

# KENTUCKY

## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FY 2021-2024

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### ADMINISTRATIVE MODIFICATION #2021.026

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#### I. Proposed Action:

Modify the KYTC's FY 2021-2024 Statewide Transportation Improvement Program (STIP) to include the Louisville/Jefferson County, KY-Indiana Metropolitan Planning Organization's Administrative Modification #21 to the FY 2020-2025 Transportation Improvement Program (TIP).

#### Location:

Louisville/Jefferson County, KY-Indiana Metropolitan Planning Area

#### II. Scope of Activity:

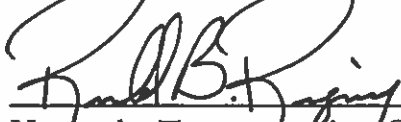
For detail information see the attached list of projects.

#### III. Additional Remarks:

This modification to the STIP will become part of the 2021 STIP end of Federal Fiscal Year 2022 "fiscal constraint" recalculations.

#### IV. Administrative Modification Approval:

Modification Recommended for Approval:

  
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Kentucky Transportation Cabinet      Date      12/14/21  
Ronald B. Rigney, Director  
Division of Program Management

### Administrative Modification 21

#### FY 2020 - FY 2025 Transportation Improvement Program

**October 28, 2021**

<b>TIP Action:</b>	Revise Project Name & Description				
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	2978	<b>State ID:</b>	2100834
<b>County</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	SR 60 Small Structure Pipe Lining over E SR <del>335</del> 335	<b>Funding Source:</b>	National Highway System (NHS)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$330,500		<b>Total Cost Programmed in TIP to date:</b>	\$130,000	
<b>Description:</b>	Small structure pipe lining 4.5 miles E of SR 335 over <del>E-SR-135</del>				
<b>Purpose &amp; Need:</b>	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 flow line.				
<b>FY 20-25 TIP Funding:</b>	FY 2023 Preliminary Engineering phase with NHS funds: \$117,000 (Federal) + \$13,000 (Other) = \$130,000 (Total)				

\*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.

## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	2545	<b>State ID:</b>	1700209
<b>County</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2678
<b>Project Name:</b>	US 150 & Maple Road	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-ST)	<b>Open to Public Date:</b>	2023 2022
<b>Total Estimated Project Cost:</b>	\$872,745		<b>Total Cost Programmed in TIP to date:</b>	\$872,745	
<b>Description:</b>	Intersection improvement with added turn lanes at US 150 and Maple Road in Floyd County.				
<b>Purpose &amp; Need:</b>	Intersection improvement with added turn lanes.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2020 Right of Way phase with STBG-ST funds: \$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total)</del>  <del>FY 2022 Right of Way phase with STBG-ST funds: \$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total)</del>  <del>FY 2022 Utilities phase with STBG-ST funds: \$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total)</del>  <del>FY 2022 Utilities phase with STBG-ST funds: \$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total)</del>  <del>FY 2022 Construction phase with STBG-ST funds: \$575,848 (Federal) + \$143,962 (Other) = \$719,810 (Total)</del>  <del>FY 2023 Construction phase with STBG-ST funds: \$575,848 (Federal) + \$143,962 (Other) = \$719,810 (Total)</del>				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Jeffersontown	<b>KIPDA ID:</b>	2774	<b>State ID:</b>	TBD
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Galene Drive/Sprowl Road Collector Extension	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$3,250,500		<b>Total Cost Programmed in TIP to date:</b>	\$375,000	
<b>Description:</b>	Improve capacity along Galene Drive from Maple Road to College Drive and improve mobility between Galene Drive and Watterson Trail. Potential improvements include realigning Galene Drive and Sprowl Road, extending Sprowl Road across Taylorsville Road to Bluebird Lane and Shelby Street, widening Galene Drive, Sprowl Road, and Shelby Street, curb and gutter, sidewalk and bicycle facilities, turning movements and signalization.				
<b>Purpose &amp; Need:</b>	The project will increase connectivity in the downtown business district of Jeffersontown and provide a new collector roadway to relieve the congestion at that the Taylorsville Road/Watterson Trail Intersection. It will enhance economic development opportunities and connectivity to schools, civic uses of the city.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2021 Planning phase with STBG-MPO funds:            \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)</del>  FY 2022 Planning phase with STBG-MPO funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Jeffersontown	<b>KIPDA ID:</b>	1582	<b>State ID:</b>	05-3031.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Watterson Trail Phase I	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2023 2022
<b>Total Estimated Project Cost:</b>	\$5,032,011		<b>Total Cost Programmed in TIP to date:</b>	\$5,032,011	
<b>Description:</b>	Construct new curb and gutters as well as all new sidewalks on both sides of Watterson Trail from Billtown Road to Old Taylorsville Road and including ADA Compliant Ramps and MUTCD crosswalks at each street intersection. The proposed sidewalks will be a minimum of 5 feet wide and will exceed that in many areas. The project will relocate the overhead utilities to the secondary streets of Peach Street and Neal Street. New street lights will be constructed along the route in order to provide improved pedestrian and vehicular safety. Enhanced landscaping will also be installed in order to address the heat island effect and ozone alert days and improve air quality.				
<b>Purpose &amp; Need:</b>	Citizens have voiced concern about the narrow sidewalks along the project corridor as well as the various tripping hazards created by the sidewalks and utility guy wires and poles. The current sidewalks are approximately 4 feet wide and do not meet current code requirements of 5 feet minimum. Relocating the overhead utilities will help create an expanded pedestrian zone there by creating a buffer between the pedestrians and the vehicular travel lane of Watterson Trail. The project will upgrade the pedestrian crossings with ADA Compliant ramps and tactile warning mats.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2021 Design phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</p> <p>FY 2022 Design phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</p> <p>FY 2021 Construction phase with CRRSAA-MPO funds: \$370,707 (Federal) + \$0 (Other) = \$370,707 (Total)</p> <p>FY 2021 Construction phase with STBG-MPO funds: \$2,548,876 (Federal) + \$579,290 (Other) = \$3,128,166 (Total)</p> <p>FY 2022 Construction phase with CRRSAA-MPO funds: \$370,707 (Federal) + \$0 (Other) = \$370,707 (Total)</p> <p>FY 2022 Construction phase with STBG-MPO funds: \$2,548,876 (Federal) + \$579,290 (Other) = \$3,128,166 (Total)</p>				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Jeffersontown	<b>KIPDA ID:</b>	1583	<b>State ID:</b>	05-518.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Watterson Trail Phase II	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2025
<b>Total Estimated Project Cost:</b>	\$2,456,850		<b>Total Cost Programmed in TIP to date:</b>	\$2,456,850	
<b>Description:</b>	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.				
<b>Purpose &amp; Need:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2020 Design phase with STBG-MPO funds: \$107,819 (Federal) + \$26,955 (Other) = \$134,774 (Total)</p> <p><del>FY 2021 Right of Way phase with STBG-MPO funds: \$156,181 (Federal) + \$39,045 (Other) = \$195,226 (Total)</del></p> <p>FY 2022 Right of Way phase with STBG-MPO funds: \$156,181 (Federal) + \$39,045 (Other) = \$195,226 (Total)</p> <p>FY 2022 Utilities phase with STBG-MPO funds: \$352,000 (Federal) + \$88,000 (Other) = \$440,000 (Total)</p> <p>FY 2023 Construction phase with STBG-MPO funds: \$1,232,000 (Federal) + \$308,000 (Other) = \$1,540,000 (Total)</p>				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	188	<b>State ID:</b>	05-00353.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	English Station Road	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2024
<b>Total Estimated Project Cost:</b>	\$12,445,300		<b>Total Cost Programmed in TIP to date:</b>	\$11,874,300	
<b>Description:</b>	Widen English Station Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Aiken Road to Avoca Road. The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. From MP 0.457 to MP 1.232.				
<b>Purpose &amp; Need:</b>	The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. Due to the two lane configuration and the numerous developments and entrances along the roadway, traffic operations are adversely impacted by vehicles making left turns along this congested corridor. Sight distance in the sag near Chenoweth Run and the crest near the railroad at the northern terminal of the project do not meet the 35 mph design speed criteria. The corridor is a high accident area. The existing roadway surface shows excessive wear with several sections having significant base failures that are not remedied by typical pavement resurfacing. The corridor is heavily traveled by trucks accessing a nearby rock quarry on Old Henry Road and school buses going to the Jefferson Public Schools maintenance facility on East Aiken. Several of the entrances have rutting on the shoulders with drop offs resulting from turning radii not adequate for truck turning movements. Rail crossing is substandard. There are gaps in the bike and pedestrian network. CHAF ID - IP20170032				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2021 Construction phase with STBG-MPO funds:            \$6,408,000 (Federal) + \$0 (Other) = \$6,408,000 (Total)</del>  FY 2022 Construction phase with STBG-MPO funds: \$6,408,000 (Federal) + \$0 (Other) = \$6,408,000 (Total)				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	2214	<b>State ID:</b>	05-00536.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	446	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 1931	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$21,640,000		<b>Total Cost Programmed in TIP to date:</b>	\$21,640,000	
<b>Description:</b>	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 IP20080220.				
<b>Purpose &amp; Need:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2021 Right of Way phase with STBG-MPO funds:</del>  <del>\$1,220,000 (Federal) + \$0 (Other) = \$1,220,000 (Total)</del></p> <p>FY 2022 Right of Way phase with STBG-MPO funds:  \$1,220,000 (Federal) + \$0 (Other) = \$1,220,000 (Total)</p> <p>*FY 2025 Construction phase with STBG-MPO funds:  \$10,780,000 (Federal) + \$0 (Other) = \$10,780,000 (Total)</p>				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	1662	<b>State ID:</b>	05-529.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	A.B. Sawyer Shared Use Path	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2025
<b>Total Estimated Project Cost:</b>	\$3,011,667		<b>Total Cost Programmed in TIP to date:</b>	\$3,011,667	
<b>Description:</b>	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 Pkwy from Middle Fork of Beargrass Creek bridge to Ormsby Station Rd. including a bridge over Middle Fork Beargrass Creek.				
<b>Purpose &amp; Need:</b>	To improve pedestrian and bicycling access and connect park resources with residential neighborhoods.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2021 Utilities phase with STBG-MPO funds: \$30,000 (Federal) + \$75,000 (Other) = \$105,000 (Total)</del> FY 2022 Utilities phase with STBG-MPO funds: \$30,000 (Federal) + \$75,000 (Other) = \$105,000 (Total) <del>FY 2021 Construction phase with STBG-MPO funds: \$2,300,000 (Federal) + \$0 (Other) = \$2,300,000 (Total)</del> FY 2022 Construction phase with STBG-MPO funds: \$2,300,000 (Federal) + \$0 (Other) = \$2,300,000 (Total)				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	1353	<b>State ID:</b>	TBD
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Baxter/Bardstown Premium Transportation Corridor - Section 1	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2030
<b>Total Estimated Project Cost:</b>	\$11,600,000		<b>Total Cost Programmed in TIP to date:</b>	\$2,750,000	
<b>Description:</b>	<p>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.</p>				
<b>Purpose &amp; Need:</b>	<p>The Baxter/Bardstown Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It is highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." A large sub-area of this Section was the focus of the intensive Bardstown/Baxter Safety Study, completed by Louisville Metro's Office of Advanced Planning. Baxter Avenue and Bardstown Road succeed as a commercial destination resulting in major mobility challenges. These two corridors have limited road space with high-demand for each portion of the cross-section. The vibrant commercial corridor, constituting the heart of Louisville's Highlands Neighborhoods, needs investment and improvements to maintain its success over the years to come. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received \$16.9 million in federal funds. Baxter Avenue and Bardstown Road transition around the I-264 interchange from a traditional marketplace corridor to a suburban marketplace corridor, Section 1 of this project will need to account for various demands across its length; however, each two sub-areas, despite is united by its need for significant mass transit improvements and more complete multi-modal connections. The area inside of the Watterson has high pedestrian activity while the area outside of the Watterson has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. Both sections have room for improvement concerning pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the Baxter/Bardstown Corridor of the future continues to succeed while providing even greater access to people of all ages and abilities.</p>				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2021 Construction phase with STBG-MPO funds: \$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)</del></p> <p>FY 2022 Construction phase with STBG-MPO funds: \$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)</p>				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2239	<b>State ID:</b>	05-3212.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	05-3212.00	<b>Group ID:</b>	2673
<b>Project Name:</b>	Cannons Lane	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2022
<b>Total Estimated Project Cost:</b>	\$980,000		<b>Total Cost Programmed in TIP to date:</b>	\$980,000	
<b>Description:</b>	Construction of sidewalk along Cannons Lane between Willis Avenue and Bowman Field (Seneca Loop), 1.0 miles.				
<b>Purpose &amp; Need:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2021 Design phase with STBG-MPO funds: \$5,000 (Federal) + \$0 (Other) = \$5,000 (Total)</p> <p><del>FY 2021 Utilities phase with STBG-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</del></p> <p>FY 2022 Utilities phase with STBG-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</p> <p><del>FY 2021 Construction phase with STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)</del></p> <p>FY 2022 Construction phase with STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)</p>				

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### Administrative Modification 21

#### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	223	<b>State ID:</b>	05-00404.01
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Cooper Chapel Road Phase 3	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2024
<b>Total Estimated Project Cost:</b>	\$28,555,103		<b>Total Cost Programmed in TIP to date:</b>	\$28,555,103	
<b>Description:</b>	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.				
<b>Purpose &amp; Need:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2021 Utilities phase with STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)</del> FY 2023 Utilities phase with STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)  FY 2023 Construction phase with STBG-MPO funds: \$16,000,000 (Federal) + \$4,000,000 (Other) = \$20,000,000 (Total)				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2064	<b>State ID:</b>	05-80053.10
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	East Market Street Streetscape Improvements	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2022
<b>Total Estimated Project Cost:</b>	\$12,000,000		<b>Total Cost Programmed in TIP to date:</b>	\$12,000,000	
<b>Description:</b>	Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brook Street to Johnson Street and along the following intersecting streets from Nanny Goat Alley to Billy Goat Strut Alley: Brook St., Floyd St., Preston St., Jackson St., Hancock St., Clay St., Shelby St., Campbell St., Wenzel St., Baxter Ave. and Johnson St. Enhancements include the addition of landscape medians in two separate blocks to serve as a gateway to the neighborhood and repurposing one of the existing east-bound drive lanes to provide a dedicated separate bike facility. Project length 2.1 miles.				
<b>Purpose &amp; Need:</b>	This project is for the design and construction documents of the improvements East Market Street and intersecting streets within the area generally bounded by Brook Street to the west, Billy Goat Strut Alley to the north; Baxter Avenue to the east; and Nanny Goat Strut Alley to the south. Streetscape improvements should transform the vehicular and pedestrian spaces into 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.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2021 Construction phase with STBG-MPO funds: \$7,200,000 (Federal) + \$1,800,000 (Other) = \$9,000,000 (Total)</del> FY 2022 Construction phase with STBG-MPO funds: \$7,200,000 (Federal) + \$1,800,000 (Other) = \$9,000,000 (Total)				
<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2897	<b>State ID:</b>	TBD
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2675
<b>Project Name:</b>	Hikes Lane Rehabilitation	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2022 <del>2021</del>
<b>Total Estimated Project Cost:</b>	\$4,250,000		<b>Total Cost Programmed in TIP to date:</b>	\$4,250,000	
<b>Description:</b>	Restoration and rehabilitation of Hikes Lane from Newburg Road to Taylorsville Road.				
<b>Purpose &amp; Need:</b>	Hikes Lane is concrete pavement and has numerous locations of failure that will be restored.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2021 Construction phase with STBG-MPO funds: \$3,400,000 (Federal) + \$850,000 (Other) = \$4,250,000 (Total)</del> FY 2022 Construction phase with STBG-MPO funds: \$3,400,000 (Federal) + \$850,000 (Other) = \$4,250,000 (Total)				

\*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.

## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	384	<b>State ID:</b>	05-479.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Hubbards Lane	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2022
<b>Total Estimated Project Cost:</b>	\$6,474,736		<b>Total Cost Programmed in TIP to date:</b>	\$6,474,736	
<b>Description:</b>	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road). Add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 1.4 mi.				
<b>Purpose &amp; Need:</b>	Hubbards Lane is a heavily traveled collector which passes through residential development between US 60 and US 42.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2020 Design phase with STBG-MPO funds: \$63,840 (Federal) + \$14,510 (Other) = \$78,350 (Total)</p> <p>FY 2021 Design phase with STBG-MPO funds: \$47,500 (Federal) + \$11,875 (Other) = \$59,375 (Total)</p> <p>FY 2020 Right of Way phase with STBG-MPO funds: \$250,000 (Federal) + \$62,500 (Other) = \$312,500 (Total)</p> <p><del>FY 2021 Utilities phase with STBG-MPO funds: \$829,589 (Federal) + \$207,398 (Other) = \$1,036,987 (Total)</del></p> <p>FY 2022 Utilities phase with STBG-MPO funds: \$829,589 (Federal) + \$207,398 (Other) = \$1,036,987 (Total)</p> <p><del>FY 2021 Construction phase with STBG-MPO funds: \$2,900,000 (Federal) + \$725,000 (Other) = \$3,625,000 (Total)</del></p> <p>FY 2022 Construction phase with STBG-MPO funds: \$2,900,000 (Federal) + \$725,000 (Other) = \$3,625,000 (Total)</p>				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	224	<b>State ID:</b>	05-00378.10
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-65	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$12,680,000		<b>Total Cost Programmed in TIP to date:</b>	\$12,680,000	
<b>Description:</b>	Extend and reconstruct I-65 southbound ramp to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.				
<b>Purpose &amp; Need:</b>	Improve interstate egress and movement at Jefferson Street increasing access to the Medical Center.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2020 Design phase with STBG-MPO funds: \$820,000 (Federal) + \$185,000 (Other) = \$1,005,000 (Total)</p> <p>FY 2021 Design phase with STBG-MPO funds: \$820,000 (Federal) + \$185,000 (Other) = \$1,005,000 (Total)</p> <p>FY 2021 Utilities phase with STBG-MPO funds: \$440,000 (Federal) + \$110,000 (Other) = \$550,000 (Total)</p> <p>*FY 2024 Utilities phase with STBG-MPO funds: \$440,000 (Federal) + \$110,000 (Other) = \$550,000 (Total)</p> <p>*FY 2025 Construction phase with STBG-MPO funds: \$8,240,000 (Federal) + \$2,060,000 (Other) = \$10,300,000 (Total)</p>				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2539	<b>State ID:</b>	05-3034.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	1857	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Louisville Loop Shared Use Path - McNeely Lake Park Segment	<b>Funding Source:</b>	Transportation Alternatives (TA-MPO)	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	\$3,106,275		<b>Total Cost Programmed in TIP to date:</b>	\$3,106,275	
<b>Description:</b>	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.				
<b>Purpose &amp; Need:</b>	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. The McNeely Lake Park segment of the Loop will provide better linkages for pedestrians, bicyclists and people with disabilities from nearby Wilt Elementary School and surrounding neighborhoods to the park, its recreational facilities and the existing path system. The proposed path will also provide non-motorized connectivity between neighborhoods on both the east and west sides of the park.				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2021 Design phase with TA-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</del></p> <p>FY 2022 Design phase with TA-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</p> <p>FY 2022 Construction phase with TA-MPO funds: \$1,849,277 (Federal) + \$462,319 (Other) = \$2,311,596 (Total)</p>				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2388	<b>State ID:</b>	05-758.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Main Street/Story Avenue Intersection	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	\$4,582,899		<b>Total Cost Programmed in TIP to date:</b>	\$4,582,899	
<b>Description:</b>	Intersection re-build at Main Street/Story Avenue/Baxter Avenue including transitions between Wentzel Street to the west and Johnson Street to the east.				
<b>Purpose &amp; Need:</b>	Project will enhance pedestrian and bicycle safety and mobility by signaling the intersection and eliminating free flow conditions.				
<b>FY 20-25 TIP Funding:</b>	FY 2020 Design phase with STBG-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)  FY 2021 Right of Way phase with STBG-MPO funds: \$76,000 (Federal) + \$19,000 (Other) = \$95,000 (Total)  FY 2022 Right of Way phase with STBG-MPO funds: \$76,000 (Federal) + \$19,000 (Other) = \$95,000 (Total)  FY 2022 Construction phase with STBG-MPO funds: \$3,314,319 (Federal) + \$828,580 (Other) = \$4,142,899 (Total)				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2269	<b>State ID:</b>	05-3030.20
<b>County</b>	Jefferson	<b>Parent ID:</b>	1856	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Northeast Louisville Loop MET Section 2	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2023 <del>2021</del>
<b>Total Estimated Project Cost:</b>	\$2,115,000		<b>Total Cost Programmed in TIP to date:</b>	\$2,115,000	
<b>Description:</b>	Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Station to Bircham Road, 0.7 miles.				
<b>Purpose &amp; Need:</b>	To improve pedestrian and bicycling access.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2021 Utilities phase with STBG-MPO funds: \$200,000 (Federal) + \$40,000 (Other) = \$240,000 (Total)</del>  FY 2022 Utilities phase with STBG-MPO funds: \$200,000 (Federal) + \$40,000 (Other) = \$240,000 (Total)  <del>FY 2021 Construction phase with STBG-MPO funds: \$1,100,000 (Federal) + \$275,000 (Other) = \$1,375,000 (Total)</del>  FY 2022 Construction phase with STBG-MPO funds: \$1,100,000 (Federal) + \$275,000 (Other) = \$1,375,000 (Total)				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2271	<b>State ID:</b>	05-3030.40
<b>County</b>	Jefferson	<b>Parent ID:</b>	1856	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Northeast Louisville Loop MET Section 4	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	\$1,875,000		<b>Total Cost Programmed in TIP to date:</b>	\$1,875,000	
<b>Description:</b>	Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Creek Park to Eastwood Cut-off, 0.6 miles.				
<b>Purpose &amp; Need:</b>	To improve pedestrian and bicycling access.				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2021 Right of Way phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)</del></p> <p>FY 2022 Right of Way phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)</p> <p>FY 2022 Utilities phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</p> <p>FY 2022 Construction phase with STBG-MPO funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$250,000 (Total)</p>				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2622	<b>State ID:</b>	05-3709.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	1273	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Olmsted Parkways Multi-Use Path System Section 1	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	\$2,750,000		<b>Total Cost Programmed in TIP to date:</b>		\$2,750,000
<b>Description:</b>	Construction of a 2.0 mile shared use path system along Southwestern and Algonquin Parkway between West Broadway and 41st Street.				
<b>Purpose &amp; Need:</b>	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2021 Construction phase with STBG-MPO funds:  <del>\$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)</del></p> <p>FY 2022 Construction phase with STBG-MPO funds:  \$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)</p>				
<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2627	<b>State ID:</b>	TBD
<b>County</b>	Jefferson	<b>Parent ID:</b>	1273	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Olmsted Parkways Multi-Use Path System Section 6	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	\$1,729,504		<b>Total Cost Programmed in TIP to date:</b>		\$1,729,504
<b>Description:</b>	Construction of a 1.40 mile shared use path system along Southern Parkway between South 3rd Street and Woodlawn Avenue.				
<b>Purpose &amp; Need:</b>	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2021 Design phase with STBG-MPO funds:  <del>\$130,000 (Federal) + \$32,500 (Other) = \$162,500 (Total)</del></p> <p>FY 2022 Design phase with STBG-MPO funds:  \$532,435 (Federal) + \$133,109 (Other) = \$665,544 (Total)  <del>\$402,435 (Federal) + \$100,609 (Other) = \$503,044 (Total)</del></p> <p>FY 2022 Construction phase with STBG-MPO funds:  \$843,852 (Federal) + \$220,108 (Other) = \$1,063,960 (Total)</p>				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2628	<b>State ID:</b>	TBD
<b>County</b>	Jefferson	<b>Parent ID:</b>	1273	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Olmsted Parkways Multi-Use Path System Section 7	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2022
<b>Total Estimated Project Cost:</b>	\$1,892,195		<b>Total Cost Programmed in TIP to date:</b>	\$1,892,195	
<b>Description:</b>	Construction of a 1.10 mile shared use path system along Southern Parkway between Woodlawn Avenue and New Cut Road.				
<b>Purpose &amp; Need:</b>	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
<b>FY 20-25 TIP Funding:</b>	FY 2021 Design phase with STBG-MPO funds: <del>\$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</del>  FY 2022 Design phase with STBG-MPO funds: \$416,195 (Federal) + \$104,049 (Other) = \$520,244 (Total) <del>\$316,195 (Federal) + \$79,049 (Other) = \$395,244 (Total)</del>  FY 2022 Construction phase with STBG-MPO funds: \$1,091,813 (Federal) + \$280,138 (Other) = \$1,371,951 (Total)				
<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2629	<b>State ID:</b>	TBD
<b>County</b>	Jefferson	<b>Parent ID:</b>	1273	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Olmsted Parkways Multi-Use Path System Section 8	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2025
<b>Total Estimated Project Cost:</b>	\$6,068,018		<b>Total Cost Programmed in TIP to date:</b>	\$6,068,018	
<b>Description:</b>	Construction of a 2.50 mile road diet system along Southern Parkway between South 3rd Street and New Cut Road.				
<b>Purpose &amp; Need:</b>	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
<b>FY 20-25 TIP Funding:</b>	FY 2021 Design phase with STBG-MPO funds: <del>\$140,000 (Federal) + \$35,000 (Other) = \$175,000 (Total)</del>  FY 2022 Design phase with STBG-MPO funds: \$259,119 (Federal) + \$183,899 (Other) = \$443,018 (Total) <del>\$119,119 (Federal) + \$148,899 (Other) = \$268,018 (Total)</del>  FY 2022 Construction phase with STBG-MPO funds: \$4,500,000 (Federal) + \$1,125,000 (Other) = \$5,625,000 (Total)				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	1809	<b>State ID:</b>	05-470.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	One-Way Street Conversion to Two-Way Phase 1	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2022 <del>2021</del>
<b>Total Estimated Project Cost:</b>	\$4,390,000		<b>Total Cost Programmed in TIP to date:</b>	\$4,390,000	
<b>Description:</b>	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 Blvd. (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).				
<b>Purpose &amp; Need:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	FY 2021 Construction phase with STBG-MPO funds: \$2,044,800 (Federal) + \$0 (Other) = \$2,044,800 <del>\$4,000,000 (Federal) + \$0 (Other) = \$4,000,000 (Total)</del>  FY 2022 Construction phase with STBG-MPO funds: \$1,955,200 (Federal) + \$488,800 (Other) = \$2,444,000 (Total)				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2540	<b>State ID:</b>	05-3217.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	River Road Multi-Modal Improvements - 3rd Street to 7th Street	<b>Funding Source:</b>	Transportation Alternatives (TA-MPO)	<b>Open to Public Date:</b>	2022
<b>Total Estimated Project Cost:</b>	\$2,104,635		<b>Total Cost Programmed in TIP to date:</b>	\$2,104,635	
<b>Description:</b>	<p>Re-allocation of the northern most lane traveling in the west bound direction and relocation of the existing barrier wall to expand the existing separated multi-use path of sub-standard width. In addition, street lighting would be updated and placed into the relocated barrier wall to reduce maintenance costs and better illuminate the path beneath the shadow the the interstate. This would be accomplished by transitioning the two westbound lanes between 3rd Street and 4th Street from 13 feet in width to 11 feet in width at 4th Street. This will allow the barrier wall to be moved south four (4) feet, increasing the width of the current shared use path from a sub-standard width of six (6) feet to a conforming width of ten (10) feet. Between 4th Street and 6th Street, we propose to reduce from two westbound lanes to a single westbound lane with a shoulder, allowing the multimodal path to increase to 14 feet in width. This project dovetails with the planned 4th Street bike connection improvement projects which will feed cyclists directly into this project via actuated loops and allow seamless interaction for traffic coming from downtown that desire to travel west along the riverfront. Additionally, the junction at 6th Street will be improved to provide better connectivity with dedicated bicycle facilities on 6th Street. Pedestrian improvements are intended as well at the intersections of River Road with 3rd Street, 4th Street, and 6th Street.</p>				
<b>Purpose &amp; Need:</b>	<p>Improve safety and comfort of walkers, joggers, and cyclists along the riverfront by re-allocating the northern most travel lane of River Road, relocating the barrier wall and adding street lighting to illuminate the path beneath the shadow of the interstate. The existing path forces users of the path into blind-spots behind the supporting structure of I-64 above. This project allows us to make a safe connection for all users while not adversely impacting operating conditions of motor vehicles.</p>				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2020 Design phase with TA-MPO funds: \$135,000 (Federal) + \$33,750 (Other) = \$168,750 (Total)</p> <p><del>FY 2021 Construction phase with TA-MPO funds: \$1,413,708 (Federal) + \$353,427 (Other) = \$1,767,135 (Total)</del></p> <p>FY 2022 Construction phase with TA-MPO funds: \$1,413,708 (Federal) + \$353,427 (Other) = \$1,767,135 (Total)</p>				

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### Administrative Modification 21

#### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding and Add State ID				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2594	<b>State ID:</b>	05-571.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2673
<b>Project Name:</b>	Stony Brook Drive Sidewalk Connector	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2024
<b>Total Estimated Project Cost:</b>	\$451,500		<b>Total Cost Programmed in TIP to date:</b>	\$451,500	
<b>Description:</b>	Install new ADA compliant 5' sidewalk along Stony Brook Drive from Stara Way to Kirby Lane. Project length is 0.284 miles.				
<b>Purpose &amp; Need:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2021 Right of Way phase with STBG-MPO funds: \$22,000 (Federal) + \$5,500 (Other) = \$27,500 (Total)</del></p> <p>FY 2022 Right of Way phase with STBG-MPO funds: \$22,000 (Federal) + \$5,500 (Other) = \$27,500 (Total)</p> <p>FY 2022 Construction phase with STBG-MPO funds: \$300,000 (Federal) + \$70,000 (Other) = \$370,000 (Total)</p>				
<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Middletown	<b>KIPDA ID:</b>	2228	<b>State ID:</b>	05-03221.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2673
<b>Project Name:</b>	Bliss Avenue	<b>Funding Source:</b>	Transportation Alternatives (TA-MPO)	<b>Open to Public Date:</b>	2022 <del>2021</del>
<b>Total Estimated Project Cost:</b>	\$180,157		<b>Total Cost Programmed in TIP to date:</b>	\$180,157	
<b>Description:</b>	Construct sidewalk on Bliss Avenue from Shelbyville Road to Wetherby Avenue, to include ADA improvements and drainage improvements.				
<b>Purpose &amp; Need:</b>	Provide connectivity between Shelbyville Road and Wetherby Avenue.				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2021 Construction phase with TA-MPO funds: \$147,401 (Federal) + \$32,756 (Other) = \$180,157 (Total)</del></p> <p>FY 2022 Construction phase with TA-MPO funds: \$147,401 (Federal) + \$32,756 (Other) = \$180,157 (Total)</p>				

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### Administrative Modification 21

#### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Middletown	<b>KIPDA ID:</b>	2229	<b>State ID:</b>	05-03222.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2673
<b>Project Name:</b>	Wetherby Avenue	<b>Funding Source:</b>	Transportation Alternatives (TA-MPO)	<b>Open to Public Date:</b>	2022 <del>2021</del>
<b>Total Estimated Project Cost:</b>	\$475,580		<b>Total Cost Programmed in TIP to date:</b>	\$475,580	
<b>Description:</b>	Construct sidewalks on Wetherby Avenue for 0.55 miles between North Madison Avenue and Evergreen Road, to include ADA improvements and drainage improvements.				
<b>Purpose &amp; Need:</b>	Provide sidewalk connectivity between Shelbyville Road and Wetherby Avenue.				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2021 Construction phase with TA-MPO funds: \$338,591 (Federal) + \$84,648 (Other) = \$423,239 (Total)</del></p> <p><del>FY 2021 Construction phase with CRRSAA-MPO funds: \$52,341 (Federal) + \$0 (Other) = \$52,341 (Total)</del></p> <p style="color: red;">FY 2022 Construction phase with TA-MPO funds: \$338,591 (Federal) + \$84,648 (Other) = \$423,239 (Total)</p> <p style="color: red;">FY 2022 Construction phase with CRRSAA-MPO funds: \$52,341 (Federal) + \$0 (Other) = \$52,341 (Total)</p>				

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## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Oldham County	<b>KIPDA ID:</b>	1808	<b>State ID:</b>	05-754.00
<b>County</b>	Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Buckner Connector	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	<del>\$4,380,681</del>	<b>Total Cost Programmed in TIP to date:</b>		<del>\$4,380,681</del>	
<b>Description:</b>	The proposed project will extend Commerce Parkway and the shared use path west 0.8-mile from KY 393 on new alignment to connect with Mattingly Road. Commerce Pkwy in Oldham County is currently a 2-lane road with a 10-foot wide shared use path along the north side, separated from the road with a grass verge. The road currently extends from KY 393 east approximately 3 miles to LaGrange. The proposed extension would begin approximately 1200 ft. north of I-71 and KY 393 interchange. Mattingly Road provides access to several industrial sites. the proposed project will provide access to I-71 from Mattingly Road that would allow traffic to avoid an at-grade railroad crossing.				
<b>Purpose &amp; Need:</b>	The purpose of the project is to improve system connectivity. Mattingly Road serves the Oldham County Industrial Park, located between the CSX railroad and dead-ends at I-71. At present, all industrial park traffic must cross the CSX railroad at two at-grade locations to access I-71. The road would connect the Park to KY 393 just north of I-71, thereby providing an option to avoid the two railroad crossings.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2021 Right of Way phase with STBG-MPO funds: \$42,750 (Federal) + \$10,688 (Other) = \$53,438 (Total)</p> <p>FY 2021 Utilities phase with STBG-MPO funds: <del>\$368,646 (Federal) + \$77,162 (Other) = \$445,808 (Total)</del></p> <p>FY 2022 Utilities phase with STBG-MPO funds: \$397,046 (Federal) + \$99,262 (Other) = \$496,308 (Total)</p> <p>FY 2021 Construction phase with CRRSAA-MPO funds: <del>\$575,000 (Federal) + \$0 (Other) = \$575,000 (Total)</del></p> <p>FY 2022 Construction phase with CRRSAA-MPO funds: \$575,000 (Federal) + \$0 (Other) = \$575,000 (Total)</p> <p>FY 2021 Construction phase with STBG-MPO funds: <del>\$1,778,000 (Federal) + \$400,050 (Other) = \$2,178,050 (Total)</del></p> <p>FY 2022 Construction phase with STBG-MPO funds: \$1,778,000 (Federal) + \$400,050 (Other) = \$2,178,050 (Total)</p>				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Oldham County	<b>KIPDA ID:</b>	1877	<b>State ID:</b>	05-542.00
<b>County</b>	Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 329	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	\$3,387,500		<b>Total Cost Programmed in TIP to date:</b>	\$3,387,500	
<b>Description:</b>	<p>Improvements to the area of the KY 329 and KY 329 Bypass intersection in Oldham County adjacent to the KY 329 interchange with Interstate 71. Congestion occurs during the morning and evening rush hours due to several nearby public schools as well as several roadways converging close to the intersection. Other areas of concern in the area include the 5% downgrade on KY 329 Bypass approaching KY 329 intersection; the sight distance between KY 329 Bypass to the business on the east of the road is obscured by an existing rock and the distance between a crest vertical curve on KY 329 and the intersection with the Spring Hill Subdivision looking east 575 ft. The project is planned to include: widening or reconstruction of KY 329 to include dual left turn lanes and a signal; widening of the KY 329 Bypass to include a left turn lane onto KY 329 and right turn lane onto KY 329; and, sight distance improvements on both the KY 329 Bypass and existing KY 329.</p>				
<b>Purpose &amp; Need:</b>	<p>The purpose of this project is to make the KY 329 and KY 329 Bypass intersection safer and to improve Level of Service. The needs being addressed by the project are based on the following data: Existing traffic volumes result in traffic congestion and intersection delays. The existing eastbound left turn movement has an LOS F in both the AM and PM. MUTCD warrants for signalization are met for this intersection. Sight distance deficiencies - stopping sight distances for posted speed limits of 55 MPH on both roads are not met (vertically on KY 329 and horizontally with rock slopes obstructions on KY 329 Bypass). Crashes are notably high along this intersection of KY 329. Crash data between 1/1/2012 and 12/31/2016 was analyzed. The crash rate approaches critical (CRF = 0.95). There have been numerous crashed including one fatal and five injury crashes near the intersection.</p>				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2021 Utilities phase with STBG-MPO funds: \$61,500 (Federal) + \$15,375 (Other) = \$76,875 (Total)</del></p> <p>FY 2022 Utilities phase with STBG-MPO funds: \$61,500 (Federal) + \$15,375 (Other) = \$76,875 (Total)</p> <p>FY 2022 Construction phase with STBG-MPO funds: \$2,000,000 (Federal) + \$500,000 (Other) = \$2,500,000 (Total)</p>				

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## FY 2020 - FY 2025 Transportation Improvement Program

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<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Oldham County	<b>KIPDA ID:</b>	321	<b>State ID:</b>	05-434.00
<b>County</b>	Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	LaGrange Underpass West of LaGrange	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2025
<b>Total Estimated Project Cost:</b>	\$24,078,750		<b>Total Cost Programmed in TIP to date:</b>	\$24,078,750	
<b>Description:</b>	Construction of an uninterrupted rail underpass west of LaGrange on Allen Lane. The project will widen Allen Lane between KY 146 and Commerce Parkway aligning across from the I-71 Overpass.				
<b>Purpose &amp; Need:</b>	The project will allow traffic to be unimpeded by the very heavily used CSX rail line improving congestion. It will also provided enhanced safety as emergency vehicles will be able to bypass the rail line.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2021 Utilities phase with STBG-MPO funds: \$3,895,000 (Federal) + \$973,750 (Other) = \$4,868,750 (Total)</del> <b>FY 2022 Utilities phase with STBG-MPO funds: \$3,895,000 (Federal) + \$973,750 (Other) = \$4,868,750 (Total)</b>  FY 2022 Construction phase with STBG-MPO funds: \$10,000,000 (Federal) + \$2,500,000 (Other) = \$12,500,000 (Total)				
<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Oldham County	<b>KIPDA ID:</b>	2236	<b>State ID:</b>	05-757.00
<b>County</b>	Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2673
<b>Project Name:</b>	Spring Hill Trace Sidewalk	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	<del>2021</del> <b>2023</b>
<b>Total Estimated Project Cost:</b>	\$1,003,086		<b>Total Cost Programmed in TIP to date:</b>	\$1,003,086	
<b>Description:</b>	Construct sidewalks along both sides of Spring Hill Trace within existing right-of-way from KY 329 to the existing bridge between Spring Hill subdivision and Brentwood subdivision (approximately 240' beyond the intersection of Spring Hill Trace and Spring Hill Court).				
<b>Purpose &amp; Need:</b>	To provide safer access throughout the neighborhood.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2021 Construction phase with STBG-MPO funds: \$520,000 (Federal) + \$13,000 (Other) = \$650,000 (Total)</del> <b>FY 2022 Construction phase with STBG-MPO funds: \$520,000 (Federal) + \$13,000 (Other) = \$650,000 (Total)</b>				

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## FY 2020 - FY 2025 Transportation Improvement Program

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<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	1271	<b>State ID:</b>	05-00441.01
<b>County</b>	Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	US 42	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2023 <del>2021</del>
<b>Total Estimated Project Cost:</b>	\$10,284,000		<b>Total Cost Programmed in TIP to date:</b>	\$10,284,000	
<b>Description:</b>	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.				
<b>Purpose &amp; Need:</b>	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).				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2021 Construction phase with STBG-MPO funds: \$5,020,000 (Federal) + \$0 (Other) = \$5,020,000 (Total)</del> FY 2022 Construction phase with STBG-MPO funds: \$5,020,000 (Federal) + \$0 (Other) = \$5,020,000 (Total)				

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## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	University of Louisville	<b>KIPDA ID:</b>	2150	<b>State ID:</b>	05-8805.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Campus Improvements	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	\$27,037,500		<b>Total Cost Programmed in TIP to date:</b>	\$15,409,764 <del>\$14,777,264</del>	
<b>Description:</b>	Roundabout at the Floyd Street and East Brandeis Avenue, intersection and other Belknap Campus improvements to include multimodal improvements at the South 3rd Street and West Brandeis Avenue intersection and along West Brandeis Avenue between South 3rd Street and South 4th Street. Project would provide better connectivity between new university facilities with the main Belknap campus by the creation a multi-modal corridor along West Brandeis Avenue between South 3rd Street and South 4th Street. The proposed multi-modal corridor would improve pedestrian and bicycle safety with the creation of a designated street crossing location and also include geometric improvements to South 3rd Street with the straightening of the turn lane and thru lanes southbound at the West Brandeis Avenue intersection.				
<b>Purpose &amp; Need:</b>	The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2021 Design phase with STBG-MPO funds: \$190,800 (Federal) + \$41,489 (Other) = \$232,289 (Total)</del></p> <p>FY 2022 Design phase with STBG-MPO funds: \$190,800 (Federal) + \$41,489 (Other) = \$232,289 (Total)</p> <p><del>FY 2021 Design phase with CRRSAA-MPO funds: \$82,475 (Federal) + \$0 (Other) = \$82,475 (Total)</del></p> <p>FY 2022 Design phase with CRRSAA-MPO funds: \$82,475 (Federal) + \$0 (Other) = \$82,475 (Total)</p> <p><del>FY 2022 Utilities phase with STBG-MPO funds: \$1,256,000 (Federal) + \$314,000 (Other) = \$1,570,000 (Total) \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)</del></p> <p>FY 2022 Construction phase with STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)</p>				

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## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	University of Louisville	<b>KIPDA ID:</b>	2225	<b>State ID:</b>	05-3218.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2673
<b>Project Name:</b>	University of Louisville Pedestrian Improvements - Lighting	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2022
<b>Total Estimated Project Cost:</b>	\$449,800		<b>Total Cost Programmed in TIP to date:</b>	\$449,088	
<b>Description:</b>	Install or retrofit 400 or more lighting fixtures throughout campus including the "L Trail", Humanities Building and other campus sidewalk locations.				
<b>Purpose &amp; Need:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2021 Construction phase with STBG-MPO funds:            \$359,270 (Federal) + \$89,818 (Other) = \$449,088 (Total)</del> FY 2022 Construction phase with STBG-MPO funds: \$359,270 (Federal) + \$89,818 (Other) = \$449,088 (Total)				
<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	University of Louisville	<b>KIPDA ID:</b>	2585	<b>State ID:</b>	05-3220.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2673
<b>Project Name:</b>	University of Louisville Pedestrian Improvements - ADA Curb Cuts & Ramps	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2022
<b>Total Estimated Project Cost:</b>	\$437,500		<b>Total Cost Programmed in TIP to date:</b>	\$437,500	
<b>Description:</b>	Install or upgrade ADA accessible curb cuts/ramps throughout Belknap Campus.				
<b>Purpose &amp; Need:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2021 Construction phase with STBG-MPO funds:            \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)</del> FY 2022 Construction phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)				

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