

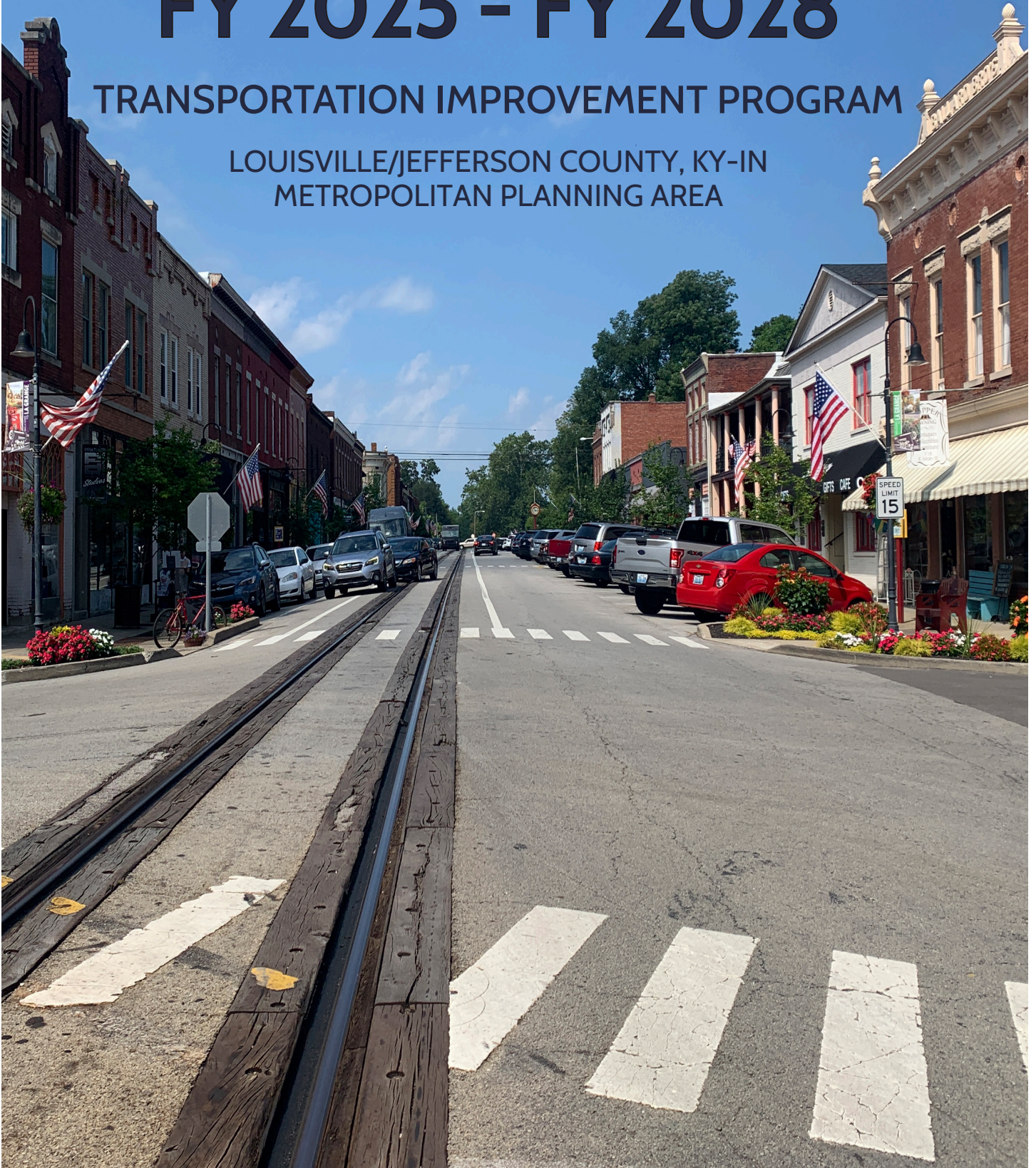


Kentuckiana
Regional Planning &
Development Agency

FY 2025 - FY 2028

TRANSPORTATION IMPROVEMENT PROGRAM

LOUISVILLE/JEFFERSON COUNTY, KY-IN
METROPOLITAN PLANNING AREA



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The Kentuckiana Regional Planning & Development Agency

includes the federally designated Louisville Metropolitan Planning Organization covering a five-county region in two states: Clark and Floyd counties in Indiana; and Bullitt, Jefferson, and Oldham counties in Kentucky. Also includes four square miles in Shelby County, Kentucky.

FUNDING DISCLAIMER | KIPDA is funded through a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Indiana Department of Transportation, the Kentucky Transportation Cabinet, the Transit Authority of River City, and the local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

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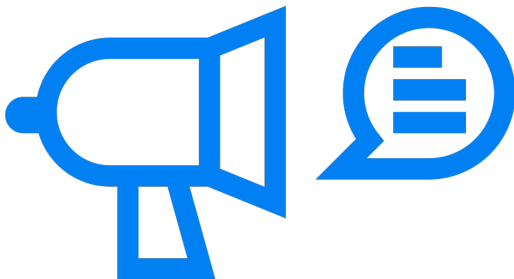
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TO VIEW THE CHARTS IN A LARGER FORMAT, USE THE ZOOM FEATURE OF THE PDF

01

INTRODUCTION

In this chapter:

- Overview

OVERVIEW

The Kentuckiana Regional Planning and Development Agency's (KIPDA) Transportation Policy Committee (TPC) is designated by the governors of the State of Indiana and the Commonwealth of Kentucky under state and federal laws as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA) encompassing Clark and Floyd counties in Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County in Kentucky. A map of the MPA can be found in Figure 1.

On November 15, 2021, President Biden signed the federal transportation authorization, Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58), into law. This legislation provides federal funding for surface transportation infrastructure planning and investment through Fiscal Year 2026. At the time of this writing, there is no federal transportation infrastructure bill beyond 2026 signed into law. All MPOs are required by the IIJA to develop a fiscally constrained Transportation Improvement Program (TIP) and to update it at least every four years.

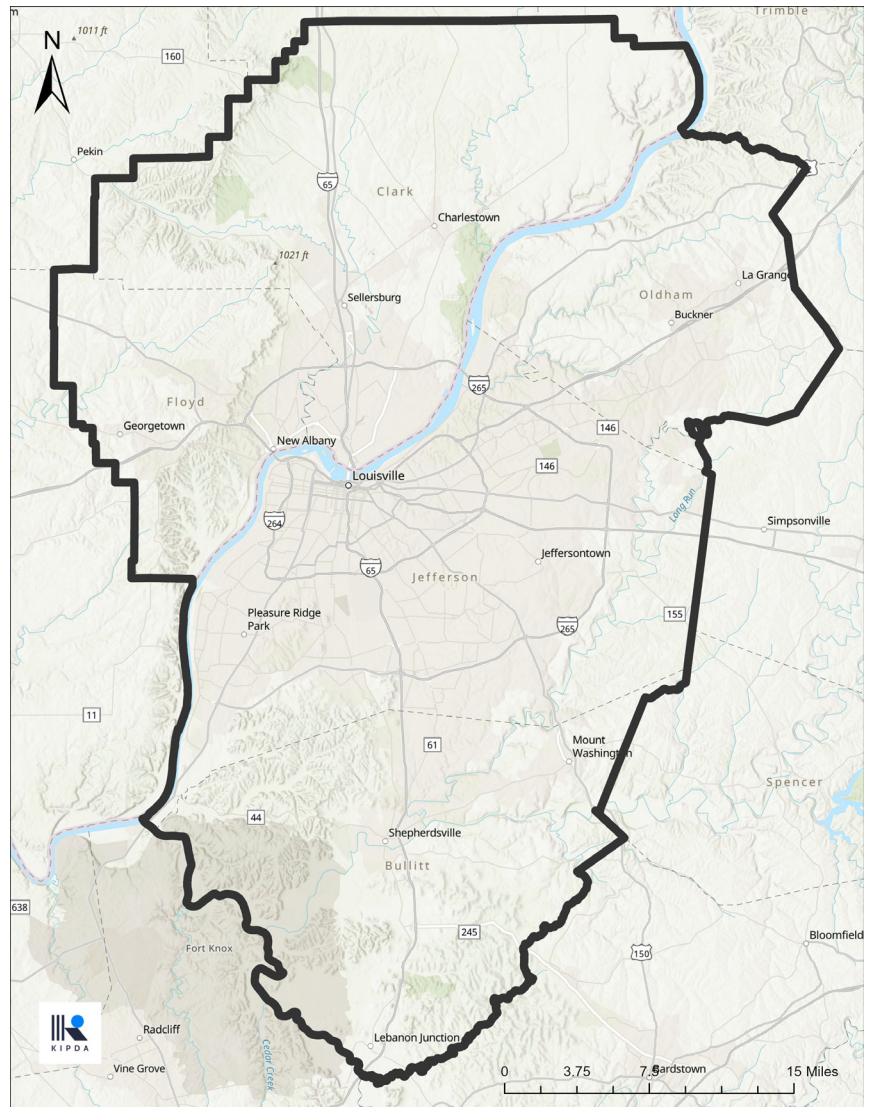
The TIP is a short-range, multi-year program of transportation projects approved for funding with federal, state, and local funds within the KIPDA region. The primary purpose of the TIP is to provide the mechanism for scheduling federal funds for surface transportation projects, indicating regional priorities, and demonstrating a short-range transportation vision for the area. Every federally funded transportation project and any state or locally funded project considered regionally significant must be included in the TIP. A secondary purpose of the TIP is to provide the public with information about these projects. This document includes a listing of all projects with planned funding between fiscal year 2025 to 2028.

The TIP is considered a subset of the Louisville/Jefferson County KY-IN Metropolitan Transportation Plan (MTP), known as *Connecting Kentuckiana 2050*. KIPDA staff must ensure the TIP is consistent with the MTP. Like the MTP, all projects included in the TIP must conform to the air quality-related State Implementation Plans (SIP) of Indiana and Kentucky. All projects and project updates to the TIP must also be included in the Statewide Transportation Improvement Programs (STIP) for the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC).

Projects that are programmed in the TIP are typically selected by one of four agencies: INDOT, KYTC, KIPDA or the Transit Authority of River City (TARC). The two state transportation agencies, INDOT and KYTC, both have the responsibility to award the majority of federal transportation funds that are appropriated through the Federal Highway Administration (FHWA). While some projects originate from the respective state's asset management plans, both INDOT and KYTC make a variety of programmatic funds available annually for competitive calls for projects. KIPDA staff members coordinate with INDOT and KYTC staff to ensure that all necessary projects are included in KIPDA's TIP.

The TPC has the responsibility to award federal transportation funds for several dedicated funding programs. At the present time, KIPDA receives an annual allocation of dedicated funds for six programs in Indiana: Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP),

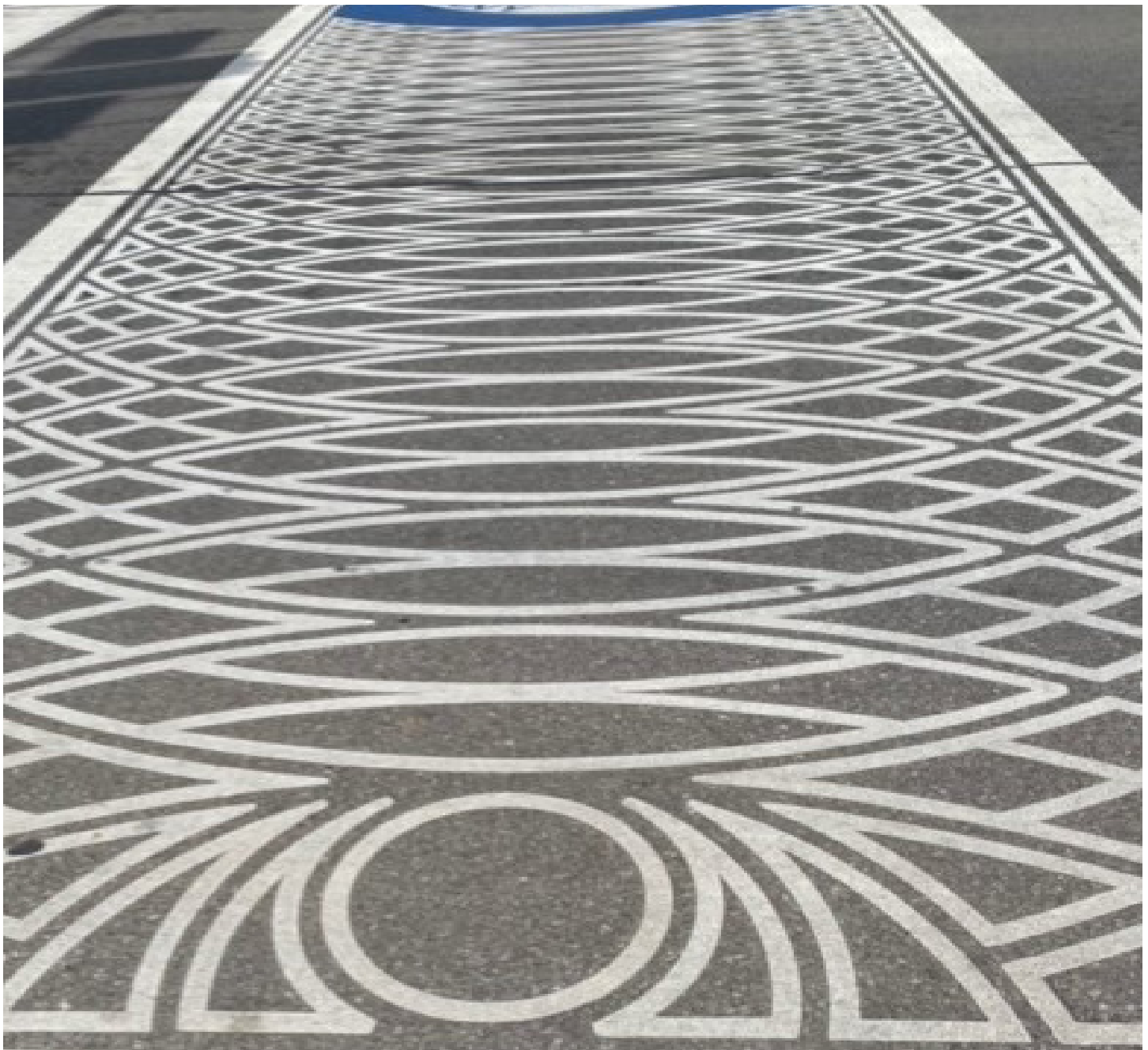
FIGURE 1: METROPOLITAN PLANNING AREA



Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program, Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA). In Kentucky, KIPDA only receives an annual allocation of dedicated funds for three programs: CRP, STBG, and TA.

KIPDA's [Project Management Guidebook \(PMG\)](#) provides specific details on how these MPO-dedicated funds are awarded and managed in our region. There are eligibility requirements for the MPO-dedicated funded projects that KIPDA staff ensure are followed. In most situations, a Transportation Technical Coordinating Committee (TTCC) Project Working Group will make recommendations for KIPDA's MPO-dedicated funds based on a variety of factors, most notably the Local Public Agency's (LPA) history of project advancement, MTP project score, and potential contribution toward achieving the MPO performance targets. Recommendations from the Project Working Group must then be supported by the TTCC and approved by the TPC.

As the designated recipient of Federal Transit Administration (FTA) funds in the KIPDA region, the TARC has the responsibility to determine how to use the formula program funds that are allocated by FTA. Each year, TARC receives funds through both the Urbanized Area Formula Program (Section 5307) as well as the Grants for Bus and Bus Facilities Formula Program (Section 5339). Additionally, TARC manages the competitive selection process for the region's Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program. These programs are explained further in the funding section.



02

TIP PROCESSES

In this chapter:

- Development of a New TIP
- Changes to the TIP
- Group Projects Policy
- Project Families

DEVELOPMENT OF A NEW TIP

Every two years, KIPDA staff collaborate with partner agencies to create a new TIP, which must receive approval from the TPC. For the development of the FY 2025 – FY 2028 TIP, KIPDA coordinated with all eligible project sponsors in the region to ensure they understood how programming decisions would be made. The TIP is a subset of the *Metropolitan Transportation Plan (MTP)*. The development of the FY 2025 – FY 2028 TIP is consistent with the previous TIP, which was developed in conjunction with *Connecting Kentuckiana 2050*. KIPDA staff ensured that the schedule of TIP development activities was communicated clearly and early to the public, project sponsors, and committee members through committee meeting presentations and notifications of project update deadlines.

Projects that receive MPO-dedicated funds, as well as projects that were awarded funding by INDOT, KYTC, and TARC were compiled into a comprehensive list and included in the FY 2025 – FY 2028 TIP. The project list, along with the TIP narrative, performance-based planning documentation, and additional financial information were presented to TTCC for recommendation, followed by TPC for approval.

It is essential to recognize that all projects previously programmed in the FY 2023 – FY 2026 TIP were legaced in, including those with MPO-dedicated funds, thereby honoring prior financial commitments. The Project Working Group was utilized to make funding recommendations to the committees for any FY 2025 – FY 2028 MPO-dedicated funds available for award. The Project Working Group recommendations were then taken to KIPDA's committees for a recommendation by TTCC, followed by TPC approval.

After TPC approval, the FY 2025 – FY 2028 TIP was submitted to the Environmental Protection Agency (EPA), FHWA, FTA for federal review and approval of the document. Subsequently, KIPDA will send the new TIP to INDOT and KYTC for incorporation in each state's respective State Transportation Improvement Program (STIP).

CHANGES TO THE TIP

Due to the dynamic nature of transportation projects, as they move through the implementation process, the TIP must be modified on a regular basis. There are two different processes that KIPDA follows when modifying the TIP.

KIPDA will make every effort to update the TIP with changes to new and existing projects as timely as possible within current policy guidelines and project update schedules.

The amendment process is typically used when making major project changes, while other, minor project changes may follow the expedited administrative modification process. More detailed information about the two different processes is provided in the next few pages.

Amendments

The process of amending the TIP is much more onerous and time-consuming than the administrative modification process. There are three primary reasons for this: the first is that changes deemed regionally significant must be presented to the public, along with an opportunity for them to provide comments. Additionally, these regionally significant changes must be presented to and formally approved by the TPC. Finally, any project that affects air quality (i.e. non-exempt), such as widening or reconfiguring a surface street or interstate, must be analyzed further to ensure conformity with the national air quality standards set by the EPA.

More specifically, the amendment process applies to projects that meet any of the following conditions:

- Adding or removing a federally funded project or project phase(s) that is regionally significant and is not eligible for an administrative modification
- Substantive change in the design concept or scope of the project
- Change in project costs that triggers a new fiscal constraint determination
- Change to a project that affects air quality conformity determination. This can include changes to the open to public date that will lead to modeling year analysis updates.

See the figure below for more information about the steps involved in the TIP amendment process.

FIGURE 2: TIP AMENDMENT PROCESS

TASK	TIME FRAME
Sponsors submit project changes	5-15 Days
Staff reviews proposed changes	15-30 Days
Air quality analysis (If needed)	30-45 Days
Public review and comment period	15 Days
Consideration and approval by KIPDA committees	15 Days

Annually, KIPDA processes between one (1) to four (4) TIP amendments per year. KIPDA staff are in continual coordination with sponsors about their project needs and potential updates that are required to be included in the TIP.

Administrative Modifications

It is possible to process an administrative modification to the TIP for eligible, minor changes. KIPDA staff must present administrative modifications to the TPC for informational purposes. However, they do not need approval by KIPDA's committees, nor are they required to be presented to the public.

The following project changes may be made through administrative modification:

- Correcting obvious minor data entry errors
- Splitting or combining projects without modifying the original project intent
- Changing or clarifying elements of a project description without modifying the original project intent
- Moving a project from one funding category to another
- Shifting the schedule of a project or phase within the years covered by the TIP as long as there is no impact on fiscal constraint
- Adding Planning, Design (D), Preliminary Engineering (PE), Right-of-Way (R), or Utilities (U) phases to a construction project that is already in the TIP/STIP
- Moving any identified project phase programmed for a previous year into a new TIP (rollover provision)

In addition to minor project changes, new projects may be added to the TIP if they qualify through KIPDA's [Group Projects Policy](#). Eligible projects must meet a number of criteria including whether the project is exempt from air quality conformity. More information about the policy is provided in the next section.

Two new scenarios for making project updates through administrative modification have been added to KIPDA's policies since the adoption of the previous TIP. In the past, no changes to the MTP were permitted. The new policy updates (shown below) have been approved by the TPC and allow for limited, specific types of updates to the MTP.

- Existing projects that are shown in both the TIP and MTP where the total cost programmed in the TIP to date has exceeded the total estimated project cost in the MTP may now be updated
- Small-scale, exempt, MTP-only projects are eligible to remain in the MTP and enter the TIP when funding becomes available if they would otherwise satisfy a group project category requirement

These policy updates were deemed beneficial for differing reasons. The first one is for improved internal record-keeping and alignment of the TIP and MTP project cost information. The second policy update supports the KIPDA initiative to encourage sponsors to add tentative, small-scale projects into the MTP as applicable. Group projects are eligible to expedite additions to the TIP through administrative modification and these types of MTP-only. It is

important to note that these MTP-only projects have already undergone the scrutiny of the amendment process when they were submitted to enter the MTP.

Typically, KIPDA will create one administrative modification per month. The administrative modifications are presented to the TPC at the next scheduled meeting. If an update is not submitted in time, KIPDA will process the project change at the next available opportunity.

GROUP PROJECT POLICY

The group project concept serves as a means to more efficiently advance projects through the transportation planning process. It is also a way to recognize the collective contributions of relatively small-scale transportation projects to the region's transportation system.

Group projects are assigned a unique KIPDA Project ID as well as a Group Project ID designating the eligible group category. There are 8 categorical Group IDs shown below with a distinct ID per state.

All group projects must continue to meet the category requirements for the life of the project. The total estimated project cost thresholds are carefully considered when determining eligibility. If an existing group project later exceeds the respective threshold of the assigned group category, it will need to be processed through an amendment and

GROUP PROJECT CATEGORIES & IDS	
Air Quality Improvements (Indiana ID: 2672/ Kentucky ID: 2671)	Bicycle and Pedestrian Improvements (Indiana ID: 2674 / Kentucky ID: 2673)
Roadway and Bridge Preservation and Rehabilitation (Indiana ID: 2676 / Kentucky ID: 2675)	Roadway Operational Improvements (Indiana ID: 2678 / Kentucky ID: 2677)
Safety Improvements (Indiana ID: 2680 / Kentucky ID: 2679)	Transit Improvements (Indiana ID: 2682 / Kentucky ID: 2681)
Transportation Enhancements (Indiana ID: 2684 / Kentucky ID: 2683)	Transportation Studies (Indiana ID: 2686/ Kentucky ID: 2685)

remain in the TIP with the removal of the Group ID and added as an individual project to MTP.

KIPDA staff use their discretion to add projects to the group categories. All group projects must meet the group project policy requirements; however, all projects that meet the requirements are not necessarily added to the group categories. The policy is optional. All projects have the potential to enter TIP and MTP as individual projects through the amendment process as well.

MTP

Group projects are referenced collectively in the MTP by listing each of the 8 group project categories to provide financial accountability for relatively small-scale projects and studies. The group project categories in the MTP are considered financial placeholders. The total estimated expenditures of each category are detailed in the [MTP](#) on pages 145-148. As a reminder, the TIP is a subset of the MTP.

All group project categories are based on mode or purpose and are not subject to subdivision based on local jurisdiction or project sponsor. Within each state, group categories are available for all jurisdictions and sponsors. Without exception, the group project eligibility requirements and policies are the same in both the MTP and TIP.

TIP

With appropriate demonstration of fiscal constraint, group project categories are eligible for inclusion in the TIP. Group project categories allow for an administrative modification of the TIP to include eligible new projects. Individual group projects with programmed federal funds are directly listed in the TIP and include a group project category ID. The group IDs displayed in the TIP refer to the categories detailed in the MTP.

For a project to be considered for administrative modification based on a group category, the following are required:

- The proposed project or program meets the eligibility requirement of a group project category
- The proposed project or program meets the guidelines and standards for being added to the TIP

Performance Management Plan

The anticipated performance-based contributions of projects and programs that meet the eligibility requirements of a group project category are accounted for in the KIPDA [Performance Management Plan](#).

Group Project Categories

The anticipated performance-based contributions of each prospective group project must meet the eligibility requirements of one of the following categories.

Air Quality Improvements

Projects and programs in the Air Quality Improvements Group are intended to provide for a healthier region by reducing mobile source air pollutants.

Examples of Air Quality Improvements include, but are not limited to:

- Ridesharing and vanpooling
- Park and ride facilities
- Traffic flow improvement programs that demonstrate emissions reductions
- Programs for improved public transit
- Bicycle and pedestrian improvements (not including the rehabilitation of existing facilities)
- Employer-based transportation management plans, including incentives

For projects and programs to be considered for the Air Quality Improvements Group, the projects and programs:

- Must contribute to improving air quality and meet any of the project and program criteria as defined in Section 108(f) of the Clean Air Act of 1990
- Must contribute to meeting KIPDA Performance Targets
- May not have a total project cost over \$1,000,000
- May not be considered regionally significant as defined in 23 CFR 450.104
- May contribute to a reduction in vehicle miles traveled
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127

Bicycle and Pedestrian Improvements

Projects and programs in the Bicycle and Pedestrian Improvements Group are intended to enhance connectivity for functional trips undertaken by cyclists and pedestrians.



Examples of Bicycle and Pedestrian Improvements include, but are not limited to:

- Sidewalks
- Bicycle lanes
- Shared use paths
- Crosswalks and cross-signals
- Pedestrian islands
- Rehabilitation of existing pedestrian and bicycle facilities
- Curb ramps
- Signage

For projects and programs to be considered for the Bicycle and Pedestrian Improvements Group, the projects and programs:

- Must improve modal connectivity for cyclists and pedestrians completing functional trips
- May not have a total project cost over \$1,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127
- Must meet ADA accessibility requirements as defined by 28 CFR 35.151
- Are encouraged to:
 - Support the KIPDA Bicycle and Pedestrian planning process
 - Improve bicycle and pedestrian connectivity with transit
 - Reduce automotive trips, trip length, and mobile source emissions
 - Rehabilitate existing bicycle and pedestrian facilities that have deteriorated
 - Assist with meeting ADA requirements

Roadway and Bridge Preservation and Rehabilitation

Projects in the Roadway and Bridge Preservation and Rehabilitation Group are intended to protect and maintain the transportation infrastructure efficiently.

Examples of Roadway and Bridge Rehabilitation include, but are not limited to:

- Pavement resurfacing
- Roadway and bridge rehabilitation
- Preventative maintenance
- Bridge replacement
- Bridge painting
- Bridge inspection

For projects to be considered for the Roadway and Bridge Preservation and Rehabilitation Group, the projects:

- Must preserve the existing roadways and/or bridges, retard their future deterioration, and/ or contribute to a safer traveling experience
- May not have a total project cost over \$15,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127

Roadway Operational Improvements

Projects and programs in the Roadway Operational Improvements Group are generally considered low-cost traffic improvements that do not add either capacity for single-occupant vehicles or additional roadway miles.

Examples of Roadway Operational Improvements include, but are not limited to:

- Signal timing optimization
- Turning lanes
- Pavement striping
- Lane assignment changes
- Signage and lighting

For projects and programs to be considered for the Roadway Operational Improvements Group, the projects and programs:

- Must improve the flow of traffic
- May not have a total project cost over \$1,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127

Safety Improvements

Projects and programs in the Safety Improvements Group are intended to reduce crashes on all public roadways and transit.

Examples of Safety Improvements include, but are not limited to:

- Guardrails
- Signage
- Lighting improvements
- Pedestrian crosswalks and crossing signals
- Intersection improvements
- Access to transit stops
- Transit boarding and lighting
- Education and awareness programs
- Railroad / Roadway Crossing Improvements

For projects and programs to be considered for the Safety Improvements Group, the projects and programs:

- Must contribute to reducing crashes, including those that involve bicyclists or pedestrians; or enhance public transportation safety
- May not have a total project cost over \$2,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127
- Are encouraged to:
 - Address safety concerns found at the KIPDA High Crash Locations
 - Consider the FHWA Proven Safety Countermeasures
 - Consider HSIP Eligible projects criteria as defined in 23 USC 148(a)(4)(B)
 - Support the National Public Transportation Safety Plan
 - Support the Public Transportation Agency Safety Plan as defined in 49 CFR Part 673

Transit Improvements

Projects and programs in the Transit Improvements Group are intended to enhance the operation of public transit and to contribute to maintaining, and when possible, increasing its utilization.

Examples of Transit Improvements include, but are not limited to:

- Bus stop improvements
- On-board transit amenities
- Facility improvements
- Bicycle and pedestrian facilities that improve non-motorized access to transit
- Park-and-ride facilities
- Transit education and awareness programs
- Rolling stock purchases, updates, and modifications

For projects and programs to be considered for the Transit Improvements Group, the projects and programs:

- Must contribute to enhancing the operation of public transit and contribute to maintaining, and when possible, increasing its utilization
- May not have a total project cost over \$1,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127

Transportation Enhancements

Projects and programs in the Transportation Enhancement Group are intended to provide for transportation-related environmental mitigation and beautification to the transportation system.

Examples of Transportation Enhancements include, but are not limited to:

- Streetscapes
- Landscaping
- Stormwater management
- Pedestrian and cyclist amenities such as benches and bicycle racks
- Inventory control or removal of outdoor advertising
- Preservation and rehabilitation of historic transportation facilities

For projects and programs to be considered for the Transportation Enhancements Group, the projects and programs:

- Must contribute to enhancing the transportation system
- May not have a total project cost over \$1,000,000
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127



Transportation Studies

The Transportation Studies Group is intended to facilitate research, review, and consideration of solutions to various transportation issues and enhancements.

Examples of Transportation Studies include, but are not limited to:

- Corridor studies
- Transit studies
- Bicycle facilities studies
- Pedestrian facilities studies
- Anticipated demographic changes and Transportation Demand Management

For studies to be considered for the Transportation Studies Group, the studies:

- Must contribute to a more informed decision-making process, as well as a more efficient and expeditious project and program development and advancement,
- May not have a total project cost over \$1,000,000
- Must demonstrate consideration of contributing to achieving KIPDA Performance Targets
- When applicable, are encouraged to:
 - Include consideration of various modal opportunities
 - Include consideration of TSMO strategies (including ITS and TDM)
 - Include a well-rounded community engagement process, including early and continuous involvement
 - Include consideration of KIPDA's Congestion Management Process

PROJECT FAMILIES

Occasionally it makes sense for a sponsor to develop project families. This might occur when projects first enter the MTP or TIP, or existing projects might be re-structured administratively to reflect a parent-child relationship. Family structured projects are different from group projects because there are no total cost thresholds or associated group categories and updates are processed like individual or stand-alone projects.

Parent Projects

The parent project is meant to represent the complete family of projects. Typically, the parent project is listed only in the MTP, and the TIP funding is programmed to the respective child project (not listed in the MTP). When a parent project is made from an existing project with previously obligated funding, that funding stays with the parent project ID, and all new funding is programmed in the TIP to the respective child project ID.

The total estimated project cost shown with the parent project in the MTP should be the sum of all anticipated child project total estimated project costs. Any required air-quality conformity analysis (described in more detail in Chapter 08) must account for the entire project family, thus the parent project description and project limits displayed on the MTP map should refer to the overall project.

Child Projects

Child projects are sections of a parent project and are listed in the TIP with an individual project ID as well as the respective parent ID. Child projects are only listed in the TIP to avoid duplicating the costs already accounted for in the MTP with the parent listing. Aside from referencing the parent ID, a child project listing is limited to the details relevant only to the specific project section represented by the child project ID. This includes the total estimated project cost, the total cost programmed in the TIP to date, the project description, and the project limits displayed on the TIP map.



03

FUNDING

In this chapter:

- Roadway
- Financial Plans
- Operations and Maintenance
- Public Transportation

The IIJA furthers the commitment to funding programs for highways, transit, bicycle, and pedestrian programs that were established in previous transportation acts. The IIJA creates a streamlined, performance-based program and provides the funds necessary to maintain and improve our nation's transportation infrastructure.

ROADWAY

The following programs primarily focus on strengthening America's highways, establishing a performance-based program, creating jobs, supporting economic growth, supporting the Department of Transportation's safety agenda, streamlining transportation programs, accelerating project delivery and promoting innovation. Funding for roadways is provided for projects through several core formula programs. The list of funding sources below is not exhaustive but merely highlights some of the major funding sources utilized within the TIP. Although there are different agencies that have the authority to award funds from different programs, the TPC and KIPDA staff still have the ultimate responsibility to officially program (i.e. add) the projects and the associated funds TIP.

KIPDA receives sub-allocated formula funds from some of the funding sources listed below. These sub-allocated MPO-dedicated funding sources are programmed to transportation projects in the KIPDA region based upon the approval of the TPC. For more information about how MPO-dedicated funding is programmed by KIPDA, see Chapter 6 - Project Specific Reports.

National Highway Performance Program (NHPP)

The National Highway Performance Program (NHPP) provides funding for projects on the National Highway System (NHS) for construction of new facilities on the NHS, and to ensure that investments of federal aid funds in highway construction support the achievement of performance targets.

NHPP projects must be on an eligible facility, and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS.

NHPP eligible activities include the following:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets
- Training of bridge and tunnel inspectors
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches that connect road segments of the NHS
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow
- Bicycle transportation and pedestrian walkways
- Highway safety improvements on the NHS
- Capital and operating costs for traffic, and traveler information and monitoring
- Management, and control facilities and programs

- Development and implementation of a State Asset Management Plan for the NHS including data collection, maintenance and integration, software costs, and equipment costs
- Infrastructure-based ITS capital improvements
- Environmental restoration and pollution abatement
- Control of noxious weeds and establishment of native species
- Environmental mitigation related to NHPP projects
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS

Additional eligible uses of NHPP funds are workforce development, training, and education activities. The typical federal share of NHPP funds for a project is 80%, but that share is reduced to 65% as a penalty if a state has not implemented an asset management plan within the established time frame.

Railway-Highway Crossing Hazard Elimination (Rail Safety)

This program provides funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public railroad grade crossings. Of the total received by each state, 50% must be set aside for the installation of protective devices at railway-highway crossings. The federal share of Railway-Highway Crossings projects is 90%. INDOT and KYTC have the authority to award these funds.

Surface Transportation Block Grant (STBG)

The Surface Transportation Block Grant (STBG) is a funding category that provides flexible funding to be used by states and Metropolitan Planning Organizations to preserve and improve the federal-aid highway, bridge and tunnel projects, pedestrian and bicycle infrastructure, and transit capital projects.

From the federal money allocated to a state for distribution through STBG, a proportionate share of funds is set aside for the state's Transportation Alternatives (TA) program, as well as for state planning and research, and off-system bridges.

Fifty percent of the apportionment can be used in any area of the state, while the other fifty percent is sub-allocated as follows:

- Urbanized areas with a population greater than 200,000 (referred to as Transportation Management Areas, or TMAs) will receive a portion based on their relative share of population
- Areas with a population greater than 5,000 but no more than 200,000 receive funding for projects identified by the state in consultation with the regional planning organization
- Areas with a population of 5,000 or less

STBG funds, allocated to the Louisville/Jefferson County KY-IN MPA, are to be awarded on a priority basis that is determined by the MPO in consultation with the state's respective Department of Transportation, in this case either KYTC or INDOT. These MPO-controlled STBG funds are referred to as "STBG-MPO" in the TIP. STBG monies obligated to the areas outside a TMA are to be spent at the discretion of the state department of transportation. INDOT and KYTC have the authority to award the state's share of STBG funds to projects within the Louisville/Jefferson County KY-IN MPA. STBG funds controlled by a state department of transportation are referred to as "STBG-ST" in the TIP.

STBG funds typically represent an 80% federal obligation toward the cost of each project; although, there are circumstances where the federal obligation can reach 90% or even 100%.



Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Projects and programs that assist in the attainment or maintenance of standards for air quality outlined in the Clean Air Act Amendments of 1990 are eligible to use Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Eligible projects must:

- Contribute to the attainment or maintenance of a national ambient air quality standard or;
- Be an element of a strategy that will contribute to the attainment or maintenance of a national ambient air quality standard

In Kentucky, the MPO recommends priorities for their non-attainment/maintenance area, and the responsibility for determining final priorities for funding rests with the state. In Indiana, the MPO controls which projects are programmed with CMAQ funds. CMAQ funds typically represent an 80% federal obligation toward the cost of each project; although, there are circumstances where the federal obligation can reach 90% or even 100%. CMAQ funds controlled by the MPO are referred to as “CMAQ-MPO” in the TIP, while CMAQ funds controlled by a state transportation agency are referred to as “CMAQ-ST” in the TIP.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) provides funding dedicated to highway safety. These are federal funds aimed at reducing traffic fatalities and serious injuries on all public roads. Responsibility for establishing priority for HSIP projects in Kentucky rests with KYTC. In Indiana, INDOT sub-allocates funds to the MPOs. HSIP funds controlled by a state transportation agency are referred to as “HSIP-ST” in the TIP. HSIP funds controlled by the MPO are referred to as “HSIP-MPO” in the TIP. The federal share of HSIP projects is typically 90%; although there are circumstances where the federal obligation can reach 100% of the cost of a project.

Transportation Alternatives (TA)

The Transportation Alternatives (TA) program was established to fund alternative transportation projects, most notably for bicyclists and pedestrians. Eligible uses of transportation alternative funds include all projects and activities that were previously eligible under the Transportation Alternatives Program (TAP) under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Fifty percent of the state’s TA apportionment is sub-allocated by both Indiana and Kentucky to MPOs based on their relative share of the total state population. TA funds controlled by a state transportation agency are referred to as “TA-ST” in the TIP. TA funds controlled by the MPO are referred to as “TA-MPO” in the TIP. TA funds typically represent an 80% federal obligation toward the cost of each project; although, there are circumstances where the federal obligation can reach 90% or even 100%.

Carbon Reduction Program (CRP)

The IIJA establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. States, in consultation with MPOs, are required to develop a carbon reduction strategy within two years of program enactment and update that strategy at least every four years. A portion of a states’ CRP apportionment must be sub-allocated to MPOs based on the MPO’s relative share of the states’ population. CRP funds controlled by a state transportation agency are referred to as “CRP-ST” in the TIP. CRP funds controlled by the MPO are referred to as “CRP-MPO” in the TIP. CRP funds typically represent an 80% federal obligation toward the cost of each project; although, there are circumstances where the federal obligation can reach 90% or even 100%.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program

The IIJA established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation

(PROTECT) Formula Program to help make surface transportation more resilient to natural hazards including sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk cost infrastructure.

The federal share for PROTECT planning grants is 100% and the federal share for implementation projects are typically 80% with a few exceptions. An eligible entity may use federal funds other than federal funds provided under the PROTECT discretionary grant program to meet the non-federal cost share requirement for a project carried out with a grant under the PROTECT discretionary grant program.

Other Roadway Programs

There are many other roadway programs that FHWA manages such as the Intelligent Transportation System (ITS) Research and Development Program, Bridge Investment Program (BIP), Bridge Formula Program (BFP), Off-system Bridge Replacement and Rehabilitation Program (BRO), Better Utilizing Investments to Leverage Development (BUILD) grant program, and the Safe Streets and Roads for All (SS4A) grant program among other funding sources. The majority of these funding sources are competitively awarded by the FHWA. More information about all FHWA programs under IIJA is available [here](#).

FINANCIAL PLANS

The IIJA requires the MPO to ensure the funds in the TIP are based on the Year of Expenditure, meaning they are adjusted to reflect how much each phase of a project will cost in the year in which they are scheduled. The TIP must be fiscally constrained, which means the MPO cannot program more dollars in the TIP than are anticipated to be received between FY 2025 – FY 2028. A financial plan of federal funds that are programmed in the TIP for FY 2025 -FY 2028 is shown in Figure 3 for Indiana programs and Figure 4 for Kentucky programs. Fiscal constraint for state-controlled funding sources in the KIPDA TIP are confirmed by the state-wide fiscal constraint shown in both the Kentucky FY 2025-FY 2028 STIP and the Indiana FY 2024-FY 2028 STIP.



FIGURE 3A: FY25 FINANCIAL PLANS FOR INDIANA FUNDING PROGRAMS

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$ 14,298	\$ 14,298	\$ 3,574	\$ 17,872
CMAQ-MPO	\$ 200,000	\$ 200,000	\$ 50,000	\$ 250,000
HSIP-MPO	\$ 252,000	\$ 252,000	\$ 28,000	\$ 280,000
HSIP-ST	\$ 6,290,474	\$ 6,290,474	\$ 329,407	\$ 6,619,881
IM	\$ 153,000	\$ 153,000	\$ 17,000	\$ 170,000
NHPP	\$ 98,293,200	\$ 98,293,200	\$ 11,682,787	\$ 110,319,409
NHS	\$ 9,030,690	\$ 9,030,690	\$ 1,003,410	\$ 10,034,100
Section 5310	\$ 411,184	\$ 411,184	\$ 114,184	\$ 525,368
STBG-MPO	\$ 5,437,457	\$ 5,437,457	\$ 1,378,723	\$ 6,816,180
STBG-ST	\$ 18,382,038	\$ 18,382,038	\$ 4,574,359	\$ 22,956,397
CRP-MPO	\$ -	\$ -	\$ -	\$ -
EVC-RAA	\$ 139,989	\$ 139,989	\$ 35,002	\$ 174,991
GRANT	\$ -	\$ -	\$ -	\$ -
Group III	\$ 2,111,481	\$ 2,111,481	\$ 527,870	\$ 2,639,351
NEVI	\$ 7,093,710	\$ 7,093,710	\$ 1,773,427	\$ 8,867,137
NHS	\$ 9,030,690	\$ 9,030,690	\$ 1,003,410	\$ 10,034,100
PROTECT	\$ 144,000	\$ 144,000	\$ 28,000	\$ 172,000
TA-MPO	\$ 14,407	\$ 14,407	\$ 3,602	\$ 18,009
TA-ST	\$ 880,000	\$ 880,000	\$ 220,000	\$ 1,100,000
Total	\$ 157,878,618	\$ 157,878,618	\$ 22,772,755	\$ 180,994,795

FIGURE 3B: FY26 FINANCIAL PLANS FOR INDIANA FUNDING PROGRAMS

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$ 3,415,430	\$ 3,415,430	\$ 853,858	\$ 4,269,288
CMAQ-MPO	\$ 200,000	\$ 200,000	\$ 50,000	\$ 250,000
HSIP-MPO	\$ 400,000	\$ 400,000	\$ 44,445	\$ 444,445
HSIP-ST	\$ 7,790,712	\$ 7,790,712	\$ 450,561	\$ 8,241,273
IM	\$ 810,000	\$ 810,000	\$ 90,000	\$ 900,000
NHPP	\$ 249,556,611	\$ 249,556,611	\$ 24,900,840	\$ 274,457,451
NHS	\$ 581,173	\$ 581,173	\$ 64,575	\$ 645,748
Section 5310	\$ -	\$ -	\$ -	\$ -
STBG-MPO	\$ 4,702,243	\$ 4,702,243	\$ 1,175,561	\$ 5,877,804
STBG-ST	\$ 7,566,850	\$ 7,566,850	\$ 1,891,711	\$ 9,458,561
CRP-MPO	\$ -	\$ -	\$ -	\$ -
EVC-RAA	\$ -	\$ -	\$ -	\$ -
GRANT	\$ 1,000,000	\$ 1,000,000	\$ -	\$ 1,000,000
Group III	\$ -	\$ -	\$ -	\$ -
NEVI	\$ 15,958,569	\$ 15,958,569	\$ 3,989,642	\$ 19,948,211
NHS	\$ 581,173	\$ 581,173	\$ 64,575	\$ 645,748
PROTECT	\$ -	\$ -	\$ -	\$ -
TA-MPO	\$ -	\$ -	\$ -	\$ -
TA-ST	\$ -	\$ -	\$ -	\$ -
Total	\$ 292,562,761	\$ 292,562,761	\$ 33,575,768	\$ 326,138,529

FIGURE 3C: FY27 FINANCIAL PLANS FOR INDIANA FUNDING PROGRAMS

	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
	\$ 7,626	\$ 7,626	\$ 1,907	\$ 9,533
0	\$ 200,000	\$ 200,000	\$ 50,000	\$ 250,000
1	\$ -	\$ -	\$ -	\$ -
	\$ 772,200	\$ 772,200	\$ 85,800	\$ 858,000
	\$ -	\$ -	\$ -	\$ -
	\$ 130,189,208	\$ 130,189,208	\$ 15,012,510	\$ 145,201,718
	\$ 27,000	\$ 27,000	\$ 3,000	\$ 30,000
10	\$ -	\$ -	\$ -	\$ -
0	\$ 4,475,000	\$ 4,475,000	\$ 1,118,750	\$ 5,593,750
	\$ 2,249,322	\$ 2,249,322	\$ 381,036	\$ 2,630,358
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ 21,794,319	\$ 21,794,319	\$ 5,448,580	\$ 27,242,899
	\$ 27,000	\$ 27,000	\$ 3,000	\$ 30,000
	\$ -	\$ -	\$ -	\$ -
	\$ 1,167,940	\$ 1,167,940	\$ 291,985	\$ 1,459,925
	\$ -	\$ -	\$ -	\$ -
	\$ 160,909,615	\$ 160,909,615	\$ 22,396,568	\$ 183,306,183

FIGURE 3D: FY28 FINANCIAL PLANS FOR KENTUCKY FUNDING PROGRAMS

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$ -	\$ -	\$ -	\$ -
CMAQ-MPO	\$ 200,000	\$ 200,000	\$ 50,000	\$ 250,000
HSIP-MPO	\$ 256,460	\$ 256,460	\$ 409,174	\$ 665,634
HSIP-ST	\$ 3,830,895	\$ 3,830,895	\$ 425,655	\$ 4,256,550
IM	\$ 5,310,000	\$ 5,310,000	\$ 590,000	\$ 5,900,000
NHPP	\$ 34,802,901	\$ 34,802,901	\$ 3,872,442	\$ 38,675,343
NHS	\$ 35,205,541	\$ 35,205,541	\$ 3,911,727	\$ 39,117,268
Section 5310	\$ -	\$ -	\$ -	\$ -
STBG-MPO	\$ 3,648,420	\$ 3,648,420	\$ 912,105	\$ 4,560,525
STBG-ST	\$ 8,401,350	\$ 8,401,350	\$ 2,076,631	\$ 10,477,981
CRP-MPO	\$ 3,300,000	\$ 3,300,000	\$ 825,000	\$ 4,125,000
EVC-RAA	\$ -	\$ -	\$ -	\$ -
GRANT	\$ -	\$ -	\$ -	\$ -
Group III	\$ -	\$ -	\$ -	\$ -
NEVI	\$ 15,190,289	\$ 15,190,289	\$ 3,797,572	\$ 18,987,861
NHS	\$ 35,205,541	\$ 35,205,541	\$ 3,911,727	\$ 39,117,268
PROTECT	\$ -	\$ -	\$ -	\$ -
TA-MPO	\$ 1,293,060	\$ 1,293,060	\$ 323,265	\$ 1,616,325
TA-ST	\$ -	\$ -	\$ -	\$ -
Total	\$ 146,644,457	\$ 146,644,457	\$ 21,105,298	\$ 167,749,755

FIGURE 4A: FY25 FINANCIAL PLANS FOR KENTUCKY FUNDING PROGRAMS

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge 2nd Tier	\$ 2,880,000	\$ 2,880,000	\$ 720,000	\$ 3,600,000
BRO	\$ 67,180,318	\$ 67,180,318	\$ 16,795,080	\$ 83,975,398
BRX	\$ -	\$ -	\$ -	\$ -
BRZ	\$ 1,117,200	\$ 1,117,200	\$ 279,300	\$ 1,396,500
CMAQ-ST	\$ -	\$ -	\$ -	\$ -
CPF	\$ 4,156,000	\$ 4,156,000	\$ 1,039,000	\$ 5,195,000
CRP-MPO	\$ 10,852,894	\$ 10,852,894	\$ 2,713,226	\$ 13,566,120
FBP	\$ 9,731,942	\$ 9,731,942	\$ 2,432,986	\$ 12,164,928
FED	\$ 5,280,000	\$ 5,280,000	\$ 1,320,000	\$ 6,600,000
GR	\$ 21,600	\$ 21,600	\$ 5,400	\$ 27,000
HGC	\$ -	\$ -	\$ 40,747,838	\$ 40,747,838
HSIP-ST	\$ 12,069,707	\$ 12,069,707	\$ 1,298,856	\$ 13,368,563
NHPM	\$ 1,832,985	\$ 1,832,985	\$ 203,665	\$ 2,036,650
NHS	\$ 100,018,160	\$ 100,018,160	\$ 25,004,540	\$ 125,022,700
RAISE/BUILD	\$ 1,558,400	\$ 1,558,400	\$ 204,000	\$ 1,762,400
Section 5310	\$ 2,423,215	\$ 2,423,215	\$ 881,654	\$ 3,304,869
Section 5307	\$ 15,812,901	\$ 15,812,901	\$ 3,953,226	\$ 19,766,127
Section 5339	\$ 9,523,997	\$ 9,523,997	\$ 1,871,937	\$ 11,395,934
SPP	\$ -	\$ -	\$ 49,486,550	\$ 49,486,550
SS4A	\$ 12,032,644	\$ 12,032,644	\$ 6,050,692	\$ 18,083,336
State	\$ -	\$ -	\$ 700,000	\$ 700,000
STBG-MPO	\$ 121,970,514	\$ 121,970,514	\$ 29,805,201	\$ 151,775,715
STBG-ST	\$ 5,122,807	\$ 5,122,807	\$ 1,280,702	\$ 6,403,509
STP5	\$ -	\$ -	\$ -	\$ -
STPF	\$ 18,052,000	\$ 18,052,000	\$ 4,513,000	\$ 22,565,000
TA-MPO	\$ 1,790,547	\$ 1,790,547	\$ 447,637	\$ 2,238,184
Total	\$ 403,427,831	\$ 403,427,831	\$ 191,754,490	\$ 595,182,321

FIGURE 4B: FY26 FINANCIAL PLANS FOR KENTUCKY FUNDING PROGRAMS

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge 2nd Tier	\$ 8,446,873	\$ 8,446,873	\$ 2,111,719	\$ 10,558,592
BRO	\$ 23,669,647	\$ 23,669,647	\$ 6,749,148	\$ 30,418,795
BRX	\$ 3,857,499	\$ 3,857,499	\$ 964,374	\$ 4,821,873
BRZ	\$ -	\$ -	\$ -	\$ -
CMAQ-ST	\$ 1,849,000	\$ 1,849,000	\$ 462,250	\$ 2,311,250
CPF	\$ 3,280,282	\$ 3,280,282	\$ 820,070	\$ 4,100,352
CRP-MPO	\$ 2,754,000	\$ 2,754,000	\$ 688,500	\$ 3,442,500
FBP	\$ 77,279,025	\$ 77,279,025	\$ 19,319,757	\$ 96,598,782
FED	\$ 3,741,860	\$ 3,741,860	\$ 935,465	\$ 4,677,325
GR	\$ 56,800	\$ 56,800	\$ 14,200	\$ 71,000
HGC	\$ -	\$ -	\$ 13,095,000	\$ 13,095,000
HSIP-ST	\$ 4,680,000	\$ 4,680,000	\$ 520,000	\$ 5,200,000
NHPM	\$ 38,234,552	\$ 38,234,552	\$ 9,558,639	\$ 47,793,191
NHS	\$ 31,056,000	\$ 31,056,000	\$ 7,764,000	\$ 38,820,000
RAISE/BUILD	\$ 6,223,600	\$ 6,223,600	\$ -	\$ 6,223,600
Section 5310	\$ 1,539,600	\$ 1,539,600	\$ 384,900	\$ 1,924,500
Section 5307	\$ 16,212,441	\$ 16,212,441	\$ 4,053,111	\$ 20,265,552
Section 5339	\$ 1,891,000	\$ 1,891,000	\$ 472,750	\$ 2,363,750
SPP	\$ -	\$ -	\$ 40,565,000	\$ 40,565,000
SS4A	\$ 8,323,659	\$ 8,323,659	\$ 2,080,915	\$ 10,404,574
State	\$ -	\$ -	\$ 5,960,000	\$ 5,960,000
STBG-MPO	\$ 45,803,728	\$ 45,803,728	\$ 11,545,333	\$ 57,349,061
STBG-ST	\$ 1,744,000	\$ 1,744,000	\$ 436,000	\$ 2,180,000
STP5	\$ 760,000	\$ 760,000	\$ 190,000	\$ 950,000
STPF	\$ 9,360,000	\$ 9,360,000	\$ 2,340,000	\$ 11,700,000
TA-MPO	\$ 7,460,320	\$ 7,460,320	\$ 1,865,140	\$ 9,325,460
Total	\$ 298,223,886	\$ 298,223,886	\$ 132,896,271	\$ 431,120,157

FIGURE 4C: FY27 FINANCIAL PLANS FOR KENTUCKY FUNDING PROGRAMS

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge 2nd Tier	\$ -	\$ -	\$ -	\$ -
BRO	\$ 31,511,200	\$ 31,511,200	\$ 7,877,800	\$ 39,389,000
BRX	\$ -	\$ -	\$ -	\$ -
BRZ	\$ -	\$ -	\$ -	\$ -
CMAQ-ST	\$ -	\$ -	\$ -	\$ -
CPF	\$ 650,000	\$ 650,000	\$ 162,500	\$ 812,500
CRP-MPO	\$ 872,000	\$ 872,000	\$ 218,000	\$ 1,090,000
FBP	\$ 23,544,000	\$ 23,544,000	\$ 5,886,000	\$ 29,430,000
FED	\$ 19,200,000	\$ 19,200,000	\$ 4,800,000	\$ 24,000,000
GR	\$ -	\$ -	\$ -	\$ -
HGC	\$ -	\$ -	\$ -	\$ -
HSIP-ST	\$ 5,400,000	\$ 5,400,000	\$ 600,000	\$ 6,000,000
NHPM	\$ 122,001,982	\$ 122,001,982	\$ 30,500,496	\$ 152,502,478
NHS	\$ 80,704,000	\$ 80,704,000	\$ 20,176,000	\$ 100,880,000
RAISE/BUILD	\$ 6,233,600	\$ 6,233,600	\$ 816,000	\$ 7,049,600
Section 5310	\$ -	\$ -	\$ -	\$ -
Section 5307	\$ -	\$ -	\$ -	\$ -
Section 5339	\$ -	\$ -	\$ -	\$ -
SPP	\$ -	\$ -	\$ 120,023,000	\$ 120,023,000
SS4A	\$ 4,813,187	\$ 4,813,187	\$ 1,203,297	\$ 6,016,484
State	\$ -	\$ -	\$ 500,000	\$ 500,000
STBG-MPO	\$ 32,143,725	\$ 32,143,725	\$ 8,031,932	\$ 40,175,657
STBG-ST	\$ 640,000	\$ 640,000	\$ 160,000	\$ 800,000
STP5	\$ 600,000	\$ 600,000	\$ 150,000	\$ 750,000
STPF	\$ 26,044,000	\$ 26,044,000	\$ 6,511,000	\$ 32,555,000
TA-MPO	\$ 5,540,000	\$ 5,540,000	\$ 1,260,000	\$ 6,800,000
Total	\$ 359,897,694	\$ 359,897,694	\$ 208,876,025	\$ 568,773,719

FIGURE 4D: FY28 FINANCIAL PLANS FOR KENTUCKY FUNDING PROGRAMS

Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge 2nd Tier	\$ 10,850,400	\$ 10,850,400	\$ 2,712,600	\$ 13,563,000
BRO	\$ 57,773,600	\$ 57,773,600	\$ 14,443,400	\$ 72,217,000
BRX	\$ -	\$ -	\$ -	\$ -
BRZ	\$ -	\$ -	\$ -	\$ -
CMAQ-ST	\$ -	\$ -	\$ -	\$ -
CPF	\$ -	\$ -	\$ -	\$ -
CRP-MPO	\$ 2,696,000	\$ 2,696,000	\$ 659,000	\$ 3,355,000
FBP	\$ 37,624,800	\$ 37,624,800	\$ 9,406,200	\$ 47,031,000
FED	\$ 7,460,720	\$ 7,460,720	\$ 1,865,180	\$ 9,325,900
GR	\$ -	\$ -	\$ -	\$ -
HGC	\$ -	\$ -	\$ -	\$ -
HSIP-ST	\$ -	\$ -	\$ -	\$ -
NHPM	\$ 72,307,513	\$ 72,307,513	\$ 18,076,879	\$ 90,384,392
NHS	\$ 26,648,000	\$ 26,648,000	\$ 6,662,000	\$ 33,310,000
RAISE/BUILD	\$ 1,558,400	\$ 1,558,400	\$ 204,000	\$ 1,762,400
Section 5310	\$ -	\$ -	\$ -	\$ -
Section 5307	\$ -	\$ -	\$ -	\$ -
Section 5339	\$ -	\$ -	\$ -	\$ -
SPP	\$ -	\$ -	\$ 14,950,000	\$ 14,950,000
SS4A	\$ 690,388	\$ 690,388	\$ 172,589	\$ 862,977
State	\$ -	\$ -	\$ -	\$ -
STBG-MPO	\$ 5,183,689	\$ 5,183,689	\$ 1,283,923	\$ 6,467,612
STBG-ST	\$ 15,096,000	\$ 15,096,000	\$ 3,774,000	\$ 18,870,000
STP5	\$ 8,120,000	\$ 8,120,000	\$ 2,030,000	\$ 10,150,000
STPF	\$ 25,028,000	\$ 25,028,000	\$ 6,257,000	\$ 31,285,000
TA-MPO	\$ -	\$ -	\$ -	\$ -
Total	\$ 271,037,510	\$ 271,037,510	\$ 82,496,771	\$ 353,534,281

OPERATIONS AND MAINTENANCE

The maintenance of all interstates and state routes is the responsibility of the Indiana Department of Transportation and the Kentucky Transportation Cabinet. Other local agencies also have the responsibility of maintaining certain city/county-owned facilities. The amounts provided are the total costs including local, state and federal funds. \$259,122,141 is anticipated to be expended over the four-year period of the TIP to maintain the roadways in Clark and Floyd counties. \$660,447,099 is anticipated to be expended over the four-year period to maintain roads in Bullitt, Jefferson, and Oldham counties.

PUBLIC TRANSPORTATION

The IIJA also provides programmatic funding to enhance safety in public transportation and emphasizes restoring and replacing aging public transportation infrastructure.

Section 5307: Urbanized Area Formula Grants

The Section 5307 program provides grants to urbanized areas for public transportation capital, planning, as well as operating expenses in certain circumstances. Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, station infrastructure, track, signals, communications, and computer hardware and software. In addition, associated transit improvements, workforce development activities, and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. Operating costs in areas with fewer than 200,000 in population are also an eligible expense.

TARC receives an annual allocation of funds through this program. The federal share is 80% for capital assistance, and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service. TARC is generally not eligible to use these funds for operating assistance.

Section 5309: Fixed Guideway Capital Investment Grant (New starts)

Section 5309 is a discretionary program that provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. Eligible projects include new fixed guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system), bus rapid transit projects that operate in a separated right-of-way dedicated for public transportation use during peak periods, and projects that improve capacity on an existing fixed-guideway system. The maximum federal share is 80%.

This is a discretionary grant program whereby transit agencies are required to complete a series of steps over several years before receiving grant funds. These funds are very competitive.

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities

The goal of the Section 5310 program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

These funds have two specific requirements:

- At least 55% of program funds must be used on capital projects that are: public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

- The remaining 45% may be used for: public transportation projects that exceed the requirements of the ADA public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit alternatives to public transportation that assist seniors and individuals with disabilities.

Section 5339 (a) and (b): Bus and Bus Facilities Formula and Competitive Programs

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339(a)) makes federal resources available to states and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and state or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under the 5307 program.

The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through competitive grants.

Transit Program of Projects (POP)

Transit projects requesting federal funds must be included in the TIP and endorsed by the TPC. TARC receives the majority of Federal Transit Administration (FTA) formula funding through the Urbanized Area Formula Grants (Section 5307) and Bus and Bus Facilities Program (Section 5339); however, there are several small, traditionally non-profit and/or private agencies that may be awarded funding through the competitive Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). FTA Section 5310 grants are available to private non-profit groups to assist them in providing transportation services to elderly and disabled persons for whom mass transit services are unavailable, insufficient, or inappropriate. TARC is also eligible to apply for Federal Highway Administration (FHWA) funds through the CMAQ, CRP, PROTECT, STBG, and TA programs.

TARC's proposed Fiscal Year 2025 – 2030 POP for FTA Sections 5307 is shown in Figure 5. FTA Section 5310 projects are usually added to the TIP by administrative modification because the funds are awarded competitively on an annual basis. The anticipated annual allocations for FTA Section 5310 funds can be found in Figure 6. To date, TARC has not awarded any Section 5310 funds for FY 2025. As additional FTA Section 5310 funds are awarded, the TIP will be updated to add the newly awarded transit projects. TARC's proposed Fiscal Year 2025 - 2030 POP for FTA Section 5339 funds can be found in Figure 7. Any FHWA funds that a transit agency receives are also listed in the TIP.

Lastly, TARC has provided additional financial information for incorporation in the TIP. TARC provides statements of capital and operating expenditures and revenues, contribution sources and subsidy amounts, use of the local Mass Transit Trust Fund, and a projected operating statement as depicted in Figures 8 and 9. TARC's five-year Capital Improvement Program is shown in Figure 10.

These statements are included in the TIP as required by the FTA and to provide the public an opportunity to review the financial plans of TARC.

Other Transit Funds

In 1976, the Kentucky General Assembly appropriated funds to allow the Kentucky Transportation Cabinet (KYTC) to begin matching public transportation capital grants. Since that time, KYTC has been able to provide up to half of the non-federal share of capital costs, within budgetary limitations. All transit systems operating in Kentucky are requested to annually review their capital equipment needs for the coming three-year period. The resulting Kentucky Public Transportation Capital Improvement Program is used as the basis for awarding state funds.

The Indiana Department of Transportation (INDOT) provides funds from the Public Mass Transportation Fund to match federal transit grants. Created in 1980, the fund is derived from a dedication of 0.76 percent of the state's seven percent general sales and use taxes. The state helps provide up to two-thirds of the non-federal share required

federal capital or operating grant by matching up to 100 percent of the locally derived income up to the allocation amount. State funds are allocated each calendar year by a performance-based formula.

Local funding for TARC is provided by a one-fifth of one percent occupation tax approved by the voters of Louisville and Jefferson County on November 4, 1974. The occupational tax became legally effective on January 1, 1975, and can be used by TARC for operating and capital matching funds.

FIGURE 5A: SECTION 5307 - URBANIZED AREA FORMULA GRANT 2025

KIPDA ID	Project Name	Project Description	Federal Funding	State/Local Funding	Total Funding
3164	Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$ 83,972	\$ 20,993	\$ 104,965
3166	Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$ 20,783	\$ 5,196	\$ 25,979
3167	Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$ 100,000	\$ 25,000	\$ 125,000
3168	Management Information System Software	Purchase computer software to support operations and administration. Specifically, this project will support the replacement of TARC's CAD/AVL system.	\$ 100,000	\$ 25,000	\$ 125,000
3169	Non-Fixed Route ADA Paratransit Service	The capital cost portion of paratransit operations and maintenance.	\$ 4,567,274	\$ 1,141,819	\$ 5,709,093
3170	Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$ 10,659,817	\$ 2,664,954	\$ 13,324,771
3171	Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$ 80,000	\$ 20,000	\$ 100,000
3172	Security Enhancements	Purchase security equipment for TARC facilities and vehicles.	\$ 201,055	\$ 50,264	\$ 251,319

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FIGURE 5B: SECTION 5307 - URBANIZED AREA FORMULA GRANT 2026

KIPDA ID	Project Name	Project Description	Federal Funding	State/Local Funding	Total Funding
3164	Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$ 83,972	\$ 20,993	\$ 104,965
3166	Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$ 20,783	\$ 5,196	\$ 25,979
3167	Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$ 100,000	\$ 25,000	\$ 125,000
3168	Management Information System Software	Purchase computer software to support operations and administration. Specifically, this project will support the replacement of TARC's CAD/AVL system.	\$ 100,000	\$ 25,000	\$ 125,000
3169	Non-Fixed Route ADA Paratransit Service	The capital cost portion of paratransit operations and maintenance.	\$ 4,567,274	\$ 1,141,819	\$ 5,709,093
3170	Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$ 10,659,817	\$ 2,664,954	\$ 13,324,771
3171	Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$ 80,000	\$ 20,000	\$ 100,000
3172	Security Enhancements	Purchase security equipment for TARC facilities and vehicles.	\$ 205,076	\$ 51,269	\$ 256,345
3173	Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$ 395,519	\$ 98,880	\$ 494,399

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FIGURE 6: SECTION 5310 - ENHANCED MOBILITY OF SENIORS WITH DISABILITIES PROGRAM

KIPDA ID	Project Name	Project Description	Federal Funding	State/Local Funding	Total Funding
2291	Section 5310 Program	TARC is the designated recipient of federal Section 5310 grant funds for the Louisville Urbanized Area (UZA). TARC distributes these funds to private nonprofit groups that are meeting the transportation needs of older adults and people with disabilities when normal transportation service is unavailable, insufficient, or inappropriate to meeting these needs.	\$1,505,550	\$376,388	\$1,881,938
3337	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Cedar Lake Transportation of Individuals with Disabilities Project to purchase two (2) ADA-accessible full-size vans. The project will provide transportation for individuals with disabilities in Louisville and La Grange, Kentucky.	\$154,880	\$154,880	\$309,760
3338	Operating Expenses (Section 5310-24 OTHER Project)	Operating Assistance for Blue River Services Fleet Expansion for Floyd County Project to provide on-demand transportation service for seniors in assisted living residences in Floyd County and for individuals with disabilities.	\$15,184	\$15,184	\$30,368
3339	Operating Expenses (Section 5310-24 OTHER Project)	Operating Assistance to provide transportation to seniors participating in programming at the Elderserve Senior Center and the Elderserve Adult Day Health Center in Jefferson County, Kentucky.	\$5,200	\$5,200	\$10,400
3340	Operating Expenses (Section 5310-24 OTHER Project)	Transit Authority of River City Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area Project. This funding will be Operating Assistance to continue paratransit work trips for people with disabilities who either live outside the ADA service area or who work outside the ADA service area.	\$207,720	\$207,720	\$415,440
3341	Purchase Transit Vehicles (Section 5310-24 OTHER Project)	WHC KY, LLC (dba Ztrip) Empowering Mobility Project to purchase one (1) ADA-wheelchair-accessible minivan. The project will provide shared-ride service as part of the existing TARC3 program.	\$69,600	\$17,400	\$87,000
3342	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Blue River Services Fleet Expansion for Floyd County Project to purchase two (2) ADA-accessible full-size vans. The project will provide on-demand transportation service for seniors in assisted living residences in Floyd County and for individuals with disabilities.	\$154,880	\$38,720	\$193,600
3343	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Down Syndrome of Louisville for the Improving Mobility Options for those with Down Syndrome in Greater Louisville Project to purchase two (2) ADA-accessible full-size vans. The project will provide transportation for individuals with disabilities in Jefferson County in Kentucky and in Floyd and Clark Counties in Indiana.	\$154,880	\$38,720	\$193,600
3344	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Dreams with Wings Van Upgrade and Replacement 2024/25 Project to purchase one (1) ADA-wheelchair-accessible minivan. The project will provide transportation services in Jefferson County for individuals with disabilities to get to day training programs, jobs, and medical appointments.	\$72,400	\$18,100	\$90,500
3345	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Harbor House of Louisville for Improving the Mobility of Seniors and Individuals with Disabilities Project to purchase one (1) ADA-accessible 12-2 cutaway bus; one (1) ADA-accessible full-size van; and preventive maintenance for the Section 5310 fleet from January 1 through December 31, 2025. The project will provide transportation for individuals with developmental and intellectual disabilities to and from Harbor House, to medical appointments, and other necessary trips.	\$175,545	\$43,886	\$219,431
3346	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Lifespan Resources Transportation Project to purchase two (2) ADA-accessible full-size vans with enhanced HVAC, all-wheel-drive, fog lights, and automatic sliding door. The project will provide transportation for individuals with disabilities to and from day services and work programs. The vehicles will also provide on-demand transportation for seniors and individuals with disabilities for medical trips, including critical care trips such as dialysis, and chemotherapy, as well as trips to the grocery, senior center, library, and post office, with an emphasis on serving low-income residents.	\$171,520	\$42,880	\$214,400
3347	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Southwest Center for the Reliable and Safe Transport for Individuals Using Wheelchairs Project to purchase one (1) ADA-accessible full-size van to provide door-to-door non-emergency medical transportation for adults with intellectual and/or developmental disabilities in Jefferson County, Kentucky.	\$77,440	\$19,360	\$96,800
3348	Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)	Volunteers of America for the VOA Community IN 2024 Project to purchase one (1) ADA-wheelchair-accessible minivan. The project will transport seniors and individuals with developmental and physical disabilities in Floyd and Clark Counties in Indiana to medical care appointments, recreation, and participation in the community, including enrichment activities.	\$69,600	\$17,400	\$87,000

FIGURE 7A: SECTION SECTION 5339 - GRANTS FOR BUSES & BUS FACILITIES FORMULA PROGRAM 2025

KIPDA ID	Project Name	Project Description	Federal Funding	State/Local Funding	Total Funding
3173	Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519	\$98,880	\$494,399
3174	Purchase Support Vehicles	Purchase maintenance and supervisory vehicles.	\$160,000	\$40,000	\$200,000
3175	Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$1,210,000	\$302,500	\$1,512,500
3176	Rehab Administrative Building/Maintenance Facilities	Rehabilitate an administrative and/or maintenance facility.	\$400,000	\$100,000	\$500,000

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FIGURE 7B: SECTION SECTION 5339 - GRANTS FOR BUSES & BUS FACILITIES FORMULA PROGRAM

KIPDA ID	Project Name	Project Description	Federal Funding	State/Local Funding	Total Funding
3174	Purchase Support Vehicles	Purchase maintenance and supervisory vehicles.	\$ 160,000	\$ 40,000	\$ 200,000
3175	Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$ 1,331,000	\$ 332,750	\$ 1,663,750
3176	Rehab Administrative Building/Maintenance Facilities	Rehabilitate an administrative and/or maintenance facility.	\$ 400,000	\$ 100,000	\$ 500,000

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FIGURE 8A: TARC PROJECTED REVENUES & EXPENSES

OPERATING PROJECTIONS													
Fiscal Year	Operating Expenses	% Change	MTTF Contributions	Ind & Other Contributions	Operating Revenue	% Change	TOTAL						
2000	\$37,382,722	ACT	\$28,994,419	\$844438	\$7,543,865	ACT	\$37,382,722						
2001	\$39,698,543	ACT	\$30,982,874	\$1223651	\$7,492,018	ACT	\$39,698,543						
2002	\$38,854,782	ACT	\$30,357,284	\$1,282,990	\$7,214,508	ACT	\$38,854,782						
2003	\$39,628,270	ACT	\$31,649,169	\$1,152,725	\$6,826,376	ACT	\$39,628,270						
2004	\$38,142,774	ACT	\$30,686,583	\$645346	\$6,810,845	ACT	\$38,142,774						
2005	\$40,351,969	ACT	\$30,613,953	\$1494009	\$8,244,009	ACT	\$40,351,971						
2006	\$44,348,514	ACT	\$34,280,413	\$1,422,251	\$8,645,851	ACT	\$44,348,515						
2007	\$47,941,963	ACT	\$37,490,955	\$1,420,961	\$9,030,047	ACT	\$47,941,963						
2008	\$51,284,977	ACT	\$39,109,870	\$1,351,725	\$10,823,384	ACT	\$51,284,979						
2009	\$51,620,981	ACT	\$38,236,525	\$1,691,666	\$11,692,790	ACT	\$51,620,981						
2010	\$48,960,386	ACT	\$34,579,447	\$3,292,003	\$11,088,936	ACT	\$48,960,386						
2011	\$49,029,118	ACT	\$36,007,938	\$1,906,565	\$11,114,614	ACT	\$49,029,117						
2012	\$52,145,780	ACT	\$38,849,946	\$1,260,785	\$12,035,049	ACT	\$52,145,780						
2013	\$55,719,321	ACT	\$41,149,120	\$1,442,813	\$12,840,773	ACT	\$55,432,706						
2014	\$54,587,384	ACT	\$39,793,989	\$1,640,374	\$13,153,021	ACT	\$54,587,384						
2015	\$63,251,427	ACT	\$48,239,862	\$1,686,322	\$13,325,243	ACT	\$63,251,427						
2016	\$61,143,301	ACT	\$46,238,385	\$1,535,985	\$13,368,931	ACT	\$61,143,301						
2017	\$65,856,370	ACT	\$51,077,933	\$1,589,679	\$13,188,758	ACT	\$65,856,370						
2018	\$63,365,749	ACT	\$48,788,672	\$1,640,547	\$12,936,530	ACT	\$63,365,749						
2019	\$67,733,803	ACT	\$54,345,974	\$1,631,866	\$11,755,963	ACT	\$67,733,803						
2020	\$66,289,745	ACT	\$52,986,246	\$2,170,947	\$11,132,552	-5.3%	\$66,289,745						
2021	\$58,597,253	ACT	\$49,069,249	\$1,263,847	\$8,264,157	-25.8%	\$58,597,253						
2022	\$62,979,875	ACT	\$50,865,562	\$4,251,745	\$7,862,568	-4.9%	\$62,979,875						
2023	\$70,810,095	ACT	\$59,696,312	\$2,227,816	\$8,885,967	13.0%	\$70,810,095						
2024	\$75,058,246	ACT	\$62,616,384	\$2,607,292	\$9,834,570	10.7%	\$75,058,246						
2025	\$84,200,393	EST	\$68,415,255	\$1,276,642	\$14,508,496	47.5%	\$84,200,393						
2026	\$83,325,171	BUD	\$70,125,636	\$2,067,809	\$11,131,726	-23.3%	\$83,325,171						
2027	\$85,776,506	2.94%	\$71,878,777	\$2,013,673	\$11,884,055	6.8%	\$85,776,506						
2028	\$88,059,211	2.66%	\$73,675,747	\$1,812,832	\$12,570,633	5.8%	\$88,059,211						
2029	\$89,433,332	1.56%	\$75,517,640	\$1,994,243	\$11,921,449	-5.2%	\$89,433,332						
2030	\$91,682,205	2.51%	\$77,405,581	\$1,969,353	\$12,307,271	3.2%	\$91,682,205						
TOTALS	\$1,867,260,167		\$1,483,725,701	\$53,812,899	\$329,434,955		\$1,866,973,556						
2031	\$93,622,862		\$79,340,721	\$1,954,358	\$12,327,783		\$93,622,862						
2032	\$188,436,297		\$81,324,239	\$15,156,704	\$91,955,354		\$188,436,297						
2033	\$213,917,896		\$83,357,345	\$18,496,678	\$112,063,873		\$213,917,896						
2034	\$169,964,812		\$85,441,279	\$12,047,285	\$72,476,248		\$169,964,812						
2035	\$195,770,780		\$87,577,311	\$15,462,059	\$92,731,411		\$195,770,780						
2036	\$198,218,078		\$89,766,743	\$15,565,371	\$92,885,963		\$198,218,078						
2037	\$193,045,887		\$92,010,912	\$14,573,612	\$86,461,363		\$193,045,887						
2038	\$200,885,914		\$94,311,185	\$15,428,353	\$91,146,377		\$200,885,914						
2039	\$202,701,304		\$96,668,964	\$15,416,949	\$90,615,391		\$202,701,304						
2040	\$205,787,709		\$99,085,688	\$15,366,733	\$91,335,288		\$205,787,709						
2041	\$208,685,416		\$101,562,831	\$15,635,072	\$91,487,514		\$208,685,416						
2042	\$211,408,707		\$104,101,901	\$15,705,011	\$91,601,794		\$211,408,707						
2043	\$214,439,161		\$106,704,449	\$15,802,473	\$91,932,240		\$214,439,161						
2044	\$217,454,177		\$109,372,060	\$15,949,898	\$92,132,219		\$217,454,177						
2045	\$220,655,166		\$112,106,362	\$16,056,414	\$92,492,390		\$220,655,166						
2046	\$223,730,870		\$114,909,021	\$16,175,305	\$92,646,544		\$223,730,870						
2047	\$226,969,030		\$117,781,746	\$16,301,447	\$92,885,836		\$226,969,030						
2048	\$230,284,976		\$120,726,290	\$16,420,388	\$93,138,298		\$230,284,976						
2049	\$233,642,657		\$123,744,447	\$16,543,533	\$93,354,677		\$233,642,657						
2050	\$237,218,895		\$126,838,058	\$16,668,116	\$93,712,720		\$237,218,895						
Future	\$6,476,577,580	(Projection of total future operating expenses from 2025)											
Notes:	Operating Expenses include MTTF capital match												
	MTTF Contributions =0.02% occupational tax receipts per Louisville Metro ordinance (1974)												
	Ind & Other Contributions are revenue from INDOT & KyTC (discretionary)												
	Operating Revenue includes fare receipts, corporate contracts and advertising												

FIGURE 8B: TARC PROJECTED REVENUES & EXPENSES

Year Over Changes			
Fiscal Year	MTTF	Ind & Other	Operating
2010	90.44%	194.60%	94.84%
2011	104.13%	57.92%	100.23%
2012	107.89%	66.13%	108.28%
2013	105.92%	114.44%	106.69%
2014	96.71%	113.69%	102.43%
2015	121.22%	102.80%	101.31%
2016	95.85%	91.08%	100.33%
2017	110.47%	103.50%	98.65%
2018	95.52%	103.20%	98.09%
2019	111.39%	99.47%	90.87%
2020	97.50%	133.03%	94.70%
2021	92.61%	58.22%	74.23%
2022	103.66%	336.41%	95.14%
2023	117.36%	52.40%	113.02%
2024	104.89%	117.03%	110.68%
2025	109.26%	48.96%	147.53%
2026	102.50%	161.97%	76.73%
2027	102.50%	97.38%	106.76%
2028	102.50%	90.03%	105.78%
2029	102.50%	110.01%	94.84%
2030	102.50%	98.75%	103.24%
TOTALS	105.05%	119.71%	97.70%

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FIGURE 9A: TARC PROJECTED FEDERAL FORMULA FUNDS FOR CAPITAL PROJECTS

5307 Formula Program		Programmable Capital Revenues			Total Projected Expenses		
		Federal Share	Local Match	Total 5307 Funds Available	CEER^	Capital Purchases	Total Section 5307 Program of Projects
FY 2024	Actual	\$18,321,285	\$4,580,321	\$22,901,606	\$4,065,556	\$13,078,563	\$17,144,119
FY 2025	Budget*	\$18,094,362	\$4,523,591	\$22,617,953	\$4,487,974	\$19,373,976	\$23,861,950
FY 2026	Estimate	\$17,870,250	\$4,467,563	\$22,337,813	\$14,441,889	\$39,253,717	\$53,695,606
FY 2027	Estimate	\$17,870,250	\$4,467,563	\$22,337,813	\$17,252,936	\$24,517,873	\$41,770,809
FY 2028	Estimate	\$18,048,953	\$4,512,238	\$22,561,191	\$18,944,260	\$10,701,717	\$29,645,976
FY 2029	Estimate	\$18,229,442	\$4,557,361	\$22,786,803	\$19,417,866	\$17,059,143	\$36,477,009
FY 2030	Estimate	\$18,411,737	\$4,602,934	\$23,014,671	\$19,903,313	\$17,025,218	\$36,928,531
FY 2031	Estimate	\$18,595,854	\$4,648,964	\$23,244,818	\$20,400,896	\$17,025,218	\$34,738,226
TOTAL		\$145,442,134	\$36,360,533	\$181,802,667	\$118,914,689	\$158,035,425	\$274,262,226

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FIGURE 9B: TARC PROJECTED FEDERAL FORMULA FUNDS FOR CAPITAL PROJECTS

5339 Formula Program		Federal Share	Local Match	Total 5339 Funds Available
FY 2024	Actual	\$1,606,831	\$401,708	\$2,008,539
FY 2025	Budget*	\$1,586,929	\$396,732	\$1,983,662
FY 2026	Estimate	\$1,567,274	\$391,818	\$1,959,092
FY 2027	Estimate	\$1,567,274	\$391,818	\$1,959,092
FY 2028	Estimate	\$1,582,947	\$395,737	\$1,978,683
FY 2029	Estimate	\$1,598,776	\$399,694	\$1,998,470
FY 2030	Estimate	\$1,614,764	\$403,691	\$2,018,455
FY 2031	Estimate	\$1,630,912	\$407,728	\$2,038,639
TOTAL		\$12,755,706	\$3,188,927	\$15,944,633

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FIGURE 9C: TARC PROJECTED FEDERAL FORMULA FUNDS FOR CAPITAL PROJECTS

		Total Formula Funds Available	COVID Funds Available	Total Formula & COVID Funds	Variance (Surplus / Deficit)
FY 2024	Actual	\$24,910,145	\$22,870,736	\$47,780,881	\$30,636,762
FY 2025	Budget*	\$24,601,614	\$16,407,798	\$41,009,412	\$17,147,462
FY 2026	Estimate	\$24,296,905	\$1,472,451	\$25,769,356	-\$27,926,250
FY 2027	Estimate	\$24,296,905	-	\$24,296,905	-\$17,473,904
FY 2028	Estimate	\$24,539,874	-	\$24,539,874	-\$5,106,102
FY 2029	Estimate	\$24,785,273	-	\$24,785,273	-\$11,691,736
FY 2030	Estimate	\$25,033,126	-	\$25,033,126	-\$11,895,405
FY 2031	Estimate	\$25,283,457	-	\$25,283,457	-\$9,454,769
TOTAL		\$197,747,300	\$40,750,985	\$238,498,285	-\$35,763,942

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FIGURE 10A: TARC CAPITAL IMPROVEMENT PROGRAM

	FY 2024			FY 2025			FY 2026			FY 2027		
	QTY	Actual	Potential	QTY	Estimate	Potential	QTY	Budget	Potential	QTY	Estimated	Potential
FTA Required 5307 Category	-	-	-	-	-	-	-	-	-	-	-	-
Security Enhancements	-	69,254	69,254	-	582,795	582,795	-	2,720,100	2,720,100	-	390,912	390,912
	-	-	-	-	-	-	-	-	-	-	-	-
Buses	-	-	-	-	-	-	-	-	-	-	-	-
35' & 40' Fixed Route	11	6,913,269	-	12	7,666,530	-	0	-	-	0	-	-
35' & 40' Full Electric	0	-	-	2	1,955,200	-	9	11,040,260	-	5	6,008,935	-
20' Paratransit	0	-	-	-	-	-	6	845,744	-	10	1,174,438	-
Paratransit Van	0	-	-	18	2,334,136	-	0	-	-	0	-	-
40' Commuter	0	-	-	-	-	-	0	-	-	0	-	-
Subtotal Revenue Vehicles	11	6,913,269	-	32	11,955,866	-	15	11,886,004	-	15	7,183,373	-
	-	-	-	-	-	-	-	-	-	-	-	-
Vehicle Lending Library	-	-	-	-	-	-	-	-	-	-	-	-
Support Vehicles	11	392,635	-	-	66,725	66,725	1	40,000	-	3	82,654	82,654
Service Trucks	0	-	-	-	242,620	242,620	3	137,380	-	2	79,411	79,411
	-	-	-	-	-	-	-	-	-	-	-	-
Facility Construction	-	122,575	61,288	-	190,736	-	-	5,086,890	-	-	5,000,000	-
Facility Renovation/Maintenance	-	1,166,376	1,166,376	-	160,088	160,088	-	8,120,505	8,120,505	-	6,090,379	6,090,379
Arch/Engineering/Environmental Consulting	-	133,613	133,613	-	387,517	387,517	-	757,437	757,437	-	730,845	730,845
Passenger Amenities	-	20,444	20,444	-	-	-	-	587,497	587,497	-	250,000	250,000
	-	-	-	-	-	-	-	-	-	-	-	-
Shop Equipment & Bus Parts	-	5,897	5,897	-	32,719	32,719	-	654,128	654,128	-	163,532	163,532
Office Equipment / Furniture	-	38,083	38,083	-	7,612	7,612	-	93,535	93,535	-	46,768	46,768
	-	-	-	-	-	-	-	-	-	-	-	-
Operational Infrastructure & Information Technology	-	3,726,652	-	-	4,161,298	-	-	6,150,920	-	-	2,000,000	-
Svc Planning & Proj Admin	-	489,765	489,765	-	1,586,000	1,586,000	-	3,059,321	3,059,321	-	2,500,000	2,500,000
Subtotal Other Capital	-	6,096,040	-	-	6,835,315	-	-	24,647,613	-	-	16,943,589	-
	-	-	-	-	-	-	-	-	-	-	-	-
Formula Preventive Maintenance	-	2,267,558	-	-	-	-	-	10,000,000	-	-	12,000,000	-
Formula Non-FR ADA Paratransit	-	1,458,338	-	-	3,857,241	-	-	4,000,000	-	-	4,800,000	-
Discretionary ADA Work Trips	-	317,632	-	-	601,008	-	-	415,440	-	-	425,826	-
Formula Contracted FR Service	-	22,028	-	-	29,725	-	-	26,449	-	-	27,110	-
Subtotal CEER*	-	4,065,556	-	-	4,487,974	-	-	14,441,889	-	-	17,252,936	-
	-	-	-	-	-	-	-	-	-	-	-	-
La Grange Subrecipient Share	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ Sponsored Service	-	-	-	-	1,786,320	-	-	-	-	-	800,000	-
	-	-	-	-	-	-	-	-	-	-	-	-
GROSS CAPITAL PROGRAM COST	-	17,144,119	1,984,720	-	23,861,950	3,066,076	-	53,695,606	15,992,523	-	41,770,809	10,334,500
Federal Share	-	13,715,295	-	-	19,089,560	-	-	42,279,890	-	-	32,477,097	-
Local, State & Other Shares	-	3,428,824	-	-	4,772,390	-	-	11,415,716	-	-	9,293,712	-
DBE 11% Goal	-	-	158,778	-	-	337,268	-	-	1,759,178	-	-	1,136,795
	-	-	-	-	-	-	-	-	-	-	-	-
COVID Emergency Operations Funding												
CARES Act Emergency Operations	-	-	-	-	-	-	-	-	-	-	-	-
CRSSA Act Emergency Operations	-	-	-	-	-	-	-	-	-	-	-	-
ARP Act Emergency Operations	-	22,870,736	-	-	16,407,798	-	-	1,472,451	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-
Notes:	-	-	-	-	-	-	-	-	-	-	-	-
1) Maximum amount of contracted service eligible for capital contribution, given grantee (TARC) ownership of vehicles, is 40%.												
*Capital Eligible Expense Reimbursements												

FIGURE 10B: TARC CAPITAL IMPROVEMENT PROGRAM

	FY 2028		DBE		FY 2029		DBE1		FY 2030		DBE2		FY 2031		DBE3		8 YEAR TOTAL (Covid)
	QTY	Estimated	Potential	QTY	Estimated	Potential	QTY	Estimate	Potential	QTY	Estimate	Potential	QTY	Estimate	Potential	EST/COST	
-		394,821	394,821	-	398,769	398,769	-	402,757	402,757	-	406,784	406,784	-	406,784	406,784	5,366,192	
5		4,047,788	-	5	4,148,983	-	5	4,252,707	-	0	-	-	-	-	-	27,029,277	
0		-	-	5	6,313,138	-	5	6,470,966	-	6	7,959,288	-	6	7,959,288	-	39,747,787	
7		842,659	-	10	1,233,893	-	7	885,319	-	7	907,451	-	7	907,451	-	5,889,504	
0		-	-	0	-	-	0	-	-	0	-	-	0	-	-	2,334,136	
0		-	-	0	-	-	0	-	-	0	-	-	0	-	-	-	
12		4,890,447	-	20	11,696,014	-	17	11,608,992	-	13	8,866,740	-	13	8,866,740	-	75,000,704	
																-	
																-	
3		84,720	84,720	3	86,839	86,839	3	89,009	89,009	3	91,235	91,235	3	91,235	91,235	1,031,197	
2		81,396	81,396	2	83,431	83,431	2	85,517	85,517	2	87,655	87,655	2	87,655	87,655	660,029	
																-	
		250,000	-	-	250,000	-	-	250,000	-	-	250,000	-	-	250,000	-	11,400,201	
		1,370,335	1,370,335	-	1,404,594	1,404,594	-	1,439,708	1,439,708	-	1,475,701	1,475,701	-	1,475,701	1,475,701	21,227,686	
		164,440	164,440	-	168,551	168,551	-	172,765	172,765	-	177,084	177,084	-	177,084	177,084	2,692,253	
		250,000	250,000	-	250,000	250,000	-	250,000	250,000	-	250,000	250,000	-	250,000	250,000	1,857,941	
																-	
		167,620	167,620	-	171,811	171,811	-	176,106	176,106	-	180,509	180,509	-	180,509	180,509	1,552,322	
		47,937	47,937	-	49,135	49,135	-	50,363	50,363	-	51,623	51,623	-	51,623	51,623	385,055	
																-	
		1,000,000	-	-	1,000,000	-	-	1,000,000	-	-	1,000,000	-	-	1,000,000	-	20,038,870	
		2,000,000	2,000,000	-	1,500,000	1,500,000	-	1,500,000	1,500,000	-	1,500,000	1,500,000	-	1,500,000	1,500,000	14,135,086	
		5,416,449	-	-	4,964,360	-	-	5,013,469	-	-	5,063,806	-	-	5,063,806	-	74,980,641	
																-	
		13,200,000	-	-	13,530,000	-	-	13,868,250	-	-	14,214,956	-	-	14,214,956	-	79,080,764	
		5,280,000	-	-	5,412,000	-	-	5,547,300	-	-	5,685,983	-	-	5,685,983	-	36,040,862	
		436,472	-	-	447,383	-	-	458,568	-	-	470,032	-	-	470,032	-	3,572,361	
		27,788	-	-	28,483	-	-	29,195	-	-	29,925	-	-	29,925	-	220,702	
		18,944,260			19,417,866			19,903,313			20,400,896			20,400,896		118,914,689	
																-	
																-	
																2,586,320	
		29,645,976	4,561,270	-	36,477,009	4,113,129	-	36,928,531	4,166,226	-	34,738,226	4,220,590	-	34,738,226	4,220,590	274,262,226	
		23,042,654	-	-	28,194,493	-	-	28,834,570	-	-	27,064,619	-	-	27,064,619	-	214,698,178	
		6,603,322	-	-	8,282,517	-	-	8,093,961	-	-	7,673,606	-	-	7,673,606	-	59,564,048	
		-	501,740	-	-	452,444	-	-	458,285	-	-	464,265	-	-	464,265	-	
																-	
																-	
																40,750,985	

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04

PLANNING EFFORTS

In this chapter:

- Americans with Disabilities Act & Title VI
- Performance Management Plan
- Transit Asset Management Plan
- Public Transportation Agency Safety Plan
- Carbon Reduction Strategy
- Complete Streets Policy
- Strategic Highway Safety Plan
- Coordinated Human Services Transportation Plan
- Congestion Management Process (CMP) Projects
- Intelligent Transportation Systems (ITS) Supported Projects

AMERICANS WITH DISABILITIES ACT & TITLE VI

In accordance with federal law, TIP projects are selected, and the document is developed and distributed for comment in such a way as to ensure compliance with all applicable requirements of the Americans with Disabilities Act (ADA) of 1990 and Title VI of the Civil Rights Act of 1964. This means the MPO ensures: transportation services, facilities, information and other resources are distributed equally throughout the Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA); programs and practices do not adversely impact neighborhoods or groups; efforts are made to obtain minority participation/involvement in the process; and transportation projects and programs serve all members of the community regardless of income, race, age, ability, and any other socioeconomic factors. Complaint procedures for the MPO are outlined in the [Public Participation Plan](#).

The Americans with Disabilities Act (ADA) of 1990 require transit systems to offer accessible fixed route service for people with disabilities. The ADA mandates that transit systems provide complementary paratransit service for those who cannot use accessible fixed route service because of their disability. In addition to TARC's fixed route transit service, which has been 100% accessible since 2000, special services for elderly and disabled persons are offered by TARC. TARC3 provides door-to-door demand responsive paratransit service and TARC goes beyond the ADA regulations by providing work trips to people with disabilities that may live outside of the regular ¾ mile access zone surrounding fixed route services.

In addition to transit accessibility, local jurisdictions in the Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA) have been working diligently to make roadways and sidewalks accessible. Federal transportation funds, as well as local and state funds, have been used to make accessibility improvements.

PERFORMANCE MANAGEMENT PLAN

The TPC has adopted a [Performance Management Plan](#) which includes both the federally required National Performance Measures and Planning Factors as well as the MPO-developed performance measures. The MPO-developed measures are aligned with the TPC's goals and objectives for the *Connecting Kentuckiana 2050* Metropolitan Transportation Plan. Performance-based planning is a strategic approach that uses data to support investment decisions which help to achieve performance goals. Implementing a performance-based planning approach increases our understanding of the possible impact a specific project, or group of projects, may have on the transportation system and the people who use it.

One of the most important aspects of the Performance Management Plan is tracking progress toward achieving the performance targets. The reporting process provides the necessary performance-based feedback to the TPC, as well as our federal, state, local, and community planning partners. For each performance measure, KIPDA will report on data sources, baseline data, historical data, performance targets, and target-setting methodology in the Performance Management Plan. On a regular basis, KIPDA will report the necessary performance-based feedback to the TPC, as well as our federal, state, local, and community planning partners. KIPDA will report on progress toward achieving performance targets, in a Baseline Performance Period Report, a Mid Performance Period Report, and a Full Performance Period Report.

Each project's score, as well as each project's potential contribution toward achieving the performance targets can be utilized by the Project Working Groups, TTCC and TPC when it comes to project selection and the award of KIPDA's MPO-dedicated funds. This helps ensure that KIPDA is awarding funding to projects to further the region's goals and objectives, which are discussed in greater detail in the following chapter.

TRANSIT ASSET MANAGEMENT PLAN

The IIJA requires all public transportation providers to develop and implement a Transit Asset Management (TAM) plan to achieve and maintain capital items in a state of good repair. A TAM must include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the capital assets. The final rule, 49 USC 625, became effective October 1, 2016, and establishes four performance measures for rolling stock (i.e. buses, vans, and trains), equipment, facilities, and infrastructure. In addition to the four national performance measures, transit providers can establish their own performance measures. MPOs are responsible for coordinating with the transit providers in their planning area and establishing targets specific to their planning area.

KIPDA staff began coordinating with TARC, the regional transit authority, shortly after the federal rule became effective. Since that time, several important steps have occurred to ensure compliance with this new rule. KIPDA continues to coordinate with TARC to update the TAM plan which is a part of the MPO's Performance Management Plan.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

The IIJA also requires certain public transportation providers that receive federal funds under FTA's Urbanized Area Formula Grants (Section 5307) to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). On July 19, 2018, FTA published the final rule which became effective on July 19, 2019.

The final rule sets July 20, 2020, as the deadline for transit providers like TARC to adopt a compliant Public Transportation Agency Safety Plan (PTASP), including safety performance targets. KIPDA continues to coordinate with TARC to update the TAM plan which is a part of the MPO's Performance Management Plan.

CARBON REDUCTION STRATEGY

The IIJA requires that each state, in consultation with any MPO designated within the state, develop a carbon reduction strategy no later than two years after enactment of the Carbon Reduction Program (CRP) and update that strategy at least every four years. The strategy must support efforts to reduce transportation emissions including quantifiable carbon emission reductions. KIPDA worked with INDOT and KYTC as they developed their respective Carbon Reduction Strategy documents—both of which were completed in 2023.

COMPLETE STREETS POLICY

The TPC approved the [Complete Streets Policy \(CSP\)](#) on August 25, 2022. The CSP requires any new projects applying for MPO-dedicated funds to adhere to the policy by either providing bike, pedestrian, and/or transit improvements/facilities or applying for one of seven (7) types of exemptions.

STRATEGIC HIGHWAY SAFETY PLANS

A Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP). It is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public modes. An SHSP identifies a state's key safety needs and guides investment decisions toward strategies and countermeasures with the most potential to save lives and prevent injuries. INDOT's current SHSP was updated in 2022. INDOT's SHSP focuses on adopting a "safe systems approach", which focuses on increasing safety across five basic categories—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. Protection of "vulnerable road users" is an emphasis in the document. KYTC's SHSP also highlights the state's participation in the American Association of State Transportation Officials (AASHTO) "Toward Zero Deaths" (TZD) safety initiative. KYTC's current SHSP was adopted in 2025.

The over-arching theme between the two states' SHSPs is the focus on preventing severe crashes or those resulting in either a fatality or incapacitating injury. The way to address this is two-fold: educational and awareness campaigns and data analysis. The SHSPs provide information about both. By adopting an SHSP, both states also ensure that they are eligible to use HSIP funds to address safety concerns. In Indiana, these funds are sub-allocated to the Louisville/ Jefferson County KY-IN Metropolitan Planning Area (MPA) for which the TPC has the authority to award. In Kentucky, these funds are managed by KYTC. In both cases, however, KIPDA staff works with the states in an effort to make highways in the region safer for not only those in vehicles, but also for bicyclists and pedestrians.



COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

Another planning requirement of IJJA, the [Coordinated Human Services Transportation Plan](#) identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes and provides strategies to meet needs and prioritize services for funding and implementation. There is also a requirement that projects and programs selected to receive funds through the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program must be derived from a locally developed Coordinated Public Transit Human Services Transportation Plan.

The MPO, in partnership with TARC and many non-profit agencies, developed a plan for the nine-county KIPDA region which includes Clark and Floyd counties in Indiana, and Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, and Trimble counties in Kentucky. This plan serves as a unified, comprehensive strategy for enhancing mobility. The current Coordinated Human Services Transportation Plan was updated in October 2024.

CONGESTION MANAGEMENT PROCESS (CMP)

The [Congestion Management Process \(CMP\)](#) provides a means for both contributing to congestion mitigation on a defined network and analyzing the effect of strategies toward enhancing transportation system efficiency.

Implementation of Transportation Systems Management and Operations (TSMO) strategies, such as technology, bicycle, pedestrian, and transit investments, often introduces an efficient means of reducing or managing congestion. KIPDA is in the process of updating the CMP in 2025.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Technology is increasingly utilized to manage traffic, inform travelers, respond to roadway emergencies, and gather data to drive investment decisions. The TPC adopted an [ITS Architecture](#) that describes how emerging technology should be coordinated.



05

GOALS & OBJECTIVES

In this chapter:

- Safety
- Equity
- Economic Development
- An Effective Roadway System
- Strengthen Public Transit
- A Resilient Region
- Expand Active Transportation
- A Reliable Freight Network

Performance-Based Planning and the MTP Project Scoring Process

KIPDA uses performance-based planning as a strategic approach using data to support investment decisions that help to achieve performance goals. Performance-based programming refers to the application of performance management within the project selection process.

KIPDA's transportation planning process utilizes both the performance-based planning and programming approach. As outlined in *KIPDA's Performance Management Plan*, the MPO utilizes the framework established by the FHWA and the FTA by incorporating the National Performance Measures and Planning Factors into the KIPDA planning process. Federal legislation emphasizes performance-based transportation planning and requires states and MPOs to incorporate performance measures, objectives, and targets into their planning and programming processes.

The project development process for the MTP utilized data to identify areas where investments should be prioritized. As a reminder, the TIP is a subset of the MTP and therefore much of this chapter will refer to the *Connecting Kentuckiana 2050*. KIPDA designed the process to connect data, resources, and performance measures and used the information to evaluate and prioritize projects in *Connecting Kentuckiana 2050*. Every project was tested against possible impacts derived from the performance measures, which carried into the project rankings.

While the exact effect of projects on each performance measure cannot be determined, understanding the potential of a project is, for now, the best case scenario for performance based planning. To do this, KIPDA designed an evaluation process to individually score each project to assess which projects best meet the following goals and objectives. These goals and objectives are a part of the performance-based planning system used in development of both the long-range plan (the MTP) and the short-range plan (the TIP) designed for the KIPDA region.

The total scoring system is based on a range of 200 points and designed to be broken down into sub-scores to better evaluate how projects will help the KIPDA MPO region to meet each of the nine goals. The resulting total score is used to highlight the project's overall effectiveness toward meeting the overall regional vision and as a guide for the TPC to determine how to award specific federally regulated funds.

The following pages expand upon each goal discussed in *Connecting Kentuckiana 2050*. Since the KIPDA TIP is a subset of the MTP, these same goals were used in the *FY 2023- FY 2026 TIP* and the *FY 2025 – FY 2028 TIP* and highlight the planned projects that scored the highest and are therefore most likely to help the region.

Evaluation by Project Type

KIPDA asks sponsoring agencies to classify projects as either roadway, bicycle/pedestrian, transit, programmatic, or maintenance when submitting projects for consideration into the MTP and TIP. Due to the range in project evaluation criteria, different types of projects are generally not compared to each other. For instance:

Roadway and bicycle/pedestrian projects have some overlapping criteria in the evaluation but also some criteria only applied to the specific project type. Therefore, they are not compared directly to each other but listed separately in the following pages.

KIPDA's scoring matrix relies in large part on a project's location, so it can be difficult to effectively evaluate programmatic projects. Thus, KIPDA does not include the handful of MTP programmatic projects in this evaluation section.

A majority of MTP/TIP transit projects are capital, vehicle, or facility maintenance projects and are difficult to compare to location-based projects. High-scoring transit projects are therefore highlighted only in the region's transit specific goal. It is important to note that some roadway projects also have transit components and may not be reflected in the specific transit goal evaluation.

Maintenance projects are not scored in KIPDA's project evaluation. This is because the TPC has established that – in keeping with both federal and regional goals – maintenance is a top MPO priority. Rather than compare one maintenance project to another, KIPDA prioritizes a “fix it first” approach that assumes maintenance is needed and desirable.

GOALS



SAFETY

INCREASE SAFETY FOR ALL USERS



EQUITY

FOSTER AN ACCESSIBLE AND EQUITABLE TRANSPORTATION SYSTEM FOR ALL



ECONOMIC DEVELOPMENT

LEVERAGE TRANSPORTATION INVESTMENTS TO SUPPORT REGIONAL AND LOCAL ECONOMIC GROWTH



AN EFFECTIVE ROADWAY SYSTEM

CREATE A MODERN, INNOVATIVE, AND EFFICIENT ROADWAY SYSTEM



STRENGTHEN PUBLIC TRANSIT

EXPAND PUBLIC TRANSIT AND NON-SINGLE OCCUPANT VEHICLE TRAVEL THROUGHOUT THE REGION



EXPAND ACTIVE TRANSPORTATION

EXPAND ACTIVE TRANSPORTATION OPTIONS WITH CONNECTED PEDESTRIAN AND BICYCLE INFRASTRUCTURE



A RELIABLE FREIGHT NETWORK

SUPPORT THE RELIABLE MOVEMENT OF FREIGHT



A RESILIENT REGION

IMPLEMENT RESILIENT INFRASTRUCTURE, PROTECT ENVIRONMENTAL RESOURCES AND MINIMIZE WEATHER EFFECTS

GOALS & OBJECTIVES

SAFETY

INCREASE SAFETY FOR ALL USERS

OBJECTIVE: STABILIZE & DECREASE SERIOUS INJURY CRASHES & FATALITIES

OBJECTIVE: REDUCE BICYCLE AND PEDESTRIAN RELATED CRASHES

OBJECTIVE: INCREASE SAFETY ON FIXED ROUTE TRANSIT AND PARATRANSIT

OBJECTIVE: INCREASE TRANSPORTATION SAFETY THROUGH INTELLIGENT TRANSPORTATION SYSTEM SOLUTIONS



Highest Rankings Projects: Safety

Bike/ped projects were evaluated on two primary safety factors:

- The rate of crashes involving people walking or biking over the last 10 years at the project location
- If the project intends to incorporate one of the FHWA's Proven Safety Countermeasures for bike/ped projects.

Roadway projects were evaluated on three primary safety factors:

- The rate of auto crashes at the project location over the last five years
- The rate of crashes involving people walking or biking over the last 10 years at the project location
- If the project intends to incorporate one of the FHWA's Proven Safety Countermeasures for roadway projects.

The following two tables feature the top scoring safety projects. There are 14 bicycle/pedestrian projects that scored 50/50 possible points and 8 roadway projects that scored over 40 out of 45 possible points.

Highest Scoring Bicycle/Pedestrian Projects: Safety

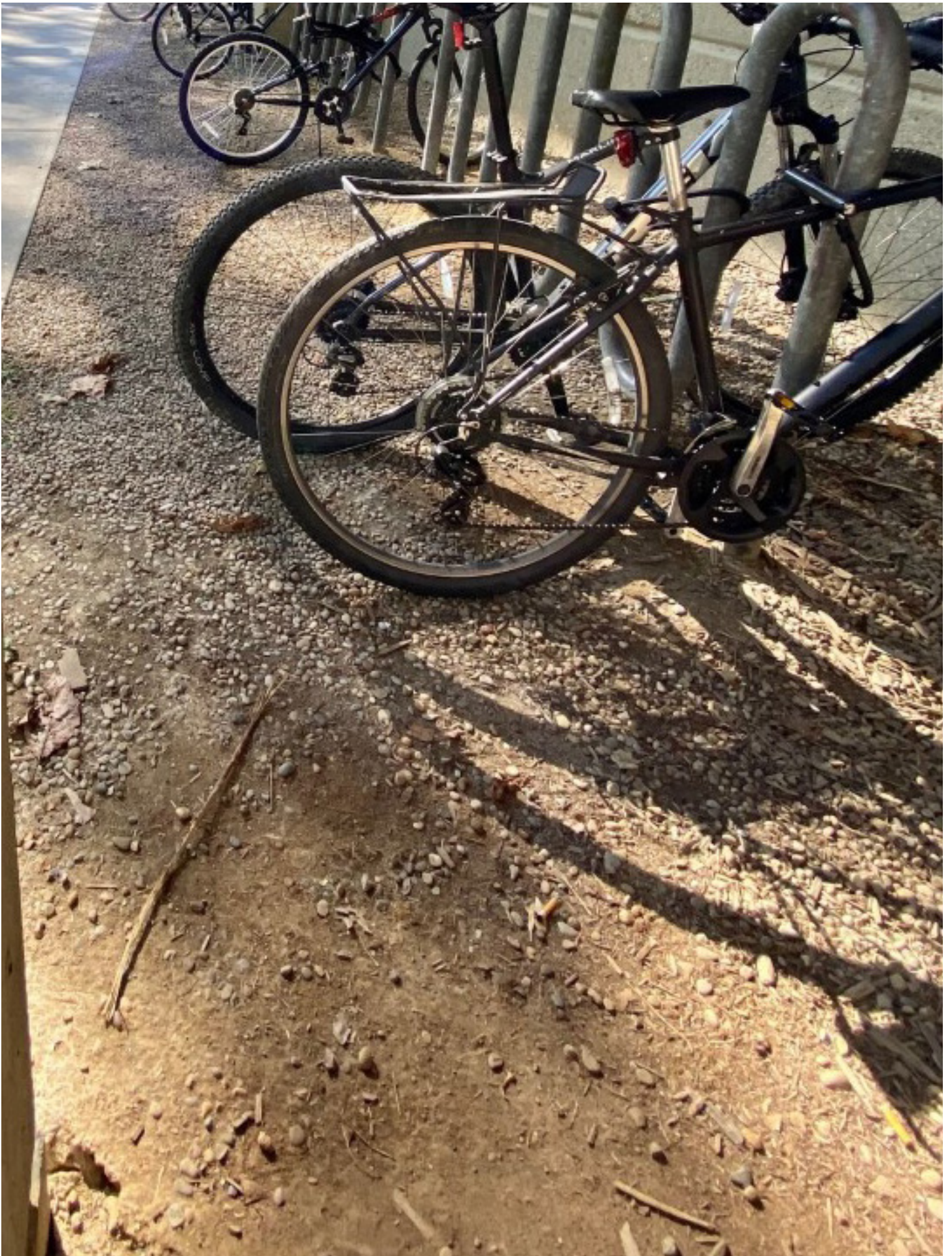
KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (Out of 200)	Safety Score (Out of 50)
2733	Reimagine 9th Street	2027	Louisville Metro	165	50
2920	Blanton Lane Sidewalk	2025	Louisville Metro	152	50
2585	University of Louisville Pedestrian Improvements-ADA Curb Cuts and Ramps	2025	University of Louisville	148	50
2896	Crums Lane Sidewalk Phase 1	2027	Louisville Metro	148	50
1109	Ohio River Levee Trail - Phase III	2025	Louisville Metro	142	50
1634	LaGrange Road Bicycle & Pedestrian Improvements	2026	Louisville Metro	139	50
2625	Olmsted Parkways Multi-Use Path System Section 4	2029	Louisville Metro	136	50
3370	Reconnecting West Louisville to the Ohio Riverfront throughout the Riverside Expressway (I-64) Corridor - Priority Segments	2032	Kentucky Transportation Cabinet	133	50
2619	Ruckriegel Parkway Sidewalk Improvement	2023	Jeffersontown	128	50
2628	Olmsted Parkways Multi-Use Path System Section 7	2027	Louisville Metro	126	50
2627	Olmsted Parkways Multi-Use Path System Section 6	2027	Louisville Metro	124	50
0	CS 1012F	2026	KYTC	123	50
2980	Ohio River Valley NE Bike/Ped Improvements Phase II (Louisville Loop)	2028	Louisville Metro	120	50
2626	Olmsted Parkways Multi-Use Path System Section 5	2030	Louisville Metro	116	50

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Highest Scoring Roadway Projects: Safety

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (Out of 200)	Safety Score (Out of 50)
418	KY 53	2030	KYTC	105	45
3282	One-Way to Two-Way Conversion of 2nd Street and 3rd Street	2027	Louisville Metro Government	159	43
2610	US 60	2029	KYTC	144	41
3399	US 31E	2026	KYTC	117	41
2613	KY 44	2027	KYTC	115	41
2193	I- 65/KY 480 Interchange	2026	KYTC	101	41
321	LaGrange Underpass West of LaGrange	2026	Oldham Co.	95	41
2964	SR 60 Intersection Improvement, Roundabout	2027	INDOT	87	41

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GOALS & OBJECTIVES

EQUITY

FOSTER AN ACCESSIBLE AND EQUITABLE TRANSPORTATION SYSTEM

OBJECTIVE: REDUCE AUTO-DEPENDENT ACCESS AND INCREASE TRANSPORTATION OPTIONS TO EMPLOYMENT, EDUCATION, AND HEALTHCARE

OBJECTIVE: MINIMIZE DISPROPORTIONATE BURDENS AND ENSURE EQUITABLE BENEFITS FROM TRANSPORTATION

OBJECTIVE: IMPLEMENT INNOVATIVE OUTREACH STRATEGIES TO REACH A BROAD COMMUNITY



KIPDA uses location-based criteria to award points to projects for equity. Both bicycle/pedestrian and roadway projects received full points if some or all of the project is in a KIPDA-identified priority area. Any transit project receives full points for equity as transit projects are especially important to carless households. As a reminder, the criteria KIPDA uses to evaluate projects are directly based on the goals and objectives outlined in the MTP, which was adopted in May of 2023. Consequently, these criteria will not be re-evaluated until the adoption of the next MTP.

The following two tables feature the highest-ranking equity projects. There are 16 bicycle/pedestrian projects and 31 roadway projects that scored all 20 equity points.

Relevant Bicycle/Pedestrian Projects Projects: Equity

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (Out of 200)
2733	Reimagine 9th Street	2027	Louisville Metro	165
2921	Gagel Avenue Sidewalk	2028	Louisville Metro	164
2585	University of Louisville Pedestrian Improvements-ADA Curb Cuts and Ramps	2025	University of Louisville	148
2896	Crums Lane Sidewalk Phase 1	2027	Louisville Metro	148
2623	Olmsted Parkways Multi-Use Path System Section 2	2029	Louisville Metro	145
1109	Ohio River Levee Trail - Phase III	2026	Louisville Metro	142
2624	Olmsted Parkways Multi-Use Path System Section 3	2028	Louisville Metro	142
3181	Dixie Highway Streetscape	2026	Louisville Metro	139
2625	Olmsted Parkways Multi-Use Path System Section 4	2029	Louisville Metro	136
3370	Reconnecting West Louisville to the Ohio Riverfront throughout the Riverside Expressway (I-64) Corridor - Priority Segments	2032	Kentucky Transportation Cabinet	133
2622	Olmsted Parkways Multi-Use Path System Section 1	2026	Louisville Metro	130
2895	Bernheim Lane Sidewalk and Road Reconfiguration	2026	Louisville Metro	129
New	CS 1012F	2026	KYTC	123
3310	I-65 Underpass Lighting and Safety Project	2028	Louisville Metro	122
2982	2nd Street / 3rd Street / Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements	2027	Univ. of Louisville	120
2626	Olmsted Parkways Multi-Use Path System Section 5	2030	Louisville Metro	116

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Relevant Roadway Projects Projects: Equity

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (Out of 200)
3309	I-65 Underpass Lighting and Safety Project	2026	Louisville Metro	160
2751	Broadway All the Way Complete Street	2031	Louisville Metro	159
3282	One-Way to Two-Way Conversion of 2nd Street and 3rd Street	2027	Louisville Metro Government	159
3327	Louisville Main Street Safety Project ("Main Remade") - East	2026	Kentucky Transportation Cabinet	147
224	I- 65	2029	Louisville Metro	146
1809	One-Way Street Conversion to Two-Way Phase 1	2027	Louisville Metro	145
3329	Louisville Main Street Safety Project ("Main Remade") - Central	2028	Kentucky Transportation Cabinet	141
389	I-64	2032	Kentucky Transportation Cabinet	136
1338	River Road Extension	2026	Louisville Metro	134
2780	KY 61	2031	KYTC	133
407	I-265	2028	KYTC	130
1478	I- 71	2029	KYTC	128
2601	I- 65	2033	KYTC	127
2738	I-65 & Vetran's Parkway	2029	INDOT	126
3328	Louisville Main Street Safety Project ("Main Remade") - West - Phase 2	2026	Kentucky Transportation Cabinet	123
3161	Statewide Wrong Way Ramp Entry Project	2025	INDOT	108
3148	I-64 Lighting	2028	INDOT	106
3158	US 31 Concrete Pavement Restoration	2030	INDOT	103
2606	KY 841/Renaissance Park	2026	KYTC	102
3320	KY 841 & I 265 New Signing	2026	KYTC	101
2844	I- 65	2026	INDOT	97
3243	Camera/Communications/Detection/DMS Replacements in Southern IN ATMS area - FY 25	2026	INDOT	96
273	KY 841	2032	KYTC	94
2858	I-265 WB Over State Street	2027	INDOT	92
3244	Camera/Communications/Detection/DMS Replacements in Southern IN ATMS area - FY 26	2027	INDOT	88
3245	Seymour District CCTV Camera Lowering Arms & Pole Wiring Replacement - FY 26	2027	INDOT	87
2857	I-265 EB Bridge Over State Street NB/SB	2027	INDOT	84
2899	I-64 Added Travel Lanes (Improve I-64)	2028	INDOT	83
3398	KY 3082	2026	KYTC	83
3193	I-65 & Veterans Parkway	2030	INDOT	76
2859	I-265 Bridge Over State Street EB Ramp C	2027	INDOT	73

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GOALS & OBJECTIVES

ECONOMIC DEVELOPMENT

LEVERAGE TRANSPORTATION INVESTMENTS TO SUPPORT REGIONAL AND LOCAL ECONOMIC GROWTH.

OBJECTIVE: SUPPORT ACCESS TO WORK BY MAINTAINING OR IMPROVING REASONABLE TRAVEL TIME ON THE REGION'S TRANSPORTATION INFRASTRUCTURE

OBJECTIVE: DEVELOP A SUSTAINABLE WORKFORCE THROUGH BETTER EMPLOYMENT ACCESSIBILITY AND MOBILITY OPTIONS, ESPECIALLY FOR THOSE RESIDING IN LOW-INCOME AREAS WITH HIGH UNEMPLOYMENT

OBJECTIVE: ENHANCE MULTIMODAL ACCESS TO MAJOR EMPLOYMENT CENTERS AND AREAS WITH ANTICIPATED EMPLOYMENT GROWTH

OBJECTIVE: STRENGTHEN COORDINATION BETWEEN TRANSPORTATION AND LAND USE PLANNING



Highest Rankings Projects: Economic Development

Both bicycle/pedestrian and roadway projects were evaluated on three primary economic development factors:

- Proximity to existing jobs
- Proximity to predicted job growth
- Connectivity to existing high-demand destinations

The methodology for determining these areas and destinations is explained in more detail in the [MTP](#).

The following two tables feature the highest-ranking economic development projects. There are 9 bicycle/pedestrian and 12 roadway projects that score at least 39 out of a possible 45 economic development points.



Highest Scoring Bicycle/Pedestrian Projects: Economic Development

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (Out of 200)	Economic Development Score (Out of 45)
2733	Reimagine 9th Street	2027	Louisville Metro	165	45
3214	Sidewalk Rehabilitation - Community Project Funding	2028	Louisville Metro	160	43
1634	LaGrange Road Bicycle & Pedestrian Improvements	2026	Louisville Metro	139	39
3024	South Hubbards Lane	2028	Louisville Metro	124	39
1662	A.B. Sawyer Shared Use Path	2024	Louisville Metro	96	39
2920	Blanton Lane Sidewalk	2025	Louisville Metro	152	35
2585	University of Louisville Pedestrian Improvements-ADA Curb Cuts and Ramps	2025	University of Louisville	148	35
2980	Ohio River Valley NE Bike/Ped Improvements Phase II (Louisville Loop)	2028	Louisville Metro	120	35
2982	2nd Street / 3rd Street / Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements	2026	Univ. of Louisville	120	35

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Highest Scoring Roadway Projects: Economic Development

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (Out of 200)	Economic Development Score (Out of 45)
2751	Broadway All the Way Complete Street	2031	Louisville Metro	159	45
3282	One-Way to Two-Way Conversion of 2nd Street and 3rd Street	2027	Louisville Metro Government	159	45
3327	Louisville Main Street Safety Project ("Main Remade") - East	2026	Kentucky Transportation Cabinet	147	45
224	I- 65	2029	Louisville Metro	146	45
1809	One-Way Street Conversion to Two-Way Phase 1	2027	Louisville Metro	145	45
3329	Louisville Main Street Safety Project ("Main Remade") - Central	2028	Kentucky Transportation Cabinet	141	45
3310	I-65 Underpass Lighting and Safety Project	2028	Louisville Metro	160	43
389	I-64	2032	Kentucky Transportation Cabinet	136	43
1338	River Road Extension	2025	Louisville Metro	134	43
3320	KY 841 & I 265 New Signing	2026	KYTC	101	43
2780	KY 61	2033	KYTC	133	39
2844	I- 65	2026	INDOT	97	39

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GOALS & OBJECTIVES

EFFECTIVE ROADWAY SYSTEM

CREATE A MODERN, INNOVATIVE, AND EFFICIENT ROADWAY SYSTEM

OBJECTIVE: MAINTAIN OR IMPROVE TRAVEL TIME ON FREEWAY AND INTERSTATE ROADWAYS

OBJECTIVE: MAINTAIN OR IMPROVE TRAVEL TIME ON ARTERIAL ROADWAYS

OBJECTIVE: STABILIZE AND DECREASE VEHICLE MILES TRAVELED

OBJECTIVE: DIRECT EFFORTS TO EXPAND FACILITIES IN SUPPORT OF ELECTRIC AND AUTOMATED VEHICLES AND OTHER FUTURE TRANSPORTATION TECHNOLOGY

OBJECTIVE: EXPLORE INNOVATIVE MANAGEMENT AND OPERATION STRATEGIES



Highest Rankings Projects: Roadway System

Roadway system projects were evaluated on five different factors to gauge their contributions toward a more modern, innovative, and efficient roadway system:

- Average Annual Daily Traffic (AADT) at the intended roadway intersection or segment to measure existing total volumes of traffic
- Travel Time Index (TTI) or Level of Service (LOS) (both measures of peak time delays) at the intended roadway intersection or segment
- If the project will enhance connectivity to high demand locations
- If the project will Improve the active transportation network
- If the project will include innovative transportation infrastructure

The following table features the highest-ranking roadway system projects. There are 23 roadway projects that score at least 25 out of a possible 45 roadway points.

Highest Scoring Roadway Projects: Roadway System

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (Out of 200)	Roadway System Score (Out of 45)
1922	I-264/ US 42	2028	KYTC	143	43
3382	KY 1747	2032	Kentucky Transportation Cabinet	144	38
958	I-265	2025	KYTC	122	35
3309	I-65 Underpass Lighting and Safety Project	2026	Louisville Metro	160	34
2610	US 60	2029	KYTC	144	33
3282	One-Way to Two-Way Conversion of 2nd Street and 3rd Street	2027	Louisville Metro Government	159	31
389	I-64	2032	Kentucky Transportation Cabinet	136	30
1809	One-Way Street Conversion to Two-Way Phase 1	2027	Louisville Metro	145	29
1478	I- 71	2029	KYTC	128	28
2611	I- 71	2034	KYTC	114	28
3327	Louisville Main Street Safety Project ("Main Remade") - East	2026	Kentucky Transportation Cabinet	147	27
3329	Louisville Main Street Safety Project ("Main Remade") - Central	2028	Kentucky Transportation Cabinet	141	27
2601	I- 65	2033	KYTC	127	27
3159	KY-1865	2032	KYTC	111	27
418	KY 53 - I-71 to Zhale Smith Road	2029	KYTC	117	26
2393	Riverside Drive	2024	Clarksville	115	26
2613	KY 44	2027	KYTC	115	26
417	KY 44	2027	KYTC	95	26
163	River Road	2025	Louisville Metro	77	26
1338	River Road Extension	2025	Louisville Metro	134	25
2738	I-65 & Vetran's Parkway	2029	INDOT	126	25
179	I-265	2025	KYTC	90	25
2614	Commerce Parkway Widening	2029	Oldham Co.	85	25

GOALS & OBJECTIVES

STRENGTHEN PUBLIC TRANSIT

EXPAND PUBLIC TRANSIT AND NON-SINGLE OCCUPANT VEHICLE TRAVEL THROUGHOUT THE REGION

OBJECTIVE: IMPROVE ACCESS TO TRANSIT

OBJECTIVE: PRIORITIZE TRANSIT SERVICE TO EMPLOYMENT, SCHOOLS, AND OTHER ACTIVITY CENTERS

OBJECTIVE: INCREASE RIDESHARING BY EXPANDING VANPOOLING, CARPOOLING, AND SIMILAR STRATEGIES



Highest Rankings Projects: Transit

Transit projects were evaluated on six different factors to gauge their effectiveness at improving transit service in the KIPDA MPO region:

- If the project will enhance connectivity and access to existing high demand destinations
- If the project will increase transit reliability
- If the project can be implemented quickly
- If the project will improve transit safety
- If the project will enhance existing service or infrastructure
- If the project will add transit service or infrastructure in a high transit propensity area

As a reminder, projects that may have transit components as part of a larger project – like dedicated lanes or bus stop improvements – were not scored as transit projects if the project sponsor classified them as a roadway or bicycle/pedestrian project. Only projects identified as primarily transit projects were evaluated with the transit scoring rubric.

The following table features the highest-ranking transit projects. There are 5 transit projects in the TIP that score at least 50 out of a possible 100 transit points.

Highest Ranking: Transit

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (Out of 200)	Transit Score (Out of 100)
New	Louisville Downtown Transit Center	2028	TARC	165	75
2799	TARC Non-Fixed Route ADA Paratransit Service	2026	TARC	119	50
2813	TARC Security Enhancements	2026	TARC	123	50
2823	TARC Purchase Two (2) 40' Buses	2026	TARC	125	50
3169	Non-Fixed Route ADA Paratransit Service	2026	TARC	100	50

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GOALS & OBJECTIVES

EXPAND ACTIVE TRANSPORTATION

Expand active transportation options with connected pedestrian and bicycle infrastructure

OBJECTIVE: INCREASE ACCESS TO PEDESTRIAN FACILITIES AND CONTINUITY OF THE SYSTEM

OBJECTIVE: INCREASE ACCESS TO AND UTILIZATION OF BICYCLE FACILITIES

OBJECTIVE: INCREASE OR IMPROVE EXISTING BICYCLE AND PEDESTRIAN ACCESS TO TRANSIT

OBJECTIVE: SUPPORT INNOVATIVE ACTIVE TRANSPORTATION AND SHARED MICROMOBILITY STRATEGIES



Highest Rankings Projects: Active Transportation

Bicycle/pedestrian projects were evaluated on four factors to gauge the level of their contribution to expanding regional active transportation:

- If the project will fill a gap in the existing active transportation network or creates a network where none currently exists
- If the project will increase bicycle/pedestrian connections to transit
- The rate of crashes involving people walking or biking over a 10-year period at the project location
- If the project will enhance active transportation connectivity to existing high demand destinations

Roadway projects were evaluated on two factors to gauge the level of their contribution to expanding regional active transportation:

- The rate of crashes involving people walking or biking over a 10-year period at the project location
- If the project includes multimodal or complete streets elements in the project

The following two tables feature the highest-ranking active transportation projects. There are 14 bicycle/pedestrian projects that received at least 37 out of a possible 50 and 12 roadway projects that scored at least 18 out of a possible 20 active transportation points.

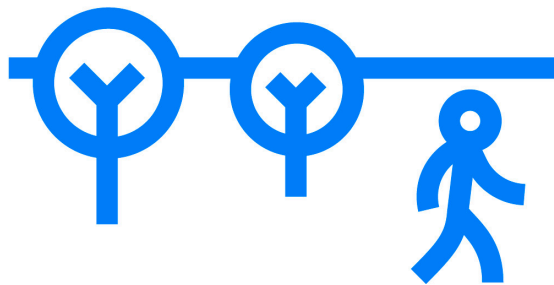
Highest Scoring Bicycle/Pedestrian Projects: Active Transportation

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (Out of 200)	Active Transportation Score (Out of 50)
1634	LaGrange Road Bicycle & Pedestrian Improvements	2026	Louisville Metro	139	50
2628	Olmsted Parkways Multi-Use Path System Section 7	2027	Louisville Metro	126	50
2627	Olmsted Parkways Multi-Use Path System Section 6	2027	Louisville Metro	124	50
3214	Sidewalk Rehabilitation - Community Project Funding	2028	Louisville Metro	160	47
2920	Blanton Lane Sidewalk	2025	Louisville Metro	152	47
2896	Crums Lane Sidewalk Phase 1	2027	Louisville Metro	148	47
2619	Ruckriegel Parkway Sidewalk Improvement	2026	Jeffersontown	128	47
2623	Olmsted Parkways Multi-Use Path System Section 2	2027	Louisville Metro	145	45
2624	Olmsted Parkways Multi-Use Path System Section 3	2028	Louisville Metro	142	41
2585	University of Louisville Pedestrian Improvements	2025	Univ. of Louisville	120	41
2239	Cannons Lane	2025	Louisville Metro	102	41
2082	Good Samaritan Bicycle and Pedestrian Trail Connector	2027	Jeffersontown	132	39
2921	Gagel Avenue Sidewalk	2028	Louisville Metro	164	38
1583	Watterson Trail Phase II	2026	Jeffersontown	133	37

Highest Scoring Roadway Projects: Active Transportation

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (Out of 200)	Active Transportation Score (Out of 20)
3282	One-Way to Two-Way Conversion of 2nd Street and 3rd Street	2027	Louisville Metro Government	159	20
3327	Louisville Main Street Safety Project ("Main Remade") - East	2026	Kentucky Transportation Cabinet	147	20
3382	KY 1747	2032	Kentucky Transportation Cabinet	144	20
2610	US 60	2029	KYTC	144	20
3329	Louisville Main Street Safety Project ("Main Remade") - Central	2028	Kentucky Transportation Cabinet	141	20
2214	KY 1931	2027	KYTC	122	20
418	KY 53 - I-71 to Zhale Smith Road	2029	KYTC	117	20
3159	KY-1865	2032	KYTC	111	20
1809	One-Way Street Conversion to Two-Way Phase 1	2027	Louisville Metro	145	18
2780	KY 61	2031	KYTC	133	18
3399	US 31E	2026	KYTC	117	18
213	KY 1932	2026	KYTC	108	18

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GOALS & OBJECTIVES

FREIGHT

SUPPORT THE RELIABLE MOVEMENT OF FREIGHT

OBJECTIVE: REDUCE DELAY AND IMPROVE RELIABILITY FOR TRUCKS TRAVELING ON INTERSTATES, FREEWAYS, AND ARTERIALS

OBJECTIVE: IMPROVE TRUCK ACCESS TO FREIGHT DESTINATIONS

OBJECTIVE: SAFELY INTEGRATE FREIGHT MOBILITY WITH OTHER TRANSPORTATION MODES



Highest Rankings Projects: Freight

Roadway projects were evaluated on two factors to gauge their potential to improve the region’s freight network:

- If the project is on a Tier 1 roadway in the region’s freight network (see [Connecting Kentuckiana 2050](#) pg. 80 for more details on the freight network roadway classification)
- Average Annual Daily Traffic (AADT) of the intended roadway intersection or segment to measure existing total volumes of traffic

The following table features the highest-ranking freight projects. There are 15 freight projects in the TIP that score at least 9 out of a possible 10 freight points.

Highest Scoring Projects: Freight

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (Out of 200)	Freight Score (Out of 10)
2607	KY 1747	2032	Kentucky Transportation Cabinet	144	10
3329	Louisville Main Street Safety Project ("Main Remade") - Central	2028	Kentucky Transportation Cabinet	141	10
3328	Louisville Main Street Safety Project ("Main Remade") - West - Phase 2	2026	Kentucky Transportation Cabinet	123	10
3313	SR 60 and Payne Kollar Road	2026	Indiana Department of Transportation	77	10
3145	SR 62 Intersection Improvement	2025	INDOT	72	10
3323	Intersection Improvement Project, SR 62 and Charlestown Pike in Charlestown	2030	Indiana Department of Transportation	70	10
418	KY 53 - I-71 to Zhale Smith Road	2029	KYTC	117	9
2613	KY 44	2027	KYTC	115	9
2918	KY 44	2029	KYTC	114	9
26	KY 53	2029	KYTC	101	9
2193	I- 65/KY 480 Interchange	2026	KYTC	101	9
1816	KY 480	2026	KYTC	97	9
233	KY 1819	2029	Kentucky Transportation Cabinet	91	9
2852	SR 111	2026	INDOT	46	9
2913	US 150	2029	INDOT	43	9

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GOALS & OBJECTIVES

A RESILIENT REGION

IMPLEMENT RESILIENT INFRASTRUCTURE

OBJECTIVE: IMPROVE PAVEMENT AND BRIDGE CONDITIONS AND ENHANCE EXISTING INFRASTRUCTURE OPERATIONS

OBJECTIVE: SUPPORT IMPROVED MODAL CONNECTIVITY IN PEDESTRIAN, BICYCLE, AND TRANSIT PROJECTS THAT CONTRIBUTE TO CLEANER AIR

OBJECTIVE: REDUCE THE PERCENT OF THE TRANSIT FLEET EXCEEDING THE USEFUL LIFE BENCHMARK AND MAINTAIN THE CONDITION OF TRANSIT FACILITIES

OBJECTIVE: INCREASE SYSTEM RELIABILITY ON FIXED ROUTE TRANSIT AND PARATRANSIT

OBJECTIVE: PRIORITIZE RESILIENCY STRATEGIES TO EXTEND THE LIFE SPAN AND FUNCTIONALITY OF THE TRANSPORTATION SYSTEM

OBJECTIVE: PRIORITIZE REDUNDANT INFRASTRUCTURE AND SUPPORT CONNECTION TO OTHER MODES TO INCREASE SYSTEM RESILIENCY

OBJECTIVE: REDUCE DISRUPTION TO TRAVEL BY LIMITING ENCROACHMENT INTO ENVIRONMENTAL, HISTORIC, NATURAL, AND CULTURAL RESOURCES



Highest Rankings Projects: Resilient region

Bicycle/pedestrian projects were evaluated on three factors to gauge the level of their contribution to increasing regional resilience:

- If the project will increase bicycle/pedestrian connections to transit
- If the project will Incorporate resilient design measures
- If the project will add to bicycle/pedestrian infrastructure in high active transportation propensity areas
- Environmental impact
- Connection to transit
- Incorporation of resilient design measures
- Addition of bicycle/pedestrian infrastructure in high active transportation areas

Roadway projects were evaluated on five factors to gauge the level of their contribution to increasing regional resilience:

- If the project will incorporate resilient design measures
- Average Annual Daily Traffic (AADT) of the intended roadway intersection or segment to measure existing total volumes of traffic
- If the project will enhance connectivity to high-demand locations
- If the project will improve the active transportation network
- If the project will utilize innovative transportation infrastructure
- Environmental impact
- Incorporation of resilient design measures
- Enhanced connectivity to existing high-demand destinations
- Improvement to the active transportation network

The following two tables feature the highest-ranking projects for resiliency. There are 26 bicycle/pedestrian projects that received at least 15 out of a possible 20 and 13 roadway projects that scored all at least 25 out of a possible 35 points for enhancing resiliency in the KIPDA MPO region.

Highest Scoring Bicycle/Pedestrian Projects: Resiliency

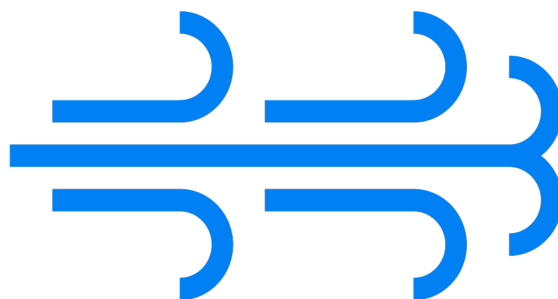
KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (Out of 200)	Resiliency Score (Out of 20)
3370	Reconnecting West Louisville to the Ohio Riverfront throughout the Riverside Expressway (I-64) Corridor - Priority Segments	2032	Kentucky Transportation Cabinet	133	20
2733	Reimagine 9th Street	2027	Louisville Metro	165	15
2921	Gagel Avenue Sidewalk	2028	Louisville Metro	164	15
3214	Sidewalk Rehabilitation - Community Project Funding	2028	Louisville Metro	160	15
2920	Blanton Lane Sidewalk	2025	Louisville Metro	152	15
2585	University of Louisville Pedestrian Improvements-ADA Curb Cuts and Ramps	2025	University of Louisville	148	15
2896	Crums Lane Sidewalk Phase 1	2027	Louisville Metro	148	15
2623	Olmsted Parkways Multi-Use Path System Section 2	2027	Louisville Metro	145	15
1109	Ohio River Levee Trail - Phase III	2026	Louisville Metro	142	15
2624	Olmsted Parkways Multi-Use Path System Section 3	2028	Louisville Metro	142	15
1634	LaGrange Road Bicycle & Pedestrian Improvements	2026	Louisville Metro	139	15
3308	Dixie Highway Streetscape	2026	Louisville Metro	139	15
2625	Olmsted Parkways Multi-Use Path System Section 4	2029	Louisville Metro	136	15
1583	Watterson Trail Phase II	2026	Jeffersontown	133	15
2622	Olmsted Parkways Multi-Use Path System Section 1	2026	Louisville Metro	130	15
2895	Bernheim Lane Sidewalk and Road Reconfiguration	2026	Louisville Metro	129	15
2619	Ruckriegel Parkway Sidewalk Improvement	2026	Jeffersontown	128	15
2628	Olmsted Parkways Multi-Use Path System Section 7	2027	Louisville Metro	126	15
2627	Olmsted Parkways Multi-Use Path System Section 6	2027	Louisville Metro	124	15
3024	South Hubbards Lane	2028	Louisville Metro	124	15
3334	HAWK Beacon	2026	City of Jeffersonville	124	15
New	CS 1012F	2026	KYTC	123	15
3311	West Louisville Streetscape Improvements to Muhammad Ali Blvd. and Market Street	2026	Louisville Metro	122	15
2541	Jeffersonville 9th Street / Clarksville Montgomery Avenue Multimodal Connection	2025	Clarksville	121	15
2982	2nd Street / 3rd Street / Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements	2027	Univ. of Louisville	120	15
2626	Olmsted Parkways Multi-Use Path System Section 5	2030	Louisville Metro	116	15

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Highest Scoring Roadway Projects: Resiliency

KIPDA ID	Project Name	Open to Public Year	Sponsor Agency	Final Project Score (Out of 200)	Resiliency Score (Out of 35)
2751	Broadway All the Way Complete Street	2031	Louisville Metro	159	35
389	I-64	2032	Kentucky Transportation Cabinet	136	35
3282	One-Way to Two-Way Conversion of 2nd Street and 3rd Street	2027	Louisville Metro Government	159	34
3327	Louisville Main Street Safety Project ("Main Remade") - East	2026	Kentucky Transportation Cabinet	147	30
3382	KY 1747	2032	Kentucky Transportation Cabinet	144	30
3329	Louisville Main Street Safety Project ("Main Remade") - Central	2028	Kentucky Transportation Cabinet	141	30
2393	Riverside Drive	2025	Clarksville	115	29
1922	I-264/ US 42	2028	KYTC	143	28
1809	One-Way Street Conversion to Two-Way Phase 1	2027	Louisville Metro	145	27
3399	US 31E	2026	KYTC	117	27
2610	US 60	2029	KYTC	144	25
1338	River Road Extension	2025	Louisville Metro	134	25
3233	North Hubbards Lane	2025	Louisville Metro	113	25

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06

PROJECT SPECIFIC REPORTS

In this chapter:

MPO Dedicated Projects

Obligated Projects

MPO-DEDICATED FUNDS

As previously mentioned, the TPC, which serves as the MPO, has the authority to award funds from six programs in Indiana (CMAQ, CRP, HSIP, PROTECT, STBG, and TA) and three in Kentucky (CRP, STBG, and TA). Funds sub-allocated to the MPO from Indiana and Kentucky can only be spent on projects in each respective state. The current MPO-dedicated programs tracking sheet can be found [here](#).

The [Project Management Guidebook](#) provides a guide as to how these MPO-dedicated funds are awarded to specific projects and details how cost increases and phase shifts (i.e. project delays) are managed. For new projects seeking MPO-dedicated funds, the Project Working Group will consider the following factors when developing recommendations for TPC:

- Cost Estimate
- Project Schedule
- LPA Project or Program Advancement History
- Project or Program Cost
- Project or Program Justification
- Consideration of project or program relative to funds requested
- Non-federal match (percent of non-federal match, and availability)
- MTP Score
- Continuity / Connectivity with other TIP or MTP projects and programs
- Relationship of the proposed projects to MTP priority study areas
- Adherence to the Complete Streets Policy
- Consider how the context-sensitive design solutions meet the intent of the Complete Streets Policy, including geographic needs, population, etc.
- Potential contribution toward achieving KIPDA Performance Management Plan performance targets
- Total of funding requests relative to available funds

PROGRAMMING ANALYSIS

Indiana

In Indiana, there is no ability to carryover funds from one fiscal year to the next. Also, since the allocated funding amounts are relatively low, there are no MPO-dedicated cost increase reserves. Therefore, sponsors must estimate the phase costs extremely accurately and in many cases the sponsors must contribute more local funds than the minimum federal share that is required.

Kentucky

In Kentucky, carrying funds over from one fiscal year to the next is allowable.

See Figures 11 for Indiana and 12 for Kentucky for a more detailed financial analysis of the MPO-Dedicated Funding Programs.

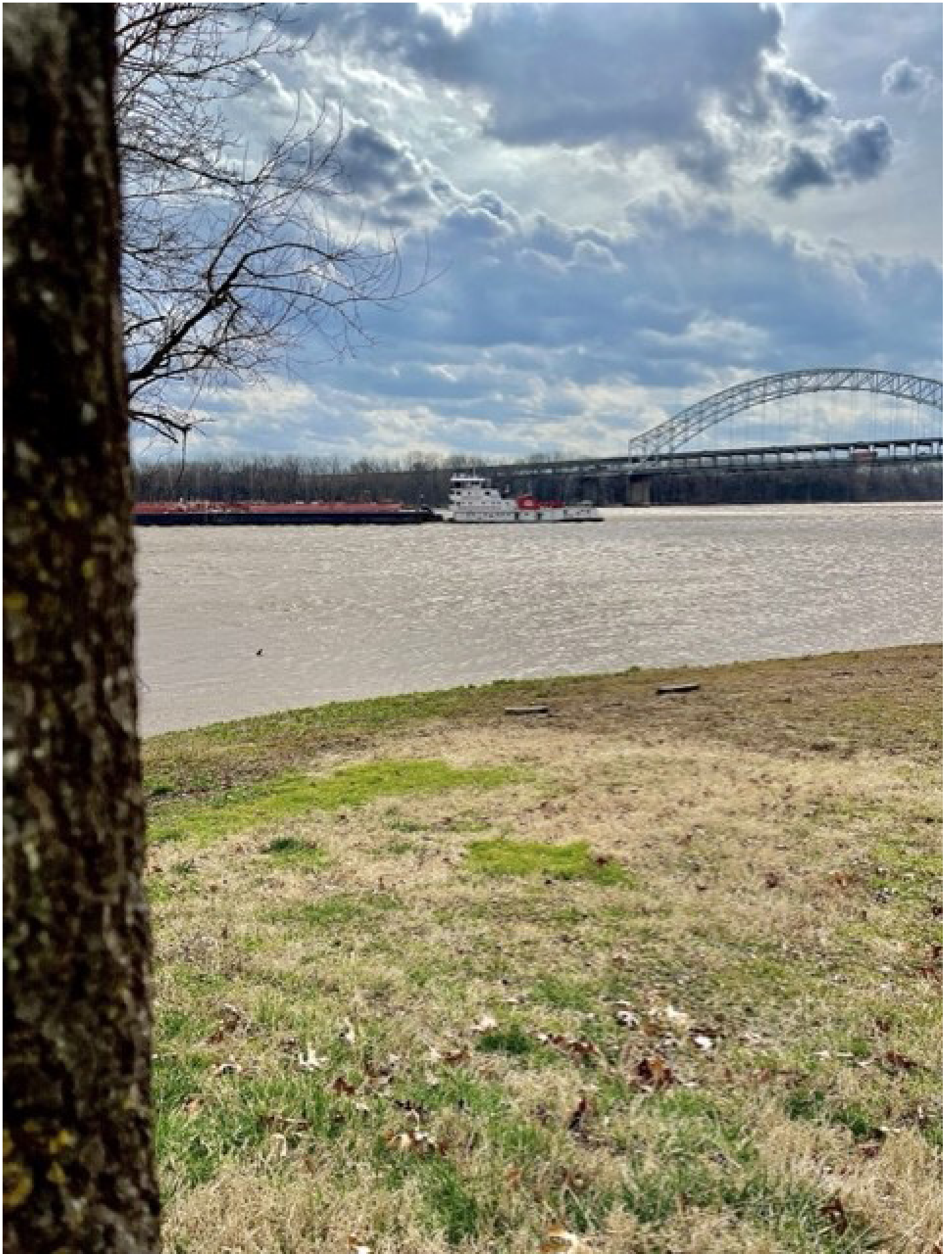


FIGURE 11: INDIANA MPO DEDICATED FUNDING PROGRAM ANALYSIS

Indiana MPO-Dedicated Funding Program Analysis											
Congestion Mitigation and Air Quality (CMAQ)											
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Annual Allocation	\$1,087,358	\$1,329,812	\$421,141	\$690,952	\$719,815	\$684,115	\$684,115	\$684,115	\$684,115	\$684,115	\$7,669,653
50% of Allocation	\$543,679	\$664,906	\$210,571	\$345,476	\$359,908	\$342,058	\$342,058	\$342,058	\$342,058	\$342,058	\$3,834,830
Programmed Amount	\$500,000	\$200,000	\$350,000	\$200,000	\$200,000	\$200,000	\$700,000	\$700,000	\$700,000	\$200,000	\$3,950,000
Carbon Reduction Program											
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Annual Allocation	-	-	\$841,664	\$433,499	\$447,998	\$421,024	\$421,024	\$421,024	\$421,024	\$421,024	\$3,828,281
50% of Allocation	-	-	\$420,832	\$216,750	\$223,999	\$210,512	\$210,512	\$210,512	\$210,512	\$210,512	\$1,914,141
Programmed Amount	-	-	-	-	-	-	-	-	-	\$4,080,000	\$4,080,000
Highway Safety Improvement Program (HSIP)											
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Annual Allocation	\$679,689	\$838,526	\$425,829	\$427,308	\$412,892	\$408,754	\$408,754	\$408,754	\$408,754	\$408,754	\$4,828,014
50% of Allocation	\$339,845	\$419,263	\$212,915	\$213,654	\$206,446	\$204,377	\$204,377	\$204,377	\$204,377	\$204,377	\$2,414,008
Programmed Amount	-	\$71,720	-	\$2,281,764	\$252,000	-	\$400,000	\$256,460	\$1,932,000	\$1,090,940	\$6,284,884
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)											
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Annual Allocation	-	-	\$157,057	\$160,198	\$162,961	\$155,746	\$155,746	\$155,746	\$155,746	\$155,746	\$1,258,946
50% of Allocation	-	-	\$78,529	\$80,099	\$81,481	\$77,873	\$77,873	\$77,873	\$77,873	\$77,873	\$629,474
Programmed Amount	-	-	-	-	\$144,000	-	-	-	\$520,661	-	\$664,661
Surface Transportation Block Grant(STBG)											
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Annual Allocation	\$2,694,466	\$3,262,252	\$4,508,781	\$3,568,291	\$3,694,172	\$3,465,611	\$3,465,611	\$3,465,611	\$3,465,611	\$3,465,611	\$35,056,017
50% of Allocation	\$1,347,233	\$1,631,126	\$2,254,391	\$1,784,146	\$1,847,086	\$1,732,806	\$1,732,806	\$1,732,806	\$1,732,806	\$1,732,806	\$17,528,012
Programmed Amount	\$3,305,869	\$4,310,978	\$4,269,039	\$1,967,000	\$1,542,457	\$4,700,243	\$4,395,000	\$3,648,420	\$2,335,000	\$127,000	\$30,601,006
Transportation Alternatives (TA)											
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Annual Allocation	\$234,664	\$319,525	\$487,093	\$496,835	\$513,587	\$482,539	\$482,539	\$482,539	\$482,539	\$482,539	\$4,464,399
50% of Allocation	\$117,332	\$159,763	\$243,547	\$248,418	\$256,794	\$241,270	\$241,270	\$241,270	\$241,270	\$241,270	\$2,232,204
Programmed Amount	\$451,540	\$352,671	\$688,981	-	\$14,407	-	\$402,940	\$1,293,060	-	\$400,000	\$3,603,599
Combine MPO-Dedicated Suballocations											
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Combined Annual Suballocation	\$4,696,177	\$5,750,115	\$8,104,250	\$5,946,967	\$6,124,418	\$5,897,940	\$5,897,940	\$5,897,940	\$5,897,940	\$5,897,940	\$60,111,627
Future Programmed Amount	\$0	\$0	\$0	\$0	\$3,947,938	\$4,900,243	\$5,897,940	\$5,897,940	\$5,487,661	\$5,897,940	\$32,029,662
Obligated Amount	\$4,257,409	\$4,935,369	\$6,219,944	\$3,752,050	-	-	-	-	-	-	\$19,164,772
Unprogrammed Amount	\$438,768	\$814,746	\$1,884,306	\$2,194,917	\$1,835,073	\$997,697	\$0	\$0	\$410,279	\$0	\$8,575,786

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FIGURE 12: KENTUCKY MPO DEDICATED FUNDING PROGRAM ANALYSIS

Kentucky MPO-Dedicated Funding Program				
Carbon Reduction Program (CRP)				
	FY 2025	FY 2026	FY 2027	FY 2028
Carryover Funds	\$8,070,193	(\$41,760)	\$0	\$1,923,759
Annual Allocation	\$2,740,941	\$2,795,760	\$2,795,760	\$2,795,760
Cost Increase Reserve	\$0	\$0	\$0	\$0
Total Available	\$10,811,134	\$2,754,000	\$2,795,760	\$4,719,519
Programmed Amount	\$10,852,894	\$2,754,000	\$872,000	\$2,696,000
Unprogrammed Funds	(\$41,760)	\$0	\$1,923,759	\$2,023,519
Surface Transportation Block Grant (STBG)				
	FY 2025	FY 2026	FY 2027	FY 2028
Carryover Funds	\$135,900,253	\$28,873,807	\$11,472,983	(\$2,927,028)
Annual Allocation	\$23,112,971	\$23,575,230	\$23,575,230	\$23,575,230
Cost Increase Reserve	\$3,215,854	\$4,715,046	\$4,715,046	\$4,715,046
Total Available	\$156,306,941	\$47,733,991	\$30,333,167	\$15,933,157
Programmed Amount	\$127,433,134	\$36,261,008	\$33,260,195	\$5,183,689
Unprogrammed Funds	\$28,873,807	\$11,472,983	\$2,927,028	\$10,749,468
Transportation Alternatives (TA)				
	FY 2025	FY 2026	FY 2027	FY 2028
Carryover Funds	\$7,510,803	\$3,810,014	\$3,097,347	\$0
Annual Allocation	\$2,394,758	\$2,442,653	\$2,442,653	\$2,442,653
Cost Increase Reserve	\$0	\$0	\$0	\$0
Total Available	\$9,905,561	\$6,252,667	\$5,540,000	\$2,442,653
Programmed Amount	\$6,095,547	\$3,115,320	\$5,540,000	\$0
Unprogrammed Funds	\$3,810,014	\$3,097,347	\$0	\$2,442,653

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Projects Implimented and Projects Significantly Delayed

The next two tables reference projects that have previously been awarded MPO-dedicated funds by the TPC. However, it is specific to those projects that were previously programmed in the FY 2023 – 2026 TIP. Since these projects are funded with MPO-dedicated funds, KIPDA closely monitors whether they are moving forward in a timely manner.

FIGURE 13: MPO DEDICATED PROJECTS IMPLEMENTED OR UNDER CONSTRUCTION

MPO-Dedicated Projects Implemented Or Under Construction						
State	Project Sponsor	Project Name	KIPDA ID	State ID	County	Federal Funding Category
Indiana	Floyd County	Charlestown Road Corridor Complete Streets - Multi Use Path	2128	1400550	Floyd	CMAQ-MPO (and Group III funds)
	Clarksville	Blackiston Mill Road Phase II	2389	1700724	Clark	STBG-MPO
	New Albany	East Main Street	2392	1700730	Floyd	STBG-MPO
	Clarksville	Riverside Drive	2393	1700725	Clark	STBG-MPO (and Group III funds)
	Clarksville	Clarksville Montgomery Avenue / Jeffersonville 9th Street Multimodal Connection	2541	1801597	Clark	TA-MPO & CRRSAA
	TARC	Purchase Vehicles for Mobility on Demand Service	3012		Clark, Floyd, Jefferson	STBG-MPO
	New Albany	State Street Congestion Mitigation Planning Study	3010	2100002	Floyd	STBG-MPO
	Clark County	CR 403 and Stacy Road Intersection Improvements	2549	1802805	Clark	HSIP-MPO
	Kentucky	Jeffersontown	Patti Lane Sidewalk Safety Improvement	2385	5-3219.00	Jefferson
Louisville Metro		Newburg Road Sidewalk	2898	5-3041.00	Jefferson	TA-MPO
Louisville Metro		River Road Multi-Modal Improvements - 3rd Street to 7th Street	2540	5-3217.00	Jefferson	TA-MPO
University of Louisville		Pedestrian Improvements: Lighting	2225	5-3218.00	Jefferson	STBG-MPO
Oldham County		KY 329	1887	5-542.00	Oldham	STBG-MPO
Louisville Metro		Main Street/Story Avenue Intersection	2388	5-758.00	Jefferson	STBG-MPO
Louisville Metro		Hikes Lane Rehabilitation	2897	5-583.00	Jefferson	STBG-MPO
Louisville Metro		East Market Street (US-31E) Streetscape	2064	5-8703.00	Jefferson	STBG-MPO
Louisville Metro		Cannons Lane	2239	5-3212.00	Jefferson	STBG-MPO

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FIGURE 14: MPO DEDICATED PROJECTS SIGNIFICANTLY DELAYED

MPO-Dedicated Projects Significantly Delayed						
State	Project Sponsor	Project Name	KIPDA ID	State ID	County	Federal Funding Category
Indiana	Floyd County	Replacement of Bridge 51	1,558	1700788	Floyd	STBG-MPO
Kentucky	Jeffersontown	Good Samaritan Bicycle and Pedestrian Trail Connector	2,082	5-486.00	Jefferson	STBG-MPO
	Jeffersontown	Ruckreigel Parkway Sidewalk Improvement	2,619	5-198.00	Jefferson	STBG-MPO
	Jeffersontown	Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II	2,084	5-543.00	Jefferson	STBG-MPO
	Jeffersontown	Watterson Trail Phase II	1,583	5-518.00	Jefferson	STBG-MPO
	KYTC	US 42	1,271	5-441.01	Jefferson	STBG-MPO
	KYTC	English Station Road	188	5-353.00	Jefferson	STBG-MPO
	Louisville Metro	A.B. Sawyer Shared Use Path	1,662	5-529.00	Jefferson	STBG-MPO
	Louisville Metro	Cooper Chapel Road Phase 3	223	5-404.01	Jefferson	STBG-MPO
	Louisville Metro	I-65	224	5-378.10	Jefferson	STBG-MPO
	Louisville Metro	Northeast Louisville Loop MET Section 2	2,269	5-3030.20	Jefferson	STBG-MPO
	Louisville Metro	Northeast Louisville Loop MET Section 4	2,271	5-3030.40	Jefferson	STBG-MPO
	Louisville Metro	Ohio River Levee Trail Phase III	1,109	5-505.00	Jefferson	STBG-MPO
	Louisville Metro	Olmsted Parkways Multi-Use Path System Section 1	2,622	5-3709.00	Jefferson	STBG-MPO
	Louisville Metro	Olmsted Parkways Multi-Use Path System Section 2	2,623	5-3709.00	Jefferson	STBG-MPO
	Louisville Metro	Olmsted Parkways Multi-Use Path System Section 3	2,624	5-3709.00	Jefferson	STBG-MPO
	Louisville Metro	Olmsted Parkways Multi-Use Path System Section 4	2,625	5-506.00	Jefferson	STBG-MPO
	Louisville Metro	Olmsted Parkways Multi-Use Path System Section 5	2,626	5-506.00	Jefferson	STBG-MPO
	Louisville Metro	Olmsted Parkways Multi-Use Path System Section 6	2,627	5-506.00	Jefferson	STBG-MPO
	Louisville Metro	Olmsted Parkways Multi-Use Path System Section 7	2,628	5-506.00	Jefferson	STBG-MPO
	Louisville Metro	River Road	163	5-91.02	Jefferson	STBG-MPO
	Louisville Metro	North Hubbards Lane	3,233	5-479.10	Jefferson	STBG-MPO
	Louisville Metro	South Hubbards Lane	3,024	5-479.20	Jefferson	STBG-MPO
	Louisville Metro	One-Way Street Conversion to Two-Way Phase 1	1,809	5-470.00	Jefferson	STBG-MPO
	Louisville Metro	River Road Extension	1,338	5-512.00	Jefferson	STBG-MPO
	Louisville Metro	Pond Creek Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path	2,086	5-489.00	Jefferson	STBG-MPO & CRP-MPO
	Louisville Metro	McNeely Lake Park Segment - Louisville Loop Shared Use Path	2,539	5-3034.00	Jefferson	TA-MPO
	Louisville Metro	Medora Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path	2,092	5-524.00	Jefferson	TA-MPO
	Oldham County	LaGrange Underpass West of LaGrange	321	5-434.00	Oldham	STBG-MPO
	University of Louisville	Pedestrian Improvements: ADA Curb Cuts & Ramps	2,585	5-3220.00	Jefferson	STBG-MPO

The next figure shows those MPO-dedicated projects that are either open to the public or currently under construction. The MPO-dedicated projects that have experienced significant delays are shown below.

ANNUAL LISTING OF OBLIGATED PROJECTS

KIPDA publishes an annual listing of projects obligated in the preceding year. This list is developed cooperatively by the states, public transportation operator, and the MPO. The Annual Listing of Obligated Projects (ALOP) is published as a



07

AIR QUALITY CONFORMITY

In this chapter:

- Air Quality Status
- Transportation Conformity
- Regional Emissions Analysis
- CMAQ Eligibility

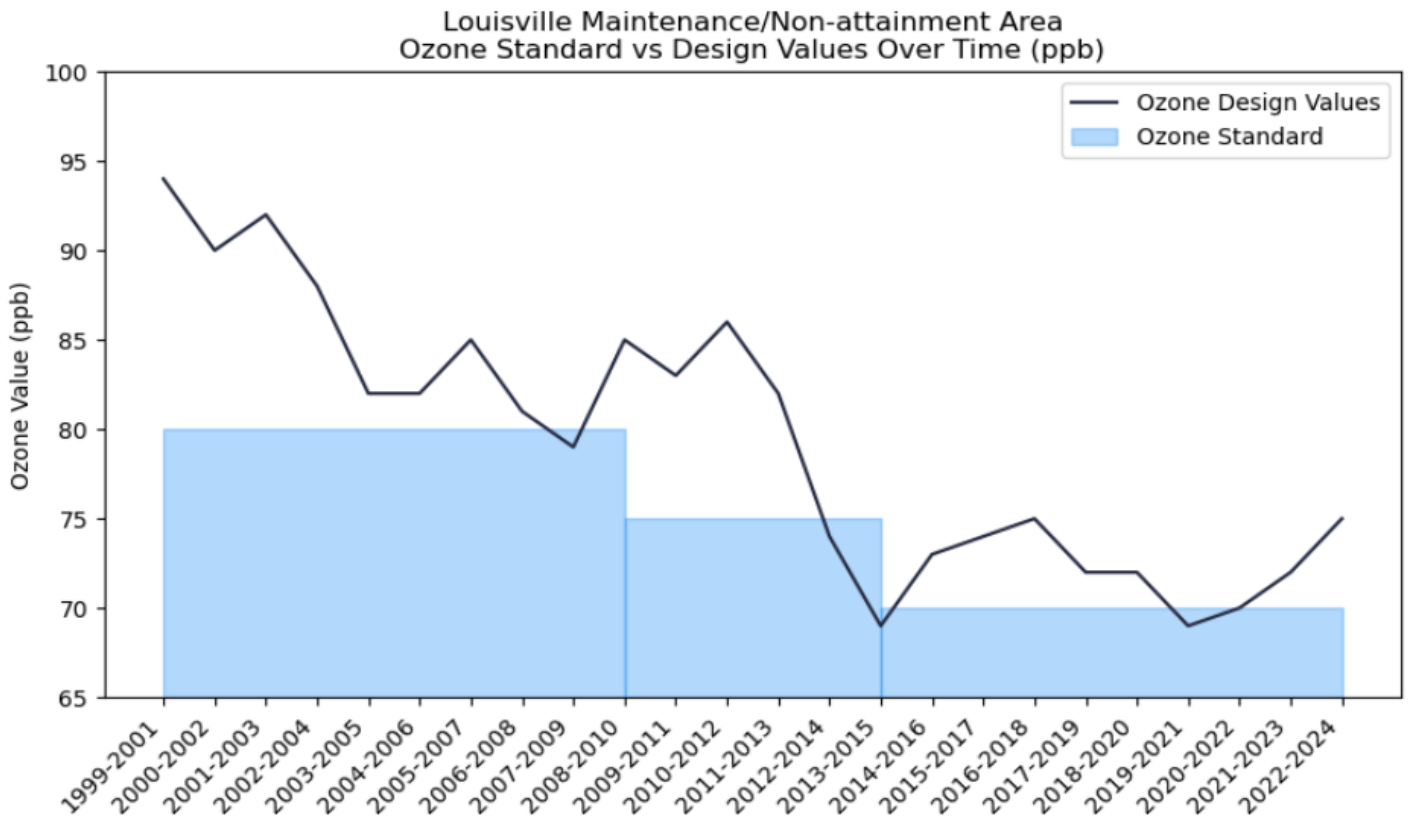
AIR QUALITY STATUS

The presence of high levels of ground-level ozone and fine particulates, specifically $PM_{2.5}$, have affected the region for decades, and meeting the National Ambient Air Quality Standards (NAAQS) have traditionally been an issue for the region. While air quality has steadily and significantly improved over the years, the national standards that must be met have consistently been strengthened. On-road mobile emissions are significant contributors to this problem; therefore, estimates of these pollutants and their precursors play a significant part in the regional transportation planning process. When a design value exceeds a standard, an area may be declared in nonattainment of that standard. As the graphs indicate, local design values continue to trend downward as the standards are periodically reviewed and strengthened at a similar rate.

Ozone

Figure 15 shows the design value for ground-level ozone in the KIPDA region, and the ozone standards measured in parts per billion (ppb). Presently, the KIPDA Region is designated as a non-attainment area under the most recent Ozone Standard, which was established in 2015. Non-attainment areas are established when any of the air quality monitors in a region show a violation of the EPA-established standards. The region was officially designated as non-attainment under this standard in November 2017. EPA designated the entirety of Clark, Floyd, Jefferson, Bullitt, and Oldham Counties as the ozone non-attainment area, which is consistent with past precedent. As required by the EPA, a design value is determined using data from monitors deployed regionwide. The design values shown in this graph reflect the three-year rolling average of the fourth-highest monitored reading each year. The series of readings considered for this calculation is the highest 8-hour concentration over the course of each day.

FIGURE 15: DESIGN VALUE FOR GROUND-LEVEL OZONE IN THE KIPDA-LOUISVILLE MPO



$PM_{2.5}$

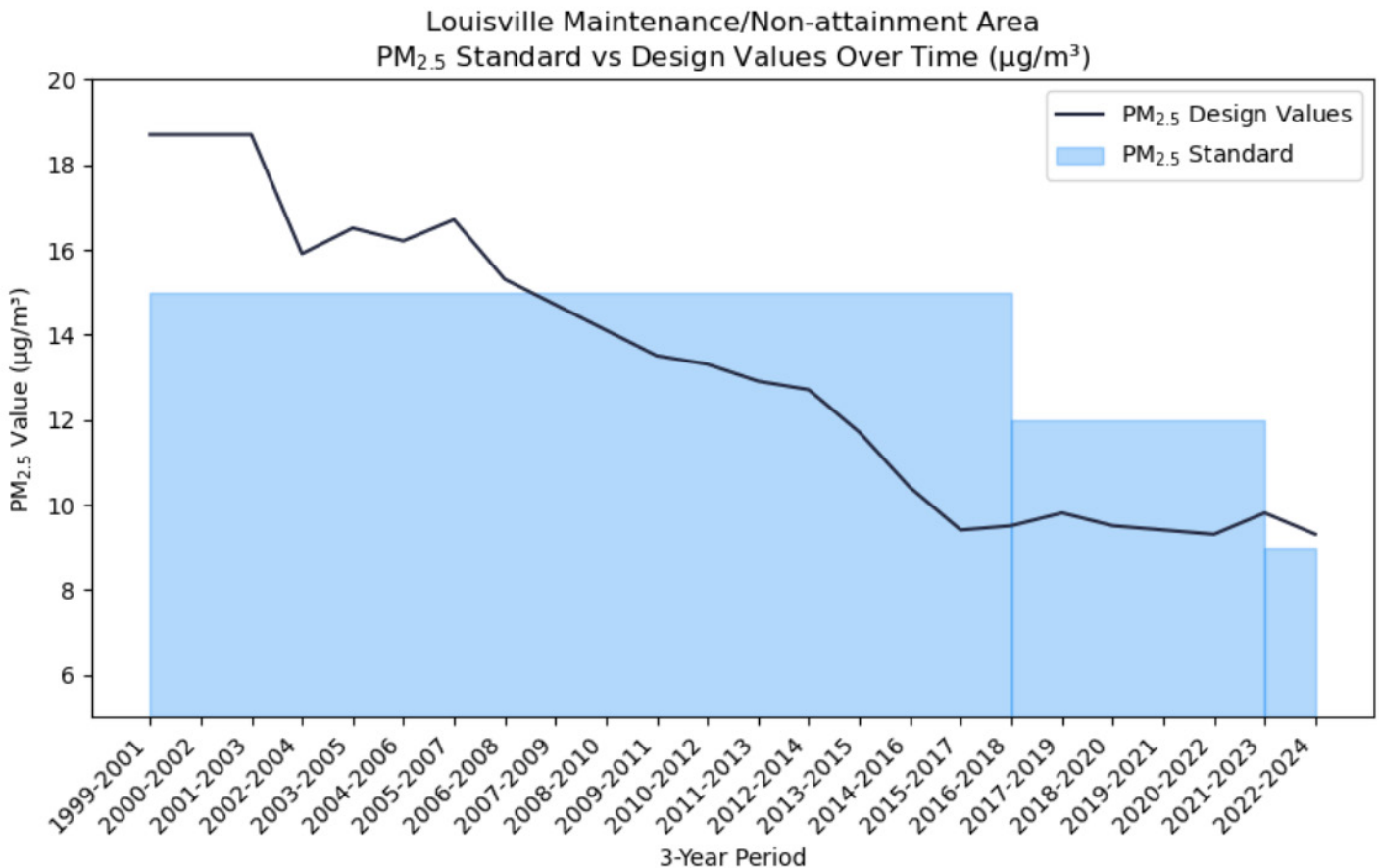
The KIPDA region has been designated as being in attainment of the previous $PM_{2.5}$ standard, which was established in 2012. A new standard of $9 \mu\text{g}/\text{m}^3$ was adopted in 2024, recent data indicates an exceedance of the standard. A request for an exceptional event has been made to the EPA to review the impacts of the 2023 Canadian wildfires. If accepted

recent design values would likely be reduced.

Figure 16 shows the annual design value for PM_{2.5} in the KIPDA region and the PM_{2.5} standards measured in micrograms per cubic meter (µg/m³).

As required by the EPA, a design value is determined using data from monitors deployed regionwide. The design values shown in this graph reflect the three-year rolling average of the annual mean monitored reading each year.

FIGURE 16: DESIGN VALUE FOR PM_{2.5} IN THE KIPDA-LOUISVILLE MPO



TRANSPORTATION CONFORMITY

Transportation conformity is the established process that links transportation planning and air quality planning. For a transportation project to be eligible to receive federal funding in non-attainment areas, a project must be included in a conforming Metropolitan Transportation Plan (MTP). As a reminder, the TIP is considered a subset of the MTP so conformity is technically only applied to the MTP.

Due to the KIPDA region being designated a non-attainment area under the 2015 Ozone Standard, KIPDA must show that Connecting Kentuckiana 2050 conforms to the standard by estimating and analyzing future levels of regional on-road mobile emissions.

This process is performed through a multi-step, multi-agency process. This process is established in a Memorandum of Understanding (MOU) between KIPDA and its air quality planning partners. The air quality planning partners include the air quality and transportation agencies at the local, state, and federal levels, which serve the KIPDA region.

REGIONAL EMISSIONS ANALYSIS

The first step in the regional emissions analysis involves the creation of future-year scenarios in KIPDA's Regional Travel Demand Model. These model scenarios include all projects that are expected to be open to the public by the year of the scenario, paired with land use assumptions in the form of population, household, and employment characteristics

for the same year. The Interagency Consultation (IAC) Group, a group that includes KIPDA's air quality planning partners, reviews and approves the planning assumptions used to model the projects.

The regional emission estimates of the ozone precursors were calculated using MOVES 4, the model currently required by EPA. Key outputs from the KIPDA Model, including VMT and speed outputs, are among the inputs to the MOVES model. The MOVES Model also incorporates additional parameters including detailed information on the fleet of vehicles registered in the region, the fuels used, local weather/climate conditions, among others. In the KIPDA region, KIPDA staff performs the emissions modeling. The output of the MOVES Model is in the form of estimates of regional emissions of the ozone precursors, Volatile Organic Compounds (VOC), and Oxides of Nitrogen (NOx).

The regional emissions estimates of the ozone precursors are then compared to budgets of the precursors that are established in the State Implementation Plan (SIP). With the Ozone non-attainment area in this region encompassing a bi-state area, the budgets are bi-state budgets that are agreed upon by the state and federal air quality planning partners. Currently, regional emission estimates are compared to 2019 baseline values for analyses prior to the year 2035. For the year 2035 and later, emission estimates are compared to the year 2035 budgets. For the MTP to be a conforming MTP, regional emission estimates for scenarios prior to 2035 must be no greater than the baseline values. For scenarios for the year 2035 and later, emission estimates must be less than the budgets established in the SIP for 2035.

Since none of the budgets are exceeded, Connecting Kentuckiana 2050 can be considered a conforming MTP. Each time Connecting Kentuckiana 2050 is amended in the future, transportation conformity must be demonstrated again, and a similar process to the one described above will be undertaken.

For further information, including the detailed Conformity Report, reference [Connecting Kentuckiana 2050](#).

CMAQ ELIGIBILITY

The Congestion Mitigation/Air Quality (CMAQ) Program provides federal funding for projects that contribute to improving air quality in non-attainment or maintenance areas. The KIPDA Region has been eligible to receive funding through the CMAQ Program for many years and numerous projects have been funded with CMAQ funds. The region's current non-attainment status ensures that the region will remain eligible to receive CMAQ Funding.

Each state manages the Federal CMAQ dollars differently. Indiana sub-allocates a portion of the CMAQ dollars in Indiana to the urban areas across the state, such as KIPDA, that are non-attainment or maintenance areas. KIPDA initiates calls for potential CMAQ projects in Clark and Floyd counties and then works cooperatively with the local agencies in those counties to prioritize and award the CMAQ funding in the region. In Kentucky, CMAQ projects are awarded exclusively at the state level by KYTC. KYTC requests that potential CMAQ projects be submitted to MPOs. Those projects are then prioritized at the regional level but are awarded at the state level.

While the prioritization and award of CMAQ projects and dollars is primarily a function related to the administration of the Transportation Improvement Program (TIP), air quality improving projects were prioritized in the development of Connecting Kentuckiana 2050. Applicant projects that were thought to be CMAQ-eligible and among the project types established in the Clean Air Act that reduce on-road mobile emissions received points within the Connecting Kentuckiana 2050 project scoring and ranking structure. These projects include those projects that have the potential to improve air quality through investments in improved public transit, traffic flow improvements that do not significantly increase capacity for single-occupancy vehicles, and bicycle and pedestrian improvements, among others.

08

CERTIFICATION PROCESS

In this chapter:

Certification of Transportation Planning Process

CERTIFICATION OF TRANSPORTATION PLANNING PROCESS

Federal regulations require that the metropolitan transportation planning process be certified in accordance with: 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300; sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)), and 40 CFR part 93; Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts; the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; the Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance; Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Certifications assuring compliance with applicable federal regulations are included in Figure 17 on the next page.

The Federal Highway Administration and the Federal Transit Administration conducted the most recent certification review of KIPDA's urban transportation planning process on June 22 and 23, 2022. On September 20, 2022, FHWA and FTA determined that the planning process substantially meets the requirements under 23 USC 134 and 49 USC 5303.

FIGURE 17: LOUISVILLE AREA TMA FEDERAL CERTIFICATION REVIEW



U.S. Department
of Transportation
**Federal Highway
Administration**

Kentucky Division

September 20, 2022

330 West Broadway
Frankfort, KY 40601
PH (502) 223-6720
FAX (502) 223 6735
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:
HDA-KY

The Honorable David Voegele
Chairman, KIPDA Transportation Policy Committee
Louisville Area Metropolitan Planning Organization
c/o Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299

Subject: Louisville Area TMA Federal Certification Review

Dear Judge Voegele:

This letter notifies you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify the planning process for the Louisville Area Transportation Management Area (TMA). This certification is based on the findings from the Federal Certification Review conducted on June 22 and 23, 2022.

The overall conclusion of the enclosed Certification Review is that the planning process for the Louisville Area TMA complies with the spirit and intent of federal metropolitan transportation planning laws and regulations under 23 USC 134 and 49 USC 5303. The planning process at the Louisville Area TMA is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning.

We would like to thank Jarrett Haley, Executive Director and his staff for their time and assistance in planning and conducting the review. Enclosed is a report that documents the results of this review and offers three corrective actions and ten recommendations for continuing quality improvements and enhancements to the planning process. The Certification Review Team also noted four noteworthy practices. This report has been transmitted concurrently to the MPO, the Kentucky Transportation Cabinet, the Indiana Department of Transportation, and the Transit Authority of River City.

If you have any questions regarding the certification review process, the certification action, and/or the enclosed report, please direct them to Bernadette Dupont, Transportation Specialist, FHWA Kentucky Division, at Bernadette.Dupont@dot.gov or (502) 223-6729 and Aviance Webb, Community Planner, FTA Region 4, at Aviance.Webb@dot.gov or (404) 865-5489.

**YVETTE G
TAYLOR**

Digitally signed by YVETTE
G TAYLOR
Date: 2022.09.28 17:54:10
-04'00'

Yvette Taylor, Regional Administrator
Federal Transit Administration

Sincerely yours,

**TODD A
JETER**

Digitally signed by
TODD A JETER
Date: 2022.09.26
16:32:12 -04'00'

Todd Jeter, Division Administrator
Federal Highway Administration

Enclosure

via e-mail

cc: Aviance Webb, FTA-R4
Cecilia Crenshaw-Godfrey, FTA-R5
Erica Tait, FHWA-IN
Carrie Butler, TARC
Mikael Pelfrey, KYTC-Planning
Roy Nunnally, INDOT-Planning
Andy Rush, LOU MPO



08

PROJECT LISTINGS

IN THIS CHAPTER:

In this chapter:

TIP Development Process

Project Evaluation Process

TIP Project Listings and Maps

TIP DEVELOPMENT PROCESS

Project development for the new FY 2025 – FY 2028 TIP built on the foundation that was established with the creation of *Connecting Kentuckiana 2050* and the FY 2023 – FY 2026 TIP (both adopted in May 2023). The FY 2025 – FY 2028 TIP replaces the FY 2023 – FY 2026 TIP and like the previous TIP, it is considered a subset to the MTP. All projects listed in the previous TIP with phases in any of the new FY 2025-FY 2028 TIP years were automatically carried over to the new TIP. KIPDA held a Call for Projects that led to updates to projects awarded MPO-dedicated funds. Depending on need, those updates were either included to the previous TIP via administrative modification and thus carried over, or they were added at the adoption of the new TIP. In addition, staff informed project sponsors of the TIP update so that any other projects required to be included in the TIP (such as projects with federal funds outside of the MPO-dedicated program or regionally significant state funded projects) would be included and if needed. KIPDA staff frequently communicated the anticipated schedule and necessary deadlines for project updates with project sponsors at the committee meetings and through email.

For new projects and existing projects with scope changes, project sponsors were required to complete a Full KIPDA Project Application which is based on Survey 123 in ArcGIS. This ensured that project details like the project limits, the number of and changes to the number of travel lanes, and any MTP scoring criteria could be reviewed and documented. Other existing project changes were requested through KIPDA's Expedited Project Application. KIPDA's application process will continue after the adoption of the TIP for any project updates that the sponsors wish to request.

KIPDA staff determines which projects should be in the MTP, the TIP or both. KIPDA requires project sponsors to submit a total estimated project cost for all projects in either document and only projects with secured funding in fiscal year 2025, 2026, 2027, or 2028 are included in the FY 2025 – FY 2028 TIP. TIP projects are also listed in the MTP either directly, or in some cases listed indirectly as either a group project with an assigned group category ID or as a child project with an assigned parent project ID. (See the TIP Processes section for more on group projects and project families).

On occasion, sponsors submit funding details for phases outside of the TIP years for KIPDA's records. When applicable, this information is listed in the TIP "illustratively" (typically this occurs when administrative modifications or amendments are made). KIPDA strives to maintain consistency of project details with all sponsors, however, documenting funding details outside of the current TIP timeframe can be particularly useful when either the KYTC or the INDOT STIP is on a different cycle than the TIP.

PROJECT EVALUATION PROCESS

To be consistent with the MTP, KIPDA applied the same project evaluation process with the goals, objectives and performance measures that was used in development of *Connecting Kentuckiana 2050* for the FY 2025 – FY 2028 TIP. The MTP was not due for an update at the time of this TIP adoption. There will be an opportunity to review and potentially revise the project evaluation process in the development of the following MTP and future TIPs. For this TIP, all federally required and MPO required performance measures are included. The performance measures, along with other criteria, were used in evaluating projects for performance impacts.

The project evaluation process intends to help prioritize transportation projects for inclusion in the FY 2025 – FY 2028 TIP. The project evaluation process provides a systematic approach to scoring TIP projects. The process relies on the best available data and points of emphasis in the federal transportation bill and the MTP's goals, objectives, and performance measures. ArcGIS modeling software was utilized to evaluate projects for most of the criteria which expedited the process and provided enhanced consistency. As was the case in the last project evaluation process, some criteria required KIPDA staff to manually evaluate projects.

Apart from programs and maintenance projects, all projects were evaluated against the Common Criteria and also the Bicycle/Pedestrian, Roadway and/or Transit criteria depending on the primary project type. Projects may earn up to 100 points through the Common Criteria and another 100 points through the project's particular modal criteria (Bicycle/Pedestrian, Roadway and/or Transit) for a total of 200 points possible.

Below, each of the four criteria groups are explained in more detail including tables for the point values.

Common Criteria for all Transportation Projects (Up to 100 points)

Economic Development: Awarded points for projects serving existing, expanding, or new employment centers. Projects are awarded points based on the existing employment within 1/2 mile of project.

Future Economic Development: Awarded points based on forecasted employment growth at the TAZ level. Awarded points-based location in an area of high/medium/low growth.

Environmental Impact: Awarded points for projects that do not intersect with significant environmental resources, as derived from KIPDA's Red Flag Inventory.

Local Priority: Reflects the relative importance of each project as indicated by the future sponsor. It is important that KIPDA has a sense of the local situation and preference for solutions to transportation problems. Project sponsors are asked to review and prioritize their projects. The prioritized project listings received from public agencies (city, county, state, etc.) are used to assign high, medium, or low priority.

Planning Study: Awarded up to 10 points for projects identified in a formal, publicly vetted corridor study, economic development plan, or comprehensive planning process completed in the last ten years. This is meant to recognize the significant overall detailed planning invested in key transportation corridors. Projects with little or no status related to a corridor study or a comprehensive plan will be scored 0 points.

Criteria for Bike and Pedestrian Projects (Up to 100 Points if This is the Primary Project Type)

Mobility and Access Portion (Up to 35 Points)

Access to Destinations: Transportation infrastructure should provide access to a variety of destinations and job opportunities for all types of trips and lifestyles. Project awarded points based on location in employment, commercial, and medical high-density land use clusters, and schools.

Network Connectivity: Fills a gap or creates a network where none currently exists. Building out local and regional networks for bicycle and pedestrian facilities is crucial in promoting these modes of travel. Projects that connect to existing networks or establish the beginnings of a new network are awarded points based on the facility type.

Transit Connection: Fills a gap or creates a network where none currently exists. Building out local and regional networks for bicycle and pedestrian facilities is crucial in promoting these modes of travel. Projects that connect to existing networks or establish the beginnings of a new network are awarded points based on the facility type.

Resiliency Portion (Up to 15 Points)

Land Use: Implementing bicycle and pedestrian infrastructure where land use and demographics are more likely to generate these modal trips is a key factor in planning for project success. Points awarded to projects in areas of higher demand propensity.

Resiliency: Our region is at risk of flooding from heavy rainfall and rising rivers, in addition to other severe weather events. Pedestrian and bicycle projects present opportunities to add green infrastructure that can help mitigate or adapt to flood risk. Projects will be evaluated on whether they contain green infrastructure elements.

Safety Portion (Up to 50 Points)

Improvement to Safety: Points are awarded based on the potential of proposed safety countermeasures to address the issues in the project area.

Safety: The average annual number of crashes in project area over a ten-year period involving bicyclists or pedestrians is used as the metric for assigning up to 10 points.

Criteria for Roadway Projects (Up to 100 Points if this is the Primary Project Type)

Mobility and Access Portion (Up to 45 Points)

Average Daily Traffic or Facility Type: Ensuring resources are expended on facilities that experience a large amount of traffic is a core component of ensuring mobility on the roadway network. The combination of ADT and functional classification are used as a barometer of a roadway's significance in the regional system. This combination allows roadways with high volumes to be assigned a high score even if the facility is not high on the functional classification system. A roadway must be classified as a collector or "higher" to be eligible for federal funding.

Freight Volumes: The efficient movement of freight is an important goal of the transportation network. Award points based on a project's location on corridors with high volumes of truck traffic or importance as first and last mile connections to freight sites.

Improves Access to Destinations: Transportation infrastructure should provide access to a variety of destinations and job opportunities for all types of trips and lifestyles. Project awarded points based on location in employment, commercial, and medical high-density land use clusters and schools.

Improves Active Transportation: Roadway expansion projects should be designed for multimodal use that considers the needs of bicyclists and pedestrians. The construction of new roadway capacity also provides opportunities to add new active transportation infrastructure, improve existing infrastructure, or provide maintenance to existing infrastructure.

Travel Time Index (TTI) or Level of Service (LOS): Travel Time Index (TTI) compares peak period travel speed to a free-flow travel speed. TTI includes both recurring and incident conditions and is, therefore, an estimate of the conditions faced by travelers. It is calculated by dividing free-flow travel speed by peak period observed travel speed. Projects are awarded point values based on their TTI score as follows. If TTI is unavailable (collector roadways), LOS will be used.

Resiliency Portion (Up to 10 Points)

Innovation/Alternative Fuels: Project awarded points for advancing innovative transportation infrastructure, as it relates to automated vehicles, ITS infrastructure, or alternative fuel vehicles.

Resiliency: Our region is at risk of flooding from heavy rainfall and rising rivers, in addition to other severe weather events. Roadway projects present opportunities to add green infrastructure that can help mitigate or adapt to flood risk. Projects will be evaluated on whether they contain green infrastructure elements.

Safety Portion (Up to 45 Points)

Improvement to Safety: Projects should strive to correct existing safety issues while maximizing safe design for all modes along a corridor. Points are awarded based on the potential of proposed safety countermeasures to address the issues in the project area.

Pedestrian and Bicyclist Safety: The average annual number of crashes in project area over a ten-year period is used as the metric for assigning up to 10 points.

Vehicular Safety: The existing crash rate per hundred million vehicle miles (HMVM) for the project area is used as the metric for assigning up to 10 points.

Criteria for Transit Projects (Up to 100 Points if Primary Project Type)

Mobility and Access Portion (Up to 50 Points)

Improves Access to Destinations: Transit expansion should focus on access to a variety of destinations and job opportunities. KIPDA's high-density land use clusters will be used as the source of important destinations to serve.

Reliability: Reliability on expanded transit service focuses on ensuring proposed projects offer frequent service on dedicated or exclusive right-of-way or technology enhancements that improve on-time performance. These three measures enhance predictability in travel times and offer a competitive advantage over automobile travel.

Timing and Analysis Level: Projects should have the ability to be implemented in a timely fashion. The criterion is based on the time anticipated to fund and implement the project.

Resiliency Portion (Up to 25 Points)

Land Use: Points awarded to transit expansion projects that pass-through transit-supportive housing density.

Transit Project Type: Points awarded based on the type of project. Types may include, but are not limited to, vehicle replacement, service support, fixed facilities such as park and ride, stations or bus barns, and vehicle expansion.

Safety Portion (Up to 25 Points)

Transit Safety: Points awarded based on how the project helps achieve the regional transit safety targets.

Recommended Projects

The projects and programs included in FY 2025 – FY 2028 TIP represent only those that have secured federal transportation funds or are considered regionally significant state and/or locally funded projects.

The subsequent list of projects and programs are displayed by state and then by primary project type. Project types include bicycle/pedestrian, maintenance, programs, and roadway. Additionally, there is just one project listing for all transit projects. The project type represents the primary scope of the project but may include other modal elements.

The details for each project were gathered during project development and represent the best anticipated improvements, cost, and timeline the sponsors could provide at the time. Each project in the TIP listing includes the sponsor, project name, description, justification, KIPDA ID, state ID, county, open to public date, air quality status, project score and when applicable the group project ID or parent project ID. Each TIP project listing also includes the TIP funding details which show the phase, fiscal year, federal funding category, federal funds, other funds and total funds.

A map accompanies each type of project listed except for the projects that could not be mapped (such as projects that are programs and some transit projects). KIPDA maintains a [GIS Data Hub](#) which includes a gallery of interactive maps. The KIPDA ID displayed in each table can be used to find and view the projects on the interactive TIP project map.

The projects are listed in the following order:

- Indiana Bicycle/Pedestrian Improvement projects
- Kentucky Bicycle/Pedestrian Improvement projects
- Indiana Maintenance projects
- Kentucky Maintenance projects
- Indiana Roadway projects
- Kentucky Roadway projects
- Regional Transit projects
- Indiana Program projects
- Kentucky Program projects

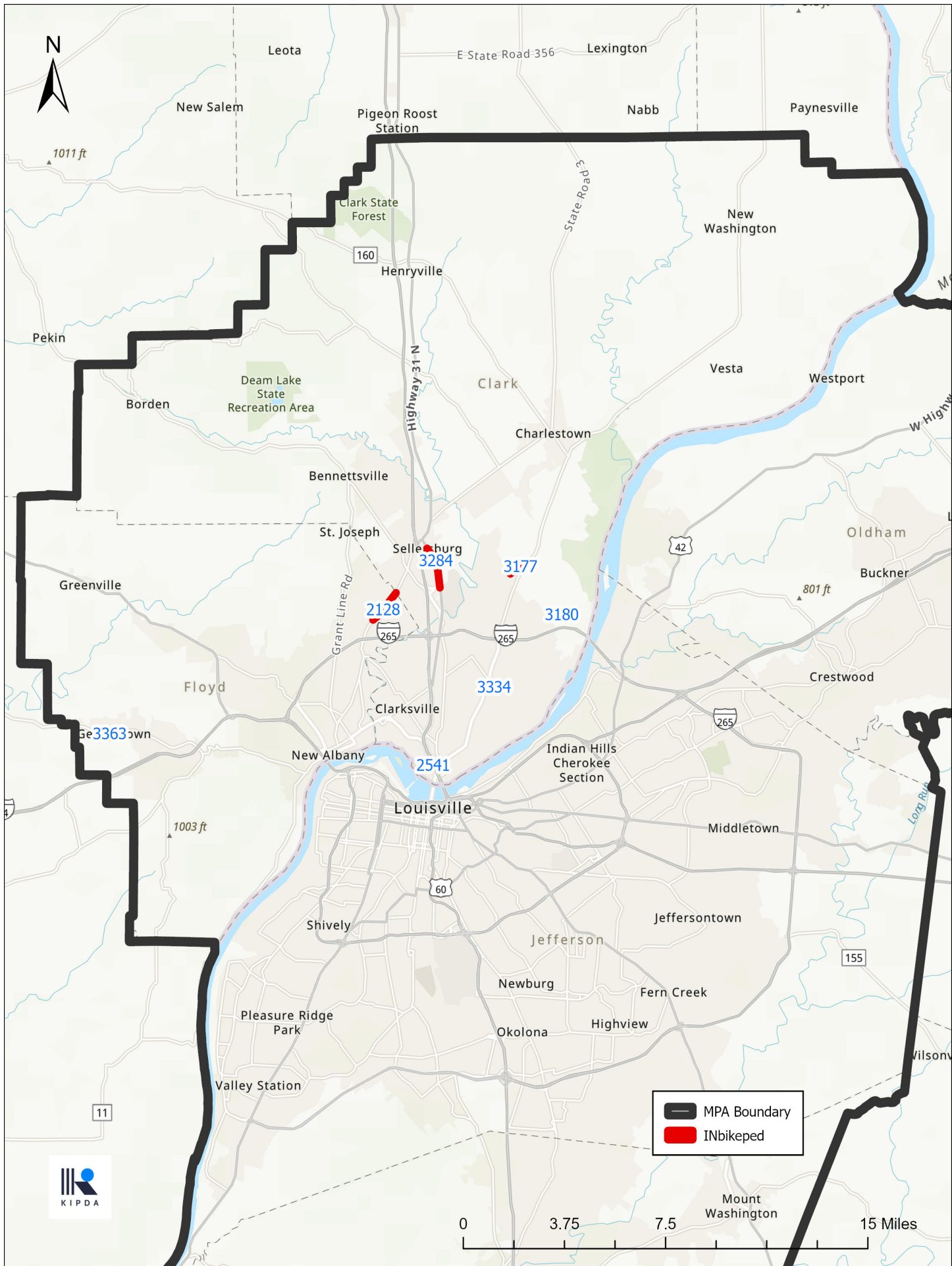
PROJECT LISTING LEGEND

SPONSOR	The sponsor is the agency or organization that has proposed and submitted a project. In many cases, the sponsor is also the agency or organization that will complete the project or implement the program.
PROJECT NAME	The project name is a short identifying description of the project's location and/or intent.
DESCRIPTION	The description is intended to define what the project is doing and when and where it may happen.
JUSTIFICATION	The justification provides additional details as to why the project or program has been identified and what issues may be addressed once complete.
KIPDA ID	The KIPDA ID is a unique identifier provided by KIPDA. This ID will remain with the project through its completion.
STATE ID	The State ID is each state's unique identifier. It is assigned by the respective state.
GROUP PROJECT ID	The Group Project ID is a unique number associated with each group project category and there is one for each of the two states.
COUNTY	The county in which the project is being implemented. In some cases there may be multiple counties.
TIP FUNDING	The TIP funding for each project includes the phase, fiscal year, federal funds, other/local funds, total funds and funding category associated.
OPEN TO PUBLIC DATE	The estimated completion date is the year the project is anticipated to be completed or initiated in certain instances such as new transit service routes.
AIR QUALITY STATUS	The air quality status alludes to whether the project is considered exempt or non-exempt. In general, exempt projects do not add capacity to the travel network. Non-exempt projects are generally considered capacity adding projects. There are many nuances to the definitions of exempt and non-exempt.
PROJECT SCORE	All projects have been scored using KIPDA's updated project evaluation process. This is the total score out of 200 points. Programs and maintenance projects were not evaluated using the scoring system.

INDIANA

BICYCLE/PEDESTRIAN
IMPROVEMENT PROJECTS





Indiana Bicycle/Pedestrian Projects

Sponsor Agency: Clark County

Project Name: Henryville Sidewalks

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
3180	2301302	2029	Clark	\$1,350,000	44

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2674 - Bicycle & Pedestrian Improvements - Indiana

Project Description:

The existing sidewalks in the Henryville area are crumbling and do not currently meet ADA requirements. Ramps will be added at intersections and slopes will be adjusted to help meet current ADA requirements. Extending sidewalks from the Henryville High School to the local library should also help the community.

Justification:

Sidewalks in the Henryville area do not currently meet ADA requirements. Improvements to the sidewalks including but not limited to curb ramps, sidewalk ramps and other improvements as well as extending the sidewalks to the Henryville School are planned for this project.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	Group III	\$100,000	\$25,000	\$125,000
PE	2025	PROT	\$144,000	\$28,000	\$172,000
Total			\$244,000	\$53,000	\$297,000

Sponsor Agency: Clark County

Project Name: Jeffersonville-Charlestown Pike Improvements

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
3177	2301301	2028	Clark	\$5,081,250	94

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

The Jeffersonville-Charlestown Pike project begins at the intersection of Jeffersonville-Charlestown Pike and Salem Noble Road and extend 0.8 miles to the intersection with Highway 62. The project will extend the Jeffersonville Project that begins at Utica-Sellersburg Road and extends to Salem-Noble Road. The improvements planned include an increased shoulder for bike traffic and an area for sidewalks to be added by developers or property owners fronting the project. Improved traffic flow and alternative means of travel will be offered and will help improve emissions. The multiuse path is being added to protect and help provide alternatives for local residents.

Justification:

The project is an extension of the Jeffersonville project to improve Jeffersonville-Charlestown Pike from Utica-Sellersburg Road ultimately to Highway 62. This improved road will provide an alternative to Highway 62 for local residents. The multi-use path will provide safe alternatives for residents in the area.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2027	TA-MPO	\$765,000	\$191,250	\$956,250
C	2028	CRP-MPO	\$3,300,000	\$825,000	\$4,125,000
Total			\$4,065,000	\$1,016,250	\$5,081,250

Indiana Bicycle/Pedestrian Projects

Sponsor Agency: Clarksville **Project Name:** Jeffersonville 9th Street/Clarksville Montgomery Avenue Multimodal Connection

KIPDA ID: 2541 **State ID/DES #:** 1801597 **Open to Public:** 2024 **County/Countries:** Clark **Project Cost:** \$2,964,000 **Project Score:** 121

AQ Analysis Status: Exempt **Parent Project:** **Group ID:**

Project Description:

Design and construction of multimodal connection between Jeffersonville and Clarksville's Arts Districts, underneath I-65 along Montgomery Avenue and 9th Street. The design will include new sidewalks, bicycle paths, lighting, and other aesthetic amenities. Project length is 0.64 miles.

Justification:

The construction of I-65 has created a significant barrier to community connectivity between Jeffersonville and Clarksville in the Southern Indiana region. In an effort to recreate the connectivity once enjoyed by this area, both communities intend to partner in order to provide a safe, attractive bicycle and pedestrian connection for residents in each community. There are very few alternative transportation options available connecting these two communities, due to restrictions created by the interstate corridor. Citizens and visitors will have a safe route provided to them to cross between communities and Arts and Cultural Districts without using motorized transportation. In conjunction with other projects that Jeffersonville and Clarksville are undertaking, this improvement will provide an additional path to the Ohio River Greenway.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	TA-MPO	\$14,407	\$3,602	\$18,009
Total			\$14,407	\$3,602	\$18,009

Sponsor Agency: Floyd County Board of Commissioners **Project Name:** Charlestown Road Corridor Complete Streets - Multi-Use Trail

KIPDA ID: 2128 **State ID/DES #:** 1400550, 1800900 **Open to Public:** 2024 **County/Countries:** Floyd **Project Cost:** \$5,132,608 **Project Score:** 98

AQ Analysis Status: Exempt **Parent Project:** **Group ID:**

Project Description:

Multi-use trail to connect County Line Road to Lewis Endres Parkway. Project is an approximately 1.5 mile pedestrian-bike trail that connects several large neighborhoods to commercial and recreational nodes along Charlestown Road. Also, the facility provides a safe mode of transportation for bike and pedestrian travel.

Justification:

This project has already been approved. This request is to split the project into Phases. Phase one will construct a section of trail from Sunset Drive to Chapel Lane and include the construction of a pedestrian bridge. Phase two which will be constructed in the future will connect Chapel Lane to County Line Road. Updated Project Justification.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	HSIP-ST	\$3,325,811	\$0	\$3,325,811
CE	2025	HSIP-ST	\$317,925	\$35,325	\$353,250
Total			\$3,643,736	\$35,325	\$3,679,061

Indiana Bicycle/Pedestrian Projects

Sponsor Agency: INDOT

Project Name: Merry Way Near Georgetown Elementary

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3363	2201202	2027	Floyd	\$1,078,250	79

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

The purpose of this project is to remove physical barriers that inhibit access to and away from schools and public parking in Georgetown. Upon completion of the project, all pedestrian facilities at the SR 64 intersection of Merry Way and at SR 64 should meet the minimum requirements for ADA compliance. INDOT is required to address substandard curb ramps and pedestrian facilities to remain in keeping with FHWA requirements and the law, therefore the no-build alternative is dismissed.

Justification:

INDOT is required to address substandard curb ramps and pedestrian facilities to remain in keeping with FHWA requirements and the law, therefore the no-build alternative is dismissed.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2026	HSIP-ST	\$45,000	\$5,000	\$50,000
CN	2027	HSIP-ST	\$749,700	\$83,300	\$833,000
Total			\$794,700	\$88,300	\$883,000

Sponsor Agency: INDOT

Project Name: US 31

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3284	2301706	2025	Clark	\$1,100,000	70

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Sidewalk improvements on US 31, 1.53 miles north of IN 60 (Foothill Road) to 3.28 miles north of IN 60. This project is going to be bundled with DES 1700111/KIPDA ID 2487.

Justification:

Reconstruction of the existing roadway, improving the safety of pedestrian and bicycle facilities.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	TA-ST	\$880,000	\$220,000	\$1,100,000
Total			\$880,000	\$220,000	\$1,100,000

Sponsor Agency: Jeffersonville

Project Name: Jeffersonville High School HAWK Beacon

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3334	2401659	2026	Clark	\$327,500	124

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2674 - Bicycle & Pedestrian Improvements - Indiana

Project Description:

The City intends to install a high-intensity activated crosswalk on Allison Lane at Wooded Way, in front of the Jeffersonville High School.

Justification:

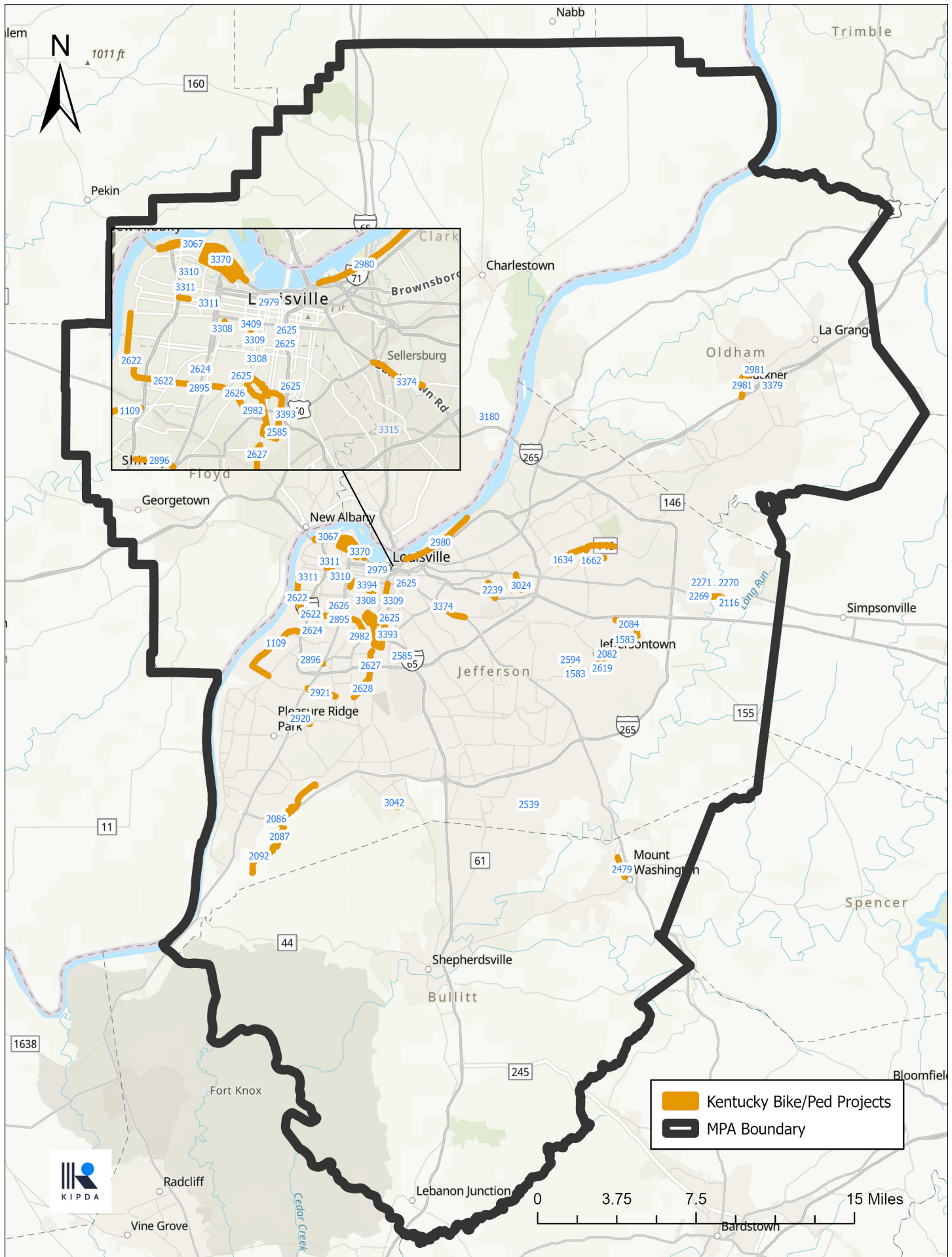
The purpose of this project is to install a High-intensity Activated Crosswalk (HAWK) signal at the crosswalk in front of Jeffersonville High School on Allison Lane at Wooded Way. The need for this project is very high, due to this being a very busy crosswalk for pedestrians including student pedestrians, especially before and after school.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	HSIP-ST	\$294,750	\$32,750	\$327,500
Total			\$294,750	\$32,750	\$327,500

KENTUCKY

BICYCLE/PEDESTRIAN
IMPROVEMENT PROJECTS





Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Jeffersontown

Project Name: Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II

KIPDA ID: 2084	State ID/DES #: 5-543.00	Open to Public: 2026	County/Counties: Jefferson	Project Cost: \$2,777,500	Project Score: 128
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AQ Analysis Status:
Exempt

Parent Project:

Group ID:

Project Description:

Construct a 10 foot wide multi-use bicycle/pedestrian trail along one side of Bluegrass Parkway from Watterson Trail to Campus Place and along Campus Place from Bluegrass Parkway to Plantside Drive. The trail will be constructed with concrete. Project length is 1.61 miles.

Justification:

The community including the businesses have expressed interest to provide both pedestrian and bicycle movement throughout the Bluegrass Commerce Park. So the City has been constructing a multi-use trail to connect Hurstbourne Parkway to Blankenbaker Parkway. Better connectivity is desired throughout the employment center in order to provide alternative means to the automobile.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-MPO	\$2,130,000	\$532,500	\$2,662,500
Total			\$2,130,000	\$532,500	\$2,662,500

Sponsor Agency: Jeffersontown

Project Name: Good Samaritan Bicycle and Pedestrian Trail Connector

KIPDA ID: 2082	State ID/DES #: 5-486.00	Open to Public: 2027	County/Counties: Jefferson	Project Cost: \$1,940,000	Project Score: 129
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AQ Analysis Status:
Exempt

Parent Project:

Group ID:

Project Description:

Construct a .67 miles multi-use bicycle and pedestrian trail 10 feet wide along portions of Watterson Trail, Grand Avenue, Bluebird Lane and Shelby Street as well as traversing between the Jeffersontown Public Library and the Academy of Individual Excellence School and the Good Samaritan Residential Community in downtown Jeffersontown.

Justification:

This project will greatly enhance both pedestrian and bicycle connectivity to the surrounding streets in downtown Jeffersontown as well provide enhanced access to schools, libraries, parks and places of employment. It would also provide a missing gap in the existing multi-use bicycle and pedestrian trail system already constructed that will connect a high commercial corridor to the Bluegrass Commerce Park Employment Center to the surrounding roadway network and the city's downtown.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2026	STBG-MPO	\$1,460,000	\$365,000	\$1,825,000
Total			\$1,460,000	\$365,000	\$1,825,000

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Jeffersontown

Project Name: Ruckriegel Parkway Sidewalk Improvement

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2619	5-198.00	2026	Jefferson	\$542,260	108

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2673 - Bicycle & Pedestrian Improvements - Kentucky

Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-MPO	\$529,008	\$13,252	\$542,260
Total			\$529,008	\$13,252	\$542,260

Sponsor Agency: Jeffersontown

Project Name: Taylorsville Road Shared Use Path

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3109		2025	Jefferson	\$1,155,000	85

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Improve pedestrian and bicycle connectivity along Taylorsville Road (KY 155) between Jeffersontown's Veterans Memorial Park (approximate MP 8.7) and Blakenbaker Parkway (KY 913, MP 8.247). The project would include a bridge over Chenoweth Run Creek and link neighborhoods with new recreational facilities within Veterans Park and provide multimodal transportation options, linking residential areas to job opportunities in Bluegrass Commerce Park.

Justification:

The project would be the first segment of the Jeffersontown to Parklands Connector, a shared use path initiative to link neighborhoods along Taylorsville Road to the Parklands of Floyds Fork (KYTC 5-3038, KIPDA 2786). The project promotes multi-modal transportation and reduces single occupancy vehicle use along the busy corridors of Taylorsville Road and Blakenbaker Parkway. Jeffersontown recently annexed the Landherr Estates and Deer Creek communities north of Taylorsville Road along Blakenbaker Parkway. There is an existing sidewalk along Blakenbaker Parkway connecting these residential areas to Taylorsville Road, but the sidewalk terminates at this intersection. This project would connect the existing sidewalk to the north of Taylorville Road, west of Veterans Park (which connects to Jeffersontown) to the existing sidewalk at Blakenbaker Parkway. This would link residents to recreational amenities at the park, to the historic Gaslight Square District in Jeffersontown, and to Bluegrass Commerce Park.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	CRP-MPO	\$132,000	\$33,000	\$165,000
C	2027	CRP-MPO	\$792,000	\$198,000	\$990,000
Total			\$924,000	\$231,000	\$1,155,000

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Jeffersontown

Project Name: Watterson Trail Streetscape Phase II

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
1583	5-518.00	2026	Jefferson	\$2,531,851	119

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project 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 enhancements 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.

Phase	Year	Funding Category	Federal	State/Local	Total
U	2025	STBG-MPO	\$352,000	\$88,000	\$440,000
C	2026	STBG-MPO	\$1,232,000	\$308,000	\$1,540,000
Total			\$1,584,000	\$396,000	\$1,980,000

Sponsor Agency: KYTC

Project Name: KY 1819 from Skyview Park to Plantside Drive

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3373	5-80340.00	2027	Jefferson	\$1,300,000	95

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Enhance mobility and provide safe access to community facilities along KY 1819 (Watterson Trail) from Skyview Park (MP 10.43) to Plantside Drive (MP 10.79).

Justification:

This portion of KY 1819 provides connection between "downtown" Jeffersontown and Middletown, passing through and providing access to the Bluegrass Commerce Park. The 2018 AADT was 8874 vpd, with over 12.6% trucks. A multi-use path currently exists just south of the project termini (connected to the park entrance). There are bike lanes on Plantside Drive, and the proposed reconstruction of KY 1819 from Plantside Drive to the north includes five-foot sidewalks on both sides of the road. The Jeffersontown Recreational Trail Master Plan prioritizes Watterson Trail as an important link in the overall trail system for the area.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SPP	\$0	\$430,000	\$430,000
ROW	2025	SPP	\$0	\$30,000	\$30,000
U	2025	SPP	\$0	\$40,000	\$40,000
C	2025	SPP	\$0	\$800,000	\$800,000
Total			\$0	\$1,300,000	\$1,300,000

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: KYTC

Project Name: KY 2055

KIPDA ID: 3042	State ID/DES #: 5-80110.00	Open to Public: 2027	County/Countries: Jefferson	Project Cost: \$850,000	Project Score: 84
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2673 - Bicycle & Pedestrian Improvements - Kentucky
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Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	SPP	\$0	\$30,000	\$30,000
ROW	2025	STBG-MPO	\$24,000	\$6,000	\$30,000
U	2025	STBG-MPO	\$24,000	\$6,000	\$30,000
U	2025	SPP	\$0	\$30,000	\$30,000
C	2026	STBG-MPO	\$120,000	\$30,000	\$150,000
C	2026	SPP	\$0	\$280,000	\$280,000
Total			\$168,000	\$382,000	\$550,000

Sponsor Agency: KYTC

Project Name: Reconnecting West Louisville to the Ohio Riverfront Throughout the Riverside Expressway (I-64) Corridor - Priority Segments

KIPDA ID: 3370	State ID/DES #:	Open to Public: 2032	County/Countries: Jefferson	Project Cost: \$30,300,000	Project Score: 133
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AQ Analysis Status: Exempt	Parent Project: 3067	Group ID:
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Project 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-643 (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.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	STBG-MPO	\$1,000,000	\$250,000	\$1,250,000
Total			\$1,000,000	\$250,000	\$1,250,000

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: KYTC

Project Name: US 42 (Non-Cardinal: Story Avenue)

KIPDA ID: 3378	State ID/DES #: 5-9055.00	Open to Public: 2025	County/Countries: Jefferson	Project Cost: \$400,000	Project Score: 120
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Roadway reconfiguration of Story Avenue between Frankfort Avenue and Mellwood Avenue, BMP 0.675 to EMP 0.965.

Justification:

To increase safety of vulnerable road user.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	HSIP-ST	\$360,000	\$40,000	\$400,000
Total			\$360,000	\$40,000	\$400,000

Sponsor Agency: Louisville Metro

Project Name: A.B. Sawyer Shared Use Path

KIPDA ID: 1662	State ID/DES #: 5-529.00	Open to Public: 2026	County/Countries: Jefferson	Project Cost: \$5,218,500	Project Score: 93
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-MPO	\$3,555,600	\$888,900	\$4,444,500
Total			\$3,555,600	\$888,900	\$4,444,500

Sponsor Agency: Louisville Metro

Project Name: Bernheim Lane Sidewalk and Road Reconfiguration

KIPDA ID: 2895	State ID/DES #: 5-3002.00	Open to Public: 2030	County/Countries: Jefferson	Project Cost: \$945,000	Project Score: 129
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2673 - Bicycle & Pedestrian Improvements - Kentucky
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Project Description:

Construct a continuous 5-foot sidewalk on the north/east side of Bernheim Lane from Dixie Highway to Algonquin Parkway. This project will add approximately 1,150 linear feet of sidewalk. Also reconfigure the roadway from a four-lane highway to two through lanes and a center, two-way left-turn lane.

Justification:

There are no pedestrian connections on Bernheim Lane. This principal arterial connects another principal arterial (Dixie Highway) and a minor arterial (Algonquin Parkway). New sidewalks will provide safe and accessible pedestrian connections through a residential corridor to the commercial corridor on Dixie Highway and to the transit routes on Dixie Highway and Algonquin Parkway. The ADT of 4,800 makes this corridor a prime candidate for a road reconfiguration to calm traffic and improve safety for all users.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	TA-MPO	\$688,000	\$172,000	\$860,000
Total			\$688,000	\$172,000	\$860,000

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Louisville Metro **Project Name:** Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
337	5-965.15	Ongoing	Jefferson	\$3,748,194	20

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Development of educational and awareness programs concerning bicycle and pedestrian issues. Provide education and training for cyclists, motorists, and city officials about laws governing cyclists' rights and responsibilities

Justification:

Bicycle and pedestrian projects may provide traffic congestion relief, improve air quality and provide safety for bicyclists and pedestrians. Project will increase awareness of bicycling and walking as an alternative to vehicle trips. This project is an essential component to meeting goals of increased biking and walking trips while decreasing related injuries and deaths.

Phase	Year	Funding Category	Federal	State/Local	Total
Operations	2025	STBG-MPO	\$120,000	\$30,000	\$150,000
Operations	2026	STBG-MPO	\$150,000	\$37,500	\$187,500
Operations	2027	STBG-MPO	\$150,000	\$37,500	\$187,500
Operations	2028	STBG-MPO	\$150,000	\$37,500	\$187,500
Total			\$570,000	\$142,500	\$712,500

Sponsor Agency: Louisville Metro **Project Name:** Blanton Lane Sidewalk

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2920	5-3004.00	2027	Jefferson	\$2,290,100	148

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Construct a continuous 6-foot sidewalk on the north side of Blanton Lane from Dixie Highway to St. Andrews Church Road. This project will add approximately 5,100 linear feet of sidewalk; one 190-foot segment will be constructed with curb and gutter and will include a retaining wall.

Justification:

There are no pedestrian connections on Blanton Lane. This major collector connects a principal arterial (Dixie Highway) and a minor arterial (St. Andrews Church Road). New sidewalks will provide safe and accessible pedestrian connections from this primarily residential corridor to the commercial corridors and transit routes on Dixie Highway and St. Andrews Church Road; along with a crossing at the P&L Railroad.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	TA-MPO	\$506,880	\$126,720	\$633,600
C	2026	TA-MPO	\$1,159,200	\$289,800	\$1,449,000
Total			\$1,666,080	\$416,520	\$2,082,600

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Louisville Metro **Project Name:** Cannons Lane

KIPDA ID: 2239	State ID/DES #: 5-3212.00	Open to Public: 2025	County/Countries: Jefferson	Project Cost: \$1,792,500	Project Score: 103
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Construction of sidewalk along Cannons Lane between Willis Avenue and Bowman Field (Seneca Loop), 1.0 miles.

Justification:

To provide pedestrian access connecting existing sidewalks and paths at Willis and Cherokee Park to the Seneca Loop path. All sidewalks will be constructed in accordance with the Americans with Disabilities Act (ADA) requirements.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-MPO	\$250,000	\$62,500	\$312,500
Total			\$250,000	\$62,500	\$312,500

Sponsor Agency: Louisville Metro **Project Name:** Complete Street Improvements on West Kentucky Street

KIPDA ID: 3309	State ID/DES #:	Open to Public: 2028	County/Countries: Jefferson	Project Cost: \$1,250,000	Project Score: 158
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AQ Analysis Status: Exempt	Parent Project: 1863	Group ID:
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Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	CPF	\$240,000	\$60,000	\$300,000
C	2026	CPF	\$760,000	\$190,000	\$950,000
Total			\$1,000,000	\$250,000	\$1,250,000

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Louisville Metro

Project Name: Crums Lane Sidewalk Phase I

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2896	5-3011.00	2027	Jefferson	\$1,943,723	148

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Construct a continuous 5-foot sidewalk where none currently exists and rehabilitate existing sections of sidewalk on the north side of Crums Lane from Hartlage Court to Dixie Highway. Construct and/or rehabilitate a continuous 5-foot sidewalk on the south side of Crums Lane from North Lane to the existing sidewalk at the edge of 2112 Crums Lane. This project will add and/or rehabilitate approximately 1.1 miles of sidewalk.

Justification:

There are limited pedestrian connections on Crums Lane and they are often not ADA-compliant and in poor condition. This minor arterial connects a principal arterial (Dixie Highway) to a primarily residential corridor. New sidewalks will provide safe and accessible pedestrian connections to the commercial corridor and transit route along Crums Lane and Dixie Highway. A second phase to extend the sidewalk to Cane Run Road will be proposed in the near future.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	TA-MPO	\$352,978	\$88,245	\$441,223
C	2026	TA-MPO	\$596,120	\$149,090	\$745,210
Total			\$949,098	\$237,335	\$1,186,433

Sponsor Agency: Louisville Metro

Project Name: Dixie Highway Streetscape - Maple to Garland

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3308	5-478.81	2027	Jefferson	\$2,238,750	151

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	3181	

Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	CRP-MPO	\$48,000	\$12,000	\$60,000
C	2026	CRP-MPO	\$1,743,000	\$435,750	\$2,178,750
Total			\$1,791,000	\$447,750	\$2,238,750

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Louisville Metro **Project Name:** Dodge Gap Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
2087	5-523.00	2029	Jefferson	\$14,945,959	77

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	1857	

Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	CRP-MPO	\$98,354	\$24,589	\$122,943
ROW	2025	CRP-MPO	\$111,000	\$27,750	\$138,750
U	2027	CRP-MPO	\$25,000	\$6,250	\$31,250
Total			\$234,354	\$58,589	\$292,943

Sponsor Agency: Louisville Metro **Project Name:** Eastern Parkway - Bardstown Road to Cherokee Park

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
3392	5-80355.00	2027	Jefferson	\$8,310,000	126

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SPP	\$0	\$1,080,000	\$1,080,000
U	2027	SPP	\$0	\$450,000	\$450,000
C	2027	SPP	\$0	\$6,780,000	\$6,780,000
Total			\$0	\$8,310,000	\$8,310,000

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Louisville Metro

Project Name: Eastern Parkway - Hahn Street to Concord Drive

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3393	5-80356.00	2029	Jefferson	\$7,630,000	135

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Design and construction of the recommendations for Zone G (from Hahn Street to Concord Drive) in the Eastern Parkway Transportation Study. Improve mobility for nonmotorized travel for pedestrians, bicyclists, and transit users.

Justification:

Improve mobility for all street users, especially pedestrians, bicyclists, and transit users.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2027	SPP	\$0	\$990,000	\$990,000
ROW	2028	SPP	\$0	\$130,000	\$130,000
U	2028	SPP	\$0	\$410,000	\$410,000
Total			\$0	\$1,530,000	\$1,530,000

Sponsor Agency: Louisville Metro

Project Name: Gagel Avenue Sidewalk

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2921	5-3040.00	2028	Jefferson	\$2,577,500	164

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Construct a continuous 6-foot sidewalk on the north side of Gagel Avenue from Dixie Highway to London Drive, including a crossing at the P&L Railroad and an extension of the box culvert on the east side of the railroad tracks. Construct a crosswalk over Gagel Avenue at London Drive, then construct a continuous 6-foot sidewalk from London Drive to Manslick Road on the south side. This project will add approximately 6,235 linear feet of sidewalk.

Justification:

There are no pedestrian connections on Gagel Avenue. This minor arterial connects a principal arterial (Dixie Highway) and a minor arterial (Manslick Road). New sidewalks will provide safe and accessible pedestrian connections from this primarily residential corridor to the commercial corridors and transit routes on Dixie Highway and Manslick Road; along with a crossing at the P&L Railroad.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2026	TA-MPO	\$1,400,000	\$350,000	\$1,750,000
Total			\$1,400,000	\$350,000	\$1,750,000

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Louisville Metro

Project Name: LaGrange Road Bicycle & Pedestrian Improvements

KIPDA ID: 1634	State ID/DES #:	Open to Public: 2026	County/Countries: Jefferson	Project Cost: \$3,346,250	Project Score: 139
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Create sidewalk along Old Whippys Mill Road between La Grange Road and Hurstbourne Parkway, make intersection improvements at Hurstbourne & Old Whippys Mill intersection, widen shoulder along La Grange Road from UPS Drive to Old Whippys Mill Road, and create shared use path from Old Whippys Mill Road to Lakeland Road.

Justification:

Addition of bicycle and pedestrian facilities.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2026	CMAQ-ST	\$1,849,000	\$462,250	\$2,311,250
Total			\$1,849,000	\$462,250	\$2,311,250

Sponsor Agency: Louisville Metro

Project Name: McNeely Lake Park Segment - Louisville Loop Shared Use Path

KIPDA ID: 2539	State ID/DES #: 5-3034.00	Open to Public: 2028	County/Countries: Jefferson	Project Cost: \$7,442,040	Project Score: 91
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AQ Analysis Status: Exempt	Parent Project: 1857	Group ID:
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Project Description:

Construct approximately two miles of new 10-12 foot wide asphalt/concrete shared use path through McNeely Lake Park. The first phase of the new shared use path will connect the recently constructed Loop path at Cedar Creek Road on the southeast side of the park to the existing park path at the west side of the McNeely Lake dam on the north side of the park. This segment of the Louisville Loop in McNeely Lake Park will include a new bridge over the lake at the dam spillway area and a trail head near the east end of the new path. The second phase of the new shared use path will connect the dam spillway area with Copper Chapel Road along the lake. This segment will include a new bridge over the lake near McNeely Lake Park Road.

Justification:

McNeely Lake Park is a major urban park located in the southern part of Louisville which is experiencing a rapid transition from primarily agricultural to low and medium density residential land uses. As Louisville continues to grow in this area, there is a need for better connectivity and accessibility from both existing and approved new neighborhoods to the recreational amenities in the 746-acre park which includes athletic fields, tennis and basketball courts, a playground, and extensive path and trail system used by pedestrians, cross-country teams and others. The 100-mile Louisville Loop is a shared use path planned to traverse McNeely Lake Park as it moves across the southern part of Louisville from the Jefferson Memorial Forest to the Parklands of Floyds Fork connecting neighborhoods, schools, work places and other community facilities.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	TA-MPO	\$242,689	\$60,672	\$303,361
C	2027	TA-MPO	\$5,040,000	\$1,260,000	\$6,300,000
Total			\$5,282,689	\$1,320,672	\$6,603,361

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Louisville Metro **Project Name:** Medora Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
2092	5-524.00	2029	Jefferson	\$5,740,672	101

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	1857	

Project Description:

Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Pendleton Road at Medora Road to the beginning of Jefferson Memorial Forest property on Blevins Gap Road, approximately 1.3 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.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2026	TA-MPO	\$4,305,000	\$1,076,250	\$5,381,250
Total			\$4,305,000	\$1,076,250	\$5,381,250

Sponsor Agency: Louisville Metro **Project Name:** Northeast Louisville Loop - Section II (Eastwood Cut-off)

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
2116	5-525.00	2026	Jefferson	\$1,650,079	84

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	1856	

Project Description:

Design and construct a shared-use path system from Eastwood Cut Off Road to Eastwood Recreation Center (16300 Eastwood Cut Off).

Justification:

To improve pedestrian and bicycling access.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	CRP-MPO	\$826,000	\$206,500	\$1,032,500
Total			\$826,000	\$206,500	\$1,032,500

Sponsor Agency: Louisville Metro **Project Name:** Northeast Louisville Loop MET Section 2

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
2269	5-3030.20	2025	Jefferson	\$3,046,000	118

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	1856	

Project Description:

Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Station to Bircham Road, 0.7 miles.

Justification:

To improve pedestrian and bicycling access.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-MPO	\$2,080,000	\$466,000	\$2,546,000
Total			\$2,080,000	\$466,000	\$2,546,000

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Louisville Metro **Project Name:** Northeast Louisville Loop MET Section 3

KIPDA ID: 2270 **State ID/DES #:** 5-3030.30 **Open to Public:** 2030 **County/Countries:** Jefferson **Project Cost:** \$4,920,500 **Project Score:** 94

AQ Analysis Status: Exempt **Parent Project:** 1856 **Group ID:**

Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	STBG-MPO	\$445,000	\$111,250	\$556,250
ROW	2026	STBG-MPO	\$636,000	\$159,000	\$795,000
Total			\$1,081,000	\$270,250	\$1,351,250

Sponsor Agency: Louisville Metro **Project Name:** Northeast Louisville Loop MET Section 4

KIPDA ID: 2271 **State ID/DES #:** 5-3030.40 **Open to Public:** 2030 **County/Countries:** Jefferson **Project Cost:** \$1,956,500 **Project Score:** 82

AQ Analysis Status: Exempt **Parent Project:** 1856 **Group ID:**

Project Description:

Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Creek Park to Eastwood Cut-off, 0.6 miles.

Justification:

To improve pedestrian and bicycling access.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2026	STBG-MPO	\$1,103,520	\$275,880	\$1,379,400
Total			\$1,103,520	\$275,880	\$1,379,400

Sponsor Agency: Louisville Metro **Project Name:** Ohio River Levee Trail - Phase III

KIPDA ID: 1109 **State ID/DES #:** 5-505.00 **Open to Public:** 2026 **County/Countries:** Jefferson **Project Cost:** \$10,020,645 **Project Score:** 142

AQ Analysis Status: Exempt **Parent Project:** 2771 **Group ID:**

Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	CRP-MPO	\$220,000	\$55,000	\$275,000
C	2025	CRP-MPO	\$6,463,000	\$1,615,750	\$8,078,750
Total			\$6,683,000	\$1,670,750	\$8,353,750

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Louisville Metro **Project Name:** Ohio River Valley NE Bike/Ped Improvements Phase II (Louisville Loop)

KIPDA ID: 2980 **State ID/DES #:** **Open to Public:** 2029 **County/Countries:** Jefferson **Project Cost:** \$4,187,500 **Project Score:** 109

AQ Analysis Status: Exempt **Parent Project:** 1423 **Group ID:**

Project Description:

Design and construct an accessible shared-use path system, including amenities; and make improvements to portions of an existing shared-use path that connects the Big Four Bridge to Caperton Swamp. This corridor is approximately 3.5 miles of the 100+ mile Louisville Loop.

Justification:

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.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	CRP-MPO	\$550,000	\$137,500	\$687,500
ROW	2026	CRP-MPO	\$88,000	\$22,000	\$110,000
U	2026	CRP-MPO	\$28,000	\$7,000	\$35,000
C	2028	CRP-MPO	\$2,696,000	\$659,000	\$3,355,000
Total			\$3,362,000	\$825,500	\$4,187,500

Sponsor Agency: Louisville Metro **Project Name:** Olmsted Parkways Multi-Use Path System Section 1

KIPDA ID: 2622 **State ID/DES #:** 5-3709.00 **Open to Public:** 2026 **County/Countries:** Jefferson **Project Cost:** \$3,437,500 **Project Score:** 120

AQ Analysis Status: Exempt **Parent Project:** 1273 **Group ID:**

Project Description:

Construction of a 2.0 mile shared use path system along Southwestern and Algonquin Parkway between West Broadway and 41st Street.

Justification:

To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-MPO	\$2,750,000	\$687,500	\$3,437,500
Total			\$2,750,000	\$687,500	\$3,437,500

Sponsor Agency: Louisville Metro **Project Name:** Olmsted Parkways Multi-Use Path System Section 2

KIPDA ID: 2623 **State ID/DES #:** 5-3709.00 **Open to Public:** 2029 **County/Countries:** Jefferson **Project Cost:** \$1,938,750 **Project Score:** 145

AQ Analysis Status: Exempt **Parent Project:** 1273 **Group ID:**

Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	STBG-MPO	\$1,451,000	\$362,750	\$1,813,750
U	2026	STBG-MPO	\$100,000	\$25,000	\$125,000
Total			\$1,551,000	\$387,750	\$1,938,750

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Louisville Metro **Project Name:** Olmsted Parkways Multi-Use Path System Section 3

KIPDA ID: 2624	State ID/DES #: 5-3709.00	Open to Public: 2028	County/Countries: Jefferson	Project Cost: \$2,564,383	Project Score: 127
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AQ Analysis Status: Exempt	Parent Project: 1273	Group ID:
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Project Description:

Construction of a 0.30 mile shared use path system along Algonquin Parkway between Beech Street and Cypress Street.

Justification:

To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	STBG-MPO	\$111,111	\$27,778	\$138,889
ROW	2026	STBG-MPO	\$942,000	\$212,000	\$1,154,000
Total			\$1,053,111	\$239,778	\$1,292,889

Sponsor Agency: Louisville Metro **Project Name:** Olmsted Parkways Multi-Use Path System Section 4

KIPDA ID: 2625	State ID/DES #:	Open to Public: 2029	County/Countries: Jefferson	Project Cost: \$10,743,000	Project Score: 136
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AQ Analysis Status: Exempt	Parent Project: 1273	Group ID:
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Project Description:

Construction of a 1.00 mile shared use path system along Algonquin Parkway between Cypress Street and 16th Street.

Justification:

To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2026	STBG-MPO	\$1,977,000	\$494,250	\$2,471,250
Total			\$1,977,000	\$494,250	\$2,471,250

Sponsor Agency: Louisville Metro **Project Name:** Olmsted Parkways Multi-Use Path System Section 5

KIPDA ID: 2626	State ID/DES #:	Open to Public: 2030	County/Countries: Jefferson	Project Cost: \$11,426,000	Project Score: 116
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AQ Analysis Status: Exempt	Parent Project: 1273	Group ID:
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Project Description:

Construction of a 1.25 mile shared use path system along Algonquin Parkway between 16th Street to Winkler Avenue.

Justification:

To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2027	STBG-MPO	\$2,146,000	\$536,500	\$2,682,500
Total			\$2,146,000	\$536,500	\$2,682,500

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Louisville Metro

Project Name: Olmsted Parkways Multi-Use Path System Section 6

KIPDA ID: 2627	State ID/DES #:	Open to Public: 2027	County/Countries: Jefferson	Project Cost: \$1,278,544	Project Score: 124
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AQ Analysis Status: Exempt	Parent Project: 1273	Group ID:
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Project Description:

Construction of a 1.40 mile shared use path system along Southern Parkway between South 3rd Street and Woodlawn Avenue.

Justification:

To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	STBG-MPO	\$500,000	\$113,000	\$613,000
Total			\$500,000	\$113,000	\$613,000

Sponsor Agency: Louisville Metro

Project Name: Olmsted Parkways Multi-Use Path System Section 7

KIPDA ID: 2628	State ID/DES #:	Open to Public: 2027	County/Countries: Jefferson	Project Cost: \$1,113,244	Project Score: 126
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AQ Analysis Status: Exempt	Parent Project: 1273	Group ID:
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Project Description:

Construction of a 1.10 mile shared use path system along Southern Parkway between Woodlawn Avenue and New Cut Road.

Justification:

To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	STBG-MPO	\$484,000	\$109,000	\$593,000
Total			\$484,000	\$109,000	\$593,000

Sponsor Agency: Louisville Metro

Project Name: Pond Creek Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path

KIPDA ID: 2086	State ID/DES #: 5-522.00	Open to Public: 2030	County/Countries: Jefferson	Project Cost: \$13,671,937	Project Score: 79
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AQ Analysis Status: Exempt	Parent Project: 1857	Group ID:
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Project Description:

Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from north end of sand quarry tunnel at Gene Snyder Freeway to west terminus of the existing MSD trail approximately 2.7 miles which will include a bridge over Pond Creek.

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.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	CRP-MPO	\$2,000,000	\$500,001	\$2,500,001
U	2027	CRP-MPO	\$55,000	\$13,750	\$68,750
Total			\$2,055,000	\$513,751	\$2,568,751

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Louisville Metro

Project Name: Sidewalk Rehabilitation - Community Project Funding

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3214		2028	Jefferson	\$1,250,000	83

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Rehabilitate existing sidewalks and ramps to meet ADA-compliance, improve their condition, and remove barriers to pedestrian accessibility in Metro Council Districts 1, 2, 3, 4, 5, and/or 6.

Justification:

This project will maintain the existing system in a state of good repair, remove barriers to accessibility, improve modal choice, and enhance pedestrian safety.

Louisville Metro has evaluated the condition of over 1,800 linear miles of sidewalks and has determined that over \$60M is needed for these repairs. For this project, sidewalk rehabilitation was prioritized with the following criteria:

1. Where entire blocks of sidewalks are rated the worst;
2. Within Environmental Justice (EJ) or Justice 40 areas;
3. Within areas with high concentrations of households with no vehicles available;
4. Within areas with a high number of pedestrian crashes; and
5. Within close proximity of schools.

Based upon this criteria, six of 26 Council Districts are to be prioritized: 1, 2, 3, 4, 5, and/or 6.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	CPF	\$100,000	\$25,000	\$125,000
C	2026	CPF	\$920,000	\$230,000	\$1,150,000
Total			\$1,020,000	\$255,000	\$1,275,000

Sponsor Agency: Louisville Metro

Project Name: South Hubbards Lane

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3024	5-479.20	2028	Jefferson	\$1,200,000	125

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	384	

Project Description:

Add bicycle and pedestrian facilities to South Hubbards Lane from Kresge Way to US 60 (Shelbyville Road).

Justification:

The purpose and need of this project is to increase safety and to improve bicycle and pedestrian accessibility to South Hubbards Lane between US 60 (Shelbyville Road) to Kresge Way/Bowling Boulevard.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2027	TA-MPO	\$500,000	\$0	\$500,000
Total			\$500,000	\$0	\$500,000

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Louisville Metro

Project Name: Stony Brook Drive Sidewalk Connector

KIPDA ID: 2594	State ID/DES #: 5-571.00	Open to Public: 2025	County/Counties: Jefferson	Project Cost: \$784,000	Project Score: 57
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2673 - Bicycle & Pedestrian Improvements - Kentucky
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Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-MPO	\$562,000	\$140,500	\$702,500
Total			\$562,000	\$140,500	\$702,500

Sponsor Agency: Louisville Metro

Project Name: West Louisville Streetscape Improvements to Muhammad Ali Boulevard and Market Street

KIPDA ID: 3311	State ID/DES #:	Open to Public: 2029	County/Counties: Jefferson	Project Cost: \$1,062,500	Project Score: 123
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Construct streetscape and safety improvements on Muhammad Ali Boulevard (from the Shawnee Expressway to 30th Street) and on Market Street (from the Shawnee Expressway to 30th Street). Improvements will include bike and pedestrian facilities, green infrastructure, and traffic calming measures (especially near the railroad underpass).

Justification:

Improve safety for all modes of transportation, improve connectivity in a neighborhood divided by poor infrastructure. Streetscape improvements will transform the space into an attractive urban space that can serve all modes of transportation. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	CPF	\$200,000	\$50,000	\$250,000
C	2027	CPF	\$650,000	\$162,500	\$812,500
Total			\$850,000	\$212,500	\$1,062,500

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Louisville Metro

Project Name: Westport Road Sidewalk Through I-265 Interchange

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3121		2025	Jefferson	\$1,175,000	135

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Build a sidewalk on the north side of Westport Road (KY 1447) from Towne Center Drive to Chamberlain Lane. Project will consider adding other safety improvements such as crosswalk visibility enhancements, new street lights, and advance warning Rectangular Rapid-Flashing Beacons (RRFBs) on the ramps.

Justification:

Provide new and safe facilities for pedestrians to traverse through the I-265 interchange at Westport Road (KY 1447). This project will connect two commercial areas which are not currently safely accessible outside of a motor vehicle.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	CRP-MPO	\$45,000	\$11,250	\$56,250
C	2026	CRP-MPO	\$895,000	\$223,750	\$1,118,750
Total			\$940,000	\$235,000	\$1,175,000

Sponsor Agency: Mount Washington

Project Name: Historic Memorial Multi-Use Trail

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2479	5-3216.00	2026	Bullitt	\$4,763,002	122

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-ST	\$118,000	\$29,500	\$147,500
C	2025	STBG-MPO	\$2,330,799	\$582,700	\$2,913,499
Total			\$2,448,799	\$612,200	\$3,060,999

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Oldham County

Project Name: Mattingly/Old LaGrange Road Trail

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2981	5-589.00	2029	Oldham	\$1,250,000	70

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	327	

Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2026	STBG-MPO	\$139,000	\$34,750	\$173,750
U	2027	STBG-MPO	\$139,000	\$34,750	\$173,750
C	2028	STBG-MPO	\$500,000	\$125,000	\$625,000
Total			\$778,000	\$194,500	\$972,500

Sponsor Agency: Oldham County

Project Name: Old LaGrange Road Improvements Oldham County Bicycle & Pedestrian Trail

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2175	5-410.01	2027	Oldham	\$3,797,979	91

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	327	

Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
U	2025	STBG-MPO	\$750,000	\$187,500	\$937,500
C	2026	STBG-MPO	\$1,458,383	\$364,596	\$1,822,979
Total			\$2,208,383	\$552,096	\$2,760,479

Kentucky Bicycle/Pedestrian Projects

Sponsor Agency: Univ. of Louisville **Project Name:** 2nd Street/3rd Street/Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements

KIPDA ID: 2982 **State ID/DES #:** **Open to Public:** 2026 **County/Countries:** Jefferson **Project Cost:** \$5,681,850 **Project Score:** 120

AQ Analysis Status: Exempt **Parent Project:** **Group ID:**

Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	STBG-MPO	\$225,000	\$56,250	\$281,250
U	2025	STBG-MPO	\$57,280	\$14,320	\$71,600
C	2026	STBG-MPO	\$4,008,000	\$1,002,000	\$5,010,000
Total			\$4,290,280	\$1,072,570	\$5,362,850

Sponsor Agency: Univ. of Louisville **Project Name:** Pedestrian Improvements: ADA Curb Cuts & Ramps

KIPDA ID: 2585 **State ID/DES #:** 5-3220.00 **Open to Public:** 2025 **County/Countries:** Jefferson **Project Cost:** \$725,558 **Project Score:** 110

AQ Analysis Status: Exempt **Parent Project:** **Group ID:** 2673 - Bicycle & Pedestrian Improvements - Kentucky

Project Description:

Install or upgrade ADA accessible curb cuts/ramps throughout Belknap Campus.

Justification:

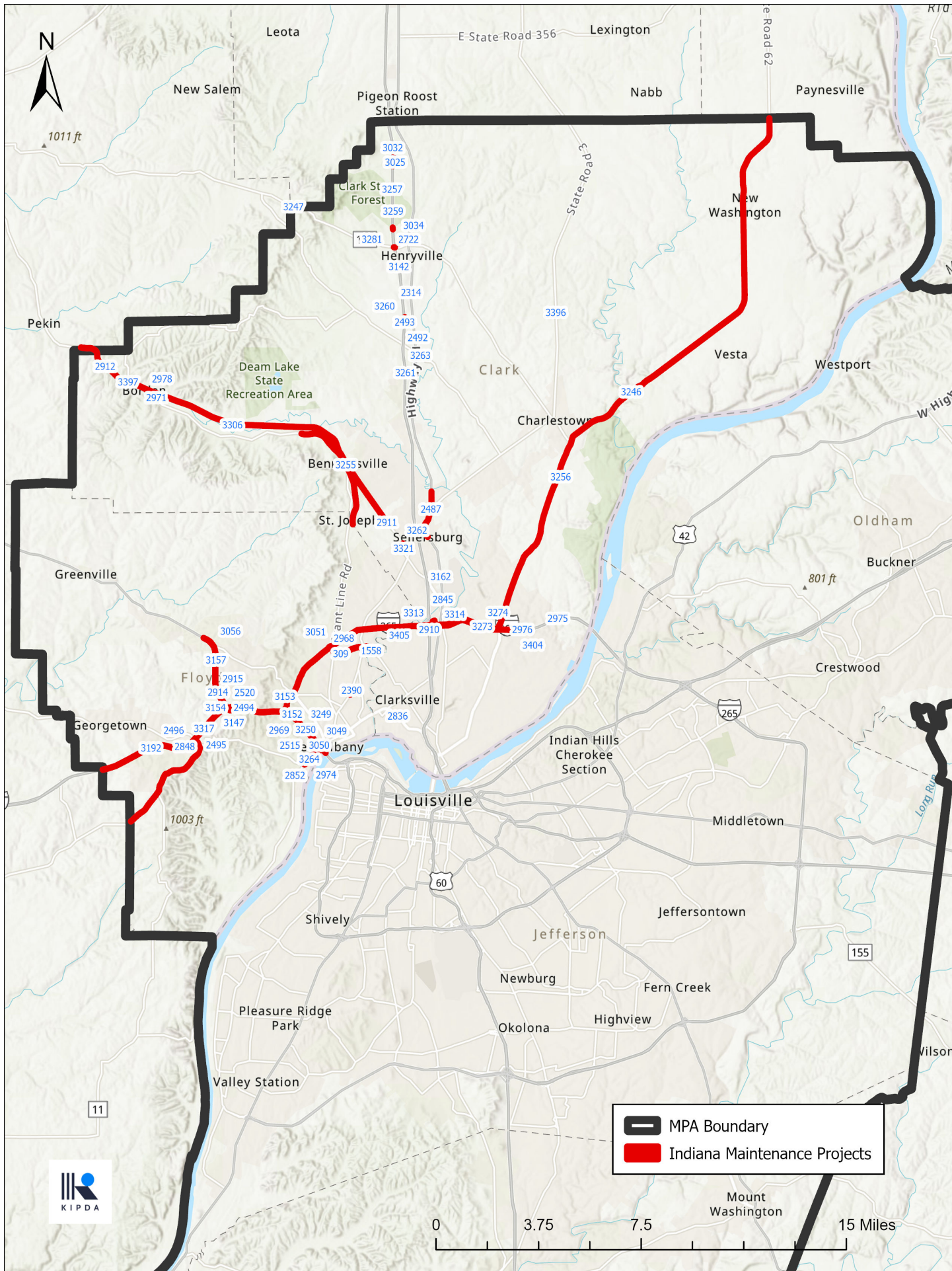
The purpose of the improvements is to make the campus a safer, secure, accessible place for the on-campus community and others accessing the university's academic and cultural assets with appropriate lighting and accessibility facilities.



Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-MPO	\$534,568	\$133,642	\$668,210
Total			\$534,568	\$133,642	\$668,210

INDIANA

MAINTENANCE





	MPA Boundary
	Indiana Maintenance Projects

Indiana Maintenance Projects

Sponsor Agency: Clark County

Project Name: Clark County Bridge 413

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2836	1902768	2027	Clark	\$4,672,650

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Clark County Bridge 413 is located over abandoned railroad tracks that have been removed and converted to a pedestrian path. The bridge will be rehabilitated with a rigid deck overlay and reinforced concrete bridge approach slabs. Following construction, Clark County will relinquish the structure to the Town of Clarksville.

Justification:

The Clark County Bridge 413 is located on Brown's Station Way over an abandoned CSX line. Brown's Station Way is classified as a freeway. The latest round on inspections identified the surface of Bridge 413 as "poor" and improvements were recommended. According to the latest bridge design codes a bridge located on a freeway must have 8-10 foot shoulders on either side of the throughway. Bridge 413 does not have shoulders. Any improvements to the bridge should include adding shoulders to the bridge.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	Bridge	\$2,580,000	\$645,000	\$3,225,000
CE	2026	Bridge	\$387,000	\$96,750	\$483,750
U	2026	Bridge	\$258,000	\$64,500	\$322,500
Total			\$3,225,000	\$806,250	\$4,031,250

Sponsor Agency: Floyd County

Project Name: Replacement of Bridge 51

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
1558	1700788	2027	Clark, Floyd	\$7,922,514

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	STBG-MPO	\$158,348	\$39,587	\$197,935
CN	2026	STBG-MPO	\$4,095,243	\$1,023,811	\$5,119,054
CE	2026	STBG-MPO	\$480,000	\$120,000	\$600,000
Total			\$4,733,591	\$1,183,398	\$5,916,989

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: Henryville Welcome Center Reconstruction

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3025	1902858, 2301561	2028	Clark	\$57,530,607

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Rest area modernization project in Henryville on I-65 north bound at mile marker 22.

Justification:

The Henryville Welcome Center will be reconstructed to help meet the needs of the traveling public. The welcome center building will be redesigned to accommodate a higher volume of travelers and the parking lot will be reconfigured to increase truck parking spaces by a minimum of 36 spaces.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$419,745	\$0	\$419,745
ROW	2025	NHPP	\$80,000	\$0	\$80,000
CN	2026	NHPP	\$52,549,057	\$0	\$52,549,057
CN	2026	GRANT	\$1,000,000	\$0	\$1,000,000
Total			\$54,048,802	\$0	\$54,048,802

Sponsor Agency: INDOT

Project Name: I-265

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3277	2300902	2028	Clark	\$1,174,314

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-265 WB bridge over I-265 ramp SW-D to I-65, 0.13 miles east of I-65. This will be constructed in FY 2028.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beam ends, and approach slabs. There is diagonal cracking in the ends of the beams at the abutments. These cracks are typical for precast concrete I-beams from the time the bridge was built. There are minor cracks and spalls in the abutments. Overall the bridge is in good to satisfactory condition.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$247,500	\$27,500	\$275,000
U	2027	NHPP	\$9,000	\$1,000	\$10,000
CN	2028	NHPP	\$800,473	\$88,841	\$889,314
Total			\$1,056,973	\$117,341	\$1,174,314

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-265

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3278	2300901	2028	Clark	\$1,374,533

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-265 EB bridge over I-265 ramp SW-D TO I-65, 0.13 miles east of I-65. This will be constructed in FY 2028.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beam ends, and approach slabs. There is a longitudinal cracking and one pop-out in the west approach slab. The east approach has had a new approach slab poured for the lanes carrying traffic. There are minor diagonal cracks in the beams at the abutments. These cracks are typical of precast I-beams of the time that the bridge was built. Overall the bridge is in good to satisfactory condition.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$247,500	\$27,500	\$275,000
U	2027	NHPP	\$9,000	\$1,000	\$10,000
CN	2028	NHPP	\$980,580	\$108,953	\$1,089,533
Total			\$1,237,080	\$137,453	\$1,374,533

Sponsor Agency: INDOT

Project Name: I-265

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3306	2301123	2028	Clark	\$41,024,376

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Pavement patching on I-265 from I-65 to 0.69 miles west of SR 62 (ORB O&M Limit). This will be constructed in FY 2028.

Justification:

This section of SR 265 is an urban interstate with 4 lanes approximately 12' wide, inside shoulders approximately 4' wide, and outside shoulders approximately 10' wide on average. This road section had a concrete pavement restoration project completed in 2019. The concrete slabs are faulting and rocking in multiple locations, which is causing the pavement to rapidly deteriorate. An emergency patching contract is scheduled for FY 2023 to help reduce the chances of this pavement failing before the pavement replacement project is completed. The purpose of this project is to reset the life of the failing pavement through replacement. The new pavement should be designed to last at least 12 years before a preventative maintenance treatment is needed.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHS	\$8,130,690	\$903,410	\$9,034,100
ROW	2026	NHS	\$90,000	\$10,000	\$100,000
U	2027	NHS	\$18,000	\$2,000	\$20,000
CN	2028	NHS	\$28,683,248	\$3,187,028	\$31,870,276
Total			\$36,921,938	\$4,102,438	\$41,024,376

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-265 Bridge Deck Overlay on Klerner Lane Bridge, 0.40 Miles East of SR 111

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2968	2100560	2026	Floyd	\$3,551,833

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

I-265 bridge deck overlay on Klerner Lane bridge over I-265 EB/WB, 0.40 miles east of SR 111.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface, deck, and superstructure to help further protect the structure and extend the service life of the bridge.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	NHPP	\$9,000	\$1,000	\$10,000
CN	2026	NHPP	\$2,658,330	\$295,370	\$2,953,700
U	2026	NHPP	\$99,000	\$11,000	\$110,000
Total			\$2,766,330	\$307,370	\$3,073,700

Sponsor Agency: INDOT

Project Name: I-265 Bridge Replacement

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3153	2200019	2030	Floyd	\$6,481,377

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Bridge replacement on I-265 from the westbound I-265 ramp to EB I-64 over eastbound I-64 to eastbound I-265 ramp.

Justification:

This project will replace the I-265 bridge to accommodate the I-64 added travel lanes project.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	NHPP	\$5,833,239	\$648,138	\$6,481,377
CN	2026	NHPP	\$5,833,239	\$648,138	\$6,481,377
Total			\$11,666,478	\$1,296,276	\$12,962,754

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-265 EB Bridge Over I-65

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3280	2300899	2028	Clark	\$1,608,004

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-265 EB bridge over I-65 NB/SB, 2.50 miles east of SR 311. This will be constructed in FY 2028.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beam ends, and approach slabs. Vertical and horizontal cracking in both abutment bent caps. Pier 2 column 1 has exposed rebar that appears to be set too close to surface. Minor cracks with efflorescence in both backwalls.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$247,500	\$27,500	\$275,000
U	2027	NHPP	\$9,000	\$1,000	\$10,000
CN	2028	NHPP	\$1,190,704	\$132,300	\$1,323,004
Total			\$1,447,204	\$160,800	\$1,608,004

Sponsor Agency: INDOT

Project Name: I-265 EB Charlestown Pike

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3274	2300905	2028	Clark	\$2,724,124

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-265 EB bridge over Conrail Railroad, Charlestown Pike, 1.51 miles east of US 31. This will be constructed in FY 2028.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge and to improve the steel beam paint coatings to extend the service life of the steel beams. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beams, and approach slabs. The west approach slab center lane has been paved over.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$337,500	\$37,500	\$375,000
RR	2027	NHPP	\$45,000	\$5,000	\$50,000
U	2027	NHPP	\$18,000	\$7,000	\$25,000
CN	2028	NHPP	\$2,051,212	\$227,912	\$2,279,124
Total			\$2,451,712	\$277,412	\$2,729,124

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-265 EB Conrail RR

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3272	2300909	2028	Clark	\$1,773,063

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-265 EB bridge over US 31, Conrail RR, 0.39 miles east of I-65. This will be constructed in FY 2028.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, and approach slabs.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$270,000	\$30,000	\$300,000
RR	2027	NHPP	\$18,000	\$2,000	\$20,000
U	2027	NHPP	\$27,000	\$3,000	\$30,000
CN	2028	NHPP	\$1,280,757	\$142,306	\$1,423,063
Total			\$1,595,757	\$177,306	\$1,773,063

Sponsor Agency: INDOT

Project Name: I-265 EB Coopers Lane

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3276	2300903	2028	Clark	\$2,202,770

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-265 EB bridge over Coopers Lane, 0.28 miles east of I-65. This will be constructed in FY 2028.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge and to improve the steel beam paint coatings to extend the service life of the steel beams. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beams, and approach slabs. Transverse cracks are present in both approach slabs. The west approach slab has two patches, the east approach has one patch.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$292,500	\$32,500	\$325,000
U	2027	NHPP	\$9,000	\$1,000	\$10,000
CN	2028	NHPP	\$1,680,993	\$186,777	\$1,867,770
Total			\$1,982,493	\$220,277	\$2,202,770

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-265 EB Hamburg Pike

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3268	2300911	2028	Clark	\$1,452,356

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-265 EB bridge over Hamburg, 0.09 miles east of US 31. This project will be constructed in FY 2028.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, and approach slabs.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$247,500	\$27,500	\$275,000
U	2027	NHPP	\$9,000	\$1,000	\$10,000
CN	2028	NHPP	\$1,050,620	\$116,736	\$1,167,356
Total			\$1,307,120	\$145,236	\$1,452,356

Sponsor Agency: INDOT

Project Name: I-265 EB Lick Run

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3270	2300913	2028	Clark	\$1,519,062

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-265 EB bridge over Lick Run, 0.23 miles east of US 31. This project will be constructed in FY 2028.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beam ends, and approach slabs. There is one small spall in Beam #7 span C at the south east end. It appears to have happened during placement of beam during construction. There are minor cracks in a few curtain walls, and minor diagonal hairline cracks in a few of the beam ends at both abutments. Beam end I has a diagonal crack and a small spall at Abutment I. This bridge has spread footings, NO piles. The footings are set in rock with riprap. There are minor cracks with efflorescence in the back wall. This bridge has been determined to be Scour Critical due to the footings being constructed in erodible shale.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$247,500	\$27,500	\$275,000
U	2025	NHPP	\$9,000	\$1,000	\$10,000
CN	2028	NHPP	\$1,110,656	\$123,406	\$1,234,062
Total			\$1,367,156	\$151,906	\$1,519,062

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-265 Over I-65

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2910	2002339	2027	Clark	\$587,732

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2680 - Safety Improvements - Indiana

Project Description:

Bridge painting rehabilitation at I-265 EB ramp over I-65 to I-65 NB, 02.50 miles east of SR 311.

Justification:

The purpose of this rehabilitation is due to the decks transverse cracks and map cracking with one spall in span B in the deck underside. Three moderate size wet spots under the spalls in the wearing surface. Shrinkage cracks in copings and parapets. Cracking in the wearing surface. The concrete patches from previous repair still look good.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$420,959	\$46,773	\$467,732
Total			\$420,959	\$46,773	\$467,732

Sponsor Agency: INDOT

Project Name: I-265 Over Slate Run Creek Scour Protection

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3051	2200873	2026	Floyd	\$620,059

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Scour and erosion protection on I-265 over Slate Run Creek, 0.2 mile south of I-265.

Justification:

The project will correct the deficiencies with erosion and scour at the outlet (east end) of the structure.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	NHPP	\$36,000	\$4,000	\$40,000
CN	2026	NHPP	\$343,682	\$38,187	\$381,869
Total			\$379,682	\$42,187	\$421,869

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-265 Pavement Replacement

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3266	2301127	2028	Clark	\$5,078,972

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Pavement replacement on I-265 from 0.36 miles west of I-65 to I-65. This project will be constructed in FY 2028.

Justification:

This section of I 265 is an urban interstate with 4 lanes approximately 12 ' wide, inside shoulders approximately 4' wide, and outside shoulders approximately 10' wide on average. This road section had a concrete pavement restoration project completed in 2019. The concrete slabs on the adjacent section to the East (PK 50103) are faulting and rocking in multiple locations, which is causing the pavement to rapidly deteriorate. Some patching has already been necessary on the Eastbound ramp to I65, and an emergency patching contract is scheduled for FY 2023 to help reduce the chances of this pavement failing before the pavement replacement project is completed. The purpose of this project is to reset the life of the failing pavement through replacement. The new pavement should be designed to last at least 12 years before a preventative maintenance treatment is needed.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2026	NHS	\$18,000	\$2,000	\$20,000
U	2027	NHS	\$9,000	\$1,000	\$10,000
CN	2028	NHS	\$4,544,075	\$504,897	\$5,048,972
Total			\$4,571,075	\$507,897	\$5,078,972

Sponsor Agency: INDOT

Project Name: I-265 Pavement Replacement

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3322	2301127	2028	Clark	\$5,819,396

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Pavement restoration on I-265 from 0.36 miles west of I-65 to I-65.

Justification:

The purpose of this project is to extend the functional life of the pavement by addressing structural and functional deficiencies. This is a standalone project.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$450,000	\$50,000	\$500,000
ROW	2026	NHPP	\$18,000	\$2,000	\$20,000
U	2027	NHPP	\$9,000	\$1,000	\$10,000
CN	2028	NHPP	\$4,760,456	\$528,940	\$5,289,396
Total			\$5,237,456	\$581,940	\$5,819,396

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-265 Pavement Replacement

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3405	2500079	2028	Clark	\$240,424

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Pavement restoration project on I-265 from 0.36 miles west of I-65 to I-65, this DES # includes the small culvert repair/replacement portion.

Justification:

The purpose of this project is to extend the functional life of the pavement by addressing structural and functional deficiencies.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2028	NHPP	\$216,382	\$24,042	\$240,424
Total			\$216,382	\$24,042	\$240,424

Sponsor Agency: INDOT

Project Name: I-265 WB Bridge Over I-65

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3279	2300900	2028	Clark	\$1,619,121

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-265 WB bridge over I-65 NB/SB, 2.50 miles east of SR 311. This will be constructed in FY 2028.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beam ends, and approach slabs. There are vertical and horizontal cracks on both abutments with several delaminated areas. Moderate cracking with efflorescence is in the west backwall. Minor scaling in column #1 at pier #2. Bent #3 seat has some minor cracking and delamination. Minor cracking in both bent caps.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$247,500	\$27,500	\$275,000
U	2027	NHPP	\$9,000	\$1,000	\$10,000
CN	2028	NHPP	\$1,200,709	\$133,412	\$1,334,121
Total			\$1,457,209	\$161,912	\$1,619,121

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-265 WB Charlestown Pike

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3273	2300906	2028	Clark	\$2,323,888

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-265 WB bridge over Conrail RR, Charlestown Pike, 1.51 miles east of US 31.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge and to improve the steel beam paint coatings to extend the service life of the steel beams. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beams, and approach slabs. Transverse cracks are in the east approach slab, also two shallow pop outs are present in the slow lane west slab.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$337,500	\$37,500	\$375,000
RR	2027	NHPP	\$9,000	\$1,000	\$10,000
U	2027	NHPP	\$45,000	\$5,000	\$50,000
CN	2028	NHPP	\$1,690,999	\$187,889	\$1,878,888
Total			\$2,082,499	\$231,389	\$2,313,888

Sponsor Agency: INDOT

Project Name: I-265 WB Conrail RR

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3271	2300910	2028	Clark	\$1,773,063

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-265 WB bridge over US 31, Conrail RR, 0.39 miles east of I-65. This will be constructed in FY 2028.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, and approach slabs.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$270,000	\$30,000	\$300,000
RR	2027	NHPP	\$18,000	\$2,000	\$20,000
U	2027	NHPP	\$27,000	\$3,000	\$30,000
CN	2028	NHPP	\$1,280,757	\$142,306	\$1,423,063
Total			\$1,595,757	\$177,306	\$1,773,063

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-265 WB Coopers Lane

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3275	2300904	2028	Clark	\$2,202,770

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-265 WB bridge over Coopers Lane, 0.28 miles east of I-65. This project will be constructed in FY 2028.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge and to improve the steel beam paint coatings to extend the service life of the steel beams. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beams, and approach slabs. There are longitudinal and transverse cracks in both approach slabs, and there is map cracking at the north side of the east joint.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$292,500	\$32,500	\$325,000
U	2027	NHPP	\$9,000	\$1,000	\$10,000
CN	2028	NHPP	\$1,680,993	\$186,777	\$1,867,770
Total			\$1,982,493	\$220,277	\$2,202,770

Sponsor Agency: INDOT

Project Name: I-265 WB Hamburg Pike

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3267	2300912	2028	Clark	\$1,263,356

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-265 WB bridge over Hamburg Pike, 0.09 miles east of US 31. This project will be constructed in FY 2028.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beam ends, and approach slabs. In Span A at Abutment 1: Beam #1 has a spall on the north side of the web at beam end. Beam #2 has cracking and delamination on the north side at bearing area and north side of web, along with a small spall. There are minor diagonal hairline cracks in a few of the beam ends at both abutments. There is minor cracking in curtain walls, and vertical cracks with efflorescence in both abutment backwalls. The west slope wall has a transverse crack across the top of wall and has settled approximately 2" at the north end. There is minor cracking in interior crash walls. The bridge seat at Abutment #1 under Beam #3 and Beam #4 has cracking.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$247,500	\$27,500	\$275,000
U	2027	NHPP	\$9,000	\$1,000	\$10,000
CN	2028	NHPP	\$880,520	\$97,836	\$978,356
Total			\$1,137,020	\$126,336	\$1,263,356

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-265 WB Lick Run

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3269	2300914	2029	Clark	\$1,519,062

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-265 WB bridge over Lick Run, 0.23 miles east of US 31. This will be constructed in FY 2028.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the bearing surface, deck, joints, beam ends, and approach slabs. Beam #7 in Span A has one small spall at the south west end of beam. There are spalls in Beam 7 in Span A. The beam ends at Abutment I have delamination and minor cracking. There are small spalls on Beam 2, 4, and 5 at Abutment I. There are spread footings, NO piles, set in rock, riprap. Minor cracking with efflorescence in both backwalls. Minor cracks, delamination, and staining are present in the abutments and bridge seats. This bridge has been determined to be scour critical due to the footings being constructed on erodible shale. This bridge is part of the SR-265 Corridor for FY2028.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	STBG-ST	\$220,000	\$55,000	\$275,000
U	2027	NHPP	\$9,000	\$1,000	\$10,000
CN	2028	NHPP	\$1,110,656	\$123,406	\$1,234,062
Total			\$1,339,656	\$179,406	\$1,519,062

Sponsor Agency: INDOT

Project Name: I-64

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2494	1700207	2028	Floyd	\$4,395,111

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Replace superstructure on I-64, EB 00.73 miles east of US 150 at Quarry Road.

Justification:

Superstructure replacement.

Phase	Year	Funding Category	Federal	State/Local	Total
CE	2026	NHPP	\$90,000	\$10,000	\$100,000
CN	2026	NHPP	\$3,461,500	\$384,611	\$3,846,111
U	2026	NHPP	\$31,500	\$3,500	\$35,000
Total			\$3,583,000	\$398,111	\$3,981,111

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-64

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2495	1700205	2030	Floyd	\$6,198,999

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck replacement on I-64, WBL 1.63 miles west of US 150 at IN 62/IN 64 EB/WB.

Justification:

Bridge deck replacement.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$135,000	\$15,000	\$150,000
U	2025	NHPP	\$31,500	\$3,500	\$35,000
Total			\$166,500	\$18,500	\$185,000

Sponsor Agency: INDOT

Project Name: I-64

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2496	1700206	2030	Floyd	\$3,937,356

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Replace superstructure on I-64, eastbound lanes 1.63 miles west of US 150 over IN 62/IN 64 eastbound/westbound.

Justification:

Superstructure replacement.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	STBG-ST	\$135,000	\$15,000	\$150,000
U	2025	NHPP	\$31,500	\$3,500	\$35,000
Total			\$166,500	\$18,500	\$185,000

Sponsor Agency: INDOT

Project Name: I-64 Bridge Deck Overlay

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3049	2200718	2028	Floyd	\$700,748

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-64 over the I-64 Ramp 123D to I-64 westbound, 0.28 miles west of SR 111.

Justification:

This project will improve the condition of the bridge and extend its service life.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	NHS	\$473,173	\$52,575	\$525,748
Total			\$473,173	\$52,575	\$525,748

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-64 Bridge Deck Overlay

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3050	2200719	2028	Floyd	\$2,372,840

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on I-64 over SR 62X/Spring Street, 0.18 west of SR 111.

Justification:

This project will improve the conditions of the bridge and extend its service life.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$270,000	\$30,000	\$300,000
CN	2026	NHPP	\$1,847,556	\$205,284	\$2,052,840
U	2026	NHPP	\$18,000	\$2,000	\$20,000
Total			\$2,135,556	\$237,284	\$2,372,840

Sponsor Agency: INDOT

Project Name: I-64 Cherry Street Bridge Deck Overlay

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
2515	1702614	2028	Floyd	\$1,632,397

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge rehabilitation project consisting of a bridge deck overlay on I-64, located .085 miles west of IN 111 over Cherry Street.

Justification:

Bridge deck overlay.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	NHPP	\$1,361,157	\$151,240	\$1,512,397
Total			\$1,361,157	\$151,240	\$1,512,397

Sponsor Agency: INDOT

Project Name: I-64 Hot-Mix Asphalt (HMA) Overlay

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3192	2200833	2030	Floyd	\$45,192,754

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Hot-mix asphalt (HMA) overlay minor structural on I-64 from 0.50 miles west of SR 135 to 1.01 miles west of SR 64.

Justification:

This project will improve the conditions of the pavement and extend its service life.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	NHPP	\$9,000	\$1,000	\$10,000
Total			\$9,000	\$1,000	\$10,000

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-64 Pavement Patching

KIPDA ID: 3317	State ID/DES #: 2400755	Open to Public: 2027	County/Countries: Floyd	Project Cost: \$3,000,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana
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Project Description:

Pavement patching on I-64 from 1.01 miles west of SR 64 to 0.19 miles east of SR 111.

Justification:

Pavement patching along I-64 to repair holes on the interstate.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	NHPP	\$0	\$3,000,000	\$3,000,000
Total			\$0	\$3,000,000	\$3,000,000

Sponsor Agency: INDOT

Project Name: I-64 Small Structure Pipe Lining - Little Indian Creek

KIPDA ID: 3252	State ID/DES #: 2300060	Open to Public: 2028	County/Countries: Floyd	Project Cost: \$1,364,922
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana
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Project Description:

Small structure pipe lining on I-64, UNT to Little Indian Creek - 119.83.

Justification:

This project will improve the current condition of the structure and extend its service life.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	NHPP	\$1,228,430	\$136,492	\$1,364,922
Total			\$1,228,430	\$136,492	\$1,364,922

Sponsor Agency: INDOT

Project Name: I-64 Small Structure Pipe Lining - Valley View Creek

KIPDA ID: 3249	State ID/DES #: 2300057	Open to Public: 2026	County/Countries: Floyd	Project Cost: \$629,964
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana
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Project Description:

I-64 small structure pipe lining - Valley View Creek, I-64-022-122.60.

Justification:

The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	NHPP	\$566,968	\$62,996	\$629,964
Total			\$566,968	\$62,996	\$629,964

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-64 Small Structure Pipe Lining EB

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3251	2300059	2026	Floyd	\$472,473

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Small structure pipe lining on I-64, Valley View Creek - 121.95 EB.

Justification:

This project will improve the current condition of the structure and extend its service life.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	NHPP	\$425,226	\$47,247	\$472,473
Total			\$425,226	\$47,247	\$472,473

Sponsor Agency: INDOT

Project Name: I-64 Small Structure Pipe Lining, 0.40 Miles East of I-265

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2969	2100817	2028	Floyd	\$909,899

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Correct deficiencies in small structure pipe lining on I-64 over unnamed ditch, 0.40 miles east of I-265.

Justification:

The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements. There is a significant amount of sediment in the pipe and there is significant corrosion and deep pitting in the invert of the structure. The sediment in the pipe in the pipe accounts for ten to twenty-five percent of the cross section area of the pipe. There are also scattered perforations approximately 5' at the south outlet end.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	NHPP	\$666,095	\$74,011	\$740,106
U	2026	NHPP	\$9,000	\$1,000	\$10,000
Total			\$675,095	\$75,011	\$750,106

Sponsor Agency: INDOT

Project Name: I-64 Small Structure Replacement - Valley View Creek

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3248	2300056	2025	Floyd	\$628,161

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

I-64 small structure replacement - Valley View Creek - 122.14 WB.

Justification:

Small structure replacement on I-64 in Floyd County.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$565,344	\$62,817	\$628,161
Total			\$565,344	\$62,817	\$628,161

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-64 Small Structures & Drains Construction - Valley View Creek EB

KIPDA ID: 3250	State ID/DES #: 2300058	Open to Public: 2028	County/Counties: Floyd	Project Cost: \$62,816
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana
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Project Description:

I-64 small structure - Valley View Creek - I-64-022-121.71 EB.

Justification:

This project will improve the conditions of various culverts on I-64.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	NHPP	\$56,534	\$6,282	\$62,816
Total			\$56,534	\$6,282	\$62,816

Sponsor Agency: INDOT

Project Name: I-64 WB Over Yenowine Road

KIPDA ID: 2848	State ID/DES #: 2000145	Open to Public: 2030	County/Counties: Floyd	Project Cost: \$1,664,376
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana
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Project Description:

Bridge deck overlay project on I-64 WB bridge over Yenowine Road, 0.40 miles west of SR 64.

Justification:

Bridge rehabilitation project constructing an overlay to correct and repair the deficiencies to maintain and prolong the life of the bridge structure.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$9,000	\$1,000	\$10,000
U	2025	NHPP	\$9,000	\$1,000	\$10,000
Total			\$18,000	\$2,000	\$20,000

Sponsor Agency: INDOT

Project Name: I-64 Westbound Bridge Replacement Over Captain Frank Road

KIPDA ID: 3152	State ID/DES #: 2200018	Open to Public: 2028	County/Counties: Floyd	Project Cost: \$5,784,170
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Bridge replacement on I-64 westbound over Captain Frank Road.

Justification:

This is a bridge replacement project to accommodate the I-64 added travel lanes project.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2028	NHPP	\$5,205,753	\$578,417	\$5,784,170
Total			\$5,205,753	\$578,417	\$5,784,170

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-65

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2492	I600750	2026	Clark	\$2,592,500

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Replace superstructure on I-65, 2.68 miles south of IN I60 over Blue Lick Creek WBL.

Justification:

Superstructure replacement.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$2,018,250	\$224,250	\$2,242,500
U	2025	NHPP	\$22,500	\$2,500	\$25,000
Total			\$2,040,750	\$226,750	\$2,267,500

Sponsor Agency: INDOT

Project Name: I-65

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2493	I600744	2026	Clark	\$2,720,600

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Replace superstructure on I-65, 2.68 miles south of IN I60 over Blue Lick Creek NBL.

Justification:

Superstructure replacement.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$2,018,250	\$224,250	\$2,242,500
U	2025	NHPP	\$22,500	\$2,500	\$25,000
Total			\$2,040,750	\$226,750	\$2,267,500

Sponsor Agency: INDOT

Project Name: I-65 Biggs Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3260	2300845	2028	Clark	\$200,813

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge thin deck overlay on I-65 Biggs Road bridge over I-65, 02.51 miles south of SR I60.

Justification:

The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge received a superstructure replacement in 2015 and has not received a wearing surface treatment to date. There are minor hairline cracks in the wearing surface that could benefit from additional protection through a preventive maintenance wearing surface treatment.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2028	NHPP	\$180,732	\$20,081	\$200,813
Total			\$180,732	\$20,081	\$200,813

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-65 Ebenezer Church Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3261	2300844	2028	Clark	\$200,813

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana	

Project Description:

Bridge thin deck overlay on I-65 Ebenezer Church Road bridge over I-65 NB/SB, 04.46 miles south of SR 160.

Justification:

The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge received a superstructure replacement in 2015 and has not received a wearing surface treatment to date. There are minor transverse and a few longitudinal cracks in the wearing surface that could benefit from additional protection through a preventive maintenance wearing surface treatment.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2028	NHPP	\$180,732	\$20,081	\$200,813
Total			\$180,732	\$20,081	\$200,813

Sponsor Agency: INDOT

Project Name: I-65 Hebron Church Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3259	2300846	2028	Clark	\$189,657

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana	

Project Description:

Bridge thin deck overlay on I-65 Hebron Church Road bridge over I-65 NB/SB, 01.27 miles north of SR 160.

Justification:

The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge received a superstructure replacement in 2015 and has not received a wearing surface treatment to date. There are minor hairline cracks in the wearing surface that could benefit from additional protection through a preventive maintenance wearing surface treatment.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2028	STBG-ST	\$170,691	\$18,966	\$189,657
Total			\$170,691	\$18,966	\$189,657

Sponsor Agency: INDOT

Project Name: I-65 NB Over Brownstown Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3258	2300847	2028	Clark	\$375,813

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana	

Project Description:

Bridge thin deck overlay on I-65 NB bridge over Brownstown Road, 02.03 miles north of SR 160.

Justification:

"The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge was built in 2016 and has not received a wearing surface treatment to date. There are minor hairline cracks in the wearing surface that could benefit from additional protection through a preventive maintenance wearing surface treatment. This structure will be widened with upcoming ATL project and the new portion will need to have a polymeric overlay installed as well."

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	STBG-ST	\$140,000	\$35,000	\$175,000
CN	2028	STBG-ST	\$160,650	\$40,163	\$200,813
Total			\$300,650	\$75,163	\$375,813

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-65 SB Bridge Over Brownstown Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3257	2300848	2028	Clark	\$375,813

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana	

Project Description:

Bridge thin deck overlay on I-65 SB bridge over Brownstown Road, 02.03 miles north of SR 160.

Justification:

The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge was built in 2016 and has not received a wearing surface treatment to date. There are minor hairline cracks in the wearing surface that could benefit from additional protection through a preventive maintenance wearing surface treatment. This structure will be widened with upcoming ATL project and the new portion will need to have a polymeric overlay installed as well.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	STBG-ST	\$140,000	\$35,000	\$175,000
CN	2028	STBG-ST	\$160,650	\$40,163	\$200,813
Total			\$300,650	\$75,163	\$375,813

Sponsor Agency: INDOT

Project Name: I-65 Small Structure

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3033	2001597	2026	Clark	\$824,380

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana	

Project Description:

Small structure paved invert on I-65, 3.42 mile north of SR 160.

Justification:

This project will improve the conditions of the small structure and extend its service life.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$741,942	\$82,438	\$824,380
Total			\$741,942	\$82,438	\$824,380

Sponsor Agency: INDOT

Project Name: I-65 Small Structure

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3034	2001598	2026	Clark	\$658,234

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana	

Project Description:

Small structure paved invert on I-65, 0.67 mile north of SR 160.

Justification:

This project will improve the condition of the structure and extend its service life.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$592,411	\$65,823	\$658,234
Total			\$592,411	\$65,823	\$658,234

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-65 Small Structure

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3262	2300988	2028	Clark	\$723,944

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Small structure paved invert on I-65 0.06 miles north of SR 311 at the intersection with the I-65 NB ramp.

Justification:

"The purpose of this project is to correct the deficiencies in the structure to extend the service life of the small structure. The project need is based on the current condition of the structure elements. The culvert has several locations of complete section loss in flowline. There is also debris at the outlet end of pipe and is causing water to be held in pipe along with sediment."

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$202,500	\$22,500	\$225,000
ROW	2026	NHPP	\$9,000	\$1,000	\$10,000
U	2027	NHPP	\$27,000	\$3,000	\$30,000
CN	2028	NHPP	\$413,050	\$45,894	\$458,944
Total			\$651,550	\$72,394	\$723,944

Sponsor Agency: INDOT

Project Name: I-65 Small Structure

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3263	2300986	2028	Clark	\$934,405

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Small structure pipe lining 5.66 miles north of SR 311 on I-65.

Justification:

The purpose of this project is to correct the deficiencies in the structure to extend the service life of the small structure. The project need is based on the current condition of the structure elements. There is significant section loss, corrosion, and pitting throughout the invert of the structure. These perforations and section loss in the flow line could eventually lead to material being pulled from above and impact the roadway above through the presence of voids under or adjacent to the pavement.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$247,500	\$27,500	\$275,000
ROW	2026	NHPP	\$18,000	\$2,000	\$20,000
U	2027	NHPP	\$9,000	\$1,000	\$10,000
CN	2028	NHPP	\$566,465	\$62,941	\$629,406
Total			\$840,965	\$93,441	\$934,406

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: I-65 Small Structure Pipe Lining

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3032	2001595	2026	Clark	\$615,113

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Small structure pipe lining on I-65, 3.54 miles north of SR 160.

Justification:

This project will improve the conditions of the small structure and extend its service life.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$553,602	\$61,511	\$615,113
Total			\$553,602	\$61,511	\$615,113

Sponsor Agency: INDOT

Project Name: I-65 Small Structure Pipe Lining

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3142	2001599	2026	Clark	\$454,927

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Small structure pipe lining on I-65, 9.21 miles north of SR 311.

Justification:

This project will improve the current condition of the structure and extend its service life.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$409,434	\$45,493	\$454,927
Total			\$409,434	\$45,493	\$454,927

Sponsor Agency: INDOT

Project Name: Install New Cable Barriers Throughout Seymour District

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3314	2100195	2026	Clark, Floyd	\$2,000,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Install new cable barriers throughout Seymour sistrict in various locations.

Justification:

Repair cable barriers throughout Seymour district.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	NHPP	\$1,800,000	\$200,000	\$2,000,000
Total			\$1,800,000	\$200,000	\$2,000,000

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: Pavement Patching on I-265 from I-65 to 0.69 Miles West of SR 62

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3404	2500081	2028	Clark	\$3,373,475

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

The small culvert replacement portion of project with original DES # 2301123. Funding was decreased from DES #2301123 and separated to DES # 2500081.

Justification:

To improve the pavement conditions of I-265.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2028	NHPP	\$3,036,128	\$337,347	\$3,373,475
Total			\$3,036,128	\$337,347	\$3,373,475

Sponsor Agency: INDOT

Project Name: Raised Pavement Markings in Various Locations in Seymour District

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3315	2100189	2026	Clark, Floyd	\$750,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Raised pavement markings in various locations in Seymour district.

Justification:

Replace raised pavement markings throughout the Seymour district in various locations.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	NHPP	\$675,000	\$75,000	\$750,000
Total			\$675,000	\$75,000	\$750,000

Sponsor Agency: INDOT

Project Name: Raised Pavement Markings in Various Locations in Seymour District FY 2028

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3319	2301237	2029	Clark, Floyd	\$750,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Raised pavement markings in various locations in the Seymour District.

Justification:

Replace any missed or damage raised pavement markings in the Seymour District.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2028	HSIP-ST	\$675,000	\$75,000	\$750,000
Total			\$675,000	\$75,000	\$750,000

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: Repair or Replace Lighting at Various Locations in Seymour District

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3162	2101785	2025	Clark, Floyd	\$2,600,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Replace or repair lighting with LED at various locations within the Seymour District.

Justification:

This project will provide maintenance and upgrades to the lighting within Seymour District which will improve safety and visibility.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	STBG-ST	\$2,080,000	\$520,000	\$2,600,000
Total			\$2,080,000	\$520,000	\$2,600,000

Sponsor Agency: INDOT

Project Name: Scenic Byway Corridor Along the Ohio River

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3256	2400032	2025	Clark, Floyd	\$800,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

This is a scenic byway project replacing old signs with new ones. This is in 13 counties along the Ohio River. This will be a total of \$800,000 in CN dollars.

Justification:

This project is needed to replace old or damaged signs along the Ohio River.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$720,000	\$80,000	\$800,000
Total			\$720,000	\$80,000	\$800,000

Sponsor Agency: INDOT

Project Name: Small Structure and Drain Construction on SR 3, 4.85 Miles North of SR 62

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3396	2401479	2029	Clark	\$536,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Small structure and drain repair/replacement on SR 3, 4.85 miles north of SR 62.

Justification:

This project will improve the condition of the culvert, prevent damage to roadway, and assist with drainage.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2026	STBG-ST	\$160,000	\$40,000	\$200,000
ROW	2027	STBG-ST	\$16,000	\$4,000	\$20,000
U	2027	STBG-ST	\$40,000	\$10,000	\$50,000
CN	2028	STBG-ST	\$212,800	\$53,200	\$266,000
Total			\$428,800	\$107,200	\$536,000

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: Small Structure Repair/Replacement on SR 60, 5.38 Miles East of SR 335

KIPDA ID: 3397 **State ID/DES #:** 2401349 **Open to Public:** 2029 **County/Counties:** Clark **Project Cost:** \$2,590,000

AQ Analysis Status: Exempt **Parent Project:** **Group ID:** 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Repair/replacement of culvert on SR 60, 5.38 miles east of SR 335.

Justification:

This project will improve the condition of the existing culvert and prevent damage to the roadway and improve drainage.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2026	STBG-ST	\$240,000	\$60,000	\$300,000
ROW	2027	STBG-ST	\$32,000	\$8,000	\$40,000
U	2028	STBG-ST	\$200,000	\$50,000	\$250,000
Total			\$472,000	\$118,000	\$590,000

Sponsor Agency: INDOT

Project Name: Soil Nail Repair on Mechanically Stabilized Earth Failures

KIPDA ID: 3395 **State ID/DES #:** 2400591 **Open to Public:** 2027 **County/Counties:** Clark, Floyd **Project Cost:** \$2,000,000

AQ Analysis Status: Exempt **Parent Project:** **Group ID:** 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

IDIQ contract, specific locations not yet determined, soil nail repair on MSE failures - INDOT South Districts Vincennes & Seymour.

Justification:

Repair failed/failing MSE walls, asset preservation.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	STBG-ST	\$1,600,000	\$400,000	\$2,000,000
Total			\$1,600,000	\$400,000	\$2,000,000

Sponsor Agency: INDOT

Project Name: SR 111

KIPDA ID: 2852 **State ID/DES #:** 2000357 **Open to Public:** 2026 **County/Counties:** Floyd **Project Cost:** \$1,630,850

AQ Analysis Status: Exempt **Parent Project:** **Group ID:** 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Construct a bridge deck overlay over Middle Creek, 1.25 miles south of SR 62.

Justification:

To perform a rehabilitation project on SR 111 and extend the life of the bridge asset.

Phase	Year	Funding Category	Federal	State/Local	Total
U	2025	STBG-ST	\$8,000	\$2,000	\$10,000
CN	2026	STBG-ST	\$1,145,560	\$286,390	\$1,431,950
Total			\$1,153,560	\$288,390	\$1,441,950

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: SR 111 HMA Overlay

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3264	2301121	2030	Floyd	\$3,522,400

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

HMA overlay, preventive maintenance on SR 111 from 0.92 miles south of I-64 (Corydon Pike) to 0.19 miles north of I-64 (State Street).

Justification:

The purpose of this project is to extend the life of the pavement by addressing functional and structural deficiencies. This investment must last until the next predicted project in the 20 year plan, which is estimated to be in 2042.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	STBG-ST	\$400,000	\$100,000	\$500,000
ROW	2027	STBG-ST	\$32,000	\$8,000	\$40,000
RR	2028	STBG-ST	\$40,000	\$10,000	\$50,000
U	2028	STBG-ST	\$40,000	\$10,000	\$50,000
Total			\$512,000	\$128,000	\$640,000

Sponsor Agency: INDOT

Project Name: SR 111 Slide Correction

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2974	2100244	2027	Floyd	\$3,076,842

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Slide correction on SR 111 0.7 miles south of the I-64 overpass.

Justification:

To stabilize the slide with soldier piles, remove the barrier wall, replace the adjacent sidewalk and pavement that has been uplifted by the slide, and resurface the rest of the pavement in the project limits.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	STBG-ST	\$18,000	\$2,000	\$20,000
U	2026	STBG-ST	\$16,000	\$4,000	\$20,000
CN	2027	STBG-ST	\$1,305,322	\$145,036	\$1,450,358
Total			\$1,339,322	\$151,036	\$1,490,358

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: SR 160

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3281	2301023	2028	Clark	\$1,147,231

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Small structure replacement on SR 160 bridge over Guernsey Creek, east of SR 60. This will be constructed in FY 2028.

Justification:

The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements. The bottoms of the channel beams have horizontal cracking with efflorescence. Beams #2 and #3 are cracked with heavy efflorescence and Beam #1 is spalling at the downspouts. There are spalls and staining throughout the beams and there is evident leaking and efflorescence between each channel beam. The abutments have vertical cracks above the weep holes and the west abutment below Beam #8 has a 2' x 3' spall. In addition, there are spalls and staining on the south wingwalls.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$384,120	\$42,680	\$426,800
ROW	2026	NHPP	\$13,500	\$1,500	\$15,000
U	2027	NHPP	\$90,000	\$10,000	\$100,000
CN	2028	NHPP	\$544,888	\$60,543	\$605,431
Total			\$1,032,508	\$114,723	\$1,147,231

Sponsor Agency: INDOT

Project Name: SR 160 Bridge Deck Overlay

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3156	2200698	2029	Clark	\$2,435,491

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on SR 160 over I-65, 0.54 mile west of US 31.

Justification:

This project will improve the condition of the bridge and extend its service life.

Phase	Year	Funding Category	Federal	State/Local	Total
U	2027	STBG-ST	\$8,000	\$2,000	\$10,000
Total			\$8,000	\$2,000	\$10,000

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: SR 160 Bridge Over Pigeon Roost Creek

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3247	2300823	2028	Clark	\$421,856

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Scour protection on SR 160 bridge over Pigeon Roost Creek, 03.44 miles west of I-65.

Justification:

The project will correct the deficiencies with erosion and scour at the outlet (east end) of the structure.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$180,000	\$20,000	\$200,000
ROW	2026	NHPP	\$9,000	\$1,000	\$10,000
U	2027	NHPP	\$9,000	\$1,000	\$10,000
CN	2028	NHPP	\$181,670	\$20,186	\$201,856
Total			\$379,670	\$42,186	\$421,856

Sponsor Agency: INDOT

Project Name: SR 265 at Old Salem Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2975	2100647	2026	Clark	\$429,655

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge thin deck overlay at SR 265 at Old Salem Road bridge over SR 265 EB/WVB, 2.20 miles east of SR 62.

Justification:

The purpose of this project is to protect the existing deck with a preventative maintenance wearing surface treatment to help extend the service life of the bridge deck. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge was built in 2013 and has never received a wearing surface treatment to date. The bridge is overall in good condition, but could benefit from additional protection through a preventative maintenance wearing surface treatment.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	NHPP	\$260,420	\$28,935	\$289,355
Total			\$260,420	\$28,935	\$289,355

Sponsor Agency: INDOT

Project Name: SR 265 Utica-Sellersburg Road Bridge

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2976	2100683	2026	Clark	\$333,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge thin deck overlay on SR 265 Utica-Sellersburg Road bridge over SR 265 EB/WVB, 00.83 miles east of SR 62.

Justification:

The purpose of this project is to protect the existing deck with a preventative maintenance wearing surface treatment to help extend the service life of the bridge deck. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge was built in 2015 and has never received a wearing surface treatment to date. There are minor cracks throughout the wearing surface that could benefit from additional protection through a preventative maintenance wearing surface treatment.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2026	NHPP	\$227,700	\$25,300	\$253,000
Total			\$227,700	\$25,300	\$253,000

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: SR 60

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2911	2001805	2025	Clark	\$2,326,067

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Replace small structures and drainage in/around SR 60 at RP 58+32 which is 1.51 miles west of SR 311.

Justification:

The purpose of this project is to correct the deficiencies in CLV 60-010-58.21 in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements. The barrel invert is rusted, and the roadway is sinking and cracking above the pipe. The embankment on the inlet end is eroding, and there is debris in the flow line on the outlet end. This pipe is 24".

Phase	Year	Funding Category	Federal	State/Local	Total
U	2025	NHPP	\$27,000	\$3,000	\$30,000
C	2025	NHPP	\$1,564,200	\$173,800	\$1,738,000
Total			\$1,591,200	\$176,800	\$1,768,000

Sponsor Agency: INDOT

Project Name: SR 60 Bridge Deck Overlay Over Muddy Fork

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2971	2100744	2028	Clark	\$2,401,952

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay over Muddy Fork 4.70 east of SR 335.

Justification:

The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, and approach slabs. This bridge was built in 1995 and has never received a wearing surface treatment to date. There are several small concrete patches visible in the wearing surface and there are several patches and cracks in the concrete bridge approach slabs. The east joint is partially filled with debris and the bridge would benefit from the installation of semi-integral abutments to eliminate the joints.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2028	NHS	\$1,978,218	\$219,802	\$2,198,020
Total			\$1,978,218	\$219,802	\$2,198,020

Sponsor Agency: INDOT

Project Name: SR 60 Bridge Replacement Over Packwood Branch

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2912	2002049	2025	Clark	\$2,027,108

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge replacement on SR 60 over Packwood Branch, 02.47 miles east of SR 335.

Justification:

The arch has cracking, delamination, efflorescence and two spalls with exposed rebar in the center of arch. Overall the bridge is in fair condition.

Phase	Year	Funding Category	Federal	State/Local	Total
U	2025	NHPP	\$40,000	\$10,000	\$50,000
C	2025	NHPP	\$1,373,686		\$1,717,108
Total			\$1,413,686	\$10,000	\$1,767,108

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: SR 60 Over Tributary to Sugar Creek

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3321	2300292	2027	Clark	\$629,847

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

The purpose of this project is to maintain or improve the current condition ratings of this large culvert to extend the life of the structure.

Justification:

This project will extend the life of the large culvert/structure.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$315,000	\$35,000	\$350,000
CN	2027	NHPP	\$251,862	\$27,985	\$279,847
Total			\$566,862	\$62,985	\$629,847

Sponsor Agency: INDOT

Project Name: SR 60 Small Structure Pipe Lining Over East SR 335

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2978	2100834	2026	Clark	\$434,788

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

SR 60 small structure pipe lining 4.5 miles east of SR 335.

Justification:

The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements. Heavy corrosion and pitting is occurring in the flow line, and sediment has built up in the flowline.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	NHPP	\$203,173	\$22,575	\$225,748
U	2026	NHPP	\$9,000	\$1,000	\$10,000
Total			\$212,173	\$23,575	\$235,748

Sponsor Agency: INDOT

Project Name: SR 60 Small Structure Replacement, 1.58 Miles West of I-65

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2973	2100800	2026	Clark	\$617,221

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Small structure replacement over unnamed ditch 1.58 miles west of I-65.

Justification:

The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements. The pipe is either collapsed or full of sediment and cannot fail any further. The roadway is not affected, but the pipe is causing drainage issue for the nearby residents. This pipe was recently added into the inventory.

Phase	Year	Funding Category	Federal	State/Local	Total
U	2026	NHPP	\$80,000	\$20,000	\$100,000
CN	2027	NHPP	\$215,267	\$53,817	\$269,084
Total			\$295,267	\$73,817	\$369,084

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: SR 60 Small Structures and Drains Construction

KIPDA ID: 3255 **State ID/DES #:** 2201590 **Open to Public:** 2026 **County/Countries:** Clark **Project Cost:** \$759,169

AQ Analysis Status: Exempt **Parent Project:** **Group ID:** 2678 - Roadway Operational Improvements - Indiana

Project Description:

Small structures and drains constructions on US 60 1.50 mile north of SR 31 I for 4.52 miles.

Justification:

This project will improve the conditions of the culvert on SR 60 from RF 55+88 - 60+35.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	STBG-ST	\$585,735	\$146,434	\$732,169
Total			\$585,735	\$146,434	\$732,169

Sponsor Agency: INDOT

Project Name: SR 62 Bridge Deck Overlay Over Fourteen Mile Creek

KIPDA ID: 3246 **State ID/DES #:** 2300810 **Open to Public:** 2028 **County/Countries:** Clark **Project Cost:** \$2,105,683

AQ Analysis Status: Exempt **Parent Project:** **Group ID:** 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on SR 62 bridge over Fourteen Mile Creek, 2.86 miles east of SR 3.

Justification:

Repair a post missing from the north guardrail at the east joint and correct the deficiencies in the wearing surface, deck, and superstructure to help further protect the structure and extend the service life of the bridge.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2026	NHPP	\$9,000	\$1,000	\$10,000
U	2027	NHPP	\$72,000	\$8,000	\$80,000
CN	2028	NHPP	\$1,486,016	\$165,113	\$1,651,129
Total			\$1,567,016	\$174,113	\$1,741,129

Sponsor Agency: INDOT

Project Name: Statewide Signing and Installation of Conflict Warning Signs

KIPDA ID: 3413 **State ID/DES #:** 2001561 **Open to Public:** 2026 **County/Countries:** Floyd **Project Cost:** \$1,537,734

AQ Analysis Status: Exempt **Parent Project:** **Group ID:**

Project Description:

This is a statewide signing installation and repair of conflict warning signs in various locations throughout the state.

Justification:

Installation of conflict warning signs are a safety initiative to help prevent injuries and accidents.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	HSIP-ST	\$1,230,187	\$307,547	\$1,537,734
Total			\$1,230,187	\$307,547	\$1,537,734

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: Traffic Signal Modernizations in Seymour District FY 2028

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3318	2301236	2029	Clark, Floyd	\$3,506,550

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Various locations in Seymour District for traffic signal modernizations to repair.

Justification:

To replace traffic signals throughout the Seymour district in discal year 2028.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2028	HSIP-ST	\$3,155,895	\$350,655	\$3,506,550
Total			\$3,155,895	\$350,655	\$3,506,550

Sponsor Agency: INDOT

Project Name: Traffic Signals Modernization in Seymour District

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3313	2100157	2026	Clark, Floyd	\$1,380,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Traffic signals modernization in various locations throughout Seymour district.

Justification:

To replace traffic signals throughout the Seymour district in fiscal year 2026.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	NHPP	\$1,242,000	\$138,000	\$1,380,000
Total			\$1,242,000	\$138,000	\$1,380,000

Sponsor Agency: INDOT

Project Name: US 150 - Little Indian Creek

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2914	2002073	2026	Floyd	\$3,473,692

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Replace superstructure at WB over Little Indian Creek, 00.65 miles west of I-64.

Justification:

New latex modified overlay was installed under Contract B-3706 I, Des #1383546. The structure is in fair condition. Cracking and water staining with delamination and one spall with exposed rebar in girder #1 of span B at midspan at the drain pipe area.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	STBG-ST	\$2,574,954	\$643,738	\$3,218,692
U	2025	STBG-ST	\$8,000	\$2,000	\$10,000
Total			\$2,582,954	\$645,738	\$3,228,692

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: US 150 Bridge Painting

KIPDA ID: 3147	State ID/DES #: 1800706	Open to Public: 2027	County/Countries: Floyd	Project Cost: \$183,892
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana
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Project Description:

Bridge painting on US 150, 8.81 miles east of SR 335 over I-64 eastbound/westbound.

Justification:

This project will paint the bridge on US 150 over I-64 Eastbound/Westbound to extend the service life of the bridge.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	STBG-ST	\$147,114	\$36,778	\$183,892
Total			\$147,114	\$36,778	\$183,892

Sponsor Agency: INDOT

Project Name: US 150 Bridge Painting Over I-64 Westbound

KIPDA ID: 2520	State ID/DES #: 1800405	Open to Public: 2027	County/Countries: Floyd	Project Cost: \$551,917
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana
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Project Description:

Bridge painting on US 150 located 08.81 miles east of IN 335 over I-64 Westbound lane.

Justification:

Bridge painting.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	STBG-ST	\$417,534	\$104,383	\$521,917
Total			\$417,534	\$104,383	\$521,917

Sponsor Agency: INDOT

Project Name: US 150 Bridge Rehab Pipe Lining

KIPDA ID: 3154	State ID/DES #: 2200994	Open to Public: 2027	County/Countries: Floyd	Project Cost: \$93,200
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana
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Project Description:

Bridge rehab pipe lining on US 150 over unknown tributary Little Indian Creek, 0.14 mile west of I-64.

Justification:

This is a bridge rehab pipe lining on US 150 to improve the condition of the structure and extend its service life.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	STBG-ST	\$74,560	\$18,640	\$93,200
Total			\$74,560	\$18,640	\$93,200

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: US 150 Hot-Mix Asphalt (HMA) Overlay

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3157	2200837	2027	Floyd	\$3,812,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Hot-mix asphalt (HMA) overlay, preventive maintenance, on US 150 from 3.32 miles west of I-64 (near Buck Creek) to I-64.

Justification:

This project will improve the conditions of the pavement and extend its service life.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	STBG-ST	\$40,000	\$10,000	\$50,000
Total			\$40,000	\$10,000	\$50,000

Sponsor Agency: INDOT

Project Name: US 150 Replace Superstructure Over Little Indian Creek

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
2915	2002072	2026	Floyd	\$3,367,107

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Replace superstructure on US 150 EB over Little Indian Creek, 00.65 miles west of I-64.

Justification:

A new latex modified overlay was installed under Contract B-37061, Des #1383545. The structure is in fair condition. Girder #1 span B at mid span drain pipe area has cracking and delamination, also minor vertical cracking with efflorescence in several girders in spans A and span C.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$2,669,946	\$296,661	\$2,966,607
U	2025	STBG-ST	\$8,000	\$2,000	\$10,000
Total			\$2,677,946	\$298,661	\$2,976,607

Sponsor Agency: INDOT

Project Name: US 150 Small Structures & Drains Construction (16 Locations)

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3056	2201148	2028	Floyd	\$4,111,651

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Small structures and drains construction on US 150 at various locations between 3.32 miles west of I-64 (near Buck Creek Road) to I-64.

Justification:

This project will improve the conditions of various culverts on US 150.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2028	STBG-ST	\$2,489,321	\$622,330	\$3,111,651
Total			\$2,489,321	\$622,330	\$3,111,651

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: US 31

KIPDA ID: 2314 **State ID/DES #:** 1593192 **Open to Public:** 2028 **County/Countries:** Clark **Project Cost:** \$1,599,047

AQ Analysis Status: Exempt **Parent Project:** **Group ID:** 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Construct a bridge deck overlay on US 31, 1.94 miles south of IN 160 over Caney Fork.

Justification:

Bridge deck overlay.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2028	STBG-ST	\$1,135,238	\$283,809	\$1,419,047
Total			\$1,135,238	\$283,809	\$1,419,047

Sponsor Agency: INDOT

Project Name: US 31

KIPDA ID: 2487 **State ID/DES #:** 1700111 **Open to Public:** 2025 **County/Countries:** Clark **Project Cost:** \$14,244,633

AQ Analysis Status: Exempt **Parent Project:** **Group ID:** 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Pavement replacement on US 31, 1.53 miles north of IN 60 (Foothill Road) to 3.28 miles north of IN 60.

Justification:

Pavement replacement.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	STBG-ST	\$10,155,284	\$2,538,821	\$12,694,105
Total			\$10,155,284	\$2,538,821	\$12,694,105

Sponsor Agency: INDOT

Project Name: US 31 at Wolf Run

KIPDA ID: 2722 **State ID/DES #:** 1900343 **Open to Public:** 2026 **County/Countries:** Clark **Project Cost:** \$2,073,993

AQ Analysis Status: Exempt **Parent Project:** **Group ID:** 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge replacement on US 31, 00.20 mile north of IN 160 at Wolf Run.

Justification:

Bridge replacement, concrete.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	STBG-ST	\$5,760	\$1,440	\$7,200
CN	2026	STBG-ST	\$1,143,149	\$285,787	\$1,428,936
PE	2026	STBG-ST	\$88,000	\$22,000	\$110,000
U	2026	STBG-ST	\$56,000	\$14,000	\$70,000
Total			\$1,292,909	\$323,227	\$1,616,136

Indiana Maintenance Projects

Sponsor Agency: INDOT

Project Name: US 31 Bridge Deck Overlay

KIPDA ID: 2845	State ID/DES #: 2000301	Open to Public: 2027	County/Countries: Clark	Project Cost: \$2,389,476
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana
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Project Description:

Bridge rehabilitation project on US 31 constructing a bridge deck overlay over Silver Creek, 00.87 miles south of SR 60.

Justification:

To repair and correct the structural deficiencies of the bridge and prolong the life of the structure.

Phase	Year	Funding Category	Federal	State/Local	Total
RR	2025	STBG-ST	\$91,200	\$22,800	\$114,000
CN	2026	STBG-ST	\$1,702,933	\$425,733	\$2,128,666
Total			\$1,794,133	\$448,533	\$2,242,666

Sponsor Agency: INDOT

Project Name: Various Locations of Pavement Patching (IDIQ)

KIPDA ID: 3265	State ID/DES #: 2400038	Open to Public: 2025	County/Countries: Clark, Floyd	Project Cost: \$1,000,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana
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Project Description:

Pavement patching in various locations throughout the Seymour District.

Justification:

An INDOT contract for projects that need patching work done but is not a part of INDOT's call log.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHS	\$900,000	\$100,000	\$1,000,000
Total			\$900,000	\$100,000	\$1,000,000

Sponsor Agency: INDOT

Project Name: Various Locations of Raised Pavement Markings in Seymour District

KIPDA ID: 3304	State ID/DES #: 2201216	Open to Public: 2026	County/Countries: Clark, Floyd	Project Cost: \$878,243
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana
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Project Description:

Raised pavement markings in various locations throughout Seymour District.

Justification:

Raised pavement markings in various locations throughout Seymour District. This is in FY 25 for a total of \$878,243.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	HSIP-ST	\$790,419	\$87,824	\$878,243
Total			\$790,419	\$87,824	\$878,243

Indiana Maintenance Projects

Sponsor Agency: New Albany

Project Name: Charlestown Road (from Hedden Court to Genung Drive)

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2390	1700727	2028	Floyd	\$2,541,873

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

The project begins at Hedden Court and proceeds northerly for 0.31 miles to Genung Drive. The project involves the construction of curb and gutter with sidewalk and a storm sewer system. 6' wide attached sidewalks are planned. The pavement would be milled overlaid/widened to provide a maximum of 33' of pavement width. The pavement width will provide one lane in each direction with a two-way left turn lane. The project is likely to involve phase construction with the shifting of traffic. The existing paved travel lanes/shoulders allow for traffic to be shifted while maintaining a safe distance to work zone for storm sewer construction, curb and gutter and sidewalk construction. The Project includes the following Phases: 1. Preliminary Engineering/Right-of-way Engineering; 2. Right-of Way Acquisition; 3. Utilities; and 4. Construction. The Project provides connections to an Elementary School, a N-hood Center, urban residential neighborhoods and nearby commercial and industrial uses.

Justification:

The City has constructed a 3-lane section and sidewalks along most all of Charlestown Road with the exception of this 1,600+ section lying between Hedden Court and Genung Drive. This final section of Charlestown Road lies in a fully urbanized area and includes nearby Fairmont Elementary and the Fairmont (Rauch) Neighborhood Center. Much of this corridor lies in a HUD-designated lower income area and is identified as a KIPDA Title VI-EJ Area. Several years ago, the City developed a neighborhood park for Fairmont Elementary School and fully rehabilitated the neighborhood center using CDBG funds. Charlestown Road Improvement including the provision of sidewalks is listed in the City's Comp Plan Year 2020. This segment is also listed as #14 on the KIPDA Region's Top 20 IN High Crash Segments and is also listed as a KIPDA bike/ped Priority Corridor. This is a compelling segment to provide sidewalks and to provide for left-turning vehicles. It benefits low income households and improves ADA accessibility.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2027	Local	\$0	\$373,000	\$373,000
Total			\$0	\$373,000	\$373,000

Sponsor Agency: New Albany

Project Name: Mount Tabor Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
309	2000188	2026	Floyd	\$13,468,719

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Phase I - Reconstruct as a two lane road (no additional lanes) from Grantline Road to just west of Klerner Lane intersection including new full depth pavement section, stabilization of adjacent hillsides to arrest slides, slightly narrower reconstructed travel lanes, curb/gutter/drainage system installation, and provision of sidewalks on each side separated from the curb/gutter by a 5' grass strip.

Phase II - Klerner Lane to Charlestown Road is forthcoming and will include the same improvements as above. A new intersection control at the Klerner Lane intersection will be part of this phase, including new crosswalks.

Justification:

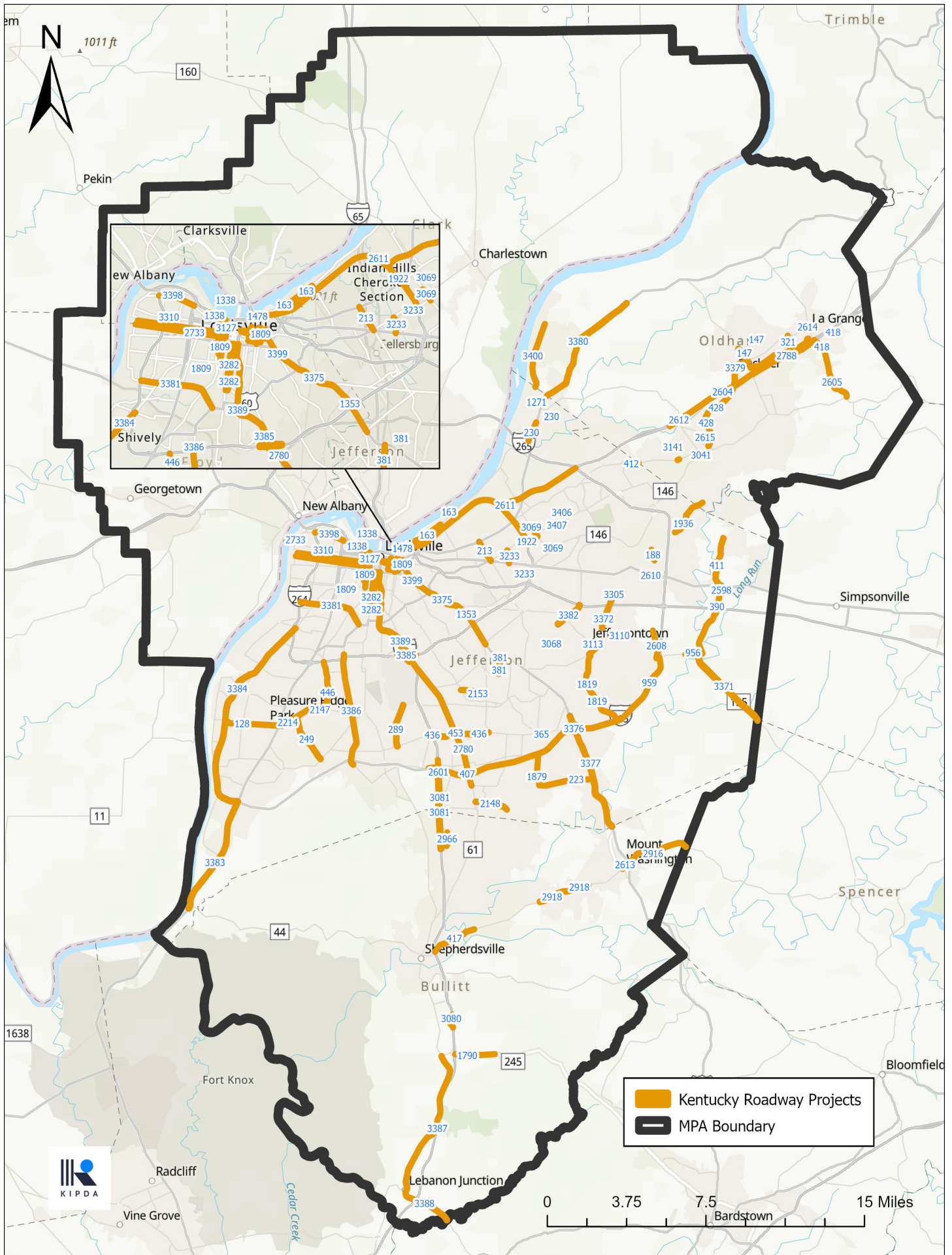
Where Mount Tabor Road is very near Rail/Slate Run Creek, this project will preserve the road by stabilizing the creek embankments and to continue to provide vehicular access to the elementary school at Mount Tabor Road and Grantline Road and shopping areas at each end of Mount Tabor Road. Sidewalks will provide pedestrian access for the first time along this road. Travel lane width will be slightly reduced. This project will add a school flasher, upgrade the signal at Grant Line Road, and add audible pedestrian signals.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-MPO	\$3,672,000	\$918,000	\$4,590,000
Total			\$3,672,000	\$918,000	\$4,590,000

KENTUCKY

MAINTENANCE





Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: Clark Station Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
2556	5-10007.00	2026	Jefferson	\$1,039,500

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Address deficiencies of Clark Station Road bridge over south Long Run (056C00091N). CR-1004 from MP 0.488 to MP 0.498.

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	BRZ	\$75,600	\$18,900	\$94,500
C	2025	BRZ	\$756,000	\$189,000	\$945,000
Total			\$831,600	\$207,900	\$1,039,500

Sponsor Agency: KYTC

Project Name: CS 1017

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
2039	5-1070.00	2026	Jefferson	\$764,500

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	1643	2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Address deficiencies of bridge on East Kentucky Street (CS 1017G) over south fork Beargrass Creek 0.01 miles east of Schiller Avenue (CS 1138G) 056C00083N (2020CCR).

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	Bridge 2nd Tier	\$2,880,000	\$720,000	\$3,600,000
Total			\$2,880,000	\$720,000	\$3,600,000

Sponsor Agency: KYTC

Project Name: I-264

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
2597	5-20016.00	2028	Jefferson	\$23,920,692

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Address pavement condition of PCC pavement on I-264 both direction(s) from MP 12.7 (just east of I-65) to MP 18.41 (just west of I-64).

Justification:

Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	NHPM	\$1,913,655	\$478,414	\$2,392,069
C	2026	NHPM	\$1,600,000	\$400,000	\$2,000,000
C	2027	NHPM	\$15,622,898	\$3,905,725	\$19,528,623
Total			\$19,136,553	\$4,784,139	\$23,920,692

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-264

KIPDA ID: 2634	State ID/DES #: 5-20017.00	Open to Public: 2028	County/Countries: Jefferson	Project Cost: \$2,036,650
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Address pavement condition of I-264 both direction(s) from MP 20.7 to MP 22.927.

Justification:

Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	NHPM	\$1,832,985	\$203,665	\$2,036,650
Total			\$1,832,985	\$203,665	\$2,036,650

Sponsor Agency: KYTC

Project Name: I-264

KIPDA ID: 3096	State ID/DES #: 5-22140.00	Open to Public: 2027	County/Countries: Jefferson	Project Cost: \$3,850,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Address condition of I-264 from milepoint 18.41 to milepoint 20.7.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	NHPM	\$280,000	\$70,000	\$350,000
C	2026	NHPM	\$2,800,000	\$700,000	\$3,500,000
Total			\$3,080,000	\$770,000	\$3,850,000

Sponsor Agency: KYTC

Project Name: I-264 Bridge at P&L Railway

KIPDA ID: 3197	State ID/DES #: 5-10075.00	Open to Public: 2028	County/Countries: Jefferson	Project Cost: \$29,813,495
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Bridge project in Jefferson County on (056B00250N) I-264 at P&L Railway.

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	BRX	\$3,110,974	\$777,743	\$3,888,717
C	2026	FBP	\$20,739,822	\$5,184,956	\$25,924,778
Total			\$23,850,796	\$5,962,699	\$29,813,495

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-264 Bridge on Ramp at P&L Railway

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3116	5-10077.00	2028	Jefferson	\$3,000,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Bridge project in Jefferson County on (056B00273N) I-264 EB on ramp at P&L Railway.

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2026	FBP	\$2,400,000	\$600,000	\$3,000,000
Total			\$2,400,000	\$600,000	\$3,000,000

Sponsor Agency: KYTC

Project Name: I-264 EB Bridge at I-264 WB Off Ramp

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3118	5-10076.00	2027	Jefferson	\$7,766,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Bridge project in Jefferson County on (056B00269N) I-264 eastbound at I-264 westbound off ramp.

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	BRO	\$564,800	\$141,200	\$706,000
C	2025	BRO	\$5,648,000	\$1,412,000	\$7,060,000
Total			\$6,212,800	\$1,553,200	\$7,766,000

Sponsor Agency: KYTC

Project Name: I-265

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
1017	5-136.00	2027	Jefferson	\$14,848,700

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Clean and paint all steel bridges and steel bearings on the Gene Snyder Freeway (10CCR)(SD). CHAF ID: 20190129.

Justification:

System preservation and rehabilitation.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	BRO	\$4,800,000	\$1,200,000	\$6,000,000
C	2025	BRO	\$7,854,960	\$1,963,740	\$9,818,700
Total			\$12,654,960	\$3,163,740	\$15,818,700

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-265

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3097	5-22143.00	2027	Jefferson	\$4,947,360

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Address condition of I-265 from milepoint 26.643 to milepoint 30.391.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	NHPM	\$359,808	\$89,952	\$449,760
C	2026	NHPM	\$3,598,080	\$899,520	\$4,497,600
Total			\$3,957,888	\$989,472	\$4,947,360

Sponsor Agency: KYTC

Project Name: I-265

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3350	5-20069.00	2028	Jefferson	\$8,450,738

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Address condition of I-265 from milepoint 18.8 to milepoint 23.364.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	NHPM	\$676,059	\$169,015	\$845,074
C	2026	NHPM	\$1,600,000	\$400,000	\$2,000,000
C	2027	NHPM	\$4,484,531	\$1,121,133	\$5,605,664
Total			\$6,760,590	\$1,690,148	\$8,450,738

Sponsor Agency: KYTC

Project Name: I-265 Northbound Bridge at KY 22

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3040	5-10063.00	2028	Jefferson	\$4,972,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Bridge project in Jefferson County on (056B00087R) I-265 northbound at KY 22 (Brownsboro Road).

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2027	BRO	\$361,600	\$90,400	\$452,000
C	2027	BRO	\$3,616,000	\$904,000	\$4,520,000
Total			\$3,977,600	\$994,400	\$4,972,000

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-64

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
351	5-64.00	2025	Jefferson	\$37,200,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Address deficiencies on I-64 Sherman Minton Bridge over the Ohio River. (Joint project with Indiana(056B00279N)(BSBP).

CHAF ID: 20190123.

Additional Considerations: Address deficiencies on I-64 Sherman Minton Bridge over the Ohio River. (Joint project with Indiana)(056B00279N)(BSBP) From MP 0 to MP 0.316.

Justification:

Maintain travel time reliability of the interstate network. This project will also provide infrastructure preservation and maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	BRO	\$12,800,000	\$3,200,000	\$16,000,000
Total			\$12,800,000	\$3,200,000	\$16,000,000

Sponsor Agency: KYTC

Project Name: I-64

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3088	5-22023.00	2029	Jefferson	\$4,000,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Address condition of I-64 from milepoint 11.574 to milepoint 13.206.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2027	NHPM	\$320,000	\$80,000	\$400,000
C	2027	NHPM	\$2,880,000	\$720,000	\$3,600,000
Total			\$3,200,000	\$800,000	\$4,000,000

Sponsor Agency: KYTC

Project Name: I-64

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3089	5-22024.00	2029	Jefferson	\$20,000,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Address condition of I-64 from milepoint 13.124 to milepoint 19.146.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2027	NHPM	\$1,600,000	\$400,000	\$2,000,000
C	2027	NHPM	\$14,400,000	\$3,600,000	\$18,000,000
Total			\$16,000,000	\$4,000,000	\$20,000,000

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-64

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3351	5-20064.00	2028	Jefferson	\$2,000,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:
Address condition of I-64 from milepoint 0.65 to milepoint 0.828 (0.795 non-cardinal).

Justification:
Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	NHPM	\$160,000	\$40,000	\$200,000
C	2026	NHPM	\$640,000	\$160,000	\$800,000
C	2027	NHPM	\$800,000	\$200,000	\$1,000,000
Total			\$1,600,000	\$400,000	\$2,000,000

Sponsor Agency: KYTC

Project Name: I-64 Bridge at 22nd Street & Northwestern

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3107	5-10080.00	2028	Jefferson	\$1,650,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:
Bridge project in Jefferson County on (056B00282N) I-64 at 22nd Street and Northwestern.

Justification:
Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	FBP	\$120,000	\$30,000	\$150,000
C	2026	FBP	\$1,200,000	\$300,000	\$1,500,000
Total			\$1,320,000	\$330,000	\$1,650,000

Sponsor Agency: KYTC

Project Name: I-64 Bridges at Tucker Station Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3125	5-10057.00	2028	Jefferson	\$6,896,641

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:
Bridge project in Jefferson County on (056B00039R) I-64 EB and (056B00039L) I-64 WB at Tucker Station Road.

Justification:
Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	BRO	\$0	\$831,736	\$831,736
C	2026	BRO	\$4,435,924	\$1,108,981	\$5,544,905
Total			\$4,435,924	\$1,940,717	\$6,376,641

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-64 Eastbound Bridge Over Beargrass Creek

KIPDA ID: 3038	State ID/DES #: 5-10059.00	Open to Public: 2027	County/Countries: Jefferson	Project Cost: \$3,740,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Bridge project in Jefferson County on (056B00052R) I-64 eastbound at Middle Fork Beargrass Creek.

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	FBP	\$272,000	\$68,000	\$340,000
C	2025	FBP	\$2,720,000	\$680,000	\$3,400,000
Total			\$2,992,000	\$748,000	\$3,740,000

Sponsor Agency: KYTC

Project Name: I-64 WB Ramp Bridge at I-64 EB

KIPDA ID: 3108	State ID/DES #: 5-10078.00	Open to Public: 2028	County/Countries: Jefferson	Project Cost: \$2,354,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Bridge project in Jefferson County on (056B00278N) I-64 westbound ramp at I-64 eastbound.

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	FBP	\$171,200	\$42,800	\$214,000
C	2026	FBP	\$1,712,000	\$428,000	\$2,140,000
Total			\$1,883,200	\$470,800	\$2,354,000

Sponsor Agency: KYTC

Project Name: I-65

KIPDA ID: 3086	State ID/DES #: 5-22067.00	Open to Public: 2030	County/Countries: Bullitt	Project Cost: \$78,012,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Address the condition of I-65 from milepoint I 10.7 to milepoint I 18.58

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	NHPM	\$6,240,960	\$1,560,240	\$7,801,200
C	2028	NHPM	\$56,168,640	\$14,042,160	\$70,210,800
Total			\$62,409,600	\$15,602,400	\$78,012,000

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-65

KIPDA ID: 3087	State ID/DES #: 5-22068.00	Open to Public: 2029	County/Countries: Bullitt	Project Cost: \$45,540,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Address condition of I-65 from milepoint I 18.58 to milepoint I 23.18.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2027	NHPM	\$3,312,000	\$828,000	\$4,140,000
C	2027	NHPM	\$33,120,000	\$8,280,000	\$41,400,000
Total			\$36,432,000	\$9,108,000	\$45,540,000

Sponsor Agency: KYTC

Project Name: I-65

KIPDA ID: 3092	State ID/DES #: 5-22069.00	Open to Public: 2029	County/Countries: Jefferson	Project Cost: \$80,000,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Address condition of I-65 from milepoint I 23.18 to milepoint I 27.57 (2022CCR).

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	NHPM	\$6,400,000	\$1,600,000	\$8,000,000
C	2026	NHPM	\$16,000,000	\$4,000,000	\$20,000,000
C	2027	NHPM	\$41,600,000	\$10,400,000	\$52,000,000
Total			\$64,000,000	\$16,000,000	\$80,000,000

Sponsor Agency: KYTC

Project Name: I-65

KIPDA ID: 3093	State ID/DES #: 5-22070.00	Open to Public: 2028	County/Countries: Jefferson	Project Cost: \$7,586,879
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Address condition of I-65 from milepoint I 31.24 to milepoint I 36.338.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	NHPM	\$606,950	\$151,738	\$758,688
C	2026	NHPM	\$1,600,000	\$400,000	\$2,000,000
C	2027	NHPM	\$3,862,553	\$965,638	\$4,828,191
Total			\$6,069,503	\$1,517,376	\$7,586,879

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-65

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3352	5-20067.00	2029	Jefferson	\$7,385,198

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Address condition of I-65 from milepoint 127.57 to milepoint 131.24.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	NHPM	\$590,816	\$147,704	\$738,520
C	2028	NHPM	\$5,317,342	\$1,329,336	\$6,646,678
Total			\$5,908,158	\$1,477,040	\$7,385,198

Sponsor Agency: KYTC

Project Name: I-65

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3361	5-10123.00	2028	Jefferson	\$10,558,592

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Address deficiencies of bridge on IC 8402 over Bradley Avenue (056B00212N).

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	Bridge 2nd Tier	\$1,101,766	\$275,442	\$1,377,208
C	2026	Bridge 2nd Tier	\$7,345,107	\$1,836,277	\$9,181,384
Total			\$8,446,873	\$2,111,719	\$10,558,592

Sponsor Agency: KYTC

Project Name: I-65 Bridge at East Chestnut Street

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3117	5-10069.00	2030	Jefferson	\$39,350,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Bridge project in Jefferson County on (056B00192N) I-65 at East Chestnut Street (Potential CMGC Delivery Project).

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	FBP	\$1,430,400	\$357,600	\$1,788,000
D	2028	BRO	\$1,430,400	\$357,600	\$1,788,000
C	2028	FBP	\$14,309,600	\$3,577,400	\$17,887,000
C	2028	BRO	\$14,309,600	\$3,577,400	\$17,887,000
Total			\$31,480,000	\$7,870,000	\$39,350,000

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-65 Bridge at East Kentucky Street & South Brook Street

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3196	5-10066.00	2028	Jefferson	\$78,717,396

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Bridge project in Jefferson County on (056B00183N) I-65 at East Kentucky & South Brook Street (Potential CMGC delivery project).

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	FBP	\$2,862,451	\$715,613	\$3,578,064
D	2025	BRO	\$2,862,451	\$715,613	\$3,578,064
C	2025	BRO	\$28,624,507	\$7,156,127	\$35,780,634
C	2026	FBP	\$28,624,507	\$7,156,127	\$35,780,634
Total			\$62,973,916	\$15,743,480	\$78,717,396

Sponsor Agency: KYTC

Project Name: I-65 Bridge at Grade Lane

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3105	5-10082.00	2029	Jefferson	\$5,214,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Bridge project in Jefferson County on (056B00389N) I-65 at Grade Lane.

Justification:

Increase safety for all users. maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2027	BRO	\$379,200	\$94,800	\$474,000
C	2027	BRO	\$3,792,000	\$948,000	\$4,740,000
Total			\$4,171,200	\$1,042,800	\$5,214,000

Sponsor Agency: KYTC

Project Name: I-65 Bridge at Hill, CSX RR & Burnett

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3195	5-10064.00	2028	Jefferson	\$52,892,742

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Bridge project in Jefferson County on (056B00179N) I-65 at Hill, CSX RR & Burnett (Potential CMGC delivery project).

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	FBP	\$1,923,373	\$480,843	\$2,404,216
D	2026	FBP	\$1,923,373	\$480,843	\$2,404,216
C	2026	FBP	\$19,233,723	\$4,808,431	\$24,042,154
C	2026	BRO	\$19,233,723	\$4,808,431	\$24,042,154
Total			\$42,314,192	\$10,578,548	\$52,892,740

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-65 Bridge at Jacob, Broadway & Gray Street

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3115	5-10068.00	2032	Jefferson	\$116,742,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Bridge project in Jefferson County on (056B00191N) I-65 at Jacob, Broadway, Gray Street (Potential CMGC Delivery Project).

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2027	BRO	\$8,489,600	\$2,122,400	\$10,612,000
C	2027	FBP	\$12,000,000	\$3,000,000	\$15,000,000
C	2028	FBP	\$20,800,000	\$5,200,000	\$26,000,000
Total			\$41,289,600	\$10,322,400	\$51,612,000

Sponsor Agency: KYTC

Project Name: I-65 Bridge at KFEC Gate 6

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3123	5-10073.00	2030	Jefferson	\$14,250,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Bridge project in Jefferson County on (056B00211N) I-65 at KFEC Gate 6 (Potential CMGC Delivery Project).

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	BRO	\$1,038,400	\$259,600	\$1,298,000
C	2028	BRO	\$10,361,600	\$2,590,400	\$12,952,000
Total			\$11,400,000	\$2,850,000	\$14,250,000

Sponsor Agency: KYTC

Project Name: I-65 Bridge at Manning Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3120	5-10072.00	2030	Jefferson	\$14,919,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Bridge project in Jefferson County on (056B00210N) I-65 at Manning Road (Potential CMGC Delivery Project).

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	FBP	\$1,084,800	\$271,200	\$1,356,000
C	2028	Bridge 2nd Tier	\$10,850,400	\$2,712,600	\$13,563,000
Total			\$11,935,200	\$2,983,800	\$14,919,000

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-65 Bridge at Phillips Lane

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3119	5-10071.00	2029	Jefferson	\$16,414,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Bridge project in Jefferson County on (056B00209N) I-65 at Phillips Lane (Potential CMGC Delivery Project).

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2027	BRO	\$1,969,600	\$492,400	\$2,462,000
C	2028	BRO	\$11,161,600	\$2,790,400	\$13,952,000
Total			\$13,131,200	\$3,282,800	\$16,414,000

Sponsor Agency: KYTC

Project Name: I-65 Bridge at St. Catherine Street

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3114	5-10067.00	2029	Jefferson	\$15,064,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Bridge project in Jefferson County on (056B00184N) I-65 at St. Catherine Street (Potential CMGC Delivery Project).

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	BRO	\$1,095,200	\$273,800	\$1,369,000
C	2027	BRO	\$10,956,000	\$2,739,000	\$13,695,000
Total			\$12,051,200	\$3,012,800	\$15,064,000

Sponsor Agency: KYTC

Project Name: I-65 Bridge at Standiford Lane

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3104	5-10083.00	2027	Jefferson	\$3,663,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Bridge project in Jefferson County on (056B00390N) I-65 at Standiford Lane.

Justification:

Increase safety for all users. Maintain the existing transportation network in a good state of repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	BRO	\$266,400	\$66,600	\$333,000
C	2025	BRO	\$2,664,000	\$666,000	\$3,330,000
Total			\$2,930,400	\$732,600	\$3,663,000

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: I-65 Bridge at US 60A (Eastern Parkway)

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3112	5-10065.00	2030	Jefferson	\$26,774,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Bridge project in Jefferson County on (056B00180N) I-65 at US 60A (Eastern Parkway) (Potential CMGC Delivery Project).

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2027	BRO	\$1,947,200	\$486,800	\$2,434,000
C	2028	BRO	\$19,472,000	\$4,868,000	\$24,340,000
Total			\$21,419,200	\$5,354,800	\$26,774,000

Sponsor Agency: KYTC

Project Name: I-71

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3094	5-22096.00	2029	Jefferson	\$4,237,194

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Address condition of I-71 from milepoint 0 to milepoint 3.706.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	NHPM	\$338,975	\$84,744	\$423,719
C	2028	NHPM	\$3,050,780	\$762,695	\$3,813,475
Total			\$3,389,755	\$847,439	\$4,237,194

Sponsor Agency: KYTC

Project Name: KY 1020

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
2564	5-20025.00	2029	Jefferson	\$1,250,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Address pavement condition of PCC pavement from Fairdale Road to Outer Loop. MP 2.669 to MP 3.661.

Justification:

Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	STPF	\$40,000	\$10,000	\$50,000
C	2028	STPF	\$760,000	\$190,000	\$950,000
Total			\$800,000	\$200,000	\$1,000,000

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: KY 1020

KIPDA ID: 3353	State ID/DES #: 5-20025.00	Open to Public: 2029	County/Countries: Jefferson	Project Cost: \$950,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Address condition of KY 1020 from milepoint 2.67 to milepoint 3.66.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2028	STBG-ST	\$760,000	\$190,000	\$950,000
Total			\$760,000	\$190,000	\$950,000

Sponsor Agency: KYTC

Project Name: KY 1065 Bridge at I-65

KIPDA ID: 3106	State ID/DES #: 5-10081.00	Open to Public: 2029	County/Countries: Jefferson	Project Cost: \$15,873,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Bridge project in Jefferson County on (056B00307N) KY 1065 at I-65.

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	FBP	\$1,154,400	\$288,600	\$1,443,000
C	2027	FBP	\$11,544,000	\$2,886,000	\$14,430,000
Total			\$12,698,400	\$3,174,600	\$15,873,000

Sponsor Agency: KYTC

Project Name: KY 1319

KIPDA ID: 3099	State ID/DES #: 5-4309.00	Open to Public: 2025	County/Countries: Bullitt	Project Cost: \$27,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Install guardrail on KY 1319 in Bullitt County (MP 2.11 to MP 2.24).

Justification:

Improve safety.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	GR	\$21,600	\$5,400	\$27,000
Total			\$21,600	\$5,400	\$27,000

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: KY 1526 Bridge at Floyds Fork

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3029	5-10035.00	2027	Jefferson	\$2,809,045

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Bridge project in Bullitt County on (015B00057N) KY 1526 at Floyds Fork.

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	FBP	\$1,954,118	\$488,530	\$2,442,648
Total			\$1,954,118	\$488,530	\$2,442,648

Sponsor Agency: KYTC

Project Name: KY 1694

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3101	5-4310.00	2026	Oldham	\$71,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Install guardrail on KY 1694 In Oldham County (MP 4.59 to MP 4.92).

Justification:

Improve safety.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2026	GR	\$56,800	\$14,200	\$71,000
Total			\$56,800	\$14,200	\$71,000

Sponsor Agency: KYTC

Project Name: KY 1932

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2567	5-20027.00	2029	Jefferson	\$550,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Address pavement condition of PCC pavement from Hillbrook Drive to Dutchmans Lane. MP 3.21 to MP 3.80.

Justification:

Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	STP5	\$44,000	\$11,000	\$55,000
C	2028	STP5	\$396,000	\$99,000	\$495,000
Total			\$440,000	\$110,000	\$550,000

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: KY 1932

KIPDA ID: 3354	State ID/DES #: 5-20027.00	Open to Public: 2029	County/Counties: Jefferson	Project Cost: \$550,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Address condition of KY 1932 from milepoint 3.21 to 3.8.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	STBG-ST	\$22,000	\$5,500	\$27,500
C	2028	STBG-ST	\$418,000	\$104,500	\$522,500
Total			\$440,000	\$110,000	\$550,000

Sponsor Agency: KYTC

Project Name: KY 1934

KIPDA ID: 2568	State ID/DES #: 5-20028.00	Open to Public: 2029	County/Counties: Jefferson	Project Cost: \$3,575,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Address pavement condition of PCC pavement from US 31W to Greenwood Road. MP 0.00 to MP 4.44.

Justification:

Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	STP5	\$280,000	\$70,000	\$350,000
C	2028	STP5	\$2,520,000	\$630,000	\$3,150,000
Total			\$2,800,000	\$700,000	\$3,500,000

Sponsor Agency: KYTC

Project Name: KY 1934

KIPDA ID: 3355	State ID/DES #: 5-20028.00	Open to Public: 2029	County/Counties: Jefferson	Project Cost: \$3,500,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Address condition of KY 1934 from milepoint 0 to milepoint 4.44.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	STBG-ST	\$140,000	\$35,000	\$175,000
C	2028	STBG-ST	\$2,660,000	\$665,000	\$3,325,000
Total			\$2,800,000	\$700,000	\$3,500,000

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: KY 1934

KIPDA ID: 3356	State ID/DES #: 5-20029.00	Open to Public: 2029	County/Counties: Jefferson	Project Cost: \$5,300,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Address condition of KY 1934 from milepoint 4.44 to milepoint 9.74.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	STBG-ST	\$212,000	\$53,000	\$265,000
C	2028	STBG-ST	\$4,028,000	\$1,007,000	\$5,035,000
Total			\$4,240,000	\$1,060,000	\$5,300,000

Sponsor Agency: KYTC

Project Name: KY 2048

KIPDA ID: 2641	State ID/DES #: 5-20030.00	Open to Public: 2029	County/Counties: Jefferson	Project Cost: \$1,100,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Address pavement condition of PCC pavement on KY 2048 from MP 0.00 to MP 1.13.

Justification:

Maintain existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	STP5	\$88,000	\$22,000	\$110,000
C	2028	STP5	\$792,000	\$198,000	\$990,000
Total			\$880,000	\$220,000	\$1,100,000

Sponsor Agency: KYTC

Project Name: KY 2048

KIPDA ID: 3357	State ID/DES #: 5-20030.00	Open to Public: 2029	County/Counties: Jefferson	Project Cost: \$1,100,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Address condition of KY 2048 from milepoint 0 to milepoint 1.13.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	STBG-ST	\$44,000	\$11,000	\$55,000
C	2028	STBG-ST	\$836,000	\$209,000	\$1,045,000
Total			\$880,000	\$220,000	\$1,100,000

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: KY 2052

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
2569	5-20031.00	2029	Jefferson	\$4,200,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Address pavement condition of PCC pavement on KY 2052 from MP 0.00 (Outer Loop) to MP 4.205 (Hikes Lane).

Justification:

Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	STP5	\$336,000	\$84,000	\$420,000
C	2028	STP5	\$3,024,000	\$756,000	\$3,780,000
Total			\$3,360,000	\$840,000	\$4,200,000

Sponsor Agency: KYTC

Project Name: KY 2052

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3358	5-20031.00	2029	Jefferson	\$4,200,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Address condition of KY 2052 from milepoint 0 to milepoint 4.21.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	STBG-ST	\$168,000	\$42,000	\$210,000
C	2028	STBG-ST	\$3,192,000	\$798,000	\$3,990,000
Total			\$3,360,000	\$840,000	\$4,200,000

Sponsor Agency: KYTC

Project Name: KY 480

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
2638	5-20036.00	2027	Bullitt	\$950,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Address pavement condition on KY 480 from MP 0.00 to MP 5.14.

Justification:

Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2026	STP5	\$760,000	\$190,000	\$950,000
Total			\$760,000	\$190,000	\$950,000

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: KY 524

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
1726	5-5013.00	2028	Oldham	\$5,600,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Landslide repair on KY 524 (Westport Road) from Junction US 42 northwest, 1.0 mile. (2002BOPC)(Not required). CHAF ID IP20150467.

Justification:

The purpose of this project is to improve safety and reliability of KY 524 (Westport Road) from US 42 to 1/4 miles south of Smith Lane. This project is needed because there has been an ongoing landslide issue on KY 524 (Westport Road) from US 42 to 1/4 miles south of Smith Lane. Maintenance addresses the problem each year with band-aid approaches including driving pilings, adding new rip rap, and replacing guardrail that slides down the slope but a more permanent fix is needed requiring funding outside of the maintenance budget. Correction of the landslide will maintain the reliability of the network.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	State	\$0	\$500,000	\$500,000
U	2027	State	\$0	\$500,000	\$500,000
Total			\$0	\$1,000,000	\$1,000,000

Sponsor Agency: KYTC

Project Name: KY 524

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3349	5-80211.00	2028	Oldham	\$5,600,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Landslide repair on Westport Road (KY 524) from Junction US 42 West, north 1.0 mile. (2002BOPC)(NOT REQUIRED) (2022CCN) IP 20150467.

Justification:

The purpose of this project is to improve safety and reliability of KY 524 (Westport Road) from US 42 to 1/4 miles south of Smith Lane. This project is needed because there has been an ongoing landslide issue on KY 524 (Westport Road) from US 42 to 1/4 miles south of Smith Lane. Maintenance addresses the problem each year with band-aid approaches including driving pilings, adding new rip rap, and replacing guardrail that slides down the slope, but a more permanent fix is needed requiring funding outside of the maintenance budget. Correction of the landslide will maintain the reliability of the network.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SPP	\$0	\$600,000	\$600,000
ROW	2025	SPP	\$0	\$500,000	\$500,000
U	2025	SPP	\$0	\$500,000	\$500,000
C	2026	SPP	\$0	\$4,000,000	\$4,000,000
Total			\$0	\$5,600,000	\$5,600,000

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: KY 841

KIPDA ID: 2639	State ID/DES #: 5-20022.00	Open to Public: 2030	County/Countries: Jefferson	Project Cost: \$8,800,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Address pavement condition of PCC pavement on KY 841 from MP 0.00 to MP 10.25.

Justification:

Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	STP5	\$640,000	\$160,000	\$800,000
Total			\$640,000	\$160,000	\$800,000

Sponsor Agency: KYTC

Project Name: KY 841

KIPDA ID: 3359	State ID/DES #: 5-20022.00	Open to Public: 2030	County/Countries: Jefferson	Project Cost: \$7,975,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Address condition of KY 841 from milepoint 0 to milepoint 10.25.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2027	STBG-ST	\$640,000	\$160,000	\$800,000
Total			\$640,000	\$160,000	\$800,000

Sponsor Agency: KYTC

Project Name: KY 841 & I-265 New Signing

KIPDA ID: 3320	State ID/DES #: 5-591.00	Open to Public: 2026	County/Countries: Jefferson	Project Cost: \$2,000,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Replace signs along the Gene Snyder Freeway to denote official conversion of the new East End Ohio River Crossing as I-265.

Justification:

To improve drivers' awareness and safety.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	NHS	\$64,000	\$16,000	\$80,000
Total			\$64,000	\$16,000	\$80,000

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: KY 913

KIPDA ID: 2563	State ID/DES #: 5-20024.00	Open to Public: 2027	County/Counties: Jefferson	Project Cost: \$750,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Address pavement condition of PCC pavement from Bluegrass Parkway to Ellingsworth Lane. MP 2.384 to MP 3.072.

Justification:

Manage the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2027	STP5	\$60,000	\$15,000	\$75,000
C	2027	STP5	\$540,000	\$135,000	\$675,000
Total			\$600,000	\$150,000	\$750,000

Sponsor Agency: KYTC

Project Name: KY 913

KIPDA ID: 3360	State ID/DES #: 5-20024.00	Open to Public: 2030	County/Counties: Jefferson	Project Cost: \$750,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Address condition of KY 913 from milepoint 2.38 to milepoint 3.07.

Justification:

Maintenance of the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2028	NHPM	\$30,000	\$7,500	\$37,500
C	2028	NHPM	\$570,000	\$142,500	\$712,500
Total			\$600,000	\$150,000	\$750,000

Sponsor Agency: KYTC

Project Name: Old Clark Station Road

KIPDA ID: 2570	State ID/DES #: 5-10022.00	Open to Public: 2027	County/Counties: Jefferson	Project Cost: \$497,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Address deficiencies of Old Clark Station bridge over Brush Run (056C00167N) CS-1004J from MP 0.006 to MP 0.014.

Justification:

Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	BRZ	\$285,600	\$71,400	\$357,000
Total			\$285,600	\$71,400	\$357,000

Kentucky Maintenance Projects

Sponsor Agency: KYTC

Project Name: Old Westport Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
2579	5-10008.00	2028	Jefferson	\$933,156

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky

Project Description:

Address deficiencies of Old Westport Road bridge over Goose Creek (056C00113N) CS-1079 from MP 0.03 to MP 0.038.

Justification:

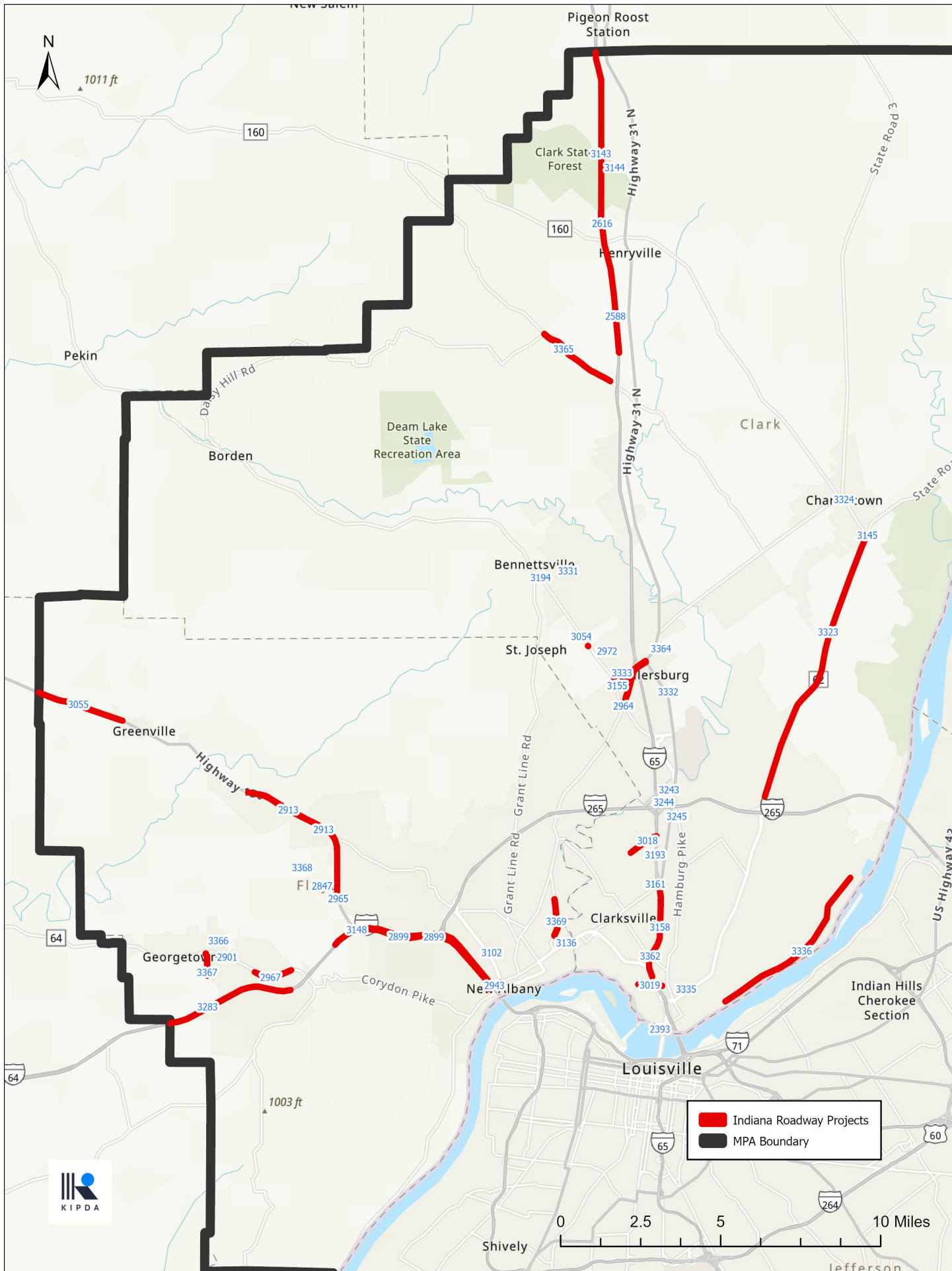
Increase safety for all users. Maintain the existing transportation network in a state of good repair.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	BRX	\$97,373	\$24,343	\$121,716
C	2026	BRX	\$649,152	\$162,288	\$811,440
Total			\$746,525	\$186,631	\$933,156

INDIANA

ROADWAY





Indiana Roadway Projects

Sponsor Agency: Clark County

Project Name: CR 311 and Sellersburg Improvements

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3364		2030	Clark	\$2,100,000	133

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Corridor improvements will extend along CR 311 from SR 60 to US 31 in Sellersburg. Project will add sidewalks, a bike path and a center turn lane to provide safe traffic/transportation alternatives and improve overall safety in the area.

Justification:

KIPDA Funded Corridor study recommended a center left turn lane for the CR 311. Sellersburg has asked for sidewalks and bike path to provide safe alternative options for residents. Sellersburg is moving most of their town center options to this part of Sellersburg and are requesting the County to help improve the area for their residents.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	Group III	\$600,000	\$150,000	\$750,000
Total			\$600,000	\$150,000	\$750,000

Sponsor Agency: Clark County

Project Name: Memphis Blue Lick Roadway Improvements

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3365	2401839	2031	Clark	\$9,700,000	88

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

This project will enhance the overall capacity of the Memphis Blue Lick Road and the surrounding area, from Crone Road near the I-65 Interchange to the existing Champions Point S/D, 2+ miles to the west. There are potentially four intersections that must be enhanced (one is an INDOT interchange at I-65); potentially two bridge improvement structures and several small structure crossings that will need to be improved along with the roadway widening for the area. The roadway widening shall include pavement drive lane expansion and improved paved shoulders. Bike paths will also be considered for this project.

Justification:

This area is experiencing significant growth. To date there are 6 residential developments that have been platted with over 2500 new residential lots already approved and significantly more potential for the area. Vehicle counts in the area were completed in 2013 and ranged from 800-2000 AVD. new vehicle counts were completed in 2023, and the numbers have increased to 8000-9000 AVD at locations along the Memphis Blue Lick corridor. Residents in the area are concerned with the growth occurring and the potential for new growth in the currently undeveloped areas.

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2025	Group III	\$75,000	\$18,750	\$93,750
Total			\$75,000	\$18,750	\$93,750

Indiana Roadway Projects

Sponsor Agency: Clarksville

Project Name: Progress Way Roadway Improvements

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3018	2300582	2028	Clark	\$5,795,000	140

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

The project will install new curb and gutter, sidewalks, and drainage along Progress Way from I-65 to Broadway. The width of the lanes will not change, instead they will be shifted south slightly to allow for drainage improvements.

Justification:

The Town is seeing significant growth along Progress Way. This includes the addition of Cunningham Campers and a large apartment complex, both near the Addmore Lane Intersection. The area is already well traveled as a bypass around Veteran's Parkway and the additional apartments will increase the traffic on the roadway. There is not a need for capacity, but instead a need to increase safety along the roadway. The road lacks drainage, curbs, gutters and a walking path. These are needed to increase safety along the entire corridor. The area west of Sam Gwin is highly traveled by individuals living in the Senior Housing along Greentree North. They often travel in and cross the roadway in their motorized scooters. This very unsafe and the proposed improvements will give them a place to safely cross and travel.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	STBG-MPO	\$300,000	\$75,000	\$375,000
ROW	2025	Group III	\$100,000	\$25,000	\$125,000
CE	2027	STBG-MPO	\$336,000	\$84,000	\$420,000
CN	2027	STBG-MPO	\$3,200,000	\$800,000	\$4,000,000
U	2027	STBG-MPO	\$700,000	\$175,000	\$875,000
Total			\$4,636,000	\$1,159,000	\$5,795,000

Sponsor Agency: Clarksville

Project Name: Riverside Drive

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2393	1700725	2025	Clark	\$10,866,966	115

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Reconstruct Riverside Drive from the town limits to Ashland Park, including sidewalks and parking on both sides of roadway, and an elevated cycle track on the south side of roadway. 0.25 miles.

Justification:

Reconstruction of the existing roadway, improving the safety of the corridor and improving pedestrian and bicycle facilities.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	STBG-MPO	\$500,000	\$125,000	\$625,000
Total			\$500,000	\$125,000	\$625,000

Indiana Roadway Projects

Sponsor Agency: Clarksville **Project Name:** Stansifer Avenue Streetscape Improvements

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3019	2301311	2030	Clark	\$5,000,000	131

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

The project is a complete overhaul of Stansifer Avenue from Akers Avenue to South Clark Boulevard. The roadway will have new landscaped medians, curb and gutter, the addition of on-street parking, narrowing of the lane widths and drainage improvements. The project will also include pedestrian sidewalk upgrades and widening to at least 5' and designated bike lanes.

Justification:

Stansifer Avenue is directly off of I-65 and is a key exit for the Town's South End Redevelopment, as well as Orgin Park. The Town recently built a new Fire Station on Stansifer Avenue and is working to redevelop the area. Stansifer Avenue is seen as one of the Gateway's to the Town. It will provide main access to two large development ares in Town. However it is unsafe. The lanes are almost 20 feet wide in some areas, which leads drivers to think that there are two lanes, when there is only one. This causes confusion and can lead to unnecessary accidents. The roadway also lacks parking and drainage. It needs improvement across the board.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	STBG-MPO	\$323,000	\$80,750	\$403,750
ROW	2027	STBG-MPO	\$80,000	\$20,000	\$100,000
Total			\$403,000	\$100,750	\$503,750

Sponsor Agency: Floyd County Board of Commissioners **Project Name:** Baylor Wissman Hilltop

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3367	2401834	2031	Floyd	\$3,336,344	80

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Project will replace existing roadway on Baylor Wissman Road from Brookstone Court to Bridge 38 to widen lanes to 11 feet in each direction, add 2-foot shoulders with 1-foot aggregate. Additional safety measures including edge striping and curve notices will be included among other potential improvements.

Justification:

Crash data and a recent Thoroughfare Study indicated run off road crashes on this roadway. The development of a large subdivision in the Town of Georgetown that will utilize this roadway will increase traffic volume and likelihood of additional incidents.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	Group III	\$161,481	\$40,370	\$201,851
ROW	2028	HSIP-MPO	\$256,460	\$409,174	\$665,634
Total			\$417,941	\$449,544	\$867,485

Indiana Roadway Projects

Sponsor Agency: Floyd County Board of Commissioners **Project Name:** Bridge 38 (Baylor Wissman Replacement)

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3366	2401835	2031	Floyd	\$3,151,000	75

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Project will replace existing bridge due to poor geometry and the superstructure and substructure deterioration. It will expand bridge from one to two travel lanes with 2 foot shoulders. Approach will be re-aligned to improve site distance.

Justification:

Existing bridge was constructed in 1950 as one lane crossing and is deteriorating. Bridge provides access to road connecting major subdivisions and provides cross I-64 access to County. Approach has horizontal curve decreasing sight distance and making more unsafe.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	Group III	\$360,000	\$90,000	\$450,000
ROW	2027	STBG-MPO	\$32,000	\$8,000	\$40,000
Total			\$392,000	\$98,000	\$490,000

Sponsor Agency: Floyd County Board of Commissioners **Project Name:** Highway 150 Break Highlander Point

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3368	2401836	2030	Floyd	\$4,246,525	90

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Establishment of lighted intersection between Old Vincennes Road and West Luther Road on Highway 150 providing additional access to Highlander Point Gateway district.

Justification:

Additional access needed from Highway 150 to alleviate congestion and reduce accidents at Old Vincennes Road intersection. Additionally, will provide access to developing areas on either side of Highway.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	Group III	\$315,000	\$78,750	\$393,750
CE	2028	STBG-MPO	\$402,029	\$100,507	\$502,536
CN	2028	STBG-MPO	\$2,680,191	\$670,048	\$3,350,239
Total			\$3,397,220	\$849,305	\$4,246,525

Indiana Roadway Projects

Sponsor Agency: INDOT

Project Name: Camera/Communications/Detection/DMS Replacements in Southern Indiana ATMS Area - FY 25

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3243	2101113	2026	Clark, Floyd	\$100,000	76

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2678 - Roadway Operational Improvements - Indiana

Project Description:

This is a non-let procurement of as-needed replacements or repairs to INDOT CCTV cameras, communications devices, or dynamic message signs in the Southern Indiana advanced traffic management system (ATMS) area for FY 25. These ITS/traffic management devices are located on or adjacent to the interstate/freeway system in Clark and Floyd counties.

Justification:

INDOT ITS/traffic management devices need repairs or replacements from time to time and this provides the funding for these as-needed actions.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	IM	\$90,000	\$10,000	\$100,000
Total			\$90,000	\$10,000	\$100,000

Sponsor Agency: INDOT

Project Name: Camera/Communications/Detection/DMS Replacements in Southern Indiana ATMS Area - FY 26

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3244	2201178	2027	Clark, Floyd	\$100,000	78

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2678 - Roadway Operational Improvements - Indiana

Project Description:

This is a non-let procurement of as-needed replacements or repairs to INDOT CCTV cameras, communications devices, or dynamic message signs in the Southern Indiana advanced traffic management system (ATMS) area for FY 26. These ITS/traffic management devices are located on or adjacent to the interstate/freeway system in Clark and Floyd counties.

Justification:

INDOT ITS/traffic management devices need repairs or replacements from time to time and this provides the funding for these as-needed actions.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	IM	\$90,000	\$10,000	\$100,000
Total			\$90,000	\$10,000	\$100,000

Indiana Roadway Projects

Sponsor Agency: INDOT

Project Name: I-64 Added Travel Lanes

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2899	1900162	2030	Floyd	\$222,385,520	119

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Added travel lanes project on I-64 from US 150 to just north of Cherry Street with additional pavement rehabilitation extending to Main Street. Project also includes added lanes on I-265 from I-64 to north of State Street and improvements to the interchanges of I-64 at US 150 and I-265.

Justification:

To improve traffic congestion and accessibility.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	State	\$0	\$463,850	\$463,850
ROW	2025	State	\$0	\$260,000	\$260,000
U	2025	State	\$0	\$898,500	\$898,500
CE	2026	NHPP	\$10,350,000	\$1,150,000	\$11,500,000
CN	2026	NHPP	\$94,590,000	\$10,510,000	\$105,100,000
PE	2026	NHPP	\$64,987	\$7,221	\$72,208
CE	2027	NHPP	\$10,350,000	\$1,150,000	\$11,500,000
CN	2027	NHPP	\$56,691,310	\$6,299,035	\$62,990,345
Total			\$172,046,297	\$20,738,606	\$192,784,903

Sponsor Agency: INDOT

Project Name: I-64 and Spring Street Interchange Modification

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2943	2000288	2029	Floyd	\$3,597,737	91

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Interchange modification at ramp junctions with Spring Street, including Spring Street from 5th Street to State Street and Spring Street from 5th Street to Washington Place.

Justification:

The City of New Albany is evaluating the effects of converting Spring Street from one-way operation to two-way operation between 5th Street and State Street. Clark Dietz was hired to develop proposed lane configurations on Spring Street to accomplish the conversion and to perform a traffic capacity analysis of the Spring Street corridor to determine the effects of the conversion on existing traffic operations. This traffic capacity analysis evaluates three scenarios along the Spring Street corridor. While the proposed one-way to two-way conversion of Spring Street will redistribute traffic within the existing traffic network, the surrounding intersections will still operate efficiently if the recommended signal timing, cycle length, and storage length adjustments are incorporated. With these adjustments incorporated, the LOS for the existing intersections will not be negatively impacted, and in most cases will be improved compared to the existing conditions.

Phase	Year	Funding Category	Federal	State/Local	Total
U	2028	NHPP	\$40,000	\$10,000	\$50,000
Total			\$40,000	\$10,000	\$50,000

Indiana Roadway Projects

Sponsor Agency: INDOT **Project Name:** I-64 CCTV/DMS From 3 Miles West of SR 69 to 1 Mile West of SR 62/64, Excluding Vanderburgh & Warrick Counties

KIPDA ID: 3283 **State ID/DES #:** 1802047 **Open to Public:** 2030 **County/Countries:** Floyd **Project Cost:** \$6,400,000 **Project Score:** 37

AQ Analysis Status: Non-Exempt **Parent Project:** **Group ID:**

Project Description:

Deployment of 14 CCTV cameras and six dynamic message signs on I-64 from 3 miles west of SR 69 near the Illinois state line to 1 mile west of SR 62/64, excluding Vanderburgh & Warrick Counties. The easternmost four CCTV cameras and one DMS are located in Floyd County.

Justification:

The deployment of CCTV cameras and dynamic message signs on I-64 across southern and southwestern Indiana will improve traffic monitoring and incident response capabilities by INDOT Traffic Management Center personnel and greatly improve pre-trip and en-route traveler information.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2028	IM	\$5,310,000	\$590,000	\$5,900,000
Total			\$5,310,000	\$590,000	\$5,900,000

Sponsor Agency: INDOT **Project Name:** I-64 Lighting

KIPDA ID: 3148 **State ID/DES #:** 2100019 **Open to Public:** 2028 **County/Countries:** Floyd **Project Cost:** \$8,193,961 **Project Score:** 106

AQ Analysis Status: Exempt **Parent Project:** **Group ID:**

Project Description:

Lighting improvements from the I-64/I-265 interchange to US 150.

Justification:

This project will improve visibility and safety conditions along I-64 from the I-64/I-265 interchange to US 150.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2026	HSIP-ST	\$5,273,400	\$0	\$5,273,400
CN	2026	NHPP	\$2,628,505	\$292,056	\$2,920,561
Total			\$7,901,905	\$292,056	\$8,193,961

Sponsor Agency: INDOT **Project Name:** I-65 & Veterans Parkway

KIPDA ID: 3193 **State ID/DES #:** 2101799 **Open to Public:** 2030 **County/Countries:** Clark **Project Cost:** \$25,580,487 **Project Score:** 122

AQ Analysis Status: Exempt **Parent Project:** **Group ID:**

Project Description:

Modify I-65 & Veterans Parkway interchange by providing additional left turn capacity and adding pedestrian signal indications and push buttons at the signalized ramp terminal intersections.

Justification:

The interchange is currently experiencing poor peak hour operating conditions that are expected to worsen. It is recommended that the interchange be modified to improve traffic operations, especially by providing additional left turn capacity.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$2,122,211	\$235,801	\$2,358,012
ROW	2025	NHPP	\$180,000	\$20,000	\$200,000
U	2027	NHPP	\$900,000	\$100,000	\$1,000,000
Total			\$3,202,211	\$355,801	\$3,558,012

Indiana Roadway Projects

Sponsor Agency: INDOT

Project Name: I-65 Bridge Deck Replacement

KIPDA ID: 2588	State ID/DES #: I600733	Open to Public: 2026	County/Countries: Clark	Project Cost: \$2,269,886	Project Score: 43
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana
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Project Description:

Bridge deck replacement on I-65, 01.81 mile south of IN I60 over Caney Fork South Bound lane.

Justification:

Bridge deck replacement project on I-65 in Clark County.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$1,822,397	\$202,489	\$2,024,886
Total			\$1,822,397	\$202,489	\$2,024,886

Sponsor Agency: INDOT

Project Name: I-65 Bridge Widening at Brownstown Road

KIPDA ID: 3143	State ID/DES #: 2001600	Open to Public: 2026	County/Countries: Clark	Project Cost: \$852,848	Project Score: 72
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Bridge widening on the southbound I-65 at Brownstown Road, 2.03 miles north of SR I60.

Justification:

This is a bridge widening project on I-65 to accommodate the new added travel lane.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$767,563	\$85,285	\$852,848
Total			\$767,563	\$85,285	\$852,848

Sponsor Agency: INDOT

Project Name: I-65 Bridge Widening at Brownstown Road

KIPDA ID: 3144	State ID/DES #: 2001601	Open to Public: 2026	County/Countries: Clark	Project Cost: \$852,848	Project Score: 77
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Bridge widening on northbound I-65 at Brownstown Road, 2.03 mile north of SR I60.

Justification:

This project will widen the bridge to accommodate the added travel lanes project on I-65.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$767,563	\$85,285	\$852,848
Total			\$767,563	\$85,285	\$852,848

Indiana Roadway Projects

Sponsor Agency: INDOT

Project Name: Intersection Improvement at US 31 and Eastern Boulevard

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3362	2401391	2029	Floyd	\$7,977,262	97

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

US 31 and Eastern Boulevard intersection improvement.

Justification:

The project will improve pedestrian mobility with the roundabouts by providing shorter crossings across Eastern Boulevard and refuge with raised curb medians.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2026	NHPP	\$913,500	\$101,500	\$1,015,000
U	2027	NHPP	\$182,700	\$20,300	\$203,000
Total			\$1,096,200	\$121,800	\$1,218,000

Sponsor Agency: INDOT

Project Name: Seymour District CCTV Camera Lowering Arms & Pole Wiring Replacement - FY 26

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3245	2201701	2027	Clark, Floyd	\$870,000	77

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2678 - Roadway Operational Improvements - Indiana

Project Description:

This project adds or replaces INDOT CCTV camera lowering arms and replaces wiring in the poles for FY 26. These ITS/traffic management devices are located on or adjacent to the interstate/freeway system in Clark and Floyd counties.

Justification:

INDOT ITS/traffic management devices need repairs or replacements from time to time and this provides the funding for these as-needed actions.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	IM	\$63,000	\$7,000	\$70,000
CN	2026	IM	\$720,000	\$80,000	\$800,000
Total			\$783,000	\$87,000	\$870,000

Sponsor Agency: INDOT

Project Name: SR 3 Bridge Deck Overlay

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3324	2401157	2029	Floyd	\$360,000	44

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Bridge deck overlay on SR 3 Bridge over Pleasant Run, 1.01 Miles north of SR 62.

Justification:

The purpose of the project is to protect the existing deck with a preventive maintenance wearing surface treatment to help extend the service life of the bridge deck. The wearing surface is monolithic with the deck. There are sealed cracks on the north and south side of the west sidewalk.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2026	Bridge	\$80,000	\$20,000	\$100,000
Total			\$80,000	\$20,000	\$100,000

Indiana Roadway Projects

Sponsor Agency: INDOT

Project Name: SR 60 & Perry Crossing Road Intersection Improvement

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3194	2200050	2027	Clark	\$3,207,022	57

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Intersection improvement at SR 60 and Perry Crossing Road.

Justification:

This project will address safety concerns at the intersection of SR 60 and Perry Crossing Road.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	NHPP	\$80,000	\$20,000	\$100,000
CN	2027	NHPP	\$2,045,618	\$511,404	\$2,557,022
U	2027	NHPP	\$40,000	\$10,000	\$50,000
Total			\$2,165,618	\$541,404	\$2,707,022

Sponsor Agency: INDOT

Project Name: SR 60 at St. Joe Road West Intersection Improvement

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3054	2200052	2028	Clark	\$2,421,116	53

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2680 - Safety Improvements - Indiana

Project Description:

Intersection improvement with added turn lanes at SR 60 and St. Joe Road West.

Justification:

This project will improve safety concerns at the intersection of SR 60 and St. Joe Road West.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	NHPP	\$48,000	\$12,000	\$60,000
CN	2027	NHPP	\$1,072,813	\$268,203	\$1,341,016
U	2027	NHPP	\$40,000	\$10,000	\$50,000
Total			\$1,160,813	\$290,203	\$1,451,016

Sponsor Agency: INDOT

Project Name: SR 60 Intersection Improvement

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3155	1900373	2027	Clark	\$959,956	64

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2678 - Roadway Operational Improvements - Indiana

Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$116,800	\$29,200	\$146,000
CN	2027	NHPP	\$483,005	\$120,751	\$603,756
ROW	2027	NHPP	\$6,000	\$1,500	\$7,500
Total			\$605,805	\$151,451	\$757,256

Indiana Roadway Projects

Sponsor Agency: INDOT

Project Name: SR 60 Intersection Improvement, Roundabout

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2964	2100048	2026	Clark	\$6,566,843	74

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Intersection improvement going to a roundabout at SR 60 and CR 311.

Justification:

The purpose of this project is to reduce the number of traffic crashes being experienced at this location, in particular the rear end, left turn, and right-angle crashes. Using HAT 3 as the analysis tool the 129 crashes resulted in a 4.01 lcc crash severity value. The crash frequency value (lcf) is 6.68. The need for this project is to provide a geometric improvement to the intersection which will provide sufficient capacity and reduce these rear end, left turn and right angle crashes going forward to allow this intersection to operate at a more acceptable overall safety operating condition.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	NHPP	\$85,338	\$9,482	\$94,820
CN	2026	NHPP	\$4,317,155	\$479,684	\$4,796,839
U	2026	NHPP	\$90,000	\$10,000	\$100,000
Total			\$4,492,493	\$499,166	\$4,991,659

Sponsor Agency: INDOT

Project Name: SR 60 New Signal Installation

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2972	2100029	2026	Clark	\$1,703,539	38

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2680 - Safety Improvements - Indiana

Project Description:

New signal installation on SR 60 at the intersection of St. Joe Road East.

Justification:

The need of this project is a crash rate higher than expected given the traffic volumes and substandard delays during peak hours. The purpose of the project is to implement improvements known to reduce crash rates at intersections and reduce the delay to acceptable levels.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	HSIP-ST	\$3,060	\$340	\$3,400
CN	2026	HSIP-ST	\$1,233,125	\$137,014	\$1,370,139
Total			\$1,236,185	\$137,354	\$1,373,539

Sponsor Agency: INDOT

Project Name: SR 62 and Charlestown Pike

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3254	2300707	2030	Clark	\$877,471	41

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2680 - Safety Improvements - Indiana

Project Description:

Project is an intersection improvement that will take place over 6.25 miles of SR 62 from 0.39 miles north of SR 265 to SR 3.

Justification:

The need for the project is to improve access, safety, and traffic operations due to increasing growth and congestion along SR 62. Existing developments built along the corridor in combination with growing traffic in the area are beginning to negatively impact operations. Anticipated future development, including developments at River Ridge will further affect safety and operation at intersections in the design year.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	HSIP-ST	\$270,000	\$30,000	\$300,000
Total			\$270,000	\$30,000	\$300,000

Indiana Roadway Projects

Sponsor Agency: INDOT

Project Name: SR 62 and Charlestown Pike in Charlestown

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3323	2300707	2030	Clark	\$877,471	80

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2678 - Roadway Operational Improvements - Indiana

Project Description:

The proposed project will begin approximately 0.39 mile north of SR 265 in Watson and travel north for approximately 6.25 miles to terminate at SR 3 in Charlestown.

Justification:

The need for the project is to improve access, safety, and traffic operations due to increasing growth and congestion along SR 62. Existing developments built along the corridor in combination with growing traffic in the area are beginning to negatively impact operations. Anticipated future development, including developments at River Ridge will further affect safety and operation at intersections in the design year. Fifteen intersections along the corridor were evaluated for existing and future operations, safety, and access.

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2025	HSIP-ST	\$270,000	\$30,000	\$300,000
ROW	2026	HSIP-ST	\$9,000	\$1,000	\$10,000
U	2027	HSIP-ST	\$22,500	\$2,500	\$25,000
Total			\$301,500	\$33,500	\$335,000

Sponsor Agency: INDOT

Project Name: SR 62 Intersection Improvement

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3145	2001181	2025	Clark	\$263,000	62

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2678 - Roadway Operational Improvements - Indiana

Project Description:

Intersection improvement on SR 62 at SR 3 and Charlestown Landing Road.

Justification:

This project will add left turn lanes on SR 62 which will increase capacity and improve safety at this intersection.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	STBG-ST	\$210,000	\$52,600	\$262,600
Total			\$210,000	\$52,600	\$262,600

Sponsor Agency: INDOT

Project Name: SR 64

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2901	1800318	2027	Floyd	\$1,612,187	31

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	STBG-ST	\$320,000	\$80,000	\$400,000
CN	2027	STBG-ST	\$800,000	\$200,000	\$1,000,000
Total			\$1,120,000	\$280,000	\$1,400,000

Indiana Roadway Projects

Sponsor Agency: INDOT

Project Name: SR 64 Added Travel Lane

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2967	2100036	2031	Floyd	\$23,689,512	31

AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Added travel lane on SR 64 from 2,150' west of the existing Oakes Road intersection to Edwardsville-Galena Road in Floyd County.

Justification:

The purpose of this project is to improve throughput on SR 64 by improving intersection operations. Adding these travel lanes will reduce driver delay for the side roads and mainline SR 64 in the design year. The added lanes to SR 64 will continue the multi-lane cross section further west towards Georgetown to benefit commuter trips to and from I-64.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	STBG-ST	\$568,312	\$142,078	\$710,390
ROW	2026	STBG-ST	\$776,000	\$194,000	\$970,000
U	2028	STBG-ST	\$336,000	\$84,000	\$420,000
Total			\$1,680,312	\$420,078	\$2,100,390

Sponsor Agency: INDOT

Project Name: Statewide Wrong Way Ramp Entry Project

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3161	2400027	2025	Clark	\$178,076	88

AQ Analysis Status: Exempt	Parent Project:	Group ID: 2678 - Roadway Operational Improvements - Indiana
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Project Description:

Install wrong way signs with lights on a detector, powered by either solar installation or grid hookup. I-65 southbound at Broadway Street ramp from collector-distributor (MP 4). The exit ramp from the collector-distributor road from I-65 SB to Broadway Street will have new signs and detection.

Justification:

The effort is aimed at targeting ramps that are near locations of wrong way crashes on the Interstate and the likely entry location as well as ramps that have similar attributes. The plan is to install a mid-level treatment with detection and pole assembly holding an off the shelf available system, using a sign with flashing LED along the border on a pole at the primary locations. The secondary locations will then receive an entry-level treatment consisting of a solar powered flashing beacon.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$139,945	\$15,550	\$155,495
Total			\$139,945	\$15,550	\$155,495

Sponsor Agency: INDOT

Project Name: Traffic Signals Modernization in Clark County

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3285	2200937	2027	Clark	\$2,556,550	92

AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Updating traffic signal heads through Clark County on US 31 at Lewis and Clark, US 31 and Eastern, and US 31 Stansifer.

Justification:

This project will improve various intersections in Clark County.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	HSIP-ST	\$374,625	\$41,625	\$416,250
Total			\$374,625	\$41,625	\$416,250

Indiana Roadway Projects

Sponsor Agency: INDOT

Project Name: US 150 at Old Vincennes Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2847	1900366	2026	Floyd	\$3,680,347	69

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Intersection Improvement with added turn lanes at intersection of US 150 and Old Vincennes Road, 0.5 miles west of I-64.

Justification:

To allow for gaps for vehicles turning from Old Vincennes Road to US 150 and from eastbound US 150 to Old Vincennes Road in such a manner that traffic on US 150 does not significantly queue.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$2,578,758	\$644,690	\$3,223,448
PE	2025	HSIP-ST	\$39,780	\$4,420	\$44,200
U	2025	STBG-ST	\$17,600	\$4,400	\$22,000
Total			\$2,636,138	\$653,510	\$3,289,648

Sponsor Agency: INDOT

Project Name: US 150 Hot-Mix Asphalt (HMA) Overlay, Minor Structural

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3055	2100250	2026	Floyd	\$533,160	29

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Hot-mix asphalt (HMA) overlay, minor structural, on US 150 from SR 135 to SR 335.

Justification:

This project will improve the condition of the pavement.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	NHPP	\$28,000	\$7,000	\$35,000
Total			\$28,000	\$7,000	\$35,000

Sponsor Agency: INDOT

Project Name: US 150 Intersection Improvement

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2913	2000233	2029	Floyd	\$5,073,863	56

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Intersection improvement with new signals on US 150 at Everett Avenue, Steiller Road, and Buck Creek Road.

Justification:

Intent of the project to improve corridor progression on US 150 by implementing intersection upgrades. This report will focus on the segment of US 150 in Floyd County, between Edwardsville-Galena Road and Old Vincennes Road in and around the Galena and the Floyds Knobs area. The original study area extended west to Snyder Chapel Road, west of Greenville in Harrison County, for modeling purposes. All relevant background data is included. The report describes the project at a preliminary level and will guide the ongoing phases of project development.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	STBG-ST	\$237,890	\$59,472	\$297,362
CN	2028	STBG-ST	\$2,960,000	\$740,000	\$3,700,000
ROW	2028	STBG-ST	\$16,000	\$4,000	\$20,000
Total			\$3,213,890	\$803,472	\$4,017,362

Indiana Roadway Projects

Sponsor Agency: INDOT

Project Name: Widening of I-65

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2616	1700135	2028	Clark	\$211,633,731	55

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Widen I-65 from 4 to 6 lanes from 0.25 miles south of Biggs Road (RP 16+42) in Clark County to Scottsburg (RP 29.49).

Justification:

The purpose of this project is to address the safety concern of the wet spots, remove the stripped HMA pavement, replace the existing underdrain system, and improve the subgrade beneath the pavement and construct added travel lanes in this portion of I-65.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NHPP	\$51,406,900	\$5,711,878	\$57,118,778
CE	2025	NHPP	\$17,518,251	\$1,946,472	\$19,464,723
PE	2025	NHPP	\$511,085	\$624,659	\$1,135,744
CN	2026	NHPP	\$54,950,158	\$6,105,573	\$61,055,731
CN	2027	NHPP	\$57,406,633	\$6,378,515	\$63,785,148
Total			\$181,793,027	\$20,767,097	\$202,560,124

Sponsor Agency: Jeffersonville

Project Name: Jeffersonville Raised Pavement Markings

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3335	2401673	2026	Clark	\$270,362	N/A

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2680 - Safety Improvements - Indiana

Project Description:

Install raised pavement markings (RPMs) in the centerline stripes, broken white lane stripes, and turn lane stripes on various city streets.

Justification:

The intent of this project is to improve the visibility at night and during poor visibility weather conditions.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	HSIP-ST	\$243,326	\$27,036	\$270,362
Total			\$243,326	\$27,036	\$270,362

Sponsor Agency: Jeffersonville

Project Name: Utica Pike Rumble Strips

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3336	2401683	2026	Clark	\$55,600	104

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2680 - Safety Improvements - Indiana

Project Description:

Install centerline rumble strips along Utica Pike from Main Street to Loop Road.

Justification:

Utica Pike is a long stretch of roadway with heavy two-way traffic. There are very few controlled intersections and a very high risk of head-on collisions due to the length, speed, and heavy two-way, two-lane traffic flow on this roadway. With the installation of rumble strips along the centerline of the roadway, this will be an early indication for drivers potentially crossing over the centerline to correct and avoid serious head-on collisions with other motorists.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	HSIP-ST	\$50,040	\$5,560	\$55,600
Total			\$50,040	\$5,560	\$55,600

Indiana Roadway Projects

Sponsor Agency: New Albany

Project Name: Graybrook Lane Extension

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3102	2301317	2031	Floyd	\$3,708,432	113

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Extension of collector class roadway (Graybrook Lane) from the intersection with Bono Road/Pearl Street to the intersection of State Street. This roadway extension would further establish connections from economically depressed areas to the vital State Street corridor.

Justification:

Graybrook Lane currently deadends into Pearl Street/Bono Road intersection. By extending Graybrook Lane, the collector class roadway would be extended to an important arterial roadway of State Street which would allow citizens an easier route to connect to shopping, vital services, and transit. Furthermore, this project would allow better connections for the citizens adjacent to this project.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	STBG-MPO	\$357,109	\$108,636	\$465,745
ROW	2028	STBG-MPO	\$439,200	\$109,800	\$549,000
Total			\$796,309	\$218,436	\$1,014,745

Sponsor Agency: New Albany

Project Name: Intersection of East Spring Street and Beharrell Avenue

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3136	2301550	2029	Floyd	\$3,151,112	112

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Improvement of the intersection of East Spring Street (a major arterial and gateway into the community with Beharrell Avenue (a collector class roadway). The concept is to utilize a roundabout, a proven safety counter measure, in order to improve the safety of this intersection, slow traffic entering the City of New Albany, and to enhance the livability and walkability of the surrounding areas of the community. This would also allow for a connection to the Ohio River Greenway, and provide a road diet on Spring Street that will accommodate bicycle facilities, parking, and other amenities for the community which will make this corridor more functional for all citizens and not solely drivers. The cost estimate for these intersection improvements is \$3,230,000.

Justification:

The City of New Albany is always looking to improve the safety of our roadways and intersections. The current configuration of East Spring Street effectively bisects the neighborhood along Beharrell Avenue. This project will reunite the community, improve safety, improve walkability, improve quality of place and life, all while utilizing a proven safety counter measure that is championed by the FHWA. Furthermore, this project will connect neighborhoods to the north of East Spring Street with the vital community asset that is the Ohio River Greenway.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	HSIP-MPO	\$252,000	\$28,000	\$280,000
PE	2025	HSIP-MPO	\$252,000	\$28,000	\$280,000
ROW	2027	HSIP-MPO	\$400,000	\$44,445	\$444,445
Total			\$904,000	\$100,445	\$1,004,445

Indiana Roadway Projects

Sponsor Agency: New Albany

Project Name: Slate Run Road Improvements Phase 2

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
3369	2401854	2031	Floyd	\$7,970,000	131

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

The project consists of the widening of Slate Run Road from Lockwood Drive to Ekin Avenue in New Albany, Indiana. The road is being widened to create new separate bicycle lanes. Curb and gutter will be added to both sides of the roadway, and new sidewalks will be constructed outside of the curb lines.

Justification:

This is Phase 2 of an overall project for which Phase 1 construction was completed in 2021. Slate Run Road has been a safety issue for the City of New Albany due to speeding motorists and the lack of bicycle and pedestrian facilities. The roadway is highly trafficked by bicycles and pedestrians due to the existence of the Slate Run Elementary School. This project is needed to assist in traffic calming to reduce speeding motorists, as well as provide safe bicycle paths and pedestrian walkways separate and outside of the roadway to reduce the risk of fatalities and injuries along this corridor.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	Group III	\$200,000	\$50,000	\$250,000
ROW	2027	TA-MPO	\$402,940	\$100,735	\$503,675
ROW	2028	TA-MPO	\$1,293,060	\$323,265	\$1,616,325
Total			\$1,896,000	\$474,000	\$2,370,000

Sponsor Agency: Sellersburg

Project Name: Allentown Road Safety Curb

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
3331	2401684	225	Clark	\$45,265	61

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2680 - Safety Improvements - Indiana

Project Description:

Installation of safety curb on both sides of roadway. Starting point on Allentown Road approximately 830' south of Perry Crossing Road. End point on Allentown Road approximately 1520' south of Perry Crossing Road. Includes 4 driveway culvert replacements.

Justification:

Due to age of road and buildup of asphalt, this area of Allentown Road has 8-12 inches of drop-off at edge of pavement. Safety curb will provide a transition at edge of road to prevent accidents and property damage.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	HSIP-ST	\$40,738	\$4,527	\$45,265
Total			\$40,738	\$4,527	\$45,265

Indiana Roadway Projects

Sponsor Agency: Sellersburg

Project Name: Camp Run/American Way Lighting Installation

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3333	2401688	2025	Clark	\$150,000	74

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2680 - Safety Improvements - Indiana

Project Description:

Installation of lighting along Camp Run Parkway and American Way.

Justification:

Camp Run Parkway and American Way are new roadways within the Town of Sellersburg. They are currently unlit and receive extensive use by vehicle traffic as well as walkers. Lighting will improve overall safety of the area.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	HSIP-ST	\$135,000	\$15,000	\$150,000
Total			\$135,000	\$15,000	\$150,000

Sponsor Agency: Sellersburg

Project Name: Penn Avenue Safety Curb

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3332	2401687	2025	Clark	\$40,150	65

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2680 - Safety Improvements - Indiana

Project Description:

Installation of safety curb on South Penn Avenue, 230' north of US 31. Project continues for 405' north along the east side of Penn Avenue and ends 635' north of US 31.

Justification:

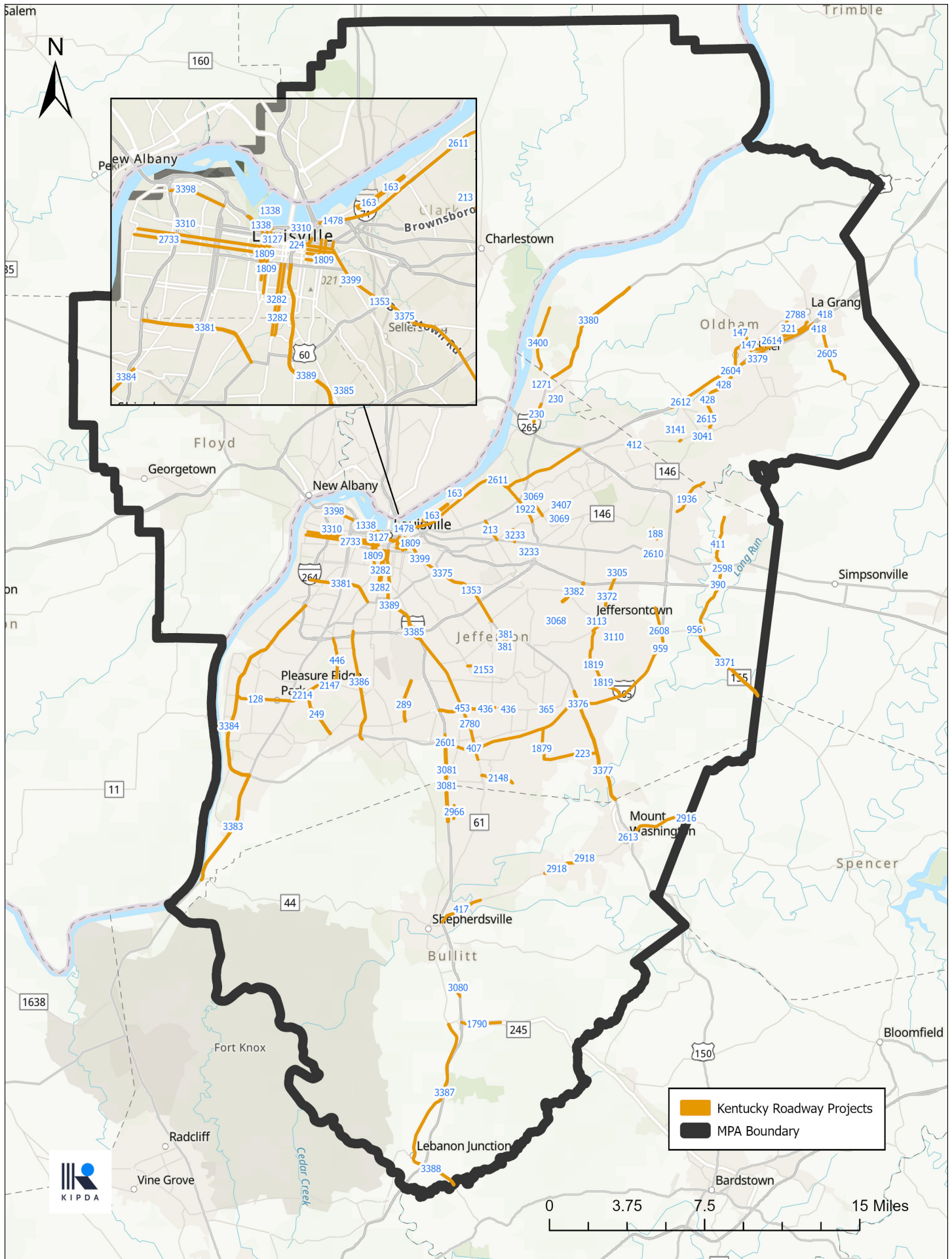
Due to age of road and repaving over the years, Penn Avenue has 8-12 inches of drop-off at edge of pavement then into a ditch along railroad. Project will improve safety along roadway as drivers exit US 31 on to Penn Avenue.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	HSIP-ST	\$135,000	\$15,000	\$150,000
Total			\$135,000	\$15,000	\$150,000

KENTUCKY

ROADWAY





Kentucky Roadway Projects

Sponsor Agency: Bullitt County

Project Name: KY 44

KIPDA ID: 2916	State ID/DES #:	Open to Public: 2027	County/Counties: Bullitt	Project Cost: \$43,300,000	Project Score: 38
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Widen KY 44 from 2 to 4 lanes from US 31E to Kings Church Road and a 3 lane section from Kings Church Road to Spencer County line.

Justification:

Improve the efficiency and capacity of surface transportation infrastructure in order to accommodate the growth of commercial and commuter traffic, relieve congestion, and enhance safety throughout the corridor, such as the crash rate in the west part of the corridor that is 5.53 times higher than those of similar Kentucky routes.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	SPP	\$0	\$4,500,000	\$4,500,000
U	2026	SPP	\$0	\$1,700,000	\$1,700,000
C	2027	SPP	\$0	\$13,200,000	\$13,200,000
Total			\$0	\$19,400,000	\$19,400,000

Sponsor Agency: Bullitt County

Project Name: US 31E to KY 2706

KIPDA ID: 3414	State ID/DES #:	Open to Public: 2033	County/Counties: Bullitt	Project Cost: \$18,000,000	Project Score: 91
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Widening KY 2706 (Greenbrier Road) from Highway 44 to US 31EX and eventually extending to US 31E. KY 2706 would include Wales Run and Landis Lane, intersecting with US 31EX.

Justification:

High growth area in Mt Washington, with possible economic and residential impact. Also parks and recreation benefits.

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2026	STBG-MPO	\$200,000	\$50,000	\$250,000
Total			\$200,000	\$50,000	\$250,000

Kentucky Roadway Projects

Sponsor Agency: Jeffersontown

Project Name: Billtown-Eastview Collector Extension

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3111		2030	Jefferson	\$2,540,400	126

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Improve safety, improve multi-modal connectivity, and reduce congestion along Billtown Road (CS-1720H) from Ruckreigel Parkway (MP 0.000) to Watterson Trail (MP 0.165). Improve access and multi-modal connectivity from Billtown Road to Eastview Avenue. The project includes the 3-lane widening of existing Billtown Road between Ruckreigel Parkway and Watterson Trail, and the addition of curb and gutter and sidewalks along both sides of the road. The project also includes the extension of existing Eastview Avenue between Billtown and Taylorsville Road, where some segments of narrow roadway and right of way already exist. The Eastview extension will be a 2-lane curb and gutter roadway with sidewalks and will help to establish improved access and connectivity for the new Jeffersontown Police Station to be completed in 2023.

Justification:

The project helps to complete Jeffersontown’s downtown transportation plan and establish additional points of system access and connectivity, by linking Taylorsville Road and Billtown Road, as well as a linkage to the existing dead-end portion of College Avenue in between. The extension is most critical to provide enhanced access to the new police station at the corner of Neal and Taylorsville Road and will open up access to the south.

The project supports the City’s goal to provide complete streets, through the inclusion of sidewalks along each side of both Billtown and Eastview. Presently, there is a narrow sidewalk, in poor condition, and with no vertical curb separation from the road, along one side of the Billtown corridor.

The Eastview extension crosses a 2+ acre vacant parcel owned by the City. Thus, the right of way acquisition costs will be limited, and the project will help to create economic development opportunities to support the future land use plan for the vacant property.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	STBG-MPO	\$310,000	\$70,400	\$380,400
ROW	2027	STBG-MPO	\$176,000	\$40,000	\$216,000
U	2028	STBG-MPO	\$528,000	\$120,000	\$648,000
Total			\$1,014,000	\$230,400	\$1,244,400

Sponsor Agency: Jeffersontown

Project Name: Galene Drive/Sprowl Road Collector Extension

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3113		2030	Jefferson	\$8,080,000	116

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Improve capacity, connectivity, and multi-modal safety along Galene Drive (CS-1010H) from Maple Road (MP 1.134) to Bluebird Lane. The project includes realigning Galene Drive/Sprowl Road, and extending this connection east, widening the collector roadway curb and gutters, and adding sidewalks and bicycle facilities. Project will include turning movements and signalization as warranted.

Justification:

The project includes a new roadway, minor roadway widening, and intersection improvements to accomplish multiple transportation goals for the City of Jeffersontown. The realignment of the Galene/Sprowl intersection with College Dr addresses a poorly configured offset intersection where vehicular and pedestrian traffic safety at the adjacent Tully Elementary School has long been an issue. The realignment of this critical intersection is the primary focus of the project west of Taylorsville Rd. East of Taylorsville Rd, the project serves as a critical new connector, providing multiple linkages to the local transportation system at Shelby Street and Bluebird Lane which both connect south to Watterson Trail, and at residential dead-end streets of Valley and Pelham, which both connect north to Grand Avenue. In addition to multi-modal connectivity, this eastern portion of the corridor also provides for some areas of economic development opportunities which will also serve to benefit the community.

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2026	STBG-MPO	\$264,000	\$66,000	\$330,000
D	2027	STBG-MPO	\$440,000	\$110,000	\$550,000
ROW	2028	STBG-MPO	\$880,000	\$220,000	\$1,100,000
Total			\$1,584,000	\$396,000	\$1,980,000

Kentucky Roadway Projects

Sponsor Agency: Jeffersontown

Project Name: Watterson Trail Signalization Improvements

KIPDA ID: 3110	State ID/DES #:	Open to Public: 2026	County/Countries: Jefferson	Project Cost: \$1,265,000	Project Score: 127
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

This project involves the upgrading of four existing signalized intersections along an 0.5-mile segment of Watterson Trail (CR-1004H/CS-1073H). The four intersections from south to north are: Ruckriegel Parkway (CR-1004H, MP 3.179), Maple Road/Billtown Road (CR-1004H, MP 3.330 and CS-1073H, MP 0.000), Old Taylorsville Road/Shelby Street (CS-1073H, MP 0.352), and Ruckriegel Parkway (KY 1819) (CS-1073H, MP 0.694).

Justification:

Streetscape enhancements along the downtown portion of Watterson Trail corridor under KYTC Item No. 5-3031 and 5-518 are underway. Construction of Phase 1 (5-3031) has begun, and Phase 2 (5-518) is in the Right of Way phase, with construction anticipated soon. The existing signalized intersections are all pole and wire-based, with only one of them offering pedestrian signals. Because the streetscape projects will include sidewalk enhancements and the construction of new sidewalks in some areas, the need for pedestrian signals and signalization modernization will become a critical requirement to enhance pedestrian safety and improve ADA compliance. The corridor intersects with Ruckriegel Parkway at each end, where existing 3-way intersection conditions exist. Within the interior of the corridor, two 4-way intersections exist at Billtown/Maple and Shelby/Old Taylorsville Road. These two interior intersections serve as the match-line between the Phase 1 and Phase 2 streetscape projects.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	STBG-MPO	\$132,000	\$33,000	\$165,000
C	2026	STBG-MPO	\$880,000	\$220,000	\$1,100,000
Total			\$1,012,000	\$253,000	\$1,265,000

Sponsor Agency: KYTC

Project Name: English Station Road

KIPDA ID: 188	State ID/DES #: 5-353.00	Open to Public: 2027	County/Countries: Jefferson	Project Cost: \$19,676,300	Project Score: 90
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project 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

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-MPO	\$11,368,000	\$2,842,000	\$14,210,000
Total			\$11,368,000	\$2,842,000	\$14,210,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: High Friction Resurfacing - Bullitt County

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3406	5-9058.00, 5-9059.00	2025	Bullitt	\$208,125	N/A

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2679 - Safety Improvements - Kentucky

Project Description:
Installation of high friction surface treatment on various routes.

Justification:
To increase level of safety to vehicles travelling these segments.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	HSIP-ST	\$187,313	\$20,812	\$208,125
Total			\$187,313	\$20,812	\$208,125

Sponsor Agency: KYTC

Project Name: High Friction Resurfacing - Jefferson County

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3407	5-9061.00 through 5-9072.00	2025	Jefferson	\$1,880,438	N/A

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2679 - Safety Improvements - Kentucky

Project Description:
Installation of high friction surface treatment on various routes.

Justification:
To increase level of safety to vehicles travelling these segments.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	HSIP-ST	\$1,692,394	\$188,044	\$1,880,438
Total			\$1,692,394	\$188,044	\$1,880,438

Sponsor Agency: KYTC

Project Name: Hurstbourne Lane and Six Mile Lane Intersection

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3068	5-8905.00	2029	Jefferson	\$360,000	100

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2677 - Roadway Operational Improvements - Kentucky

Project Description:
Extend the left turn lane on Hurstbourne Lane at intersection with Six Mile Lane (16ccn).

Justification:
Crash reduction.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SPP	\$0	\$90,000	\$90,000
C	2025	SPP	\$0	\$270,000	\$270,000
Total			\$0	\$360,000	\$360,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: I-264/US 42

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
1922	5-804.00	2028	Jefferson	\$108,112,700	141

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Reconstruct/widen I-264 (Watterson Expressway) from Westport Road (KY 447) to I-71, including the US 42 interchange as a SPUI. (Project includes 5-594) (I2CCR)(I4CCR). Project length is 1.7 miles. CHAF ID: IP20160046. Additional Considerations: Widen all ramps to two lanes.

Justification:

The purpose of the project is to improve system operation by reducing delays and congestion along Interstate 264 (Watterson Expressway) and the interchange at US 42. By reducing congestion and delay within the project limits the safety on US 42 and I-264. The existing I-264/US 42 interchange does not have adequate capacity or storage to accommodate the left turn and through traffic volumes during the AM and PM peak hours. Commuters are experiencing long delays.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	NHS	\$79,926,160	\$19,981,540	\$99,907,700
Total			\$79,926,160	\$19,981,540	\$99,907,700

Sponsor Agency: KYTC

Project Name: I-265

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
407	5-554.00	2028	Jefferson	\$76,350,000	127

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

KYTC Highway Plan (June, 2018): Improve safety and reduce congestion on I-265 from I-65 to US 31E.

CHAF ID: IP20080191.

Additional Considerations: Project will evaluate widening to the inside from 4 to 6 lanes.

Justification:

CHAF Purpose: Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) from I-65 to US 31E (Bardstown Road).

CHAF Need: This project is needed because of deficient ramps, inadequate capacity, and higher than average crash rates on I-265 (Gene Snyder Freeway) from I-65 to US 31E (Bardstown Road). As cited in the I-265 Study of January 2015 the projected 2020 LOS along this section of I-265 is D with 2 smaller sections having LOS E and F in the PM peak, and the 2020 average PM peak v/c ratio is 0.84. The 2014 rear end crash rate from I-65 to KY 61 exceeds the average rate for the road type according to the most recent I-265 Study. 2014 ramp deficiencies include the merge lengths from Smyrna Parkway to I-265 WB and EB. Two bridges in this section are identified as functionally obsolete. The surrounding land uses are residential, commercial, and industrial. Commuters use this segment to bypass I-65 as well as gain access to I-65. Adequacy rating data point to high levels of congestion and rough pavement conditions in some areas. There is additional growth occurring now and planned for the future in this area in Jefferson County which will only worsen congestion.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	NHS	\$2,600,000	\$650,000	\$3,250,000
Total			\$2,600,000	\$650,000	\$3,250,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: I-265

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
959	5-558.00	2029	Jefferson	\$75,000,000	94

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Improve safety and reduce congestion on I-265 from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). CHAF ID: IP20150080. Additional Considerations: Project will evaluate widening to the inside from 4 to 6 lanes.

Justification:

Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). This project is needed because of deficient ramps and inadequate capacity on I-265 (Gene Snyder Freeway) from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). The I-265 Study completed in January of 2015 cites an existing LOS D along this section.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	NHS	\$2,800,000	\$700,000	\$3,500,000
D	2027	NHS	\$3,200,000	\$800,000	\$4,000,000
ROW	2028	NHS	\$2,000,000	\$500,000	\$2,500,000
U	2028	NHS	\$1,200,000	\$300,000	\$1,500,000
Total			\$9,200,000	\$2,300,000	\$11,500,000

Sponsor Agency: KYTC

Project Name: I-64

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
390	5-80000.00	2029	Jefferson, Shelby	\$74,240,000	83

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Eastwood Fisherville Connector to I-64 (18CCN) (2020CCR). Project will consider a new interchange and connector road from KY 148 to US 60 (Shelbyville Road) with a new interchange on the I-64 corridor. Interchange would be in the vicinity of Gilliland Road.

Justification:

Reduce congestion and improve connectivity to I-64 in eastern Jefferson County between I-265 (Gene Snyder Freeway) in Jefferson County to KY 1848 (Buck Creek Road) in Shelby County.

This project is needed because in light of existing and anticipated growth, local and regional access via the interstate system and local roadway network is needed due to their being a distance of 9 miles between access to I-64 from I-265 (Gene Snyder Freeway) in Jefferson County to KY 1848 (Buck Creek Road) in Shelby County. Limited access to I-64 has contributed to ever increasing traffic volumes on US 60 and KY 155/KY 148.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	NHS	\$4,000,000	\$1,000,000	\$5,000,000
Total			\$4,000,000	\$1,000,000	\$5,000,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: I-65

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2601	5-560.00	2033	Jefferson	\$100,400,000	127

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Improve safety and reduce congestion at the I-65/I-265 (Gene Snyder Freeway) interchange. CHAF IP20160019.

Justification:

The Purpose of the I-65/I-265 interchange project is to reduce congestion and improve safety. The 2015 I-265 Programming Study has projected the I-265 westbound to I-65 northbound diverge as operating at a level of service (LOS) of F in both the AM and PM peaks in the year 2020. The study also identifies the I-65 to I-265 eastbound merge as operating at a LOS of D in the AM and F in the PM peaks in the year 2020. The I-65/I-265 interchange was ranked as the 5th highest crash interchange in the KIPDA MPO area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. In that time period there were 347 total crashes within the interchange (meaning the area between the exit and entrance ramps in all directions) which included two fatalities and 5 injuries. The average daily traffic entering this interchange is 181,545 with a crash rate of 1.746 (the ratio of the number of crashes to the number of vehicles entering an interchange) and severity index of 1.071.

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2025	NHS	\$320,000	\$80,000	\$400,000
Total			\$320,000	\$80,000	\$400,000

Sponsor Agency: KYTC

Project Name: I-65

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3080	5-578.00	2026	Bullitt	\$1,080,000	67

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Expand truck parking at I-65 SB welcome center.

Justification:

Increased freight volume and changes in regulation for freight movement have created a critical need for parking and staging areas. The project is intended to provide additional truck parking for those vehicles using I-65.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	NHS	\$864,000	\$216,000	\$1,080,000
Total			\$864,000	\$216,000	\$1,080,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: I-65

KIPDA ID: 3081	State ID/DES #: 5-575.00	Open to Public: 2029	County/Counties: Bullitt, Jefferson	Project Cost: \$43,500,000	Project Score: 104
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Improve safety, reduce congestion and address condition of PCC pavement on I-65 from Exit 121/KY 1526 to Exit 125/I-265 (MP 120.88 to 124.00).

Justification:

The combination of heavy traffic volumes, poor pavement condition, traffic impacts associated with incidents, and limited capacity along alternate routes creates operational issues for traffic flow and compromises safe and reliable interstate operations. A more efficient interstate system is necessary to accommodate the existing and future truck and automobile traffic projected for this high growth area. The purpose of the project is to reduce congestion, enhance existing connectivity, and improve travel time reliability along I-65 from Preston Highway (KY 61) in Lebanon Junction to the Gene Snyder Freeway (I-265) in Louisville.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	NHS	\$2,800,000	\$700,000	\$3,500,000
Total			\$2,800,000	\$700,000	\$3,500,000

Sponsor Agency: KYTC

Project Name: I-65

KIPDA ID: 3385	State ID/DES #: 5-80332.00	Open to Public: 2034	County/Counties: Jefferson	Project Cost: \$25,610,000	Project Score: 98
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AQ Analysis Status: Exempt	Parent Project: 2121	Group ID:
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Project Description:

Improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange.

Justification:

The project is intended to improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange. The I-65/I-264 interchange was ranked as the highest crash interchange in the KIPDA MPA area (KY portion). From 2009 to 2011, there were 1,056 crashes within the interchange that included six fatalities and forty injuries. The average daily traffic entering this interchange is 337,350 with a crash rate of 2.859 and severity index of 1.138. 2019-23 KAB LOSS is 3.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	NHS	\$800,000	\$200,000	\$1,000,000
D	2027	NHS	\$1,600,000	\$400,000	\$2,000,000
Total			\$2,400,000	\$600,000	\$3,000,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: I-65

KIPDA ID: 3389	State ID/DES #: 5-80328.00	Open to Public: 2028	County/Countries: Jefferson	Project Cost: \$1,010,000	Project Score: N/A
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Operational and access study for I-65 corridor from I-264 (Henry Watterson Expressway) to Broadway (US 150 in Downtown Louisville (MP 131 to MP 136). (2018BOP)

Justification:

Analyses indicate that operations degrade moving into the future with larger stretches of the corridor operating at LOS E/F during peak hours. 1,194 collisions were reported along this section of I-65 between 2017 and 2019, resulting in four fatalities and 191 injuries. Much of the corridor has segments with a CCRF greater than 1.0, but only two sections show CCRF rates higher than 1.5.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	NHS	\$8,000	\$2,000	\$10,000
C	2026	NHS	\$800,000	\$200,000	\$1,000,000
Total			\$808,000	\$202,000	\$1,010,000

Sponsor Agency: KYTC

Project Name: I-71

KIPDA ID: 1478	State ID/DES #: 5-48.10, 5-48.11	Open to Public: 2029	County/Countries: Jefferson	Project Cost: \$37,970,000	Project Score: 126
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

6YP DESC: Addition of NB and SB auxiliary lanes on I-71 near Kennedy, including operations improvements to the Zorn interchange (2004BOPC).

CHAF DESC: Improve safety and reduce congestion on I-71 from I-64 near the Kennedy interchange to Zorn Avenue.

CHAF ID: IP20150266.

Justification:

CHAF Purpose: Addition of NB and SB auxiliary lanes on I-71 near Kennedy, including operations improvements to the Zorn interchange (2004BOPC). Improve safety and reduce congestion on I-71 from I-64 near the Kennedy interchange to Zorn Avenue.

CHAF Need: This project is needed because of a higher than average crash rate, inadequate current and future capacity, and roadway deficiencies on I-71 from I-64 near the Kennedy interchange to Zorn Avenue. The critical crash rate factor (CCRF) in this 2 mile section is 2.791 as analyzed in the I-71 Study. The percentage truck traffic is 7% with multiple major traffic and freight generators as noted in the I-71 Study. The 2038 anticipated truck percent growth rate is 2.8%. This section of I-71 has a LOS F and volume to capacity ratio of 1.02. Shoulder width deficiencies and functionally obsolete culverts also exist within these milepoints.

Phase	Year	Funding Category	Federal	State/Local	Total
U	2025	NHS	\$140,000	\$35,000	\$175,000
C	2026	NHS	\$4,000,000	\$1,000,000	\$5,000,000
C	2027	NHS	\$12,064,000	\$3,016,000	\$15,080,000
C	2028	NHS	\$12,000,000	\$3,000,000	\$15,000,000
Total			\$28,204,000	\$7,051,000	\$35,255,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: I-71

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2604	5-483.10	2029	Oldham	\$77,200,000	109

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Widen I-71 from four to six lanes from KY 329 (MP 14.1) to KY 393 (MP 18.0). (16CCN). Project length is 3.9 miles.

CHAF DESC: Widen I-71 from four to six lanes from KY 329 (MP 14.1) to KY 393 (MP 18.0). (16CCN) CHAF ID: IP20160192.

Additional Considerations: Widen I-71 from 4 to 6 lanes from KY 329 to KY 393.

Justification:

The Purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through traffic on I-71, as well as local users traveling to and from the Louisville Metro and Crestwood/Buckner areas.

CHAF Need: The Needs being addressed by the proposed I-71 project are based on the following facts: Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was near 56,600 vehicles per day (vpd). In 2015, the traffic volume has increased to approx. 61,900 vpd. By 2040, those numbers are forecasted to increase to around 80,000 vpd. Traffic projections illustrate continued growth in traffic volumes. This forecast takes into account the recent opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-265 in Indiana. I-71 has roadway deficiencies and poor traffic operational characteristics. The life span of the pavement surface and bridges warrant they be replaced within the foreseeable future, regardless of the transportation demands; the clear zones along with the inside shoulder width are less than desirable. Driver crash rates are notably high along this section of I-71. increase to around 80,000 vpd.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	NHS	\$1,520,000	\$380,000	\$1,900,000
U	2025	NHS	\$1,440,000	\$360,000	\$1,800,000
C	2026	NHS	\$16,000,000	\$4,000,000	\$20,000,000
C	2027	NHS	\$40,000,000	\$10,000,000	\$50,000,000
Total			\$58,960,000	\$14,740,000	\$73,700,000

Sponsor Agency: KYTC

Project Name: I-71

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2611	5-557.00	2034	Jefferson	\$220,734,000	111

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Improve safety and reduce congestion on I-71 from I-264 to I-265, including the following sound barrier walls. A sound barrier wall on the north side of I-71 from MP. 7.5 to MP 8.7 for approximately 6,400 feet. A sound barrier wall on I-71 N from near Glenview Avenue to just north of Lime Kiln overpass for approximately 2,700 feet.

Justification:

Increase safety for all users. Manage and reduce roadway congestion where appropriate. Ensure timely and efficient movement of freight within, departing, and entering the region.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2027	NHS	\$3,200,000	\$800,000	\$4,000,000
Total			\$3,200,000	\$800,000	\$4,000,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: I-71

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2612	5-80005.00	2027	Oldham	\$10,430,000	107

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Improve the interchange of I-71 and KY 329.

CHAF ID: IP20080244.

Additional Consideration: Project will evaluate: signaling SB I-71 on and off ramps; adding left turn lane on KY 329 for left turns onto SB I-71 ramp; multi-use path along KY 329; and various sight distance improvements.

Justification:

Improve safety and reduce congestion at the I-71/KY 329 interchange. This project is needed because of a high amount of crashes and limited sight distance that exists at the I-71 ramps at KY 329. Additionally, the capacity of KY 329 is inadequate to handle current traffic volumes during peak hours.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	NHS	\$296,000	\$74,000	\$370,000
ROW	2026	NHS	\$768,000	\$192,000	\$960,000
U	2026	NHS	\$720,000	\$180,000	\$900,000
C	2026	NHS	\$3,200,000	\$800,000	\$4,000,000
C	2027	NHS	\$3,360,000	\$840,000	\$4,200,000
Total			\$8,344,000	\$2,086,000	\$10,430,000

Sponsor Agency: KYTC

Project Name: I-71

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2788		2029	Oldham	\$71,300,000	106

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Widen I-71 from four to six lanes from KY 393 (MP 18.0) to KY 53 (MP 22.4). (16CCN) CHAF ID: IP20160193.

Justification:

The purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through

The needs being addressed by the proposed I-71 project are based on the following facts: Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was approximately 56,600.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	NHS	\$1,840,000	\$460,000	\$2,300,000
U	2025	NHS	\$800,000	\$200,000	\$1,000,000
Total			\$2,640,000	\$660,000	\$3,300,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: I-71

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2917	5-552.00	2033	Oldham	\$64,000,000	72

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Improve safety and reduce congestion on I-71 from KY 53 to KY 153 (improvements may include additional travel lanes).

KIPDA Note: The project limits are from MP 22.033 to MP 24.727 (Oldham/Henry County Line) in Oldham County and from MP 24.727 to MP 28.00, outside the MPA, in Henry County.

Justification:

This project is necessary because of a higher than average crash rate compared to similar roadway segments, as well as a large amount of truck traffic on I-71 from KY 53 in Oldham County to KY 153 in Henry County. The percent of injury crashes along this section of I-71 is 30% in Oldham County and 17.5% in Henry County, which exceeds the Interstate average as referenced in the March 2014 I-71 Study of 17.4%. The percent of fatal crashes of 1.4% in Oldham County exceeds the Interstate average of 0.47% cited in the study. The critical crash rate factor (CCRF) on this section in Henry County was 1.033 in 2013. The truck percentage in 2013 was 25% with a 2038 truck percent growth rate of 1.4%/yr projected by the study. There are major traffic and truck generators near MP 22.0. Deficiencies include inside shoulder widths and sag curves.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2027	NHS	\$4,480,000	\$1,120,000	\$5,600,000
Total			\$4,480,000	\$1,120,000	\$5,600,000

Sponsor Agency: KYTC

Project Name: KY 1065

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
436	5-80203.00	2032	Jefferson	\$35,430,000	129

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Improve safety and reduce congestion on KY 1065 (Outer Loop) from I-65 to KY 2052 (Shepherdsville Road). Project will evaluate the addition of one travel lane in each direction and consider accommodations for bicyclists and pedestrians. CHAF IP20080211.

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. KY 1065 from MP 4.930 to MP 7.655 (from I-65 to KY 2052) is located in south-central Jefferson County. Surrounding land use is primarily medium density commercial with some residential uses. These adequacy rating data suggest high crash potential, rough pavement condition and congestion may become an issue should the area to the south continue to develop at the current rate it is now. Additional commercial development has been planned along this corridor.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	STBG-ST	\$1,744,000	\$436,000	\$2,180,000
ROW	2028	STBG-ST	\$2,616,000	\$654,000	\$3,270,000
Total			\$4,360,000	\$1,090,000	\$5,450,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 1065

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
453		2031	Jefferson	\$2,075,000	109

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Improve safety and reduce congestion at the KY 1065 and KY 61 intersection. Project will consider adding a right turn lane on westbound KY 1065 (Outer Loop) at KY 61 (Preston Highway). CHAF IP20080120.

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality. There is currently insufficient right turn capacity on westbound Outer Loop approaching KY 61. The intersection has had a total of 98 crashes between 5/1/2011 and 4/30/2016, including 44 injuries and one fatality. The highest crash types are angle (44) and real end (43). It is ranked the #5 for crash amount in Jefferson County.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	SPP	\$0	\$200,000	\$200,000
ROW	2028	SPP	\$0	\$240,000	\$240,000
U	2028	SPP	\$0	\$240,000	\$240,000
Total			\$0	\$680,000	\$680,000

Sponsor Agency: KYTC

Project Name: KY 1450

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2966	5-80101.00	2031	Bullitt	\$10,565,000	112

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Improve safety and reduce congestion on KY 1450 (Blue Lick Road) between the intersection with KY 1526 (John Harper Way) and CR 1512A (Jeffie Lane). (2020CCN) Project may consider addition of a two-way left turn lane.

Justification:

The following needs have been identified for this section of KY 1450, generally as a result of significant commercial and residential growth in the area: 1) To improve capacity, 2) To provide an improved highway that meets current safety design standards, 3) To enhance network connections, 4) To increase freight capacity, 5) To address recent and planned growth.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SPP	\$0	\$1,130,000	\$1,130,000
ROW	2027	SPP	\$0	\$1,240,000	\$1,240,000
U	2028	SPP	\$0	\$2,490,000	\$2,490,000
Total			\$0	\$4,860,000	\$4,860,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 146

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
428		2032	Oldham	\$20,510,000	94

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Improve safety and reduce congestion on KY 146 (LaGrange Road) from KY 329B (KY 329 Bypass) to KY 393. Includes consideration of a four lane widening and bike/ped accommodations.

IP20080251.

Justification:

The purpose of this project is to improve safety and reduce congestion on KY 146 (LaGrange Road) from KY 329B (KY 329 Bypass) to KY 393. This project is needed because there are sections of KY 146 from KY 329B (KY 329 Bypass) to KY 393 that has inadequate capacity and is frequently congested during peak hours. With planned development in Oldham County, this area is expected to grow and this segment is expected to carry approximately 36,000 vehicles by the year 2030, greatly increasing congestion and the potential for crashes (OCMTP, 2003).

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2025	SPP	\$0	\$240,000	\$240,000
Total			\$0	\$240,000	\$240,000

Sponsor Agency: KYTC

Project Name: KY 146

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3379	5-80325.00	2030	Oldham	\$8,535,000	78

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Reduce congestion, improve safety, and enhance mobility on KY 146 in Buckner from KY 1817 (New Cut Road) (MP 6.81) to KY 393 (MP 7.42). Project will consider a two-way left turn lane between KY 1817 to KY 393 and bike and pedestrian facilities.

Justification:

Congestion exists in this section of KY 146, created by the presence of many intersecting roads (some at sharp approach angles) and entrances to schools and recreational facilities. Speed differentials exist with a speed limit change NB approaching KY 1817 from 45 mph to 35 mph, and a drop to 25 mph when school is in session. Rear-end crashes are the predominate collision type.

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2025	SPP	\$0	\$175,000	\$175,000
D	2026	SPP	\$0	\$510,000	\$510,000
ROW	2027	SPP	\$0	\$1,140,000	\$1,140,000
U	2027	SPP	\$0	\$1,130,000	\$1,130,000
Total			\$0	\$2,955,000	\$2,955,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 153I

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
411	5-80304.00	2040	Jefferson	\$35,000,000	34

AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Reconstruct KY 153I (Johnson Road) as a 2 lane road (no additional lanes) with improved geometry and a 4 to 6 foot shoulder from US 60 (Shelbyville Road) to Aiken Road.

Justification:

Johnson Road and its surrounding roads of Aiken Road and Shelbyville Road have been several subdivisions/growth within the last few years. With the added traffic along Johnson Road, the better alignment in various locations along and added shoulders will increase safety amount the traveling public.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SPP	\$0	\$930,000	\$930,000
ROW	2027	SPP	\$0	\$470,000	\$470,000
U	2027	SPP	\$0	\$240,000	\$240,000
Total			\$0	\$1,640,000	\$1,640,000

Sponsor Agency: KYTC

Project Name: KY 155

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
956	5-8908.00	2029	Jefferson	\$25,251,000	48

AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Improve safety, mobility for all modes, and provide better access along KY 155 from KY 148 to I-265 near Pope Lick Park. Project may consider widening up to 4 travel lanes with a two-way center turn lane and consider bicycle and pedestrian facilities. CHAF ID: IP20080202. Formerly described as: Widen Taylorsville Road to 3 lanes from I-265 to KY 148. (18CCN).

Justification:

Improve safety, mobility for all modes, and provide better access along KY 155 from KY 148 to I-265 near Pope Lick Park. The Critical Rate Factor for this section of KY 155 is 1.192 for the years 2012 to 2016. The KIPDA MPO TAZ data shows a 1.6% projected future population and employment growth in the project area. Commuters use this route to get to and from Shelby and Spencer counties.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2026	STPF	\$4,000,000	\$1,000,000	\$5,000,000
C	2027	STPF	\$12,960,800	\$3,240,200	\$16,201,000
Total			\$16,960,800	\$4,240,200	\$21,201,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 155

KIPDA ID: 3371	State ID/DES #: 5-8954.10	Open to Public: 2031	County/Countries: Jefferson	Project Cost: \$35,149,000	Project Score: 51
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AQ Analysis Status: Non-Exempt	Parent Project: 2919	Group ID:
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Project Description:

Improve safety and traffic operations on KY 155 from MP 2.000 in Spencer County to Floyds Fork in Jefferson County (total length 6.247 miles)

(Portion of 5-8954.00). CHAF ID IP20230128

Justification:

Project is intended to improve safety and traffic operations on KY 155 from south of Plum Creek in Spencer County to Floyds Fork in Jefferson County. The current 2-lane roadway has limited capacity, and ADT is projected to increase at a rate significantly higher than average. Project also seeks to reduce the number of crashes along the corridor by providing safer access and additional passing opportunities.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	STPF	\$1,600,000	\$400,000	\$2,000,000
D	2027	STPF	\$2,571,200	\$642,800	\$3,214,000
U	2028	STPF	\$6,780,000	\$1,695,000	\$8,475,000
C	2028	STPF	\$17,168,000	\$4,292,000	\$21,460,000
Total			\$28,119,200	\$7,029,800	\$35,149,000

Sponsor Agency: KYTC

Project Name: KY 1747

KIPDA ID: 3382	State ID/DES #: 5-555.00	Open to Public: 2032	County/Countries: Jefferson	Project Cost: \$90,100,000	Project Score: 144
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Reduce congestion and improve safety along KY 1747 (Hurstbourne Parkway) from Stong Brook Drive to I-64.

Justification:

Intersections with KY 155, Bunsen Parkway, and Bluegrass Parkway/I-64 eastbound off-ramps (Exit 15A) operate at LOS E or F during peak hours. Most intersections along the study corridor have individual turn movements operating at LOS F. The Critical Rate Factor (CRF) for this section from 2012 to 2016 ranges from 3.18 to 5.01. Public input for recent Planning Study indicated lack of and need for bicycle and pedestrian accommodations, suggesting a multi-modal safety issue.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	FED	\$5,280,000	\$1,320,000	\$6,600,000
ROW	2027	FED	\$6,000,000	\$1,500,000	\$7,500,000
U	2027	FED	\$7,200,000	\$1,800,000	\$9,000,000
Total			\$18,480,000	\$4,620,000	\$23,100,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 1819

KIPDA ID: 1819	State ID/DES #: 5-8203.00	Open to Public: 2029	County/Countries: Jefferson	Project Cost: \$13,125,498	Project Score: 35
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CC)

Justification:

Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CCR). Limited right-of-way and narrow shoulders (three feet or less) exists along the length of the corridor. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Billtown Road, with the exception of the Ruckriegel Parkway intersection (which is expected to increase by 8.0% per year). The entire corridor operated at LOS E in 2006 and 2010.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SPP	\$0	\$200,000	\$200,000
C	2025	HGC	\$0	\$3,550,498	\$3,550,498
U	2026	SPP	\$0	\$1,535,000	\$1,535,000
Total			\$0	\$5,285,498	\$5,285,498

Sponsor Agency: KYTC

Project Name: KY 1819 from Bluegrass Parkway to Blankenbaker Parkway

KIPDA ID: 3305	State ID/DES #: 5-80258.00	Open to Public: 2031	County/Countries: Jefferson	Project Cost: \$8,935,000	Project Score: 41
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AQ Analysis Status: Exempt	Parent Project: 233	Group ID:
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Project Description:

Reconstruct and widen Watterson Trail from Bluegrass Parkway to Blankenbaker Parkway (KY 913) (2022CCN).

Justification:

Improve safety and mobility. Existing traffic volumes have exceeded the roadway's capacity and future traffic volumes are predicted to increase significantly. In addition, the intersections have less than desirable sight distance and turn radii. The Critical Rate Factors on sections of this roadway are above 0.60 (2012 to 2016).

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SPP	\$0	\$200,000	\$200,000
U	2026	SPP	\$0	\$535,000	\$535,000
U	2027	SPP	\$0	\$1,000,000	\$1,000,000
C	2027	SPP	\$0	\$7,200,000	\$7,200,000
Total			\$0	\$8,935,000	\$8,935,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 1819 from Bluegrass Parkway to Plantside Drive

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3372	5-373.20	2029	Jefferson	\$8,895,000	91

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt	233	

Project Description:

Reconstruct and widen KY 1819 (Watterson Trail) - Plantside Drive to Bluegrass Parkway.

Justification:

This section of Watterson Trail has many vertical curves that do not meet minimum sight distance criteria for the design speed of the road. Existing traffic volumes have exceeded the roadway's capacity and future traffic volumes are predicted to increase significantly. Several intersections have less-than-desirable radii. Critical Rate Factors were above 0.60 (2012-2016) and the current KAB LOSS is 2.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SPP	\$0	\$200,000	\$200,000
U	2025	SPP	\$0	\$1,795,000	\$1,795,000
C	2027	SPP	\$0	\$6,900,000	\$6,900,000
Total			\$0	\$8,895,000	\$8,895,000

Sponsor Agency: KYTC

Project Name: KY 1865

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3386	5-80352.00	2032	Jefferson	\$81,000,000	111

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Safety improvements on KY 1865 (New Cut Road)/Taylor Boulevard from MP 0.5 (just south of Old New Cut Road) to MP 5.766 (just north of the I-264 ramp).

Justification:

Route is part of Louisville Metro's High Injury Network under their Vision Zero Safety Program. The routes identified in Louisville's High Injury Network will guide the city's Safer Roads strategy, in support of Louisville's vision to eliminate roadway deaths on surface streets by 2050.

This project strives to implement safety improvements for all users along the KY 1865/New Cut Road corridor consistent with Metro's 2024 KY 1865 New Cut Road/Taylor Blvd Safety Study.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	NHS	\$800,000	\$200,000	\$1,000,000
D	2027	NHS	\$1,600,000	\$400,000	\$2,000,000
ROW	2027	NHS	\$7,200,000	\$1,800,000	\$9,000,000
U	2028	NHS	\$6,400,000	\$1,600,000	\$8,000,000
Total			\$16,000,000	\$4,000,000	\$20,000,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 1931

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
128	5-323.01	2027	Jefferson	\$36,190,000	116

AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Widen Greenwood Road from Greenbelt Highway to Dixie Highway (US 31W) (3-lane improvement) from MP 0.54 to MP 3.148.

Justification:

Widen Greenwood Road from Greenbelt Highway to Dixie Highway (US 31W) (3-lane improvement) from MP 0.54 to MP 3.148. (98CCR)(R-04DEOB)(04CCR)(BOP2006P)(10CCR)(12CCR).

Accident data for the last five years show that there have been close to 300 accidents, with an additional 95 accidents involving injuries. Cyclists and pedestrians have few accommodations.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	HGC	\$0	\$7,000,000	\$7,000,000
C	2026	HGC	\$0	\$7,680,000	\$7,680,000
Total			\$0	\$14,680,000	\$14,680,000

Sponsor Agency: KYTC

Project Name: KY 1931

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
446	5-80204.00	2029	Jefferson	\$29,712,000	120

AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Improve safety and reduce congestion on KY 1931 (Manslick Road) from KY 1931 (St. Andrews Church Road) to I-264 (Henry Watterson Expressway). Project will evaluate 3-lane widening and consider accommodations for bicyclists and pedestrians. CHAF IP20080221.

Justification:

The purpose of the proposed KY 1931 project is to improve safety and local traffic operations along this route between Dixie Highway and I-264. Other project goals include accommodating bicyclists and pedestrians, improving emergency response time, minimizing impacts to the environment, and ensuring any improvement can handle traffic from other planned improvements. The need is expressed through above average crash rates, substandard geometric features, and congested traffic operations. Existing traffic volumes range from 11,100 to 18,200 vehicles per day, with the heavier volumes in the middle section between Palatka Road and Hazelwood Avenue. Existing volume-to-capacity ranges from 0.60 to 0.96, largely controlled by signalized intersections. Three intersections (Blanton Lane, Palatka Road, and Hazelwood Avenue) operate at an unacceptable LOS (E or F) during the AM or PM peak hour. The segment of the corridor between Arnoldtown Road and Blanton Lane has the highest crash frequencies; in four years, 65 total reported crashes occurred. This equates to a Critical Rate Factor of 1.92, indicating crashes are happening more often than can be attributed to random occurrence. The entire corridor south of Hazelwood Avenue exhibit CRFs over 1.00. A review of existing plans and where necessary, field observations, identified a deficient horizontal curve, several deficient vertical curves that limit headlight sight distance, and several sections where the cross-section does not meet current standards.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	SPP	\$0	\$632,550	\$632,550
U	2025	SPP	\$0	\$11,559,000	\$11,559,000
C	2026	SPP	\$0	\$10,270,000	\$10,270,000
Total			\$0	\$22,461,550	\$22,461,550

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 1931

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2147	5-8810.00	2028	Jefferson	\$13,365,000	98

AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Three lane widening along KY 1931 from the Doss High School entrance to Palatka Road, including intersection improvements with Palatka Road and turn lanes.

Justification:

Improve safety and local traffic operations along KY 1931 (Saint Andrews Church Road) between Doss High School/Trunnell Elementary and KY 1142 (Palatka Road). This project is needed because KY 1931 (Saint Andrews Church Road) between Doss High School/Trunnell Elementary and KY 1142 (Palatka Road) experiences frequent congestion during peak hours and needs significant improvements in safety and local traffic operations. There are above average crash rates, substandard geometric features, and traffic is expected to continue to increase along this stretch of roadway.

Phase	Year	Funding Category	Federal	State/Local	Total
U	2025	HGC	\$0	\$4,680,000	\$4,680,000
C	2026	HGC	\$0	\$5,415,000	\$5,415,000
Total			\$0	\$10,095,000	\$10,095,000

Sponsor Agency: KYTC

Project Name: KY 1931

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2214	5-536.00	2027	Jefferson	\$24,640,000	122

AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Widen KY 1931 (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 commercial and residential uses abut this segment.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	STBG-MPO	\$1,220,000	\$305,000	\$1,525,000
C	2025	STBG-MPO	\$10,780,000	\$2,695,000	\$13,475,000
Total			\$12,000,000	\$3,000,000	\$15,000,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 1932

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
213	5-531.00	2026	Jefferson	\$6,118,250	106

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Improve the safety and congestion of KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). Approximately 1.07 miles (2014BOP).

Justification:

CHAF Purpose: The purpose of the Chenoweth Lane project - from the CSX railroad (just north of Shelbyville Road) to Brownsboro Road is to 1) Improve sight distance and safety for all users, 2) Improve drainage along the corridor and 3) Improve pedestrian safety and mobility.

CHAF Need: The needs stem from a higher than average crash rate in the southern section, pedestrian strike history, sight distance obstructions, obstructions in the clear zones, inadequate drainage in the corridor, substandard shoulders, and narrow (east side) and incomplete (west side) sidewalks that do not meet Americans with Disabilities Act of 1990 (ADA) compliance.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-MPO	\$2,576,000	\$644,000	\$3,220,000
Total			\$2,576,000	\$644,000	\$3,220,000

Sponsor Agency: KYTC

Project Name: KY 1934

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3384	5-80341.00	2035	Jefferson	\$34,630,000	121

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Improve safety, reduce congestion, and enhance mobility along the KY 1934 (Greenbelt Highway)/Cane Run Road) corridor from the KY 841/KY 1934 interchange to Ralph Avenue (MP 0.0-MP 10.081).

Justification:

AADT varies from 7,600 vpd at the southern terminus of KY 1934 at US 31W (Dixie Highway) to 47,000 at the interchange with I-264 near the northern end of the corridor.

KABCO LOSS for the overall extent of the corridor is 3. However, when broken into segments due to change in cross-section, three out of the four sections had a KAB LOSS of 4.

There are only a few short sections of unconnected sidewalk along the Greenbelt portion of the route. Sidewalk generally exists on both sides of all sections of Cane Run Road to just south of Terry Road.

TARC Route 19 services much of the corridor, with limited schedules and circulation through the Riverport area.

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2025	SPP	\$0	\$400,000	\$400,000
Total			\$0	\$400,000	\$400,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 2050

KIPDA ID: 3069	State ID/DES #: 5-80200.00	Open to Public: 2028	County/Countries: Jefferson	Project Cost: \$3,359,000	Project Score: 123
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AQ Analysis Status: Exempt	Parent Project: 2114	Group ID:
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Project 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:

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.

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. 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.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	STBG-MPO	\$44,000	\$11,000	\$55,000
ROW	2025	SPP	\$0	\$55,000	\$55,000
U	2026	STBG-MPO	\$128,000	\$32,000	\$160,000
U	2026	SPP	\$0	\$160,000	\$160,000
C	2027	STBG-MPO	\$1,728,000	\$432,000	\$2,160,000
Total			\$1,900,000	\$690,000	\$2,590,000

Sponsor Agency: KYTC

Project Name: KY 2053

KIPDA ID: 2148	State ID/DES #: 5-8205.10	Open to Public: 2032	County/Countries: Jefferson	Project Cost: \$28,375,000	Project Score: 92
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

CHAF: Improve Mt. Washington Road from Preston Highway to Penn Run Creek Bridge. (10CCN)(12CCR). Same as 5-8611.00 Section 1 - Current project design is 3-lane widening with two way center turn lane. CHAF ID: IP20150290.

Justification:

CHAF Purpose: The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality.

CHAF Need: The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2026	SPP	\$0	\$1,000,000	\$1,000,000
ROW	2027	SPP	\$0	\$2,500,000	\$2,500,000
U	2027	SPP	\$0	\$7,200,000	\$7,200,000
Total			\$0	\$10,700,000	\$10,700,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 2054

KIPDA ID: 3381	State ID/DES #: 5-9048.00	Open to Public: 2025	County/Countries: Jefferson	Project Cost: \$3,000,000	Project Score: 147
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Resurfacing Algonquin Parkway BMP 0 at I-264 underpass to EMP 3.299 at Winkler Avenue. Includes signing, striping and installation of bike lanes and cross walk improvements. Also rebuilding of up to 5 intersection signals.

Justification:

Increase road safety for pedestrian and bicyclists.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	HSIP-ST	\$2,700,000	\$300,000	\$3,000,000
Total			\$2,700,000	\$300,000	\$3,000,000

Sponsor Agency: KYTC

Project Name: KY 22

KIPDA ID: 412	State ID/DES #:	Open to Public: 2031	County/Countries: Jefferson	Project Cost: \$5,600,000	Project Score: 106
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Improve safety and reduce congestion on KY 22 from just east of Murphy Lane to Haunz Lane. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities. CHAF IP20110072.

Justification:

The purpose of this project is to Improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329. This project is needed because the crash rate is high (particularly at the end of the project near KY 329), multiple roadway deficiencies exist, and projected growth results in inadequate capacity on KY 22 from Haunz Lane to KY 329. Roadway deficiencies include horizontal curves and numerous vertical curves. Continued development in the area along this corridor will contribute to congestion issues in the future.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SPP	\$0	\$600,000	\$600,000
ROW	2025	SPP	\$0	\$400,000	\$400,000
U	2025	SPP	\$0	\$600,000	\$600,000
C	2027	SPP	\$0	\$4,000,000	\$4,000,000
Total			\$0	\$5,600,000	\$5,600,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 245

KIPDA ID: 1790	State ID/DES #: 5-8509.00	Open to Public: 2028	County/Countries: Bullitt	Project Cost: \$20,453,500	Project Score: 81
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Widen KY 245 from Bernheim Forest to the Community College. (08CCN)(10CCR)(14CCR)(16CCR) From Milepoint 4.425 to Milepoint 6.415. CHAF ID IP20150316.

Additional Considerations: Four lanes, plus turn bays are assumed from the SB I-65 Ramps to a point approximately 1.7 miles E of the I-65 Interchange.

Justification:

The purpose of the KY 245 Widening Project is to provide an improved transportation facility to meet the additional traffic demand forecasted to occur and accommodate any existing or future developments, and/or tourist destinations along the corridor. KY 245 leading southward from its interchange with I-65 is the major link between I-65 and the City of Bardstown and the western entrance to the Kentucky Bourbon Trail. The area has significant institutions and tourist destinations near the interchange that attracts local traffic, visitors and travelers along I-65. Among the most important attractions are the Bernheim Arboretum, Jim Beam Distillery, The Boy Scout Camp, Bernheim Middle School and the Bullitt County Fairgrounds which hosts many events during the year. Currently the roadway is a two lane minor rural arterial. Traffic volumes increased from 9,520 ADT in 1991 to 12,800 ADT in 2007 and it is projected to grow to 17,200 ADT in 2034. A proposed Hotel development is planned on the North side of KY 245 next to I-65 interchange, which will increase current volumes. Local officials indicated the need to improve access to local institutions expected to enhance tourism and economic development. The proposed road is expected to provide a safe and efficient facility, help address future traffic demand, and generate an entry way that integrates businesses and natural areas creating a major tourist center.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	HGC	\$0	\$13,140,000	\$13,140,000
Total			\$0	\$13,140,000	\$13,140,000

Sponsor Agency: KYTC

Project Name: KY 3082

KIPDA ID: 3398	State ID/DES #: 5-80353.00	Open to Public: 2026	County/Countries: Jefferson	Project Cost: \$300,000	Project Score: N/A
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2675 - Roadway & Bridge Preservation & Rehabilitation - Kentucky
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Project Description:

Planning study for improvements to KY 3082 (Bank Street), MP 0.0 to 1.538.

Justification:

Bank Street serves as a one-way couplet with KY 3064 (Portland Avenue). Two-way conversion modeling has shown slightly decreased travel speeds and negligible to moderate increases in travel time. CDAT LOSS: KAB - 3; CO - 3

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2025	SPP	\$0	\$300,000	\$300,000
Total			\$0	\$300,000	\$300,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 3222

KIPDA ID: 3400	State ID/DES #: 5-80330.00	Open to Public: 2026	County/Countries: Jefferson, Oldham	Project Cost: \$200,000	Project Score: N/A
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2679 - Safety Improvements - Kentucky
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Project Description:

Safety analysis of KY 3222 (Rose Island Road) beginning in Jefferson County from milepoint 0.0 to 1.0 and Oldham County from 0.0 to 3.1 (intersection of KY 1793).

Justification:

CDAT LOSS: Jefferson KAB - 4; CO - 3; Oldham KAB - 3 ; CO - 2

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2025	SPP	\$0	\$200,000	\$200,000
Total			\$0	\$200,000	\$200,000

Sponsor Agency: KYTC

Project Name: KY 329

KIPDA ID: 3041	State ID/DES #: 5-477.00	Open to Public: 2028	County/Countries: Oldham	Project Cost: \$1,230,000	Project Score: 87
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2679 - Safety Improvements - Kentucky
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Project Description:

Railroad crossing safety project on KY 329 in Crestwood.

Justification:

Existing KY 329 (Railroad Avenue) crosses CSX Railroad just north of the intersection with KY 146 in Crestwood. The geometry of the rail crossing causes tractor-trailers and other long wheelbase vehicle to become hung-up and stranded on the active railroad facility. Vehicles must be removed with assistance from an emergency recovery vehicle. CSX records showed at least 170 unique incidents where trucks became stuck at the KY 329 crossing between January 2016 and January 2021. Various options to alleviate the situation will be explored in the project design process.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SPP	\$0	\$90,000	\$90,000
ROW	2025	SPP	\$0	\$120,000	\$120,000
U	2025	SPP	\$0	\$150,000	\$150,000
C	2026	SPP	\$0	\$870,000	\$870,000
Total			\$0	\$1,230,000	\$1,230,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 393

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
147	5-234.00	2028	Oldham	\$48,805,000	99

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

KY 393 reconstruction from 140 feet south of railroad crossing (CSX) extending northwest towards KY 146 ending at Station 12+00 (Design under 5-230.00). (Construction Seq.#2). IP20160227.

Justification:

The primary purpose of the proposed project is to improve traffic flow and correct safety deficiencies through reconstruction and realignment of the existing facility, including construction of an underpass to replace the at-grade crossing of the CSX Railroad paralleling KY 146. The proposed improvements will accommodate the predicted increase in traffic volumes, reduce accident potentials, upgrade connections with I-71, and improve traffic service and safety for the large Oldham County school complex along the west side of existing KY 393 at KY 146.

The project will correct identified traffic problems associated with existing design deficiencies, sight distance, grades and curves, train/automobile conflicts, school complex ingress and egress, emergency service demands, travel safety, travel time, and convenience. An improved facility is needed because of the route's importance in the local and regional transportation network and the necessity for improving system connectivity and travel conditions for school buses, emergency services, farm equipment, commercial vehicles, and local public access.

Phase	Year	Funding Category	Federal	State/Local	Total
U	2025	STPF	\$2,612,000	\$653,000	\$3,265,000
C	2025	STPF	\$7,200,000	\$1,800,000	\$9,000,000
C	2027	STPF	\$9,856,000	\$2,464,000	\$12,320,000
Total			\$19,668,000	\$4,917,000	\$24,585,000

Sponsor Agency: KYTC

Project Name: KY 44

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
417	5-150.00	2027	Bullitt	\$43,568,000	122

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

CHAF: Section 1 -I from I-65 to Chimney Rock Drive (06CNN).

CHAF ID: IP20150318.

Additional Considerations: Propose 2 added lanes per CHAF database.

Justification:

CHAF Purpose: The purpose of this project is to reduce congestion, improve safety and provide for better emergency vehicle access. This project would provide improved connectivity between the cities of Mt. Washington and Shepherdsville.

CHAF Need: From the approved design executive summary (DES) completed in 2012 for the 2030 No-Build Analysis this segment has a Critical Rate Factor (CRF) of 1.9, a volume to capacity ration (V/C) of 1.83 and level of service (LOS) of F. Pedestrian facilities currently terminate at Lees Valley Road.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SPP	\$0	\$2,080,000	\$2,080,000
ROW	2026	SPP	\$0	\$7,640,000	\$7,640,000
Total			\$0	\$9,720,000	\$9,720,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 44

KIPDA ID: 2613	State ID/DES #: 5-150.50	Open to Public: 2030	County/Countries: Bullitt	Project Cost: \$5,093,000	Project Score: 125
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Section 5 - From US 31EX to US 31E Bypass. (2008BOPC). Project length is 0.45 miles. IP20150201.

Justification:

The purpose of the KY 44 project is to reduce congestion, improve safety and provide for better emergency vehicle access.

The 3/2012 DES (5-150.01 in Attachments) for the KY 44 corridor cited a CRF of 2.3 for this segment and projected a 2030 V/C of 1.73 and a LOS of F in the No-Build Alternative. This project would provide improved connectivity between the cities of Mt. Washington and Shepherdsville.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	SPP	\$0	\$1,630,000	\$1,630,000
U	2026	SPP	\$0	\$580,000	\$580,000
C	2027	SPP	\$0	\$883,000	\$883,000
C	2028	SPP	\$0	\$1,000,000	\$1,000,000
Total			\$0	\$4,093,000	\$4,093,000

Sponsor Agency: KYTC

Project Name: KY 44

KIPDA ID: 2918	State ID/DES #: 5-80103.00	Open to Public: 2031	County/Countries: Bullitt	Project Cost: \$28,200,000	Project Score: 124
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Reconstruct KY 44 from Bogard Lane to Armstrong Lane (2020CCN). Improvements may include additional travel lanes and a continuous center turn lane.

Justification:

The project is intended to reduce congestion and improve safety on KY 44 from Bogard Lane to Armstrong Lane. Project will consider five lane widening and bike/ped accommodations. This project is needed because the capacity of KY 44 does not adequately accommodate existing or future traffic volumes. In addition, the existing roadway exhibits a higher than average crash rate due to the volume of traffic.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SPP	\$0	\$2,300,000	\$2,300,000
ROW	2027	SPP	\$0	\$4,700,000	\$4,700,000
U	2027	SPP	\$0	\$6,600,000	\$6,600,000
Total			\$0	\$13,600,000	\$13,600,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 53

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
2605	5-8852.00	2029	Oldham	\$39,400,000	97

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Improve KY 53 from Zhale Smith Road to KY 22 (Total 3.2 miles). (I4CCN). Project length is 2.617 miles. CHAF ID: IP20150414.

Additional Considerations: Project will evaluate 3 lane section from Zhale Smith Road to KY 22.

Justification:

The purpose of this project is to improve safety and reduce congestion on KY 53 from Zhale Smith Road to KY 22. This project is needed because continued development in this area and south along KY 53 from Zhale Smith Road to KY 22 will contribute to congestion issues in the future. This route is also highly traveled by local commuters to gain access to I-71.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	SPP	\$0	\$1,700,000	\$1,700,000
U	2026	SPP	\$0	\$700,000	\$700,000
C	2027	SPP	\$0	\$35,000,000	\$35,000,000
Total			\$0	\$37,400,000	\$37,400,000

Sponsor Agency: KYTC

Project Name: KY 53/I-71 to Zhale Smith Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
418		2030	Oldham	\$20,170,000	115

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Improve safety and reduce congestion on KY 53 from I-71 to Zhale Smith Road. Includes consideration of a five lane widening and bike/ped accommodations.

Justification:

The purpose of this project is to improve safety and reduce congestion on KY 53 from I-71 to Zhale Smith Road. This project is needed because there are a high amount of crashes and continued development in this area and south along KY 53 is anticipated, adding to future potential congestion issues on KY 53 from I-71 to Zhale Smith Road.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	STPF	\$1,280,000	\$320,000	\$1,600,000
ROW	2027	STPF	\$656,000	\$164,000	\$820,000
U	2028	STPF	\$280,000	\$70,000	\$350,000
Total			\$2,216,000	\$554,000	\$2,770,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 61

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2780		2033	Jefferson	\$86,640,000	135

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Improve safety, reduce congestion, and improve multi-modal transportation options along KY 61 from Commerce Crossings Drive (BMP 1.395) to Briden Avenue (EMP 8.400) including the I-264 (Watterson Expressway) and I-265 (Gene Snyder Freeway) interchanges. CHAF IP20160018.

Justification:

Improve safety, reduce congestion, and improve multi-modal transportation options along KY 61 from Commerce Crossings Drive to Briden Avenue including the I-264 (Watterson Expressway) and I-265 (Gene Snyder Freeway) interchanges. The KY 61 corridor from Commerce Crossings Drive to Briden Avenue had four roadway segments ranked in the top 41 of the highest roadway crash segments in the KIPDA MPO area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. KY 61 from Blue Lick Road to Outer Loop was ranked 13th with an average daily traffic (ADT) of 31,500 and crash rate of 10.6 (crashes per million vehicle miles traveled). KY 61 from Fern Valley Road to East Indian Trail was ranked 19th with an ADT of 28,100 and crash rate of 6.7. KY 61 from Gilmore Lane to Grade Lane was ranked 39th with an ADT of 27,300 and crash rate of 5.3. KY 61 from Outer Loop to McCawley Road was ranked 41st with an ADT of 24,500 and crash rate of 7.5.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	NHS	\$1,200,000	\$300,000	\$1,500,000
D	2027	NHS	\$4,000,000	\$1,000,000	\$5,000,000
ROW	2028	NHS	\$5,048,000	\$1,262,000	\$6,310,000
Total			\$10,248,000	\$2,562,000	\$12,810,000

Sponsor Agency: KYTC

Project Name: KY 61

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3387	5-80357.00	2032	Bullitt	\$40,275,000	40

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Improve safety and reduce congestion on KY 61 from KY 245 to Plaza Park Boulevard in Lebanon Junction. Project will evaluate widening from 2 to 4 travel lanes and consider other lower impact alternatives. (MP 1.97-9.42)

Justification:

This route segment has been identified by the Legislature as a candidate for potential safety improvements and congestion reduction. 2019-2023 CDAT LOSS KAB - 3; CO - 2.

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2025	SPP	\$0	\$250,000	\$250,000
D	2027	SPP	\$0	\$8,050,000	\$8,050,000
ROW	2028	SPP	\$0	\$3,810,000	\$3,810,000
Total			\$0	\$12,110,000	\$12,110,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 61

KIPDA ID: 3388	State ID/DES #: 5-80100.00	Open to Public: 2030	County/Countries: Bullitt	Project Cost: \$23,610,000	Project Score: N/A
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Access, safety, and economic improvement study along KY 61 in Lebanon Junction from Lebanon Junction Middle School to Nelson County Line 9 (MP 0.0 to 3.7). (2020CCN)

Justification:

Improve safety and reduce congestion on KY 61 from the Nelson County Line to Lebanon Junction Elementary School. The following needs have been identified as a result of significant commercial and residential growth in southwest Bullitt County: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, 4) Increase freight capacity, 5) Serve recent and planned growth. IP20230191

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	SPP	\$0	\$4,350,000	\$4,350,000
ROW	2027	SPP	\$0	\$2,200,000	\$2,200,000
U	2028	SPP	\$0	\$2,850,000	\$2,850,000
Total			\$0	\$9,400,000	\$9,400,000

Sponsor Agency: KYTC

Project Name: KY 841

KIPDA ID: 3383	State ID/DES #: 5-80302.00	Open to Public: 2032	County/Countries: Jefferson	Project Cost: \$24,280,000	Project Score: 94
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Transportation system management improvements on US 31W from KY 841 to KY 44 in Southern Jefferson County; to include the consideration of access management and safety improvements. IP20080193

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice.

US 31W (Dixie Highway) is one of the busiest and most important transportation corridors in the region. It is frequently congested (LOS E, F found at multiple intersections), has very high total and fatal crash rates, and passes through several low- and moderate-income neighborhoods. It also hosts the region's best performing transit route, Route 18, which serves the project corridor with over 4,800 daily riders. The high transportation demand by both vehicular and transit riders results in low speeds and long delays at critical locations. The volume of vehicular traffic coupled with the presence of numerous access points and intersections contributes to congestion and safety issues.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SPP	\$0	\$200,000	\$200,000
C	2027	SPP	\$0	\$3,710,000	\$3,710,000
Total			\$0	\$3,910,000	\$3,910,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: KY 864

KIPDA ID: 1879	State ID/DES #: 5-481.00	Open to Public: 2027	County/Counties: Jefferson	Project Cost: \$30,600,000	Project Score: 92
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project 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:

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.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-MPO	\$17,288,000	\$4,322,000	\$21,610,000
Total			\$17,288,000	\$4,322,000	\$21,610,000

Sponsor Agency: KYTC

Project Name: Main Remade - Central

KIPDA ID: 3329	State ID/DES #: 9-903230	Open to Public: 2028	County/Counties: Jefferson	Project Cost: \$6,000,000	Project Score: 141
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AQ Analysis Status: Non-Exempt	Parent Project: 3325	Group ID:
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Project Description:

If feasible, this phase includes the conversion of Main Street from 1-way to 2-way between 10th Street and 2nd Street.

Justification:

Main Street is 1-way with high speeds. This project would slow vehicular traffic in the 2-way conversion area and provide a separated 2-way bike facility.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2027	HSIP-ST	\$5,400,000	\$600,000	\$6,000,000
Total			\$5,400,000	\$600,000	\$6,000,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: Main Remade - East

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3327	9-9032.10	2026	Jefferson	\$6,000,000	147

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt	3325	

Project Description:

This phase includes the conversion of Main Street from 1-way to 2-way between 22nd Street and 10th Street. It also includes resurfacing, addition of dedicated bike facilities, and intersection safety improvements.

Justification:

Main Street is 1-way with high speeds. This project will provide a smooth, consistent surface, slow vehicular traffic, and provide safer facilities for bicyclists.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	HSIP-ST	\$5,400,000	\$600,000	\$6,000,000
Total			\$5,400,000	\$600,000	\$6,000,000

Sponsor Agency: KYTC

Project Name: Main Remade - West Phase 2

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3328	9-9032.20	2026	Jefferson	\$1,000,000	123

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	3325	

Project Description:

This phase includes the installation of new signals along Main Street between 22nd Street and 10th Street. Where warranted, existing signals will be converted to all-way stop conditions.

Justification:

The existing signals, poles, and cabinets are aging. This project will provide new signal systems to improve reliability.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	HSIP-ST	\$900,000	\$100,000	\$1,000,000
Total			\$900,000	\$100,000	\$1,000,000

Sponsor Agency: KYTC

Project Name: Old Henry Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
1936	5-367.20, 5-367.21	2026	Jefferson, Oldham	\$31,744,000	77

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Extension of Old Henry Road east to Ash Avenue (KY 362) (12CCR). CHAF IP20160276.

Justification:

The purpose of this project is to provide improved access to the I-265/Old Henry Road (KY 3084) interchange for vehicles traveling from Oldham County, Shelby County, and far eastern Jefferson County. This project is needed because vehicles are using a residential street, Village Green Boulevard, to access Old Henry Road and the interchange. Roadway deficiencies include 10' lanes, 1' shoulders, and substandard geometrics.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STPF	\$5,360,000	\$1,340,000	\$6,700,000
C	2026	STPF	\$5,360,000	\$1,340,000	\$6,700,000
Total			\$10,720,000	\$2,680,000	\$13,400,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: Outer Loop, Fegenbush Lane, and Beulah Church Intersection

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
365	5-122.00	2028	Jefferson	\$15,147,430	99

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Major revision of the intersection located at the Outer Loop, Fegenbush Lane, and Beulah Church Road. Turn lane to be completed by Transportation Cabinet per agreement. (04CCN)(08CCR)(10CCR)(12CCR) CHAF IP20160080.

Justification:

The primary purpose of the project is to relieve the vehicle delay and improve safety while considering the possible residential, commercial, environmental, and historical impacts of any solution. Currently KY 1065 (Outer Loop), Fegenbush Lane, Beulah Church Road, and Watterson Trail (CR-1005H) converge within 900' of each other. The junction is controlled by two signalized intersections. Both are plagued by excessive vehicle delay during the morning and evening peak periods. The Critical Rate Factor (CRF) for this section of KY 1065 is 1.817 from 2012 to 2016.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	HGC	\$0	\$7,077,340	\$7,077,340
Total			\$0	\$7,077,340	\$7,077,340

Sponsor Agency: KYTC

Project Name: Plantside Drive

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2608	5-80003.00	2028	Jefferson	\$34,150,745	87

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Extend Plantside Drive from Rehl Road to Taylorsville Road.

Justification:

The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Mobility within designated freight corridors. The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	SPP	\$0	\$200,000	\$200,000
U	2025	SPP	\$0	\$800,000	\$800,000
C	2025	SPP	\$0	\$10,000,000	\$10,000,000
Total			\$0	\$11,000,000	\$11,000,000

Sponsor Agency: KYTC

Project Name: US 31E

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3375	5-80259.00, 5-80253.00	2027	Jefferson	\$1,500,000	93

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Right sizing and pedestrian access improvements on US 31E from MP 14.625 to MP 13.125. (2022CCN) IP20230131

Justification:

Improve safety for all users of the corridor with particular emphasis being given to the safety of the corridor's most vulnerable users: pedestrians.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SPP	\$0	\$50,000	\$50,000
C	2026	SPP	\$0	\$1,450,000	\$1,450,000
Total			\$0	\$1,500,000	\$1,500,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: US 31E

KIPDA ID: 3376	State ID/DES #: 5-9047.00	Open to Public: 2026	County/Countries: Jefferson	Project Cost: \$5,700,000	Project Score: 122
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Improvements along US 31E near interchange with I-265 from BMP 4.0 to EMP 5.4, including addition of free-flow RT lane from I-265 eastbound off-ramp. Also includes Access Management strategies and upgrading detection at signalized intersections, overhead signing and realigning Bartley Drive intersection with Southpointe Boulevard.

Justification:

To improve safety and overall operational efficiency for the travelling public.

Phase	Year	Funding Category	Federal	State/Local	Total
U	2025	HSIP-ST	\$450,000	\$50,000	\$500,000
C	2026	HSIP-ST	\$4,680,000	\$520,000	\$5,200,000
Total			\$5,130,000	\$570,000	\$5,700,000

Sponsor Agency: KYTC

Project Name: US 31E

KIPDA ID: 3377	State ID/DES #: 5-80261.00	Open to Public: 2035	County/Countries: Jefferson	Project Cost: \$151,010,000	Project Score: 109
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Reduce congestion, improve safety and enhance mobility along the US 31E (Bardstown Road) corridor from the Bullitt/Jefferson County line to KY 1065 (Beulah Church/Seatonville Road). (MP 0.0-MP 5.6). (2022CCN) IP20210178

Justification:

AADT on the route varies from 35,000 vpd near the Bullitt County Line to 48,000+ near the I-265 interchange. The portion of the route between Fairmount Road and Seatonville Road was identified by KIPDA in 2016 as operating at LOS F. That congestion is expected to expand south to Mt. Washington and north to Breckenridge Lane in a 2040 No-build scenario.

KYTC Safety Congestion Network Screening data (2016-20) reveals that 9 intersections in this segment of US 31E have an LOSS-KAB of 4. There are 6 additional locations with an LOSS-KAB of 3. There were 419 reported crashes during that time period.

TARC's Bardstown Road routes have some of the highest ridership rates in their system. Schools, shopping and other community facilities near the I-265 interchange could benefit from both transit accommodation and the enhancement of bicycle and pedestrian mobility.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	NHS	\$600,000	\$150,000	\$750,000
Total			\$600,000	\$150,000	\$750,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: US 31E

KIPDA ID: 3399	State ID/DES #: 5-80151.00	Open to Public: 2026	County/Countries: Jefferson	Project Cost: \$150,000	Project Score: 117
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AQ Analysis Status: Exempt	Parent Project:	Group ID: 2673 - Bicycle & Pedestrian Improvements - Kentucky
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Project Description:

Reconstruct the intersection of Bardstown Road (US 31E) and Baxter Avenue (KY 1703) for pedestrian safety.

Justification:

Crashes along the corridor are noticeably high for both pedestrians and autos. Project would provide a crosswalk on the south side of Bardstown Road where Baxter Avenue and Bardstown Road split. Jaywalking in this section is a very frequent occurrence, as the path with crosswalks is over 400' to use the crosswalk at Highland Avenue.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	SPP	\$0	\$150,000	\$150,000
Total			\$0	\$150,000	\$150,000

Sponsor Agency: KYTC

Project Name: US 31E

KIPDA ID: 3415	State ID/DES #: 5-9073.00	Open to Public: 2025	County/Countries: Jefferson	Project Cost: \$380,000	Project Score: 88
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Roadway reconfiguration along Bardstown Road (US 31E) from Taylorsville Road to Bonnycastle Avenue. BMP 13.118, EMP 14.390. Includes striping updates along Taylorsville Road (KY 155) from Talbott Avenue to Bardstown Road. BMP 16.317, EMP 16.541.

Justification:

To increase the level of safety on these two road segments.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	HSIP-ST	\$380,000	\$0	\$380,000
Total			\$380,000	\$0	\$380,000

Sponsor Agency: KYTC

Project Name: US 42

KIPDA ID: 230	State ID/DES #: 5-972.00	Open to Public: 2035	County/Countries: Jefferson	Project Cost: \$12,100,000	Project Score: 114
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	STBG-MPO	\$664,000	\$166,000	\$830,000
U	2026	STBG-MPO	\$2,080,000	\$520,000	\$2,600,000
C	2027	STBG-MPO	\$6,008,000	\$1,502,000	\$7,510,000
Total			\$8,752,000	\$2,188,000	\$10,940,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: US 42

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
1271	5-441.01	2027	Oldham	\$14,215,000	66

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

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).

CHAF ID: IP20080245.

Justification:

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.

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).

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	STBG-MPO	\$448,000	\$112,000	\$560,000
U	2025	STBG-MPO	\$1,520,000	\$380,000	\$1,900,000
C	2025	STBG-MPO	\$5,020,000	\$1,255,000	\$6,275,000
Total			\$6,988,000	\$1,747,000	\$8,735,000

Sponsor Agency: KYTC

Project Name: US 42

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3380	5-80307.00	2032	Oldham	\$46,000,000	37

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Improve traffic flow, minimize congestion, and address safety issues on US 42 between Ridgemoor Drive and KY 1694 (Gum Street). Includes consideration of a three lane widening and bike/ped accommodations. IP 20080246

Justification:

The purpose of the project is to improve traffic flow, minimize congestion, and address safety issues on US 42 between Ridgemoor Drive and KY 1694 (Gum Street). This project is needed because of current and projected capacity issues and roadway deficiencies on US 42 between Ridgemoor Drive and KY 1694 (Gum Street). Local commuters use this route daily to travel to and from Jefferson County. There are five schools located within the project's corridor or within a 1/2 mile of the corridor. Congestion is very heavy at peak travel hours. Continued development in this area along this corridor will contribute to congestion issues in the future. Substandard lane and shoulder widths exist along with vertical curves.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2026	FED	\$2,800,000	\$700,000	\$3,500,000
ROW	2027	FED	\$6,000,000	\$1,500,000	\$7,500,000
U	2028	FED	\$4,000,000	\$1,000,000	\$5,000,000
Total			\$12,800,000	\$3,200,000	\$16,000,000

Kentucky Roadway Projects

Sponsor Agency: KYTC

Project Name: US 60

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
2598	5-8952.00	2028	Jefferson	\$3,457,000	100

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Widen US 60 to three lanes from Eastwood Cutoff Road (MP 14.7) to Rockcrest Way (MP 15.1). (16CCN)

Justification:

Improve safety and mobility.

The Critical Rate Factor (CRF) along this segment of US 60 is 0.53. The KY State Data Center Report shows an employment annual growth rate in this area ranging from 1.6% to 2.9% and a population annual growth rate ranging from 0.4% to 2.6%.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	NHS	\$840,000	\$210,000	\$1,050,000
Total			\$840,000	\$210,000	\$1,050,000

Sponsor Agency: KYTC

Project Name: US 60

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
2610	5-80001.00	2029	Jefferson	\$6,123,225	144

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Widen US 60 to 6 lanes from Old Shelbyville Road to North English Station Road.

Justification:

The following needs have been identified for this project: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, 4) Serve recent and planned growth.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2026	FED	\$448,000	\$112,000	\$560,000
U	2026	FED	\$493,860	\$123,465	\$617,325
C	2028	FED	\$3,460,720	\$865,180	\$4,325,900
Total			\$4,402,580	\$1,100,645	\$5,503,225

Kentucky Roadway Projects

Sponsor Agency: Louisville Metro

Project Name: Arnoldtown Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
249		2045	Jefferson	\$6,900,000	79

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Reconstruct Arnoldtown Road as a 2 lane road (no additional lanes) from KY 1931 (Saint Andrews Church Road) to KY 907 (3rd Street Road) with turning lanes at high volume intersections including Windsor Lakes, Windsor Forest, Mountain Brook and Hardwood Forest. Add sidewalks on both sides of Arnoldtown Road for the length of the project.

Justification:

The Arnoldtown Road reconstruction project is intended to improve the geometrics of the existing roadway. The project will correct poor curves, narrow lanes, and the lack of shoulders and will increase safety for drivers. This roadway has had approximately 180 crashes between January 1st, 2013 and December 31, 2017 with two fatalities. The project will also increase pedestrian safety and accessibility with the addition of sidewalks where they do not currently exist.

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2027	SPP	\$0	\$250,000	\$250,000
D	2028	SPP	\$0	\$2,170,000	\$2,170,000
Total			\$0	\$2,420,000	\$2,420,000

Sponsor Agency: Louisville Metro

Project Name: Buechel Bank Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
381	5-8001.00	2026	Jefferson	\$20,681,250	134

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
U	2025	CPF	\$600,000	\$150,000	\$750,000
U	2025	HGC	\$0	\$800,000	\$800,000
C	2025	HGC	\$0	\$4,500,000	\$4,500,000
C	2025	STBG-MPO	\$6,005,000	\$1,501,250	\$7,506,250
Total			\$6,605,000	\$6,951,250	\$13,556,250

Kentucky Roadway Projects

Sponsor Agency: Louisville Metro

Project Name: Connection 22 - Signal System Upgrade

KIPDA ID: 1353	State ID/DES #:	Open to Public: 2035	County/Countries: Jefferson	Project Cost: \$11,600,000	Project Score: 136
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

The Baxter/Bardstown Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.

Justification:

Fiber optic cable will bring the potential for intelligent traffic signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility. The byproduct of the future upgrade of the corridor will provide the future projects of incorporating complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements. This project is highly prioritized in the followings: ITS Implementation Master Plan, Bardstown/Baxter Safety Study, and Move Louisville.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-MPO	\$2,200,000	\$550,000	\$2,750,000
Total			\$2,200,000	\$550,000	\$2,750,000

Sponsor Agency: Louisville Metro

Project Name: Cooper Chapel Road Phase 3

KIPDA ID: 223	State ID/DES #: 5-404.01	Open to Public: 2028	County/Countries: Jefferson	Project Cost: \$33,050,703	Project Score: 57
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project 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:

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.

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.

The roadway construction will provide access to an area that recently received sanitary sewers and city water service.

Phase	Year	Funding Category	Federal	State/Local	Total
U	2025	STBG-MPO	\$2,098,400	\$524,600	\$2,623,000
C	2027	STBG-MPO	\$18,153,600	\$4,538,400	\$22,692,000
Total			\$20,252,000	\$5,063,000	\$25,315,000

Kentucky Roadway Projects

Sponsor Agency: Louisville Metro

Project Name: Downtown Louisville Traffic Signal Upgrades

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3127		2026	Jefferson	\$4,275,000	154

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Expansion of fiber communications and/or installation of wireless communications; and construct upgrades of traffic signals at approximately 32 traffic signals in the downtown and Central Business District of Louisville.

Justification:

The project purpose is to mitigate congestion issues, reduce vehicle emissions and fuel consumption, enhance safety and prepare the community for future ITS investments.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-MPO	\$3,420,000	\$855,000	\$4,275,000
Total			\$3,420,000	\$855,000	\$4,275,000

Sponsor Agency: Louisville Metro

Project Name: Grade Lane

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
289		2035	Jefferson	\$26,000,000	125

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Widen Grade Lane from 2 to 3 lanes from KY 1065 (Outer Loop) to KY 1631 (Fern Valley Road). Includes pedestrian and bicycle accommodations.

Justification:

This project will improve access to the Louisville International Airport and industrial development.

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2026	SPP	\$0	\$185,000	\$185,000
D	2027	SPP	\$0	\$1,200,000	\$1,200,000
ROW	2028	SPP	\$0	\$700,000	\$700,000
U	2028	SPP	\$0	\$300,000	\$300,000
Total			\$0	\$2,385,000	\$2,385,000

Sponsor Agency: Louisville Metro

Project Name: I-65 SB Brook Street Ramp Realignment

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
224	5-378.10, 5-80251.00	2029	Jefferson	\$16,955,000	142

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

Extend and reconstruct I-65 southbound ramp (Jefferson) to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.

Justification:

Improve interstate egress and movement at Jefferson Street increasing access to the Medical Center.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	NHS	\$24,000	\$6,000	\$30,000
U	2025	NHS	\$736,000	\$184,000	\$920,000
U	2026	STBG-MPO	\$640,000	\$160,000	\$800,000
C	2026	NHS	\$1,168,000	\$292,000	\$1,460,000
Total			\$2,568,000	\$642,000	\$3,210,000

Kentucky Roadway Projects

Sponsor Agency: Louisville Metro

Project Name: I-65 Underpass Lighting and Safety Project

KIPDA ID: 3310	State ID/DES #:	Open to Public: 2028	County/Countries: Jefferson	Project Cost: \$2,020,352	Project Score: 155
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Install street lighting underneath four underpasses where I-65 intersects with Liberty Street, Jefferson Street, Market Street, and Main Street.

Justification:

Enhance safety by providing better lighting of all transportation modes, provide a better sense of place and security, and to allow for better branding and gateway experience to those traveling to downtown Louisville.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	CPF	\$216,000	\$54,000	\$270,000
C	2026	CPF	\$1,400,282	\$350,070	\$1,750,352
Total			\$1,616,282	\$404,070	\$2,020,352

Sponsor Agency: Louisville Metro

Project Name: LaGrange & Whipps Mill Intersection Improvements

KIPDA ID: 3126	State ID/DES #:	Open to Public: 2025	County/Countries: Jefferson	Project Cost: \$1,403,750	Project Score: 118
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Construction of intersection improvements at LaGrange Road and Whipps Mill Road. Add left-turn lanes in both directions. This is a partner project to KIPDA IDs 1634 and 1791.

Justification:

Construction of intersection improvements at LaGrange Road and Whipps Mill Road. Add left-turn lanes in both directions.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2026	STBG-MPO	\$1,123,000	\$280,750	\$1,403,750
Total			\$1,123,000	\$280,750	\$1,403,750

Sponsor Agency: Louisville Metro

Project Name: North Hubbards Lane

KIPDA ID: 3233	State ID/DES #: 5-479-10	Open to Public: 2026	County/Countries: Jefferson	Project Cost: \$7,371,987	Project Score: 93
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AQ Analysis Status: Non-Exempt	Parent Project: 384	Group ID:
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Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-MPO	\$4,489,589	\$1,012,398	\$5,501,987
Total			\$4,489,589	\$1,012,398	\$5,501,987

Kentucky Roadway Projects

Sponsor Agency: Louisville Metro

Project Name: One-Way Street Conversion to Two-Way Phase I

KIPDA ID: 1809	State ID/DES #: 5-470.00	Open to Public: 2027	County/Counties: Jefferson	Project Cost: \$18,871,175	Project Score: 123
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: Jefferson Street (Floyd to Baxter Avenue); Liberty Street (Jackson to Baxter); Muhammad Ali Boulevard (Jackson to Chestnut Connector); Chestnut Street (Jackson to Chestnut Connector); 8th Street (Kentucky to Main); 7th Street (Oak to Main); Shelby Street (Gray to Main Street); and Campbell Street (Chestnut to Main Street).

Justification:

One-way streets make for efficient movers of traffic, but can often introduce safety concerns for motorists, bicyclists and pedestrians because they tend to provide for higher travel speeds than two-way streets and in some cases hinder opportunities for economic development as certain businesses have a formal policy against locating on one-way streets. The benefits of two-way streets are numerous. They tend to have slower travel speeds than one-way streets, they reduce confusion for motorists unfamiliar with the area, they provide better access to both businesses and residential areas, and in some circumstances they can reduce the traffic load on other one-way streets.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	STBG-ST	\$219,900	\$54,975	\$274,875
C	2026	STBG-MPO	\$10,874,000	\$2,843,500	\$13,717,500
Total			\$11,093,900	\$2,898,475	\$13,992,375

Sponsor Agency: Louisville Metro

Project Name: One-Way to Two-Way Conversion of 2nd Street and 3rd Street

KIPDA ID: 3282	State ID/DES #:	Open to Public: 2027	County/Counties: Jefferson	Project Cost: \$12,500,000	Project Score: 199
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Convert 2nd Street and 3rd Street (KY 1020) from one-way couplets to two-way traffic between West Cardinal Boulevard (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.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	SS4A	\$240,000	\$160,000	\$400,000
ROW	2025	SS4A	\$45,000	\$30,000	\$75,000
C	2025	SS4A	\$7,017,000	\$4,678,000	\$11,695,000
Total			\$7,302,000	\$4,868,000	\$12,170,000

Kentucky Roadway Projects

Sponsor Agency: Louisville Metro

Project Name: Rangeland Road

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
2153	5-80108.00	2040	Jefferson	\$14,600,000	68

AQ Analysis Status:
Non-Exempt

Parent Project:

Group ID:

Project Description:

Widen Rangeland Road from 2 to 3 lanes from Poplar Level Road to Shepherdsville Road, for 1.23 miles.

Justification:

Reduce congestion and improve safety on Rangeland Road for 1.23 miles.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	SPP	\$0	\$1,250,000	\$1,250,000
ROW	2025	State	\$0	\$200,000	\$200,000
U	2026	SPP	\$0	\$1,100,000	\$1,100,000
C	2026	SPP	\$0	\$3,500,000	\$3,500,000
C	2026	State	\$0	\$5,960,000	\$5,960,000
Total			\$0	\$12,010,000	\$12,010,000

Kentucky Roadway Projects

Sponsor Agency: Louisville Metro

Project Name: Reimagine 9th Street

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
2733	5-80324.00	2027	Jefferson	\$32,148,000	165

AQ Analysis Status:	Parent Project:	Group ID:
Non-Exempt		

Project Description:

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-foot 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.

Justification:

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.

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2025	Local	\$0	\$100,000	\$100,000
D	2025	Local	\$0	\$250,000	\$250,000
ROW	2025	Local	\$0	\$110,000	\$110,000
U	2025	Local	\$0	\$200,000	\$200,000
C	2025	RAISE	\$1,558,400	\$204,000	\$1,762,400
C	2025	CPF	\$3,000,000	\$750,000	\$3,750,000
Planning	2026	Local	\$0	\$100,000	\$100,000
C	2026	STBG-MPO	\$3,896,000	\$974,000	\$4,870,000
C	2026	RAISE	\$6,233,600	\$0	\$6,233,600
Planning	2027	Local	\$0	\$100,000	\$100,000
D	2027	SPP	\$0	\$2,990,000	\$2,990,000
C	2027	RAISE	\$6,233,600	\$816,000	\$7,049,600
Planning	2028	Local	\$0	\$25,000	\$25,000
ROW	2028	SPP	\$0	\$220,000	\$220,000
U	2028	SPP	\$0	\$390,000	\$390,000
C	2028	RAISE	\$1,558,400	\$204,000	\$1,762,400
Total			\$22,480,000	\$7,433,000	\$29,913,000

Kentucky Roadway Projects

Sponsor Agency: Louisville Metro

Project Name: Rightsizing Louisville for Safe Streets

KIPDA ID: 3160	State ID/DES #:	Open to Public: 2027	County/Counties: Jefferson	Project Cost: \$26,771,000	Project Score: 58
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project 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:

Improve safety at the locations that were identified through the 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.

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2025	SS4A	\$70,230	\$17,588	\$87,818
D	2025	SS4A	\$428,000	\$107,000	\$535,000
C	2025	SS4A	\$4,232,414	\$1,058,104	\$5,290,518
Planning	2026	SS4A	\$70,230	\$17,558	\$87,788
D	2026	SS4A	\$57,600	\$14,400	\$72,000
C	2026	SS4A	\$8,195,829	\$2,048,957	\$10,244,786
Planning	2027	SS4A	\$70,230	\$17,558	\$87,788
C	2027	SS4A	\$4,742,957	\$1,185,739	\$5,928,696
Planning	2028	SS4A	\$17,588	\$4,389	\$21,977
C	2028	SS4A	\$672,800	\$168,200	\$841,000
Total			\$18,557,878	\$4,639,493	\$23,197,371

Sponsor Agency: Louisville Metro

Project Name: River Road

KIPDA ID: 163	State ID/DES #: 5-91.02	Open to Public: 2026	County/Counties: Jefferson	Project Cost: \$34,762,849	Project Score: 78
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2025	STBG-ST	\$4,784,907	\$1,196,227	\$5,981,134
C	2025	STBG-MPO	\$14,929,715	\$3,352,000	\$18,281,715
Total			\$19,714,622	\$4,548,227	\$24,262,849

Kentucky Roadway Projects

Sponsor Agency: Louisville Metro

Project Name: River Road Extension

KIPDA ID: 1338	State ID/DES #: 5-512.00	Open to Public: 2026	County/Countries: Jefferson	Project Cost: \$14,468,150	Project Score: 136
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Extend River Road west from 7th Street to Northwestern Parkway. The project is feasible using a low design speed criteria and a two-lane section.

Justification:

Project will extend roadway corridor.

Phase	Year	Funding Category	Federal	State/Local	Total
C	2026	STBG-MPO	\$9,600,000	\$2,400,000	\$12,000,000
Total			\$9,600,000	\$2,400,000	\$12,000,000

Sponsor Agency: Oldham County

Project Name: Commerce Parkway Widening

KIPDA ID: 2614	State ID/DES #:	Open to Public: 2029	County/Countries: Oldham	Project Cost: \$21,720,000	Project Score: 93
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project Description:

Widen Commerce Parkway between Parker Drive and KY 393 adding a continuous turn lane for approximately three miles including the relocation of 10' wide shared-use path. Lane width is 12' with one proposed signal between termini. Project length is 3 miles.

Justification:

The purpose of the project is to improve capacity, access, and mobility along Commerce Parkway through an actively developing industrial and business park. The widening of the road will reduce congestion, improve safety, and increase travel capacity and alternatives for residents, businesses, and freight traffic given the anticipated direct connection with new I-71 ramps.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	Local	\$0	\$350,000	\$350,000
U	2026	Local	\$0	\$1,500,000	\$1,500,000
C	2027	Local	\$0	\$18,220,000	\$18,220,000
Total			\$0	\$20,070,000	\$20,070,000

Kentucky Roadway Projects

Sponsor Agency: Oldham County

Project Name: Kenwood Road

KIPDA ID: 2615	State ID/DES #:	Open to Public: 2028	County/Countries: Oldham	Project Cost: \$4,352,736	Project Score: 61
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AQ Analysis Status: Non-Exempt	Parent Project:	Group ID:
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Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
ROW	2025	STBG-MPO	\$490,000	\$122,500	\$612,500
U	2026	STBG-MPO	\$664,063	\$166,016	\$830,079
C	2027	STBG-MPO	\$2,003,125	\$500,782	\$2,503,907
Total			\$3,157,188	\$789,298	\$3,946,486

Sponsor Agency: Oldham County

Project Name: KY 22/Clore Lane Intersection Improvements

KIPDA ID: 3141	State ID/DES #: 5-596.00	Open to Public: 2027	County/Countries: Oldham	Project Cost: \$4,475,557	Project Score: 92
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project 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.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2025	STBG-MPO	\$147,111	\$36,777	\$183,888
ROW	2025	STBG-MPO	\$733,333	\$183,334	\$916,667
U	2026	STBG-MPO	\$622,222	\$155,556	\$777,778
C	2028	STBG-MPO	\$1,888,889	\$472,223	\$2,361,112
Total			\$3,391,555	\$847,890	\$4,239,445

Kentucky Roadway Projects

Sponsor Agency: Oldham County

Project Name: LaGrange Underpass West of LaGrange

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
321	5-434.00	2026	Oldham	\$24,903,750	95

AQ Analysis Status:
Non-Exempt

Parent Project:

Group ID:

Project 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:

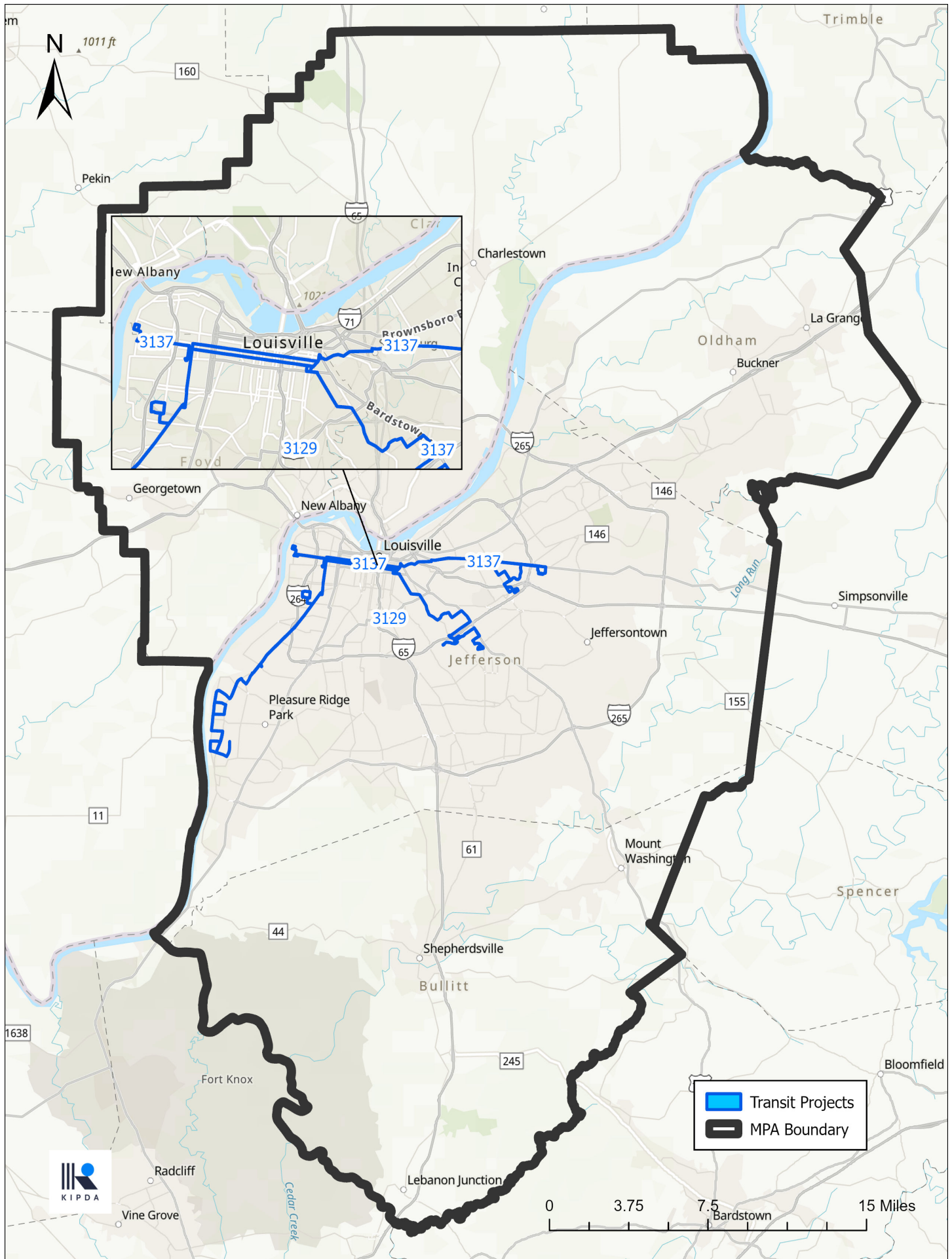
The project will allow traffic to be unimpeded by the very heavily used CSX rail line improving congestion. It will also provided enhanced safety as emergency vehicles will be able to bypass the rail line.

Phase	Year	Funding Category	Federal	State/Local	Total
U	2025	STBG-MPO	\$3,895,000	\$973,750	\$4,868,750
C	2025	STBG-MPO	\$10,660,000	\$2,665,000	\$13,325,000
Total			\$14,555,000	\$3,638,750	\$18,193,750



TRANSIT





Transit Projects

Sponsor Agency: Blue River Services **Project Name:** Operating Expenses (Section 5310-24 OTHER Project)

KIPDA ID: 3338 **State ID/DES #:** **Open to Public:** 2025 **County/Countries:** Floyd **Project Cost:** \$30,368 **Project Score:** 62

AQ Analysis Status: Exempt **Parent Project:** 2291 **Group ID:**

Project Description:

Operating Assistance for Blue River Services Fleet Expansion for Floyd County Project to provide on-demand transportation service for seniors in assisted living residences in Floyd County and for individuals with disabilities.

Justification:

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5310	\$15,184	\$15,184	\$30,368
Total			\$15,184	\$15,184	\$30,368

Sponsor Agency: Blue River Services **Project Name:** Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)

KIPDA ID: 3342 **State ID/DES #:** **Open to Public:** 2025 **County/Countries:** Floyd **Project Cost:** \$193,600 **Project Score:** 62

AQ Analysis Status: Exempt **Parent Project:** 2291 **Group ID:**

Project Description:

Blue River Services Fleet Expansion for Floyd County Project to purchase two (2) ADA-accessible full-size vans. The project will provide on-demand transportation service for seniors in assisted living residences in Floyd County and for individuals with disabilities.

Justification:

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5310	\$154,880	\$38,720	\$193,600
Total			\$154,880	\$38,720	\$193,600

Sponsor Agency: Cedar Lake Residences **Project Name:** Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)

KIPDA ID: 3337 **State ID/DES #:** **Open to Public:** 2025 **County/Countries:** Jefferson, Oldham **Project Cost:** \$193,600 **Project Score:** 62

AQ Analysis Status: Exempt **Parent Project:** 2291 **Group ID:**

Project Description:

Cedar Lake Transportation of Individuals with Disabilities Project to purchase two (2) ADA-accessible full-size vans. The project will provide transportation for individuals with disabilities in Louisville and La Grange, Kentucky.

Justification:

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5310	\$154,880	\$154,880	\$309,760
Total			\$154,880	\$154,880	\$309,760

Transit Projects

Sponsor Agency: Down Syndrome of Louisville **Project Name:** Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)

KIPDA ID: 3343 **State ID/DES #:** **Open to Public:** 2025 **County/Countries:** Clark, Floyd, Jefferson **Project Cost:** \$193,600 **Project Score:** 62

AQ Analysis Status: Exempt **Parent Project:** 2291 **Group ID:**

Project Description:

Down Syndrome of Louisville for the Improving Mobility Options for those with Down Syndrome in Greater Louisville Project to purchase two (2) ADA-accessible full-size vans. The project will provide transportation for individuals with disabilities in Jefferson County in Kentucky and in Floyd and Clark Counties in Indiana.

Justification:

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5310	\$154,880	\$38,720	\$193,600
Total			\$154,880	\$38,720	\$193,600

Sponsor Agency: Dreams with Wings **Project Name:** Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)

KIPDA ID: 3344 **State ID/DES #:** **Open to Public:** 2025 **County/Countries:** Jefferson **Project Cost:** \$90,500 **Project Score:** 62

AQ Analysis Status: Exempt **Parent Project:** 2291 **Group ID:**

Project Description:

Dreams with Wings Van Upgrade and Replacement 2024/25 Project to purchase one (1) ADA-wheelchair-accessible minivan. The project will provide transportation services in Jefferson County for individuals with disabilities to get to day training programs, jobs, and medical appointments.

Justification:

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5310	\$72,400	\$18,100	\$90,500
Total			\$72,400	\$18,100	\$90,500

Sponsor Agency: ElderServe **Project Name:** Operating Expenses (Section 5310-24 OTHER Project)

KIPDA ID: 3339 **State ID/DES #:** **Open to Public:** 2025 **County/Countries:** Jefferson **Project Cost:** \$10,400 **Project Score:** 62

AQ Analysis Status: Exempt **Parent Project:** 2291 **Group ID:**

Project Description:

Operating Assistance to provide transportation to seniors participating in programming at the Elderserve Senior Center and the Elderserve Adult Day Health Center in Jefferson County, Kentucky.

Justification:

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5310	\$5,200	\$5,200	\$10,400
Total			\$5,200	\$5,200	\$10,400

Transit Projects

Sponsor Agency: Harbor House **Project Name:** Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3345		2025	Bullitt, Jefferson, Oldham	\$219,431	62

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	2291	

Project Description:

Harbor House of Louisville for Improving the Mobility of Seniors and Individuals with Disabilities Project to purchase one (1) ADA-accessible 12-2 cutaway bus; one (1) ADA-accessible full-size van; and preventive maintenance for the Section 5310 fleet from January 1 through December 31, 2025. The project will provide transportation for individuals with developmental and intellectual disabilities to and from Harbor House, to medical appointments, and other necessary trips.

Justification:

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5310	\$175,545	\$43,886	\$219,431
Total			\$175,545	\$43,886	\$219,431

Sponsor Agency: KIPDA **Project Name:** KIPDA Regional Rideshare Program - Kentucky

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
162	5-384.00	Ongoing	Bullitt, Jefferson, Oldham	\$50,406,992	N/A

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.

Justification:

To reduce congestion, improve air quality, and promote sustainability.

Phase	Year	Funding Category	Federal	State/Local	Total
Operations	2025	STBG-MPO	\$977,000	\$244,250	\$1,221,250
Operations	2026	STBG-MPO	\$996,540	\$249,135	\$1,245,675
Operations	2028	STBG-MPO	\$1,036,800	\$259,200	\$1,296,000
Total			\$3,010,340	\$752,585	\$3,762,925

Transit Projects

Sponsor Agency: LifeSpan **Project Name:** Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)

KIPDA ID: **State ID/DES #:** **Open to Public:** **County/Countries:** **Project Cost:** **Project Score:**
 3346 2025 Clark, Floyd \$214,400 62

AQ Analysis Status: **Parent Project:** **Group ID:**
 Exempt 2291

Project Description:

Lifespan Resources Transportation Project to purchase two (2) ADA-accessible full-size vans with enhanced HVAC, all-wheel-drive, fog lights, and automatic sliding door. The project will provide transportation for individuals with disabilities to and from day services and work programs. The vehicles will also provide on-demand transportation for seniors and individuals with disabilities for medical trips, including critical care trips such as dialysis, and chemotherapy, as well as trips to the grocery, senior center, library, and post office, with an emphasis on serving low-income residents.

Justification:

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5310	\$171,520	\$42,880	\$214,400
Total			\$171,520	\$42,880	\$214,400

Sponsor Agency: Southwest Center **Project Name:** Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)

KIPDA ID: **State ID/DES #:** **Open to Public:** **County/Countries:** **Project Cost:** **Project Score:**
 3347 2025 Jefferson \$96,800 62

AQ Analysis Status: **Parent Project:** **Group ID:**
 Exempt 2291

Project Description:

Southwest Center for the Reliable and Safe Transport for Individuals Using Wheelchairs Project to purchase one (1) ADA-accessible full-size van to provide door-to-door non-emergency medical transportation for adults with intellectual and/or developmental disabilities in Jefferson County, Kentucky.

Justification:

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5310	\$77,440	\$19,360	\$96,800
Total			\$77,440	\$19,360	\$96,800

Sponsor Agency: TARC **Project Name:** 3rd Party Contractual Services

KIPDA ID: **State ID/DES #:** **Open to Public:** **County/Countries:** **Project Cost:** **Project Score:**
 3409 2027 Jefferson \$5,000 60

AQ Analysis Status: **Parent Project:** **Group ID:**
 Exempt 2681 - Transit Improvements - Kentucky

Project Description:

This project will provide inspection services during the manufacture of buses for TARC.

Justification:

The Federal Transit Administration requires inspection on the manufacturing line of heavy-duty transit buses in most cases. Inspection provides assurance that expensive repairs will not be necessary due to mistakes in production.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5339	\$4,000	\$1,000	\$5,000
Total			\$4,000	\$1,000	\$5,000

Transit Projects

Sponsor Agency: TARC

Project Name: Acquire Miscellaneous (Office) Equipment

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
3411		2026	Jefferson	\$43,535	35

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2681 - Transit Improvements - Kentucky

Project Description:

This project replaces administrative equipment that has exceeded its useful life.

Justification:

This project will replace office equipment (copiers, furniture) that can no longer be repaired or have become costly to repair.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5339	\$34,828	\$8,707	\$43,535
Total			\$34,828	\$8,707	\$43,535

Sponsor Agency: TARC

Project Name: Architectural and Engineering Services

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
3164		2026	Jefferson	\$609,930	35

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	585	

Project Description:

Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.

Justification:

These projects will improve TARC's energy and operational efficiency, allowing us to focus our resources on customer service.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5307	\$83,972	\$20,993	\$104,965
Transit Capital	2026	Section 5307	\$83,972	\$20,993	\$104,965
Total			\$167,944	\$41,986	\$209,930

Transit Projects

Sponsor Agency: TARC

Project Name: Capital Cost of Contracting

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
3166		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$119,458	45

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	585	

Project Description:

Contracted operation of a single fixed route service in the Bluegrass Industrial Park.

Justification:

This project provides access to the businesses in Bluegrass Industrial Park that otherwise could not access the Park.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5307	\$20,783	\$5,196	\$25,979
Transit Capital	2026	Section 5307	\$20,783	\$5,196	\$25,979
Total			\$41,566	\$10,392	\$51,958

Sponsor Agency: TARC

Project Name: Downtown Transit Center Planning Study

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:	Project Score:
3403		2026	Jefferson	\$625,000	N/A

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		Transportation Studies - Kentucky, 2686 - Transportation Studies - I

Project Description:

Study of a potential Louisville Downtown Transit Center. The study intends to Establish operational specifications for a downtown transit center, identify potential locations, design line-level routing through downtown, facilitate stakeholder engagement and community input around the project, provide high level cost assumptions for land acquisition, design, and construction.

Justification:

Transit centers provide critical, centralized infrastructure to transit users at high activity locations. These can include purchasing passes, transferring between routes, providing convenient locations for operators to relieve other operators, and other opportunities to enhance the transit experience. Transit centers consolidate services to a single location, increasing regional access to jobs and social services and improve operations. Transit centers can integrate other community amenities such as commercial space, public wi-fi, and restrooms for operators.

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2025	STBG-MPO (IN)	\$100,000	\$25,000	\$125,000
Planning	2025	STBG-MPO (KY)	\$400,000	\$100,000	\$500,000
Total			\$500,000	\$125,000	\$625,000

Transit Projects

Sponsor Agency: TARC

Project Name: Louisville Downtown Transit Center

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3416		2031	Clark, Floyd, Jefferson	\$16,000,000	165

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

The Louisville Downtown Transit Center project would include two phases: (1) Establish operational specifications for a downtown transit center, identify potential locations, design line-level routing through downtown, facilitate stakeholder engagement and community input around the project, provide high level cost assumptions for land acquisition, design, and construction, and fund preliminary design documents. (2) Funding for engineering and construction of a Downtown Transit Center.

Justification:

Transit centers provide critical, centralized infrastructure to transit users at high activity locations. These can include purchasing passes, transferring between routes, providing convenient locations for operators to relieve other operators, and other opportunities to enhance the transit experience. Transit centers consolidate services to a single location, increasing regional access to jobs and social services and improve operations. Transit centers can integrate other community amenities such as commercial space, public wi-fi, and restrooms for operators.

Phase	Year	Funding Category	Federal	State/Local	Total
D	2027	STBG-MPO	\$1,000,000	\$250,000	\$1,250,000
Total			\$1,000,000	\$250,000	\$1,250,000

Sponsor Agency: TARC

Project Name: Management Information System Hardware

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3167		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$2,250,000	45

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	585	

Project Description:

Purchase computer hardware to support operations and administration.

Justification:

TARC will procure new and replacement computer hardware to support operations and administration.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5307	\$100,000	\$25,000	\$125,000
Transit Capital	2026	Section 5307	\$100,000	\$25,000	\$125,000
Total			\$200,000	\$50,000	\$250,000

Sponsor Agency: TARC

Project Name: Management Information System Hardware

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3410		2026	Jefferson	\$40,000	40

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2681 - Transit Improvements - Kentucky

Project Description:

Replacement of IT components that have exceeded their useful lives

Justification:

Replacement of components (servers, switches, etc.) necessary to administer, operate and maintain transit vehicles.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5339	\$32,000	\$8,000	\$40,000
Total			\$32,000	\$8,000	\$40,000

Transit Projects

Sponsor Agency: TARC

Project Name: Management Information System Software

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3168		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$5,500,000	45

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	585	

Project Description:

Purchase computer software to support operations and administration. Specifically, this project will support the replacement of TARC's CAD/AVL system.

Justification:

TARC's existing CAD/AVL system is 15 years old, beyond end of life and no longer supportable. CAD/AVL is critical to TARC operations and the provision of customer information.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5307	\$100,000	\$25,000	\$125,000
Transit Capital	2026	Section 5307	\$100,000	\$25,000	\$125,000
Total			\$200,000	\$50,000	\$250,000

Sponsor Agency: TARC

Project Name: Non-Fixed Route ADA Paratransit Service

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3169		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$19,668,186	70

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	585	

Project Description:

The capital cost portion of paratransit operations and maintenance.

Justification:

This project supports the provision of contracted paratransit service. The expected outcome is the most cost-effective use of scarce taxpayer dollars for the provision of that service.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5307	\$4,567,274	\$1,141,819	\$5,709,093
Transit Capital	2026	Section 5307	\$4,567,274	\$1,141,819	\$5,709,093
Total			\$9,134,548	\$2,283,638	\$11,418,186

Transit Projects

Sponsor Agency: TARC

Project Name: Operating Expenses (Section 5310-24 OTHER Project)

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3340		2025	Bullitt, Clark, Floyd, Jefferson, Oldham	\$415,440	62

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	2291	

Project Description:

Transit Authority of River City Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area Project. This funding will be Operating Assistance to continue paratransit work trips for people with disabilities who either live outside the ADA service area or who work outside the ADA service area.

Justification:

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5310	\$207,720	\$207,720	\$415,440
Total			\$207,720	\$207,720	\$415,440

Sponsor Agency: TARC

Project Name: Preventive Maintenance Program

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3170		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$46,444,217	70

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	585	

Project Description:

Maintenance of transit vehicles and support vehicles.

Justification:

This project ensures the safety and maximum efficiency of all property owned and operated by TARC.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5307	\$10,659,817	\$2,664,954	\$13,324,771
Transit Capital	2026	Section 5307	\$10,659,817	\$2,664,954	\$13,324,771
Total			\$21,319,634	\$5,329,908	\$26,649,542

Sponsor Agency: TARC

Project Name: Purchase Shop Equipment

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:	Project Score:
3173		2026	Bullitt, Clark, Floyd, Jefferson, Oldham	\$1,733,197	70

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	585	

Project Description:

Purchase maintenance shop equipment to maintain transit fleet and support vehicles.

Justification:

This project will support TARC's ability to maintain its fixed route fleet and other assets in a state of good repair. As a result, the safety of those assets will improve.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5339	\$395,519	\$98,880	\$494,399
Transit Capital	2026	Section 5307	\$395,519	\$98,880	\$494,399
Total			\$791,038	\$197,760	\$988,798

Transit Projects

Sponsor Agency: TARC

Project Name: Purchase Support Vehicles

KIPDA ID: 3174	State ID/DES #:	Open to Public: 2026	County/Countries: Bullitt, Clark, Floyd, Jefferson, Oldham	Project Cost: \$770,000	Project Score: 45
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AQ Analysis Status: Exempt	Parent Project: 585	Group ID:
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Project Description:

Purchase maintenance and supervisory vehicles.

Justification:

This project will replace a number of trucks and cars used for maintenance and supervision of operations. The vehicles to be replaced have exceeded their useful lives and TARC's useful life benchmark.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5339	\$160,000	\$40,000	\$200,000
Transit Capital	2026	Section 5339	\$160,000	\$40,000	\$200,000
Total			\$320,000	\$80,000	\$400,000

Sponsor Agency: TARC

Project Name: Purchase Two (2) 40' Buses

KIPDA ID: 3175	State ID/DES #:	Open to Public: 2026	County/Countries: Bullitt, Clark, Floyd, Jefferson, Oldham	Project Cost: \$6,222,968	Project Score: 70
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AQ Analysis Status: Exempt	Parent Project: 585	Group ID:
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Project Description:

Purchase two (2) forty-foot, low-floor diesel buses.

Justification:

This project will replace buses that have far exceeded their expected minimum useful life. As a result, the state of good repair and safety of TARC's fleet will be improved.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5339	\$1,210,000	\$302,500	\$1,512,500
Transit Capital	2026	Section 5339	\$1,331,000	\$332,750	\$1,663,750
Total			\$2,541,000	\$635,250	\$3,176,250

Sponsor Agency: TARC

Project Name: Rehab Administrative Building/Maintenance Facilities

KIPDA ID: 3176	State ID/DES #:	Open to Public: 2026	County/Countries: Bullitt, Clark, Floyd, Jefferson, Oldham	Project Cost: \$4,650,000	Project Score: 45
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AQ Analysis Status: Exempt	Parent Project: 585	Group ID:
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Project Description:

Rehabilitate an administrative and/or maintenance facility.

Justification:

This project will renovate or rehabilitate a portion or component of a TARC facility in order to reduce operating costs and maintain a state of good repair. The renovation project will improve a facility or portion of a facility in poor condition to a like new condition.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5339	\$400,000	\$100,000	\$500,000
Transit Capital	2026	Section 5339	\$400,000	\$100,000	\$500,000
Total			\$800,000	\$200,000	\$1,000,000

Transit Projects

Sponsor Agency: TARC

Project Name: Replacement Bus Parts

KIPDA ID: 3171	State ID/DES #:	Open to Public: 2026	County/Countries: Bullitt, Clark, Floyd, Jefferson, Oldham	Project Cost: \$384,148	Project Score: 70
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AQ Analysis Status: Exempt	Parent Project: 585	Group ID:
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Project Description:

Purchase replacement bus parts for maintenance of vehicles.

Justification:

TARC will procure replacement bus parts for maintenance to vehicles.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5307	\$80,000	\$20,000	\$100,000
Transit Capital	2026	Section 5307	\$80,000	\$20,000	\$100,000
Total			\$160,000	\$40,000	\$200,000

Sponsor Agency: TARC

Project Name: Section 5310 Program

KIPDA ID: 2291	State ID/DES #:	Open to Public: Ongoing	County/Countries: Bullitt, Clark, Floyd, Jefferson, Oldham	Project Cost: \$47,926,672	Project Score: 40
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

TARC is the designated recipient of federal Section 5310 grant funds for the Louisville Urbanized Area (UZA). TARC distributes these funds to private nonprofit groups that are meeting the transportation needs of older adults and people with disabilities when normal transportation service is unavailable, insufficient, or inappropriate to meeting these needs.

Justification:

Transit improvements for seniors and individuals with disabilities.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5310	\$1,505,550	\$376,388	\$1,881,938
Transit Capital	2026	Ssection 5310	\$1,539,600	\$384,900	\$1,924,500
Total			\$3,045,150	\$761,288	\$3,806,438

Sponsor Agency: TARC

Project Name: Security Enhancements

KIPDA ID: 3172	State ID/DES #:	Open to Public: 2026	County/Countries: Bullitt, Clark, Floyd, Jefferson, Oldham	Project Cost: \$1,214,794	Project Score: 70
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AQ Analysis Status: Exempt	Parent Project: 585	Group ID:
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Project Description:

Purchase security equipment for TARC facilities and vehicles.

Justification:

TARC will acquire, replace, or upgrade surveillance and access control and other equipment to ensure the safety of its employees and customers.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5307	\$201,055	\$50,264	\$251,319
Transit Capital	2026	Section 5307	\$205,076	\$51,269	\$256,345
Total			\$406,131	\$101,533	\$507,664

Transit Projects

Sponsor Agency: Volunteers of America **Project Name:** Purchase Transit Vehicles (Section 5310-24 TRADITIONAL Project)

KIPDA ID: 3348	State ID/DES #:	Open to Public: 2025	County/Countries: Clark, Floyd	Project Cost: \$87,000	Project Score: 62
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AQ Analysis Status: Exempt	Parent Project: 2291	Group ID:
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Project Description:

Volunteers of America for the VOA Community IN 2024 Project to purchase one (1) ADA-wheelchair-accessible minivan. The project will transport seniors and individuals with developmental and physical disabilities in Floyd and Clark Counties in Indiana to medical care appointments, recreation, and participation in the community, including enrichment activities.

Justification:

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5310	\$69,600	\$17,400	\$87,000
Total			\$69,600	\$17,400	\$87,000

Sponsor Agency: zTrip **Project Name:** Purchase Transit Vehicles (Section 5310-24 OTHER Project)

KIPDA ID: 3341	State ID/DES #:	Open to Public: 2025	County/Countries: Bullitt, Clark, Floyd, Jefferson, Oldham	Project Cost: \$87,000	Project Score: 62
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AQ Analysis Status: Exempt	Parent Project: 2291	Group ID:
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Project Description:

WHC KY, LLC (dba Ztrip) Empowering Mobility Project to purchase one (1) ADA-wheelchair-accessible minivan. The project will provide shared-ride service as part of the existing TARC3 program.

Justification:

The purpose of this Section 5310 project is to provide transportation for seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Phase	Year	Funding Category	Federal	State/Local	Total
Transit Capital	2025	Section 5310	\$69,600	\$17,400	\$87,000
Total			\$69,600	\$17,400	\$87,000

INDIANA

PROGRAMS



Indiana Program Projects

Sponsor Agency: APCD

Project Name: Kentuckiana Air Education 2025

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
2727	1600642	2025	Clark, Floyd	\$250,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	370	

Project Description:

Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.

Justification:

KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.

Phase	Year	Funding Category	Federal	State/Local	Total
Operations	2025	CMAQ-MPO	\$200,000	\$50,000	\$250,000
Total			\$200,000	\$50,000	\$250,000

Sponsor Agency: APCD

Project Name: Kentuckiana Air Education 2026

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3186		2026	Clark, Floyd	\$250,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	370	

Project Description:

Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.

Justification:

KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.

Phase	Year	Funding Category	Federal	State/Local	Total
Operations	2026	CMAQ-MPO	\$200,000	\$50,000	\$250,000
Total			\$200,000	\$50,000	\$250,000

Sponsor Agency: APCD

Project Name: Kentuckiana Air Education 2027

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3187		2027	Clark, Floyd	\$250,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	370	

Project Description:

Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.

Justification:

KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.

Phase	Year	Funding Category	Federal	State/Local	Total
Operations	2027	CMAQ-MPO	\$200,000	\$50,000	\$250,000
Total			\$200,000	\$50,000	\$250,000

Indiana Program Projects

Sponsor Agency: APCD

Project Name: Kentuckiana Air Education 2028

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3188		2028	Clark, Floyd	\$250,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	370	

Project Description:

Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.

Justification:

KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.

Phase	Year	Funding Category	Federal	State/Local	Total
Operations	2028	CMAQ-MPO	\$200,000	\$50,000	\$250,000
Total			\$200,000	\$50,000	\$250,000

Sponsor Agency: Clark County

Project Name: Clark County Bridge Inspection 2024-2027

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3219	2201285	2028	Clark	\$156,504

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Clark County is required to have all bridges inspected every 24 months unless otherwise noted. Inspections are scheduled to be completed in March.

Justification:

The FHWA requires all Indiana Counties to inspect bridges and prepare sufficiency ratings for all bridges.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	Bridge	\$6,986	\$1,746	\$8,732
PE	2026	Bridge	\$110,430	\$27,608	\$138,038
PE	2027	Bridge	\$7,626	\$1,907	\$9,533
Total			\$125,042	\$31,261	\$156,303

Sponsor Agency: Clark County

Project Name: Clark County Small Structure Inventory

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3330		2026	Clark	\$250,000

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		2682 - Transit Improvements - Indiana

Project Description:

Clark County would like to complete a Small Structure Inventory of all drainage structures larger than 3-foot diameter up to the 20-foot span for bridges. Clark County last completed a small structure inventory in 1996. IDEM has asked the County to prepare an inventory of all drainage structures.

Justification:

IDEM has asked the County to prepare an inventory of all drainage structures throughout the County. presently we are digitizing drainage structures an all new subdivisions but we will need to update our current small structure inventory last completed in 1996.

Phase	Year	Funding Category	Federal	State/Local	Total
Planning	2025	Group III	\$200,000	\$50,000	\$250,000
Total			\$200,000	\$50,000	\$250,000

Indiana Program Projects

Sponsor Agency: Floyd County Board of Commissioners **Project Name:** Countywide Bridge Inspection and Inventory Program for Cycle Years 2022-2025

KIPDA ID: 2951 **State ID/DES #:** 2100081 **Open to Public:** 2025 **County/Counties:** Floyd **Project Cost:** \$261,462

AQ Analysis Status: Exempt **Parent Project:** **Group ID:** 2676 - Roadway & Bridge Preservation & Rehabilitation - Indiana

Project Description:

Inspect and rate all county bridges in Floyd County.

Justification:

Necessary/required inspection of bridges throughout Floyd County.

Phase	Year	Funding Category	Federal	State/Local	Total
PE	2025	Bridge	\$7,312	\$1,828	\$9,140
Total			\$7,312	\$1,828	\$9,140

Sponsor Agency: INDOT **Project Name:** Indiana EV Reliability Project

KIPDA ID: 3316 **State ID/DES #:** 2400584 **Open to Public:** 2026 **County/Counties:** Clark, Floyd **Project Cost:** \$983,250

AQ Analysis Status: Exempt **Parent Project:** **Group ID:** 2672 - Air Quality Improvements - Indiana

Project Description:

Electric vehicle charging infrastructure in various locations in Indiana. This will be adding PE funds and CN funds in FY 2025.

Justification:

Electric vehicle charging infrastructure in various locations in Indiana.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	EVC-RAA	\$17,739	\$4,439	\$22,178
PE	2025	EVC-RAA	\$122,250	\$30,563	\$152,813
Total			\$139,989	\$35,002	\$174,991

Indiana Program Projects

Sponsor Agency: INDOT

Project Name: National Electric Vehicle Infrastructure (NEVI)

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
3215	2300274, 2400612	2029	Clark, Floyd	\$99,650,738

AQ Analysis Status:	Parent Project:	Group ID:
Exempt		

Project Description:

Electric vehicle charging infrastructure at various locations along Indiana interstates. Round 1 electric vehicle charging infrastructure at 4222 Charlestown Road, New Albany, IN 47150, and 1540 Veterans Parkway, Jeffersonville, IN 47130. DES #2400612. Round 2 and 3 locations TBD.

Justification:

The National Electric Vehicle Infrastructure Formula Program strategically deploys electric vehicle charging infrastructure and supports an interconnected network to facilitate data collection, access, and reliability. Eligible funding uses include acquisition and installation of electric vehicle charging infrastructure to serve as a catalyst for the deployment of such infrastructure and to connect it to a network to facilitate data collection, access, and reliability; proper operation and maintenance of electric vehicle charging infrastructure; data sharing about electric vehicle charging infrastructure to ensure the long-term success of investments.

Phase	Year	Funding Category	Federal	State/Local	Total
CN	2025	NEVI	\$424,590	\$106,147	\$530,737
PE	2025	NEVI	\$6,669,120	\$1,667,280	\$8,336,400
CN	2026	NEVI	\$15,958,569	\$3,989,642	\$19,948,211
CN	2027	NEVI	\$21,794,319	\$5,448,580	\$27,242,899
CN	2028	NEVI	\$15,190,289	\$3,797,572	\$18,987,861
Total			\$60,036,887	\$15,009,221	\$75,046,108

Sponsor Agency: KIPDA

Project Name: KIPDA Regional Rideshare Program - Indiana FY 2025

KIPDA ID:	State ID/DES #:	Open to Public:	County/Countries:	Project Cost:
2731		2025	Clark, Floyd	\$158,750

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	56	

Project Description:

The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.

Justification:

To reduce congestion, improve air quality, and promote sustainability.

Phase	Year	Funding Category	Federal	State/Local	Total
Operations	2025	STBG-MPO	\$127,000	\$31,750	\$158,750
Total			\$127,000	\$31,750	\$158,750

Indiana Program Projects

Sponsor Agency: KIPDA

Project Name: KIPDA Regional Rideshare Program - Indiana FY 2026

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3182		2026	Clark, Floyd	\$158,750

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	56	

Project Description:

The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.

Justification:

To reduce congestion, improve air quality, and promote sustainability.

Phase	Year	Funding Category	Federal	State/Local	Total
Operations	2026	STBG-MPO	\$127,000	\$31,750	\$158,750
Total			\$127,000	\$31,750	\$158,750

Sponsor Agency: KIPDA

Project Name: KIPDA Regional Rideshare Program - Indiana FY 2027

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3183		2027	Clark, Floyd	\$158,750

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	56	

Project Description:

The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.

Justification:

To reduce congestion, improve air quality, and promote sustainability.

Phase	Year	Funding Category	Federal	State/Local	Total
Operations	2027	STBG-MPO	\$127,000	\$31,750	\$158,750
Total			\$127,000	\$31,750	\$158,750

Sponsor Agency: KIPDA

Project Name: KIPDA Regional Rideshare Program - Indiana FY 2028

KIPDA ID:	State ID/DES #:	Open to Public:	County/Counties:	Project Cost:
3184		2028	Clark, Floyd	\$158,750

AQ Analysis Status:	Parent Project:	Group ID:
Exempt	56	

Project Description:

The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.

Justification:

To reduce congestion, improve air quality, and promote sustainability.

Phase	Year	Funding Category	Federal	State/Local	Total
Operations	2028	STBG-MPO	\$127,000	\$31,750	\$158,750
Total			\$127,000	\$31,750	\$158,750

KENTUCKY

PROGRAMS



Kentucky Program Projects

Sponsor Agency: APCD

Project Name: Kentuckiana Air Education

KIPDA ID: 369	State ID/DES #:	Open to Public: Ongoing	County/Counties: Bullitt, Jefferson, Oldham	Project Cost: \$7,742,000
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AQ Analysis Status: Exempt	Parent Project:	Group ID:
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Project Description:

Information/outreach campaign to educate public about air quality issues and encourage the public to make air-friendly choices.

Justification:

Reduce ozone levels in Louisville ozone maintenance area. Raise public awareness of connections between transportation and air quality and influence positive behavior.

Phase	Year	Funding Category	Federal	State/Local	Total
Operations	2025	STBG-MPO	\$200,000	\$50,000	\$250,000
Operations	2026	STBG-MPO	\$200,000	\$50,000	\$250,000
Operations	2027	STBG-MPO	\$200,000	\$50,000	\$250,000
Operations	2028	STBG-MPO	\$200,000	\$50,000	\$250,000
Total			\$800,000	\$200,000	\$1,000,000



APPENDIX A

KIPDA FY 2025 - FY 2028 TIP Acronym List

AAADT (Average Annual Daily Traffic)

ADA (Americans with Disabilities Act)

AV (Automated Vehicle)

BRT (Bus Rapid Transit)

CHSTP (Coordinated Human Services Transportation Plan)

CMAQ (Congestion Mitigation and Air Quality)

CMP (Congestion Management Process)

CO2 (Carbon Dioxide)

EPA (Environmental Protection Agency)

FAST (Act Fixing America's Surface)

FHWA (Federal Highway Administration)

FTA (Federal Transit Administration)

GIS (Geographic Information System)

HSIP (Highway Safety Improvement Program)

INDOT (Indiana Department of Transportation)

ITS (Intelligent Transportation Systems)

KIPDA (Kentuckiana Regional Planning & Development Agency)

KYTC (Kentucky Transportation Cabinet)

LOS (Level of Service)

MOVES (Motor Vehicle Emissions Simulator Model)

MPA (Metropolitan Planning Area)

MPO (Metropolitan Planning Organization)

NAAQS (National Ambient Air Quality Standards)

NHS (National Highway System)

NOx (Oxides of Nitrogen (Air Quality))

PM2.5 (Particulate Matter finer than 2.5)

SHSP (Strategic Highway Safety Plan)

SIP (State Implementation Plan) (Air Quality)

STIP (State Transportation Improvement Program)

TAP (Transportation Alternatives Program)

TAZ (Traffic Analysis Zone)

TBD (To Be Determined)

TDM (Transportation Demand Management)

TIP (Transportation Improvement Program)

TMA (Transportation Management Association)

TSMO (Transportation System)

TTI (Travel Time Index)

U.S. DOT (United States Department of Transportation)

VMT (Vehicle Miles Traveled)

VOC (Volatile Organic Compounds) (Air Quality)

APPENDIX B

Public Participation - **Coming Soon**

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