



K I P D A

Kentuckiana Regional Planning
& Development Agency

September 26, 2025

Administrative Modification 4
to the
Fiscal Year 2025 - 2028
Transportation Improvement Program (TIP)

Administrative Modification 29
to
Connecting Kentuckiana 2050
Metropolitan Transportation Plan (MTP)

Please note - Administrative Modifications 4 and 29 are a single list of updates with two different reference numbers. The TIP numbering scheme restarted with the FY25-FY28 TIP adoption and the MTP numbering scheme will not restart until a new MTP is adopted.



MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2901	DES Number:	1800318
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	SR-64	Funding Source:	Surface Transportation Block Group - State (STBG-ST)	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$1,612,187 \$2,484,664		Total Cost Programmed in TIP to date:	\$1,612,187 \$2,484,664	
Description:	Intersection Improvement with added turn lanes on SR 64 at Copperfield Drive to reduce queueing and delay for motorists at this intersection.				
Justification:	To help reduce congestion at SR 64 and Copperfield Drive due to traffic at large subdivision causing motorists to back up and cause long delays. Culvert beneath will be extended to allow for widening of road.				
FY 25-28 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$320,000 (Federal) + \$80,000 (Other) = \$400,000 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with STBG-ST funds: \$12,000 (Federal) + \$2,000 (Other) = \$15,000 (Total)</p> <p>FY 2027 Construction (CN) phase with STBG-State funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total)</p> <p>FY 2027 Construction (CN) phase with STBG-State funds: \$1,485,982(Federal) + \$371,495 (Other) = \$1,857,477 (Total)</p>				

MTP Action:	N/A				
TIP Action:	Phase shift				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3155	DES Number:	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 (OTP) 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 25-28 TIP Funding:	<p>FY25 Preliminary Engineering (PE) phase with NHPP funds: \$116,800 (Federal) + \$29,200 (Other) = \$146,000 (Total)</p> <p>FY27 Right of Way (ROW) phase with NHPP funds: \$6,000 (Federal) + \$1,500 (Other) = \$7,500 (Total)</p> <p>FY27 Construction (CN) phase with NHPP funds: \$483,005 (Federal) + \$120,751 (Other) = \$603,756 (Total)</p> <p>FY28 Construction (CN) phase with NHPP funds: \$483,005 (Federal) + \$120,751 (Other) = \$603,756 (Total)</p>				

MTP Action:	N/A				
TIP Action:	Add new Roadway and Bridge Preservation and Rehabilitation Group Project				
Project Sponsor:	Floyd County Board of Commissioners	KIPDA ID:	NEW	DES Number:	2300106
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	Floyd County Bridge Inspection and Inventory Program 2026 - 2029	Funding Source:	Bridge	Open to Public (OTP) Date:	2029
Total Estimated Project Cost:	\$291,476		Total Cost Programmed in TIP to date:	\$291,476	
Description:	It is countywide bridge inspection and inventory program in accordance with the National Bridge Inspection Standards Cycle 2026-2029				
Justification:	It is a requirement for all bridges in the county except the highway bridges should be inspected. Copies of the SI&A reports shall be provided to the adjacent county if required.				
FY 25-28 TIP Funding:	FY 2026 Preliminary Engineering (PE) phase with Bridge funds: \$108,057 (Federal) + \$27,014 (Other) = \$135,071 (Total) FY 2027 Preliminary Engineering (PE) phase with Bridge funds: \$27,757 (Federal) + \$6,939 (Other) = \$34,696 (Total) FY 2028 Preliminary Engineering (PE) phase with Bridge funds: \$83,676 (Federal) + \$20,919 (Other) = \$104,595 (Total) *FY 2029 Preliminary Engineering (PE) phase with Bridge funds: \$13,690 (Federal) + \$3,423 (Other) = \$17,113 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding				
Project Sponsor:	Floyd County Board of Commissioners	KIPDA ID:	1558	DES Number:	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 (OTP) Date:	2027
Total Estimated Project Cost:	\$7,922,514 \$10,088,859		Total Cost Programmed in TIP to date:	\$7,922,514 \$10,088,859	
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 25-28 TIP Funding:	<p>FY 2026 Right of Way ROW phase with Local Bridge Funds: \$158,348 (Federal) + \$39,587 (Other) = \$197,935 (Total)</p> <p>FY 2026 Construction Engineering (CE) phase with STBG-MPO Funds: \$480,000 (Federal) + \$120,000 (Other) = \$600,000 (Total)</p> <p>FY 2026 Construction Engineering (CE) phase with STBG-MPO Funds: \$675,891 (Federal) + \$168,973 (Other) = \$844,864 (Total)</p> <p>FY 2026 Construction (CN) phase with STBG-MPO Funds:- \$4,095,243 (Federal) + \$1,023,811 (Other) = \$5,119,054 (Total)</p> <p>FY 2026 Construction (CN) phase with STBG-MPO Funds: \$5,632,428 (Federal) + \$1,408,107 (Other) = \$7,040,535 (Total)</p>				

MTP Action:	None				
TIP Action:	Phase shift and correct TIP funding				
Project Sponsor:	Jeffersontown	KIPDA ID:	2619	State ID:	5-198.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Ruckriegel Parkway Sidewalk Improvement	Funding Source:	Surface Transportation Block Grant - MPO (STBG- MPO)	Open to Public (OTP) Date:	2026
Total Estimated Project Cost:	\$542,260 \$661,260		Total Cost Programmed in TIP to date:	\$542,260 \$661,260	
Description:	Construct new sidewalks by filling in the gaps of existing sidewalks along the project corridor and upgrading all ADA Compliant ramps and pedestrian crosswalks along Ruckriegel Parkway between Taylorsville Road and Billtown Road.				
Justification:	Citizens have voiced concerns with the gaps in the existing sidewalks along the project corridor. Given the amount of development and land use existing in the area it is important to complete these improvements at this time.				
FY 25-28 TIP Funding:	FY25 Construction phase with STBG-MPO funds: \$529,008 (Federal) + \$13,252 (Other) = \$542,260 (Total) FY27 Construction phase with STBG-MPO funds: \$529,008 (Federal) + \$132,252 (Other) = \$661,260 (Total)				

MTP Action:	None				
TIP Action:	Phase shift				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	1879	State ID:	5-481.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 864	Funding Source:	Surface Transportation Block Grant - MPO (STBG- MPO)	Open to Public (OTP) Date:	2027
Total Estimated Project Cost:	\$28,688,500		Total Cost Programmed in TIP to date:	\$28,565,500	
Description:	KY 864 - Widen Beulah Church Road from 2 to 3 lanes from I-265 to Cedar Creek Road. Project length 1.627 miles. CHAF IP20080206.				
Justification:	<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>				
FY 25-28 TIP Funding:	<p>FY 2025 Construction (C) phase with STBG-MPO funds: \$17,288,000 (Federal) + \$4,322,000 (Other) = \$21,610,000 (Total)</p> <p>FY 2026 Construction (C) phase with STBG-MPO funds: \$17,288,000 (Federal) + \$4,322,000 (Other) = \$21,610,000 (Total)</p>				

MTP Action:	N/A				
TIP Action:	Phase shift				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	3069	State ID:	5-80200.00
County:	Jefferson	Parent ID:	2114	Group ID:	N/A
Project Name:	KY 2050	Funding Source:	Surface Transportation Block Grant - MPO (STBG- MPO)	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$3,359,000		Total Cost Programmed in TIP to date:	\$3,359,000	
Description:	Reduce congestion, improve safety, and enhance mobility on KY 2050 (Herr Lane) from Prince Valiant Drive/Westmar Terrace to Bedford Lane. The project will consider elements consistent with the KIPDA Complete Streets Policy, the KYTC Complete Streets Policy, and the KYTC Complete Streets, Roads, and Highways Manual.				
Justification:	<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>				

<p>KIPDA ID 3069</p> <p>FY 25-28 TIP</p> <p>Funding:</p>	<p>FY 2025 Right of Way (ROW) Phase with STBG-MPO funds: \$44,000 (Federal) + \$11,000 (Other) = \$55,000 (Total)</p> <p>FY 2026 Right of Way (ROW) Phase with STBG-MPO funds: \$44,000 (Federal) + \$11,000 (Other) = \$55,000 (Total)</p> <p>FY 2025 Right of Way (ROW) with SPP funds: \$0 (Federal) + \$55,000 (Other) = \$55,000 (Total)</p> <p>FY 2026 Right of Way (ROW) with SPP funds: \$0 (Federal) + \$55,000 (Other) = \$55,000 (Total)</p> <p>FY 2026 Utilities (U) Phase with STBG-MPO funds: \$128,000 (Federal) + \$32,000 (Other) = \$160,000 (Total)</p> <p>FY 2026 Utilities (U) with SPP funds: \$0 (Federal) + \$160,000 (Other) = \$160,000 (Total)</p> <p>FY 2027 Construction (C) Phase with STBG-MPO funds: \$1,728,000 (Federal) + \$432,000 (Other) = \$2,160,000 (Total)</p>
---	--

MTP Action:	None				
TIP Action:	Phase shift and update OTP				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	230	State ID:	5-972.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	US 42	Funding Source:	Surface Transportation Block Grant - MPO (STBG- MPO)	Open to Public (OTP) Date:	2035 2030
Total Estimated Project Cost:	\$12,100,000		Total Cost Programmed in TIP to date:	\$12,100,000	
Description:	US 42 safety improvements from Harrods Creek Bridge to River Road (10CCR). CHAF IP20150155.				
Justification:	Reduce traffic congestion and improve safety along US 42 from Harrods Creek Bridge to River Road. This project is needed because of current traffic congestion combined with the projected future volumes on US 42 from Harrods Creek Bridge to River Road. The traffic congestion also leads to an increase in crashes.				
FY 25-28 TIP Funding:	<p>FY 2025 ROW with STBG-MPO funds: \$664,000 (Federal) + \$166,000 (Other) = \$830,000 (Total)</p> <p>FY 2026 ROW with STBG-MPO funds: \$664,000 (Federal) + \$166,000 (Other) = \$830,000 (Total)</p> <p>FY 2026 Utilities with STBG-MPO funds: \$2,080,000 (Federal) + \$520,000 (Other) = \$2,600,000 (Total)</p> <p>FY 2027 Construction with STBG-MPO funds: \$6,008,000 (Federal) + \$1,502,000 (Other) = \$7,510,000 (Total)</p>				

MTP Action:	N/A				
TIP Action:	Phase shift and update OTP				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	3042	State ID:	5-80110.00
County:	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	KY 2055	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO) & State Construction Funds (SPP)	Open to Public (OTP) Date:	2027 2028
Total Estimated Project Cost:	\$850,000		Total Cost Programmed in TIP to date:	\$850,000	
Description:	Construct a sidewalk along Mount Holly Road from Charlene Drive to Fox Avenue for Coral Ridge Elementary. The project will consider elements consistent with the KIPDA Complete Streets Policy, the KYTC Complete Streets Policy and the KYTC Complete Streets, Roads and Highways Manual.				
Justification:	The project would fill a recognized gap in the sidewalk system between the Fairdale community and Coral Ridge Elementary School. This area is identified in the KIPDA Online Resource Center through their Gap Analysis.				

<p>KIPDA ID 3042 FY 25-28 TIP Funding:</p>	<p>FY 2025 Right of Way (ROW) phase with STBG-MPO funds: \$24,000 (Federal) + \$6,000 (Other) = \$30,000 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$30,000 (Other) = \$30,000 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with STBG-MPO funds: \$24,000 (Federal) + \$6,000 (Other) = \$30,000 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$30,000 (Other) = \$30,000 (Total)</p> <p>FY 2025 Utilities (U) phase with STBG-MPO funds: \$24,000 (Federal) + \$6,000 (Other) = \$30,000 (Total)</p> <p>FY 2025 Utilities (U) phase with SPP funds: \$0 (Federal) + \$30,000 (Other) = \$30,000 (Total)</p> <p>FY 2026 Utilities (U) phase with STBG-MPO funds: \$24,000 (Federal) + \$6,000 (Other) = \$30,000 (Total)</p> <p>FY 2026 Utilities (U) phase with SPP funds: \$0 (Federal) + \$30,000 (Other) = \$30,000 (Total)</p> <p>FY 2026 Construction (C) phase with STBG-MPO funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)</p> <p>FY 2026 Construction (C) phase with SPP funds: \$0 (Federal) + \$280,000 (Other) = \$280,000 (Total)</p>
--	---

MTP Action:	None				
TIP Action:	Phase shift and update OTP				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	1271	State ID:	5-441.01
County:	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	US 42	Funding Source:	Surface Transportation Block Grant - MPO (STBG- MPO)	Open to Public (OTP) Date:	2027 2028
Total Estimated Project Cost:	\$14,215,000		Total Cost Programmed in TIP to date:	\$14,215,000	
Description:	<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>				
Justification:	<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>				
FY 25-28 TIP Funding:	<p>FY 2025 Design (D) phase with STBG-MPO funds: \$448,000 (Federal) + \$112,000 (Other) = \$560,000 (Total)</p> <p>FY 2025 Utilities (U) phase with STBG-MPO funds: \$1,520,000 (Federal) + \$380,000 (Other) = \$1,900,000 (Total)</p> <p>FY 2025 Construction (C) phase with STBG-MPO funds: \$5,020,000 (Federal) + \$1,255,000 (Other) = \$6,275,000 (Total)</p> <p>FY 2026 Utilities (U) phase with STBG-MPO funds: \$1,520,000 (Federal) + \$380,000 (Other) = \$1,900,000 (Total)</p> <p>FY 2026 Construction (C) phase with STBG-MPO funds: \$5,020,000 (Federal) + \$1,255,000 (Other) = \$6,275,000 (Total)</p>				

MTP Action:	None				
TIP Action:	Phase Shift				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	2214	State ID:	5-00536.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 1931	Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public (OTP) Date:	2027 2028
Total Estimated Project Cost:	\$24,640,000		Total Cost Programmed in TIP to date:	\$24,640,000	
Description:	Widen KY 1931 (St. Andrews Church Rd) (Manslick Road) from 2 to 3 lanes from US 31W (Dixie Highway) to Doss High School. (2014BOP). Project length is 1.739 miles. CHAF IP2008020.				
Justification:	The purpose of the project is to improve safety, local traffic operations, and mobility for all modes along KY 1931 (Manslick Road) from Dixie Highway (US 31W) to Doss High School. The Critical Rate Factor (CRF) along this segment is greater than 1.0 and over half of the crashes throughout the corridor are rear end collisions, with the next highest type being angle crashes at 20%. This segment experiences congested traffic operations. The KY 1931 corridor links US 31W an Urban Principal Arterial to I-265. Medium density commerical and residential uses abut this segment.				
FY 25-28 TIP Funding:	FY25 ROW phase with STBG-MPO funds: \$1,220,000 (Federal) + \$305,000 (Other) = \$1,525,000 (Total) FY25 Construction phase with STBG-MPO funds: \$10,780,000 (Federal) + \$2,695,000 (Other) = \$13,475,000 (Total) FY26 ROW phase with STBG-MPO funds: \$1,220,000 (Federal) + \$305,000 (Other) = \$1,525,000 (Total) FY26 Construction phase with STBG-MPO funds: \$10,780,000 (Federal) + \$2,695,000 (Other) = \$13,475,000 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Add Utilities and phase shift Construction				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	188	State ID:	5-353.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	English Station Road	Funding Source:	Surface Transportation Block Grant - MPO (STBG- MPO)	Open to Public (OTP) Date:	2027 2028
Total Estimated Project Cost:	\$19,676,300 \$23,176,300		Total Cost Programmed in TIP to date:	\$19,676,300 \$23,176,300	
Description:	Widen English Station Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Aiken Road to Avoca Road. The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. From MP 0.457 to MP 1.232.				
Justification:	The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. Due to the two lane configuration and the numerous developments and entrances along the roadway, traffic operations are adversely impacted by vehicles making left turns along this congested corridor. Sight distance in the sag near Chenoweth Run and the crest near the railroad at the northern terminal of the project do not meet the 35 mph design speed criteria. The corridor is a high accident area. The existing roadway surface shows excessive wear with several sections having significant base failures that are not remedied by typical pavement resurfacing. The corridor is heavily traveled by trucks accessing a nearby rock quarry on Old Henry Road and school buses going to the Jefferson Public Schools maintenance facility on East Aiken. Several of the entrances have rutting on the shoulders with drop offs resulting from turning radii not adequate for truck turning movements. Rail crossing is substandard. There are gaps in the bike and pedestrian network. CHAF ID - IP20170032				
FY 25-28 TIP Funding:	<p>FY 2025 Construction (C) phase with STBG-MPO funds: \$11,368,000 (Federal) + \$2,842,000 (Other) = \$14,210,000 (Total)</p> <p>FY 2026 Utilities (U) phase with STBG-MPO funds: \$2,800,000 (Federal) + \$700,000 (Other) = \$3,500,000 (Total)</p> <p>FY 2026 Construction (C) phase with STBG-MPO funds: \$11,368,000 (Federal) + \$2,842,000 (Other) = \$14,210,000 (Total)</p>				

MTP Action:	N/A				
TIP Action:	Phase shift				
Project Sponsor:	Louisville Metro	KIPDA ID:	3309	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Complete Street Improvements on West Kentucky Street	Funding Source:	Community Project Funding (CPF)	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$1,250,000		Total Cost Programmed in TIP to date:	\$1,250,000	
Description:	Construct complete street improvements to West Kentucky Street (between 7th and 9th Streets), 8th Street (between Zane Street and Kentucky Street), and to 7th Street (between Zane Street and Kentucky Street), including new/rehabilitated pedestrian and bicycle infrastructure, street light and traffic signal upgrades, and pedestrian crossing improvements.				
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 25-28 TIP Funding:	<div>FY 2025 Design phase with CPF funds: \$240,000 (Federal) + \$60,000 (Other) = \$300,000 (Total)</div> <div>FY 2026 Design phase with CPF funds: \$240,000 (Federal) + \$60,000 (Other) = \$300,000 (Total)</div> <div>FY 2026 Construction phase with CPF funds: \$760,000 (Federal) + \$190,000 (Other) = \$950,000 (Total)</div>				

MTP Action:	None				
TIP Action:	Update TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2733	State ID:	5-80324.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Reimagine 9th Street	Funding Source:	Various	Open to Public (OTP) Date:	2027
Total Estimated Project Cost:	\$32,148,000 \$33,899,000		Total Cost Programmed in TIP to date:	\$32,148,000 \$33,899,000	
Description:	<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>				
Justification:	<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>KIPDA ID 2733 FY 25-28 TIP Funding:</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> <p>FY 2025 Design (D) phase with Local funds: \$0 (Federal) + \$2,200,000 (Other) = \$2,200,000 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with Local funds: \$0 (Federal) + \$110,000 (Other) = \$110,000 (Total)</p> <p>FY 2026 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 2026 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 RAISE funds: \$3,400,000 (Federal) + \$1,050,000 (Other) = \$4,450,000 (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 Construction (C) phase with Community Project Funding: \$3,000,000 (Federal) + \$750,000 (Other) = \$3,750,000 (Total)</p>
--	---

<p>KIPDA ID 2733 cont. FY 25-28 TIP Funding:</p>	<p>FY 2026 Planning (P) phase with Local funds: \$0 (Federal) + \$100,000 (Other) = \$100,000 (Total)</p> <p>FY 2026 Planning (P) phase with Local funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (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 (C) phase with RAISE funds: \$12,184,000 (Federal) + \$0 (Other) = \$12,184,000 (Total)</p> <p>FY 2026 Construction phase with STBG-MPO funds: \$3,896,000 (Federal) + \$974,000 (Other) = \$4,870,000 (Total)</p> <p>FY 2027 Design (D) phase with SPP funds: \$0 (Federal) + \$2,990,000 (Other) = \$2,990,000 (Total)</p> <p>FY 2027 Planning phase with Local funds: \$0 (Federal) + \$100,000 (Other) = \$100,000 (Total)</p> <p>FY 2027 Construction phase with RAISE funds: \$6,233,600 (Federal) + \$816,000 (Other) = \$7,049,600 (Total)</p> <p>FY 2028 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$220,000 (Other) = \$220,000 (Total)</p> <p>FY 2028 Utilities (U) phase with SPP funds: \$0 (Federal) + \$390,000 (Other) = \$390,000 (Total)</p> <p>FY 2028 Planning (P) phase with Local funds: \$0 (Federal) + \$25,000 (Other) = \$25,000 (Total)</p> <p>FY 2028 Construction (C) phase with RAISE funds: \$1,558,400 (Federal) + \$204,000 (Other) = \$1,762,400 (Total)</p>
--	---

MTP Action:	None				
TIP Action:	TIP funding adjustments and OTP update				
Project Sponsor:	Louisville Metro	KIPDA ID:	3160	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Rightsizing Louisville for Safe Streets	Funding Source:	Safe Streets and Roads for All (SS4A)	Open to Public (OTP) Date:	2027 2028
Total Estimated Project Cost:	\$26,771,000		Total Cost Programmed in TIP to date:	\$25,836,000 \$26,771,000	
Description:	Improve safety on 10 roadway corridors by employing low-cost, high-impact strategies, including: street rightsizing (road diets), roundabouts, sidewalks and ADA ramps, curb extensions and pedestrian refuge islands, ladder-style crosswalks and other types of improved striping, traffic signal improvements (rebuild signals and add retroreflective backplates), bus shelters, raised medians, and mid-block crossing pedestrian signals.				
Justification:	Vision Zero Louisville Safety Report (2021) Technical Appendix, Table 19. While the primary goal is to improve safety for bicyclists and pedestrians, especially in underserved communities, this project also supports goals to improve equity, climate, sustainability, quality job creation, and economic strength and global competitiveness by making Louisville's streets safe for all people.				
KIPDA ID 3160 FY 25-28 TIP Funding:	<p>*FY 2024 Design phase with SS4A funds: \$1,242,822 (Federal) + \$310,706 (Other) = \$1,553,528 (Total)</p> <p>FY 2025 Planning phase with SS4A funds: \$832,000 (Federal) + \$208,000 (Other) = \$1,040,000 (Total)</p> <p>FY 2026 Design phase with SS4A funds: \$312,095 (Federal) + \$ 312,095 (Other) = \$1,560,473 (Total)</p> <p>FY 2026 Construction phase with SS4A funds: \$18,093,600 (Federal) + \$4,523,400 (Other) = \$22,617,000 (Total)</p> <p>*FY 2023 Design phase with SS4A funds: \$727,867 (Federal) + \$181,967 (Other) = \$909,834 (Total)</p>				

<p>KIPDA ID 3160 cont. FY 25-28 TIP Funding:</p>	<p>*FY 2023 Planning phase with SS4A funds: \$35,121 (Federal) + \$8,780 (Other) = \$43,901 (Total)</p> <p>*FY 2024 Planning phase with SS4A funds: \$70,230 (Federal) + \$17,558 (Other) = \$87,788 (Total)</p> <p>*FY 2024 Design phase with SS4A funds: \$1,277,733 (Federal) + \$319,433 (Other) = \$1,597,167 (Total)</p> <p>FY 2025 Planning phase with SS4A funds: \$70,230 (Federal) + \$17,558 (Other) = \$87,788 (Total)</p> <p>FY 2025 Design phase with SS4A funds: \$428,000 (Federal) + \$107,000 (Other) = \$535,000 (Total)</p> <p>FY 2025 Construction phase with SS4A funds: \$4,232,414 (Federal) + \$1,058,104 (Other) = \$5,290,518 (Total)</p> <p>FY 2026 Planning phase with SS4A funds: \$70,230 (Federal) + \$17,558 (Other) = \$87,788 (Total)</p> <p>FY 2026 Design phase with SS4A funds: \$57,600 (Federal) + \$14,400 (Other) = \$72,000 (Total)</p> <p>FY 2026 Construction phase with SS4A funds: \$8,195,829 (Federal) + \$2,048,957 (Other) = \$10,244,786 (Total)</p> <p>FY 2027 Planning phase with SS4A funds: \$70,230 (Federal) + \$17,558 (Other) = \$87,788 (Total)</p> <p>FY 2027 Construction phase with SS4A funds: \$4,742,957 (Federal) + \$1,185,739 (Other) = \$5,928,696 (Total)</p> <p>FY 2028 Planning phase with SS4A funds: \$17,558 (Federal) + \$4,389 (Other) = \$21,947 (Total)</p> <p>FY 2028 Construction phase with SS4A funds: \$672,800 (Federal) + \$168,200 (Other) = \$841,000 (Total)</p>
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years	

MTP Action:	None				
TIP Action:	Phase shift				
Project Sponsor:	Louisville Metro	KIPDA ID:	3392	State ID:	5-80355
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Eastern Parkway - Bardstown Rd to Cherokee Park	Funding Source:	State Priority Project (SPP)	Open to Public (OTP) Date:	2027
Total Estimated Project Cost:	\$8,310,000		Total Cost Programmed in TIP to date:	\$8,310,000	
Description:	Design and Construction of the recommendations for Zone A (from Bardstown Road to Cherokee Park entrance) in the Eastern Parkway Transportation Study. Improve mobility for nonmotorized travel for pedestrians, bicyclists, and transit users.				
Justification:	Improved bicycle and pedestrian access and safety between commercial corridor and Cherokee Park along Eastern Parkway, US 60A.				
FY 25-28 TIP Funding:	<p>FY 2025 Design (D) phase with SPP funds: $\\$0 \text{ (Federal)} + \\$1,080,000 \text{ (Other)} = \\$1,080,000 \text{ (Total)}$</p> <p>FY 2026 Design (D) phase with SPP funds: $\\$0 \text{ (Federal)} + \\$1,080,000 \text{ (Other)} = \\$1,080,000 \text{ (Total)}$</p> <p>FY 2027 Utilities (U) phase with SPP funds: $\\$0 \text{ (Federal)} + \\$450,000 \text{ (Other)} = \\$450,000 \text{ (Total)}$</p> <p>FY 2027 Construction (C) phase with SPP funds: $\\$0 \text{ (Federal)} + \\$6,780,000 \text{ (Other)} = \\$6,780,000 \text{ (Total)}$</p>				

MTP Action:	N/A				
TIP Action:	Phase shift				
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:	Carbon Reduction Program - MPO (CRP-MPO)	Open to Public (OTP) Date:	2027
Total Estimated Project Cost:	\$2,238,750		Total Cost Programmed in TIP to date:	\$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 25-28 TIP Funding:	<p>FY 2025 Right of Way (ROW) Phase with CRP-MPO Funds:- \$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total)</p> <p>FY 2026 Right of Way (ROW) Phase with CRP-MPO Funds: \$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total)</p> <p>FY 2026 Construction (C) Phase with CRP-MPO Funds: \$1,743,000 (Federal) + \$435,750 (Other) = \$2,178,750 (Total)</p>				

MTP Action:	N/A				
TIP Action:	Phase shift				
Project Sponsor:	Louisville Metro	KIPDA ID:	3233	State ID:	05-479.10
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 (OTP) Date:	2026
Total Estimated Project Cost:	\$5,611,987		Total Cost Programmed in TIP to date:	\$5,611,987	
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 25-28 TIP Funding:	FY 2025 Construction phase with STBG-MPO funds: \$4,489,589 (Federal) + \$1,012,398 (Other) = \$5,501,987 (Total) FY 2026 Construction phase with STBG-MPO funds: \$4,489,589 (Federal) + \$1,012,398 (Other) = \$5,501,987 (Total)				
MTP Action:	N/A				
TIP Action:	Phase shift				
Project Sponsor:	Louisville Metro	KIPDA ID:	2594	State ID:	5-571.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Stony Brook Drive Sidewalk Connector	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2025
Total Estimated Project Cost:	\$784,000		Total Cost Programmed in TIP to date:	\$784,000	
Description:	Install new ADA compliant 5' sidewalk along Stony Brook Drive from Stara Way to Kirby Lane. Project length is 0.284 miles.				
Justification:	Complete pedestrian connectivity. The project will provide a newly formed pedestrian connector from one major arterial (Bardstown Road) to another major arterial (Taylorsville Road). Louisville Metro has recently filled in some of the smaller gaps along Stony Brook Drive with new sidewalk connections throughout this major residential area.				
FY 25-28 TIP Funding:	FY 2025 Construction phase with STBG-MPO funds: \$562,000 (Federal) + \$140,500 (Other) = \$702,500 (Total) FY 2026 Construction phase with STBG-MPO funds: \$562,000 (Federal) + \$140,500 (Other) = \$702,500 (Total)				

MTP Action:	None				
TIP Action:	Phase shifts and update OTP				
Project Sponsor:	Louisville Metro	KIPDA ID:	381	State ID:	5-8001.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Buechel Bank Road	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2026 2028
Total Estimated Project Cost:	\$20,681,250		Total Cost Programmed in TIP to date:	\$20,681,250	
Description:	Add center turn lane on Buechel Bank Road from GE Appliance Park to US 31E (Buechel Bypass). Project length is 0.9 miles.				
Justification:	This project will reduce traffic congestion.				
FY 25-28 TIP Funding:	<p>FY 2025 Utilities phase with CPF funds: \$600,000 (Federal) + \$150,000 (Other) = \$750,000 (Total)</p> <p>FY 2025 Utilities phase with HGC funds: \$0 (Federal) + \$800,000 (Other) = \$800,000 (Total)</p> <p>FY 2025 Construction phase with STBG-MPO funds: \$6,005,000 (Federal) + \$1,501,250 (Other) = \$7,506,250 (Total)</p> <p>FY 2025 Construction phase with HGC funds: \$0 (Federal) + \$4,500,000 (Other) = \$4,500,000 (Total)</p> <p>FY 2026 Utilities phase with CPF funds: \$600,000 (Federal) + \$150,000 (Other) = \$750,000 (Total)</p> <p>FY 2026 Utilities phase with HGC funds: \$0 (Federal) + \$800,000 (Other) = \$800,000 (Total)</p> <p>FY 2027 Construction phase with STBG-MPO funds: \$6,005,000 (Federal) + \$1,501,250 (Other) = \$7,506,250 (Total)</p> <p>FY 2027 Construction phase with HGC funds: \$0 (Federal) + \$4,500,000 (Other) = \$4,500,000 (Total)</p>				

MTP Action:	None				
TIP Action:	Phase shift				
Project Sponsor:	Louisville Metro	KIPDA ID:	223	State ID:	5-404.01
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Cooper Chapel Road Phase 3	Funding Source:	Surface Transportation Block Grant - MPO (STBG- MPO)	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$33,050,703		Total Cost Programmed in TIP to date:	\$33,050,703	
Description:	Phase 3: Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will include consideration of bicycle and pedestrian facilities.				
Justification:	<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.</p> <p>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>				
FY 25-28 TIP Funding:	<p>FY 2025 Utilities (U) phase with STBG-MPO funds: \$2,098,400 (Federal) + \$524,600 (Other) = \$2,623,000 (Total)</p> <p>FY 2026 Utilities (U) phase with STBG-MPO funds: \$2,098,400 (Federal) + \$524,600 (Other) = \$2,623,000 (Total)</p> <p>FY 2027 Construction (C) phase with STBG-MPO funds: \$18,153,600 (Federal) + \$4,538,400 (Other) = \$22,692,000 (Total)</p>				

MTP Action:	None				
TIP Action:	Phase shift and OTP				
Project Sponsor:	Louisville Metro	KIPDA ID:	163	State ID:	05-91.02
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	River Road	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2026 2027
Total Estimated Project Cost:	\$34,762,894		Total Cost Programmed in TIP to date:	\$34,762,894	
Description:	Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue. To include bike lanes and shared use path. Project length is 1.5 miles.				
Justification:	This project will improve access to downtown Louisville and the waterfront.				
FY 25-28 TIP Funding:	<p>FY 2025 Construction phase with STBG-State funds: \$4,784,907 (Federal) + \$1,196,227 (Other) = \$5,981,134 (Total)</p> <p>FY 2025 Construction phase with STBG-MPO funds: \$14,929,715 (Federal) + \$3,352,000 (Other) = \$18,281,715 (Total)</p> <p>FY 2026 Construction phase with STBG-State funds: \$4,784,907 (Federal) + \$1,196,227 (Other) = \$5,981,134 (Total)</p> <p>FY 2026 Construction phase with STBG-MPO funds: \$14,929,715 (Federal) + \$3,352,000 (Other) = \$18,281,715 (Total)</p>				

MTP Action:	N/A				
TIP Action:	Phase Shift				
Project Sponsor:	Louisville Metro	KIPDA ID:	2270	State ID:	5-3030.30
County:	Jefferson	Parent ID:	1856	Group ID:	N/A
Project Name:	Northeast Louisville Loop MET Section 3	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2030
Total Estimated Project Cost:	\$4,920,500		Total Cost Programmed in TIP to date:	\$1,473,750	
Description:	Construct a shared-use path along US 60 (Shelbyville Road) from Bircham Road to Beckley Creek Park, 0.5 miles, includes the construction of the pedestrian bridge over Floyds Fork Creek.				
Justification:	To improve pedestrian and bicycling access.				
FY 25-28 TIP Funding:	<p>FY 2025 Design (D) phase with STBG-MPO funds: \$445,000 (Federal) + \$111,250 (Other) = \$556,250 (Total)</p> <p>FY 2026 Design (D) phase with STBG-MPO funds: \$445,000 (Federal) + \$111,250 (Other) = \$556,250 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with STBG-MPO funds: \$636,000 (Federal) + \$159,000 (Other) = \$795,000 (Total)</p>				

MTP Action:	None				
TIP Action:	Phase shift				
Project Sponsor:	Louisville Metro	KIPDA ID:	3282	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	One-Way to Two-Way Conversion of 2nd Street and 3rd Street	Funding Source:	Safe Streets and Roads for All (SS4A)	Open to Public (OTP) Date:	2027
Total Estimated Project Cost:	\$12,500,000		Total Cost Programmed in TIP to date:	\$12,500,000	
Description:	Convert 2nd Street and 3rd Street (KY 1020) from one-way couplets to two-way traffic between W. Cardinal Blvd. (MP 10.32) and Broadway (MP 12.10). Design and construct safety improvements at all intersections in between the termini, including consideration of: rebuild traffic signals to box spans with retroreflective backplates, remove previously warranted traffic signals and convert to all-way stops, crosswalk visibility enhancements, curb bulb-outs, dedicated left- and right-turn lanes, bicycle lanes, walkways such as sidewalks and ADA ramps, lighting, and set appropriate speed limits for all road users.				
Justification:	Improve safety for all modes of transportation by emphasizing one street to be used by motor vehicles and minimizing the other street for through-motorists. Appropriate vehicular speeds and calmed traffic will restore the neighborhood character, support local businesses, and ensure equitable and sustainable modes of transportation are accessible to all people.				
FY 25-28 TIP Funding:	<p>FY 2025 Design phase with SS4A funds: \$240,000 (Federal) + \$160,000 (Other) = \$400,000 (Total)</p> <p>FY 2025 ROW phase with SS4A funds: \$45,000 (Federal) + \$30,000 (Other) = \$75,000 (Total)</p> <p>FY 2025 Construction phase with SS4A funds: \$7,017,000 (Federal) + \$4,678,000 (Other) = \$11,695,000 (Total)</p> <p>FY 2026 Design phase with SS4A funds: \$240,000 (Federal) + \$160,000 (Other) = \$400,000 (Total)</p> <p>FY 2026 ROW phase with SS4A funds: \$45,000 (Federal) + \$30,000 (Other) = \$75,000 (Total)</p> <p>FY 2026 Construction phase with SS4A funds: \$7,017,000 (Federal) + \$4,678,000 (Other) = \$11,695,000 (Total)</p>				

MTP Action:	N/A				
TIP Action:	Phase shifts				
Project Sponsor:	Louisville Metro	KIPDA ID:	1109	State ID:	5-505.00
County:	Jefferson	Parent ID:	2771	Group ID:	N/A
Project Name:	Ohio River Levee Trail Phase III	Funding Source:	Carbon Reduction Program - MPO (CRP- MPO)	Open to Public (OTP) Date:	2026
Total Estimated Project Cost:	\$10,020,645		Total Cost Programmed in TIP to date:	\$10,020,645	
Description:	Construct bicycle/pedestrian facilities along Campground Road from the end of the shared use path at the railroad crossing on Campground Road near I-264 to Lees Lane and the connection to Riverside Gardens Park at 2899 Lees Lane.				
Justification:	Completing the ORLT will allow non-motorized travel from downtown Louisville to southwest Jefferson County. This project will complete the second phase of the ORLT by construction a 2.2 mile segment of the shared use path in west Jefferson County near the Ohio River and a rest area overlooking the Ohio River. When all phases of the trail are completed, it will link southwest and west Jefferson County to the RiverWalk Trail that runs from near Chickasaw Park to downtown Louisville and the trails from east to the downtown area. This project will provide a valuable link for non-motorized travel in the Louisville Metro area, connecting neighborhoods while providing access to commercial and opportunities.				
FY 25-28 TIP Funding:	<div>FY 2025 Design (D) phase with CRP-MPO funds: \$220,000 (Federal) + \$55,000 (Other) = \$275,000 (Total)</div> <div>FY 2025 Construction (C) phase with CRP-MPO funds: \$6,463,000 (Federal) + \$1,615,750 (Other) = \$8,078,750 (Total)</div> <div>FY 2026 Design (D) phase with CRP-MPO funds: \$220,000 (Federal) + \$55,000 (Other) = \$275,000 (Total)</div> <div>FY 2026 Construction (C) phase with CRP-MPO funds: \$6,463,000 (Federal) + \$1,615,750 (Other) = \$8,078,750 (Total)</div>				

MTP Action:	N/A				
TIP Action:	Phase shift				
Project Sponsor:	Louisville Metro	KIPDA ID:	2087	State ID:	5-523.00
County:	Jefferson	Parent ID:	1857	Group ID:	N/A
Project Name:	Dodge Gap Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path	Funding Source:	Carbon Reduction Program - MPO (CRP-MPO)	Open to Public (OTP) Date:	2029
Total Estimated Project Cost:	\$14,945,959		Total Cost Programmed in TIP to date:	\$1,822,902	
Description:	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Blevins Gap Road to north end of sand quarry tunnel at Gene Snyder Freeway (the tunnel will be part of this segment), approximately 2.5 miles.				
Justification:	Improve mobility for non-motorized travel for pedestrians, bicyclists, transit users and equestrians. Connect neighborhoods, schools, parks, workplaces and shopping areas to the Loop where possible. Encourage a wide range of users including families, children, people with disabilities, and athletes to improve their health and fitness. Celebrate the natural and cultural history of Louisville.				
FY 25-28 TIP Funding:	FY 2025 Design (D) phase with CRP-MPO funds: \$98,354 (Federal) + \$24,589 (Other) = \$122,943 (Total) FY 2025 Right of Way (ROW) phase with CRP-MPO funds: \$111,000 (Federal) + \$27,750 (Other) = \$138,750 (Total) FY 2026 Right of Way (ROW) phase with CRP-MPO funds: \$111,000 (Federal) + \$27,750 (Other) = \$138,750 (Total) FY 2027 Utilities (U) phase with CRP-MPO funds: \$25,000 (Federal) + \$6,250 (Other) = \$31,250 (Total)				

MTP Action:	None				
TIP Action:	Phase shift				
Project Sponsor:	Louisville Metro	KIPDA ID:	1662	State ID:	5-529.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	A.B. Sawyer Shared Use Path	Funding Source:	Surface Transportation Block Group - MPO	Open to Public (OTP) Date:	2026
Total Estimated Project Cost:	\$5,218,500		Total Cost Programmed in TIP to date:	\$5,051,167	
Description:	Design and construct shared-use path through A.B. Sawyer Park along Middle Fork Beargrass Creek to Dorsey Lane and connecting to surrounding neighborhoods including an underpass, bridge, and site amenities; and construction of pedestrian facilities along Hurstbourne Parkway from Middle Fork of Beargrass Creek bridge to Ormsby Station Road including a bridge over Middle Fork Beargrass Creek.				
Justification:	To improve pedestrian and bicycling access and connect park resources with residential neighborhoods.				
FY 25-28 TIP Funding:	<p>FY25 Construction phase with STBG-MPO funds: \$3,555,600 (Federal) + \$888,900 (Other) = \$4,444,500 (Total)</p> <p>FY26 Construction phase with STBG-MPO funds: \$3,555,600 (Federal) + \$888,900 (Other) = \$4,444,500 (Total)</p>				

MTP Action:	N/A				
TIP Action:	Phase shift and update total estimated project cost				
Project Sponsor:	Louisville Metro	KIPDA ID:	2623	State ID:	5-3709.00
County:	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 2	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2029
Total Estimated Project Cost:	\$1,939,750		Total Cost Programmed in TIP to date:	\$1,938,750	
Description:	Construction of a 1.0 mile shared use path system along Algonquin Parkway between 41st Street and Beech Street.				
Justification:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 25-28 TIP Funding:	<p>FY25 Right of Way (ROW) phase with STBG-MPO funds: \$1,451,000 (Federal) + \$326,750 (Other) = \$1,813,750 (Total)</p> <p>FY25 Utilities (U) phase with STBG-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</p> <p>FY26 Right of Way (ROW) phase with STBG-MPO funds: \$1,451,000 (Federal) + \$326,750 (Other) = \$1,813,750 (Total)</p> <p>FY26 Utilities (U) phase with STBG-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</p>				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Phase shift and cost increase				
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 (OTP) Date:	2026
Total Estimated Project Cost:	\$4,763,002 \$5,811,771		Total Cost Programmed in TIP to date:	\$4,763,002 \$5,811,771	
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 25-28 TIP Funding:	<div>FY 2025 Construction (C) phase with STBG-MPO funds: \$2,330,799 (Federal) + \$582,700 (Other) = \$2,913,499 (Total)</div> <div>FY 2026 Construction (C) phase with STBG-MPO funds: \$3,169,814 (Federal) + \$792,454 (Other) = \$3,962,268 (Total)</div> <div>FY 2025 Construction (C) phase with STBG-ST funds: \$118,000 (Federal) + \$29,500 (Other) = \$147,500 (Total)</div> <div>FY 2026 Construction (C) phase with STBG-ST funds: \$118,000 (Federal) + \$29,500 (Other) = \$147,500 (Total)</div>				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP Funding				
Project Sponsor:	Oldham County	KIPDA ID:	321	State ID:	5-434.00
County:	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	LaGrange Underpass West of LaGrange	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2026
Total Estimated Project Cost:	\$24,903,750 \$25,053,750		Total Cost Programmed in TIP to date:	\$24,903,750 \$25,053,750	
Description:	Construction of an uninterrupted rail underpass west of LaGrange on Allen Lane. The project will widen Allen Lane between KY 146 and Commerce Parkway aligning across from the I-71 Overpass.				
Justification:	The project will allow traffic to be unimpeded by the very heavily used CSX rail line improving congestion. It will also provided enhanced safety as emergency vehicles will be able to bypass the rail line.				
FY 25-28 TIP Funding:	FY25 Utilities phase with STBG-MPO funds: \$3,100,000 (Federal) + \$775,000 (Other) = \$3,875,000 (Total) FY26 Design phase with STBG-MPO funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total) FY25 Construction phase with STBG-MPO funds: \$11,455,000 (Federal) + \$2,863,750 (Other) = \$14,318,750 (Total) FY26 Construction phase with STBG-MPO funds: \$11,455,000 (Federal) + \$2,863,750 (Other) = \$14,318,750 (Total)				

MTP Action:	N/A				
TIP Action:	Phase shift, TIP funding and OTP update				
Project Sponsor:	Oldham County	KIPDA ID:	2981	State ID:	5-589.00
County:	Oldham	Parent ID:	327	Group ID:	N/A
Project Name:	Mattingly/Old LaGrange Road Trail	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2029
Total Estimated Project Cost:	\$1,250,000 \$1,575,000		Total Cost Programmed in TIP to date:	\$1,250,000 \$1,575,000	
Description:	A new section of 10' wide shared use path was constructed with the Commerce Parkway Extension project which terminates on Mattingly Road. This project will continue the 10' shared use path along Mattingly Road and then south towards I-71 along Old LaGrange Road to the existing pedestrian bridge over I-71 at Exit 18. It will also extend north from the intersection with Mattingly Road along Old LaGrange Road to the intersection with KY 146.				
Justification:	This trail will provide the needed connection to the existing pedestrian bridge over I-71 and move forward Oldham County's overall greenways plan to connect from LaGrange to Jefferson County. Currently there are no facilities on Mattingly or Old LaGrange Road separating vehicular traffic from pedestrians and cyclists.				
FY 25-28 TIP Funding:	FY26 Design (D) phase with STBG-MPO funds: \$260,000 (Federal) + \$65,000 (Other) = \$325,000 (Total) FY26 Right of Way (ROW) phase with STBG-MPO funds: \$139,000 (Federal) + \$34,750 (Other) = \$173,750 (Total) FY27 Utilites (U) phase with STBG-MPO funds: \$139,000 (Federal) + \$34,750 (Other) = \$173,750 (Total) FY28 Construction (CN) phase with STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP Funding				
Project Sponsor:	Oldham County	KIPDA ID:	3141	State ID:	5-596.00
County:	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 22/Clore Lane Intersection Improvements	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public Date:	2027
Total Estimated Project Cost:	\$4,475,557 \$4,537,380		Total Cost Programmed in TIP to date:	\$4,475,557 \$4,537,380	
Description:	This project will align Wooldridge Avenue and Clore Lane with left-turn lanes and right-turn pockets on both streets as well as add dedicated left-turn lanes on KY 22. Trees and vegetation will be cleared for increased visibility.				
Justification:	The KY 22 Corridor Improvement Study completed by Oldham County, KYTC and KIPDA in 2022, looked at KY 22 from the Jefferson/Oldham County line near Haunz Lane to KY 329. This project was identified in the study as the highest priority spot improvement. This intersection had the highest number of total crashes, more severe crashes, and the highest crash factor (1.58) of all intersections studied. It was also the top safety concern identified during two rounds of public engagement.				
FY 25-28 TIP Funding:	FY 2025 Design (D) phase with STBG-MPO funds: \$147,111 (Federal) + \$36,777 (Other) = \$183,888 (Total) FY 2026 Design (D) phase with STBG-MPO funds: \$49,458 (Federal) + \$12,364 (Other) = \$61,823 (Total) FY 2025 Right of Way (ROW) phase with STBG-MPO funds: \$733,333 (Federal) + \$183,334 (Other) = \$916,667 (Total) FY 2026 Right of Way (ROW) phase with STBG-MPO funds: \$733,333 (Federal) + \$183,334 (Other) = \$916,667 (Total) FY 2026 Utilities (U) phase with STBG-MPO funds: \$622,222 (Federal) + \$155,556 (Other) = \$777,778 (Total) FY 2028 Construction (C) phase with STBG-MPO funds: \$1,888,889 (Federal) + \$472,223 (Other) = \$2,361,112 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	3129	ALI:	N/A
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Bus Stop Improvements at Transit Node Eastern Parkway and Preston/Shelby Street	Funding Source:	Carbon Reduction Program - MPO (CRP-MPO)	Open to Public (OTP) Date:	2023 2026
Total Estimated Project Cost:	\$151,457 \$213,957		Total Cost Programmed in TIP to date:	\$151,457 \$213,957	
Description:	TARC is requesting funding to implement pedestrian access and bus stop improvements that will enhance public transportation amenities and improve safety and access to transit. This proposed project will improve existing public transit bus stops and their surroundings, with a focus on pedestrian facilities. A well maintained and clean bus stop can affect the public's perception, and often the reality of a stop's safety and security, thereby encouraging transit usage and decreasing VMT. This proposed project combines the three fundamental elements of sustainable infrastructure- social, environmental and economic. Funds received will be used for the purchase and installation of proposed shelters and amenities within the public right of way. This project will enhance the experience of the user waiting to board or transfer between the two major TARC routes, #28 Preston HWY and #29 Eastern Pkwy. Added pedestrian amenities will help solidify public access across the intersection.				
Justification:	These sites are at a valuable intersection of frequent and crosstown service and provide connections to hospitals, universities, employment, retail, and high-density residential areas. This project will facilitate economic development in the community by creating small pockets of public space at each corner of the node and better integrate the intersection with the parkway system. New amenities and enhanced landscape will elevate the aesthetic at the front doors of area businesses and attract customers. These areas have high levels of pedestrian activity based on their proximity to retail establishments, high density residential areas, and social services. Typically, a bench or trash receptacle addresses issues of the property owner and the TARC customer by defining the bus stop and improving the appearance and comfort of the adjacent property. Better amenities and boarding areas are a significant improvement in assisting the community and increasing passenger security.				
FY 25-28 TIP Funding:	FY 2025 Construction (C) phase with CRP-MPO funds: \$121,165 (Federal) + \$30,292 (Other) = \$151,457 (Total) FY 2026 Design (D) phase with CRP-MPO funds: \$50,000 (Federal) + \$12,500 (Other) = \$62,500 (Total) FY 2026 Construction (C) phase with CRP-MPO funds: \$121,165 (Federal) + \$30,292 (Other) = \$151,457 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	3137	ALI:	N/A
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Bus Stop and Access Improvements - Muhammad Ali and Chestnut Street Corridor	Funding Source:	Carbon Reduction Program - MPO (CRP-MPO)	Open to Public (OTP) Date:	2023 2026
Total Estimated Project Cost:	\$300,000 \$403,608		Total Cost Programmed in TIP to date:	\$297,969 \$403,608	
Description:	<p>This project proposes to expand the number of ADA accessible bus stops, increase pedestrian access and connectivity to the fixed-routes, improve mobility independence for transit users of all ages and abilities and removing barriers for people with disabilities. Work includes improvements of the existing or new public transit bus stops and their surroundings which include pedestrian facilities, ADA access, the construction or reconstruction of boarding areas and sidewalks, shelters, benches, trash receptacles, lighting, and ITS amenities. Primary routes in the corridor are Route 19 and 21. Route 19 operates from southwest areas of Louisville through downtown to St. Matthews, serving the NIA Center, the UL Medical Center & Hospitals, Crescent Hill, and Frankfort Avenue. Route 21 operates between Shawnee Park, downtown Louisville, and the Highlands area, serving the NIA Center, Barrett Avenue Government Center, Bellarmine University and the Bashford Manor Lane commercial area.</p>				
Justification:	<p>Providing facilities at bus stops helps make transit more accessible, comfortable, and convenient to customers; thereby encouraging usage. Providing sidewalk and pedestrian infrastructure eliminates barriers to vulnerable populations, creating a safer, more equitable environment. Upgrades to the transit amenities are received positively by the community at large. Better amenities and boarding areas are a significant improvement in assisting the community and increase passenger security and the perception of safety for public transit, thereby improving the perception of transit and increasing transit ridership. The transit facility improvements in the M. Ali and Chestnut Street corridor will promote interaction in the public space by providing opportunities for people to meet and be exposed to a variety of neighbors, increase civic participation by fostering communication, and promote the power and preservation of place through introducing sustainable infrastructure.</p>				
FY 25-28 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with CRP-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</p> <p>FY 2025 Construction (C) phase with CRP-MPO funds: \$138,375 (Federal) + \$34,594 (Other) = \$172,969 (Total)</p> <p>FY 2026 Design (D) phase with CRP-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</p> <p>FY 2026 Construction (C) phase with STBG-MPO funds: \$222,886 (Federal) + \$55,722 (Other) = \$278,608 (Total)</p>				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding				
Project Sponsor:	University of Louisville	KIPDA ID:	2982	State ID:	5-581.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	2nd Street/3rd Street/Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements	Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public (OTP) Date:	2026
Total Estimated Project Cost:	\$5,681,850 \$6,400,000		Total Cost Programmed in TIP to date:	\$5,681,850 \$6,400,000	
Description:	Improve vehicular safety and traffic flow along 2nd (KY 1020 NB) and 3rd Streets (KY 1020 SB) at the Museum Drive intersection and improve pedestrian connectivity and safety at the intersection and along West Brandeis Avenue (CS 2377F) between 3rd and 4th streets.				
Justification:	Relieve congestion and improve pedestrian safety and connectivity.				
FY 25-28 TIP Funding:	<p>FY 2025 Design phase with STBG-MPO funds: \$225,000 (Federal) + \$56,250 (Other) = \$281,250 (Total)</p> <p>FY 2026 Utilities phase with STBG-MPO funds: \$57,280 (Federal) + \$14,320 (Other) = \$71,600 (Total)</p> <p>FY 2026 Construction phase with STBG-MPO funds: \$4,008,000 (Federal) + \$1,002,000 (Other) = \$5,010,000 (Total)</p> <p>FY 2025 Design phase with STBG-MPO funds: \$272,800 (Federal) + \$68,200 (Other) = \$341,000 (Total)</p> <p>FY 2026 Utilities phase with STBG-MPO funds: \$480,000 (Federal) + \$120,000 (Other) = \$600,000 (Total)</p> <p>FY 2026 Construction phase with STBG-MPO funds: \$4,112,000 (Federal) + \$1,028,000 (Other) = \$5,140,000 (Total)</p>				