

## 2025 KIPDA Call For Projects Applications

<b>Project Sponsor:</b>	Oldham County	<b>KIPDA ID:</b>	321	<b>State ID:</b>	5-434.00
<b>County:</b>	Oldham	<b>Parent ID:</b>		<b>Group ID:</b>	
<b>Project Name:</b>	LaGrange Underpass West of LaGrange			<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$24,903,750 \$39,016,250	<b>Adhere's to Complete Streets Policy?</b>	Yes	<b>Located in Environmental Justice Area?</b>	No
<b>Willing to overmatch?</b>		<b>Included in completed planning study?</b>		<b>Adding Travel Lanes?</b>	Yes
<b>MTP Score:</b>	95	<b>Internal Project Sponsor Ranking:</b>	1 of 1	<b>Average Regional TTCC Working Group Ranking:</b>	6.78
<b>Description:</b>	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.				
<b>Justification:</b>	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.				
<b>Proposed New Funding (red) &amp; Existing Funding (black):</b>	<p>FY26 Desgin (D) Phase with STBG-MPO Funds: \$120,000 (Federal) + \$30,000 (State/Local) = \$150,000 (Total)</p> <p>FY 2025 Utilities (U) Phase with STBG-MPO Funds: \$3,100,000 (Federal) + \$775,000 (State/Local) = \$3,875,000 (Total)</p> <p><del>FY 2026 Construction (C) Phase with STBG-MPO Funds: \$11,455,000 (Federal) + \$2,863,750 (State/Local) = \$14,318,750 (Total)</del></p> <p>FY 2026 Construction (C) Phase with STBG-MPO Funds: \$22,625,000 (Federal) + \$5,656,250 (State/Local) = \$28,281,250 (Total)</p>				

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<b>Project Sponsor:</b>	Oldham County	<b>KIPDA ID:</b>	321	<b>State ID:</b>	5-434.00
<b>County:</b>	Oldham	<b>Parent ID:</b>		<b>Group ID:</b>	
<b>Project Name:</b>	LaGrange Underpass West of LaGrange			<b>Open to Public Date:</b>	2026
<b>Equity</b>					
<b>Freight</b>					
<b>ITS</b>					
<b>Complete Streets</b>					
<b>Bike Ped Safety Countermeasures</b>					
<b>Multimodal Improvements</b>	Shared-Use Path or Trail	<b>Innovation</b>			
<b>Roadway Safety Improvements</b>	Reduced Left-Turn Conflict Intersections	<b>Resiliency</b>			
<b>Additional Application Notes:</b>	Construction phase is matching federal funds with toll credits.				

## 2025 KIPDA Call For Projects Applications

<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	163	<b>State ID:</b>	5-91.02
<b>County:</b>	Jefferson	<b>Parent ID:</b>		<b>Group ID:</b>	
<b>Project Name:</b>	River Road			<b>Open to Public Date:</b>	2026 <span style="color: red;">2027</span>
<b>Total Estimated Project Cost:</b>	\$34,762,849 <span style="color: red;">\$40,143,278</span>	<b>Adhere's to Complete Streets Policy?</b>	Yes	<b>Located in Environmental Justice Area?</b>	No
<b>Willing to overmatch?</b>		<b>Included in completed planning study?</b>		<b>Adding Travel Lanes?</b>	Yes
<b>MTP Score:</b>	78	<b>Internal Project Sponsor Ranking:</b>	I of 6	<b>Average Regional TTCC Working Group Ranking:</b>	5.22
<b>Description:</b>	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.				
<b>Justification:</b>	This project will improve access to downtown Louisville and the waterfront.				
<b>Proposed New Funding (red) &amp; Existing Funding (black):</b>	<p>FY 2024 Utilities (U) Phase with STBG-MPO Funds: \$2,800,000 (Federal) + \$700,000 (State/Local) = \$3,500,000 (Total)</p> <p>FY 2026 Construction (C) Phase with STBG-State Funds: \$4,784,907 (Federal) + \$1,196,227 (State/Local) = \$5,981,134 (Total)</p> <p><del>FY 2026 Construction (C) Phase with STBG-MPO Funds: \$14,929,715 (Federal) + \$3,352,000 (State/Local) = \$18,281,715 (Total)</del></p> <p><span style="color: red;">FY 2026 Construction (C) Phase with STBG-MPO Funds: \$18,929,715 (Federal) + \$4,732,429 (State/Local) = \$23,662,144 (Total)</span></p>				

## 2025 KIPDA Call For Projects Applications

<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	163	<b>State ID:</b>	5-91.02
<b>County:</b>	Jefferson	<b>Parent ID:</b>		<b>Group ID:</b>	
<b>Project Name:</b>	River Road			<b>Open to Public Date:</b>	2026 2027
<b>Equity</b>					
<b>Freight</b>					
<b>ITS</b>					
<b>Complete Streets</b>	Project includes added bike lanes and shared use path				
<b>Bike Ped Safety Countermeasures</b>					
<b>Multimodal Improvements</b>	Shared-Use Path or Trail, Striped Bike Lane	<b>Innovation</b>			
<b>Roadway Safety Improvements</b>		<b>Resiliency</b>			
<b>Additional Application Notes:</b>					

## 2025 KIPDA Call For Projects Applications

<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	381	<b>State ID:</b>	5-8001.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>		<b>Group ID:</b>	
<b>Project Name:</b>	Buechel Bank Road			<b>Open to Public Date:</b>	2026 2028
<b>Total Estimated Project Cost:</b>	\$20,681,250 \$22,681,250	<b>Adhere's to Complete Streets Policy?</b>	Yes	<b>Located in Environmental Justice Area?</b>	Yes
<b>Willing to overmatch?</b>		<b>Included in completed planning study?</b>		<b>Adding Travel Lanes?</b>	Center Turn Lane
<b>MTP Score:</b>	134	<b>Internal Project Sponsor Ranking:</b>	2 of 6	<b>Average Regional TTCC Working Group Ranking:</b>	4.56
<b>Description:</b>	Add center turn lane on Buechel Bank Road from GE Appliance Park to US 31 E (Buechel Bypass). Project length is 0.9 miles.				
<b>Justification:</b>	This project will reduce traffic congestion.				
<b>Proposed New Funding (red) &amp; Existing Funding (black):</b>	<p>FY 2026 Utility (U) Phase with CPF Funds: \$600,000 (Federal) + \$150,000 (State/Local) = \$750,000 (Total)</p> <p>FY 2026 Utility (U) Phase with HGC Funds: \$0 (Federal) + \$800,000 (State/Local) = \$800,000 (Total)</p> <p><b>FY 2026 Utility (U) Phase with STBG-MPO Funds:</b> <b>\$1,600,000 (Federal) + \$400,000 (State/Local) = \$2,000,000 (Total)</b></p> <p>FY 2027 Construction (C) Phase with STBG-MPO Funds: \$6,005,000 (Federal) + \$1,501,250 (State/Local) = \$7,506,250 (Total)</p> <p>FY 2026 Construction (C) Phase with HGC Funds: \$0 (Federal) + \$4,500,000 (State/Local) = \$4,500,000 (Total)</p>				

## 2025 KIPDA Call For Projects Applications

<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	381	<b>State ID:</b>	5-8001.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>		<b>Group ID:</b>	
<b>Project Name:</b>	Buechel Bank Road			<b>Open to Public Date:</b>	2026 2027
<b>Equity</b>					
<b>Freight</b>					
<b>ITS</b>					
<b>Complete Streets</b>					
<b>Bike Ped Safety Countermeasures</b>					
<b>Multimodal Improvements</b>	Sidewalk	<b>Innovation</b>	ITS Elements		
<b>Roadway Safety Improvements</b>	Dedicated Lanes at Intersections, Systemic Low-Cost Countermeasures at Intersections	<b>Resiliency</b>			
<b>Additional Application Notes:</b>					

## 2025 KIPDA Call For Projects Applications

<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>	
<b>Project Name:</b>	Ohio River Valley NE Bike/PD Improvements Phase I (Louisville Loop)			<b>Open to Public Date:</b>	2030
<b>Total Estimated Project Cost:</b>	<del>\$6,757,875</del> <b>\$7,557,875</b>	<b>Adhere's to Complete Streets Policy?</b>	Yes	<b>Located in Environmental Justice Area?</b>	No
<b>Willing to overmatch?</b>		<b>Included in completed planning study?</b>	Yes, 2017 Linking the Loop, Ohio River Valley NE Segment	<b>Adding Travel Lanes?</b>	No
<b>MTP Score:</b>	96	<b>Internal Project Sponsor Ranking:</b>	3 of 6	<b>Average Regional TTCC Working Group Ranking:</b>	5.33
<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>Proposed New Funding (red) &amp; Existing Funding (black):</b>	<p>FY 2026 Design (D) Phase with CMAQ-ST Funds:  \$240,000 (Federal) + \$60,000 (State/Local) = \$300,000 (Total)</p> <p>FY 2026 Right of Way (ROW) Phase with CMAQ-ST Funds:  \$10,000 (Federal) + \$2,500 (State/Local) = \$12,500 (Total)</p> <p><b>FY 2026 Construction (C) Phase with STBG-MPO Funds:</b>  <b>\$640,000 (Federal) + \$160,000 (State/Local) = \$800,000 (Total)</b></p> <p>FY 2027 Utilities (U) Phase with CMAQ-ST Funds:  \$10,000 (Federal) + \$2,500 (State/Local) = \$12,500 (Total)</p> <p>FY 2029 Construction (C) Phase with CMAQ-ST Funds:  \$850,955 (Federal) + \$212,739 (State/Local) = \$1,063,694 (Total)</p> <p>FY 2029 Construction (C) Phase with CRP-MPO Funds:  \$3,760,000 (Federal) + \$940,000 (State/Local) = \$4,700,000 (Total)</p>				



## 2025 KIPDA Call For Projects Applications

<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>	
<b>Project Name:</b>	Ohio River Valley NE Bike/PD Improvements Phase I (Louisville Loop)			<b>Open to Public Date:</b>	2030
<b>Equity</b>					
<b>Freight</b>					
<b>ITS</b>					
<b>Complete Streets</b>					
<b>Bike Ped Safety Countermeasures</b>					
<b>Multimodal Improvements</b>	Separated Bike Lane or Cycletrack, Shared-Use Path or Trail	<b>Innovation</b>			
<b>Roadway Safety Improvements</b>	Crosswalk Visibility Elements, Pedestrian Hybrid Beacon, Separated Bike Lanes, Walkways	<b>Resiliency</b>	Street Trees		
<b>Additional Application Notes:</b>	This is a CRP/CMAQ project requesting STBG-MPO funds to build a portion of the planned project in FY26--a parking lot that would connect to the future trailhead. Project received \$2,760,000 CRP dollars for FY29 construction via 2024 Call for Projects.				



## 2025 KIPDA Call For Projects Applications

<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2270	<b>State ID:</b>	5-3030.30
<b>County:</b>	Jefferson	<b>Parent ID:</b>	1856	<b>Group ID:</b>	
<b>Project Name:</b>	Northeast Louisville Loop MET Section 3			<b>Open to Public Date:</b>	2030
<b>Total Estimated Project Cost:</b>	\$4,920,500 <b>\$5,350,000</b>	<b>Adhere's to Complete Streets Policy?</b>	Yes	<b>Located in Environmental Justice Area?</b>	No
<b>Willing to overmatch?</b>		<b>Included in completed planning study?</b>	Yes, 2012 Northeast Segment of the Louisville Loop Master Plan	<b>Adding Travel Lanes?</b>	No
<b>MTP Score:</b>	94	<b>Internal Project Sponsor Ranking:</b>	4 of 6	<b>Average Regional TTCC Working Group Ranking:</b>	5.89
<b>Description:</b>	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.				
<b>Justification:</b>	To improve pedestrian and bicycling access.				
<b>Proposed New Funding (red) &amp; Existing Funding (black):</b>	FY 2026 Design (D) Phase with STBG-MPO Funds: \$445,000 (Federal) + \$111,250 (State/Local) = \$556,250 (Total)  FY 2026 Right of Way (ROW) Phase with STBG-MPO Funds: \$636,000 (Federal) + \$159,000 (State/Local) = \$795,000 (Total)  <b>FY 2027 Utilities (U) Phase with STBG-MPO Funds:</b> <b>\$20,000 (Federal) + \$5,000 (State/Local) = \$25,000 (Total)</b>  <b>FY 2029 Construction (C) Phase with STBG-MPO Funds:</b> <b>\$3,200,000 (Federal) + \$800,000 (State/Local) = \$4,000,000 (Total)</b>				



## 2025 KIPDA Call For Projects Applications

<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2270	<b>State ID:</b>	5-3030.30
<b>County:</b>	Jefferson	<b>Parent ID:</b>	1856	<b>Group ID:</b>	
<b>Project Name:</b>	Northeast Louisville Loop MET Section 3			<b>Open to Public Date:</b>	2030
<b>Equity</b>					
<b>Freight</b>					
<b>ITS</b>					
<b>Complete Streets</b>	Bike/pedestrian improvements				
<b>Bike Ped Safety Countermeasures</b>					
<b>Multimodal Improvements</b>	Separated Bike Lane or Cycletrack, Shared-Use Path or Trail	<b>Innovation</b>			
<b>Roadway Safety Improvements</b>	Separated Bike Lanes, Walkways	<b>Resiliency</b>	Street Trees		
<b>Additional Application Notes:</b>					

## 2025 KIPDA Call For Projects Applications

<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2627	<b>State ID:</b>	5-506.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	1273	<b>Group ID:</b>	
<b>Project Name:</b>	Olmsted Parkways Multi-Use Path System Section 6			<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$1,278,544 <b>\$7,548,544</b>	<b>Adhere's to Complete Streets Policy?</b>	Yes	<b>Located in Environmental Justice Area?</b>	No, but does connect to adjacent EJ areas
<b>Willing to overmatch?</b>		<b>Included in completed planning study?</b>		<b>Adding Travel Lanes?</b>	No
<b>MTP Score:</b>	124	<b>Internal Project Sponsor Ranking:</b>	5 of 6	<b>Average Regional TTCC Working Group Ranking:</b>	6.89
<b>Description:</b>	Construction of a 1.40 mile shared use path system along Southern Parkway between South 3rd Street and Woodlawn Avenue.				
<b>Justification:</b>	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
<b>Proposed New Funding (red) &amp; Existing Funding (black):</b>	FY 2023 Design (D) Phase with STBG-MPO Funds: \$532,435 (Federal) + \$133,109 (State/Local) = \$665,544 (Total)  FY 2025 Right of Way (ROW) Phase with STBG-MPO Funds: \$500,000 (Federal) + \$113,000 (State/Local) = \$613,000 (Total)  <b>FY 2027 Utilities (U) Phase with STBG-MPO Funds:</b> <b>\$515,200 (Federal) + \$128,800 (State/Local) = \$644,000 (Total)</b>				

## 2025 KIPDA Call For Projects Applications

<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2627	<b>State ID:</b>	5-506.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	1273	<b>Group ID:</b>	
<b>Project Name:</b>	Olmsted Parkways Multi-Use Path System Section 6			<b>Open to Public Date:</b>	2027
<b>Equity</b>					
<b>Freight</b>					
<b>ITS</b>					
<b>Complete Streets</b>					
<b>Bike Ped Safety Countermeasures</b>					
<b>Multimodal Improvements</b>	Shared-Use Path or Trail	<b>Innovation</b>			
<b>Roadway Safety Improvements</b>	Separated Bike Lanes, Walkways	<b>Resiliency</b>	Bioswales, Permeable Pavement, Rain Gardens, Street Trees		
<b>Additional Application Notes:</b>					

## 2025 KIPDA Call For Projects Applications

<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2628	<b>State ID:</b>	5-506.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	1273	<b>Group ID:</b>	
<b>Project Name:</b>	Olmsted Parkways Multi-Use Path System Section 7			<b>Open to Public Date:</b>	2027 <b>2028</b>
<b>Total Estimated Project Cost:</b>	\$1,113,244 <b>\$6,206,744</b>	<b>Adhere's to Complete Streets Policy?</b>	Yes	<b>Located in Environmental Justice Area?</b>	No, but does connect to adjacent EJ areas
<b>Willing to overmatch?</b>		<b>Included in completed planning study?</b>		<b>Adding Travel Lanes?</b>	No
<b>MTP Score:</b>	126	<b>Internal Project Sponsor Ranking:</b>	6 of 6	<b>Average Regional TTCC Working Group Ranking:</b>	7.56
<b>Description:</b>	Construction of a 1.10 mile shared use path system along Southern Parkway between Woodlawn Avenue and New Cut Road.				
<b>Justification:</b>	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
<b>Proposed New Funding (red) &amp; Existing Funding (black):</b>	FY 2023 Design (D) Phase with STBG-MPO Funds: \$416,195 (Federal) + \$104,049 (State/Local) = \$520,244 (Total)  FY 2025 Right of Way (ROW) Phase with STBG-MPO Funds: \$484,000 (Federal) + \$109,000 (State/Local) = \$593,000 (Total)  FY 2027 Utilities (U) Phase with STBG-MPO Funds: <b>\$145,200 (Federal) + \$36,300 (State/Local) = \$181,500 (Total)</b>				

## 2025 KIPDA Call For Projects Applications

<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2628	<b>State ID:</b>	5-506.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	1273	<b>Group ID:</b>	
<b>Project Name:</b>	Olmsted Parkways Multi-Use Path System Section 7			<b>Open to Public Date:</b>	2027 2028
<b>Equity</b>					
<b>Freight</b>					
<b>ITS</b>					
<b>Complete Streets</b>					
<b>Bike Ped Safety Countermeasures</b>					
<b>Multimodal Improvements</b>	Shared-Use Path or Trail	<b>Innovation</b>			
<b>Roadway Safety Improvements</b>	Separated Bike Lanes, Walkways	<b>Resiliency</b>	Bioswales, Permeable Pavement, Rain Gardens, Street Trees		
<b>Additional Application Notes:</b>					

## 2025 KIPDA Call For Projects Applications

<b>Project Sponsor:</b>	Middletown	<b>KIPDA ID:</b>	2320	<b>State ID:</b>	5-3214.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	329	<b>Group ID:</b>	
<b>Project Name:</b>	South Madison Avenue			<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$860,430	<b>Adhere's to Complete Streets Policy?</b>	Yes	<b>Located in Environmental Justice Area?</b>	No
<b>Willing to overmatch?</b>	Yes	<b>Included in completed planning study?</b>	No	<b>Adding Travel Lanes?</b>	No
<b>MTP Score:</b>	110	<b>Internal Project Sponsor Ranking:</b>	1 of 1	<b>Average Regional TTCC Working Group Ranking:</b>	5.11
<b>Description:</b>	The project involves constructing approximately 1,100 linear feet of ADA-compliant sidewalk along South Madison Avenue from Evergreen Road to Tucker Station Road in Middletown. Work includes excavation, curb and gutter, drainage improvements, driveway apron reconstruction, pedestrian ramps, retaining walls, and traffic control. The project improves pedestrian safety and accessibility along a key corridor connecting neighborhoods to schools and businesses.				
<b>Justification:</b>	This project addresses the lack of pedestrian infrastructure along South Madison Avenue, where no sidewalks currently exist. It will provide a safe, accessible route for residents walking to schools, parks, and businesses. The outcome will be improved pedestrian safety, reduced vehicle dependence, and better connectivity within the community.				
<b>Proposed New Funding (red) &amp; Existing Funding (black):</b>	FY 2016 Design (D) Phase with TA-MPO Funds: \$250,000 (Federal) + \$62,500 (State/Local) = \$312,500 (Total)  FY 2026 Construction (C) Phase with STBG-MPO Funds: \$438,344 (Federal) + \$109,587 (State/Local) = \$547,930 (Total)				

## 2025 KIPDA Call For Projects Applications

<b>Project Sponsor:</b>	Middletown	<b>KIPDA ID:</b>	2320	<b>State ID:</b>	5-3214.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	329	<b>Group ID:</b>	
<b>Project Name:</b>	South Madison Avenue			<b>Open to Public Date:</b>	2026
<b>Equity</b>	The project promotes equity by providing safe, accessible pedestrian infrastructure in an area with no existing sidewalks. It benefits vulnerable populations including children walking to Middletown Elementary, seniors, and residents without access to a vehicle. The project supports safe, non-motorized travel options and was developed in response to resident feedback shared at public meetings and through direct communication with city staff.				
<b>Freight</b>					
<b>ITS</b>					
<b>Complete Streets</b>	The project incorporates Complete Streets principles by adding ADA-compliant sidewalks, curb ramps, crosswalks, and visibility elements to safely accommodate pedestrians of all ages and abilities. The corridor connects residential areas to schools and local businesses, improving access for those who walk, use mobility aids, or rely on others for transportation. While the project does not include bike lanes or transit stops, the design is context-sensitive and prioritizes the most immediate safety and access needs for non-drivers in this area.				
<b>Bike Ped Safety Countermeasures</b>	Ped_crossing_islands,Walkways,Crosswalk_visibility_elements,Street_lighting				
<b>Multimodal Improvements</b>		<b>Innovation</b>			
<b>Roadway Safety Improvements</b>		<b>Resiliency</b>			
<b>Additional Application Notes:</b>	Project previously received design and right of way TA funds from KIPDA in 2017. Project now ready to move to construction.				



## 2025 KIPDA Call For Projects Applications

<b>Project Sponsor:</b>	City of Prospect	<b>KIPDA ID:</b>	New	<b>State ID:</b>	New
<b>County:</b>	Jefferson	<b>Parent ID:</b>		<b>Group ID:</b>	
<b>Project Name:</b>	US 42 Intersection Safety and Operations Study, from Bridgepoint Drive (MP 9.2) to Harrods Creek (MP 9.6), and from River Road (MP 10.6) to Hunting Creek Drive (MP 11.1)			<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$125,000	<b>Adhere's to Complete Streets Policy?</b>	Yes	<b>Located in Environmental Justice Area?</b>	No
<b>Willing to overmatch?</b>	Yes	<b>Included in completed planning study?</b>	No, but would be an expansion of 2022 US 42 Study	<b>Adding Travel Lanes?</b>	N/A
<b>MTP Score:</b>	N/A	<b>Internal Project Sponsor Ranking:</b>	1 of 1	<b>Average Regional TTCC Working Group Ranking:</b>	5.56
<b>Description:</b>	Study the intersection operations and analyze safety and operational improvement options for the following US 42 intersection within the City of Prospect: Bridgepointe Boulevard (MP 9.25), Marina Drive (MP 9.5), Greenmere Boulevard/Happy Hollow Drive (MP 10.78), Hunting Creek Drive/Southerland Farm Road (MP 10.9 to 11.1).				
<b>Justification:</b>	In 2022, the City of Prospect, in partnered with KYTC and KIPDA to complete the Prospect US 42 Transportation Planning Study, which recommended converting three major signalized intersections in downtown Prospect into modern roundabouts. KYTC is now advancing these recommendations as Project Item 5-972 (MP 9.628 to 10.548). As this long-anticipated project enters the Final Design phase, the City is seeking to proactively assess the intersections both north and south of the 5-972 corridor. The goal is to ensure that the benefits of the downtown improvements extend throughout the broader US 42 corridor in Prospect. This proposed follow-up study would evaluate how these surrounding intersections can be optimized in light of the upcoming roundabouts—providing a comprehensive and cohesive strategy for improving mobility and safety along the entire corridor for all users.				
<b>Proposed New Funding (red) &amp; Existing Funding (black):</b>	FY 2026 Planning (P) Phase with STBG-MPO Funds: \$100,000 (Federal) + \$25,000 (State/Local) = \$125,000 (Total)				

## 2025 KIPDA Call For Projects Applications

<b>Project Sponsor:</b>	City of Prospect	<b>KIPDA ID:</b>	New	<b>State ID:</b>	New
<b>County:</b>	Jefferson	<b>Parent ID:</b>		<b>Group ID:</b>	
<b>Project Name:</b>	US 42 Intersection Safety and Operations Study, from Bridgepoint Drive (MP 9.2) to Harrods Creek (MP 9.6), and from River Road (MP 10.6) to Hunting Creek Drive (MP 11.1)			<b>Open to Public Date:</b>	2026
<b>Equity</b>	As part of the Planning Study process, considerations of equity in terms of public involvement, Title VI compliance, and potential impacts from alternatives would be addressed.				
<b>Freight</b>	US 42 is part of the Kentucky Highway Freight Network, in Tier 3, meaning it is a statewide, regionally significant freight route. This Intersection Safety Study would seek out options to benefit freight traffic by improving intersection operations.				
<b>ITS</b>	This Planning Study would consider ITS elements to help make intersections operate safer and more efficient. Potential options include variable message boards, advanced warning lighting, speed detection, and pedestrian identification at night to initiate lighting or signs.				
<b>Complete Streets</b>	This Planning Study would consider complete street elements per KIPDA and KYTC Complete Street Policies. During the planning process those policies, as well as past planning studies addressing multi-modal projects—the 2017 ORVINE Plan (Louisville Loop) and the 2010 Prospect Mobility Study—would be taken into consideration. Specifically, CS elements would be considered during the development of purpose and need statements, assessment of existing conditions, and development of alternatives concepts.				
<b>Bike Ped Safety Countermeasures</b>					
<b>Multimodal Improvements</b>		<b>Innovation</b>	ITS elements		
<b>Roadway Safety Improvements</b>	Dedicated lanes at intersections; Reduced Left-turn Conflict Intersections; Roundabouts; Systemic, Low-cost Countermeasures at Intersections; Median & Pedestrian Crossing Islands; Crosswalk Visibility Elements; Street Lighting	<b>Resiliency</b>			
<b>Additional Application Notes:</b>					