



**K I P D A**

Kentuckiana Regional Planning  
& Development Agency

## Administrative Modification 13

June 27, 2024

Fiscal Year 2023 - 2026 Transportation  
Improvement Program (TIP)

and

Connecting Kentuckiana 2050  
Metropolitan Transportation Plan  
(MTP)



<b>MTP Action:</b>	Increase Total Estimated Project Cost				
<b>TIP Action:</b>	Cost increase and add additional construction				
<b>Project Sponsor:</b>	Clarksville	<b>KIPDA ID:</b>	2541	<b>State ID:</b>	1801597
<b>County</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Jeffersonville 9th Street/Clarksville Montgomery Avenue Multimodal Connection	<b>Funding Source:</b>	Transportation Alternatives (TA-MPO)	<b>Open to Public Date:</b>	2023 2024
<b>Total Estimated Project Cost:</b>	\$2,964,000 \$2,982,009		<b>Total Cost Programmed in TIP to date:</b>	\$2,964,000 \$2,982,009	
<b>Description:</b>	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.				
<b>Justification:</b>	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>FY 23-26 TIP Funding:</b>	FY 2023 Construction phase with CRRSAA funds: \$1,262,685 (Federal) + \$315,671 (Other) = \$1,578,356 (Total)  FY 2023 Construction phase with TA-MPO funds: \$390,755 (Federal) + \$97,689 (Other) = \$488,444 (Total)  <b>FY 2025 Construction phase with TA-MPO funds:</b> <b>\$14,407 (Federal) + \$3,602 (Other) = \$18,009 (Total)</b>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Cost Increase				
<b>Project Sponsor:</b>	Oldham County	<b>KIPDA ID:</b>	2175	<b>State ID:</b>	5-410.01
<b>County</b>	Oldham	<b>Parent ID:</b>	327	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Old LaGrange Road Improvements Oldham County Bicycle & Pedestrian Trail	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	<del>\$2,563,383</del> <b>\$2,600,000</b>		<b>Total Cost Programmed in TIP to date:</b>	<del>\$2,563,383</del> <b>\$2,600,000</b>	
<b>Description:</b>	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.				
<b>Justification:</b>	To provide improved access for pedestrians and bicyclists along Old LaGrange Road.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2024 ROW phase with STBG-MPO funds:  <del>\$214,676 (Federal) + \$48,302 (Other) = \$262,978 (Total)</del></p> <p><b>FY 2024 ROW phase with STBG-MPO funds:  <b>\$239,676 (Federal) + \$59,919 (Other) = \$299,595 (Total)</b></b></p> <p>FY 2024 ROW phase with STBG-State funds:  \$340,324 (Federal) + \$85,081 (Other) = \$425,405 (Total)</p> <p>FY 2025 Utilities phase with STBG-MPO funds:  \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)</p> <p>FY 2026 Construction phase with STBG-MPO funds:  \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)</p>				

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Cost increase				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	3069	<b>State ID:</b>	5-80200.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 2050	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	<del>\$2,725,000</del> <b>\$2,794,000</b>		<b>Total Cost Programmed in TIP to date:</b>	<del>\$565,000</del> <b>\$634,000</b>	
<b>Description:</b>	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.				
<b>Justification:</b>	<p>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.</p> <p>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.</p> <p>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.</p>				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2024 Design Phase with STBG-MPO funds: \$280,000 (Federal) + \$70,000 (Other) = \$350,000 (Total)</p> <p><b>FY 2024 Design Phase with STBG-MPO funds: \$335,200 (Federal) + \$83,800 (Other) = \$419,000 (Total)</b></p> <p>FY 2025 ROW Phase with STBG-MPO funds: \$44,000 (Federal) + \$11,000 (Other) = \$55,000 (Total)</p> <p>FY 2026 Utilities Phase with STBG-MPO funds: \$128,000 (Federal) + \$32,000 (Other) = \$160,000 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Phase Shift				
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	3039	<b>State ID:</b>	5-10058.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2675
<b>Project Name:</b>	I-64 Westbound Bridge Over Beargrass Creek	<b>Funding Source:</b>	State Federal Bridge Program (FBP)	<b>Open to Public Date:</b>	2025
<b>Total Estimated Project Cost:</b>	\$1,628,000 \$9,114,205	<b>Total Cost Programmed in TIP to date:</b>		\$1,628,000 \$9,114,205	
<b>Description:</b>	Bridge project in Jefferson County on (056B00052L) I-64 westbound at Middle Fork Beargrass Creek.				
<b>Justification:</b>	Increase safety for all users. Maintain the existing transportation system in a state of good repair.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 Design (D) phase with State funds: \$118,400 (Federal) + \$29,600 (Other) = \$148,000 (Total)  FY 2023 Construction (C) phase with State funds: \$1,184,000 (Federal) + \$296,000 (Other) = \$1,480,000 (Total)  FY 2024 Construction (C) phase with FBP funds: \$7,172,964 (Federal) + \$1,793,241 (Other) = \$8,966,205 (Total)				
<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Combine FY24 utilities and construction phases				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2269	<b>State ID:</b>	5-3030.20
<b>County:</b>	Jefferson	<b>Parent ID:</b>	1856	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Northeast Louisville Loop MET Section 2	<b>Funding Source:</b>	Surface Transportation Block Group -MPO	<b>Open to Public Date:</b>	2024
<b>Total Estimated Project Cost:</b>	\$3,046,000	<b>Total Cost Programmed in TIP to date:</b>		\$3,046,000	
<b>Description:</b>	Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Station to Bircham Road, 0.7 miles.				
<b>Justification:</b>	To improve pedestrian and bicycling access.				
<b>FY 23-26 TIP Funding:</b>	FY24 Utilities phase with STBG-MPO funds: \$280,000 (Federal) + \$62,000 (Other) = \$342,000 (Total)  FY24 Construction phase with STBG-MPO funds: \$1,800,000 (Federal) + \$404,000 (Other) = \$2,204,000 (Total)  FY24 Construction phase with STBG-MPO funds: \$2,080,000 (Federal) + \$466,000 (Other) = \$2,546,000 (Total)				

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Adjust funding between phases				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	223	<b>State ID:</b>	5-404.01
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Cooper Chapel Road Phase 3	<b>Funding Source:</b>	Surface Transportation Block Group -MPO	<b>Open to Public Date:</b>	2025
<b>Total Estimated Project Cost:</b>	\$30,699,792		<b>Total Cost Programmed in TIP to date:</b>	\$29,610,703	
<b>Description:</b>	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.				
<b>Justification:</b>	<p>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.</p> <p>The roadway construction will provide access to an area that recently received sanitary sewers and city water service.</p>				
<b>FY 23-26 TIP Funding:</b>	<p>FY24 Design phase with STBG-MPO funds: \$45,400 (Federal) + \$10,200 (Other) = \$55,600 (Total)</p> <p>FY24 Design phase with STBG-MPO funds: \$65,080 (Federal) + \$16,270 (Other) = \$81,350 (Total)</p> <p>FY24 Right of Way phase with STBG-MPO funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total)</p> <p>FY24 Right of Way phase with STBG-MPO funds: \$779,400 (Federal) + \$194,850 (Other) = \$974,250 (Total)</p> <p>FY25 Utilities phase with STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)</p> <p>FY25 Construction phase with STBG-MPO funds: \$16,000,000 (Federal) + \$4,000,000 (Other) = \$20,000,000 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding and correct funding source				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	3176	<b>State ID:</b>	
<b>County</b>	Jefferson	<b>Parent ID:</b>	585	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Rehab Administrative Building/ Maintenance Facilities	<b>Funding Source:</b>	Transit Capital	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$4,625,000 \$5,144,118		<b>Total Cost Programmed in TIP to date:</b>	\$4,625,000 \$5,144,118	
<b>Description:</b>	Rehabilitate an administrative and/or maintenance facility.				
<b>Justification:</b>	This project will renovate or rehabilitate a portion or component of a TARC facility in order to reduce operating costs and maintain a state of good repair. The renovation project will improve a facility or portion of a facility in poor condition to a like new condition.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 Transit Capital phase with Section 5307 funds: \$2,500,000 (Federal) + \$625,000 (Other) = \$3,125,000 (Total)  FY 2024 Transit Capital phase with Section 5307 funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)  FY 2024 Transit Capital phase with Section 5339 funds: \$415,294 (Federal) + \$103,824 (Other) = \$519,118 (Total)  FY 2025 Transit Capital phase with Section <del>5307</del> 5339 funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)  FY 2026 Transit Capital phase with Section <del>5307</del> 5339 funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Correct funding source				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	3175	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	585	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Purchase Replacement 40-foot Buses	<b>Funding Source:</b>	Transit Capital	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$5,037,718		<b>Total Cost Programmed in TIP to date:</b>	\$5,037,718	
<b>Description:</b>	Purchase up to two (2) 40-ft., low-floor diesel buses.				
<b>Justification:</b>	This project will replace buses that have far exceeded their expected minimum useful life. As a result, the state of good repair and safety of TARC's fleet will be improved.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 Transit Capital phase with Section 5307 5339 funds: \$1,317,374 (Federal) + \$329,344 (Other) = \$1,646,718 (Total)  FY 2024 Transit Capital phase with Section 5307 5339 funds: \$1,100,000 (Federal) + \$275,000 (Other) = \$1,375,000 (Total)  FY 2025 Transit Capital phase with Section 5307 5339 funds: \$1,210,000 (Federal) + \$302,500 (Other) = \$1,512,500 (Total)  FY 2026 Transit Capital phase with Section 5307 5339 funds: \$1,331,000 (Federal) + \$332,750 (Other) = \$1,663,750 (Total)				



<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Correct funding source				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	3174	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	585	<b>Group ID:</b>	2681
<b>Project Name:</b>	Purchase Support Vehicles	<b>Funding Source:</b>	Transit Capital	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$887,500		<b>Total Cost Programmed in TIP to date:</b>	\$887,500	
<b>Description:</b>	Purchase maintenance and supervisory vehicles				
<b>Justification:</b>	This project will replace a number of trucks and cars used for maintenance and supervision of operations. The vehicles to be replaced have exceeded their useful lives and TARC's useful life benchmark.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 Transit Capital phase with Section <del>5307</del> 5339 funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)  FY 2024 Transit Capital phase with Section <del>5307</del> 5339 funds: \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total)  FY 2025 Transit Capital phase with Section <del>5307</del> 5339 funds: \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total)  FY 2026 Transit Capital phase with Section <del>5307</del> 5339 funds: \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total)				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Correct funding source				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	3173	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	585	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Purchase Shop Equipment	<b>Funding Source:</b>	Transit Capital	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$1,733,197		<b>Total Cost Programmed in TIP to date:</b>	\$1,733,197	
<b>Description:</b>	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.				
<b>Justification:</b>	This project will support TARC's ability to maintain its fixed route fleet and other assets in a state of good repair. As a result, the safety of those assets will improve.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 Transit Capital phase with Section <del>5307</del> 5339 funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)  FY 2024 Transit Capital phase with Section <del>5307</del> 5339 funds: \$395,519 (Federal) + \$98,880 (Other) = \$494,399 (Total)  FY 2025 Transit Capital phase with Section <del>5307</del> 5339 funds: \$395,519 (Federal) + \$98,880 (Other) = \$494,399 (Total)  FY 2026 Transit Capital phase with Section <del>5307</del> 5339 funds: \$395,519 (Federal) + \$98,880 (Other) = \$494,399 (Total)				

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update project description to reflect rehabilitation of the bridge.				
<b>Project Sponsor:</b>	Clark County	<b>KIPDA ID:</b>	2836	<b>State ID:</b>	1902768
<b>County</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	Clark County Bridge 413	<b>Funding Source:</b>	Bridge	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$4,672,650		<b>Total Cost Programmed in TIP to date:</b>	\$4,672,650	
<b>Description:</b>	Clark Bridge 413 is located over abandoned railroad tracks that have removed and converted to a pedestrian path. The bridge will be rehabilitated with a rigid deck overlay and reinforced concrete bridge approach slabs. Following construction, Clark County will relinquish the structure to the Town of Clarksville.				
<b>Justification:</b>	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.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2024 ROW phase with Bridge funds: \$155,200 (Federal) + \$38,800 (Other) = \$194,00 (Total)</p> <p>FY 2025 Utilities phase with Bridge funds: \$258,000 (Federal) + \$64,500 (Other) = \$322,500 (Total)</p> <p>FY 2026 Utilities phase with Bridge funds: \$258,000 (Federal) + \$64,500 (Other) = \$322,500 (Total)</p> <p>FY 2025 Construction phase with Bridge funds: \$387,000 (Federal) + \$96,750 (Other) = \$483,750 (Total)</p> <p>FY 2026 Construction (CE) phase with Bridge funds: \$387,000 (Federal) + \$96,750 (Other) = \$483,750 (Total)</p> <p>FY 2025 Construction phase with Bridge funds: \$2,580,000 (Federal) + \$645,000 (Other) = \$3,225,000 (Total)</p> <p>FY 2026 Construction (CN) phase with Bridge funds: \$2,580,000 (Federal) + \$645,000 (Other) = \$3,225,000 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding, update OTP and phase shift				
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3155	<b>State ID:</b>	1900373
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2678
<b>Project Name:</b>	SR 60 Intersection Improvement	<b>Funding Source:</b>	National Highway Performance Plan (NHPP) Highway Safety Improvement Program - (HSIP-State)	<b>Open to Public Date:</b>	2027 2028
<b>Total Estimated Project Cost:</b>	\$722,004 \$806,456		<b>Total Cost Programmed in TIP to date:</b>	\$519,304 \$603,756	
<b>Description:</b>	Intersection improvement with added turn lanes at the intersection of SR 60 and Twinbrook Drive/Old SR 60 in Sellersburg.				
<b>Justification:</b>	This project will improve the safety of the intersection by adding eastbound and westbound left turn lanes on SR 60.				
<b>FY 23-26 TIP Funding:</b>	FY25 Construction (CN) phase with NHPP funds: \$415,443 (Federal) + \$103,861 (Other) = \$519,304 (Total)  FY27 Construction (CN) phase with HSIP-State funds: \$543,380 (Federal) + \$60,376 (Other) = \$603,756 (Total)				
<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update OTP				
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3051	<b>State ID:</b>	2200873
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-265 Over Slate Run Creek Scour Protection	<b>Funding Source:</b>	National Highway Performance Plan (NHPP)	<b>Open to Public Date:</b>	2026 2027
<b>Total Estimated Project Cost:</b>	\$580,059		<b>Total Cost Programmed in TIP to date:</b>	\$580,059	
<b>Description:</b>	Scour and erosion protection on I-265 over Slate Run Creek, 0.2 mile south of I-265.				
<b>Justification:</b>	The project will correct the deficiencies with erosion and scour at the outlet (east end) of the structure.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Preliminary Engineering (PE) phase with NHPP funds: \$178,371 (Federal) + \$19,819 (Other) = \$198,190 (Total)  FY 2026 Construction (CN) phase with NHPP funds: \$343,682 (Federal) + \$38,187 (Other) = \$381,869 (Total)				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update OTP and phase years				
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2495	<b>State ID:</b>	1700205
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-64	<b>Funding Source:</b>	National Highway Performance Program (NHPP)	<b>Open to Public Date:</b>	<del>2027</del> 2026
<b>Total Estimated Project Cost:</b>	\$2,705,686		<b>Total Cost Programmed in TIP to date:</b>	\$2,705,686	
<b>Description:</b>	Bridge deck replacement on I-64, WBL 1.63 miles west of US 150 at IN 62/IN 64 EB/WB.				
<b>Justification:</b>	Bridge deck replacement.				
<b>FY 23-26 TIP Funding:</b>	FY 2025 PE phase with NHPP funds: \$135,000 (Federal) + \$15,000 (Other) = \$150,000 (Total)  FY 2026 U phase with NHPP funds: \$31,500 (Federal) + \$3,500 (Other) = \$35,000 (Total)  <b>FY 2025 U phase with NHPP funds:</b> <b>\$31,500 (Federal) + \$3,500 (Other) = \$35,000 (Total)</b>  FY 2026 Construction (CN) phase with NHPP funds: \$2,268,617 (Federal) + \$252,069 (Other) = \$2,520,686 (Total)  <b>FY 2025 Construction (CN) phase with NHPP funds:</b> <b>\$2,268,617 (Federal) + \$252,069 (Other) = \$2,520,686 (Total)</b>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update OTP and phase years				
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2496	<b>State ID:</b>	1700206
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-64	<b>Funding Source:</b>	National Highway Performance Program (NHPP)	<b>Open to Public Date:</b>	2027 2026
<b>Total Estimated Project Cost:</b>	\$2,827,667		<b>Total Cost Programmed in TIP to date:</b>	\$2,705,686	
<b>Description:</b>	Replace superstructure on I-64, eastbound lanes 1.63 miles west of US 150 over IN 62/IN 64 eastbound/westbound.				
<b>Justification:</b>	Superstructure replacement.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2025 PE phase with STBG-ST funds: \$135,000 (Federal) + \$15,000 (Other) = \$150,000 (Total)</p> <p>FY 2026 U phase with NHPP funds: \$31,500 (Federal) + \$3,500 (Other) = \$35,000 (Total)</p> <p><b>FY 2025 U phase with NHPP funds: \$31,500 (Federal) + \$3,500 (Other) = \$35,000 (Total)</b></p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$2,268,617 (Federal) + \$252,069 (Other) = \$2,520,686 (Total)</p> <p><b>FY 2025 Construction (CN) phase with NHPP funds: \$2,268,617 (Federal) + \$252,069 (Other) = \$2,520,686 (Total)</b></p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update OTP and phase years				
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2849	<b>State ID:</b>	2000144
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-64 EB Bridge Over Yenowine Road	<b>Funding Source:</b>	National Highway Performance Program (NHPP)	<b>Open to Public Date:</b>	<del>2027</del> 2026
<b>Total Estimated Project Cost:</b>	\$2,133,636		<b>Total Cost Programmed in TIP to date:</b>	\$2,028,086	
<b>Description:</b>	Bridge deck overlay project on I-64 eastbound over Yenowine Road, 0.40 miles west of SR 64.				
<b>Justification:</b>	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.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 Preliminary Engineering (PE) phase with NHPP funds: \$22,005 (Federal) + \$2,445 (Other) = \$24,450 (Total)  FY 2026 Construction (CN) phase with NHPP funds: \$1,803,272 (Federal) + \$200,364 (Other) = \$2,003,636 (Total)  FY 2025 Construction (CN) phase with NHPP funds: \$1,803,272 (Federal) + \$200,364 (Other) = \$2,003,636 (Total)				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update OTP and phase years				
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2848	<b>State ID:</b>	2000145
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-64 WB Over Yenowine Road	<b>Funding Source:</b>	National Highway Performance Program (NHPP)	<b>Open to Public Date:</b>	2027 2026
<b>Total Estimated Project Cost:</b>	\$1,858,333		<b>Total Cost Programmed in TIP to date:</b>	\$1,858,333	
<b>Description:</b>	Bridge deck overlay project on I-64 WB bridge over Yenowine Road, 0.40 miles west of SR 64.				
<b>Justification:</b>	Bridge rehabilitation project constructing an overlay to correct and repair the deficiencies to maintain and prolong the life of the bridge structure.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 Preliminary Engineering phase with NHPP funds: \$22,005 (Federal) + \$2,445 (Other) = \$24,450 (Total)  FY 2025 Utilities phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)  FY 2026 Construction phase with NHPP funds: \$1,641,495 (Federal) + \$182,388 (Other) = \$1,823,883 (Total)  FY 2025 Construction phase with NHPP funds: \$1,641,495 (Federal) + \$182,388 (Other) = \$1,823,883 (Total)				



<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update OTP and phase years				
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2847	<b>State ID:</b>	1900366
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	US 150 at Old Vincennes Road	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - State	<b>Open to Public Date:</b>	2027 2026
<b>Total Estimated Project Cost:</b>	\$1,094,489		<b>Total Cost Programmed in TIP to date:</b>	\$704,799	
<b>Description:</b>	Intersection Improvement with added turn lanes at intersection of US 150 and Old Vincennes Road, 0.5 miles west of I-64.				
<b>Justification:</b>	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.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 ROW phase with STBG-State funds: \$16,000 (Federal) + \$4,000 (Other) = \$20,000 (Total)  FY 2024 Preliminary Engineering phase with STBG-State funds: \$20,168 (Federal) + \$5,042 (Other) = \$25,210 (Total)  FY 2025 Utilities phase with STBG-State funds: \$17,600 (Federal) + \$4,400 (Other) = \$22,000 (Total)  <del>FY 2026 Construction (CN) phase with NHPP funds:  \$510,071 (Federal) + \$127,518 (Other) = \$637,589 (Total)</del>  FY 2025 Construction (CN) phase with NHPP funds: \$510,071 (Federal) + \$127,518 (Other) = \$637,589 (Total)				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update OTP and phase years				
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2915	<b>State ID:</b>	2002072
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	US 150 Replace Superstructure Over Little Indian Creek	<b>Funding Source:</b>	National Highway Performance Program (NHPP)	<b>Open to Public Date:</b>	2027 2026
<b>Total Estimated Project Cost:</b>	\$3,367,107		<b>Total Cost Programmed in TIP to date:</b>	\$3,221,607	
<b>Description:</b>	Replace superstructure on US 150 EB over Little Indian Creek, 00.65 miles west of I-64.				
<b>Justification:</b>	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.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 ROW phase with STBG-ST funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)  FY 2025 Utilities phase with STBG-ST funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)  FY 2026 Construction (CN) phase with NHPP funds: \$2,669,946 (Federal) + \$296,661 (Other) = \$2,966,607 (Total)  FY 2025 Construction (CN) phase with NHPP funds: \$2,669,946 (Federal) + \$296,661 (Other) = \$2,966,607 (Total)				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update OTP and phase years				
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2914	<b>State ID:</b>	2002073
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	US 150 - Little Indian Creek	<b>Funding Source:</b>	National Highway Performance Program (NHPP)	<b>Open to Public Date:</b>	2027 2026
<b>Total Estimated Project Cost:</b>	\$3,072,572		<b>Total Cost Programmed in TIP to date:</b>	\$3,072,572	
<b>Description:</b>	Replace superstructure at WB over Little Indian Creek, 00.65 miles west of I-64.				
<b>Justification:</b>	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.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 ROW phase with STBG-State funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)  FY 2025 Utilities phase with STBG-State funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)  FY 2026 Construction (CN) phase with NHPP funds: \$2,535,815 (Federal) + \$281,757 (Other) = \$2,817,572 (Total)  FY 2025 Construction (CN) phase with NHPP funds: \$2,535,815 (Federal) + \$281,757 (Other) = \$2,817,572 (Total)				
<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Remove project from TIP/make inactive				
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2844	<b>State ID:</b>	2000461
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-65	<b>Funding Source:</b>	National Highway Performance Program (NHPP)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$9,012,135		<b>Total Cost Programmed in TIP to date:</b>	\$9,012,135 \$90,000	
<b>Description:</b>	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).				
<b>Justification:</b>	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.				
<b>FY 23-26 TIP Funding:</b>	FY 2026 Construction (C) phase with NHPP funds: \$8,029,921 (Federal) + \$892,214 (Other) = \$8,922,135 (Total)				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add Utilities and Construction phases				
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3263	<b>State ID:</b>	2300986
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-65 Small Structure	<b>Funding Source:</b>	Surface Transportation Block Grant - State (STBG-ST)	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$934,405 \$959,405		<b>Total Cost Programmed in TIP to date:</b>	\$320,000 \$959,405	
<b>Description:</b>	Small Structure Pipe Lining 5.66 mi N of SR 311 on I-65				
<b>Justification:</b>	The purpose of this project is to correct the deficiencies in the structure to extend the service life of the small structure. The project need is based on the current condition of the structure elements. There is significant section loss, corrosion, and pitting throughout the invert of the structure. These perforations and section loss in the flow line could eventually lead to material being pulled from above and impact the roadway above through the presence of voids under or adjacent to the pavement				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: 240,000 (Federal) + \$60,000 (Other) = \$300,000 (Total)  FY 2026 ROW phase with STBG-ST funds: \$16,000 (Federal) + \$4,000 (Other) = \$20,000 (Total)  *FY 2027 Utilities (U) phase with STBG-ST funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)  *FY 2028 Construction (CN) phase with STBG-ST funds: \$503,524 (Federal) + \$125,881 (Other) = \$629,405 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add ROW, Utilities and Construction phases				
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3262	<b>State ID:</b>	2300988
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-65 Small Structure	<b>Funding Source:</b>	Surface Transportation Block Grant - State (STBG-ST)	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$723,944		<b>Total Cost Programmed in TIP to date:</b>	\$250,000 <b>\$723,944</b>	
<b>Description:</b>	Small Structure Paved Invert on I-65 0.06 mi N of SR 311 at the intersection with the I-65 NB ramp				
<b>Justification:</b>	The purpose of this project is to correct the deficiencies in the structure to extend the service life of the small structure. The project need is based on the current condition of the structure elements. The culvert has several locations of complete section loss in flowline. There is also debris at the outlet end of pipe and is causing water to be held in pipe along with sediment.				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)  FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$180,000 (Federal) + \$45,000 (Other) = \$225,000 (Total)  FY 2026 ROW phase with STBG-ST funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)  *FY 2027 Utilities (U) phase with STBG-ST funds: \$24,000 (Federal) + \$6,000 (Other) = \$30,000 (Total)  *FY 2028 Construction (CN) phase with STBG-ST funds: \$367,155 (Federal) + \$91,789 (Other) = \$458,944 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					