



K I P D A

Kentuckiana Regional Planning
& Development Agency

October 24, 2025

Administrative Modification 5

to the

Fiscal Year 2025 - 2028

Transportation Improvement Program (TIP)



MTP Action:	None				
TIP Action:	Phase shift				
Project Sponsor:	Jeffersontown	KIPDA ID:	1583	State ID:	5-518.00
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Watterson Trail Streetscape Phase II	Funding Source:	Surface Transportation Block Grant -MPO	Open to Public Date:	2026
Total Estimated Project Cost:	\$2,531,851		Total Cost Programmed in TIP to date:	\$2,531,851	
Description:	Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Parkway to Maple Road and widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Ruckriegel Parkway. Project will construct sidewalks on both sides of each roadway segment along with new curb and gutters. The project will also create on-street parking along one side of each segment. The project will also include landscape enhancments as well as pedestrian street lighting.				
Justification:	Citizens have expressed desire to improve pedestrian safety and circulation along this corridor as well as address congestion at the Ruckriegel Parkway/Watterson Trail intersection. An additional lane width is desired in order to provide adequate turning movement and on-street parking demands.				
FY 25-28 TIP Funding:	FY25 Utilities phase with STBG-MPO funds: \$352,000 (Federal) + \$88,000 (Other) = \$440,000 (Total) FY26 Utilities phase with STBG-MPO funds: \$352,000 (Federal) + \$88,000 (Other) = \$440,000 (Total) FY26 Construction phase with STBG-MPO funds: \$1,232,000 (Federal) + \$308,000 (Other) = \$1,540,000 (Total)				

MTP Action:	N/A				
TIP Action:	Shift PE phase				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	3370	State ID:	
County:	Jefferson	Parent ID:	3067	Group ID:	N/A
Project Name:	Reconnecting West Louisville to the Ohio Riverfront throughout the Riverside Expressway (I-64) Corridor - Priority Segments	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2032
Total Estimated Project Cost:	\$30,300,000		Total Cost Programmed in TIP to date:	\$1,250,000	
Description:	This project will reflect a focus area identified in the planning study that is bounded by Bank Street to the south, the Ohio River to the north, 28th Street to the west and 18th Street to the east. It would attempt to restore community connectivity by providing safe and enhanced mobility options and by providing connections to and between housing, jobs, recreation, greenspace and other important destinations. (Portion of KIPD ID 3067)				
Justification:	I-64 (Riverside Expressway) was constructed in the late 1960s and early 1970s. This added to the already-existing separation of the community from the riverfront created by the U.S. Army of Corps of Engineers floodwall and levee system and the railroad lines that run along and near the Ohio River. This project will identify barriers to and opportunities for community connectivity and will develop alternative concepts to improve connections to and from the Ohio Riverfront. The project will address all modes of transportation.				
FY 25-28 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with STBG-MPO funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$1,250,000 (Total) FY 2026 Preliminary Engineering (PE) phase with STBG-MPO funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$1,250,000 (Total)				

MTP Action:	N/A				
TIP Action:	Shift and correct Tip funding				
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:	\$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 25-28 TIP Funding:	FY 2026 Construction phase with STBG-MPO funds: \$4,489,589 (Federal) + \$1,012,398 (Other) = \$5,501,987 (Total) FY 2026 Construction (C) phase with STBG-MPO funds: \$5,809,589 (Federal) + \$1,452,398 (Other) = \$7,261,987 (Total)				

MTP Action:	None				
TIP Action:	Phase shift				
Project Sponsor:	Oldham County	KIPDA ID:	2615	State ID:	
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	Kenwood Rd	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2028
Total Estimated Project Cost:	\$4,352,735		Total Cost Programmed in TIP to date:	\$4,352,735	
Description:	Construct a new urban roadway section to connect KY 146 and KY 329 Bypass in Crestwood.				
Justification:	The purpose of this project is to improve access and mobility within the northern portion of Crestwood by improving connectivity between KY 329 B and KY 146. The development of a new roadway connector between these facilities will reduce congestion at the existing intersection between KY 329 B and KY 146 and increase travel alternatives for residents and truck traffic while also providing greater access to the South Oldham school campus.				
FY 25-28 TIP Funding:	FY 2025 ROW phase with STBG-MPO funds: \$490,000 (Federal) + \$122,500 (Other) = \$612,500 (Total) FY 2026 ROW phase with STBG-MPO funds: \$490,000 (Federal) + \$122,500 (Other) = \$612,500 (Total) FY 2026 Utilities phase with STBG-MPO funds: \$664,063 (Federal) + \$166,016 (Other) = \$830,079 (Total) FY 2027 Construction phase with STBG-MPO funds: \$2,003,125 (Federal) + \$500,781 (Other) = \$2,503,906 (Total)				

MTP Action:	N/A				
TIP Action:	Phase shift				
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 (OTP) Date:	2027
Total Estimated Project Cost:	\$3,797,979		Total Cost Programmed in TIP to date:	\$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 25-28 TIP Funding:	FY 2025 Utilities (U) phase with STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total) FY 2026 Utilities (U) phase with STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total) FY 2026 Construction (C) phase with STBG-MPO funds: \$1,458,383 (Federal) + \$364,596 (Other) = \$1,822,979 (Total)				

MTP Action:	None				
TIP Action:	Shift and Combine FY25 Design with FY26 Design				
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:	\$4,537,380		Total Cost Programmed in TIP to date:	\$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 2026 Design (D) phase with STBG-MPO funds: \$196,569 (Federal) + \$49,142 (Other) = \$245,711 (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:	2026
Total Estimated Project Cost:	\$213,957		Total Cost Programmed in TIP to date:	\$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 2026 Design (D) phase with CRP- STBG -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:	Correct Total Estimated Project Cost				
TIP Action:	Correct TIP funding				
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:	2026
Total Estimated Project Cost:	\$403,608		Total Cost Programmed in TIP to date:	\$403,608	
Description:	This project proposes to expand the number of ADA accessible bus stops, increase pedestrian access and connectivity to the fixed-routes, improve mobility independence for transit users of all ages and abilities and removing barriers for people with disabilities. Work includes improvements of the existing or new public transit bus stops and their surroundings which include pedestrian facilities, ADA access, the construction or reconstruction of boarding areas and sidewalks, shelters, benches, trash receptacles, lighting, and ITS amenities. Primary routes in the corridor are Route 19 and 21. Route 19 operates from southwest areas of Louisville through downtown to St. Matthews, serving the NIA Center, the UL Medical Center & Hospitals, Crescent Hill, and Frankfort Avenue. Route 21 operates between Shawnee Park, downtown Louisville, and the Highlands area, serving the NIA Center, Barrett Avenue Government Center, Bellarmine University and the Bashford Manor Lane commercial area.				
Justification:	Providing facilities at bus stops helps make transit more accessible, comfortable, and convenient to customers; thereby encouraging usage. Providing sidewalk and pedestrian infrastructure eliminates barriers to vulnerable populations, creating a safer, more equitable environment. Upgrades to the transit amenities are received positively by the community at large. Better amenities and boarding areas are a significant improvement in assisting the community and increase passenger security and the perception of safety for public transit, thereby improving the perception of transit and increasing transit ridership. The transit facility improvements in the M. Ali and Chestnut Street corridor will promote interaction in the public space by providing opportunities for people to meet and be exposed to a variety of neighbors, increase civic participation by fostering communication, and promote the power and preservation of place through introducing sustainable infrastructure.				
FY 25-28 TIP Funding:	FY 2026 Design (D) phase with CRP-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total) FY 2026 Construction (C) phase with STBG-MPO funds: \$222,886 (Federal) + \$55,722 (Other) = \$278,608 (Total) FY 2026 Construction (C) phase with CRP-MPO funds: \$138,375 (Federal) + \$34,594 (Other) = \$172,969 (Total) FY 2026 Construction (C) phase with STBG-MPO funds: \$84,512 (Federal) + \$21,127 (Other) = \$105,639 (Total)				