



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

## Administrative Modification 22

*February 28, 2025*

Fiscal Year 2023 - 2026 Transportation  
Improvement Program (TIP)  
and  
Connecting Kentuckiana 2050  
Metropolitan Transportation Plan  
(MTP)



<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new child project with continued funding to KIPDA ID 370				
<b>Project Sponsor:</b>	Louisville Air Pollution Control District (APCD)	<b>KIPDA ID:</b>	New	<b>State ID:</b>	
<b>County:</b>	Clark, Floyd	<b>Parent ID:</b>	370	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Kentuckiana Air Education 2030	<b>Funding Source:</b>	Congestion Mitigation Air Quality - MPO (CMAQ-MPO)	<b>Open to Public Date:</b>	2030
<b>Total Estimated Project Cost:</b>	\$250,000		<b>Total Cost Programmed in TIP to date:</b>	\$250,000	
<b>Description:</b>	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.				
<b>Justification:</b>	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>FY 23-26 TIP Funding:</b>	*FY 2030 Operations phase with CMAQ-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding and phase years				
<b>Project Sponsor:</b>	New Albany	<b>KIPDA ID:</b>	3136	<b>State ID:</b>	2301550
<b>County:</b>	Floyd County	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Intersection of East Spring Street and Beharrell Avenue	<b>Funding Source:</b>	Highway Safety Improvement Program (HSIP)- State	<b>Open to Public Date:</b>	2029
<b>Total Estimated Project Cost:</b>	\$3,230,000 <b>\$3,595,557</b>		<b>Total Cost Programmed in TIP to date:</b>	\$2,871,112 <b>\$3,595,557</b>	
<b>Description:</b>	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.				
<b>Justification:</b>	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>FY 23-26 TIP Funding:</b>	FY 2025 PE phase with HSIP-MPO Funds: \$252,000 (Federal) + \$28,000 (Other) = \$280,000 (Total)  <b>FY 2025 PE phase with HSIP-MPO Funds:</b> <b>\$252,000 (Federal) + \$28,000 (Other) = \$280,000 (Total)</b>  <b>*FY 2027 ROW phase with HSIP-MPO Funds:</b> <b>\$400,000 (Federal) + \$44,445 (Other) = \$444,445 (Total)</b>  <b>*FY 2028 ROW phase with HSIP-MPO Funds:</b> <b>\$400,000 (Federal) + \$44,445 (Other) = \$444,445 (Total)</b>  <b>*FY 2029 CN phase with HSIP-MPO Funds:</b> <b>\$1,932,000 (Federal) + \$214,667 (Other) = \$2,146,667 (Total)</b>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and phase years				
Project Sponsor:	Floyd County Board of Commissioners	KIPDA ID:	1558	State ID:	1700788
County:	Clark, Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	Replacement of Bridge 51	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2027
Total Estimated Project Cost:	\$7,000,000 \$7,922,514		Total Cost Programmed in TIP to date:	\$6,811,643 \$7,922,514	
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.				
FY 23-26 TIP Funding:	FY 2024 Preliminary Engineering (PE) phase with STBG-MPO Funds: \$202,688 (Federal) + \$50,672 (Other) = \$253,360  FY 2024 Right of Way (ROW) phase with STBG-MPO Funds: \$997,312 (Federal) + \$249,328 (Other) = \$1,246,640 (Total)  FY 2025 Right of Way ROW phase with STBG-MPO Funds: \$158,348 (Federal) + \$39,587 (Other) = \$197,935 (Total)  FY 2026 Construction Engineering (CE) phase with STBG-MPO Funds: \$480,000 (Federal) + \$120,000 (Other) = \$600,000 (Total)  <del>FY 2026 Construction (CN) phase with STBG-MPO Funds: \$3,608,183 (Federal) + \$1,000,000 (Other) = \$4,608,183 (Total)</del>  FY 2026 Construction (CN) phase with STBG-MPO Funds: \$4,095,243 (Federal) + \$1,023,811 (Other) = \$5,119,054 (Total)				

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	Clarksville	<b>KIPDA ID:</b>	3018	<b>State ID:</b>	2300582
<b>County:</b>	Clark County	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Progress Way Roadway Improvements	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG- MPO)	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$6,375,000 <b>\$6,295,000</b>		<b>Total Cost Programmed in TIP to date:</b>	\$6,375,000 <b>\$6,295,000</b>	
<b>Description:</b>	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.				
<b>Justification:</b>	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.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2025 Right of Way (ROW) phase with STBG-MPO Funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with Group III Funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with STBG-MPO Funds: \$700,000 (Federal) + 175,000 (Other) = \$875,000 (Total)</p> <p>*FY 2027 Construction (CN) phase with STBG-MPO Funds: \$1,817,926 (Federal) + \$3,182,074 (Other) = \$5,000,000 (Total)</p> <p>*FY 2027 Construction Engineering (CE) phase with STBG-MPO Funds: <b>\$336,000 (Federal) + \$84,000 (Other) = \$420,000 (Total)</b></p> <p>*FY 2027 Construction (CN) phase with STBG-MPO Funds <b>\$3,200,000 (Federal) + \$800,000 (Other) = \$4,000,000 (Total)</b></p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Add new child project to KIPDA ID 56				
Project Sponsor:	KIPDA	KIPDA ID:	New	State ID:	
County:	Clark, Floyd	Parent ID:	56	Group ID:	N/A
Project Name:	KIPDA Regional Rideshare Program - Indiana FY 2030	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2030
Total Estimated Project Cost:	\$158,750		Total Cost Programmed in TIP to date:	\$158,750	
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, and bikepooling. This also includes program evaluation and administration.				
Justification:	To reduce congestion, improve air quality, and promote sustainability.				
FY 23-26 TIP Funding:	*FY 2030 Operations phase with STBG-MPO funds: \$127,000 (Federal) + \$31,750 (Other) = \$158,750 (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 new Transportation Study Group Project				
<b>Project Sponsor:</b>	Transit Authority of River City (TARC)	<b>KIPDA ID:</b>	New	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2686 & 2685
<b>Project Name:</b>	Downtown Transit Center Planning Study	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG-MPO)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$625,000		<b>Total Cost Programmed in TIP to date:</b>	\$625,000	
<b>Description:</b>	Study of a potential Louisville Downtown Transit Center. The study intends to Establish operational specifications for a downtown transit center, identify potential locations, design line-level routing through downtown, facilitate stakeholder engagement and community input around the project, provide high level cost assumptions for land acquisition, design, and construction				
<b>Justification:</b>	Transit centers provide critical, centralized infrastructure to transit users at high activity locations. These can include purchasing passes, transferring between routes, providing convenient locations for operators to relieve other operators, and other opportunities to enhance the transit experience. Transit centers consolidate services to a single location, increasing regional access to jobs and social services and improve operations. Transit centers can integrate other community amenities such as commercial space, public wi-fi, and restrooms for operators.				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Planning (P) phase with STBG-MPO (IN) funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)  FY 2025 Planning (P) phase with STBG-MPO (KY) funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add TIP funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2087	<b>State ID:</b>	5-523.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	1857	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Dodge Gap Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path	<b>Funding Source:</b>	Carbin Reduction Program - MPO (CRP-MPO)	<b>Open to Public Date:</b>	2028 2029
<b>Total Estimated Project Cost:</b>	\$10,719,959 \$14,945,959		<b>Total Cost Programmed in TIP to date:</b>	\$1,699,959 \$1,822,902	
<b>Description:</b>	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.				
<b>Justification:</b>	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>FY 23-26 TIP Funding:</b>	<p>FY 2025 Design (D) phase with CRP-MPO funds: \$98,354 (Federal) + \$24,589 (Other) = \$122,943 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with CRP-MPO funds: \$111,000 (Federal) + \$27,750 (Other) = \$138,750 (Total)</p> <p>*FY 2027 Utilities (U) phase with CRP-MPO funds: \$25,000 (Federal) + \$6,250 (Other) = \$31,250 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					



<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	1109	<b>State ID:</b>	5-505.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	2771	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Ohio River Levee Trail Phase III	<b>Funding Source:</b>	Carbin Reduction Program - MPO (CRP-MPO)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$9,583,895 \$10,020,645		<b>Total Cost Programmed in TIP to date:</b>	\$9,583,895 \$10,020,645	
<b>Description:</b>	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.				
<b>Justification:</b>	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>FY 23-26 TIP Funding:</b>	<p>FY 2025 Design (D) phase with CRP-MPO funds: \$220,000 (Federal) + \$55,000 (Other) = \$275,000 (Total)</p> <p>FY 2025 Construction (C) phase with CRP-MPO funds: \$6,463,000 (Federal) + <del>\$1,454,000</del> \$1,615,750 (Other) = <del>\$7,917,000</del> \$8,078,750 (Total)</p>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding and phase shift				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2979	<b>State ID:</b>	5-3036.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	1423	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Ohio River Valley NE Bike/Ped Improvements Phase I (Louisville Loop)	<b>Funding Source:</b>	Carbin Reduction Program - MPO (CRP- MPO)	<b>Open to Public Date:</b>	2030
<b>Total Estimated Project Cost:</b>	\$8,235,702 \$9,170,000		<b>Total Cost Programmed in TIP to date:</b>	\$1,250,000 \$4,700,000	
<b>Description:</b>	Design and construct an accessible shared-use path system, including amenities, that connects the Lewis & Clark Bridge to US 42 in Prospect. This corridor is approximately 2.5 miles of the 100+ mile Louisville Loop.				
<b>Justification:</b>	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>FY 23-26 TIP Funding:</b>	<p><del>*FY 2027 Construction (C) Phase with CRP-MPO Funds:</del>  <del>\$1,000,000 (Federal) + \$250,000 (Other) = \$1,250,000 (Total)</del></p> <p>*FY 2029 Construction (C) Phase with CRP-MPO Funds:  \$3,760,000 (Federal) + \$940,000 (Other) = \$4,700,000 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Louisville Metro	KIPDA ID:	3308	State ID:	5-478.81
County:	Jefferson	Parent ID:	3181	Group ID:	N/A
Project Name:	Dixie Highway Streetscape - Maple to Garland	Funding Source:	Carbin Reduction Program - MPO (CRP-MPO)	Open to Public Date:	2026 2027
Total Estimated Project Cost:	\$2,178,750 \$2,238,750		Total Cost Programmed in TIP to date:	\$2,178,750 \$2,238,750	
Description:	Construction of streetscape improvements along Dixie Highway from just north of Maple Street to Garland Avenue, including bicycle and pedestrian facilities, and street lighting.				
Justification:	Streetscape improvements should transform the vehicular and pedestrian spaces into an 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.				
FY 23-26 TIP Funding:	FY 2025 Right of Way (ROW) Phase with CRP-MPO Funds: \$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total)  FY 2026 Construction (C) Phase with CRP-MPO Funds: \$1,743,000 (Federal) + \$435,750 (Other) = \$2,178,750 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2092	State ID:	5-524.00
County:	Jefferson	Parent ID:	1857	Group ID:	N/A
Project Name:	Medora Jefferson Memorial Forest (IMF) - Louisville Loop Shared Use Path	Funding Source:	Transportation Alternatives - MPO (TA-MPO)	Open to Public Date:	2026 2029
Total Estimated Project Cost:	\$5,740,672 \$6,645,672		Total Cost Programmed in TIP to date:	\$5,740,672 \$6,645,672	
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.				
FY 23-26 TIP Funding:	FY 2026 Construction (C) Phase with TA-MPO funds: \$3,581,000 (Federal) + \$895,250 (Other) = \$4,476,250 (Total)  FY 2026 Construction (C) Phase with TA-MPO funds: \$4,305,000 (Federal) + \$1,076,250 (Other) = \$5,381,250 (Total)				

<b>MTP Action:</b>	Update Total estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2896	<b>State ID:</b>	5-3011.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Crums Lane Sidewalk Phase 1	<b>Funding Source:</b>	Carbin Reduction Program - MPO (CRP-MPO)	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$1,613,723 <b>\$1,943,723</b>		<b>Total Cost Programmed in TIP to date:</b>	\$1,613,723 <b>\$1,943,723</b>	
<b>Description:</b>	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.				
<b>Justification:</b>	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.				
<b>FY 23-26 TIP Funding:</b>	<p><del>FY 2025 Right of Way (ROW) phase with TA-MPO funds:</del>  <del>\$88,978 (Federal) + \$22,245 (Other) = \$111,223 (Total)</del></p> <p><b>FY 2025 Right of Way (ROW) phase with TA-MPO funds:</b>  <b>\$352,978 (Federal) + \$88,245 (Other) = \$441,223 (Total)</b></p> <p>FY 2026 Construction (C) phase with TA-MPO funds:  \$596,120 (Federal) + \$149,090 (Other) = \$745,210 (Total)</p>				

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	KIPDA	<b>KIPDA ID:</b>	162	<b>State ID:</b>	5-384.00
<b>County:</b>	Bullitt, Jefferson, Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KIPDA Regional Rideshare Program - Kentucky	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG-MPO)	<b>Open to Public Date:</b>	Ongoing
<b>Total Estimated Project Cost:</b>	\$50,406,992		<b>Total Cost Programmed in TIP to date:</b>	\$27,948,655	
<b>Description:</b>	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.				
<b>Justification:</b>	To reduce congestion, improve air quality, and promote sustainability.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 Operations phase with STBG-MPO funds: \$1,181,346 (Federal) + \$295,337 (Other) = \$1,476,683 (Total)</p> <p>FY 2024 Operations phase with STBG-MPO funds: \$1,204,973 (Federal) + \$301,244 (Other) = \$1,506,217 (Total)</p> <p>FY 2025 Operations phase with STBG-MPO funds: \$997,000 (Federal) + \$244,250 (Other) = \$1,221,250 (Total)</p> <p>FY 2026 Operations phase with STBG-MPO funds: \$996,540 (Federal) + \$249,135 (Other) = \$1,245,675 (Total)</p> <p>*FY 2027 Operations phase with STBG-MPO funds: \$1,016,470 (Federal) + \$254,118 (Other) = \$1,270,588 (Total)</p> <p>*FY 2028 Operations phase with STBG-MPO funds: \$1,036,800 (Federal) + \$259,200 (Other) = \$1,296,000 (Total)</p> <p>*FY 2029 Operations phase with STBG-MPO funds: \$1,057,536 (Federal) + \$264,384 (Other) = 1,321,920 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	Update Total estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	213	<b>State ID:</b>	5-531.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 1932	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG- MPO)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$5,323,250 <b>\$5,959,250</b>		<b>Total Cost Programmed in TIP to date:</b>	\$5,323,250 <b>\$5,959,250</b>	
<b>Description:</b>	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).				
<b>Justification:</b>	<p>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.</p> <p>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.</p>				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2025 Construction (C) phase with STBG-MPO funds: \$1,940,000 (Federal) + \$485,000 (Other) = \$2,425,000 (Total)</p> <p><b>FY 2025 Construction (C) phase with STBG-MPO funds: \$2,576,000 (Federal) + \$644,000 (Other) = \$3,220,000 (Total)</b></p>				

<b>MTP Action:</b>	Update Total estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	Kentucky Transportation Cabunet (KYTC)	<b>KIPDA ID:</b>	1271	<b>State ID:</b>	5-441.01
<b>County:</b>	Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	US 42	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG- MPO)	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$11,755,000 <b>\$14,215,000</b>		<b>Total Cost Programmed in TIP to date:</b>	\$11,755,000 <b>\$14,215,000</b>	
<b>Description:</b>	<p>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).</p> <p>CHAF ID: IP20080245.</p>				
<b>Justification:</b>	<p>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.</p> <p>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).</p>				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 Right of Way (ROW) phase with STBG-MPO funds: \$180,000 (Federal) + \$36,000 (Other) = \$216,000 (Total)</p> <p><b>FY 2025 Design (D) phase with STBG-MPO funds: \$448,000 (Federal) + \$112,000 (Other) = \$560,000 (Total)</b></p> <p><b>FY 2025 Utilities (U) phase with STBG-MPO funds: \$1,520,000 (Federal) + \$380,000 (Other) = \$1,900,000 (Total)</b></p> <p>FY 2025 Construction (C) phase with STBG-MPO funds: \$5,020,000 (Federal) + \$1,255,000 (Other) = \$6,275,000 (Total)</p>				



<b>MTP Action:</b>	Update Total estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	337	<b>State ID:</b>	5-965.15
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG-MPO)	<b>Open to Public Date:</b>	Ongoing
<b>Total Estimated Project Cost:</b>	\$3,148,194 \$3,628,194		<b>Total Cost Programmed in TIP to date:</b>	\$3,148,194 \$3,628,194	
<b>Description:</b>	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				
<b>Justification:</b>	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>FY 23-26 TIP Funding:</b>	<p>FY 2023 Operations phase with STBG-MPO funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)</p> <p>FY 2024 Operations phase with STBG-MPO funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)</p> <p>FY 2025 Operations phase with STBG-MPO funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)</p> <p>FY 2026 Operations phase with STBG-MPO funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)</p> <p>FY 2026 Operations phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</p> <p>*FY 2027 Operations phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</p> <p>*FY 2028 Operations phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</p> <p>*FY 2029 Operations phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Add new TIP funding years				
<b>Project Sponsor:</b>	Louisville Air Pollution Control District (APCD)	<b>KIPDA ID:</b>	369	<b>State ID:</b>	
<b>County:</b>	Bullitt, Jefferson, Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Kentuckiana Air Education	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG-MPO)	<b>Open to Public Date:</b>	Ongoing
<b>Total Estimated Project Cost:</b>	\$6,992,000 <b>\$7,742,000</b>		<b>Total Cost Programmed in TIP to date:</b>	\$6,992,000 <b>\$7,742,000</b>	
<b>Description:</b>	Information/outreach campaign to educate public about air quality issues and encourage the public to make air-friendly choices.				
<b>Justification:</b>	Reduce ozone levels in Louisville ozone maintenance area. Raise public awareness of connections between transportation and air quality and influence positive behavior.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 Operations phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>FY 2024 Operations phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>FY 2025 Operations phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>FY 2026 Operations phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p><b>*FY 2027 Operations phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</b></p> <p><b>*FY 2028 Operations phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</b></p> <p><b>*FY 2029 Operations phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</b></p>				
<b>*Funds programmed in fiscal years outside of the current 2023-2026 TIP years</b>					

MTP Action:	N/A				
TIP Action:	Update TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	3233	State ID:	5-479.10
County:	Jefferson	Parent ID:	384	Group ID:	N/A
Project Name:	North Hubbards Lane	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2025
Total Estimated Project Cost:	\$5,611,987 \$7,371,987		Total Cost Programmed in TIP to date:	\$5,611,987 \$7,371,987	
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.				
FY 23-26 TIP Funding:	FY 2023 Design (D) phase with Local funds: \$0 (Federal) + \$110,000 (Other) = \$110,000 (Total)  <del>FY 2024 Utilities (U) phase with STBG-MPO funds: \$749,589 (Federal) + \$187,398 (Other) = \$936,987 (Total)</del>  FY 2025 Construction (CN) phase with STBG-MPO funds: \$3,740,000 (Federal) + \$825,000 (Other) = \$4,565,000 (Total)  FY 2025 Construction (C) phase with STBG-MPO funds: \$5,809,589 (Federal) + \$1,452,398 (Other) = \$7,261,987 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2271	State ID:	5-3030.40
County:	Jefferson	Parent ID:	1856	Group ID:	N/A
Project Name:	Northeast Louisville Loop MET Section 4	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2030
Total Estimated Project Cost:	\$1,956,500		Total Cost Programmed in TIP to date:	<del>\$712,500</del> \$1,816,900	
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.				
FY 23-26 TIP Funding:	FY 2023 Right of Way (ROW) phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)  FY 2027 Utilities (U) phase with STBG-MPO funds: <del>\$220,000 (Federal) + \$55,000 (Other) = \$275,000 (Total)</del>  FY 2026 Construction (C) phase with STBG-MPO funds: \$1,103,520 (Federal) + \$275,880 (Other) = \$1,379,400 (Total)				

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Phase shift				
<b>Project Sponsor:</b>	Oldham County	<b>KIPDA ID:</b>	3141	<b>State ID:</b>	5-596.00
<b>County:</b>	Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 22/Clore Lane Intersection Improvements	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG-MPO)	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$4,475,557		<b>Total Cost Programmed in TIP to date:</b>	\$4,475,557	
<b>Description:</b>	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.				
<b>Justification:</b>	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.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2024 Design (D) phase with STBG-MPO funds: \$188,889 (Federal) + \$47,223 (Other) = \$236,112 (Total)</p> <p>FY 2025 Design (D) phase with STBG-MPO funds: \$147,111 (Federal) + \$36,777 (Other) = \$183,888 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with STBG-MPO funds: \$733,333 (Federal) + \$183,334 (Other) = \$916,667 (Total)</p> <p>FY 2026 Utilities (U) phase with STBG-MPO funds: \$622,222 (Federal) + \$155,556 (Other) = \$777,778 (Total)</p> <p><del>*FY 2027 Construction (C) phase with STBG-MPO funds: \$1,888,889 (Federal) + \$472,223 (Other) = \$2,361,112 (Total)</del></p> <p><b>*FY 2028 Construction (C) phase with STBG-MPO funds: \$1,888,889 (Federal) + \$472,223 (Other) = \$2,361,112 (Total)</b></p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	None				
TIP Action:	Phase shift and update OTP				
Project Sponsor:	Jeffersontown	KIPDA ID:	3113	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Galene Drive/Sprowl Road Collector Extension	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2028 2030
Total Estimated Project Cost:	\$8,080,000		Total Cost Programmed in TIP to date:	\$8,080,000	
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.				

<p>KIPDA ID 3113 cont. FY 23-26 TIP Funding:</p>	<p>FY 2025 Planning (P) phase with STBG-MPO funds: \$264,000 (Federal) + \$66,000 (Other) = \$330,000 (Total)</p> <p>FY 2026 Planning (P) phase with STBG-MPO funds: \$264,000 (Federal) + \$66,000 (Other) = \$330,000 (Total)</p> <p>FY 2025 Design (D) phase with STBG-MPO funds: \$440,000 (Federal) + \$110,000 (Other) = \$550,000 (Total)</p> <p>*FY 2027 Design (D) phase with STBG-MPO funds: \$440,000 (Federal) + \$110,000 (Other) = \$550,000 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with STBG-MPO funds: \$880,000 (Federal) + \$220,000 (Other) = \$1,100,000 (Total)</p> <p>*FY 2028 Right of Way (ROW) phase with STBG-MPO funds: \$880,000 (Federal) + \$220,000 (Other) = \$1,100,000 (Total)</p> <p>FY 2026 Utilities (U) phase with the STBG-MPO funds: \$440,000 (Federal) + \$110,000 (Other) = \$550,000 (Total)</p> <p>FY 2027 Construction (C) phase with the STBG-MPO funds: \$4,440,000 (Federal) + \$1,110,000 (Other) = \$5,550,000 (Total)</p> <p>*FY 2029 Utilities (U) phase with the STBG-MPO funds: \$440,000 (Federal) + \$110,000 (Other) = \$550,000 (Total)</p> <p>*FY 2029 Construction (C) phase with the STBG-MPO funds: \$4,440,000 (Federal) + \$1,110,000 (Other) = \$5,550,000 (Total)</p>
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years	

MTP Action:	None				
TIP Action:	Update Construction funding source from TA-MPO to STBG-MPO				
Project Sponsor:	Mount Washington	KIPDA ID:	2479	State ID:	5-3216.00
County:	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	Historic Multi-Use Trail Segment C	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2026
Total Estimated Project Cost:	\$4,763,002		Total Cost Programmed in TIP to date:	\$4,763,002	
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.				
FY 23-26 TIP Funding:	<div>FY 2023 Design (D) phase with STBG-MPO funds: \$79,172 (Federal) + \$19,793 (Other) = \$98,965 (Total)</div> <div>FY 2023 Right of Way (ROW) phase with STBG-MPO funds: \$497,630 (Federal) + \$124,408 (Other) = \$622,038 (Total)</div> <div>FY 2025 Construction (C) phase with STBG-MPO funds: \$1,460,012 (Federal) + \$365,003 (Other) = \$1,825,015 (Total)</div> <div>FY 2025 Construction (C) phase with TA-MPO funds: \$870,787 (Federal) + \$217,697 (Other) = \$1,088,484 (Total)</div> <div>FY 2025 Construction (C) phase with STBG-MPO funds: \$2,330,799 (Federal) + \$582,700 (Other) = \$2,913,499 (Total)</div> <div>FY 2025 Construction (C) phase with STGB-ST funds: \$118,000 (Federal) + \$29,500 (Other) = \$147,5000 (Total)</div>				



MTP Action:	N/A				
TIP Action:	Update TIP funding				
Project Sponsor:	Oldham County	KIPDA ID:	2175	State ID:	5-410.01
County:	Oldham	Parent ID:	327	Group ID:	N/A
Project Name:	Old LaGrange Road Improvements Oldham County Bicycle & Pedestrian Trail	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2027
Total Estimated Project Cost:	\$2,600,000 \$3,797,979		Total Cost Programmed in TIP to date:	\$2,600,000 \$3,797,979	
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.				
FY 23-26 TIP Funding:	<p>FY 2024 Right of Way phase (ROW) with STBG-MPO funds: \$239,676 (Federal) + \$59,919 (Other) = \$299,595 (Total)</p> <p>FY 2024 Right of Way phase (ROW) with STBG-ST funds: \$340,324 (Federal) + \$85,081 (Other) = \$425,405 (Total)</p> <p>FY 2025 Utilities (U) phase with STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)</p> <p>FY 2026 Construction (C) phase with STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)</p> <p>FY 2026 Construction (C) phase with STBG-MPO funds: \$1,458,383 (Federal) + \$364,596 (Other) = \$1,822,979 (Total)</p>				

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	1879	<b>State ID:</b>	5-481.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>		<b>Group ID:</b>	
<b>Project Name:</b>	KY 864	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG-MPO)	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$20,550,500 \$28,688,500		<b>Total Cost Programmed in TIP to date:</b>	\$20,427,500 \$28,565,500	
<b>Description:</b>	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.				
<b>Justification:</b>	<p>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.</p>				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2025 Construction (C) phase with STBG-MPO funds:- \$9,150,000 (Federal) + \$2,287,500 (Other) = \$11,437,500 (Total)</p> <p>FY 2025 Construction (C) phase with STBG-MPO funds: \$17,288,000 (Federal) + \$4,322,000 (Other) = \$21,610,000 (Total)</p>				

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	188	<b>State ID:</b>	5-353.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	English Station Road	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG-MPO)	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	<del>\$13,476,300</del> \$18,436,300		<b>Total Cost Programmed in TIP to date:</b>	<del>\$13,476,300</del> \$18,436,300	
<b>Description:</b>	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.				
<b>Justification:</b>	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>FY 23-26 TIP Funding:</b>	FY 2025 Construction (C) phase with STBG-MPO funds: \$6,408,000 (Federal) + \$1,602,000 (Other) = \$8,010,000 (Total)  FY 2025 Construction (C) phase with STBG-MPO funds: \$11,368,000 (Federal) + \$2,842,000 (Other) = \$14,210,000 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2970	State ID:	2100770
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Small Structure Pipe Lining, 3.67 Miles West of SR 64	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	<del>2027</del> 2030
Total Estimated Project Cost:	\$1,237,971 \$1,312,852		Total Cost Programmed in TIP to date:	\$1,201,911 \$1,312,852	
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 of reset the service life of the asset.				
FY 23-26 TIP Funding:	<div>*FY 2022 PE phase with NHPP funds: \$117,000 (Federal) + \$13,000 (Other) = \$130,000 (Total)</div> <div>*FY 2022 PE phase with NHPP funds: \$134,910 (Federal) + \$14,990 (Other) = \$149,900 (Total)</div> <div>FY 2023 PE phase with NHPP funds: \$14,550 (Federal) + \$1,610 (Other) = \$16,160 (Total)</div> <div>FY 2023 ROW phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</div> <div>*FY 2027 Construction (CN) phase with NHPP funds: \$955,720 (Federal) + \$106,191 (Other) = \$1,061,911 (Total)</div> <div>*FY 2030 Construction (CN) phase with NHPP funds: \$1,023,113 (Federal) + \$113,679 (Other) = \$1,136,792 (Total)</div>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	Update total estimated project cost				
<b>TIP Action:</b>	Phase shift and update OTP				
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	3192	<b>State ID:</b>	2200833
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-64 Hot-Mix Asphalt (HMA) Overlay	<b>Funding Source:</b>	National Highway Performance Plan (NHPP)	<b>Open to Public Date:</b>	2027 2030
<b>Total Estimated Project Cost:</b>	\$65,516,941 \$45,192,754		<b>Total Cost Programmed in TIP to date:</b>	\$67,300,331 \$45,192,754	
<b>Description:</b>	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.				
<b>Justification:</b>	This project will improve the conditions of the pavement and extend its service life.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2024 PE phase with NHPP funds: \$5,264,055 (Federal) + \$584,895 (Other) \$5,848,950 (Total)</p> <p>FY 2024 PE phase with NHPP funds: \$6,051,555 (Federal) + \$672,395 (Other) \$6,723,950 (Total)</p> <p>FY 2024 RR phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total)</p> <p>FY 2025 ROW phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$45,000 (Federal) + \$5,000 (Other) \$50,000 (Total)</p> <p>*FY 2030 Utilities (U) phase with NHPP funds: \$45,000 (Federal) + \$5,000 (Other) \$50,000 (Total)</p> <p>*FY 2027 Construction (CN) phase with NHPP funds: \$55,243,243 (Federal) + \$6,138,138 (Other) \$61,381,381 (Total)</p> <p>*FY 2030 Construction (CN) phase with NHPP funds: \$34,567,924 (Federal) + \$3,840,880 (Other) \$38,408,804 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding and OTP				
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	3156	<b>State ID:</b>	2200698
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	SR 160 Bridge Deck Overlay	<b>Funding Source:</b>	Surface Transportation Block Grant - State (STBG-ST)	<b>Open to Public Date:</b>	2028 2029
<b>Total Estimated Project Cost:</b>	\$1,550,017 \$2,435,491		<b>Total Cost Programmed in TIP to date:</b>	\$1,534,680 \$2,435,491	
<b>Description:</b>	Bridge deck overlay on SR 160 over I-65, 0.54 mile west of US 31.				
<b>Justification:</b>	This project will improve the condition of the bridge and extend its service life.				
<b>FY 23-26 TIP Funding:</b>	<p><del>FY 2024 Preliminary Engineering (PE) phase with STBG-ST funds:</del>  <del>\$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</del></p> <p>FY 2024 Preliminary Engineering (PE) phase with STBG-ST funds:  \$212,270 (Federal) + \$53,067 (Other) = \$265,337 (Total)</p> <p>*FY 2027 Utilities (U) phase with STBG-ST funds:  \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with STBG-ST funds:  <del>\$1,019,744 (Federal) + \$254,936 (Other) = \$1,274,680 (Total)</del></p> <p>*FY 2029 Construction (CN) phase with STBG-ST funds:  \$1,728,123 (Federal) + \$432,031 (Other) = \$2,160,154 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding and OTP				
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	2970	<b>State ID:</b>	2100770
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-64 Small Structure Pipe Lining, 3.67 Miles West of SR 64	<b>Funding Source:</b>	National Highway Performance Plan (NHPP)	<b>Open to Public Date:</b>	2027 2030
<b>Total Estimated Project Cost:</b>	\$1,237,971 \$1,312,852		<b>Total Cost Programmed in TIP to date:</b>	\$1,201,911 \$1,276,792	
<b>Description:</b>	Small structure pipelining on I-64 over unnamed ditch, 3.67 miles west of SR 64.				
<b>Justification:</b>	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.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 ROW phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)  <del>*FY 2027 Construction (CN) phase with NHPP funds:</del> <del>\$955,720 (Federal) + \$106,191 (Other) = \$1,061,911 (Total)</del>  *FY 2030 Construction (CN) phase with NHPP funds: \$1,023,113 (Federal) + \$113,679 (Other) = \$1,136,792 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Phase shift and correct funding match				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3155	State ID:	1900373
County:	Clark	Parent ID:	N/A	Group ID:	2678
Project Name:	SR 60 Intersection Improvement	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$959,956		Total Cost Programmed in TIP to date:	\$757,256	
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.				
FY 23-26 TIP Funding:	<div>FY25 Preliminary Engineering (PE) phase with NHPP funds: \$116,800 (Federal) + \$29,200 (Other) = \$146,000 (Total)</div> <div>FY25 Right of Way (ROW) phase with NHPP funds: \$6,000 (Federal) + \$1,500 (Other) = \$7,500 (Total)</div> <div>*FY27 Right of Way (ROW) phase with NHPP funds: \$6,000 (Federal) + \$1,500 (Other) = \$7,500 (Total)</div> <div>*FY27 Construction (CN) phase with NHPP funds: \$543,380 <del>\$483,005</del> (Federal) + \$60,376 <del>\$120,751</del> (Other) = \$603,756 (Total)</div>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					



<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new 2676 Group Project				
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	<b>NEW</b>	<b>State ID:</b>	2500081
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	Pavement patching on I 265 from I 65 to 0.69 miles W of SR 62	<b>Funding Source:</b>	National Highway Performance Plan (NHPP)	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$3,373,475		<b>Total Cost Programmed in TIP to date:</b>	\$3,373,475	
<b>Description:</b>	The small culvert replacement portion of project with original DES # 2301123. Funding was decreased from DES #2301123 and separated to DES # 2500081				
<b>Justification:</b>	To improve the pavement conditions of I-265				
<b>FY 23-26 TIP Funding:</b>	*FY28 Construction (CN) phase with NHPP funds: \$3,036,128 (Federal) + \$337,347 (Other) = \$3,373,475 (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 new 2676 Group Project				
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	<b>NEW</b>	<b>State ID:</b>	2500079
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-265 Pavement Replacement	<b>Funding Source:</b>	National Highway Performance Plan (NHPP)	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$240,424		<b>Total Cost Programmed in TIP to date:</b>	\$240,424	
<b>Description:</b>	Pavement Restoration project on I 265 from 0.36 miles West of I-65 to I-65, this DES # includes the small culvert repair/replacement portion				
<b>Justification:</b>	The purpose of this project is to extend the functional life of the pavement by addressing structural and functional deficiencies.				
<b>FY 23-26 TIP Funding:</b>	*FY28 Construction (CN) phase with NHPP funds: \$216,382 (Federal) + \$24,042 (Other) = \$240,424 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	3306	<b>State ID:</b>	2301123
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-265	<b>Funding Source:</b>	National Highway System (NHS)	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$44,397,851 \$41,024,376		<b>Total Cost Programmed in TIP to date:</b>	\$44,397,851 \$41,024,376	
<b>Description:</b>	Pavement patching on I-265 From I 65 to 0.69 miles W of SR 62 (ORB O&M Limit). This will be constructed in FY 2028.				
<b>Justification:</b>	This section of SR 265 is an urban interstate with 4 lanes approximately 12' wide, inside shoulders approximately 4' wide, and outside shoulders approximately 10' wide on average. This road section had a concrete pavement restoration project completed in 2019. The concrete slabs are faulting and rocking in multiple locations, which is causing the pavement to rapidly deteriorate. An emergency patching contract is scheduled for FY 2023 to help reduce the chances of this pavement failing before the pavement replacement project is completed. The purpose of this project is to reset the life of the failing pavement through replacement. The new pavement should be designed to last at least 12 years before a preventative maintenance treatment is needed.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2025 Preliminary Engineering (PE) phase with NHS funds: \$8,130,690 (Federal) + \$903,410 (Other) = \$9,034,100 (Total)</p> <p>FY 2026 ROW phase with NHS funds: \$90,000 (Federal) + \$10,000 (Other) = \$100,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHS funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHS funds: \$31,719,376 (Federal) + \$3,524,375 (Other) = \$35,243,751 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHS funds: \$28,683,248 (Federal) + \$3,187,028 (Other) = \$31,870,276 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3266	<b>State ID:</b>	2301127
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-265 Pavement Replacement	<b>Funding Source:</b>	National Highway System (NHS)	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$5,749,343 <b>\$5,078,972</b>		<b>Total Cost Programmed in TIP to date:</b>	\$520,000 <b>\$5,078,972</b>	
<b>Description:</b>	Pavement Replacement on I-265 from 0.36 miles W of I-65 to I-65. This project will be constructed in FY 28.				
<b>Justification:</b>	<p>This section of I-265 is an urban interstate with 4 lanes approximately 12 ' wide, inside shoulders approximately 4' wide, and outside shoulders approximately 10' wide on average. This road section had a concrete pavement restoration project completed in 2019. The concrete slabs on the adjacent section to the East (PK 50103) are faulting and rocking in multiple locations, which is causing the pavement to rapidly deteriorate. Some patching has already been necessary on the Eastbound ramp to I-65, and an emergency patching contract is scheduled for FY 2023 to help reduce the chances of this pavement failing before the pavement replacement project is completed. The purpose of this project is to reset the life of the failing pavement through replacement. The new pavement should be designed to last at least 12 years before a preventative maintenance treatment is needed</p>				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2025 Preliminary Engineering (PE) phase with NHS funds:  <del>\$450,000 (Federal) + \$50,000 (Other) = \$500,000 (Total)</del></p> <p>FY 2026 Right of Way (ROW) phase with NHS funds:  \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHS funds:  \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHS funds:  \$454,075 (Federal) + \$504,897 (Other) = \$5,048,972 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Add new Safety Group Project				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	5-9058, 5-9059
County:	Bullitt	Parent ID:	N/A	Group ID:	2679
Project Name:	High Friction Resurfacing - Bullitt County	Funding Source:	Highway Safety Improvement Program (HSIP) - State	Open to Public Date:	2025
Total Estimated Project Cost:	\$208,125		Total Cost Programmed in TIP to date:	\$208,125	
Description:	Installation of High Friction Surface Treatment on various routes				
Justification:	To increase level of safety to vehicles travelling these segments				
FY 23-26 TIP Funding:	FY 2025 Construction (C) phase with HSIP-ST funds: \$187,313 (Federal) + \$20,812 (Other) = \$208,125 (Total)				
MTP Action:	N/A				
TIP Action:	Add new Safety Group Project				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	5-9061, 5-9062, 5-9063, 5-9064, 5-9065, 5-9066, 5-9067, 5-9068, 5-9069, 5-9070, 5-9071, 5-9072
County:	Jefferson	Parent ID:	N/A	Group ID:	2679
Project Name:	High Friction Resurfacing - Jefferson County	Funding Source:	Highway Safety Improvement Program (HSIP) - State	Open to Public Date:	2025
Total Estimated Project Cost:	\$1,880,438		Total Cost Programmed in TIP to date:	\$1,880,438	
Description:	Installation of High Friction Surface Treatment on various routes				
Justification:	To increase level of safety to vehicles travelling these segments				
FY 23-26 TIP Funding:	FY 2025 Construction (C) phase with HSIP-ST funds: \$1,692,394 (Federal) + \$188,044 (Other) = \$1,880,438 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	1922	State ID:	5-804.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-264/US 42	Funding Source:	National Highway System (NHS)	Open to Public Date:	2028
Total Estimated Project Cost:	\$68,205,000 \$108,112,700		Total Cost Programmed in TIP to date:	\$68,205,000 \$108,112,700	
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) (12CCR)(14CCR). 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.				
FY 23-26 TIP Funding:	FY 2024 Construction (C) phase with NHS funds: \$8,000,000 (Federal) + \$2,000,000 (Other) = \$10,000,000 (Total)  FY 2025 Construction (C) phase with NHS funds: \$24,000,000 (Federal) + \$6,000,000 (Other) = \$30,000,000 (Total)  FY 2026 Construction (C) phase with NHS funds: \$16,000,000 (Federal) + \$4,000,000 (Other) = \$20,000,000 (Total)  FY 2025 Construction (C) phase with NHS funds: \$79,926,160 (Federal) + \$19,981,540 (Other) = \$99,907,700 (Total)				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update TIP funding and OTP				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	2634	<b>State ID:</b>	5-20017.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2675
<b>Project Name:</b>	I-264	<b>Funding Source:</b>	National Highway System Funds for Pavement Management (NHPM)	<b>Open to Public Date:</b>	2024 2028
<b>Total Estimated Project Cost:</b>	\$1,714,790 \$2,036,650		<b>Total Cost Programmed in TIP to date:</b>	\$1,714,790 \$2,036,650	
<b>Description:</b>	Address pavement condition of I-264 both direction(s) from MP 20.7 to MP 22.927.				
<b>Justification:</b>	Maintain the existing transportation network in a state of good repair.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 Design (D) phase with NHPM funds: \$124,712 (Federal) + \$31,178 (Other) = \$155,890 (Total)  FY 2023 Construction (C) phase with NHPM funds: \$1,247,120 (Federal) + \$311,780 (Other) = \$1,558,900 (Total)  FY 2025 Construction (C) phase with NHPM funds: \$1,832,985 (Federal) + \$203,665 (Other) = \$2,036,650 (Total)				

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2733	<b>State ID:</b>	5-80324.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Reimagine 9th Street	<b>Funding Source:</b>	Various	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$28,548,000		<b>Total Cost Programmed in TIP to date:</b>	\$28,548,000	
<b>Description:</b>	<p>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.</p>				
<b>Justification:</b>	<p>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.</p>				

<p><b>KIPDA ID 2733</b></p> <p><b>Continued</b></p> <p><b>FY 23-26 TIP</b></p> <p><b>Funding:</b></p>	<p>FY 2023 Planning (P) phase with Local funds: \$0 (Federal) + \$75,000 (Other) = \$75,000 (Total)</p> <p>FY 2023 Design (D) phase with State funds: \$0 (Federal) + \$500,000 (Other) = \$500,000 (Total)</p> <p>FY 2023 Design (D) phase with Local funds: \$0 (Federal) + \$250,000 (Other) = \$250,000 (Total)</p> <p>FY 2024 Planning (P) phase with Local funds: \$0 (Federal) + \$100,000 (Other) = \$100,000 (Total)</p> <p>FY 2024 Design (D) phase with Local funds: \$0 (Federal) + \$1,000,000 (Other) = \$1,000,000 (Total)</p> <p>FY 2024 Right of Way (ROW) phase with Local funds: \$0 (Federal) + \$110,000 (Other) = \$110,000 (Total)</p> <p>FY 2024 Utilities (U) phase with Local funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)</p> <p>FY 2025 Planning (P) phase with Local funds: \$0 (Federal) + \$100,000 (Other) = \$100,000 (Total)</p> <p>FY 2025 Design (D) phase with Local funds: \$0 (Federal) + \$250,000 (Other) = \$250,000 (Total)</p>
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<p><b>KIPDA ID 2733</b>  <b>Continued</b>  <b>FY 23-26 TIP</b>  <b>Funding:</b></p>	<p>FY 2025 Right of Way (ROW) phase with Local funds:  \$0 (Federal) + \$110,000 (Other) = \$110,000 (Total)</p> <p>FY 2025 Utilities (U) phase with Local funds:  \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)</p> <p>FY 2025 Construction (C) phase with RAISE funds:  \$1,558,400 (Federal) + \$204,000 (Other) = \$1,762,400 (Total)</p> <p>FY 2025 Construction (C) phase with Community Project Funding:  \$3,000,000 (Federal) + \$750,000 (Other) = \$3,750,000 (Total)</p> <p>FY 2026 Planning (P) phase with Local funds:  \$0 (Federal) + \$100,000 (Other) = \$100,000 (Total)</p> <p>FY 2026 Construction (C) phase with RAISE funds:  \$6,233,600 (Federal) + \$0 (Other) = \$6,233,600 (Total)</p> <p>FY 2026 Construction phase with STBG-MPO funds:  \$3,896,000 (Federal) + \$974,000 (Other) = \$4,870,000 (Total)</p> <p><b>*FY 2027 Design (D) phase with SPP funds:</b>  <b>\$0 (Federal) + \$2,990,000 (Other) = \$2,990,000 (Total)</b></p> <p><b>*FY 2027 Planning phase with Local funds:</b>  <b>\$0 (Federal) + \$100,000 (Other) = \$100,000 (Total)</b></p> <p><b>*FY 2027 Construction phase with RAISE funds:</b>  <b>\$6,233,600 (Federal) + \$816,000 (Other) = \$7,049,600 (Total)</b></p> <p><b>*FY 2028 Right of Way (ROW) phase with SPP funds:</b>  <b>\$0 (Federal) + \$220,000 (Other) = \$220,000 (Total)</b></p> <p><b>*FY 2028 Utilities (U) phase with SPP funds:</b>  <b>\$0 (Federal) + \$390,000 (Other) = \$390,000 (Total)</b></p> <p><b>*FY 2028 Planning (P) phase with Local funds:</b>  <b>\$0 (Federal) + \$25,000 (Other) = \$25,000 (Total)</b></p> <p><b>*FY 2028 Construction (C) phase with RAISE funds:</b>  <b>\$1,558,400 (Federal) + \$204,000 (Other) = \$1,762,400 (Total)</b></p>
<p><b>*Funds programmed in fiscal years outside of the current 2023-2026 TIP years</b></p>	

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new Safety Group Project				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	5-80250
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2675
<b>Project Name:</b>	Old Bardstown Rd and Hillock Realigned Intersection	<b>Funding Source:</b>	State Construction Funds (SPP)	<b>Open to Public Date:</b>	2025
<b>Total Estimated Project Cost:</b>	\$510,000		<b>Total Cost Programmed in TIP to date:</b>	\$510,000	
<b>Description:</b>	Installation of High Friction Surface Treatment on various routes				
<b>Justification:</b>	To increase level of safety to vehicles travelling these segments				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Design (D) phase with SPP funds: \$0 (Federal) + \$70,000 (Other) = \$70,000 (Total)  FY 2024 Utilities (U) phase with SPP funds: \$0 (Federal) + \$40,000 (Other) = \$40,000 (Total)  FY 2024 Construction (C) phase with SPP funds: \$0 (Federal) + \$400,000 (Other) = \$400,000 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding and add additional State ID				
Project Sponsor:	Louisville Metro	KIPDA ID:	224	State ID:	5-378.10 5-80251
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65 SB Brook St Ramp Realignment	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2029
Total Estimated Project Cost:	\$16,955,000		Total Cost Programmed in TIP to date:	\$2,955,000 \$5,885,000	
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.				
FY 23-26 TIP Funding:	FY 2023 Design (D) phase with STBG-MPO funds: \$265,000 (Federal) + \$60,000 (Other) = \$325,000 (Total)  FY 2024 Design (D) phase with NHS funds: \$416,000 (Federal) + \$104,000 (Other) = \$520,000 (Total)  FY 2025 Right of Way (ROW) phase with NHS funds: \$24,000 (Federal) + \$6,000 (Other) = \$30,000 (Total)  FY 2026 Utilities (U) phase with STBG-MPO funds: \$640,000 (Federal) + \$160,000 (Other) = \$800,000 (Total)  FY 2025 Utilities (U) phase with NHS funds: \$736,000 (Federal) + \$184,000 (Other) = \$920,000 (Total)  FY 2026 Construction (C) phase with NHS funds: \$1,168,000 (Federal) + \$292,000 (Other) = \$1,460,000 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding				
Project Sponsor:	Louisville Metro Government	KIPDA ID:	2153	State ID:	5-80108.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Rangeland Road	Funding Source:	State	Open to Public Date:	2040
Total Estimated Project Cost:	\$10,000,000 \$14,600,000		Total Cost Programmed in TIP to date:	\$8,750,000 \$14,600,000	
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.				
FY 23-26 TIP Funding:	FY 2025 Right of Way (ROW) phase with State funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)  FY 2025 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$1,250,000 (Other) = \$1,250,000 (Total)  FY 2026 Utilities (U) phase with SPP funds: \$0 (Federal) + \$1,100,000 (Other) = \$1,100,000 (Total)  FY 2026 Construction (C) phase with State funds: \$0 (Federal) + \$5,960,000 (Other) = \$5,960,000 (Total)  FY 2026 Construction (C) phase with SPP funds: \$0 (Federal) + \$3,500,000 (Other) = \$3,500,000 (Total)				
MTP Action:	N/A				
TIP Action:	Add new project				
Project Sponsor:	TARC	KIPDA ID:	NEW	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	2681
Project Name:	3rd Party Contractual Services	Funding Source:	Urbanized Area Capital Formula Funding (Section 5339)	Open to Public Date:	2027
Total Estimated Project Cost:	\$5,000		Total Cost Programmed in TIP to date:	\$5,000	
Description:	This project will provide inspection services during the manufacture of buses for TARC.				
Justification:	The Federal Transit Administration requires inspection on the manufacturing line of heavy-duty transit buses in most cases. Inspection provides assurance that expensive repairs will not be necessary due to mistakes in production.				
FY 23-26 TIP Funding:	FY 2024 Transit Capital phase with 5339 funds: \$4,000 (Federal) + \$1,000 (Other) = \$5,000 (Total)				

MTP Action:	N/A				
TIP Action:	Add new project				
Project Sponsor:	TARC	KIPDA ID:	NEW	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	2681
Project Name:	Management Information System Hardware	Funding Source:	Urbanized Area Capital Formula Funding (Section 5339)	Open to Public Date:	2026
Total Estimated Project Cost:	\$40,000		Total Cost Programmed in TIP to date:	\$40,000	
Description:	Replacement of IT components that have exceeded their useful lives				
Justification:	Replacement of components (servers, switches, etc.) necessary to administer, operate and maintain transit vehicles.				
FY 23-26 TIP Funding:	FY 2024 Transit Capital phase with 5339 funds: \$32,000 (Federal) + \$8,000 (Other) = \$40,000 (Total)				
MTP Action:	N/A				
TIP Action:	Add new project				
Project Sponsor:	TARC	KIPDA ID:	NEW	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	2681
Project Name:	Acquire Miscellaneous (Office) Equipment	Funding Source:	Urbanized Area Capital Formula Funding (Section 5339)	Open to Public Date:	2026
Total Estimated Project Cost:	\$43,535		Total Cost Programmed in TIP to date:	\$43,535	
Description:	This project replaces administrative equipment that has exceeded its useful life				
Justification:	This project will replace office equipment (copiers, furniture) that can no longer be repaired or have become costly to repair.				
FY 23-26 TIP Funding:	FY 2024 Transit Capital phase with 5339 funds: 34,828\$ (Federal) + \$8,707 (Other) = \$43,535 (Total)				