



**K I P D A**

Kentuckiana Regional Planning  
& Development Agency

**February 11, 2026**

**Administrative Modification 9**  
to the  
Fiscal Year 2025 - 2028  
Transportation Improvement Program (TIP)

**Administrative Modification 31**  
to  
Connecting Kentuckiana 2050  
Metropolitan Transportation Plan (MTP)

Please note - Administrative Modifications 9 and 31 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.



<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new Safety Group Project				
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	<b>NEW</b>	<b>State ID:</b>	2200005
<b>County:</b>	Clark, Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2680
<b>Project Name:</b>	Signing Project (New/Modernized) Statewide	<b>Funding Source:</b>	Highway Safety Improvement Program - State	<b>Open to Public (OTP) Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$1,569,361		<b>Total Cost Programmed in TIP to date:</b>	\$1,569,361	
<b>Description:</b>	This is a statewide signing modernization project in various locations throughout the state, including Clark and Floyd counties.				
<b>Justification:</b>	Installation of modern traffic signing in various locations statewide				
<b>FY 25-28 TIP Funding:</b>	FY 2027 Construction (CN) with HSIP-MPO funds: \$1,255,489 (Federal) + \$313,873 (Other) = \$1,569,362 (Total)				

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Add Design funding phase				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	188	<b>State ID:</b>	5-353.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	English Station Road	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG-MPO)	<b>Open to Public (OTP) Date:</b>	2028
<b>Total Estimated Project Cost:</b>	<del>\$23,176,300</del> <b>\$23,496,300</b>		<b>Total Cost Programmed in TIP to date:</b>	<del>\$23,176,300</del> <b>\$23,496,300</b>	
<b>Description:</b>	Widen English Station Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Aiken Road to Avoca Road. The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. From MP 0.457 to MP 1.232.				
<b>Justification:</b>	The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. Due to the two lane configuration and the numerous developments and entrances along the roadway, traffic operations are adversely impacted by vehicles making left turns along this congested corridor. Sight distance in the sag near Chenoweth Run and the crest near the railroad at the northern terminal of the project do not meet the 35 mph design speed criteria. The corridor is a high accident area. The existing roadway surface shows excessive wear with several sections having significant base failures that are not remedied by typical pavement resurfacing. The corridor is heavily traveled by trucks accessing a nearby rock quarry on Old Henry Road and school buses going to the Jefferson Public Schools maintenance facility on East Aiken. Several of the entrances have rutting on the shoulders with drop offs resulting from turning radii not adequate for truck turning movements. Rail crossing is substandard. There are gaps in the bike and pedestrian network. CHAF ID - IP20170032				
<b>FY 25-28 TIP Funding:</b>	<p><b>FY 2026 Design (D) phase with STBG-MPO funds:</b>  <b>\$256,000 (Federal) + \$64,000 (Other) = \$320,000 (Total)</b></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>				

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Add Design and Utilities funding phases				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	1879	<b>State ID:</b>	5-481.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 864	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG-MPO)	<b>Open to Public (OTP) Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$30,600,000 <b>\$31,162,500</b>		<b>Total Cost Programmed in TIP to date:</b>	\$30,600,000 <b>\$31,162,500</b>	
<b>Description:</b>	KY 864 - Widen Beulah Church Road from 2 to 3 lanes from I-265 to Cedar Creek Road. Project length 1.627 miles. CHAF IP20080206.				
<b>Justification:</b>	<p>Improve the access, safety and mobility of Beulah Church Road south of the Gene Snyder Freeway. The Beulah Church Road (KY 864) corridor is a rapidly developing section of Louisville with increasing traffic demand. KY 864 is classified as an urban collector and has many access points. It carries traffic from growing residential suburbs to the Gene Snyder Freeway (I-265) with growth expected to continue. According to the 'Traffic Forecast Report, Jefferson County, Widen KY 864, Item No. 5-481.00', which was published January 25, 2013, the 2012 Average Daily Traffic (ADT) Count was 7,600 vehicles per day (vpd), and the projected 2035 ADT is 9,600 vpd. Additionally, the Cooper Chapel Road extension (5-404.01) to Bardstown Road (US 31E) which is currently under design, is anticipated to bring additional traffic to the route once constructed. Safety is also a primary concern within the project corridor. Between January 2010 and February 2015, there have been 27 collisions in the project corridor, 19 with property damage, and 8 collisions with 11 with injuries.</p>				
<b>FY 25-28 TIP Funding:</b>	<p><b>FY 2026 Design (D) phase with STBG-MPO funds:</b>  <b>\$250,000 (Federal) + \$62,500 (Other) = \$312,500 (Total)</b></p> <p><b>FY 2026 Utilities (U) phase with STBG-MPO funds:</b>  <b>\$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</b></p> <p><b>FY 2026 Construction (C) phase with STBG-MPO funds:</b>  <b>\$17,288,000 (Federal) + \$4,322,000 (Other) = \$21,610,000 (Total)</b></p>				

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Add Design funding phase				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	230	<b>State ID:</b>	5-972.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	US 42	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG-MPO)	<b>Open to Public (OTP) Date:</b>	2030
<b>Total Estimated Project Cost:</b>	\$12,100,000 <b>\$12,260,000</b>		<b>Total Cost Programmed in TIP to date:</b>	\$12,100,000 <b>\$12,260,000</b>	
<b>Description:</b>	US 42 safety improvements from Harrods Creek Bridge to River Road (10CCR). CHAF IP20150155.				
<b>Justification:</b>	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.				
<b>FY 25-28 TIP Funding:</b>	<p><b>FY 2026 Design (D) with STBG-MPO funds:</b>  <b>\$128,000 (Federal) + \$32,000 (Other) = \$160,000 (Total)</b></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>				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update funding, relace project. See NEW "Dixie Highway Bus Stop Improvements" project				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	2478	<b>ALI:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2683
<b>Project Name:</b>	Park Place Mall Transit Node	<b>Funding Source:</b>	TAP-Urban	<b>Open to Public (OTP) Date:</b>	2020
<b>Total Estimated Project Cost:</b>	\$209,000		<b>Total Cost Programmed in TIP to date:</b>	\$209,000 \$0	
<b>Description:</b>	Construction of a transit node at the bus stop at Park Place Mall on Dixie Highway and improve access to transit for pedestrians and bicyclists. Amenities in the pedestrian plaza that connects the planned Dixie Highway BRT station to the Park Place Mall transit node will include picnic tables with seating, bicycle storage lockers, a kiosk with a canopy for additional shelter, solar lighting, and landscaping.				
<b>Justification:</b>	Park Place Mall is a critical location for current and future transit service, and pedestrian improvements are needed to ensure the accessibility of the site for pedestrians, bicyclists, and transit riders. Routes 18 and 50X currently serve the transit node. The Riverport Circulator will begin service to the site in fall 2017 and the Dixie Highway BRT will begin service in the following year.				
<b>FY 25-28 TIP Funding:</b>	*FY 2018 Transit Capital phase with Local funds: \$0 (Federal) + \$55,000 (Other) = \$55,000 (Total)  *FY 2018 Transit Capital phase with TAP-U funds: \$123,200 (Federal) + \$30,800 (Other) = \$154,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					
<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new group project				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	NEW	<b>ALI:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2683
<b>Project Name:</b>	Dixie Highway Bus Stop Improvements	<b>Funding Source:</b>	TA-MPO	<b>Open to Public (OTP) Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$154,000		<b>Total Cost Programmed in TIP to date:</b>	\$154,000	
<b>Description:</b>	Construction of boarding pads, sidewalk connections, and amenities at new bus stops along Dixie Highway in the vicinity of Park Place Mall to improve access to transit.				
<b>Justification:</b>	Pedestrian improvements are needed to ensure accessibility for pedestrians, bicyclists, and transit riders. When the New TARC Network is implemented on August 2, 2026, this portion of Dixie Highway will be served exclusively by route 10.				
<b>FY 25-28 TIP Funding:</b>	**FY 2026 Transit Capital phase with TA-MPO funds: \$123,200 (Federal) + \$30,800 (Other) = \$154,000 (Total)				
**Previously flexed, unused TAP-U funds apportioned in FY18 (see KIPDA ID 2478), re-programmed as TA-MPO in FY26 to NEW replacement project					