



**K I P D A**

Kentuckiana Regional Planning  
& Development Agency

## Administrative Modification 23

*April 18, 2025*

Fiscal Year 2023 - 2026 Transportation  
Improvement Program (TIP)

and

Connecting Kentuckiana 2050  
Metropolitan Transportation Plan  
(MTP)



<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update TIP funding				
<b>Project Sponsor:</b>	Clark County	<b>KIPDA ID:</b>	3365	<b>State ID:</b>	2401839
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Memphis Blue Lick Roadway Improvements	<b>Funding Source:</b>	Group III	<b>Open to Public Date:</b>	2031
<b>Total Estimated Project Cost:</b>	\$9,700,000		<b>Total Cost Programmed in TIP to date:</b>	<del>\$93,750</del> <b>\$125,000</b>	
<b>Description:</b>	<p>This project will enhance the overall capacity of the Memphis Blue Lick Road and the surrounding area, from Crone Road near the I-65 Interchange to the existing Champions Point S/D, 2+ miles to the west. There are potentially four intersections that must be enhanced (one is an INDOT interchange at I-65); potentially two bridge improvement structures and several small structure crossings that will need to be improved along with the roadway widening for the area. The roadway widening shall include pavement drive lane expansion and improved paved shoulders. Bike paths will also be considered for this project.</p>				
<b>Justification:</b>	<p>This area is experiencing significant growth. To date there are 6 residential developments that have been platted with over 2500 new residential lots already approved and significantly more potential for the area. Vehicle counts in the area were completed in 2013 and ranged from 800-2000 AVD. new vehicle counts were completed in 2023, and the numbers have increased to 8000-9000 AVD at locations along the Memphis Blue Lick corridor. Residents in the area are concerned with the growth occurring and the potential for new growth in the currently undeveloped areas.</p>				
<b>FY 23-26 TIP Funding:</b>	<p><del>FY 2025 Planning (P) phase with Group III funds:</del>  <del>\$75,000 (Federal) + \$18,750 (Other) = \$93,750 (Total)</del></p> <p><b>FY 2025 Planning (P) phase with Group III funds:</b>  <b>\$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</b></p>				

MTP Action:	None				
TIP Action:	Phase shift				
Project Sponsor:	New Albany	KIPDA ID:	3136	State ID:	2301550
County:	Floyd County	Parent ID:	N/A	Group ID:	N/A
Project Name:	Intersection of East Spring Street and Beharrell Avenue	Funding Source:	Highway Safety Improvement Program (HSIP)- State	Open to Public Date:	2029
Total Estimated Project Cost:	\$3,151,112 \$2,871,112		Total Cost Programmed in TIP to date:	\$3,151,112 \$2,871,112	
Description:	Improvement of the intersection of East Spring Street (a major arterial and gateway into the community with Beharrell Avenue (a collector class roadway). The concept is to utilize a roundabout, a proven safety counter measure, in order to improve the safety of this intersection, slow traffic entering the City of New Albany, and to enhance the livability and walkability of the surrounding areas of the community. This would also allow for a connection to the Ohio River Greenway, and provide a road diet on Spring Street that will accommodate bicycle facilities, parking, and other amenities for the community which will make this corridor more functional for all citizens and not solely drivers.				
Justification:	The City of New Albany is always looking to improve the safety of our roadways and intersections. The current configuration of East Spring Street effectively bisects the neighborhood along Beharrell Avenue. This project will reunite the community, improve safety, improve walkability, improve quality of place and life, all while utilizing a proven safety counter measure that is championed by the FHWA. Furthermore, this project will connect neighborhoods to the north of East Spring Street with the vital community asset that is the Ohio River Greenway.				
FY 23-26 TIP Funding:	FY 2025 PE phase with HSIP-MPO Funds: \$252,000 (Federal) + \$28,000 (Other) = \$280,000 (Total)  FY 2025 PE phase with HSIP-MPO Funds: \$252,000 (Federal) + \$28,000 (Other) = \$280,000 (Total)  FY 2026 PE phase with HSIP-MPO Funds: \$252,000 (Federal) + \$28,000 (Other) = \$280,000 (Total)  *FY 2027 ROW phase with HSIP-MPO Funds: \$400,000 (Federal) + \$44,445 (Other) = \$444,445 (Total)  *FY 2029 CN phase with HSIP-MPO Funds: \$1,932,000 (Federal) + \$214,667 (Other) = \$2,146,667 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	Update Total Project Cost				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3025	State ID:	1902858, 2301561
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Henryville Welcome Center Reconstruction	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2028 2030
Total Estimated Project Cost:	<del>\$57,530,607</del> \$58,552,558		Total Cost Programmed in TIP to date:	<del>\$57,530,607</del> \$58,552,558	
Description:	Rest area modernization project in Henryville on I-65 north bound at mile marker 22.				
Justification:	The Henryville Welcome Center will be reconstructed to help meet the needs of the traveling public. The welcome center building will be redesigned to accommodate a higher volume of travelers and the parking lot will be reconfigured to increase truck parking spaces by a minimum of 36 spaces.				
FY 23-26 TIP Funding:	<div>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$419,745 (Federal) + \$0 (Other) = \$419,745 (Total)</div> <div>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$314,000 (Federal) + \$0 (Other) = \$314,000 (Total)</div> <div>FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$707,851 (Federal) + \$0 (Other) = \$707,851 (Total)</div> <div>FY 2025 Right of Way (ROW) phase with NHPP funds: \$80,000 (Federal) + \$0 (Other) = \$80,000 (Total)</div> <div>FY 2026 Construction (CN) phase with NHPP funds: <del>\$52,549,057 (Federal) + \$0 (Other) = \$52,549,057 (Total)</del></div> <div>*FY 2028 Construction (CN) phase with NHPP funds: \$52,549,057 (Federal) + \$0 (Other) = \$52,549,057 (Total)</div> <div>FY 2026 Construction (CN) phase with Grant funds: <del>\$1,000,000 (Federal) + \$0 (Other) = \$1,000,000 (Total)</del></div> <div>*FY 2028 Construction (CN) phase with Grant funds: \$1,000,000 (Federal) + \$0 (Other) = \$1,000,000 (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>	Update TIP funding				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<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>	\$6,118,250 <b>\$7,518,250</b>		<b>Total Cost Programmed in TIP to date:</b>	\$6,118,250 <b>\$7,518,250</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><del>FY 2025 Construction (C) phase with STBG-MPO funds:</del>  <del>\$2,576,000 (Federal) + \$644,000 (Other) = \$3,220,000 (Total)</del></p> <p><b>FY 2025 Construction (C) phase with STBG-MPO funds:</b>  <b>\$3,696,000 (Federal) + \$924,000 (Other) = \$4,620,000 (Total)</b></p>				

MTP Action:	None				
TIP Action:	Update OTP and phase shift				
Exempt/Non Exempt:	Non-exempt		Model Impact:	Remove from the 2030 scenario	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	436	State ID:	5-80203.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 1065	Funding Source:	Surface Transportation Block Grant (STBG) - State	Open to Public Date:	2032
Total Estimated Project Cost:	\$35,430,000		Total Cost Programmed in TIP to date:	\$8,430,000 \$8,617,500	
Description:	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. KY 1065 from MP 4.930 to MP 7.655 (from I-65 to KY 2052) is located in south-central Jefferson County. Surrounding land use is primarily medium density commercial with some residential uses. These adequacy rating data suggest high crash potential, rough pavement condition and congestion may become an issue should the area to the south continue to develop at the current rate it is now. Additional commercial development has been planned along this corridor.				
Justification:	Improve safety and reduce congestion on KY 1065 (Outer Loop) from I-65 to KY 2052 (Shepherdsville Road). Project will evaluate the addition of one travel lane in each direction and consider accommodations for bicyclists and pedestrians. CHAF IP20080211.				
FY 23-26 TIP Funding:	FY24 Planning (P) phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)  FY25 Planning (P) phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)  FY26 Design (D) phase with STBG-State funds: \$1,744,000 (Federal) + \$436,000 (Other) = \$2,180,000 (Total)  *FY28 Right of Way (ROW) phase with STBG-State funds: \$2,616,000 (Federal) + \$654,000 (Other) = \$3,270,000 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Move phases to earlier years				
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	3311	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	West Louisville Streetscape Improvements to Muhammad Ali Blvd. and Market Street	<b>Funding Source:</b>	Community Project Funding (CPF)	<b>Open to Public Date:</b>	2029
<b>Total Estimated Project Cost:</b>	\$1,062,500		<b>Total Cost Programmed in TIP to date:</b>	\$1,062,500	
<b>Description:</b>	Construct streetscape and safety improvements on Muhammad Ali Blvd (from the Shawnee Expressway to 30th Street) and on Market Street (from the Shawnee Expressway to 30th Street). Improvements will include bike and pedestrian facilities, green infrastructure, and traffic calming measures (especially near the railroad underpass).				
<b>Justification:</b>	Improve safety for all modes of transportation, improve connectivity in a neighborhood divided by poor infrastructure. Streetscape improvements will transform the space into an attractive urban space that can serve all modes of transportation. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.				
<b>FY 23-26 TIP Funding:</b>	FY 2026 Design (D) phase with CPF funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)  FY 2025 Design (D) phase with CPF funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)  *FY 2027 Construction (C) phase with CPF funds: \$650,000 (Federal) + \$162,500 (Other) = \$812,500 (Total)  FY 2026 Construction (C) phase with CPF funds: \$650,000 (Federal) + \$162,500 (Other) = \$812,500 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					