditch Correction

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3146	2001779	2024	Clark	\$204,938	Exempt

**Project Description:**

Drainage ditch correction along SR 60 from SR 335 to 4.91 miles W of I-65 (Grant Line Road), various locations

**Justification:**

This project will provide spot improvements to drainage ditches along SR 60.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2024	NHPP	\$163,950	\$40,988	\$204,938
<b>Total</b>			<b>\$163,950</b>	<b>\$40,988</b>	<b>\$204,938</b>

**Sponsor Agency:** INDOT

**Project Name:** SR 60 EB Bridge Over I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2839	2000341	2024	Clark	\$384,668	Exempt

**Project Description:**

Construct a bridge thin deck overlay over the east bound bridge over I-65, 01.05 miles east of SR 311. This is a baby des to contract number B-42896.

**Justification:**

The purpose of this project is to maintain or improve the current condition ratings of this bridge deck and wearing surface. The need for this project is based upon the age of the new deck that was placed in 2004. Based on the current condition ratings of this deck and its age, this is the optimal time to place a polymeric thin deck overlay. In 2024, this bridge deck and wearing surface will be 20 years old, which puts it at the outer years of the timeframe for a thin deck overlay, however, this deck and wearing surface are in good condition, with both being rated an "8". Applying a thin deck overlay will extend the performance life of this structure, thereby, delaying the need for a more costly rigid overlay project.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2024	Bridge	\$238,201	\$26,467	\$264,668
<b>Total</b>			<b>\$238,201</b>	<b>\$26,467</b>	<b>\$264,668</b>

## Indiana Maintenance Projects

**Sponsor Agency:** INDOT

**Project Name:** SR 60 Small Structure Pipe Lining Over East SR 335

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2978	2100834	2026	Clark	\$379,450	Exempt

**Project Description:**

SR 60 small structure pipe lining 4.5 miles east of SR 335.

**Justification:**

The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements. Heavy corrosion and pitting is occurring in the flow line, and sediment has built up in the flowline.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	NHPP	\$161,136	\$17,904	\$179,040
ROW	2024	NHPP	\$18,000	\$2,000	\$20,000
U	2026	NHPP	\$9,000	\$1,000	\$10,000
C	2026	NHPP	\$153,450	\$17,050	\$170,500
<b>Total</b>			<b>\$341,586</b>	<b>\$37,954</b>	<b>\$379,540</b>

**Sponsor Agency:** INDOT

**Project Name:** SR 60 Small Structure Replacement, 1.58 Miles West of I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2973	2100800	2026	Clark	\$975,137	Exempt

**Project Description:**

Small structure replacement over unnamed ditch 1.58 miles west of I-65.

**Justification:**

The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements. The pipe is either collapsed or full of sediment and cannot fail any further. The roadway is not affected, but the pipe is causing drainage issue for the nearby residents. This pipe was recently added into the inventory.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	NHPP	\$214,323	\$23,814	\$238,137
ROW	2024	NHPP	\$9,000	\$1,000	\$10,000
U	2026	NHPP	\$90,000	\$10,000	\$100,000
C	2026	NHPP	\$564,300	\$62,700	\$627,000
<b>Total</b>			<b>\$877,623</b>	<b>\$97,514</b>	<b>\$975,137</b>

**Sponsor Agency:** INDOT

**Project Name:** SR 60 WB Bridge Over I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2838	2000339	2024	Clark	\$384,668	Exempt

**Project Description:**

Construct a bridge thin deck overlay on SR 60 westbound bridge over I-65, 1.05 miles east of SR 311. This is a baby des with contract B-42896.

**Justification:**

The purpose of this project is to maintain or improve the current condition ratings of this bridge deck and wearing surface. The need for this project is based upon the age of the new deck that was placed in 2004. Based on the current condition ratings of this deck and its age, this is the optimal time to place a polymeric thin deck overlay. In 2024, this bridge deck and wearing surface will be 20 years old, which puts it at the outer years of the timeframe for a thin deck overlay, however, this deck and wearing surface are in good condition, with both being rated an "8". Applying a thin deck overlay will extend the performance life of this structure, thereby, delaying the need for a more costly rigid overlay project.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2024	NHPP	\$238,201	\$26,467	\$264,668
<b>Total</b>			<b>\$238,201</b>	<b>\$26,467</b>	<b>\$264,668</b>



## Indiana Maintenance Projects

**Sponsor Agency:** INDOT

**Project Name:** SR 62

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2850	1802987	2024	Floyd	\$764,692	Exempt

**Project Description:**

Small structure replacement on SR 62, 0.73 miles south of SR 11.

**Justification:**

To correct the deficiencies of the existing small structure to maintain the integrity of the roadway (SR 62).

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2023	STBG-ST	\$40,000	\$10,000	\$50,000
C	2024	STBG-ST	\$398,954	\$99,738	\$498,692
		<b>Total</b>	<b>\$438,954</b>	<b>\$109,738</b>	<b>\$548,692</b>

**Sponsor Agency:** INDOT

**Project Name:** SR 62 Hot-Mix Asphalt (HMA), PM

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2846	2000467	2024	Clark	\$6,636,571	Exempt

**Project Description:**

Road rehabilitation project constructing a hot-mix asphalt (HMA) overlay, preventive maintenance on SR 62, 0.27 miles east of SR 3 to SR 362.

**Justification:**

The purpose of this project is to extend the functional life of the pavement by addressing functional and structural deficiencies and removing the chip seal.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2024	STBG-ST	\$5,189,257	\$1,297,314	\$6,486,571
		<b>Total</b>	<b>\$5,189,257</b>	<b>\$1,297,314</b>	<b>\$6,486,571</b>

**Sponsor Agency:** INDOT

**Project Name:** SR 64

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2853	2000307	2025	Floyd	\$344,668	Exempt

**Project Description:**

Bridge thin deck overlay on SR 64 over Georgetown Creek, 4.32 miles west of I-64.

**Justification:**

This is a bridge rehabilitation project consisting of a thin deck overlay to prolong the life of the bridge deck.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2024	STBG-ST	\$211,734	\$52,934	\$264,668
		<b>Total</b>	<b>\$211,734</b>	<b>\$52,934</b>	<b>\$264,668</b>

## Indiana Maintenance Projects

**Sponsor Agency:** INDOT

**Project Name:** US 150 - Little Indian Creek

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2914	2002073	2027	Floyd	\$2,440,658	Exempt

**Project Description:**

Replace superstructure at WB over Little Indian Creek, 00.65 miles west of I-64.

**Justification:**

New latex modified overlay was installed under Contract B-37061, Des #1383546. The structure is in fair condition. Cracking and water staining with delamination and one spall with exposed rebar in girder #1 of span B at midspan at the drain pipe area.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2023	STBG-ST	\$8,000	\$2,000	\$10,000
U	2025	STBG-ST	\$8,000	\$2,000	\$10,000
C	2025	NHPP	\$1,748,526	\$437,132	\$2,185,658
		<b>Total</b>	<b>\$1,764,526</b>	<b>\$441,132</b>	<b>\$2,205,658</b>

**Sponsor Agency:** INDOT

**Project Name:** US 150 Bridge Painting

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3147	1800706	2027	Floyd	\$147,451	Exempt

**Project Description:**

Bridge painting on US 150, 8.81 miles east of SR 335 over I-64 eastbound/westbound.

**Justification:**

This project will paint the bridge on US 150 over I-64 Eastbound/Westbound to extend the service life of the bridge.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2025	STBG-ST	\$117,961	\$29,490	\$147,451
		<b>Total</b>	<b>\$117,961</b>	<b>\$29,490</b>	<b>\$147,451</b>

**Sponsor Agency:** INDOT

**Project Name:** US 150 Bridge Painting Over I-64 Westbound

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2520	1800405	2027	Floyd	\$177,451	Exempt

**Project Description:**

Bridge painting on US 150 located 08.81 miles east of IN 335 over I-64 Westbound lane.

**Justification:**

Bridge painting.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2025	STBG-ST	\$117,961	\$29,490	\$147,451
		<b>Total</b>	<b>\$117,961</b>	<b>\$29,490</b>	<b>\$147,451</b>

# Indiana Maintenance Projects

**Sponsor Agency:** INDOT

**Project Name:** US 150 Bridge Rehab Pipe Lining

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3154	2200994	2027	Floyd	\$93,200	Exempt

**Project Description:**

Bridge rehab pipe lining on US 150 over unknown tributary Little Indian Creek, 0.14 mile west of I-64.

**Justification:**

This is a bridge rehab pipe lining on US 150 to improve the condition of the structure and extend its service life.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2025	STBG-ST	\$74,560	\$18,640	\$93,200
<b>Total</b>			\$74,560	\$18,640	\$93,200

**Sponsor Agency:** INDOT

**Project Name:** US 150 Hot-Mix Asphalt (HMA) Overlay

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3157	2200837	2027	Floyd	\$3,812,000	Exempt

**Project Description:**

Hot-mix asphalt (HMA) overlay, preventive maintenance, on US 150 from 3.32 miles west of I-64 (near Buck Creek) to I-64.

**Justification:**

This project will improve the conditions of the pavement and extend its service life.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2025	STBG-ST	\$40,000	\$10,000	\$50,000
<b>Total</b>			\$40,000	\$10,000	\$50,000

**Sponsor Agency:** INDOT

**Project Name:** US 150 Indian Creek Bridge Deck Overlay

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2521	1702621	2024	Floyd	\$1,512,000	Exempt

**Project Description:**

Construct a bridge thin deck overlay on US 150 located 02.69 miles east of IN 335 over Indian Creek.

**Justification:**

Bridge thin deck overlay

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STBG-ST	\$1,280,000	\$32,000	\$1,312,000
<b>Total</b>			\$1,280,000	\$32,000	\$1,312,000

**Sponsor Agency:** INDOT

**Project Name:** US 150 Jersey Park Creek Bridge Deck Overlay

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2522	1800426	2024	Floyd	\$400,000	Exempt

**Project Description:**

Bridge rehabilitation project consisting of a bridge thin deck overlay located on US 150, located 02.46 miles east of IN 335 over Jersey Park Creek.

**Justification:**

Bridge thin deck overlay.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STBG-ST	\$160,000	\$40,000	\$200,000
<b>Total</b>			\$160,000	\$40,000	\$200,000

## Indiana Maintenance Projects

**Sponsor Agency:** INDOT

**Project Name:** US 150 Replace Superstructure Over Little Indian Creek

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2915	2002072	2027	Floyd	\$2,649,508	Exempt

**Project Description:**

Replace superstructure on US 150 EB over Little Indian Creek, 00.65 miles west of I-64.

**Justification:**

A new latex modified overlay was installed under Contract B-37061, Des #1383545. The structure is in fair condition. Girder #1 span B at mid span drain pipe area has cracking and delamination, also minor vertical cracking with efflorescence in several girders in spans A and span C.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2024	STBG-ST	\$8,000	\$2,000	\$10,000
U	2025	STBG-ST	\$8,000	\$2,000	\$10,000
C	2025	STBG-ST	\$1,845,766	\$461,442	\$2,307,208
<b>Total</b>			<b>\$1,861,766</b>	<b>\$465,442</b>	<b>\$2,327,208</b>

**Sponsor Agency:** INDOT

**Project Name:** US 150 Small Structures & Drains Construction (16 Locations)

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3056	2201148	2027	Floyd	\$1,000,000	Exempt

**Project Description:**

Small structures and drains construction on US 150 at various locations between 3.32 miles west of I-64 (near Buck Creek Road) to I-64.

**Justification:**

This project will improve the conditions of various culverts on US 150.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	STBG-ST	\$800,000	\$200,000	\$1,000,000
<b>Total</b>			<b>\$800,000</b>	<b>\$200,000</b>	<b>\$1,000,000</b>

**Sponsor Agency:** INDOT

**Project Name:** US 31

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2314	1593192	2024	Clark	\$1,132,725	Exempt

**Project Description:**

Construct a bridge deck overlay on US 31, 1.94 miles south of IN 160 over Caney Fork.

**Justification:**

Bridge deck overlay.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2024	STBG-ST	\$762,180	\$190,545	\$952,725
<b>Total</b>			<b>\$762,180</b>	<b>\$190,545</b>	<b>\$952,725</b>



## Indiana Maintenance Projects

**Sponsor Agency:** INDOT

**Project Name:** US 31

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2487	1700111	2025	Clark	\$11,536,750	Exempt

**Project Description:**

Pavement replacement on US 31, 1.53 miles north of IN 60 (Foothill Road) to 3.28 miles north of IN 60.

**Justification:**

Pavement replacement.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2023	STBG-ST	\$640,000	\$160,000	\$800,000
C	2024	STBG-ST	\$7,067,515	\$1,766,879	\$8,834,394
		<b>Total</b>	<b>\$7,707,515</b>	<b>\$1,926,879</b>	<b>\$9,634,394</b>

**Sponsor Agency:** INDOT

**Project Name:** US 31 at Wolf Run

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2722	1900343	2026	Clark	\$1,867,926	Exempt

**Project Description:**

Bridge replacement on US 31, 00.20 mile north of IN 160 at Wolf Run.

**Justification:**

Bridge replacement, concrete.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2024	STBG-ST	\$40,000	\$10,000	\$50,000
PE	2026	STBG-ST	\$88,000	\$22,000	\$110,000
C	2026	STBG-ST	\$1,062,701	\$265,675	\$1,328,376
		<b>Total</b>	<b>\$1,190,701</b>	<b>\$297,675</b>	<b>\$1,488,376</b>

**Sponsor Agency:** INDOT

**Project Name:** US 31 Bridge Deck Overlay

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2845	2000301	2025	Clark	\$1,350,540	Exempt

**Project Description:**

Bridge rehabilitation project on US 31 constructing a bridge deck overlay over Silver Creek, 00.87 miles south of SR 60.

**Justification:**

To repair and correct the structural deficiencies of the bridge and prolong the life of the structure.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2024	STBG-ST	\$970,184	\$242,546	\$1,212,730
		<b>Total</b>	<b>\$970,184</b>	<b>\$242,546</b>	<b>\$1,212,730</b>

## Indiana Maintenance Projects

**Sponsor Agency:** INDOT**Project Name:** US 31 Bridge South of SR 265

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2842	2000337	2024	Clark	\$525,975	Exempt

**Project Description:**

Construct a bridge thin deck overlay on the bridge over US 31, L&I RR, 00.89 miles south of SR 265.

**Justification:**

The purpose of this project is to maintain or improve the current condition ratings of this bridge deck and wearing surface. The need for this project is based upon the age of the new deck that was placed in 2004. Based on the current condition ratings of this deck and its age, this is the optimal time to place a polymeric thin deck overlay. In 2024, this bridge deck and wearing surface will be 20 years old, which puts it at the outer years of the timeframe for a thin deck overlay, however, this deck and wearing surface are in good condition, with both being rated an "8". Applying a thin deck overlay will extend the performance life of this structure, thereby, delaying the need for a more costly rigid overlay project.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2024	NHPP	\$18,000	\$2,000	\$20,000
C	2024	NHPP	\$347,378	\$38,597	\$385,975
<b>Total</b>			<b>\$365,378</b>	<b>\$40,597</b>	<b>\$405,975</b>

**Sponsor Agency:** INDOT**Project Name:** US 31 Replace Superstructure

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2719	1802996	2024	Clark	\$1,275,212	Exempt

**Project Description:**

Bridge superstructure replacement on US 31, 02.89 miles south of IN 160, US 31 @ Blue Lick Creek.

**Justification:**

Bridge rehabilitation on US 31, superstructure replacement.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	STBG-ST	\$80,000	\$20,000	\$100,000
ROW	2023	STBG-ST	\$37,600	\$9,400	\$47,000
C	2023	STBG-ST	\$622,570	\$155,642	\$778,212
<b>Total</b>			<b>\$740,170</b>	<b>\$185,042</b>	<b>\$925,212</b>

**Sponsor Agency:** New Albany**Project Name:** East Main Street

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2392	1700730	2023	Floyd	\$6,227,962	Exempt

**Project Description:**

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.

**Justification:**

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.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	STBG-MPO	\$34,700	\$8,675	\$43,375
C	2023	STBG-MPO	\$748,324	\$187,081	\$935,405
<b>Total</b>			<b>\$783,024</b>	<b>\$195,756</b>	<b>\$978,780</b>

## Indiana Maintenance Projects

**Sponsor Agency:** New Albany

**Project Name:** Mount Tabor Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
309	2000188	2026	Floyd	\$13,468,719	Exempt

**Project Description:**

Phase I - Reconstruct as a two lane road (no additional lanes) from Grantline Road to just west of Klerner Lane intersection including new full depth pavement section, stabilization of adjacent hillsides to arrest slides, slightly narrower reconstructed travel lanes, curb/gutter/drainage system installation, and provision of sidewalks on each side separated from the curb/gutter by a 5' grass strip.

Phase II - Klerner Lane to Charlestown Road is forthcoming and will include the same improvements as above. A new intersection control at the Klerner Lane intersection will be part of this phase, including new crosswalks.

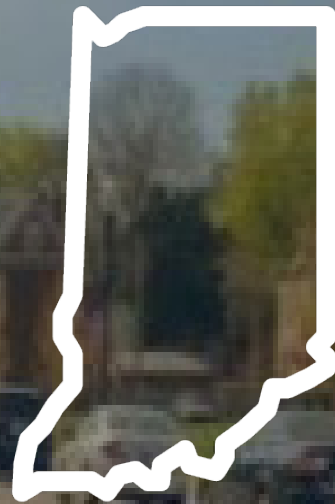
**Justification:**

Where Mount Tabor Road is very near Rail/Slate Run Creek, this project will preserve the road by stabilizing the creek embankments and to continue to provide vehicular access to the elementary school at Mount Tabor Road and Grantline Road and shopping areas at each end of Mount Tabor Road. Sidewalks will provide pedestrian access for the first time along this road. Travel lane width will be slightly reduced. This project will add a school flasher, upgrade the signal at Grant Line Road, and add audible pedestrian signals.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	STBG-MPO	\$301,760	\$75,440	\$377,200
U	2024	STBG-MPO	\$640,000	\$160,000	\$800,000
C	2025	STBG-MPO	\$3,672,000	\$918,000	\$4,590,000
<b>Total</b>			<b>\$4,613,760</b>	<b>\$1,153,440</b>	<b>\$5,767,200</b>

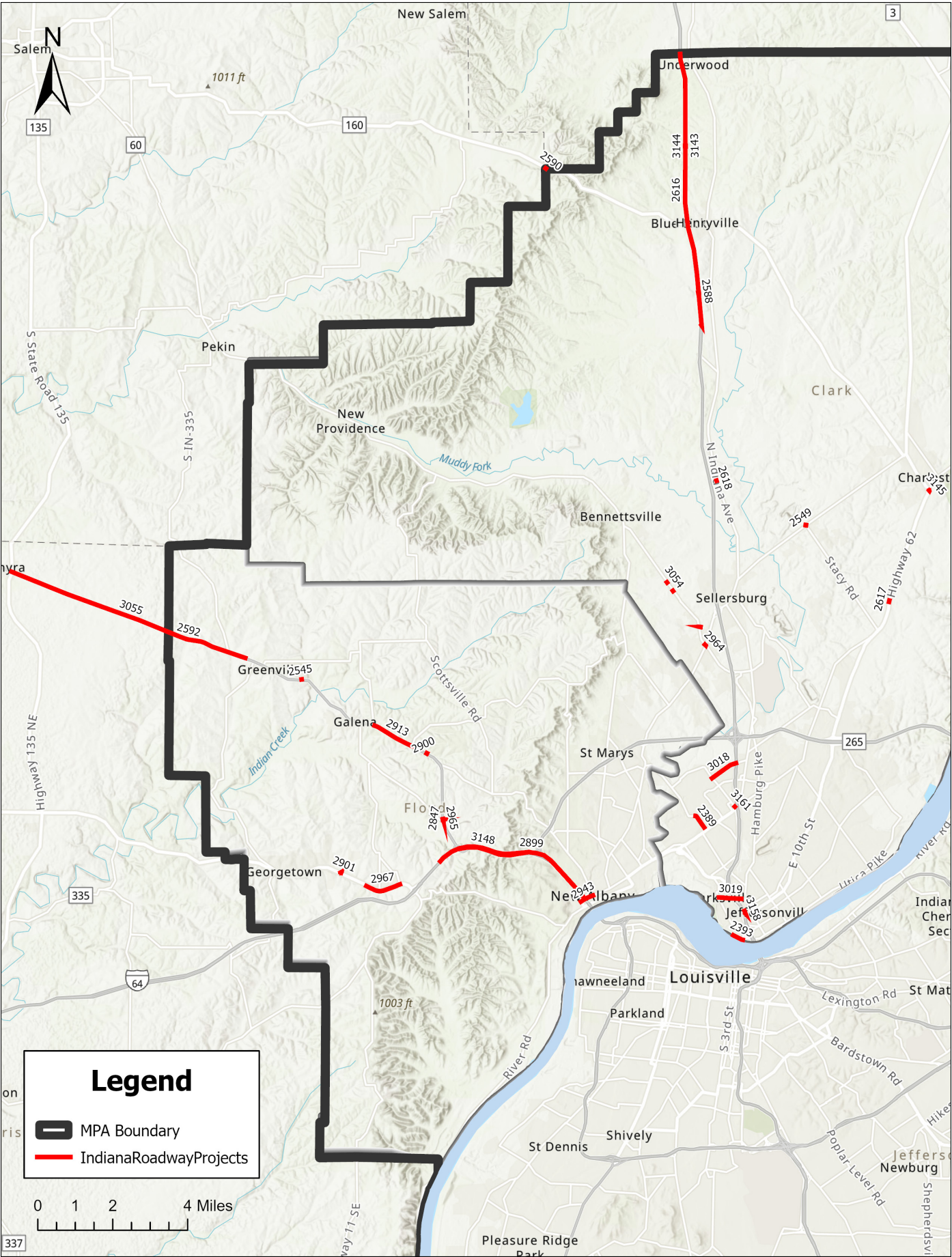
# INDIANA

## Roadway Projects





Indiana Roadway Projects



## Kentucky Maintenance Projects

**Sponsor Agency:** KYTC

**Project Name:** Clark Station Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2556	5-10007.00	2024	Jefferson	\$1,045,000	Exempt

**Project Description:**

Address deficiencies of Clark Station Road bridge over south Long Run (056C00091N). CR-1004 from MP 0.488 to MP 0.498.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	BRZ	\$76,000	\$19,000	\$95,000
C	2023	BRZ	\$760,000	\$190,000	\$950,000
<b>Total</b>			<b>\$836,000</b>	<b>\$209,000</b>	<b>\$1,045,000</b>

**Sponsor Agency:** KYTC

**Project Name:** CS 1017

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2039	5-1070.00	2024	Jefferson	\$764,500	Exempt

**Project Description:**

Address deficiencies of bridge on East Kentucky Street (CS 1017G) over south fork Beargrass Creek 0.01 miles east of Schiller Avenue (CS 1138G) 056C00083N (2020CCR).

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	BRX	\$2,880,000	\$720,000	\$3,600,000
<b>Total</b>			<b>\$2,880,000</b>	<b>\$720,000</b>	<b>\$3,600,000</b>

**Sponsor Agency:** KYTC

**Project Name:** I-264

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2597	5-20016.00	2028	Jefferson	\$15,074,400	Exempt

**Project Description:**

Address pavement condition of PCC pavement on I-264 both direction(s) from MP 12.7 (just east of I-65) to MP 18.41 (just west of I-64).

**Justification:**

Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2026	NHPM	\$1,096,320	\$274,080	\$1,370,400
C	2026	NHPM	\$10,963,200	\$2,740,800	\$13,704,000
<b>Total</b>			<b>\$12,059,520</b>	<b>\$3,014,880</b>	<b>\$15,074,400</b>

## Indiana Roadway Projects

**Sponsor Agency:** Clarksville

**Project Name:** Progress Way Roadway Improvements

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3018	2300582	2027	Clark	\$6,250,000	Exempt	140

**Project Description:**

The project will install new curb and gutter, sidewalks, and drainage along Progress Way from I-65 to Broadway. The width of the lanes will not change, instead they will be shifted south slightly to allow for drainage improvements. There will also be a reworking of the intersection with Addmore and Progress Way.

**Justification:**

The Town is seeing significant growth along Progress Way. This includes the addition of Cunningham Campers and a large apartment complex, both near the Addmore Lane Intersection. The area is already well traveled as a bypass around Veteran's Parkway and the additional apartments will increase the traffic on the roadway. There is not a need for capacity, but instead a need to increase safety along the roadway. The road lacks drainage, curbs, gutters and a walking path. These are needed to increase safety along the entire corridor. The area west of Sam Gwin is highly traveled by individuals living in the Senior Housing along Greentree North. They often travel in and cross the roadway in their motorized scooters. This very unsafe and the proposed improvements will give them a place to safely cross and travel.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2024	STBG-MPO	\$300,000	\$75,000	\$375,000
U	2025	STBG-MPO	\$700,000	\$175,000	\$875,000
C	2026	STBG-MPO	\$1,817,926	\$3,182,074	\$5,000,000
<b>Total</b>			<b>\$2,817,926</b>	<b>\$3,432,074</b>	<b>\$6,250,000</b>

**Sponsor Agency:** Clarksville

**Project Name:** Riverside Drive

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2393	1700725	2024	Clark	\$7,343,873	Exempt	115

**Project 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.

**Justification:**

Reconstruction of the existing roadway, improving the safety of the corridor and improving pedestrian and bicycle facilities.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	CRRSAA-MPO	\$1,262,685	\$315,672	\$1,578,357
C	2023	STBG-MPO	\$1,703,756	\$642,794	\$2,346,550
<b>Total</b>			<b>\$2,966,441</b>	<b>\$958,466</b>	<b>\$3,924,907</b>

## Indiana Roadway Projects

**Sponsor Agency:** Clarksville

**Project Name:** Stansifer Avenue Streetscape Improvements

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3019		2028	Clark	\$5,000,000	Exempt	131

**Project Description:**

The project is a complete overhaul of Stansifer Avenue from Akers Avenue to South Clark Boulevard. The roadway will have new landscaped medians, curb and gutter, the addition of on-street parking, narrowing of the lane widths and drainage improvements. The project will also include pedestrian sidewalk upgrades and widening to at least 5' and designated bike lanes.

**Justification:**

Stansifer Avenue is directly off of I-65 and is a key exit for the Town's South End Redevelopment, as well as Orgin Park. The Town recently built a new Fire Station on Stansifer Avenue and is working to redevelop the area. Stansifer Avenue is seen as one of the Gateway's to the Town. It will provide main access to two large development ares in Town. However it is unsafe. The lanes are almost 20 feet wide in some areas, which leads drivers to think that there are two lanes, when there is only one. This causes confusion and can lead to unnecessary accidents. The roadway also lacks parking and drainage. It needs improvement across the board.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2025	STBG-MPO	\$323,000	\$80,750	\$403,750
ROW	2026	STBG-MPO	\$80,000	\$20,000	\$100,000
		<b>Total</b>	<b>\$403,000</b>	<b>\$100,750</b>	<b>\$503,750</b>

**Sponsor Agency:** INDOT

**Project Name:** I-64 Added Travel Lanes

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2899	1900162	2027	Floyd	\$138,229,021	Non-Exempt	119

**Project Description:**

Added travel lanes project on I-64 from US 150 to Spring Street. Project also includes added lanes on I-265 from I-64 to State Street and improvements to the interchanges of I-64 at US 150 and I-265.

**Justification:**

The addition of the mainline through and auxiliary lanes on I-64 as well as additional ramp lanes at the US 150 and I-265 interchanges will provide improved densities, levels of service and travel times with significant reduction in driver delay west of I-265.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	NHPP	\$13,500,000	\$1,500,000	\$15,000,000
ROW	2024	IM	\$225,000	\$25,000	\$250,000
C	2025	NHPP	\$109,279,099	\$12,142,122	\$121,421,221
		<b>Total</b>	<b>\$123,004,099</b>	<b>\$13,667,122</b>	<b>\$136,671,221</b>



# Indiana Roadway Projects

**Sponsor Agency:** INDOT

**Project Name:** I-64 and Spring Street Interchange Modification

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2943	2000288	2025	Floyd	\$3,573,737	Exempt	91

**Project Description:**

Interchange modification at ramp junctions with Spring Street, including Spring Street from 5th Street to State Street and Spring Street from 5th Street to Washington Place.

**Justification:**

The City of New Albany is evaluating the effects of converting Spring Street from one-way operation to two-way operation between 5th Street and State Street. Clark Dietz was hired to develop proposed lane configurations on Spring Street to accomplish the conversion and to perform a traffic capacity analysis of the Spring Street corridor to determine the effects of the conversion on existing traffic operations. This traffic capacity analysis evaluates three scenarios along the Spring Street corridor. While the proposed one-way to two-way conversion of Spring Street will redistribute traffic within the existing traffic network, the surrounding intersections will still operate efficiently if the recommended signal timing, cycle length, and storage length adjustments are incorporated. With these adjustments incorporated, the LOS for the existing intersections will not be negatively impacted, and in most cases will be improved compared to the existing conditions.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
U	2025	NHPP	\$40,000	\$10,000	\$50,000
C	2025	NHPP	\$2,259,085	\$564,771	\$2,823,856
<b>Total</b>			\$2,299,085	\$574,771	\$2,873,856

**Sponsor Agency:** INDOT

**Project Name:** I-64 Lighting

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3148	2100019	2027	Floyd	\$4,195,341	Exempt	106

**Project Description:**

Lighting improvements from the I-64/I-265 interchange to US 150.

**Justification:**

This project will improve visibility and safety conditions along I-64 from the I-64/I-265 interchange to US 150.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2025	NHPP	\$3,775,807	\$419,534	\$4,195,341
<b>Total</b>			\$3,775,807	\$419,534	\$4,195,341

**Sponsor Agency:** INDOT

**Project Name:** I-65 & Veterans Parkway

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3193	2101799	2029	Clark	\$22,900,000	Exempt	122

**Project Description:**

Modify I-65 & Veterans Parkway interchange by providing additional left turn capacity and adding pedestrian signal indications and push buttons at the signalized ramp terminal intersections.

**Justification:**

The interchange is currently experiencing poor peak hour operating conditions that are expected to worsen. It is recommended that the interchange be modified to improve traffic operations, especially by providing additional left turn capacity.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	NHPP	\$2,000,000	\$500,000	\$2,500,000
ROW	2025	NHPP	\$180,000	\$20,000	\$200,000
<b>Total</b>			\$2,180,000	\$520,000	\$2,700,000

## Indiana Roadway Projects

**Sponsor Agency:** INDOT

**Project Name:** I-65 Bridge Deck Replacement

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2588	I600733	2025	Clark	\$2,269,886	Exempt	43

**Project Description:**

Bridge deck replacement on I-65, 01.81 mile south of IN 160 over Caney Fork South Bound lane.

**Justification:**

Bridge deck replacement project on I-65 in Clark County.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$1,822,397	\$202,489	\$2,024,886
<b>Total</b>			\$1,822,397	\$202,489	\$2,024,886

**Sponsor Agency:** INDOT

**Project Name:** I-65 Bridge Widening at Brownstown Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3143	2001600	2025	Clark	\$852,848	Non-Exempt	72

**Project Description:**

Bridge widening on the southbound I-65 at Brownstown Road, 2.03 miles north of SR 160.

**Justification:**

This is a bridge widening project on I-65 to accommodate the new added travel lane.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$767,563	\$85,285	\$852,848
<b>Total</b>			\$767,563	\$85,285	\$852,848

**Sponsor Agency:** INDOT

**Project Name:** I-65 Bridge Widening at Brownstown Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3144	2001601	2025	Clark	\$852,848	Non-Exempt	77

**Project Description:**

Bridge widening on northbound I-65 at Brownstown Road, 2.03 mile north of SR 160.

**Justification:**

This project will widen the bridge to accommodate the added travel lanes project on I-65.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$767,563	\$85,285	\$852,848
<b>Total</b>			\$767,563	\$85,285	\$852,848

**Sponsor Agency:** INDOT

**Project Name:** I-65 Replace Superstructure

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2587	I600729	2025	Clark	\$2,371,926	Exempt	45

**Project Description:**

Replace superstructure on I-65, 01.81 miles south of IN 160 over Caney Fork North Bound Lane.

**Justification:**

Replace superstructure on I-65 in Clark County.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	NHPP	\$1,914,233	\$212,693	\$2,126,926
<b>Total</b>			\$1,914,233	\$212,693	\$2,126,926

# Indiana Roadway Projects

**Sponsor Agency:** INDOT

**Project Name:** IN 160 Small Structure

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2590	1801026	2024	Clark	\$516,800	Exempt	24

**Project Description:**

District small structure replacement on IN 160, east of IN 60 at Clark/Scott County Line.

**Justification:**

Small structure replacement on IN 160 in Clark County.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	STBG-ST	\$3,840	\$960	\$4,800
C	2023	STBG-ST	\$271,200	\$67,800	\$339,000
		<b>Total</b>	<b>\$275,040</b>	<b>\$68,760</b>	<b>\$343,800</b>

**Sponsor Agency:** INDOT

**Project Name:** IN 62 Slide Correction

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2617	1801686	2024	Clark	\$383,808	Exempt	32

**Project Description:**

Correct an embankment slide along the north side of IN 62, east of Charlestown and approximately 3 miles east of IN 3, (just east of Fourteenmile Creek) in Clark County.

**Justification:**

To arrest a slide condition (erosion control) in Clark County to prevent further damage to the roadway on IN 62.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	STBG-ST	\$760,000	\$190,000	\$950,000
		<b>Total</b>	<b>\$760,000</b>	<b>\$190,000</b>	<b>\$950,000</b>

**Sponsor Agency:** INDOT

**Project Name:** SR 60 & Perry Crossing Road Intersection Improvement

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3194	2200050	2028	Clark	\$3,207,022	Exempt	57

**Project Description:**

Intersection improvement at SR 60 and Perry Crossing Road.

**Justification:**

This project will address safety concerns at the intersection of SR 60 and Perry Crossing Road.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	NHPP	\$400,000	\$100,000	\$500,000
ROW	2025	NHPP	\$80,000	\$20,000	\$100,000
		<b>Total</b>	<b>\$480,000</b>	<b>\$120,000</b>	<b>\$600,000</b>

# Indiana Roadway Projects

Sponsor Agency: INDOT			Project Name: SR 60 at St. Joe Road West Intersection Improvement			
KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	AQ Analysis Status:	Project Score:
3054	2200052	2028	Clark	\$360,000	Exempt	53
Project Description:						
Intersection improvement with added turn lanes at SR 60 and St. Joe Road West.						
Justification:						
This project will improve safety concerns at the intersection of SR 60 and St. Joe Road West.						
Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:	
PE	2023	NHPP	\$240,000	\$60,000	\$300,000	
ROW	2025	NHPP	\$48,000	\$12,000	\$60,000	
Total			\$288,000	\$72,000	\$360,000	

Sponsor Agency: INDOT			Project Name: SR 60 Intersection Improvement			
KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	AQ Analysis Status:	Project Score:
3155	1900373	2026	Clark	\$722,004	Exempt	64
Project Description:						
Intersection improvement with added turn lanes at the intersection of SR 60 and Twinbrook Drive/Old SR 60 in Sellersburg.						
Justification:						
This project will improve the safety of the intersection by adding eastbound and westbound left turn lanes on SR 60.						
Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:	
C	2025	NHPP	\$415,443	\$103,861	\$519,304	
Total			\$415,443	\$103,861	\$519,304	

Sponsor Agency: INDOT			Project Name: SR 60 Intersection Improvement, Roundabout			
KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	AQ Analysis Status:	Project Score:
2964	2100048	2027	Clark	\$6,472,023	Exempt	74
Project Description:						
Intersection improvement going to a roundabout at SR 60 and CR 311.						
Justification:						
The purpose of this project is to reduce the number of traffic crashes being experienced at this location, in particular the rear end, left turn, and right-angle crashes. Using HAT 3 as the analysis tool the 129 crashes resulted in a 4.01 lcc crash severity value. The crash frequency value (lcf) is 6.68. The need for this project is to provide a geometric improvement to the intersection which will provide sufficient capacity and reduce these rear end, left turn and right angle crashes going forward to allow this intersection to operate at a more acceptable overall safety operating condition.						
Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:	
PE	2023	NHPP	\$967,666	\$107,518	\$1,075,184	
ROW	2024	NHPP	\$450,000	\$50,000	\$500,000	
Total			\$1,417,666	\$157,518	\$1,575,184	



# Indiana Roadway Projects

**Sponsor Agency:** INDOT

**Project Name:** SR 60 New Signal Installation

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2972	2100029	2026	Clark	\$1,700,139	Exempt	38

**Project Description:**

New signal installation on SR 60 at the intersection of St. Joe Road East.

**Justification:**

The need of this project is a crash rate higher than expected given the traffic volumes and substandard delays during peak hours. The purpose of the project is to implement improvements known to reduce crash rates at intersections and reduce the delay to acceptable levels.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2024	NHPP	\$72,000	\$8,000	\$80,000
C	2026	NHPP	\$1,233,125	\$137,014	\$1,370,139
		<b>Total</b>	<b>\$1,305,125</b>	<b>\$145,014</b>	<b>\$1,450,139</b>

**Sponsor Agency:** INDOT

**Project Name:** SR 62 Intersection Improvement

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3145	2001181	2025	Clark	\$263,000	Exempt	62

**Project Description:**

Intersection improvement on SR 62 at SR 3 and Charlestown Landing Road.

**Justification:**

This project will add left turn lanes on SR 62 which will increase capacity and improve safety at this intersection.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	STBG-ST	\$210,400	\$52,600	\$263,000
		<b>Total</b>	<b>\$210,400</b>	<b>\$52,600</b>	<b>\$263,000</b>

**Sponsor Agency:** INDOT

**Project Name:** SR 64

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2901	1800318	2024	Floyd	\$1,523,957	Exempt	31

**Project Description:**

Intersection Improvement with added turn lanes on SR 64 at Copperfield Drive to reduce queueing and delay for motorists at this intersection.

**Justification:**

To help reduce congestion at SR 64 and Copperfield Drive due to traffic at large subdivision causing motorists to back up and cause long delays. Culvert beneath will be extended to allow for widening of road.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2023	STBG-ST	\$136,000	\$34,000	\$170,000
C	2023	STBG-ST	\$24,000	\$6,000	\$30,000
U	2024	STBG-ST	\$64,000	\$16,000	\$80,000
C	2024	STBG-ST	\$400,000	\$100,000	\$500,000
		<b>Total</b>	<b>\$624,000</b>	<b>\$156,000</b>	<b>\$780,000</b>

## Indiana Roadway Projects

Sponsor Agency: INDOT

Project Name: SR 64 Added Travel Lane

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2967	2100036	2027	Floyd	\$13,735,051	Non-Exempt	31

**Project Description:**

Added travel lane on SR 64 from 2,150' west of the existing Oakes Road intersection to Edwardsville-Galena Road in Floyd County.

**Justification:**

The purpose of this project is to improve throughput on SR 64 by improving intersection operations. Adding these travel lanes will reduce driver delay for the side roads and mainline SR 64 in the design year. The added lanes to SR 64 will continue the multi-lane cross section further west towards Georgetown to benefit commuter trips to and from I-64.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2023	STBG-ST	\$776,000	\$194,000	\$970,000
U	2026	STBG-ST	\$336,000	\$84,000	\$420,000
C	2026	STBG-ST	\$8,836,041	\$2,209,010	\$11,045,051
		<b>Total</b>	<b>\$9,948,041</b>	<b>\$2,487,010</b>	<b>\$12,435,051</b>

Sponsor Agency: INDOT

Project Name: Statewide Wrong Way Ramp Entry Project

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3161	2101774	2024	Clark	\$101,758	Exempt	88

**Project Description:**

Install wrong way signs with lights on a detector, powered by either solar installation or grid hookup. I-65 southbound at Broadway Street ramp from collector-distributor (MP 4). The exit ramp from the collector-distributor road from I-65 SB to Broadway Street will have new signs and detection.

**Justification:**

The effort is aimed at targeting ramps that are near locations of wrong way crashes on the Interstate and the likely entry location as well as ramps that have similar attributes. The plan is to install a mid-level treatment with detection and pole assembly holding an off the shelf available system, using a sign with flashing LED along the border on a pole at the primary locations. The secondary locations will then receive an entry-level treatment consisting of a solar powered flashing beacon.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
PE	2023	NHPP	\$10,161	\$1,129	\$11,290
U	2023	NHPP	\$1,452	\$161	\$1,613
C	2023	NHPP	\$79,969	\$8,885	\$88,854
		<b>Total</b>	<b>\$91,582</b>	<b>\$10,175</b>	<b>\$101,757</b>

Sponsor Agency: INDOT

Project Name: US 150

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2900	1900118	2024	Floyd	\$2,351,585	Exempt	40

**Project Description:**

Intersection improvement with added turn lanes at the intersection of Scenic Valley/Brush College Road.

**Justification:**

To improve the geometrics to allow for safer and more efficient operation without adjacent residential impacts. Certain trucks cannot turn from US 150 westbound to northbound on Scenic Highway to go eastbound on Brush College without impacting the adjacent or opposing lanes.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2023	STBG-ST	\$200,000	\$50,000	\$250,000
C	2024	STBG-ST	\$1,681,268	\$420,317	\$2,101,585
		<b>Total</b>	<b>\$1,881,268</b>	<b>\$470,317</b>	<b>\$2,351,585</b>

# Indiana Roadway Projects

Sponsor Agency: INDOT

Project Name: US 150

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2913	2000233	2025	Floyd	\$2,046,241	Exempt	56

**Project Description:**

Intersection improvement with new signals on US 150 at Everett Avenue, Steiller Road, and Buck Creek Road.

**Justification:**

Intent of the project to improve corridor progression on US 150 by implementing intersection upgrades. This report will focus on the segment of US 150 in Floyd County, between Edwardsville-Galena Road and Old Vincennes Road in and around the Galena and the Floyds Knobs area. The original study area extended west to Snyder Chapel Road, west of Greenville in Harrison County, for modeling purposes. All relevant background data is included. The report describes the project at a preliminary level and will guide the ongoing phases of project development.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	STBG-ST	\$492,070	\$123,018	\$615,088
ROW	2024	STBG-ST	\$16,000	\$4,000	\$20,000
C	2025	STBG-ST	\$1,128,922	\$282,231	\$1,411,153
<b>Total</b>			\$1,636,992	\$409,249	\$2,046,241

Sponsor Agency: INDOT

Project Name: US 150 &amp; Maple Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2545	1700209	2024	Floyd	\$1,722,550	Exempt	64

**Project Description:**

Intersection improvement with added turn lanes at US 150 and Maple Road in Floyd County.

**Justification:**

Intersection improvement with added turn lanes.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2023	STBG-ST	\$52,560	\$13,140	\$65,700
U	2023	STBG-ST	\$104,000	\$26,000	\$130,000
C	2023	STBG-ST	\$1,195,132	\$298,783	\$1,493,915
<b>Total</b>			\$1,351,692	\$337,923	\$1,689,615

Sponsor Agency: INDOT

Project Name: US 150 at Old Vincennes Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2847	1900366	2027	Floyd	\$566,948	Exempt	69

**Project Description:**

Intersection Improvement with added turn lanes at intersection of US 150 and Old Vincennes Road, 0.5 miles west of I-64.

**Justification:**

To allow for gaps for vehicles turning from Old Vincennes Road to US 150 and from eastbound US 150 to Old Vincennes Road in such a manner that traffic on US 150 does not significantly queue.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2023	STBG-ST	\$16,000	\$4,000	\$20,000
C	2025	STBG-ST	\$437,558	\$109,390	\$546,948
<b>Total</b>			\$453,558	\$113,390	\$566,948

## Indiana Roadway Projects

**Sponsor Agency:** INDOT

**Project Name:** US 150 Hot-Mix Asphalt (HMA) Overlay, Minor Structural

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3055	2100250	2026	Floyd	\$533,160	Exempt	29

**Project Description:**

Hot-mix asphalt (HMA) overlay, minor structural, on US 150 from SR 135 to SR 335.

**Justification:**

This project will improve the condition of the pavement.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
PE	2023	STBG-ST	\$398,528	\$99,632	\$498,160
ROW	2025	NHPP	\$28,000	\$7,000	\$35,000
<b>Total</b>			<b>\$426,528</b>	<b>\$106,632</b>	<b>\$533,160</b>

**Sponsor Agency:** INDOT

**Project Name:** US 150 Intersection Improvement of Old Vincennes Road/Lawrence Banet Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2965	2100047	2027	Floyd	\$5,316,218	Exempt	49

**Project Description:**

Intersection improvement at the intersection of Old Vincennes Road/Lawrence Banet Road.

**Justification:**

An intersection improvement project is recommended for US 150 and Lawrence Banet Road in Floyds Knobs, Floyd County, IN. This location has experienced higher than anticipated crash frequency and cost. The recommended alternative would reconfigure US 150 and Lawrence Banet Road as a median U-turn intersection, eliminating left turns at the intersection and installing U-turn access points on US 150.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
PE	2023	STBG-ST	\$739,374	\$184,844	\$924,218
ROW	2024	STBG-ST	\$400,000	\$100,000	\$500,000
U	2026	STBG-ST	\$80,000	\$20,000	\$100,000
C	2026	STBG-ST	\$3,033,600	\$758,400	\$3,792,000
<b>Total</b>			<b>\$4,252,974</b>	<b>\$1,063,244</b>	<b>\$5,316,218</b>

**Sponsor Agency:** INDOT

**Project Name:** US 150 Pavement Replacement

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2592	1800298	2024	Floyd	\$880,000	Exempt	40

**Project Description:**

District pavement project, with pavement replacement on US 150, 4.9 miles east of IN 135 to 5.1 miles east of IN 135.

**Justification:**

Pavement replacement on US 150 in Floyd County.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STBG-ST	\$640,000	\$160,000	\$800,000
<b>Total</b>			<b>\$640,000</b>	<b>\$160,000</b>	<b>\$800,000</b>



# Indiana Roadway Projects

**Sponsor Agency:** INDOT

**Project Name:** US 31 Concrete Pavement Restoration

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3158	2200963	2027	Clark	\$44,500,000	Exempt	103

**Project Description:**

Concrete pavement restoration on US 31 from 0.99 miles north of I-65 to 3.41 miles south of SR 60.

**Justification:**

This project will improve the conditions of the pavement and extend its service life.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2024	STBG-ST	\$400,000	\$100,000	\$500,000
C	2025	STBG-ST	\$8,000	\$2,000	\$10,000
<b>Total</b>			<b>\$408,000</b>	<b>\$102,000</b>	<b>\$510,000</b>

**Sponsor Agency:** INDOT

**Project Name:** US 31 Intersection Improvement

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2618	1800375	2024	Clark	\$1,804,895	Non-Exempt	36

**Project Description:**

There is a pattern of rear-end crashes with a railroad running parallel to US 31. When a train is crossing Bud Prather Road (east approach), there is not a large amount of room to store vehicles and a southbound vehicle may not have a safe storage place. Project length is 0.08 miles.

**Justification:**

The intent of this project is to improve the safety of the intersection and reduce the frequency and severity of crashes that occur by constructing left-turn lanes on US 31.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	HSIP-ST	\$1,000,000	\$250,000	\$1,250,000
<b>Total</b>			<b>\$1,000,000</b>	<b>\$250,000</b>	<b>\$1,250,000</b>

**Sponsor Agency:** INDOT

**Project Name:** Widening of I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2616	1700135	2025	Clark	\$154,418,894	Exempt	55

**Project Description:**

Widen I-65 from 4 to 6 lanes from 0.25 miles south of Biggs Road (RP 16+42) in Clark County to Scottsburg (RP 28.88).

**Justification:**

The purpose of this project is to address the safety concern of the wet spots, remove the stripped HMA pavement, replace the existing underdrain system, and improve the subgrade beneath the pavement and construct added travel lanes in this portion of I-65.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
PE	2023	NHPP	\$29,610	\$3,290	\$32,900
PE	2024	NHPP	\$1,350,000	\$150,000	\$1,500,000
C	2024	NHPP	\$129,179,867	\$14,353,319	\$143,533,186
<b>Total</b>			<b>\$130,559,477</b>	<b>\$14,506,609</b>	<b>\$145,066,086</b>

## Indiana Roadway Projects

**Sponsor Agency:** New Albany

**Project Name:** Graybrook Lane Extension

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3102		2029	Floyd	\$3,708,432	Non-Exempt	113

**Project Description:**

Extension of collector class roadway (Graybrook Lane) from the intersection with Bono Road/Pearl Street to the intersection of State Street. This roadway extension would further establish connections from economically depressed areas to the vital State Street corridor.

**Justification:**

Graybrook Lane currently deadends into Pearl Street/Bono Road intersection. By extending Graybrook Lane, the collector class roadway would be extended to an important arterial roadway of State Street which would allow citizens an easier route to connect to shopping, vital services, and transit. Furthermore, this project serves an economically depressed area of the city and would allow better connections for the citizens adjacent to this project.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
PE	2025	STBG-MPO	\$357,109	\$108,636	\$465,745
		<b>Total</b>	<b>\$357,109</b>	<b>\$108,636</b>	<b>\$465,745</b>

**Sponsor Agency:** New Albany

**Project Name:** Intersection of East Spring Street and Beharrell Avenue

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3136		2028	Floyd	\$3,230,000	Exempt	112

**Project Description:**

Improvement of the intersection of East Spring Street (a major arterial and gateway into the community with Beharrell Avenue (a collector class roadway). The concept is to utilize a roundabout, a proven safety counter measure, in order to improve the safety of this intersection, slow traffic entering the City of New Albany, and to enhance the livability and walkability of the surrounding areas of the community. This would also allow for a connection to the Ohio River Greenway, and provide a road diet on Spring Street that will accommodate bicycle facilities, parking, and other amenities for the community which will make this corridor more functional for all citizens and not solely drivers. The cost estimate for these intersection improvements is \$3,230,000.

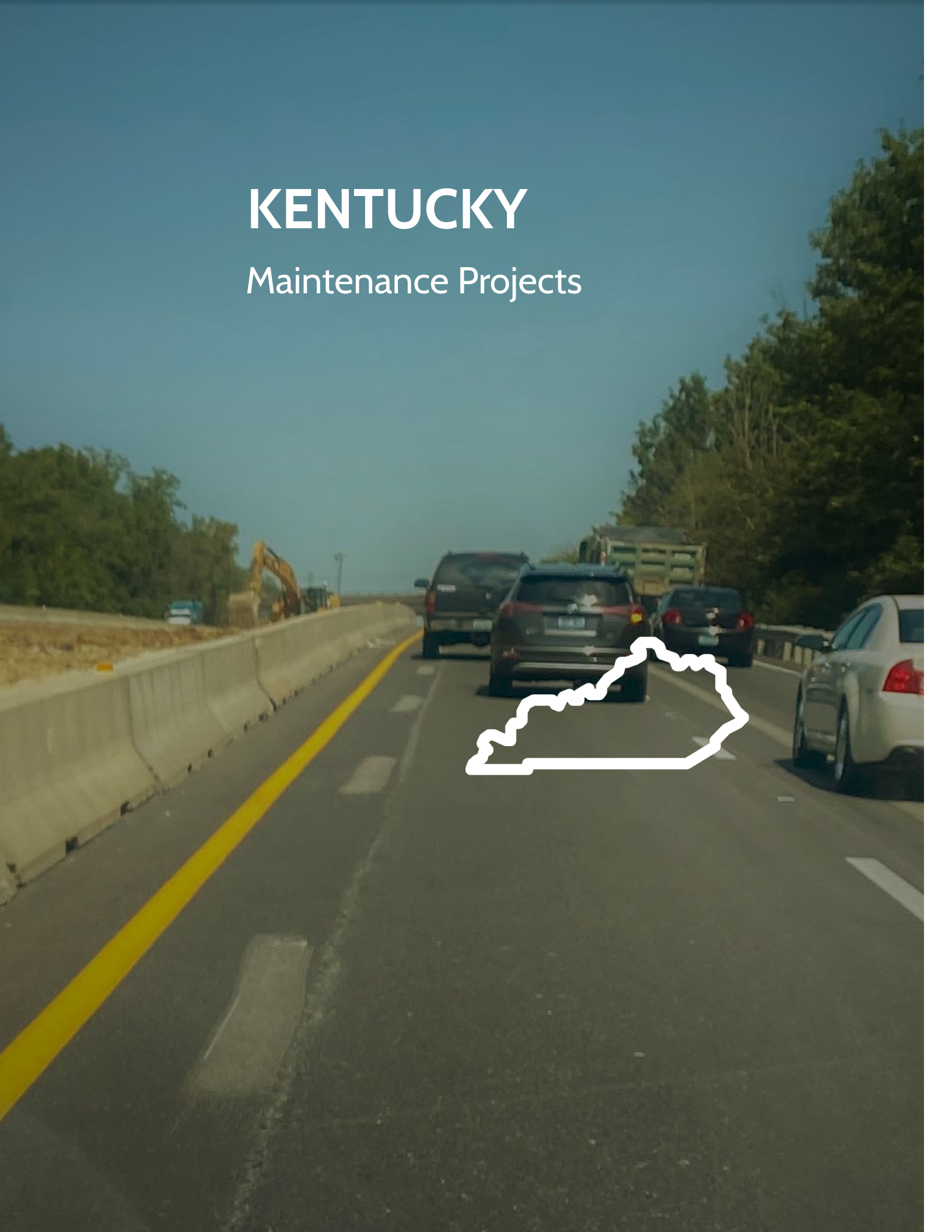
**Justification:**

The City of New Albany is always looking to improve the safety of our roadways and intersections. The current configuration of East Spring Street effectively bisects the neighborhood along Beharrell Avenue. This project will reunite the community, improve safety, improve walkability, improve quality of place and life, all while utilizing a proven safety counter measure that is championed by the FHWA. Furthermore, this project will connect neighborhoods to the north of East Spring Street with the vital community asset that is the Ohio River Greenway.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
PE	2025	HSIP-MPO	\$252,000	\$28,000	\$280,000
		<b>Total</b>	<b>\$252,000</b>	<b>\$28,000</b>	<b>\$280,000</b>

# KENTUCKY

## Maintenance Projects









# Kentucky Maintenance Projects

**Sponsor Agency:** KYTC

**Project Name:** Clark Station Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2556	5-10007.00	2024	Jefferson	\$1,045,000	Exempt

**Project Description:**

Address deficiencies of Clark Station Road bridge over south Long Run (056C00091N). CR-1004 from MP 0.488 to MP 0.498.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	BRZ	\$76,000	\$19,000	\$95,000
C	2023	BRZ	\$760,000	\$190,000	\$950,000
<b>Total</b>			<b>\$836,000</b>	<b>\$209,000</b>	<b>\$1,045,000</b>

**Sponsor Agency:** KYTC

**Project Name:** CS 1017

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2039	5-1070.00	2024	Jefferson	\$764,500	Exempt

**Project Description:**

Address deficiencies of bridge on East Kentucky Street (CS 1017G) over south fork Beargrass Creek 0.01 miles east of Schiller Avenue (CS 1138G) 056C00083N (2020CCR).

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	BRX	\$2,880,000	\$720,000	\$3,600,000
<b>Total</b>			<b>\$2,880,000</b>	<b>\$720,000</b>	<b>\$3,600,000</b>

**Sponsor Agency:** KYTC

**Project Name:** I-264

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2597	5-20016.00	2028	Jefferson	\$15,074,400	Exempt

**Project Description:**

Address pavement condition of PCC pavement on I-264 both direction(s) from MP 12.7 (just east of I-65) to MP 18.41 (just west of I-64).

**Justification:**

Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2026	NHPM	\$1,096,320	\$274,080	\$1,370,400
C	2026	NHPM	\$10,963,200	\$2,740,800	\$13,704,000
<b>Total</b>			<b>\$12,059,520</b>	<b>\$3,014,880</b>	<b>\$15,074,400</b>

## Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-264

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2634	5-20017.00	2024	Jefferson	\$1,714,790	Exempt

**Project Description:**

Address pavement condition of I-264 both direction(s) from MP 20.7 to MP 22.927.

**Justification:**

Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	NHPM	\$124,712	\$31,178	\$155,890
C	2023	NHPM	\$1,247,120	\$311,780	\$1,558,900
<b>Total</b>			<b>\$1,371,832</b>	<b>\$342,958</b>	<b>\$1,714,790</b>

Sponsor Agency: KYTC

Project Name: I-264

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3096	5-22140.00	2027	Jefferson	\$3,850,000	Exempt

**Project Description:**

Address condition of I-264 from milepoint 18.41 to milepoint 20.7.

**Justification:**

Maintenance of the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2026	NHPM	\$280,000	\$70,000	\$350,000
C	2026	NHPM	\$2,800,000	\$700,000	\$3,500,000
<b>Total</b>			<b>\$3,080,000</b>	<b>\$770,000</b>	<b>\$3,850,000</b>

Sponsor Agency: KYTC

Project Name: I-264 Bridge at P&amp;L Railway

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3197	5-10075.00	2025	Jefferson	\$30,679,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00250N) I-264 at P&amp;L Railway.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	BRO	\$2,231,200	\$557,800	\$2,789,000
C	2023	FBP	\$22,312,000	\$5,578,000	\$27,890,000
<b>Total</b>			<b>\$24,543,200</b>	<b>\$6,135,800</b>	<b>\$30,679,000</b>

# Kentucky Maintenance Projects

**Sponsor Agency:** KYTC

**Project Name:** I-264 Bridge on Ramp at P&L Railway

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3116	5-10077.00	2028	Jefferson	\$3,000,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00273N) I-264 EB on ramp at P&L Railway.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2026	FBP	\$2,400,000	\$600,000	\$3,000,000
<b>Total</b>			\$2,400,000	\$600,000	\$3,000,000

**Sponsor Agency:** KYTC

**Project Name:** I-264 EB Bridge at I-264 WB Off Ramp

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3118	5-10076.00	2027	Jefferson	\$7,766,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00269N) I-264 eastbound at I-264 westbound off ramp.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2025	BRO	\$564,800	\$141,200	\$706,000
C	2025	BRO	\$5,648,000	\$1,412,000	\$7,060,000
<b>Total</b>			\$6,212,800	\$1,553,200	\$7,766,000

**Sponsor Agency:** KYTC

**Project Name:** I-265

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
1017	5-136.00	2024	Jefferson	\$6,037,500	Exempt

**Project Description:**

Clean and paint all steel bridges and steel bearings on the Gene Snyder Freeway (I0CCR)(SD). CHAF ID: 20190129.

**Justification:**

System preservation and rehabilitation.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2023	BRO	\$30,000	\$7,500	\$37,500
C	2023	STBG-ST	\$4,800,000	\$1,200,000	\$6,000,000
<b>Total</b>			\$4,830,000	\$1,207,500	\$6,037,500

## Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-265

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2635	5-20021.00	2023	Jefferson	\$3,850,000	Exempt

**Project Description:**

Address pavement condition of I-265 both direction(s) from MP 23.364 to MP 26.6.

**Justification:**

Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	NHPM	\$280,000	\$70,000	\$350,000
C	2023	NHPM	\$2,800,000	\$700,000	\$3,500,000
<b>Total</b>			<b>\$3,080,000</b>	<b>\$770,000</b>	<b>\$3,850,000</b>

Sponsor Agency: KYTC

Project Name: I-265

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2636	5-20019.00	2023	Jefferson	\$4,144,800	Exempt

**Project Description:**

Address pavement condition of PCC pavement on I-265 both direction(s) from MP 15.66 to MP 18.80.

**Justification:**

Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	NHPM	\$301,440	\$75,360	\$376,800
C	2023	NHPM	\$3,014,400	\$753,600	\$3,768,000
<b>Total</b>			<b>\$3,315,840</b>	<b>\$828,960</b>	<b>\$4,144,800</b>

Sponsor Agency: KYTC

Project Name: I-265

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3097	5-22143.00	2027	Jefferson	\$4,947,360	Exempt

**Project Description:**

Address condition of I-265 from milepoint 26.643 to milepoint 30.391.

**Justification:**

Maintenance of the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2026	NHPM	\$359,808	\$89,952	\$449,760
C	2026	NHPM	\$3,598,080	\$899,520	\$4,497,600
<b>Total</b>			<b>\$3,957,888</b>	<b>\$989,472</b>	<b>\$4,947,360</b>



# Kentucky Maintenance Projects

**Sponsor Agency:** KYTC

**Project Name:** I-265 Northbound Bridge at KY 22

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3040	5-10063.00	2024	Jefferson	\$4,972,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00087R) I-265 northbound at KY 22 (Brownsboro Road).

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	State	\$361,600	\$90,400	\$452,000
C	2023	State	\$3,616,000	\$904,000	\$4,520,000
<b>Total</b>			<b>\$3,977,600</b>	<b>\$994,400</b>	<b>\$4,972,000</b>

**Sponsor Agency:** KYTC

**Project Name:** I-64

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
351	5-64.00	2024	Jefferson	\$37,200,000	Exempt

**Project Description:**

Address deficiencies on I-64 Sherman Minton Bridge over the Ohio River. (Joint project with Indiana(056B00279N)(BSBP).

CHAF ID: 20190123.

Additional Considerations: Address deficiencies on I-64 Sherman Minton Bridge over the Ohio River. (Joint project with Indiana)(056B00279N)(BSBP) From MP 0 to MP 0.316.

**Justification:**

Maintain travel time reliability of the interstate network. This project will also provide infrastructure preservation and maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	BRO	\$1,280,000	\$320,000	\$1,600,000
C	2023	BRO	\$12,800,000	\$3,200,000	\$16,000,000
D	2024	BRO	\$1,280,000	\$320,000	\$1,600,000
C	2024	BRO	\$12,800,000	\$3,200,000	\$16,000,000
<b>Total</b>			<b>\$28,160,000</b>	<b>\$7,040,000</b>	<b>\$35,200,000</b>

**Sponsor Agency:** KYTC

**Project Name:** I-64

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2633	5-20009.00	2025	Jefferson	\$10,350,950	Exempt

**Project Description:**

Address pavement condition of I-64 both direction(s) from MP 6.555 to MP 11.769.

**Justification:**

Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	NHPP	\$8,798,355	\$977,595	\$9,775,950
<b>Total</b>			<b>\$8,798,355</b>	<b>\$977,595</b>	<b>\$9,775,950</b>

# Kentucky Maintenance Projects

Sponsor Agency: KYTC		Project Name: I-64			
KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	AQ Analysis Status:
3083	5-22017.00	2025	Jefferson	\$1,980,000	Exempt
Project Description:					
Address condition of I-64 from milepoint 4.935 to milepoint 6.612 (2022CCR).					
Justification:					
Maintenance of the existing transportation network.					
Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2024	State	\$144,000	\$36,000	\$180,000
C	2024	State	\$1,440,000	\$360,000	\$1,800,000
Total			\$1,584,000	\$396,000	\$1,980,000

Sponsor Agency: KYTC		Project Name: I-64			
KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	AQ Analysis Status:
3085	5-22019.00	2025	Jefferson	\$2,200,000	Exempt
Project Description:					
Address condition of I-64 from milepoint 8.213 to milepoint 8.491 (2022CCR).					
Justification:					
Maintenance of the existing transportation network in a state of good repair.					
Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2024	NHPM	\$160,000	\$40,000	\$200,000
C	2024	NHPM	\$1,600,000	\$400,000	\$2,000,000
Total			\$1,760,000	\$440,000	\$2,200,000

Sponsor Agency: KYTC		Project Name: I-64			
KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	AQ Analysis Status:
3088	5-22023.00	2026	Jefferson	\$2,154,240	Exempt
Project Description:					
Address condition of I-64 from milepoint 11.574 to milepoint 13.206.					
Justification:					
Maintenance of the existing transportation network in a state of good repair.					
Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2025	NHPM	\$156,672	\$39,168	\$195,840
C	2025	NHPM	\$1,566,720	\$391,680	\$1,958,400
Total			\$1,723,392	\$430,848	\$2,154,240

# Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-64

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3089	5-22024.00	2027	Jefferson	\$8,250,000	Exempt

**Project Description:**

Address condition of I-64 from milepoint 13.124 to milepoint 19.146.

**Justification:**

Maintenance of the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2026	NHPM	\$600,000	\$150,000	\$750,000
C	2026	NHPM	\$6,000,000	\$1,500,000	\$7,500,000
<b>Total</b>			<b>\$6,600,000</b>	<b>\$1,650,000</b>	<b>\$8,250,000</b>

Sponsor Agency: KYTC

Project Name: I-64

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3090	5-22025.00	2025	Jefferson	\$5,500,000	Exempt

**Project Description:**

Address condition of I-64 from milepoint 19.146 to milepoint 23.204 (2022CCR).

**Justification:**

Maintenance of the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2024	NHPM	\$400,000	\$100,000	\$500,000
C	2024	NHPM	\$4,000,000	\$1,000,000	\$5,000,000
<b>Total</b>			<b>\$4,400,000</b>	<b>\$1,100,000</b>	<b>\$5,500,000</b>

Sponsor Agency: KYTC

Project Name: I-64

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3091	5-22026.00	2023	Jefferson	\$1,210,000	Exempt

**Project Description:**

Address condition of I-64 from milepoint 23.204 to milepoint 23.974 (2022CCR).

**Justification:**

Maintenance of the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2024	NHPM	\$88,000	\$22,000	\$110,000
C	2024	NHPM	\$880,000	\$220,000	\$1,100,000
<b>Total</b>			<b>\$968,000</b>	<b>\$242,000</b>	<b>\$1,210,000</b>

## Kentucky Maintenance Projects

**Sponsor Agency:** KYTC**Project Name:** I-64 Bridge at 22nd Street & Northwestern

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3107	5-10080.00	2028	Jefferson	\$1,650,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00282N) I-64 at 22nd Street and Northwestern.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2026	FBP	\$120,000	\$30,000	\$150,000
C	2026	FBP	\$1,200,000	\$300,000	\$1,500,000
<b>Total</b>			\$1,320,000	\$330,000	\$1,650,000

**Sponsor Agency:** KYTC**Project Name:** I-64 Bridge Maintenance

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2596	5-10016.00	2026	Jefferson	\$9,350,000	Exempt

**Project Description:**

Bridge painting of I-64 Riverside Expressway bridges. (056B00298N, 056B00299N, 056B00300N, 056B00301N, 056B00302N, 056B00285N, 056B00292N, 056B00293N, 056B00142N). CHAF:TBD.

**Justification:**

Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	Bridge	\$680,000	\$170,000	\$850,000
C	2024	Bridge	\$6,800,000	\$1,700,000	\$8,500,000
<b>Total</b>			\$7,480,000	\$1,870,000	\$9,350,000

**Sponsor Agency:** KYTC**Project Name:** I-64 Eastbound Bridge Over Beargrass Creek

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3038	5-10059.00	2025	Jefferson	\$1,606,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00052R) I-64 eastbound at Middle Fork Beargrass Creek.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	State	\$116,800	\$29,200	\$146,000
C	2023	State	\$1,168,000	\$292,000	\$1,460,000
<b>Total</b>			\$1,284,800	\$321,200	\$1,606,000



# Kentucky Maintenance Projects

**Sponsor Agency:** KYTC

**Project Name:** I-64 WB Bridge at Tucker Station Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3125	5-10057.00	2026	Jefferson	\$6,974,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00039L) I-64 WB at Tucker Station Road.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2024	BRO	\$507,200	\$126,800	\$634,000
C	2024	BRO	\$5,072,000	\$1,268,000	\$6,340,000
<b>Total</b>			<b>\$5,579,200</b>	<b>\$1,394,800</b>	<b>\$6,974,000</b>

**Sponsor Agency:** KYTC

**Project Name:** I-64 WB Ramp Bridge at I-64 EB

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3108	5-10078.00	2028	Jefferson	\$2,354,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00278N) I-64 westbound ramp at I-64 eastbound.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2026	FBP	\$171,200	\$42,800	\$214,000
C	2026	FBP	\$1,712,000	\$428,000	\$2,140,000
<b>Total</b>			<b>\$1,883,200</b>	<b>\$470,800</b>	<b>\$2,354,000</b>

**Sponsor Agency:** KYTC

**Project Name:** I-64 Westbound Bridge Over Beargrass Creek

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3039	5-10058.00	2025	Jefferson	\$1,628,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00052L) I-64 westbound at Middle Fork Beargrass Creek.

**Justification:**

Increase safety for all users. Maintain the existing transportation system in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	State	\$118,400	\$29,600	\$148,000
C	2023	State	\$1,184,000	\$296,000	\$1,480,000
<b>Total</b>			<b>\$1,302,400</b>	<b>\$325,600</b>	<b>\$1,628,000</b>

## Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3026	5-22066.00	2024	Bullitt	\$59,400,000	Exempt

**Project Description:**

Address condition of I-65 from MP 104.7 to MP 110.7.

**Justification:**

Improve pavement condition.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	NHPM	\$4,320,000	\$1,080,000	\$5,400,000
C	2023	NHPM	\$43,200,000	\$10,800,000	\$54,000,000
		<b>Total</b>	\$47,520,000	\$11,880,000	\$59,400,000

Sponsor Agency: KYTC

Project Name: I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3086	5-22067.00	2027	Bullitt	\$78,012,000	Exempt

**Project Description:**

Address the condition of I-65 from milepoint 110.7 to milepoint 118.58

**Justification:**

Maintenance of the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2025	NHPM	\$5,673,600	\$1,418,400	\$7,092,000
C	2025	NHPM	\$56,736,000	\$14,184,000	\$70,920,000
		<b>Total</b>	\$62,409,600	\$15,602,400	\$78,012,000

Sponsor Agency: KYTC

Project Name: I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3092	5-22069.00	2026	Jefferson	\$11,589,600	Exempt

**Project Description:**

Address condition of I-65 from milepoint 123.18 to milepoint 127.57 (2022CCR).

**Justification:**

Maintenance of the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2024	NHPM	\$842,880	\$210,720	\$1,053,600
C	2024	NHPM	\$8,428,800	\$2,107,200	\$10,536,000
		<b>Total</b>	\$9,271,680	\$2,317,920	\$11,589,600

# Kentucky Maintenance Projects

**Sponsor Agency:** KYTC

**Project Name:** I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3093	5-22070.00	2026	Jefferson	\$6,050,000	Exempt

**Project Description:**

Address condition of I-65 from milepoint 131.24 to milepoint 136.338.

**Justification:**

Maintenance of the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2025	NHPM	\$440,000	\$110,000	\$550,000
C	2025	NHPM	\$4,400,000	\$1,100,000	\$5,500,000
<b>Total</b>			<b>\$4,840,000</b>	<b>\$1,210,000</b>	<b>\$6,050,000</b>

**Sponsor Agency:** KYTC

**Project Name:** I-65 Bridge at East Kentucky Street & South Brook Street

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3196	5-10066.00	2025	Jefferson	\$31,467,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00183N) I-65 at East Kentucky & South Brook Street (Potential CMGC delivery project).

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	BRO	\$2,301,600	\$575,400	\$2,877,000
C	2023	BRO	\$23,016,000	\$5,574,000	\$28,590,000
<b>Total</b>			<b>\$25,317,600</b>	<b>\$6,149,400</b>	<b>\$31,467,000</b>

**Sponsor Agency:** KYTC

**Project Name:** I-65 Bridge at Hill, CSX RR & Burnett

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3195	5-10064.00	2025	Jefferson	\$25,168,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00179N) I-65 at Hill, CSX RR & Burnett.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	BRO	\$1,830,400	\$457,600	\$2,288,000
C	2023	BRO	\$18,304,000	\$4,576,000	\$22,880,000
<b>Total</b>			<b>\$20,134,400</b>	<b>\$5,033,600</b>	<b>\$25,168,000</b>

## Kentucky Maintenance Projects

**Sponsor Agency:** KYTC

**Project Name:** I-65 Bridge at Jacob, Broadway & Gray

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3115	5-10068.00	2030	Jefferson	\$46,310,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00191N) I-65 at Jacob, Broadway, Gray Street.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2025	FBP	\$3,368,000	\$842,000	\$4,210,000
<b>Total</b>			\$3,368,000	\$842,000	\$4,210,000

**Sponsor Agency:** KYTC

**Project Name:** I-65 Bridge at KFEC Gate 6

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3123	5-10073.00	2028	Jefferson	\$4,455,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00211N) I-65 at KFEC Gate 6.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2026	BRO	\$324,000	\$81,000	\$405,000
C	2026	BRO	\$3,240,000	\$810,000	\$4,050,000
<b>Total</b>			\$3,564,000	\$891,000	\$4,455,000

**Sponsor Agency:** KYTC

**Project Name:** I-65 Bridge at Manning Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3120	5-10072.00	2028	Jefferson	\$6,204,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00210N) I-65 at Manning Road.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2026	FBP	\$451,200	\$112,800	\$564,000
C	2026	FBP	\$4,512,000	\$1,128,000	\$5,640,000
<b>Total</b>			\$4,963,200	\$1,240,800	\$6,204,000



# Kentucky Maintenance Projects

**Sponsor Agency:** KYTC

**Project Name:** I-65 Bridge at Norfolk Southern

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3035	5-10070.00	2025	Jefferson	\$13,244,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00205N) I-65 at Norfolk Southern Railroad (Potential CMGC Delivery Project).

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	State	\$963,200	\$240,800	\$1,204,000
C	2023	State	\$9,632,000	\$2,408,000	\$12,040,000
<b>Total</b>			\$10,595,200	\$2,648,800	\$13,244,000

**Sponsor Agency:** KYTC

**Project Name:** I-65 Bridge at Phillips Lane

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3119	5-10071.00	2028	Jefferson	\$4,554,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00209N) I-65 at Phillips Lane.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2026	BRO	\$331,200	\$82,800	\$414,000
C	2026	BRO	\$3,312,000	\$828,000	\$4,140,000
<b>Total</b>			\$3,643,200	\$910,800	\$4,554,000

**Sponsor Agency:** KYTC

**Project Name:** I-65 Bridge at St. Catherine

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3114	5-10067.00	2027	Jefferson	\$3,927,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00184N) I-65 at St. Catherine Street.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2025	BRO	\$285,600	\$71,400	\$357,000
C	2025	BRO	\$2,856,000	\$714,000	\$3,570,000
<b>Total</b>			\$3,141,600	\$785,400	\$3,927,000

## Kentucky Maintenance Projects

**Sponsor Agency:** KYTC

**Project Name:** I-65 Bridge at Standiford Lane

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3104	5-10083.00	2027	Jefferson	\$3,663,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00390N) I-65 at Standiford Lane.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a good state of repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2025	BRO	\$266,400	\$66,600	\$333,000
C	2025	BRO	\$2,664,000	\$666,000	\$3,330,000
<b>Total</b>			<b>\$2,930,400</b>	<b>\$732,600</b>	<b>\$3,663,000</b>

**Sponsor Agency:** KYTC

**Project Name:** I-65 Bridge at US 60A (Eastern Parkway)

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3112	5-10065.00	2028	Jefferson	\$6,094,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00180N) I-65 at US 60A (Eastern Parkway).

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2026	BRO	\$443,200	\$110,800	\$554,000
C	2026	BRO	\$4,432,000	\$1,108,000	\$5,540,000
<b>Total</b>			<b>\$4,875,200</b>	<b>\$1,218,800</b>	<b>\$6,094,000</b>

**Sponsor Agency:** KYTC

**Project Name:** I-65 SB Bridge at Ohio River

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3028	5-10074.00	2025	Jefferson	\$1,320,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00214L) I-65 Southbound at Ohio River.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	Bridge	\$96,000	\$24,000	\$120,000
C	2023	BRO	\$960,000	\$240,000	\$1,200,000
<b>Total</b>			<b>\$1,056,000</b>	<b>\$264,000</b>	<b>\$1,320,000</b>

# Kentucky Maintenance Projects

**Sponsor Agency:** KYTC

**Project Name:** I-71

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2644	5-20014.00	2025	Jefferson	\$8,367,610	Exempt

**Project Description:**

Address pavement condition of I-71 both direction(s) from MP 0.00 to MP 11.32.

**Justification:**

Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	NHPP	\$380,000	\$95,000	\$475,000
C	2024	NHPP	\$7,103,349	\$789,261	\$7,892,610
<b>Total</b>			<b>\$7,483,349</b>	<b>\$884,261</b>	<b>\$8,367,610</b>

**Sponsor Agency:** KYTC

**Project Name:** I-71

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3094	5-22096.00	2027	Jefferson	\$4,125,000	Exempt

**Project Description:**

Address condition of I-71 from milepoint 0 to milepoint 3.706.

**Justification:**

Maintenance of the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2026	NHPM	\$300,000	\$75,000	\$375,000
C	2026	NHPM	\$3,000,000	\$750,000	\$3,750,000
<b>Total</b>			<b>\$3,300,000</b>	<b>\$825,000</b>	<b>\$4,125,000</b>

**Sponsor Agency:** KYTC

**Project Name:** I-71

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3198	5-22098.00	2025	Oldham	\$18,700,000	Exempt

**Project Description:**

Address condition of I-71 from milepoint 14.49 to milepoint 22.3 (2022CCR).

**Justification:**

Maintenance of the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	NHPM	\$1,360,000	\$340,000	\$1,700,000
C	2023	NHPM	\$13,600,000	\$3,400,000	\$17,000,000
<b>Total</b>			<b>\$14,960,000</b>	<b>\$3,740,000</b>	<b>\$18,700,000</b>

## Kentucky Maintenance Projects

**Sponsor Agency:** KYTC

**Project Name:** KY 1065 Bridge at I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3106	5-10081.00	2029	Jefferson	\$15,873,000	Exempt

**Project Description:**

Bridge project in Jefferson County on (056B00307N) KY 1065 at I-65.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2026	FBP	\$1,154,400	\$288,600	\$1,443,000
<b>Total</b>			\$1,154,400	\$288,600	\$1,443,000

**Sponsor Agency:** KYTC

**Project Name:** KY 1116 Bridge at Cedar Creek

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3036	5-10036.00	2025	Bullitt	\$1,375,000	Exempt

**Project Description:**

Bridge project in Bullitt County on (015B00059N) KY 1116 at Cedar Creek.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2023	State	\$100,000	\$25,000	\$125,000
C	2023	State	\$1,000,000	\$250,000	\$1,250,000
<b>Total</b>			\$1,100,000	\$275,000	\$1,375,000

**Sponsor Agency:** KYTC

**Project Name:** KY 1319

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2905	5-4307.00	2024	Bullitt	\$11,000	Exempt

**Project Description:**

Install guardrail on KY 1319 in Bullitt County.

**Justification:**

Improve safety.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	STBG-ST	\$8,800	\$2,200	\$11,000
<b>Total</b>			\$8,800	\$2,200	\$11,000

**Sponsor Agency:** KYTC

**Project Name:** KY 1319

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3099	5-4309.00	2025	Bullitt	\$27,000	Exempt

**Project Description:**

Install guardrail on KY 1319 in Bullitt County (MP 2.11 to MP 2.24).

**Justification:**

Improve safety.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2025	GR	\$21,600	\$5,400	\$27,000
<b>Total</b>			\$21,600	\$5,400	\$27,000



# Kentucky Maintenance Projects

**Sponsor Agency:** KYTC

**Project Name:** KY 1526 Bridge at Floyds Fork

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3029	5-10035.00	2027	Jefferson	\$2,585,000	Exempt

**Project Description:**

Bridge project in Bullitt County on (015B00057N) KY 1526 at Floyds Fork.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	State	\$188,000	\$47,000	\$235,000
C	2023	State	\$1,880,000	\$470,000	\$2,350,000
<b>Total</b>			<b>\$2,068,000</b>	<b>\$517,000</b>	<b>\$2,585,000</b>

**Sponsor Agency:** KYTC

**Project Name:** KY 1694

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
3101	5-4310.00	2026	Oldham	\$71,000	Exempt

**Project Description:**

Install guardrail on KY 1694 In Oldham County (MP 4.59 to MP 4.92).

**Justification:**

Improve safety.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2026	GR	\$56,800	\$14,200	\$71,000
<b>Total</b>			<b>\$56,800</b>	<b>\$14,200</b>	<b>\$71,000</b>

**Sponsor Agency:** KYTC

**Project Name:** KY 362

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2908	5-4308.00	2024	Oldham	\$49,000	Exempt

**Project Description:**

Install Guardrail on KY-362 in Oldham County (MP 2.30 to MP 2.53).

**Justification:**

Improve safety.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2024	STBG-ST	\$39,200	\$9,800	\$49,000
<b>Total</b>			<b>\$39,200</b>	<b>\$9,800</b>	<b>\$49,000</b>

**Sponsor Agency:** KYTC

**Project Name:** KY 480

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2638	5-20036.00	2027	Bullitt	\$950,000	Exempt

**Project Description:**

Address pavement condition on KY 480 from MP 0.00 to MP 5.14.

**Justification:**

Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2026	STP5	\$760,000	\$190,000	\$950,000
<b>Total</b>			<b>\$760,000</b>	<b>\$190,000</b>	<b>\$950,000</b>

## Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: KY 524

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
1726	5-5013.00	2028	Oldham	\$5,600,000	Exempt

**Project Description:**

Landslide repair on KY 524 (Westport Road) from Junction US 42 northwest, 1.0 mile. (2002BOPC)(Not required). CHAF ID IP20150467.

**Justification:**

The purpose of this project is to improve safety and reliability of KY 524 (Westport Road) from US 42 to 1/4 miles south of Smith Lane. This project is needed because there has been an ongoing landslide issue on KY 524 (Westport Road) from US 42 to 1/4 miles south of Smith Lane. Maintenance addresses the problem each year with band-aid approaches including driving pilings, adding new rip rap, and replacing guardrail that slides down the slope but a more permanent fix is needed requiring funding outside of the maintenance budget. Correction of the landslide will maintain the reliability of the network.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2024	State	\$0	\$600,000	\$600,000
ROW	2025	State	\$0	\$500,000	\$500,000
<b>Total</b>			\$0	\$1,100,000	\$1,100,000

Sponsor Agency: KYTC

Project Name: Old Clark Station Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2570	5-10022.00	2025	Jefferson	\$497,000	Exempt

**Project Description:**

Address deficiencies of Old Clark Station bridge over Brush Run (056C00167N) CS-1004J from MP 0.006 to MP 0.014.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	BRZ	\$285,600	\$71,400	\$357,000
<b>Total</b>			\$285,600	\$71,400	\$357,000

Sponsor Agency: KYTC

Project Name: Old Westport Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2579	5-10008.00	2023	Jefferson	\$925,000	Exempt

**Project Description:**

Address deficiencies of Old Westport Road bridge over Goose Creek (056C00113N) CS-1079 from MP 0.03 to MP 0.038.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	BRX	\$600,000	\$150,000	\$750,000
<b>Total</b>			\$600,000	\$150,000	\$750,000

# Kentucky Maintenance Projects

**Sponsor Agency:** KYTC

**Project Name:** River Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2573	5-1079.00	2028	Jefferson	\$695,000	Exempt

**Project Description:**

Address deficiencies of bridge over Goose Creek on River Road (CR 1001B) 0.2 miles north of Lime Kiln Road (CR 1002B) (056C00130N) from MP 3.80 to MP 3.87.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2023	BRZ	\$304,000	\$76,000	\$380,000
<b>Total</b>			\$304,000	\$76,000	\$380,000

**Sponsor Agency:** KYTC

**Project Name:** Scenic Loop

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2574	5-10019.00	2025	Jefferson	\$973,000	Exempt

**Project Description:**

Address deficiencies of Scenic Loop bridge over mid fork Beargrass Creek (056C00027N) CS 1003G from MP 1.796 to MP 1.808.

**Justification:**

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2023	BRX	\$48,000	\$12,000	\$60,000
C	2023	BRX	\$730,400	\$182,600	\$913,000
<b>Total</b>			\$778,400	\$194,600	\$973,000

**Sponsor Agency:** Louisville Metro

**Project Name:** Restoration and Rehabilitation of Hikes Lane From Newburg Road to Taylorsville Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>
2897	5-583.00	2023	Jefferson	\$8,360,000	Exempt

**Project Description:**

Restoration and rehabilitation of Hikes Lane from Newburg Road to Taylorsville Road.

**Justification:**

Hikes Lane is concrete pavement and has numerous locations of failure that will be restored.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STBG-MPO	\$6,720,000	\$1,640,000	\$8,360,000
<b>Total</b>			\$6,720,000	\$1,640,000	\$8,360,000

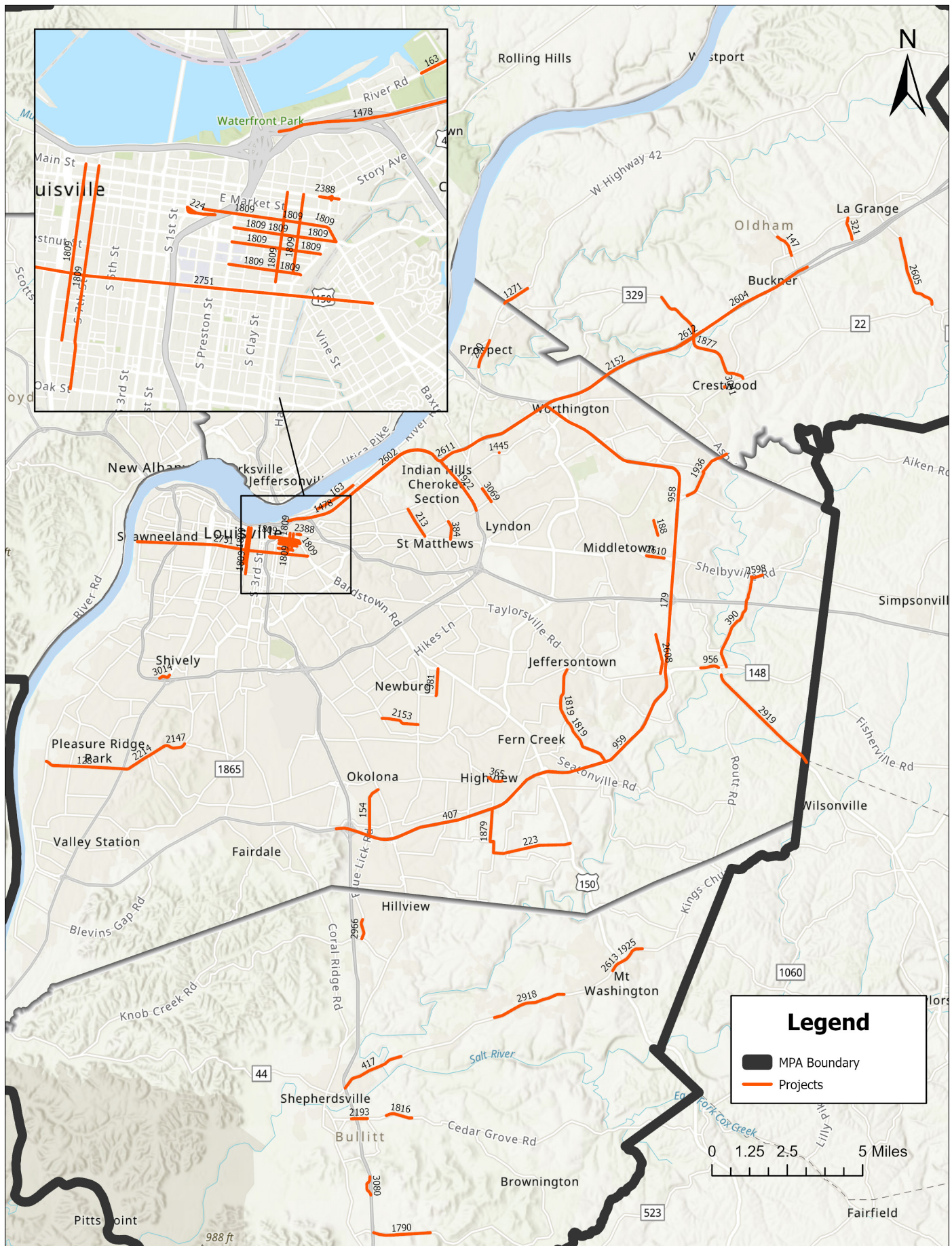
# KENTUCKY

## Roadway Projects





## Kentucky Roadway Projects



## Kentucky Roadway Projects

**Sponsor Agency:** Bullitt County

**Project Name:** KY 44

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2916		2027	Bullitt	\$43,300,000	Non-Exempt	38

**Project 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.

**Justification:**

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.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2025	SPP	\$0	\$4,500,000	\$4,500,000
U	2026	SPP	\$0	\$1,700,000	\$1,700,000
		<b>Total</b>	<b>\$0</b>	<b>\$6,200,000</b>	<b>\$6,200,000</b>

**Sponsor Agency:** Jeffersontown

**Project Name:** Billtown-Eastview Collector Extension

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3111		2026	Jefferson	\$1,265,000	Non-Exempt	126

**Project Description:**

Improve safety, improve multi-modal connectivity, and reduce congestion along Billtown Road (CS-1720H) from Ruckreigel Parkway (MP 0.000) to Watterson Trail (MP 0.165). Improve access and multi-modal connectivity from Billtown Road to Eastview Avenue. The project includes the 3-lane widening of existing Billtown Road between Ruckreigel Parkway and Watterson Trail, and the addition of curb and gutter and sidewalks along both sides of the road. The project also includes the extension of existing Eastview Avenue between Billtown and Taylorsville Road, where some segments of narrow roadway and right of way already exist. The Eastview extension will be a 2-lane curb and gutter roadway with sidewalks and will help to establish improved access and connectivity for the new Jeffersontown Police Station to be completed in 2023.

**Justification:**

The project helps to complete Jeffersontown's downtown transportation plan and establish additional points of system access and connectivity, by linking Taylorsville Road and Billtown Road, as well as a linkage to the existing dead-end portion of College Avenue in between. The extension is most critical to provide enhanced access to the new police station at the corner of Neal and Taylorsville Road and will open up access to the south.

The project supports the City's goal to provide complete streets, through the inclusion of sidewalks along each side of both Billtown and Eastview. Presently, there is a narrow sidewalk, in poor condition, and with no vertical curb separation from the road, along one side of the Billtown corridor.

The Eastview extension crosses a 2+ acre vacant parcel owned by the City. Thus, the right of way acquisition costs will be limited, and the project will help to create economic development opportunities to support the future land use plan for the vacant property.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2024	STBG-MPO	\$352,000	\$88,000	\$440,000
C	2026	STBG-MPO	\$660,000	\$165,000	\$825,000
		<b>Total</b>	<b>\$1,012,000</b>	<b>\$253,000</b>	<b>\$1,265,000</b>

# Kentucky Roadway Projects

**Sponsor Agency:** Jeffersontown

**Project Name:** Galene Drive/Sprowl Road Collector Extension

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3113		2028	Jefferson	\$8,080,000	Non-Exempt	116

**Project Description:**

Improve capacity, connectivity, and multi-modal safety along Galene Drive (CS-1010H) from Maple Road (MP 1.134) to Bluebird Lane. The project includes realigning Galene Drive/Sprowl Road, and extending this connection east, widening the collector roadway curb and gutters, and adding sidewalks and bicycle facilities. Project will include turning movements and signalization as warranted.

**Justification:**

The project includes a new roadway, minor roadway widening, and intersection improvements to accomplish multiple transportation goals for the City of Jeffersontown. The realignment of the Galene/Sprowl intersection with College Dr addresses a poorly configured offset intersection where vehicular and pedestrian traffic safety at the adjacent Tully Elementary School has long been an issue. The realignment of this critical intersection is the primary focus of the project west of Taylorsville Rd. East of Taylorsville Rd, the project serves as a critical new connector, providing multiple linkages to the local transportation system at Shelby Street and Bluebird Lane which both connect south to Watterson Trail, and at residential dead-end streets of Valley and Pelham, which both connect north to Grand Avenue. In addition to multi-modal connectivity, this eastern portion of the corridor also provides for some areas of economic development opportunities which will also serve to benefit the community.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Planning	2023	STBG-MPO	\$264,000	\$66,000	\$330,000
D	2024	STBG-MPO	\$440,000	\$110,000	\$550,000
ROW	2025	STBG-MPO	\$880,000	\$220,000	\$1,100,000
U	2026	STBG-MPO	\$440,000	\$110,000	\$550,000
<b>Total</b>			<b>\$2,024,000</b>	<b>\$506,000</b>	<b>\$2,530,000</b>

**Sponsor Agency:** Jeffersontown

**Project Name:** Watterson Trail Signalization Improvements

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3110		2025	Jefferson	\$1,265,000	Exempt	127

**Project Description:**

This project involves the upgrading of four existing signalized intersections along an 0.5-mile segment of Watterson Trail (CR-1004H/CS-1073H). The four intersections from south to north are: Ruckriegel Parkway (CR-1004H, MP 3.179), Maple Road/Billtown Road (CR-1004H, MP 3.330 and CS-1073H, MP 0.000), Old Taylorsville Road/Shelby Street (CS-1073H, MP 0.352), and Ruckriegel Parkway (KY 1819) (CS-1073H, MP 0.694).

**Justification:**

Streetscape enhancements along the downtown portion of Watterson Trail corridor under KYTC Item No. 5-3031 and 5-518 are underway. Construction of Phase I (5-3031) has begun, and Phase 2 (5-518) is in the Right of Way phase, with construction anticipated soon. The existing signalized intersections are all pole and wire-based, with only one of them offering pedestrian signals. Because the streetscape projects will include sidewalk enhancements and the construction of new sidewalks in some areas, the need for pedestrian signals and signalization modernization will become a critical requirement to enhance pedestrian safety and improve ADA compliance. The corridor intersects with Ruckriegel Parkway at each end, where existing 3-way intersection conditions exists. Within the interior of the corridor, two 4-way intersections exist at Billtown/Maple and Shelby/Old Taylorsville Road. These two interior intersections serve as the match-line between the Phase I and Phase 2 streetscape projects.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	STBG-MPO	\$132,000	\$33,000	\$165,000
C	2024	STBG-MPO	\$880,000	\$220,000	\$1,100,000
<b>Total</b>			<b>\$1,012,000</b>	<b>\$253,000</b>	<b>\$1,265,000</b>



## Kentucky Roadway Projects

**Sponsor Agency:** KIPDA

**Project Name:** Safe Streets and Roads for All Action Plan for the Louisville (IN and KY) Metropolitan Region

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3190		2024	Bullitt, Clark, Floyd, Jefferson, Oldham	\$750,000		

**Project Description:**

The project will produce a region-wide action plan that will identify both regional and jurisdiction-specific high crash locations and the most appropriate strategies to mitigate them as well as targeted safety action plans for the 16 local jurisdictions participating in the planning effort.

**Justification:**

With 12.96 average annual roadway fatalities per 100,000 population in the Louisville metropolitan region, a Vision Zero action plan to comprehensively reduce fatalities to zero is a key regional need.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Planning	2023	SSR4A	\$600,000	\$150,000	\$750,000
		<b>Total</b>	<b>\$600,000</b>	<b>\$150,000</b>	<b>\$750,000</b>

**Sponsor Agency:** KYTC

**Project Name:** English Station Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
188	5-353.00	2025	Jefferson	\$12,445,300	Exempt	90

**Project Description:**

Widen English Station Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Aiken Road to Avoca Road. The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. From MP 0.457 to MP 1.232.

**Justification:**

The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. Due to the two lane configuration and the numerous developments and entrances along the roadway, traffic operations are adversely impacted by vehicles making left turns along this congested corridor. Sight distance in the sag near Chenoweth Run and the crest near the railroad at the northern terminal of the project do not meet the 35 mph design speed criteria. The corridor is a high accident area. The existing roadway surface shows excessive wear with several sections having significant base failures that are not remedied by typical pavement resurfacing. The corridor is heavily traveled by trucks accessing a nearby rock quarry on Old Henry Road and school buses going to the Jefferson Public Schools maintenance facility on East Aiken. Several of the entrances have rutting on the shoulders with drop offs resulting from turning radii not adequate for truck turning movements. Rail crossing is substandard. There are gaps in the bike and pedestrian network. CHAF ID - IP20170032

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2025	STBG-MPO	\$6,408,000	\$0	\$6,408,000
		<b>Total</b>	<b>\$6,408,000</b>	<b>\$0</b>	<b>\$6,408,000</b>



# Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: I-264/US 42

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
I 922	5-804.00	2028	Jefferson	\$68,205,000	Non-Exempt	141

**Project Description:**

Reconstruct/widen I-264 (Watterson Expressway) from Westport Road (KY 447) to I-71, including the US 42 interchange as a SPUI. (Project includes 5-594) (I2CCR)(I4CCR). Project length is 1.7 miles. CHAF ID: IP20160046. Additional Considerations: Widen all ramps to two lanes.

**Justification:**

The purpose of the project is to improve system operation by reducing delays and congestion along Interstate 264 (Watterson Expressway) and the interchange at US 42. By reducing congestion and delay within the project limits the safety on US 42 and I-264. The existing I-264/US 42 interchange does not have adequate capacity or storage to accommodate the left turn and through traffic volumes during the AM and PM peak hours. Commuters are experiencing long delays.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2024	NHS	\$8,000,000	\$2,000,000	\$10,000,000
C	2025	NHS	\$24,000,000	\$6,000,000	\$30,000,000
C	2026	NHS	\$16,000,000	\$4,000,000	\$20,000,000
<b>Total</b>			<b>\$48,000,000</b>	<b>\$12,000,000</b>	<b>\$60,000,000</b>

Sponsor Agency: KYTC

Project Name: I-265

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
I 179	5-549.00, 5-549.01	2023	Jefferson	\$38,397,500	Non-Exempt	70

**Project Description:**

CHAF Purpose: KYTC Highway Plan (June, 2018): Reconstruction of the I-265/I-64 Interchange. (2016BOP).

**Justification:**

The purpose of the Gene Snyder Interchange Project is to enhance the operation and improve the safety of the I-265/I-64 Interchange.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	NHS	\$8,500,000	\$0	\$8,500,000
<b>Total</b>			<b>\$8,500,000</b>	<b>\$0</b>	<b>\$8,500,000</b>

## Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: I-265

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
407	5-554.00	2028	Jefferson	\$76,350,000	Non-Exempt	127

**Project Description:**

KYTC Highway Plan (June, 2018): Improve safety and reduce congestion on I-265 from I-65 to US 31E.

CHAF ID: IP20080191.

Additional Considerations: Project will evaluate widening to the inside from 4 to 6 lanes.

**Justification:**

CHAF Purpose: Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) from I-65 to US 31E (Bardstown Road).

CHAF Need: This project is needed because of deficient ramps, inadequate capacity, and higher than average crash rates on I-265 (Gene Snyder Freeway) from I-65 to US 31E (Bardstown Road). As cited in the I-265 Study of January 2015 the projected 2020 LOS along this section of I-265 is D with 2 smaller sections having LOS E and F in the PM peak, and the 2020 average PM peak v/c ratio is 0.84. The 2014 rear end crash rate from I-65 to KY 61 exceeds the average rate for the road type according to the most recent I-265 Study. 2014 ramp deficiencies include the merge lengths from Smyrna Parkway to I-265 VVB and EB. Two bridges in this section are identified as functionally obsolete. The surrounding land uses are residential, commercial, and industrial. Commuters use this segment to bypass I-65 as well as gain access to I-65. Adequacy rating data point to high levels of congestion and rough pavement conditions in some areas. There is additional growth occurring now and planned for the future in this area in Jefferson County which will only worsen congestion.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2026	NHS	\$2,600,000	\$650,000	\$3,250,000
		<b>Total</b>	\$2,600,000	\$650,000	\$3,250,000

Sponsor Agency: KYTC

Project Name: I-265

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
958	5-537.00, 5-537.01, 5-537.02	2024	Jefferson	\$95,920,000	Non-Exempt	102

**Project Description:**

Six lane priority section of I-265 between Taylorsville Road and I-71. Approximately 11.3 miles, from MP 23.409 to MP 34.727. Project design will evaluate widening from 4 to 6 lanes as a potential solution to the congestion.

**Justification:**

CHAF Purpose: The purpose of the proposed project is to decrease existing congestion on the mainline of I-265 Gene Snyder Freeway between KY 155 Taylorsville Road and I-71.

CHAF Need: Carrying 65,000 to 88,000 vehicles per day today, the existing I-165 corridor does not provide adequate capacity to serve current peak period traffic volumes. It exhibits poor Level of Service (LOS), inflated travel times, and ramp queue lengths that back up.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	NHS	\$20,000,000	\$0	\$20,000,000
		<b>Total</b>	\$20,000,000	\$0	\$20,000,000

# Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: I-265

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
959	5-558.00	2029	Jefferson	\$75,000,000	Non-Exempt	94

**Project Description:**

Improve safety and reduce congestion on I-265 from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). CHAF ID: IP20150080. Additional Considerations: Project will evaluate widening to the inside from 4 to 6 lanes.

**Justification:**

Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). This project is needed because of deficient ramps and inadequate capacity on I-265 (Gene Snyder Freeway) from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). The I-265 Study completed in January of 2015 cites an existing LOS D along this section.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2026	NHS	\$2,400,000	\$600,000	\$3,000,000
<b>Total</b>			\$2,400,000	\$600,000	\$3,000,000

Sponsor Agency: KYTC

Project Name: I-64

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
390	5-80000.00	2029	Jefferson, Shelby	\$74,240,000	Non-Exempt	83

**Project Description:**

Eastwood Fisherville Connector to I-64 (I8CCN) (2020CCR). Project will consider a new interchange and connector road from KY 148 to US 60 (Shelbyville Road) with a new interchange on the I-64 corridor. Interchange would be in the vicinity of Gilliland Road.

**Justification:**

Reduce congestion and improve connectivity to I-64 in eastern Jefferson County between I-265 (Gene Snyder Freeway) in Jefferson County to KY 1848 (Buck Creek Road) in Shelby County.

This project is needed because in light of existing and anticipated growth, local and regional access via the interstate system and local roadway network is needed due to their being a distance of 9 miles between access to I-64 from I-265 (Gene Snyder Freeway) in Jefferson County to KY 1848 (Buck Creek Road) in Shelby County. Limited access to I-64 has contributed to ever increasing traffic volumes on US 60 and KY 155/KY 148.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Planning	2023	State	\$0	\$750,000	\$750,000
D	2025	State	\$0	\$5,000,000	\$5,000,000
<b>Total</b>			\$0	\$5,750,000	\$5,750,000

Sponsor Agency: KYTC

Project Name: I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2601	5-560.00	2033	Jefferson	\$100,400,000	Exempt	127

**Project Description:**

Improve safety and reduce congestion at the I-65/I-265 (Gene Snyder Freeway) interchange. CHAF IP20160019.

**Justification:**

The Purpose of the I-65/I-265 interchange project is to reduce congestion and improve safety. The 2015 I-265 Programming Study has projected the I-265 westbound to I-65 northbound diverge as operating at a level of service (LOS) of F in both the AM and PM peaks in the year 2020. The study also identifies the I-65 to I-265 eastbound merge as operating at a LOS of D in the AM and F in the PM peaks in the year 2020. The I-65/I-265 interchange was ranked as the 5th highest crash interchange in the KIPDA MPO area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. In that time period there were 347 total crashes within the interchange (meaning the area between the exit and entrance ramps in all directions) which included two fatalities and 5 injuries. The average daily traffic entering this interchange is 181,545 with a crash rate of 1.746 (the ratio of the number of crashes to the number of vehicles entering an interchange) and severity index of 1.071.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
PE	2026	NHS	\$320,000	\$80,000	\$400,000
<b>Total</b>			\$320,000	\$80,000	\$400,000

# Kentucky Roadway Projects

Sponsor Agency: KYTC		Project Name: I-65				
KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	AQ Analysis Status:	Project Score:
3080	5-578.00	2025	Bullitt	\$1,000,000	Exempt	67
Project Description:						
Expand truck parking at I-65 SB welcome center.						
Justification:						
Increased freight volume and changes in regulation for freight movement have created a critical need for parking and staging areas. The project is intended to provide additional truck parking for those vehicles using I-65.						
Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:	
C	2024	NHS	\$800,000	\$200,000	\$1,000,000	
Total			\$800,000	\$200,000	\$1,000,000	

Sponsor Agency: KYTC		Project Name: I-65/KY 480 Interchange				
KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	AQ Analysis Status:	Project Score:
2193	5-391.30	2026	Bullitt	\$16,622,800	Exempt	77
Project Description:						
Improve operational performance of the I-65/KY 480 interchange including ramp improvements and turning lanes. (I2CCR)(I4CCR)(2014BOP) (I6CCR) From MP 115.150 to MP 115.940. CHAF ID: IP20160218.						
Justification:						
The purpose of this project is to reduce future traffic congestion at the I-65/KY 480 (Cedar Grove Road) interchange to acceptable levels of service (i.e., A, B, C, or D) and to improve access to existing and committed businesses in the Cedar Grove Business Park and surrounding area.						
The I-65/KY 480 southbound ramps' signalized intersection west of I-65 operates at LOS C during the AM peak travel period and LOS D during the peak PM travel period. In the 2040 design year, it is projected to operate at LOS D during the AM peak and LOS F during the PM peak, assuming that no improvements are made to the interchange. For the I-65/KY 480 northbound ramps' signalized intersection east of I-65, the 2015 AM and PM LOS of B will decline in operational performance to LOS E for the AM peak and LOS F for the PM peak in the 2040 design year.						
Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:	
C	2023	STBG-ST	\$10,338,240	\$2,584,560	\$12,922,800	
Total			\$10,338,240	\$2,584,560	\$12,922,800	



# Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: I-71

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1478	5-48.10, 5-48.11	2029	Jefferson	\$37,970,000	Non-Exempt	126

**Project Description:**

6YP DESC: Addition of NB and SB auxiliary lanes on I-71 near Kennedy, including operations improvements to the Zorn interchange (2004BOPC).

CHAF DESC: Improve safety and reduce congestion on I-71 from I-64 near the Kennedy interchange to Zorn Avenue.

CHAF ID: IP20150266.

**Justification:**

CHAF Purpose: Addition of NB and SB auxiliary lanes on I-71 near Kennedy, including operations improvements to the Zorn interchange (2004BOPC). Improve safety and reduce congestion on I-71 from I-64 near the Kennedy interchange to Zorn Avenue.

CHAF Need: This project is needed because of a higher than average crash rate, inadequate current and future capacity, and roadway deficiencies on I-71 from I-64 near the Kennedy interchange to Zorn Avenue. The critical crash rate factor (CCRF) in this 2 mile section is 2.791 as analyzed in the I-71 Study. The percentage truck traffic is 7% with multiple major traffic and freight generators as noted in the I-71 Study. The 2038 anticipated truck percent growth rate is 2.8%. This section of I-71 has a LOS F and volume to capacity ratio of 1.02. Shoulder width deficiencies and functionally obsolete culverts also exist within these milepoints.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2024	NHS	\$120,000	\$30,000	\$150,000
U	2025	NHS	\$140,000	\$35,000	\$175,000
C	2026	NHS	\$10,400,000	\$2,600,000	\$13,000,000
<b>Total</b>			<b>\$10,660,000</b>	<b>\$2,665,000</b>	<b>\$13,325,000</b>

Sponsor Agency: KYTC

Project Name: I-71

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2152	5-483.00, 5-483.01, 5-483.02	2023	Jefferson, Oldham	\$66,465,000	Non-Exempt	81

**Project Description:**

6YP DESC: Six lane priority section of I-71 between I-265 and KY 329 (I6CCR). Project length is 2.785 miles. CHAF ID: IP20150450

Additional Considerations: Widen priority section of I-71 between I-265 and KY 329 from 4 to 6 lanes.

**Justification:**

CHAF Purpose: The Purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through traffic on I-71, as well as local users traveling to and from the Louisville Metro and Crestwood/Brownsboro areas.

CHAF Need: The Needs being addressed by the proposed I-71 project are based on the following facts:• Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was 56,600 vehicles per day (vpd). In 2015, the traffic volume has increased to 61,900 vpd. By 2040, those numbers are forecasted to increase to 80,000 vpd. Traffic projections illustrate continued growth in traffic volumes. This forecast takes into account the future opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-265 in Indiana.• I-71 has roadway deficiencies and poor traffic operational characteristics. The life span of the pavement surface and bridges warrant they be replaced within the foreseeable future, regardless of the transportation demands; the clear zones along with the inside shoulder width are less than desirable.• Driver crash rates are notably high along this section of I-71. Between January 2012 and December 2015, there were 360 crashes, including 5 fatalities, along the project corridor. The northbound direction had 123 crashes and southbound direction had 237 crashes. Based on a quantitative analysis, the project had six 0.2 mile sections of roadway that had a statistically high crash rate (i.e.,critical rate factor greater than 1.0). The six sections were all in the southbound direction and thecritical rate factors ranging from 1.072 to 1.5.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	NHS	\$15,000,000	\$0	\$15,000,000
<b>Total</b>			<b>\$15,000,000</b>	<b>\$0</b>	<b>\$15,000,000</b>

## Kentucky Roadway Projects

**Sponsor Agency:** KYTC**Project Name:** I-71

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2602	5-556.00	2030	Jefferson	\$39,238,000	Non-Exempt	74

**Project Description:**

6YP Desc: Improve safety and reduce congestion on I-71 from Zorn Avenue to I-264.I-71 from MP0 to MP 5.00.

CHAF Desc: Improve safety and reduce congestion on I-71 from Zorn Ave to I-264 (Watterson Expressway). CHAF ID: IP20150031.

Additional Considerations: Project will evaluate widening to the inside from 4 to 6 lanes.

**Justification:**

CHAF Purpose: Improve safety and reduce congestion on I-71 from Zorn Ave to I-264 (Watterson Expressway).

CHAF Need: This project is needed because of a higher than average injury crash rate, inadequate current and future capacity, and roadway deficiencies on I-71 from Zorn Avenue to I-264 (Watterson Expressway). The percent of injury crashes cited in the March 2014 I-71 Study along this section of I-71 is 20.3% which exceeds the Interstate average referenced in the study of 17.4%. The percentage truck traffic is 7% with traffic and freight generators close to the 2.0 milepoint. The 2038 anticipated truck growth rate is 1.7%. This section of I-71 has a LOS F and a volume to capacity ratio of 1.27. Deficiencies include shoulder widths.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2023	NHS	\$2,000,000	\$0	\$2,000,000
<b>Total</b>			<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>

**Sponsor Agency:** KYTC**Project Name:** I-71

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2604	5-483.10	2027	Oldham	\$67,200,000	Non-Exempt	109

**Project Description:**

Widen I-71 from four to six lanes from KY 329 (MP 14.1) to KY 393 (MP 18.0). (I6CCN). Project length is 3.9 miles.

CHAF DESC: Widen I-71 from four to six lanes from KY 329 (MP 14.1) to KY 393 (MP 18.0). (I6CCN) CHAF ID: IP20160192.

Additional Considerations: Widen I-71 from 4 to 6 lanes from KY 329 to KY 393.

**Justification:**

The Purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through traffic on I-71, as well as local users traveling to and from the Louisville Metro and Crestwood/Buckner areas.

CHAF Need: The Needs being addressed by the proposed I-71 project are based on the following facts: Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was near 56,600 vehicles per day (vpd). In 2015, the traffic volume has increased to approx. 61,900 vpd. By 2040, those numbers are forecasted to increase to around 80,000 vpd. Traffic projections illustrate continued growth in traffic volumes. This forecast takes into account the recent opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-265 in Indiana. I-71 has roadway deficiencies and poor traffic operational characteristics. The life span of the pavement surface and bridges warrant they be replaced within the foreseeable future, regardless of the transportation demands; the clear zones along with the inside shoulder width are less than desirable. Driver crash rates are notably high along this section of I-71.increase to around 80,000 vpd.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2023	NHS	\$1,520,000	\$380,000	\$1,900,000
U	2023	NHS	\$1,440,000	\$360,000	\$1,800,000
C	2024	NHS	\$24,000,000	\$0	\$24,000,000
C	2024	NHS	\$9,600,000	\$2,400,000	\$12,000,000
C	2025	NHS	\$9,600,000	\$2,400,000	\$12,000,000
C	2026	NHS	\$9,600,000	\$2,400,000	\$12,000,000
<b>Total</b>			<b>\$55,760,000</b>	<b>\$7,940,000</b>	<b>\$63,700,000</b>

## Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: I-71

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2611	5-557.00	2034	Jefferson	\$220,734,000	Non-Exempt	111

**Project Description:**

Improve safety and reduce congestion on I-71 from Zorn Avenue to I-265. I-71 from MP 2.00 to MP 9.00. CHAF ID IP20150032. Project will evaluate widening to the inside from 4 to 6 lanes.

**Justification:**

Increase safety for all users. Manage and reduce roadway congestion where appropriate. Ensure timely and efficient movement of freight within, departing, and entering the region.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2023	NHS	\$2,000,000	\$0	\$2,000,000
		<b>Total</b>	\$2,000,000	\$0	\$2,000,000

Sponsor Agency: KYTC

Project Name: I-71

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2612	5-80005.00	2027	Oldham	\$10,430,000	Non-Exempt	107

**Project Description:**

Improve the interchange of I-71 and KY 329.

CHAF ID: IP20080244.

Additional Consideration: Project will evaluate: signaling SB I-71 on and off ramps; adding left turn lane on KY 329 for left turns onto SB I-71 ramp; multi-use path along KY 329; and various sight distance improvements.

**Justification:**

Improve safety and reduce congestion at the I-71/KY 329 interchange. This project is needed because of a high amount of crashes and limited sight distance that exists at the I-71 ramps at KY 329. Additionally, the capacity of KY 329 is inadequate to handle current traffic volumes during peak hours.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2023	NHS	\$296,000	\$74,000	\$370,000
ROW	2025	NHS	\$768,000	\$192,000	\$960,000
U	2025	NHS	\$720,000	\$180,000	\$900,000
C	2025	NHS	\$6,560,000	\$1,640,000	\$8,200,000
		<b>Total</b>	\$8,344,000	\$2,086,000	\$10,430,000

## Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: I-71

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2788		2029	Oldham	\$71,300,000	Non-Exempt	106

**Project Description:**

Widen I-71 from four to six lanes from KY 393 (MP 18.0) to KY 53 (MP 22.4). (16CCN) CHAF ID: IP20160193.

**Justification:**

The purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through

The needs being addressed by the proposed I-71 project are based on the following facts: Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was approximately 56,600.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	NHS	\$4,400,000	\$1,100,000	\$5,500,000
ROW	2025	NHS	\$1,840,000	\$460,000	\$2,300,000
U	2025	NHS	\$800,000	\$200,000	\$1,000,000
<b>Total</b>			<b>\$7,040,000</b>	<b>\$1,760,000</b>	<b>\$8,800,000</b>

Sponsor Agency: KYTC

Project Name: Jefferson County Off-Ramps

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3191	5-944.00	2024	Jefferson	\$1,880,000	Exempt	32

**Project Description:**

Installation of wrong way driving signs and pavement markings on various off-ramps in Jefferson County.

**Justification:**

To improve the safety of road users.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	HSIP-ST	\$1,880,000	\$0	\$1,880,000
<b>Total</b>			<b>\$1,880,000</b>	<b>\$0</b>	<b>\$1,880,000</b>

Sponsor Agency: KYTC

Project Name: KY 1065

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
436	5-80203.00	2030	Jefferson	\$35,430,000	Non-Exempt	129

**Project Description:**

Improve safety and reduce congestion on KY 1065 (Outer Loop) from I-65 to KY 2052 (Shepherdsville Road). Project will evaluate the addition of one travel lane in each direction and consider accommodations for bicyclists and pedestrians. CHAF IP20080211.

**Justification:**

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. KY 1065 from MP 4.930 to MP 7.655 (from I-65 to KY 2052) is located in south-central Jefferson County. Surrounding land use is primarily medium density commercial with some residential uses. These adequacy rating data suggest high crash potential, rough pavement condition and congestion may become an issue should the area to the south continue to develop at the current rate it is now. Additional commercial development has been planned along this corridor.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Planning	2023	STBG-MPO	\$200,000	\$50,000	\$250,000
D	2023	STBG-ST	\$1,744,000	\$436,000	\$2,180,000
ROW	2025	STBG-ST	\$2,616,000	\$654,000	\$3,270,000
U	2026	State	\$0	\$2,730,000	\$2,730,000
<b>Total</b>			<b>\$4,560,000</b>	<b>\$3,870,000</b>	<b>\$8,430,000</b>



## Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 1450

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
154	5-247.10, 5-247.11	2023	Jefferson	\$25,451,125	Exempt	81

**Project Description:**

Widen Blue Lick Road from Snyder Freeway north to KY 61 (LOU T.I.P.) (Section 2) (RU-04DEOB)(08CCR)(12CCR)(16CCR).

**Justification:**

The purpose of this project is to improve safety and relieve congestion while accommodating pedestrian traffic. Blue Lick Road (KY 1450) from I-265 to Preston Highway is currently a two lane road with narrow driving lanes, no shoulders, and steep roadside ditches. The crash rate in the project area is approximately double the statewide average for similar facilities.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STBG-ST	\$4,400,000	\$1,100,000	\$5,500,000
<b>Total</b>			\$4,400,000	\$1,100,000	\$5,500,000

Sponsor Agency: KYTC

Project Name: KY 1450

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2966	5-80101.00	2029	Bullitt	\$8,630,000	Exempt	104

**Project Description:**

Improve safety and reduce congestion on KY 1450 (Blue Lick Road) between the intersection with KY 1526 (John Harper Way) and CR 1512A (Jeffie Lane). (2020CCN) Project may consider addition of a two-way left turn lane.

**Justification:**

The following needs have been identified for this section of KY 1450, generally as a result of significant commercial and residential growth in the area:

1) To improve capacity, 2) To provide an improved highway that meets current safety design standards, 3) To enhance network connections, 4) To increase freight capacity, 5) To address recent and planned growth.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2025	SPP	\$0	\$1,125,000	\$1,125,000
U	2026	SPP	\$0	\$2,300,000	\$2,300,000
<b>Total</b>			\$0	\$3,425,000	\$3,425,000

Sponsor Agency: KYTC

Project Name: KY 146

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
428		2028	Oldham	\$20,510,000	Non-Exempt	94

**Project Description:**

Improve safety and reduce congestion on KY 146 (LaGrange Road) from KY 329B (KY 329 Bypass) to KY 393. Includes consideration of a four lane widening and bike/ped accommodations.

IP20080251.

**Justification:**

The purpose of this project is to improve safety and reduce congestion on KY 146 (LaGrange Road) from KY 329B (KY 329 Bypass) to KY 393. This project is needed because there are sections of KY 146 from KY 329B (KY 329 Bypass) to KY 393 that has inadequate capacity and is frequently congested during peak hours. With planned development in Oldham County, this area is expected to grow and this segment is expected to carry approximately 36,000 vehicles by the year 2030, greatly increasing congestion and the potential for crashes (OCMTP, 2003).

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Planning	2024	STPF	\$192,000	\$48,000	\$240,000
<b>Total</b>			\$192,000	\$48,000	\$240,000

## Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 155

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
956	5-8908.00	2028	Jefferson	\$19,850,000	Non-Exempt	48

**Project Description:**

Improve safety, mobility for all modes, and provide better access along KY 155 from KY 148 to I-265 near Pope Lick Park. Project may consider widening up to 4 travel lanes with a two-way center turn lane and consider bicycle and pedestrian facilities. CHAF ID: IP20080202. Formerly described as: Widen Taylorsville Road to 3 lanes from I-265 to KY 148. (18CCN).

**Justification:**

Improve safety, mobility for all modes, and provide better access along KY 155 from KY 148 to I-265 near Pope Lick Park. The Critical Rate Factor for this section of KY 155 is 1.192 for the years 2012 to 2016. The KIPDA MPO TAZ data shows a 1.6% projected future population and employment growth in the project area. Commuters use this route to get to and from Shelby and Spencer counties.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	STPF	\$464,000	\$116,000	\$580,000
ROW	2024	STPF	\$2,000,000	\$500,000	\$2,500,000
U	2024	STPF	\$40,000	\$10,000	\$50,000
C	2026	SPP	\$0	\$15,930,000	\$15,930,000
<b>Total</b>			<b>\$2,504,000</b>	<b>\$16,556,000</b>	<b>\$19,060,000</b>

Sponsor Agency: KYTC

Project Name: KY 155

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2371	5-808.00	2024	Jefferson	\$9,980,000	Exempt	63

**Project Description:**

Safety project for reconstruction of Taylorsville Road and South Pope Lick Road intersection and bridge over Pope Lick Creek.(2016BOP). Project length is 0.6 miles. CHAF IP20130147.

**Justification:**

Improve intersection safety and maintain continuity for roadway users, park users, and local residents at and near the KY 155/South Pope Lick Road intersection in eastern Jefferson County. This project is needed because traffic has increased significantly with recent developments in the area including the new 4,000 acre Parklands of Floyds Fork recreational area making it difficult for vehicles to turn onto KY 155 from the approach roads at the KY 155/South Pope Lick Road intersection. The intersection is not signalized and traffic on KY 155 moves at 55 MPH (the posted speed limit) or higher. Traffic back-ups at this intersection are common and sight distance is limited. The South Pope Lick intersection doubles as a signature entrance to the park on the south side of KY 155. A shared-use trail crosses under KY 155 at the South Pope Lick intersection.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	BRO	\$5,160,000	\$1,290,000	\$6,450,000
<b>Total</b>			<b>\$5,160,000</b>	<b>\$1,290,000</b>	<b>\$6,450,000</b>

# Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 155

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2919	5-8954.00	2027	Jefferson	\$17,890,000	Non-Exempt	59

**Project Description:**

Construct a 2+1 road on KY 155 (Taylorsville Lake Road) in Jefferson County (MP 0.0 to MP 4.0) by adding a continuous third lane that serves as an alternating passing lane. (16CCN)(18CCN)(2020CCR)

KIPDA Note: This project will extend outside the MPO area on KY 55/KY 155 in Spencer County (MP 0.00 to MP 4.247).

**Justification:**

This project would seek to improve freight access and inter-regional mobility between the City of Taylorsville, the Bluegrass Parkway (Central Kentucky) and City of Louisville. The current 2-lane roadway has limited capacity and ADT is projected to increase at a rate significantly higher than average. Project also seeks to reduce the number of high-speed collisions along the corridor by providing safer passing opportunities at a lower cost than traditional roadway widening.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2023	STPF	\$32,000	\$8,000	\$40,000
<b>Total</b>			\$32,000	\$8,000	\$40,000

Sponsor Agency: KYTC

Project Name: KY 1819

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1819	5-8203.00	2029	Jefferson	\$9,575,000	Exempt	35

**Project Description:**

Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CC)

**Justification:**

Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CCR). Limited right-of-way and narrow shoulders (three feet or less) exists along the length of the corridor. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Billtown Road, with the exception of the Ruckriegel Parkway intersection (which is expected to increase by 8.0% per year). The entire corridor operated at LOS E in 2006 and 2010.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2025	SPP	\$0	\$200,000	\$200,000
U	2026	SPP	\$0	\$1,535,000	\$1,535,000
<b>Total</b>			\$0	\$1,735,000	\$1,735,000

Sponsor Agency: KYTC

Project Name: KY 1931

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
128	5-323.01	2027	Jefferson	\$36,190,000	Exempt	116

**Project Description:**

Widen Greenwood Road from Greenbelt Highway to Dixie Highway (US 31W) (3-lane improvement) from MP 0.54 to MP 3.148.

**Justification:**

Widen Greenwood Road from Greenbelt Highway to Dixie Highway (US 31W) (3-lane improvement) from MP 0.54 to MP 3.148. (98CCR)(R-04DEOB)(04CCR)(BOP2006P)(10CCR)(12CCR).

Accident data for the last five years show that there have been close to 300 accidents, with an additional 95 accidents involving injuries. Cyclists and pedestrians have few accommodations.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	STPF	\$3,200,000	\$800,000	\$4,000,000
C	2025	STPF	\$8,544,000	\$2,136,000	\$10,680,000
<b>Total</b>			\$11,744,000	\$2,936,000	\$14,680,000

## Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 1931

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	AQ Analysis Status:	Project Score:
2147	5-8810.00	2028	Jefferson	\$11,790,000	Non-Exempt	98

**Project Description:**

Three lane widening along KY 1931 from the Doss High School entrance to Palatka Road, including intersection improvements with Palatka Road and turn lanes.

**Justification:**

Improve safety and local traffic operations along KY 1931 (Saint Andrews Church Road) between Doss High School/Trunnell Elementary and KY 1142 (Palatka Road). This project is needed because KY 1931 (Saint Andrews Church Road) between Doss High School/Trunnell Elementary and KY 1142 (Palatka Road) experiences frequent congestion during peak hours and needs significant improvements in safety and local traffic operations. There are above average crash rates, substandard geometric features, and traffic is expected to continue to increase along this stretch of roadway.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2023	STPF	\$2,216,000	\$554,000	\$2,770,000
U	2024	STPF	\$3,464,000	\$866,000	\$4,330,000
Total			\$5,680,000	\$1,420,000	\$7,100,000

Sponsor Agency: KYTC

Project Name: KY 1931

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	AQ Analysis Status:	Project Score:
2214	5-536.00	2027	Jefferson	\$21,640,000	Non-Exempt	122

**Project Description:**

Widen KY 1931 (Manslick Road) from 2 to 3 lanes from US 31W (Dixie Highway) to Doss High School. (2014BOP). Project length is 1.739 miles.

CHAF IP2008020.

**Justification:**

The purpose of the project is to improve safety, local traffic operations, and mobility for all modes along KY 1931 (Manslick Road) from Dixie Highway (US 31W) to Doss High School. The Critical Rate Factor (CRF) along this segment is greater than 1.0 and over half of the crashes throughout the corridor are rear end collisions, with the next highest type being angle crashes at 20%. This segment experiences congested traffic operations. The KY 1931 corridor links US 31W an Urban Principal Arterial to I-265. Medium density commercial and residential uses abut this segment.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2023	STBG-MPO	\$1,220,000	\$0	\$1,220,000
C	2025	STBG-MPO	\$10,780,000	\$0	\$10,780,000
Total			\$12,000,000	\$0	\$12,000,000



## Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 1932

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
213	5-531.00	2025	Jefferson	\$4,838,250	Exempt	106

**Project Description:**

Improve the safety and congestion of KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). Approximately 1.07 miles (2014BOP).

**Justification:**

CHAF Purpose: The purpose of the Chenoweth Lane project - from the CSX railroad (just north of Shelbyville Road) to Brownsboro Road is to 1) Improve sight distance and safety for all users, 2) Improve drainage along the corridor and 3) Improve pedestrian safety and mobility.

CHAF Need: The needs stem from a higher than average crash rate in the southern section, pedestrian strike history, sight distance obstructions, obstructions in the clear zones, inadequate drainage in the corridor, substandard shoulders, and narrow (east side) and incomplete (west side) sidewalks that do not meet Americans with Disabilities Act of 1990 (ADA) compliance.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	STBG-MPO	\$1,940,000	\$0	\$1,940,000
		<b>Total</b>	\$1,940,000	\$0	\$1,940,000

Sponsor Agency: KYTC

Project Name: KY 2050

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2114		2030	Jefferson	\$5,280,000	Non-Exempt	125

**Project Description:**

Reduce congestion and improve safety along KY 2050 (Herr Lane) from KY 1447 (Westport Road) to KY 22 (Brownsboro Road). Project will evaluate 3-lane widening and consider accommodations for bicyclists and pedestrians. CHAF IP20140033.

**Justification:**

The purpose of this project is to reduce congestion and improve safety along KY 2050 (Herr Lane) from KY 1447 (Westport Road) to KY 22 (Brownsboro Road). The Herr Lane project corridor is a two-lane, 1.15 mile-long, high-traffic section of road in an area of eastern Jefferson County that is almost totally developed. Average daily traffic (ADT) volumes on Herr Lane range from 11,300 to 13,800 vehicles per day (VPD). The primary land uses along the road are several traditional neighborhoods and four schools. Throughout a typical day, sections of the project corridor experience significant congestion. The southern end of the corridor has a higher than average crash rate. Two notable land use changes on the horizon could exacerbate current traffic problems-Midlands, proposed site of the new Veterans' Administration (VA) Hospital; and the Providence Point development along Herr Lane across from Ballard H.S.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2024	STBG-MPO	\$280,000	\$70,000	\$350,000
ROW	2025	STBG-MPO	\$44,000	\$11,000	\$55,000
U	2026	STBG-MPO	\$128,000	\$32,000	\$160,000
		<b>Total</b>	\$452,000	\$113,000	\$565,000

# Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 2050

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	AQ Analysis Status:	Project Score:
3069	5-80200.00	2028	Jefferson	\$2,725,000	Exempt	123

Project Description:

Reduce congestion, improve safety, and enhance mobility on KY 2050 (Herr Lane) from Prince Valiant Drive/Westmar Terrace to Bedford Lane.

The project will consider elements consistent with the KIPDA Complete Streets Policy, the KYTC Complete Streets Policy, and the KYTC Complete Streets, Roads, and Highways Manual.

Justification:

Herr Lane is an important transportation corridor providing access to and between several neighborhoods, commercial areas, and major arterials. It also provides access to several schools including Ballard High School, Kammerer Middle School, Wilder Elementary School, and St. Albert the Great.

Herr Lane experiences operational delays directly related to the intersection at Westport Road. Lack of turn lane storage at that intersection leads to queued traffic and extensive delays on Herr Lane during both morning and afternoon peaks. The traffic queues also lead to an excessive number of crashes. The proximity of Prince Valiant Drive to Westport Road also leads to conflicts between left-turning vehicles and queued traffic on Herr Lane. Pedestrian facilities are provided along the east side of Herr Lane through the project corridor. However, there are no pedestrian facilities on the west side of Herr Lane between Graymoor Road and Westport Road.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2024	STBG-MPO	\$280,000	\$70,000	\$350,000
ROW	2025	STBG-MPO	\$44,000	\$11,000	\$55,000
U	2026	STBG-MPO	\$128,000	\$32,000	\$160,000
Total			\$452,000	\$113,000	\$565,000

Sponsor Agency: KYTC

Project Name: KY 22

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	AQ Analysis Status:	Project Score:
1445	5-371.10	2025	Jefferson	\$2,020,000	Exempt	45

Project Description:

Reconstruct KY 22 at Springcrest Drive. (Emergency culvert replacement awarded under 00371.12) CHAF IP20160177.

Justification:

The purpose of this project is to provide better turning movements and improve safety on KY 22 at the intersection with Springcrest Drive, thereby improving the existing corridor and supporting the overall quality of life of the roadway users. For the three-year period from 2001-2003, there were thirty crashes on the section of roadway between Greenlawn and Brownhurst Cove Road. The Springcrest intersection is within this section. The project is needed because twelve of these crashes were rear-end crashes which could be attributed to left turns. Since KY 22 is a two-lane roadway, traffic operations are adversely impacted whenever a vehicle attempts to make a left turn at any of the intersections along the corridor. Providing left turn lanes will help the traffic flow through this corridor. Another fourteen of the crashes were either angle, head-on, or sideswipe which could be a result of the roadway geometry.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	STBG-ST	\$1,616,000	\$404,000	\$2,020,000
Total			\$1,616,000	\$404,000	\$2,020,000

## Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 245

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1790	5-8509.00	2027	Bullitt	\$20,453,500	Non-Exempt	81

**Project Description:**

Widen KY 245 from Bernheim Forest to the Community College. (08CCN)(10CCR)(14CCR)(16CCR) From Milepoint 4.425 to Milepoint 6.415. CHAF ID IP20150316.

Additional Considerations: Four lanes, plus turn bays are assumed from the SB I-65 Ramps to a point approximately 1.7 miles E of the I-65 Interchange.

**Justification:**

The purpose of the KY 245 Widening Project is to provide an improved transportation facility to meet the additional traffic demand forecasted to occur and accommodate any existing or future developments, and/or tourist destinations along the corridor. KY 245 leading southward from its interchange with I-65 is the major link between I-65 and the City of Bardstown and the western entrance to the Kentucky Bourbon Trail. The area has significant institutions and tourist destinations near the interchange that attracts local traffic, visitors and travelers along I-65. Among the most important attractions are the Bernheim Arboretum, Jim Beam Distillery, The Boy Scout Camp, Bernheim Middle School and the Bullitt County Fairgrounds which hosts many events during the year. Currently the roadway is a two lane minor rural arterial. Traffic volumes increased from 9,520 ADT in 1991 to 12,800 ADT in 2007 and it is projected to grow to 17,200 ADT in 2034. A proposed Hotel development is planned on the North side of KY 245 next to I-65 interchange, which will increase current volumes. Local officials indicated the need to improve access to local institutions expected to enhance tourism and economic development. The proposed road is expected to provide a safe and efficient facility, help address future traffic demand, and generate an entry way that integrates businesses and natural areas creating a major tourist center.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2024	STPF	\$4,912,000	\$1,228,000	\$6,140,000
C	2025	STPF	\$5,600,000	\$1,400,000	\$7,000,000
<b>Total</b>			<b>\$10,512,000</b>	<b>\$2,628,000</b>	<b>\$13,140,000</b>

Sponsor Agency: KYTC

Project Name: KY 329

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3041	5-477.00	2026	Oldham	\$1,230,000	Exempt	87

**Project Description:**

Railroad crossing safety project on KY 329 in Crestwood.

**Justification:**

Existing KY 329 (Railroad Avenue) crosses CSX Railroad just north of the intersection with KY 146 in Crestwood. The geometry of the rail crossing causes tractor-trailers and other long wheelbase vehicle to become hung-up and stranded on the active railroad facility. Vehicles must be removed with assistance from an emergency recovery vehicle. CSX records showed at least 170 unique incidents where trucks became stuck at the KY 329 crossing between January 2016 and January 2021. Various options to alleviate the situation will be explored in the project design process.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	State	\$0	\$90,000	\$90,000
ROW	2023	State	\$0	\$120,000	\$120,000
U	2023	State	\$0	\$150,000	\$150,000
C	2024	State	\$0	\$0	\$870,000
<b>Total</b>			<b>\$0</b>	<b>\$360,000</b>	<b>\$1,230,000</b>

## Kentucky Roadway Projects

**Sponsor Agency:** KYTC**Project Name:** KY 393

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
147	5-234.00	2024	Oldham	\$38,720,000	Non-Exempt	99

**Project Description:**

KY 393 reconstruction from 140 feet south of railroad crossing (CSX) extending northwest towards KY 146 ending at Station 12+00 (Design under 5-230.00). (Construction Seq.#2). IP20160227.

**Justification:**

The primary purpose of the proposed project is to improve traffic flow and correct safety deficiencies through reconstruction and realignment of the existing facility, including construction of an underpass to replace the at-grade crossing of the CSX Railroad paralleling KY 146. The proposed improvements will accommodate the predicted increase in traffic volumes, reduce accident potentials, upgrade connections with I-71, and improve traffic service and safety for the large Oldham County school complex along the west side of existing KY 393 at KY 146.

The project will correct identified traffic problems associated with existing design deficiencies, sight distance, grades and curves, train/automobile conflicts, school complex ingress and egress, emergency service demands, travel safety, travel time, and convenience. An improved facility is needed because of the route's importance in the local and regional transportation network and the necessity for improving system connectivity and travel conditions for school buses, emergency services, farm equipment, commercial vehicles, and local public access.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STPF	\$11,600,000	\$2,900,000	\$14,500,000
<b>Total</b>			<b>\$11,600,000</b>	<b>\$2,900,000</b>	<b>\$14,500,000</b>

**Sponsor Agency:** KYTC**Project Name:** KY 44

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
417	5-150.00	2027	Bullitt	\$43,568,000	Non-Exempt	122

**Project Description:**

CHAF: Section I - I from I-65 to Chimney Rock Drive (06CNN).

CHAF ID: IP20150318.

Additional Considerations: Propose 2 added lanes per CHAF database.

**Justification:**

CHAF Purpose: The purpose of this project is to reduce congestion, improve safety and provide for better emergency vehicle access. This project would provide improved connectivity between the cities of Mt. Washington and Shepherdsville.

CHAF Need: From the approved design executive summary (DES) completed in 2012 for the 2030 No-Build Analysis this segment has a Critical Rate Factor (CRF) of 1.9, a volume to capacity ration (V/C) of 1.83 and level of service (LOS) of F. Pedestrian facilities currently terminate at Lees Valley Road.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2025	SPP	\$0	\$2,080,000	\$2,080,000
ROW	2026	SPP	\$0	\$7,640,000	\$7,640,000
<b>Total</b>			<b>\$0</b>	<b>\$9,720,000</b>	<b>\$9,720,000</b>



# Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 44

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1925	5-347.51	2023	Bullitt	\$2,167,000	Exempt	74

**Project Description:**

CHAF: New turn lanes in front of Bullitt East High School (Breakout from 347.50) (18CCN). CHAF ID: IP20150154.

**Justification:**

CHAF Purpose: Improve safety and reduce congestion.

CHAF Need: This project is needed because of existing delays especially during the AM peak periods near the KY 44/US 31E intersection and Bullitt East High School/Old Mill Elementary School and a high crash rate from US 31E (Bardstown Road) to Parkland Trace/Winning Colors Drive.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STPF	\$817,600	\$204,400	\$1,022,000
<b>Total</b>			\$817,600	\$204,400	\$1,022,000

Sponsor Agency: KYTC

Project Name: KY 44

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2613	5-150.50	2027	Bullitt	\$5,093,000	Non-Exempt	125

**Project Description:**

Section 5 - From US 31EX to US 31E Bypass. (2008BOPC). Project length is 0.45 miles. IP20150201.

**Justification:**

The purpose of the KY 44 project is to reduce congestion, improve safety and provide for better emergency vehicle access.

The 3/2012 DES (5-150.01 in Attachments) for the KY 44 corridor cited a CRF of 2.3 for this segment and projected a 2030 V/C of 1.73 and a LOS of F in the No-Build Alternative. This project would provide improved connectivity between the cities of Mt. Washington and Shepherdsville.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2023	SPP	\$0	\$1,630,000	\$1,630,000
U	2024	SPP	\$0	\$580,000	\$580,000
C	2025	SPP	\$0	\$1,883,000	\$1,883,000
<b>Total</b>			\$0	\$4,093,000	\$4,093,000

Sponsor Agency: KYTC

Project Name: KY 44

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2918	5-80103.00	2029	Bullitt	\$28,200,000	Non-Exempt	124

**Project Description:**

Reconstruct KY 44 from Bogard Lane to Armstrong Lane (2020CCN). Improvements may include additional travel lanes and a continuous center turn lane.

**Justification:**

The project is intended to reduce congestion and improve safety on KY 44 from Bogard Lane to Armstrong Lane. Project will consider five lane widening and bike/ped accommodations. This project is needed because the capacity of KY 44 does not adequately accommodate existing or future traffic volumes. In addition, the existing roadway exhibits a higher than average crash rate due to the volume of traffic.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2023	SPP	\$0	\$2,300,000	\$2,300,000
ROW	2025	SPP	\$0	\$4,700,000	\$4,700,000
<b>Total</b>			\$0	\$7,000,000	\$7,000,000

## Kentucky Roadway Projects

**Sponsor Agency:** KYTC**Project Name:** KY 480

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1816	5-391.20	2026	Bullitt	\$11,641,000	Non-Exempt	97

**Project Description:**

Widen Cedar Grove Road (KY 480) from Cedar Grove Elementary School to Valley View Drive. (12CCR) (14CCR) (See 5-391.3 for interchange improvements). From: MP 2.01 to MP 2.84. CHAF ID: IP20160217. Additional Considerations: Widen from 2 to 5 lanes per KIPDA database.

**Justification:**

Improve capacity and safety on KY 480 (Cedar Grove Road) from Omega Parkway to Valley View Drive. The project is needed because the capacity of KY 480 (Cedar Grove Road) from Omega Parkway to Valley View Drive is inadequate to meet current and future traffic volumes, resulting in congestion. Current level of service and projected level of service in 2029 is LOS E for the no-build condition.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	STBG-ST	\$6,320,000	\$1,580,000	\$7,900,000
<b>Total</b>			\$6,320,000	\$1,580,000	\$7,900,000

**Sponsor Agency:** KYTC**Project Name:** KY 53

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2605	5-8852.00	2029	Oldham	\$39,400,000	Non-Exempt	97

**Project Description:**

Improve KY 53 from Zhale Smith Road to KY 22 (Total 3.2 miles). (14CCN). Project length is 2.617 miles.

CHAF ID: IP20150414.

Additional Considerations: Project will evaluate 3 lane section from Zhale Smith Road to KY 22.

**Justification:**

The purpose of this project is to improve safety and reduce congestion on KY 53 from Zhale Smith Road to KY 22. This project is needed because continued development in this area and south along KY 53 from Zhale Smith Road to KY 22 will contribute to congestion issues in the future. This route is also highly traveled by local commuters to gain access to I-71.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2023	STBG-ST	\$1,600,000	\$400,000	\$2,000,000
ROW	2025	STBG-ST	\$0	\$1,700,000	\$1,700,000
<b>Total</b>			\$1,600,000	\$2,100,000	\$3,700,000

**Sponsor Agency:** KYTC**Project Name:** KY 53/I-71 to Zhale Smith Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
418		2029	Oldham	\$20,170,000	Exempt	115

**Project Description:**

Improve safety and reduce congestion on KY 53 from I-71 to Zhale Smith Road. Includes consideration of a five lane widening and bike/ped accommodations.

**Justification:**

The purpose of this project is to improve safety and reduce congestion on KY 53 from I-71 to Zhale Smith Road. This project is needed because there are a high amount of crashes and continued development in this area and south along KY 53 is anticipated, adding to future potential congestion issues on KY 53 from I-71 to Zhale Smith Road.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2024	STPF	\$1,280,000	\$320,000	\$1,600,000
ROW	2025	STPF	\$656,000	\$164,000	\$820,000
U	2026	STPF	\$280,000	\$70,000	\$350,000
<b>Total</b>			\$2,216,000	\$554,000	\$2,770,000

# Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 61

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2780		2031	Jefferson	\$86,640,000	Exempt	135

**Project Description:**

Improve safety, reduce congestion, and improve multi-modal transportation options along KY 61 from Commerce Crossings Drive (BMP 1.395) to Briden Avenue (EMP 8.400) including the I-264 (Watterson Expressway) and I-265 (Gene Snyder Freeway) interchanges. CHAF IP20160018.

**Justification:**

Improve safety, reduce congestion, and improve multi-modal transportation options along KY 61 from Commerce Crossings Drive to Briden Avenue including the I-264 (Watterson Expressway) and I-265 (Gene Snyder Freeway) interchanges. The KY 61 corridor from Commerce Crossings Drive to Briden Avenue had four roadway segments ranked in the top 41 of the highest roadway crash segments in the KIPDA MPO area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. KY 61 from Blue Lick Road to Outer Loop was ranked 13th with an average daily traffic (ADT) of 31,500 and crash rate of 10.6 (crashes per million vehicle miles traveled). KY 61 from Fern Valley Road to East Indian Trail was ranked 19th with an ADT of 28,100 and crash rate of 6.7. KY 61 from Gilmore Lane to Grade Lane was ranked 39th with an ADT of 27,300 and crash rate of 5.3. KY 61 from Outer Loop to McCawley Road was ranked 41st with an ADT of 24,500 and crash rate of 7.5.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
Planning	2024	STPF	\$320,000	\$80,000	\$400,000
D	2025	STPF	\$5,048,000	\$1,262,000	\$6,310,000
ROW	2026	STPF	\$8,408,000	\$2,102,000	\$10,510,000
<b>Total</b>			<b>\$13,776,000</b>	<b>\$3,444,000</b>	<b>\$17,220,000</b>

Sponsor Agency: KYTC

Project Name: KY 864

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1879	5-481.00	2027	Jefferson	\$18,263,000	Non-Exempt	92

**Project Description:**

KY 864 - Widen Beulah Church Road from 2 to 3 lanes from I-265 to Cedar Creek Road. Project length 1.627 miles. CHAF IP20080206.

**Justification:**

Improve the access, safety and mobility of Beulah Church Road south of the Gene Snyder Freeway. The Beulah Church Road (KY 864) corridor is a rapidly developing section of Louisville with increasing traffic demand. KY 864 is classified as an urban collector and has many access points. It carries traffic from growing residential suburbs to the Gene Snyder Freeway (I-265) with growth expected to continue. According to the 'Traffic Forecast Report, Jefferson County, Widen KY 864, Item No. 5-481.00', which was published January 25, 2013, the 2012 Average Daily Traffic (ADT) Count was 7,600 vehicles per day (vpd), and the projected 2035 ADT is 9,600 vpd. Additionally, the Cooper Chapel Road extension (5-404.01) to Bardstown Road (US 31E) which is currently under design, is anticipated to bring additional traffic to the route once constructed. Safety is also a primary concern within the project corridor. Between January 2010 and February 2015, there have been 27 collisions in the project corridor, 19 with property damage, and 8 collisions with 11 with injuries.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2025	STBG-MPO	\$9,150,000	\$0	\$9,150,000
<b>Total</b>			<b>\$9,150,000</b>	<b>\$0</b>	<b>\$9,150,000</b>

## Kentucky Roadway Projects

**Sponsor Agency:** KYTC**Project Name:** Old Henry Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1936	5-367.20, 5-367.21	2026	Jefferson, Oldham	\$31,744,000	Non-Exempt	77

**Project Description:**

Extension of Old Henry Road east to Ash Avenue (KY 362) (12CCR). CHAF IP20160276.

**Justification:**

The purpose of this project is to provide improved access to the I-265/Old Henry Road (KY 3084) interchange for vehicles traveling from Oldham County, Shelby County, and far eastern Jefferson County. This project is needed because vehicles are using a residential street, Village Green Boulevard, to access Old Henry Road and the interchange. Roadway deficiencies include 10' lanes, 1' shoulders, and substandard geometrics.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	STBG-ST	\$5,360,000	\$1,340,000	\$6,700,000
C	2024	STPF	\$5,360,000	\$1,340,000	\$6,700,000
C	2025	STPF	\$5,360,000	\$1,340,000	\$6,700,000
C	2026	STPF	\$5,360,000	\$1,340,000	\$6,700,000
<b>Total</b>			\$21,440,000	\$5,360,000	\$26,800,000

**Sponsor Agency:** KYTC**Project Name:** Outer Loop, Fegenbush Lane, and Beulah Church Intersection

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
365	5-122.00	2026	Jefferson	\$12,940,000	Non-Exempt	99

**Project Description:**

Major revision of the intersection located at the Outer Loop, Fegenbush Lane, and Beulah Church Road. Turn lane to be completed by Transportation Cabinet per agreement. (04CCN)(08CCR)(10CCR)(12CCR) CHAF IP20160080.

**Justification:**

The primary purpose of the project is to relieve the vehicle delay and improve safety while considering the possible residential, commercial, environmental, and historical impacts of any solution. Currently KY 1065 (Outer Loop), Fegenbush Lane, Beulah Church Road, and Watterson Trail (CR-1005H) converge within 900' of each other. The junction is controlled by two signalized intersections. Both are plagued by excessive vehicle delay during the morning and evening peak periods. The Critical Rate Factor (CRF) for this section of KY 1065 is 1.817 from 2012 to 2016.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	STPF	\$4,977,920	\$1,244,480	\$6,222,400
<b>Total</b>			\$4,977,920	\$1,244,480	\$6,222,400

**Sponsor Agency:** KYTC**Project Name:** Plantside Drive

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2608	5-80003.00	2027	Jefferson	\$34,150,745	Non-Exempt	87

**Project Description:**

Extend Plantside Drive from Rehl Road to Taylorsville Road.

**Justification:**

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Mobility within designated freight corridors. The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	STPF	\$800,000	\$200,000	\$1,000,000
ROW	2024	STPF	\$160,000	\$40,000	\$200,000
U	2024	STPF	\$640,000	\$160,000	\$800,000
C	2024	STPF	\$4,000,000	\$1,000,000	\$5,000,000
C	2025	STPF	\$4,000,000	\$1,000,000	\$5,000,000
<b>Total</b>			\$9,600,000	\$2,400,000	\$12,000,000

## Kentucky Roadway Projects

**Sponsor Agency:** KYTC

**Project Name:** Potential Connected/Autonomous Vehicle (C/AV) Lanes on I-64 Planning Study

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3037	5-577.00	2024	Jefferson	\$750,000	Exempt	97

**Project Description:**

Planning study to evaluate the potential for dedicated C/AV lanes on I-64 from the Watterson Expressway in Louisville to the southern I-64/I-75 split in Lexington.

**Justification:**

Evaluation of increased capacity potential.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
Planning	2023	NHS	\$600,000	\$150,000	\$750,000
		<b>Total</b>	\$600,000	\$150,000	\$750,000

**Sponsor Agency:** KYTC

**Project Name:** US 31W High Friction Surface Treatment

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3014	5-943.00	2023	Jefferson	\$65,000	Exempt	74

**Project Description:**

High friction surface treatment on I-264 ramp from US 31W NB to I-264 WB.

**Justification:**

To increase the safety performance for traveling vehicles.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	HSIP-ST	\$58,500	\$6,500	\$65,000
		<b>Total</b>	\$58,500	\$6,500	\$65,000

**Sponsor Agency:** KYTC

**Project Name:** US 42

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
230	5-972.00	2035	Jefferson	\$12,000,000	Exempt	114

**Project Description:**

US 42 safety improvements from Harrods Creek Bridge to River Road (I0CCR). CHAF IP20150155.

**Justification:**

Reduce traffic congestion and improve safety along US 42 from Harrods Creek Bridge to River Road. This project is needed because of current traffic congestion combined with the projected future volumes on US 42 from Harrods Creek Bridge to River Road. The traffic congestion also leads to an increase in crashes.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2024	STBG-MPO	\$800,000	\$200,000	\$1,000,000
ROW	2025	STBG-MPO	\$664,000	\$166,000	\$830,000
U	2026	STBG-MPO	\$2,080,000	\$520,000	\$2,600,000
		<b>Total</b>	\$3,544,000	\$886,000	\$4,430,000



## Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: US 42

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1271	5-441.01	2023	Oldham	\$10,500,000	Exempt	66

**Project Description:**

Reconstruct US 42 and widen from 2 lanes to 3 lanes (3rd lane will be a center turn lane) from Jefferson/Oldham County Line to Ridgemoor Drive. Project will include the consideration of improvements to the Hayfield Way intersection (2004BOPC).

CHAF ID: IP20080245.

**Justification:**

The purpose of the project is to improve traffic flow, minimize congestion, and address safety issues on US 42 between the Jefferson County/Oldham County line and Ridgemoor Drive.

Due to an increase in commuters to and from Louisville and the development along the project corridor, the traffic volumes are expected to double in the next 20 years. The accident data for the last 3 years shows that there are between 10 and 14 rear end crashes between Hunters Ridge and Ridgemoor Drive each year. The existing profile along this stretch of US 42 contains vertical geometric deficiencies for the posted speed of 45 MPH and has a critical crash rate factor greater than 1.0 (which indicates, statistically, a higher rate than roads of similar functional classifications).

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
ROW	2023	STBG-MPO	\$180,000	\$36,000	\$216,000
C	2023	STBG-MPO	\$5,020,000	\$0	\$5,020,000
		<b>Total</b>	<b>\$5,200,000</b>	<b>\$36,000</b>	<b>\$5,236,000</b>

Sponsor Agency: KYTC

Project Name: US 60

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2598	5-8952.00	2026	Jefferson	\$3,457,000	Non-Exempt	100

**Project Description:**

Widen US 60 to three lanes from Eastwood Cutoff Road (MP 14.7) to Rockcrest Way (MP 15.1). (16CCN)

**Justification:**

Improve safety and mobility.

The Critical Rate Factor (CRF) along this segment of US 60 is 0.53. The KY State Data Center Report shows an employment annual growth rate in this area ranging from 1.6% to 2.9% and a population annual growth rate ranging from 0.4% to 2.6%.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	NHS	\$840,000	\$210,000	\$1,050,000
		<b>Total</b>	<b>\$840,000</b>	<b>\$210,000</b>	<b>\$1,050,000</b>

Sponsor Agency: KYTC

Project Name: US 60

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2610	5-80001.00	2029	Jefferson	\$17,530,000	Non-Exempt	144

**Project Description:**

Widen US 60 to 6 lanes from Old Shelbyville Road to North English Station Road.

**Justification:**

The following needs have been identified for this project: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, 4) Serve recent and planned growth.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2024	NHS	\$496,000	\$124,000	\$620,000
ROW	2026	NHS	\$440,000	\$110,000	\$550,000
U	2026	NHS	\$576,000	\$144,000	\$720,000
		<b>Total</b>	<b>\$1,512,000</b>	<b>\$378,000</b>	<b>\$1,890,000</b>

# Kentucky Roadway Projects

**Sponsor Agency:** Louisville Metro **Project Name:** Broadway All the Way Complete Street

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2751	5-80214.00	2031	Jefferson	\$140,000,000	Exempt	161

**Project Description:**

A complete street retrofit of Broadway from Shawnee Park to Baxter Avenue to include fixed guide-way BRT, two-way cycle track and pedestrian safety improvements. The project scope should include the following:

- Improved roadway design to increase transit speed, reliability and efficiency
- Enhanced transit stations and rider amenities to improve the transit user experience
- Enhanced bicycle and pedestrian access to frequent high capacity transit services
- Operational plan including extension of Bus Rapid Transit (BRT) line southeast on Bardstown Road (non-fixed guideway).

**Justification:**

Improve connectivity for all modes; improve safety; promote social equity; and enhance neighborhoods.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2023	RAISE	\$5,000,000	\$1,250,000	\$6,250,000
		<b>Total</b>	\$5,000,000	\$1,250,000	\$6,250,000

**Sponsor Agency:** Louisville Metro **Project Name:** Buechel Bank Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
381	5-8001.00	2025	Jefferson	\$15,217,000	Exempt	134

**Project Description:**

Add center turn lane on Buechel Bank Road from GE Appliance Park to US 31E (Buechel Bypass). Project length is 0.9 miles.

**Justification:**

This project will reduce traffic congestion.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2024	STBG-MPO	\$6,005,000	\$1,501,250	\$7,506,250
		<b>Total</b>	\$6,005,000	\$1,501,250	\$7,506,250

## Kentucky Roadway Projects

**Sponsor Agency:** Louisville Metro

**Project Name:** Connection 22 - Signal System Upgrade

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1353		2035	Jefferson	\$11,600,000	Exempt	136

**Project Description:**

The Baxter/Bardstown Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.

**Justification:**

The Baxter/Bardstown Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It is highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." A large sub-area of this Section was the focus of the intensive Bardstown/Baxter Safety Study, completed by Louisville Metro's Office of Advanced Planning. Baxter Avenue and Bardstown Road succeed as a commercial destination resulting in major mobility challenges. These two corridors have limited road space with high-demand for each portion of the cross-section. The vibrant commercial corridor, constituting the heart of Louisville's Highlands Neighborhoods, needs investment and improvements to maintain its success over the years to come. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received \$16.9 million in federal funds. Baxter Avenue and Bardstown Road transition around the I-264 interchange from a traditional marketplace corridor to a suburban marketplace corridor, Section I of this project will need to account for various demands across its length; however, each two sub-areas, despite is united by its need for significant mass transit improvements and more complete multi-modal connections. The area inside of the Watterson has high pedestrian activity while the area outside of the Watterson has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. Both sections have room for improvement concerning pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the Baxter/Bardstown Corridor of the future continues to succeed while providing even greater access to people of all ages and abilities.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	STBG-MPO	\$177,750	\$40,000	\$217,750
C	2025	STBG-MPO	\$2,200,000	\$550,000	\$2,750,000
<b>Total</b>			<b>\$2,377,750</b>	<b>\$590,000</b>	<b>\$2,967,750</b>

**Sponsor Agency:** Louisville Metro

**Project Name:** Cooper Chapel Road Phase 3

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
223	5-404.01	2025	Jefferson	\$30,699,792	Non-Exempt	57

**Project Description:**

Phase 3: Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will include consideration of bicycle and pedestrian facilities.

**Justification:**

The area south of I-265 (Gene Snyder Fwy.) between KY 61 (Preston Highway) and US 31E (Bardstown Road) is experiencing rapid growth with the development of many new residential subdivisions. Cooper Chapel Road is a heavily traveled collector road serving this area.

The Location and Feasibility Study will establish and preserve a corridor for the future extension of Cooper Chapel Road so that it can be established as a through route between KY 61 and US 31E.

The roadway construction will provide access to an area that recently received sanitary sewers and city water service.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	STBG-MPO	\$45,400	\$10,200	\$55,600
ROW	2023	STBG-MPO	\$800,000	\$200,000	\$1,000,000
U	2025	STBG-MPO	\$1,500,000	\$375,000	\$1,875,000
C	2025	STBG-MPO	\$16,000,000	\$4,000,000	\$20,000,000
<b>Total</b>			<b>\$18,345,400</b>	<b>\$4,585,200</b>	<b>\$22,930,600</b>

## Kentucky Roadway Projects

**Sponsor Agency:** Louisville Metro

**Project Name:** Downtown Louisville Traffic Signal Upgrades

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3127		2026	Jefferson	\$4,655,000	Exempt	154

**Project Description:**

Expansion of fiber communications and/or installation of wireless communications; and construct upgrades of signal controllers; at approximately 70 traffic signals in the downtown and Central Business District of Louisville.

**Justification:**

The project purpose is to mitigate congestion issues, reduce vehicle emissions and fuel consumption, enhance safety and prepare the community for future ITS investments.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2024	STBG-MPO	\$312,000	\$78,000	\$390,000
C	2025	STBG-MPO	\$3,420,000	\$855,000	\$4,275,000
		<b>Total</b>	<b>\$3,732,000</b>	<b>\$933,000</b>	<b>\$4,665,000</b>

**Sponsor Agency:** Louisville Metro

**Project Name:** I-65

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
224	5-378.10	2029	Jefferson	\$16,955,000	Non-Exempt	142

**Project Description:**

Extend and reconstruct I-65 southbound ramp (Jefferson) to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.

**Justification:**

Improve interstate egress and movement at Jefferson Street increasing access to the Medical Center.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	STBG-MPO	\$265,000	\$60,000	\$325,000
U	2026	STBG-MPO	\$640,000	\$160,000	\$800,000
		<b>Total</b>	<b>\$905,000</b>	<b>\$220,000</b>	<b>\$1,125,000</b>

**Sponsor Agency:** Louisville Metro

**Project Name:** LaGrange & Whipps Mill Intersection Improvements

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3126		2025	Jefferson	\$1,403,750	Exempt	118

**Project Description:**

Construction of intersection improvements at LaGrange Road and Whipps Mill Road. Add left-turn lanes in both directions. This is a partner project to KIPDA IDs 1634 and 1791.

**Justification:**

Construction of intersection improvements at LaGrange Road and Whipps Mill Road. Add left-turn lanes in both directions.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2026	STBG-MPO	\$1,123,000	\$280,750	\$1,403,750
		<b>Total</b>	<b>\$1,123,000</b>	<b>\$280,750</b>	<b>\$1,403,750</b>

## Kentucky Roadway Projects

**Sponsor Agency:** Louisville Metro **Project Name:** Main Street/Story Avenue Intersection

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2388	5-758.00	2024	Jefferson	\$4,595,899	Non-Exempt	142

**Project Description:**

Intersection re-build at Main Street/Story Avenue/Baxter Avenue including transitions between Wentzel Street to the west and Johnson Street to the east.

**Justification:**

Project will enhance pedestrian and bicycle safety and mobility by signaling the intersection and eliminating free flow conditions.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2023	STBG-MPO	\$25,000	\$6,250	\$31,250
C	2024	STBG-MPO	\$3,365,319	\$841,330	\$4,206,649
<b>Total</b>			<b>\$3,390,319</b>	<b>\$847,580</b>	<b>\$4,237,899</b>

**Sponsor Agency:** Louisville Metro **Project Name:** North Hubbards Lane

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
384	5-479.00	2024	Jefferson	\$7,389,736	Exempt	126

**Project Description:**

Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) including bicycle and pedestrian facilities from US 60 (Shelbyville Road) to KY 1447 (Westport Road).

**Justification:**

Hubbards Lane is a heavily traveled collector which passes through residential development between US 60 and US 42.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
C	2023	STBG-MPO	\$3,740,000	\$850,000	\$4,590,000
<b>Total</b>			<b>\$3,740,000</b>	<b>\$850,000</b>	<b>\$4,590,000</b>

**Sponsor Agency:** Louisville Metro **Project Name:** Olmsted Parkways Multi-Use Path System Section 9

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2630		2030	Jefferson	\$2,812,814	Exempt	142

**Project Description:**

Construction of a 3.55 mile road diet system along Algonquin Parkway between 41st Street and Winkler Avenue.

**Justification:**

To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.

<b>Phase:</b>	<b>Year:</b>	<b>Funding Category:</b>	<b>Federal:</b>	<b>State/Local:</b>	<b>Total:</b>
D	2023	STBG-MPO	\$252,251	\$60,563	\$312,814
<b>Total</b>			<b>\$252,251</b>	<b>\$60,563</b>	<b>\$312,814</b>



## Kentucky Roadway Projects

**Sponsor Agency:** Louisville Metro

**Project Name:** One-Way Street Conversion to Two-Way Phase I

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1809	5-470.00	2024	Jefferson	\$7,211,300	Non-Exempt	123

**Project Description:**

Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: Jefferson Street (Floyd to Baxter Avenue); Liberty Street (Jackson to Baxter); Muhammad Ali Boulevard (Jackson to Chestnut Connector); Chestnut Street (Jackson to Chestnut Connector); 8th Street (Kentucky to Main); 7th Street (Oak to Main); Shelby Street (Gray to Main Street); and Campbell Street (Chestnut to Main Street).

**Justification:**

One-way streets make for efficient movers of traffic, but can often introduce safety concerns for motorists, bicyclists and pedestrians because they tend to provide for higher travel speeds than two-way streets and in some cases hinder opportunities for economic development as certain businesses have a formal policy against locating on one-way streets. The benefits of two-way streets are numerous. They tend to have slower travel speeds than one-way streets, they reduce confusion for motorists unfamiliar with the area, they provide better access to both businesses and residential areas, and in some circumstances they can reduce the traffic load on other one-way streets.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
U	2023	STBG-MPO	\$220,000	\$50,000	\$270,000
C	2024	STBG-MPO	\$1,650,000	\$412,500	\$2,062,500
		<b>Total</b>	\$1,870,000	\$462,500	\$2,332,500

**Sponsor Agency:** Louisville Metro

**Project Name:** Rangeland Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Counties:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2153	5-80108.00	2040	Jefferson	\$10,000,000	Non-Exempt	68

**Project Description:**

Widen Rangeland Road from 2 to 3 lanes from Poplar Level Road to Shepherdsville Road, for 1.23 miles.

**Justification:**

Reduce congestion and improve safety on Rangeland Road for 1.23 miles.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
ROW	2024	State	\$0	\$1,250,000	\$1,250,000
		<b>Total</b>	\$0	\$1,250,000	\$1,250,000

## Kentucky Roadway Projects

**Sponsor Agency:** Louisville Metro **Project Name:** Reimagine 9th Street

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2733	5-80250.00	2027	Jefferson	\$24,640,000	Exempt	165

**Project Description:**

This project will transform 9th Street/Roy Wilkins Avenue just west of the downtown Louisville from the Main Street to Broadway from a six-lane thoroughfare with extremely wide right-of-way into a "Complete Street." Improvements to be considered during the Design process include: Reduce the number and width of lanes, convert one-way traffic to two-way (with a two-way left turn lane) on Muhammad Ali Boulevard and Chestnut Street/River Park Drive, eliminate negative offset left-turn lanes, adequately dimensioned turn bays, traffic signal upgrades, expanded fiber throughout the corridor, protected/permissive left turns at signals, sidewalk expanded up to 20-feet wide, curb extensions, pedestrian refuge islands, pedestrian scale lighting, crosswalk visibility enhancements, tabled intersections, protected bike lanes, improved signage, bus shelters, kiosks with real-time bus information, dedicated bus lanes, bus bulbs, increased tree canopy, bioswales, and improved storm drainage.

**Justification:**

Eliminate the physical and psychological barrier that the "9th Street divide" creates between Louisville's Central Business District and the West End neighborhoods; create a safe and accessible travel experience for all users including pedestrians, cyclists and transit riders; increase economic vitality through creating a safe, attractive and comfortable environment; provide opportunities for parks and open spaces, playgrounds, recreation access, street tree canopy and storm water management features; and provide a safe and efficient corridor for vehicle and freight travel.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	State	\$0	\$500,000	\$500,000
C	2025	RAISE	\$1,558,400	\$204,000	\$1,762,400
C	2026	STBG-MPO	\$3,896,000	\$974,000	\$4,870,000
C	2026	RAISE	\$6,233,600	\$0	\$6,233,600
<b>Total</b>			<b>\$11,688,000</b>	<b>\$1,678,000</b>	<b>\$13,366,000</b>

**Sponsor Agency:** Louisville Metro **Project Name:** River Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
163	5-91.02	2025	Jefferson	\$32,262,849	Non-Exempt	78

**Project 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.

**Justification:**

This project will improve access to downtown Louisville and the waterfront.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2023	CRRSAA-MPO	\$5,981,134	\$0	\$5,981,134
C	2023	STBG-MPO	\$15,729,715	\$3,552,000	\$19,281,715
<b>Total</b>			<b>\$21,710,849</b>	<b>\$3,552,000</b>	<b>\$25,262,849</b>

**Sponsor Agency:** Louisville Metro **Project Name:** River Road Extension

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1338	5-512.00	2025	Jefferson	\$14,468,150	Non-Exempt	136

**Project Description:**

Extend River Road west from 7th Street to Northwestern Parkway. The project is feasible using a low design speed criteria and a two-lane section.

**Justification:**

Project will extend roadway corridor.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
C	2024	STBG-MPO	\$9,600,000	\$2,400,000	\$12,000,000
<b>Total</b>			<b>\$9,600,000</b>	<b>\$2,400,000</b>	<b>\$12,000,000</b>

## Kentucky Roadway Projects

**Sponsor Agency:** Oldham County **Project Name:** Commerce Parkway Widening

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2614		2029	Oldham	\$21,720,000	Non-Exempt	93

**Project Description:**

Widen Commerce Parkway between Parker Drive and KY 393 adding a continuous turn lane for approximately three miles including the relocation of 10' wide shared-use path. Lane width is 12' with one proposed signal between termini. Project length is 3 miles.

**Justification:**

The purpose of the project is to improve capacity, access, and mobility along Commerce Parkway through an actively developing industrial and business park. The widening of the road will reduce congestion, improve safety, and increase travel capacity and alternatives for residents, businesses, and freight traffic given the anticipated direct connection with new I-71 ramps.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2024	Local	\$0	\$1,650,000	\$1,650,000
ROW	2025	Local	\$0	\$350,000	\$350,000
U	2026	Local	\$0	\$1,500,000	\$1,500,000
<b>Total</b>			\$0	\$3,500,000	\$3,500,000

**Sponsor Agency:** Oldham County **Project Name:** Kenwood Road

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
2615		2023	Oldham	\$4,352,736	Non-Exempt	61

**Project Description:**

Construct a new urban roadway section to connect KY 146 and KY 393 Bypass in Crestwood. The proposed facility will be three-lanes with a continuous, center left-turn lane, curb, gutter, a sidewalk, and a potential traffic signal. Lane width will be 11 feet with a proposed posted speed of 25 MPH.

**Justification:**

The purpose of this project is to improve access and mobility within the northern portion of Crestwood by improving connectivity between KY 329 B and KY 146. The development of a new roadway connector between these facilities will reduce congestion at the existing intersection between KY 329 B and KY 146 and increase travel alternatives for residents and truck traffic while also providing greater access to the South Oldham school campus.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2024	STBG-MPO	\$325,000	\$81,250	\$406,250
ROW	2025	STBG-MPO	\$490,000	\$122,500	\$612,500
U	2026	STBG-MPO	\$664,063	\$166,016	\$830,079
<b>Total</b>			\$1,479,063	\$369,766	\$1,848,829

## Kentucky Roadway Projects

**Sponsor Agency:** Oldham County

**Project Name:** KY 22/Clore Lane Intersection Improvements

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
3141		2027	Oldham	\$4,291,669	Exempt	92

**Project Description:**

This project will align Wooldridge Avenue and Clore Lane with left-turn lanes and right-turn pockets on both streets as well as add dedicated left-turn lanes on KY 22. Trees and vegetation will be cleared for increased visibility.

**Justification:**

The KY 22 Corridor Improvement Study completed by Oldham County, KYTC and KIPDA in 2022, looked at KY 22 from the Jefferson/Oldham County line near Haunz Lane to KY 329. This project was identified in the study as the highest priority spot improvement. This intersection had the highest number of total crashes, more severe crashes, and the highest crash factor (1.58) of all intersections studied. It was also the top safety concern identified during two rounds of public engagement.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2024	STBG-MPO	\$188,889	\$47,223	\$236,112
ROW	2025	STBG-MPO	\$733,333	\$183,334	\$916,667
U	2026	STBG-MPO	\$622,222	\$155,556	\$777,778
<b>Total</b>			<b>\$1,544,444</b>	<b>\$386,113</b>	<b>\$1,930,557</b>

**Sponsor Agency:** Oldham County

**Project Name:** KY 329

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
1877	5-542.00	2023	Oldham	\$3,464,875	Non-Exempt	53

**Project Description:**

Improvements to the area of the KY 329 and KY 329 Bypass intersection in Oldham County adjacent to the KY 329 interchange with Interstate 71. Congestion occurs during the morning and evening rush hours due to several nearby public schools as well as several roadways converging close to the intersection. Other areas of concern in the area include the 5% downgrade on KY 329 Bypass approaching KY 329 intersection; the sight distance between KY 329 Bypass to the business on the east of the road is obscured by an existing rock and the distance between a crest vertical curve on KY 329 and the intersection with the Spring Hill Subdivision looking east 575 ft. The project is planned to include: widening or reconstruction of KY 329 to include dual left turn lanes and a signal; widening of the KY 329 Bypass to include a left turn lane onto KY 329 and right turn lane onto KY 329; and, sight distance improvements on both the KY 329 Bypass and existing KY 329.

**Justification:**

The purpose of this project is to make the KY 329 and KY 329 Bypass intersection safer and to improve Level of Service. The needs being addressed by the project are based on the following data: Existing traffic volumes result in traffic congestion and intersection delays. The existing eastbound left turn movement has an LOS F in both the AM and PM. MUTCD warrants for signalization are met for this intersection. Sight distance deficiencies - stopping sight distances for posted speed limits of 55 MPH on both roads are not met (vertically on KY 329 and horizontally with rock slopes obstructions on KY 329 Bypass). Crashes are notably high along this intersection of KY 329. Crash data between 1/1/2012 and 12/31/2016 was analyzed. The crash rate approaches critical (CRF = 0.95). There have been numerous crashed including one fatal and five injury crashes near the intersection.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
U	2023	STBG-MPO	\$37,000	\$9,250	\$46,250
C	2023	STBG-MPO	\$2,000,000	\$500,000	\$2,500,000
<b>Total</b>			<b>\$2,037,000</b>	<b>\$509,250</b>	<b>\$2,546,250</b>

## Kentucky Roadway Projects

**Sponsor Agency:** Oldham County

**Project Name:** LaGrange Underpass West of LaGrange

<b>KIPDA ID:</b>	<b>State ID/DES #:</b>	<b>Open to Public:</b>	<b>County/Countries:</b>	<b>Project Cost:</b>	<b>AQ Analysis Status:</b>	<b>Project Score:</b>
321	5-434.00	2025	Oldham	\$24,903,750	Non-Exempt	95

**Project Description:**

Construction of an uninterrupted rail underpass west of LaGrange on Allen Lane. The project will widen Allen Lane between KY 146 and Commerce Parkway aligning across from the I-71 Overpass.

**Justification:**

The project will allow traffic to be unimpeded by the very heavily used CSX rail line improving congestion. It will also provided enhanced safety as emergency vehicles will be able to bypass the rail line.

Phase:	Year:	Funding Category:	Federal:	State/Local:	Total:
D	2023	STBG-MPO	\$160,000	\$40,000	\$200,000
U	2023	STBG-MPO	\$3,895,000	\$973,750	\$4,868,750
C	2023	STBG-MPO	\$10,500,000	\$2,625,000	\$13,125,000
<b>Total</b>			\$14,555,000	\$3,638,750	\$18,193,750







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# APPENDIX

## IN THIS CHAPTER

Appendix A: Acronyms

Appendix B: Public Participation

Appendix C: Performance Measures & Targets

# APPENDIX A: ACRONYMS

<b>AADT</b>	Average Annual Daily Traffic	<b>GIS</b>	Geographic Information System
<b>ADA</b>	Americans with Disabilities Act	<b>GPS</b>	Global Positioning System
<b>ADD</b>	Area Development District	<b>HPMS</b>	Highway Performance Monitoring System
<b>AI</b>	Artificial Intelligence	<b>HSIP</b>	Highway Safety Improvement Program
<b>AV</b>	Automated Vehicle	<b>INDOT</b>	Indiana Department of Transportation
<b>BRT</b>	Bus Rapid Transit	<b>IM</b>	Incident Management
<b>CAV</b>	Connected and Automated Vehicle	<b>IMP</b>	Interstate Management Program
<b>CBD</b>	Central Business District	<b>IoT</b>	Internet of Things
<b>CHSTP</b>	Coordinated Human Services Transportation Plan	<b>IRI</b>	International Roughness Index
<b>CMAQ</b>	Congestion Mitigation and Air Quality	<b>ITS</b>	Intelligent Transportation Systems
<b>CMP</b>	Congestion Management Process	<b>KIPDA</b>	Kentuckiana Regional Planning & Development Agency
<b>CO</b>	Carbon Monoxide	<b>KYTC</b>	Kentucky Transportation Cabinet
<b>CO<sub>2</sub></b>	Carbon Dioxide	<b>LOS</b>	Level of Service
<b>CV</b>	Connected Vehicle	<b>LPA</b>	Locally Preferred Alternative
<b>DMS</b>	Dynamic Message Sign	<b>LRP</b>	Long-Range Plan
<b>EJ</b>	Environmental Justice	<b>MOVES</b>	Motor Vehicle Emissions Simulator Model
<b>EPA</b>	Environmental Protection Agency	<b>MPH</b>	Miles per Hour
<b>ESL</b>	English as a Second Language	<b>MPA</b>	Metropolitan Planning Area
<b>EV</b>	Electric Vehicle	<b>MPO</b>	Metropolitan Planning Organization
<b>FAA</b>	Federal Aviation Administration	<b>MSA</b>	Metropolitan Statistical Area
<b>FAST Act</b>	Fixing America's Surface Transportation Act	<b>NAAQS</b>	National Ambient Air Quality Standards
<b>FHWA</b>	Federal Highway Administration	<b>NCHRP</b>	National Cooperative Highway Research Program
<b>FRA</b>	Federal Railroad Administration	<b>NEPA</b>	National Environmental Policy Act
<b>FTA</b>	Federal Transit Administration	<b>NHS</b>	National Highway System
<b>GHG</b>	Greenhouse Gases	<b>NLT</b>	Natural Lands Trust

NO <sub>x</sub>	Oxides of Nitrogen (Air Quality)	TTI	Travel Time Index
NTD	National Transit Database	UPWP	Unified Planning Work Program (of KIPDA)
O <sub>3</sub>	Ozone (Air Quality)	U.S. DOT	United States Department of Transportation
PM <sub>2.5</sub>	Particulate Matter finer than 2.5 micrometers (Air Quality)	U.S. EDA	United States Economic Development Administration
PMS	Pavement Management System	U.S. EPA	United States Environmental Protection Agency
PSR	Pavement Service Rating	V-2-I	Vehicle-to-Infrastructure
RMS	Roadway Management System	V-2-V	Vehicle-to-Vehicle
ROW	Right-of-Way	V/C	Volume to Capacity Ratio
RTMC	Regional Traffic Management Center	VMS	Variable Message Sign
RWIS	Road Weather Information Systems	VMT	Vehicle Miles Traveled
SDI	Surface Distress Index	VOC	Volatile Organic Compounds (Air Quality)
SHSP	Strategic Highway Safety Plan	Y-O-E	Year of Expenditure
SIP	State Implementation Plan (Air Quality)	UZA	Census Defined Urbanized Area
SOV	Single-Occupant Vehicle		
STIP	State Transportation Improvement Program		
STP	Surface Transportation Program (Highway Funding)		
TAP	Transportation Alternatives Program		
TAZ	Traffic Analysis Zone		
TBD	To Be Determined		
TDM	Transportation Demand Management		
TIP	Transportation Improvement Program		
TMA	Transportation Management Association		
TMC	Traffic Management Center		
TSMO	Transportation System Management and Operations		

# APPENDIX B: PUBLIC PARTICIPATION

KIPDA developed outreach strategies according to guidelines from the [Participation Plan](#). The public comment window ran from March 24-April 22, 2023.

## Notifications

Multiple mediums were distributed to create awareness and increase the opportunity for the public to provide feedback. The following strategies were deployed:

- Organic and paid advertising across social media platforms including Facebook, Twitter, Instagram, and LinkedIn. Paid targeted advertising to Environmental Justice areas and other specialized demographics were also deployed
- Informational fliers were sent to all MPO libraries, local chambers of commerce, Louisville Metro Council members, business associations, and KYTC District 5 for distribution.
- A press release was sent to local media
- An email campaign was created to distribute information to over 1,700 subscribers.

## Opportunities to Comment

KIPDA staff developed a [web page](#) with information, interactive project map, and an on-line form to leave general comments. This web page was shared to the mediums mentioned above and housed on the KIPDA website. KIPDA hosted two virtual public meetings to review and comment on the draft *Connecting Kentuckiana 2050* MTP.

## Review of Comments

Thirty-three comments were received in total. Support was thrown to bicycle and pedestrian projects. Roundabouts on US 42 (KIPDA ID 230) were opposed along with widening projects on I-65, I-71, and I-256 (Gene Synder Expressway). General comments included more bicycle and pedestrian infrastructure i.e. protected bike lanes and more connectivity. The TPC has received all comments as part of their 15-day review per the Participation Plan. A summary the public comment period, including themes, outreach strategies, and analytics were submitted at the April 2023 TPC Meeting. All comments received are included on the next few pages.



## FY2023-2026 TIP Public Comments Received

**ROADWAY PROJECTS**

- **Broadway All the Way Complete Street (KIPDA ID 2751)**
  - Strongly support constructing the Broadway road redesign. Yes!
- **I-71 (KIPDA ID 2602)**
  - STRONGLY object to widening I-71. STOP WIDENING INTERSTATES! It's horrible for our environment, quality of life, and pocketbooks.
- **I-265 (KIPDA ID 958)**
  - Please cancel any projects to widen I-265. Bad decision that will induce car travel and land use patterns that are bad for budgets and our climate.
- **I-64 (KIPDA ID 2029)**
  - I object to building a new interchange off of I-64! NO!
- **Ky 1819 (KIPDA ID 1819)**
  - Widening roads induces demands. You'll have to keep widening this road for years to come. Terrible use of taxpayer funds.
- **US 42 (KIPDA ID 230)**
  - PLEASE do not put roundabouts on US-42, but instead install turning lanes. I drive US-42 at least twice daily and the problem is there are no left hand turn lanes. Drivers dart in and out of the left lane to avoid turning vehicles and many times I have almost been hit (while in the right lane). Installing turning lanes will greatly reduce this from happening (and the resulting accidents). The current trend is for almost all drivers to use the right lane for fear of getting stuck behind a turning vehicle. By installing turning lanes, the result will be a 4-lane road where all 4 lanes are used, not just two. I suggest you send out traffic-flow surveyors to view this for yourself. The other thing to consider is when I-71 is closed, US-42 is frequently used as an alternative route. Semis using roundabouts will slow traffic to a crawl. Finally, the amount of traffic that US-42 currently carries is quite large. Although roundabouts reduce speed (and the resulting severity of accidents), the reduction in speed will create a backup worse than already occurs.
- **Blackiston Mill Road Phase II (KIPDA ID 2839)**
  - Sideswalks have been needed along this section for years. I'm surprised that a turning lane is needed for Peddler's Mall. Most of the traffic turning there is cutting through to Lynch Lane. Addressing why that's necessary might be wiser.
- **I-71 (KIPDA ID 3094)**
  - STOP WASTING MY TAX DOLLARS. Give TARC this 200 million instead. Prioritize projects encourage people not to drive. Stop funding "congestion" relief and road widening and instead put that money into bus, walk, bike projects right now.

**BICYCLE/PEDESTIAN PROJECTS****MAINTENANCE PROJECTS**

- **I-65 (KIPDA ID 3093)**
  - Please prioritize eliminating many I-65 ramps that are in downtown Louisville. Will improve neighborhoods and will reduce pavement/roadway maintenance costs. Too much money being spent to maintain interstates.
  - Please reconnect Preston St with an at grade pedestrian/bike crossing as well as rebuild unsafe unmaintained Pedestrian bridge to Meriwether neighborhood.

- **Mount Tabor Road (KIPDA ID 309)**
  - The Mt. Tabor/Klerner Ln project cannot continue as “phase 2.” The original project was revised to the work completed. This is an entirely new project that requires a CE ect and the re-purchase of temporary ROW.
- **Replacement of Bridge 51 (KIPDA ID )**
  - This is desperately needed.

## **GENERAL COMMENTS**

- Please eliminate the interstate from the waterfront between 65 and the Watterson.
- Improve pedestrian conditions on Preston and Muhammad Ali
- Connect Campbell to Chestnut at Gray St for Bike/Ped traffic to River Road and Waterfront
- Please find funding to help Public Works maintain the bike infrastructure they have now. We need a permanent bike lane sweeper and staff to support it. This is the most significant need right now in Louisville for cyclists.
- Make Brook Street Two Way so Old Louisville can access
- Whatever happened to light rail?
- Add a Protected bike lane by taking away the northside parking. This would increase density of parking on the south side which would help slow vehicles down by making the street feel more narrow and less friendly to speeding. (Payne Street between Bellaire Ave and S Clifton Street
- Love the funding for TARC!
- \$300 million just for road maintenance. This is not sustainable. We need alternative methods of transportation that won't crumble under our feet.
- Please connect Preston St at Railroad and Burnett with an at grade bike/pedestrian crossing and rebuild pedestrian bridge. Currently it is very unsafe to cross and when bridge is condemned people crossing the tracks will face a felony charge if they try to get to the other side of Preston
- Please eliminate every interstate widening project in the TIP. The last thing we should do is widen interstates because it induces more car travel, it encourages sprawling land use patterns, and it increases the maintenance costs for the roadway for decades to come. Please eliminate these projects - which will enable the KYTC team to prioritize the other great projects in this TIP! There are awesome projects in this TIP - from the Beargrass Creek to Broadway to all the one to two way conversions. But its not enough to make some streets safer and more walkable and bikeable. We have to be bold and brave and STOP expanding roadways for cars. That is the biggest problem I see in this TIP.
- Please extend South Fork of Beargrass Creek trail under 264 to Newburg and West Beuchel, especially to Goldsmith Ln, Bashford Manor Mall and Champions Trace fields. Many employers, especially GE are in this area and workers are injured and killed biking to work.
- Extend South Fork of Beargrass Creek trail under 264 to residential neighborhoods and employers in West Beuchel and Newburg under 264" Add bike lanes to newburg rd and poplar level entrance to GE.....it's a death trap for bicycles
- Page 84 shows an aerial photo of an intersection from Barcelona Spain. Unless KIPDA is going to support the construction of that type of infrastructure, which I wish you would, don't use imagery like that. It's highly inappropriate and misleading. Similarly there is other stock imagery throughout the document. If we don't have local photos that we're proud of that speaks for itself.

- Please look into an express Tarc circulator route that goes between the east, south, and west ends of Louisville. For the west and south end residents, we're seeing a lot of good paying jobs move to the east end, and taking a Tarc to the east end takes over an hour just to get over there, much more than that if you include any connecting routes to get to the destination. For the west end stop, I'd think the Nia Center is a good place since a lot of west end routes have a stop there. This isn't a request of convenience, it's practicality. My 1 hour commute turns into a 3 hour commute with the Tarc because of how long it takes to get from one end of town to another.
- Please find funding to help Public Works maintain the bike infrastructure they have now. We need a permanent bike lane sweeper and staff to support it. This is the most significant need right now in Louisville for cyclists.
- All these projects are great. Can we get them in other urban parts of the city instead of focusing them all on UofL?
- Fund a redesign and rebuild of the pedestrian bridge at Preston and Hill/Burnett in addition to improvements to this intersection. The pedestrian bridge has not been maintained in decades and it was constructed as part of I-65 highway system.

### **SOCIAL MEDIA COMMENTS**

- Step 1: Don't use traffic controllers designed in the 70's Step 2: More public transportation options Step 3: Profit We already know how to fix this
- Safe pedestrian and bike access under the Watterson overpass on Taylorsville road is desperately needed. The expressway cuts off everyone south of the Watterson from accessing the parks and the shared use path around Bowman without a car.
- I submitted feedback but I also want to put it here. I'm really hoping that someone takes a look at adding an express Tarc circulator route between the east, south, and west ends of town. Currently it takes over an hour to get to any part of town with the Tarc, and that's not even the destination. Lots of good paying jobs in the east end, so it's a shame that it takes so long to get there. My commute turns from 1 hour to 3 hours by taking the Tarc with how long it takes to go between the ends of town. It's just not practical. Thanks.

# APPENDIX C: PERFORMANCE MEASURES BASELINES AND TARGETS

The baselines and targets for the performance measures, as part of the Metropolitan Transportation Plan (MTP) update, are how our progress is determined regarding our goals and objectives in the region. Performance measures, via the baselines and targets, help establish where the tracking of our progress begins, and give us the target to measure how well projects contribute to the goals.

Performance measures with the baselines and targets are listed under the goals and objectives. Objectives and associated federal performance measures are highlighted in blue.

\*Performance measure is associated with more than one objective

## Safety

### Goal 1: Increase safety for all users of the transportation system.

Objective A: Stabilize and decrease serious injury crashes and fatalities.					
Measure	Description	Baseline (5-Yr Rolling Average 2016-2020)	Target (5-Yr Rolling Avg 2018-2022)	Data	Source
Number of serious injuries	Average yearly total	705.3	644.3	KY state police, ARIES (Indiana)	FHWA
Serious injury rate	per 100 million VMT	6.25	5.82	KY state police, ARIES	FHWA
Number of fatalities	Average yearly total	140.6	149.4	KY state police, ARIES	FHWA
Fatality rate	per 100 million VMT	1.25	1.36	KY state police, ARIES	FHWA
Objective B: Reduce bicycle and pedestrian related crashes.					
Measure	Description	Baseline (5-Yr Rolling Average 2016-2020)	Target (5-Yr Rolling Avg 2018-2022)	Data	Source
Number of non-motorized fatalities and serious injuries	Average yearly total	117.7	117.5	KY state police, ARIES	FHWA
Objective C: Increase safety on fixed route transit and paratransit.					
Measure	Description	Baseline	Target (2023)	Data	Source
Number of fixed route fatalities	Total	N/A	0	TARC PTASP	FTA
Number of paratransit fatalities	Total	N/A	0	TARC PTASP	FTA
Fixed route fatality rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.0036	TARC PTASP	FTA
Paratransit fatality rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.016	TARC PTASP	FTA
Fixed route injuries	Total	N/A	55	TARC PTASP	FTA
Paratransit injuries	Total	N/A	10	TARC PTASP	FTA
Fixed route injury rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.77	TARC PTASP	FTA
Paratransit injury rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.18	TARC PTASP	FTA
Number of fixed route safety events	Total	N/A	35	TARC PTASP	FTA
Number of paratransit safety events	Total	N/A	5	TARC PTASP	FTA
Fixed route safety event rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.47	TARC PTASP	FTA
Paratransit safety event rate	Rate per 100,000 vehicle route miles (VRM)	N/A	0.13	TARC PTASP	FTA
Objective D: Increase transportation safety through Intelligent Transportation System solutions.					
Measure	Description	Baseline	Target	Data	Source
n/a					

## Sustainability

**Goal 2: Invest in sustainable transportation that protects environmental resources and minimizes the effects of climate change.**

Objective A: Support improved modal connectivity in pedestrian, bicycle, and transit projects that contribute to cleaner air.						
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
Number of miles of gaps in the pedestrian network.	Total mileage of gaps between pedestrian facilities	228	194	114	KIPDA Pedestrian Facility Gap Analysis	MPO
Number of miles of gaps in the bicycle network.	Total mileage of gaps between dedicated bicycle facilities	56	48	28	KIPDA Bicycle Facility Gap Analysis	MPO
Number of miles of pedestrian facilities along a transit route.*	Total mileage of sidewalks or multi-use paths within 1/4 mile of a transit route.	422	485	633	KIPDA pedestrian facilities, TARC routes	MPO
Number of miles of dedicated bicycle facilities along a transit route.*	Total mileage of bike lanes or multi-use paths within 1 mile of a transit route.	54	62	81	KIPDA bicycle facilities, TARC routes	MPO
Objective B: Prioritize roadway projects that enhance existing infrastructure operations and support connection to other modes.						
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
n/a						
Objective C: Promote environmental sustainability and protect historic, natural, and cultural resources.						
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
n/a						
Objective D: Reduce disruption to travel by limiting encroachment into environmentally sensitive areas negatively impacted by weather events and climate change.						
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
n/a						
Objective E: Improve air quality by reducing carbon-based vehicle miles traveled.						
Measure	Description	Baseline	2 Year Target	4 Year Target	Data	Source
Total emissions reductions (CMAQ)	Total emissions reductions of Volatile Organic Compounds (VOCs) and Oxides of Nitrogen (NOx)	VOC-38,555 NOx-101,689	VOC-22,329 NOx-60,144	VOC-44,658 NOx-120,289	CMAQ Performance Plan	FHWA
Percent of non-SOV travel in urbanized area (CMAQ)	percent of non-Single Occupancy Vehicle (non-SOV) travel within urbanized area	19.5	18.5	19.0	CMAQ Performance Plan	FHWA
Annual hours of peak hour excessive delay per capita within urbanized area (CMAQ)	annual peak hour excessive delay per capita within urbanized area	8.4	10.0	10.0	CMAQ Performance Plan	FHWA
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
Ratio of electric and hybrid vehicles to combustion engine vehicles in the fleet mix.	Total electric, hybrid, and plug in hybrid vehicles compared to total fleet size (passenger cars & trucks)	1.45%	1.50%	40%	U.S. Census, KYTC vehicle data integrated by APCD for MOVES inputs, and International Energy Agency data on vehicle populations	MPO

## Equity

**Goal 3: Foster an accessible and equitable transportation system.**

Objective A: Reduce auto-dependent access and increase transportation options to employment, education, and healthcare.						
Measure	Description	Baseline (2020)	4 Year Target	2050 Target	Data	Source
Percent of commutes by transit	Percent of commute trips made by bus, calculated for all counties in MPO region.	1.88%	2.07%	2.63%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO
Percent of commutes by walking	Percent of commute trips made by walking, calculated for all counties in MPO region.	1.55%	1.71%	2.17%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO
Percent of commutes by biking	Percent of commute trips made by bike, calculated for all counties in MPO region.	0.22%	0.24%	0.31%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO
Objective B: Minimize disproportionate burdens and ensure equitable benefits from transportation investments in areas with high minority and low-income population.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
EJ population within 1/4 mile of a transit route	EJ population determined by maximum count from either minority or low-income.	194,663	214,130	272,529	KIPDA Environmental Justice Areas, TARC routes	MPO
EJ population within 1/4 mile of a bicycle lane	EJ population determined by maximum count from either minority or low-income.	48,385	53,224	67,740	KIPDA Environmental Justice Areas, TARC routes	MPO
Objective C: Implement innovative outreach strategies to marginalized communities.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
n/a						
Objective D: Support commute programs such as telework, staggered work hours, carpool, vanpool, and transit.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Percent of commutes by telework	Percent of commute trips made by teleworking, calculated for all counties in MPO region.	6.75%	7.43%	9.45%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO
Percent of commutes by carpool/vanpool	Percent of commute trips made by carpool/vanpool, calculated for all counties in MPO region.	8.07%	8.88%	11.30%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO
Percent of commutes by transit*	Percent of commute trips made by bus, calculated for all counties in MPO region.	1.88%	2.07%	2.63%	American Community Survey, 5-Year Estimates, 2020 Table B08301	MPO



## Economic Development

**Goal: Leverage transportation investments to support regional and local economic growth.**

Objective A: Support access to work by maintaining or improving reasonable travel time on the region's transportation infrastructure.						
Measure	Description	Baseline (2022)	2 Year Target	4 Year Target	Data	Source
Level of travel time reliability on interstates.*	23 CFR Part 490 Subpart E; MPO	97.3%	-	97.3%	NPMRDS	FHWA
Level of travel time reliability on non-interstate National Highway System (NHS).*	23 CFR Part 490 Subpart E; MPO	86.1%	-	86.1%	NPMRDS	FHWA
Objective B: Develop a sustainable workforce through better employment accessibility and mobility options, especially for those residing in low-income areas with high unemployment.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Average headway of transit routes traveling from EJ areas to employment clusters.	Average time between scheduled fixed-route buses	35.8 minutes	-10% (32.2)	-20% (28.6)	TARC General Transit Feed Specification, KIPDA Environmental Justice Areas, KIPDA employment clusters	MPO
Objective C: Enhance multi-modal access to major employment centers and areas with anticipated employment growth.						
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
Jobs within a ¼ mile walk (sidewalk present).	Number of employees (jobs) within 1/4 mile of a sidewalk or multi-use path.	565,246	607,639	904,394	Data Axle 2019 employment, KIPDA pedestrian facilities 2021	MPO
Jobs within a 1-mile bike ride (dedicated bike facility).	Number of employees (jobs) within 1 mile of a bike lane or multi-use path.	460,775	495,333	737,240	Data Axle 2019 employment, KIPDA bicycle facilities 2021	MPO
Objective D: Strengthen coordination between transportation and land use planning.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
n/a						

## Roadway System

**Goal: Create a modern, innovative, and efficient roadway system.**

Objective A: Maintain or improve travel time on freeway and interstate roadways.						
Measure	Description	Baseline (2022)	2 Year Target	4 Year Target	Data	Source
Level of travel time reliability on interstates.*	23 CFR Part 490 Subpart E; MPO	97.3%	-	97.3%	NPMRDS	FHWA
Objective B: Maintain or improve travel time on arterial roadways.						
Measure	Description	Baseline (2022)	2 Year Target	4 Year Target	Data	Source
Level of travel time reliability on non-interstate National Highway System (NHS).*	23 CFR Part 490 Subpart E; MPO	86.1%	-	86.1%	NPMRDS	FHWA
Objective C: Stabilize and decrease vehicle miles traveled.						
Measure	Description	Baseline (2019, VMT per capita)	4 Year Target	2050 Target	Data	Source
Annual regional vehicle miles traveled.	Annual regional VMT per capita estimated from annual county-level daily vehicle miles traveled in 2019 divided by 2019 regional population.	10,364.03	10,156.75	9,327.63	INDOT, KYTC	MPO
Objective D: Direct efforts to expand facilities in support of electric and automated vehicles and other future transportation technology.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Number of electric vehicle charging stations.	Public electric vehicle chargers as of June 2022.	98	172	980	<a href="https://afdc.energy.gov/data/download">https://afdc.energy.gov/data/download</a>	MPO
Objective E: Explore innovative management and operation strategies.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
n/a						

## Transit

**GOAL: Expand public transit and non-single occupant vehicle travel throughout the region.**

Objective A: Improve access to transit.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Annual TARC fixed-route ridership (number of boardings).	Measure the change in the number of annual boardings on TARC buses	5,018,004	10,283,174	15,000,000	TARC FY 2022 Ridership Summary	MPO
Population served in transit service area (1/4 mile of a route).	Measure the change in the number of commuters using transit.	315,679	347,247	441,951	American Community Survey, 5-Year Estimates, 2020 Table B01003	MPO
Objective B: Prioritize transit service to employment, schools, and other activity centers.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Number of schools served by transit (1/4 mile of a route).	Identify the number of schools, colleges, and universities within 1/4 mile of a transit route	300	3% Increase or 309 schools, colleges, or universities	10% Increase or 330 schools, colleges, or universities	KIPDA school inventory, and GIS analysis	MPO
Number of employees served in transit service area (1/4 mile of a route).	Identify the number of jobs located within a 1/4 mile of a transit route.	481,516	529,668	674,122	Data Axle 2019 employment, TARC 2021 bus routes	MPO
Objective C: Increase ridesharing by expanding vanpooling, carpooling, and similar strategies.						
Measure	Description	Baseline (FY2022)	4 Year Target	2050 Target	Data	Source
Number of rideshare trips.	Measure the change in the number of vanpool, carpool, transit, walking, biking, and telework trips logged through the Every Commute Counts program.	45,083	93,484	186,968	Every Commute Counts Program	MPO

## Active Transportation

**Goal: Expand active transportation options with connected pedestrian and bicycle infrastructure.**

Objective A: Increase access to pedestrian facilities and continuity of the system.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Number of miles of pedestrian facilities (sidewalks and shared-use paths)	Number of miles of sidewalks or multi-use paths on collectors and above.	895.99	985.59	1254.39	KIPDA pedestrian facilities	MPO
Objective B: Increase access to and utilization of bicycle facilities.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Increase number of miles of bicycle facilities	Number of miles of bike lanes on collectors and above.	91.56	100.72	128.19	KIPDA bicycle facilities	MPO
Objective C: Increase or improve existing bicycle and pedestrian access to transit.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
Number of miles of pedestrian facilities along a transit route.*	Total mileage of sidewalks or multi-use paths within 1/4 mile of a transit route.	422	464	591	KIPDA pedestrian facilities, TARC routes	MPO
Number of miles of dedicated bicycle facilities along a transit route.*	Total mileage of bike lanes or multi-use paths within 1/4 mile of a transit route.	54	59	76	KIPDA bicycle facilities, TARC routes	MPO
Objective D: Support innovative active transportation and shared micromobility strategies.						
Measure	Description	Baseline (2022)	4 Year Target	2050 Target	Data	Source
n/a						

## Freight

**Goal: Support the reliable movement of freight.**

Objective A: Reduce delay and improve reliability for trucks traveling on interstates, freeways, and arterials.						
Measure	Description	Baseline (2021)	2 Year Target	4 Year Target	Data	Source
Truck Travel Time Reliability (TTTR) on the Interstates	23 CFR Part 490 Subpart F; MPO	1.51	-	1.51	NPMRDS	FHWA
Objective B: Improve truck access to freight destinations.						
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
n/a						
Objective C: Safely integrate freight mobility with other transportation modes.						
Measure	Description	Baseline (2021)	4 Year Target	2050 Target	Data	Source
n/a						

## Resiliency

Goal: Implement resilient infrastructure.						
Objective A: Improve pavement condition.						
Measure	Description	Baseline (2021)	2-Year Target	4-Year Target	Data	Source
Percent of pavements in Good condition on Interstates	23 CFR Part 490 Subpart C Pavement Condition -Supporting statewide targets	IN 73.2% KY 68.1%	IN 60.0% KY N/A	IN 62.0% KY 50.0%	KYTC and INDOT - KIPDA endorses statewide targets	FHWA
Percent of pavements in Poor condition on Interstates	23 CFR Part 490 Subpart C Pavement Condition -Supporting statewide targets	IN 0.4% KY 1.1%	IN 1.0% KY N/A	IN 1.5% KY 3.0%	KYTC and INDOT - KIPDA endorses statewide targets	FHWA
Percent of pavements in Good condition on non-Interstate NHS	23 CFR Part 490 Subpart C Pavement Condition -Supporting statewide targets	IN 61.0% KY 48.9%	KY 50.0% IN 35.0%	IN 48.0% KY 35.0%	KYTC and INDOT - KIPDA endorses statewide targets	FHWA
Percent of pavements Poor condition on non-Interstate NHS	23 CFR Part 490 Subpart C Pavement Condition -Supporting statewide targets	IN 0.4% KY 1.4%	IN 1.5% KY 6.0%	IN 1.5% KY 6.0%	KYTC and INDOT - KIPDA endorses statewide targets	FHWA
Objective B: Improve bridge condition.						
Measure	Description	Baseline (2021)	2-Year Target	4-Year Target	Data	Source
Percent of deck area in Good condition on bridges carrying the NHS	23 CRF Part 490 Subpart D Bridge Condition; MPO	33.0%	-	36.3%	National Bridge Inventory	FHWA
Percent of deck area in Poor condition on bridges carrying the NHS	23 CRF Part 490 Subpart D Bridge Condition; MPO	9.4%	-	8.5%	National Bridge Inventory	FHWA
Measure	Description	Baseline (2021)	4-Year Target	2050 Target	Data	Source
Percent of bridges on functionally classified roads Collector and above that are in Good condition	MPO developed measure	21.3%	23.4%	32.0%	National Bridge Inventory	MPO
Percent of bridges on functionally classified roads Collector and above that are in Poor condition	MPO developed measure	6.7%	6.0%	3.4%	National Bridge Inventory	MPO
Objective C: Reduce the percent of transit fleet exceeding the useful life benchmark and maintain the condition of transit facilities						
Measure	Description	Baseline (2021)	Target	Data / Sources	Source	
Percent of non-revenue vehicles exceeding ULB	percent of non-revenue vehides exceeding Useful Life Benchmark (ULB)	Trucks and Other Rubber Tire Vehicles: 72.22%	Trucks and Other Rubber Tire Vehicles: ≤ 45% exceed ULB of 10 years	FY23 TARC TAM Plan	FTA	
		Non-revenue service vehicle fleet (equipment/Automobile): 72.77%	Non-revenue service vehicle fleet (equipment/Automobile): ≤ 10% exceed 8 years			
Percent of revenue vehicles exceeding ULB	percent of revenue vehicles exceeding Useful Life Benchmark (ULB)	Buses: 13.33% Cutaway Buses: 35.71% Vans: 100%	Buses: ≤ 10% exceed ULB of 15 years Cutaway Buses: ≤ 0% exceed ULB of 10 years Vans: ≤ 0% exceed ULB of 8 years	FY23 TARC TAM Plan	FTA	
Objective D: Increase system reliability on fixed route transit and paratransit.						
Measure	Description	Baseline (2021)	Target	Data	Source	
Fixed route system reliability	Mean distance between major mechanical failures by mode	N/A	5,478 miles	TARC PTASP	FTA	
Paratransit system reliability	Mean distance between major mechanical failures by mode	N/A	70,781 miles	TARC PTASP	FTA	
Objective E: Prioritize resiliency strategies to extend the life span and functionality of the transportation system.						
Measure	Description	Baseline	Target Mid	Target Long	Data / Sources	Source
n/a						
Objective F: Add redundant infrastructure to increase system resiliency.						
Measure	Description	Baseline	Target Mid	Target Long	Data / Sources	Source
n/a						
Objective G: Integrate climate change considerations into asset management.						
Measure	Description	Baseline	Target Mid	Target Long	Data / Sources	Source
n/a						



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