

# KENTUCKY

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

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### ADMINISTRATIVE MODIFICATION #2021.137

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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 #37 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.

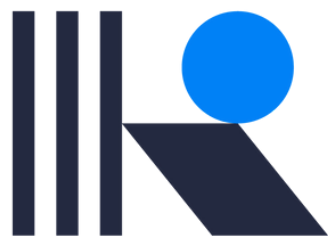
#### **III. Additional Remarks:**

This modification to the STIP will become part of the 2021 STIP end of Federal Fiscal Year 2023 "fiscal constraint" recalculations.

#### **IV. Administrative Modification Approval:**

Modification Recommended for Approval:

<u>Jill Lamb</u> for Ron Rigney	10/28/22
Kentucky Transportation Cabinet	Date
Ronald B. Rigney, Director	
Division of Program Management	



**K I P D A**

Kentuckiana Regional Planning  
& Development Agency

**Administrative Modification 37**  
**Fiscal Year 2020 - 2025 Transportation**  
**Improvement Program (TIP)**

*October 27, 2022*



<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Clarksville	<b>KIPDA ID:</b>	2389	<b>State ID:</b>	1700724
<b>County</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Blackiston Mill Road 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>	<del>\$2,526,880</del>		<b>Total Cost Programmed in TIP to date:</b>	<del>\$2,526,880</del>	
<b>Description:</b>	Improvements to Blackiston Mill Road from just north of the Kroger entrance to Blackiston View Drive, including the addition of sidewalks, a new turn lane into Peddler's Mall entrance, improved site lines, and improved access control and drainage improvements. 0.34 miles.				
<b>Justification:</b>	Project will improve the safety of the corridor and provide pedestrian and drainage improvements.				
<b>FY 20-25 TIP Funding:</b>	FY 2021 Right of Way phase with STBG-MPO funds: \$850,000 (Federal) + \$170,000 (Other) = \$1,020,000 (Total)  FY 2023 Construction phase with STBG-MPO funds: <del>\$1,792,229 (Federal) + \$448,058 (Other) = \$2,240,287 (Total)</del> <del>\$1,205,504 (Federal) + \$301,376 (Other) = \$1,506,880 (Total)</del>				

\*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.

<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Floyd County	<b>KIPDA ID:</b>	2128	<b>State ID:</b>	1400550, 1800900
<b>County</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Charlestown Road Corridor Complete Streets	<b>Funding Source:</b>	Carbon Reduction Program (CRP) - MPO & Congestion Mitigation and Air Quality (CMAQ) - MPO	<b>Open to Public Date:</b>	2025
<b>Total Estimated Project Cost:</b>	<b>\$3,273,879</b> <del>\$3,152,047</del>		<b>Total Cost Programmed in TIP to date:</b>	<b>\$3,273,879</b> <del>\$3,152,047</del>	
<b>Description:</b>	Construction of a multi-use path from Sunset Drive to County Line Road in New Albany, Indiana. The multi-use path is 10 feet in width. Additional traffic calming measures are planned, including re-striping and additional signage. Project length is 1.31 miles.				
<b>Justification:</b>	The Charlestown Road Complete Streets Project brings pedestrian and multi-modal infrastructure to an area that currently lacks any at all. The multi-use path will provide access for residents living in the subdivisions along the corridor the ability to access Kevin Hammersmith Park and the commercial area by bike or by foot. Currently, this segment of Charlestown Road is not safe for pedestrian nor bike traffic.				
<b>FY 20-25 TIP Funding:</b>	FY 2020 Right of Way phase with CMAQ-MPO funds: \$384,147 (Federal) + \$84,400 (Other) = \$468,547 (Total)  FY 2021 Right of Way phase with CMAQ-MPO funds: \$300,000 (Federal) + \$60,000 (Other) = \$360,000 (Total)  <b>FY 2023 Right of Way phase with CRP-MPO funds:</b> <b>\$97,465 (Federal) + \$24,367 (Other) = \$121,832 (Total)</b>  <del>FY 2023 Construction phase with CMAQ-MPO funds:</del> <del>\$1,200,000 (Federal) + \$686,000 (Other) = \$1,886,000 (Total)</del>  <b>*FY 2024 Construction phase with CMAQ-MPO funds:</b> <b>\$1,095,942 (Federal) + \$790,058 (Other) = \$1,886,000 (Total)</b>				

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<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Jeffersontown	<b>KIPDA ID:</b>	2084	<b>State ID:</b>	05-543.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	\$2,002,500		<b>Total Cost Programmed in TIP to date:</b>	\$2,002,500	
<b>Description:</b>	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.				
<b>Justification:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2022 Construction phase with STBG-MPO funds:</del> <del>\$1,510,000 (Federal) + \$377,500 (Other) = \$1,887,500 (Total)</del> FY 2023 Construction phase with STBG-MPO funds: \$1,510,000 (Federal) + \$377,500 (Other) = \$1,887,500 (Total)				
<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Jeffersontown	<b>KIPDA ID:</b>	2082	<b>State ID:</b>	05-486.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Good Samaritan Bicycle and Pedestrian Trail Connector	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	\$1,940,000		<b>Total Cost Programmed in TIP to date:</b>	\$1,940,000	
<b>Description:</b>	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.				
<b>Justification:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2022 Construction phase with STBG-MPO funds:</del> <del>\$1,460,000 (Federal) + \$365,000 (Other) = \$1,825,000 (Total)</del> FY 2023 Construction phase with STBG-MPO funds: \$1,460,000 (Federal) + \$365,000 (Other) = \$1,825,000 (Total)				

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<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Jeffersontown	<b>KIPDA ID:</b>	2385	<b>State ID:</b>	05-3219.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2673
<b>Project Name:</b>	Patti Lane Sidewalk Safety Improvement Project	<b>Funding Source:</b>	Transportation Alternatives (TA) - MPO	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	\$930,430		<b>Total Cost Programmed in TIP to date:</b>	\$930,430	
<b>Description:</b>	Construct safety and access improvements to Patti Lane. Construct sidewalks along both sides of Patti Lane from Taylorsville Road to Glenawyn Circle and "sharrow" bicycle markings that will designate this corridor as a bike route. The project will also construct new curb and gutter and associated drainage improvements to accommodate the sidewalks and the new access management design. The project also includes adding street lights and reconfiguring all the existing curb cuts and create manageable commercial entrances for each business.				
<b>Justification:</b>	Patti Lane is a Classified as a Minor Urban Collector that connects Old Six Mile Lane (Major Connector) to Taylorsville Road (Major Arterial). The project area is a critical corridor because it connects access to four area schools (Jeffersontown High School, St. Edwards Elementary, Tully Elementary, and Jeffersontown Elementary) and a high density residential neighborhood to the transit system along Taylorsville Road and the Jtown Commons Shopping Center, a commercial commerce cluster. The corridor does not have sidewalks, and the businesses have curb cuts across their entire frontages. These conditions create a safety concern for the many students and residents in the area to access goods and services and forces them to walk in the street or along the drainage ditch line.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2022 Construction phase with TA-MPO funds: \$744,344 (Federal) + \$186,086 (Other) = \$930,430 (Total)</del> FY 2023 Construction phase with TA-MPO funds: \$744,344 (Federal) + \$186,086 (Other) = \$930,430 (Total)				
<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Jeffersontown	<b>KIPDA ID:</b>	2619	<b>State ID:</b>	05-198.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2673
<b>Project Name:</b>	Ruckriegel Parkway Sidewalk Improvement	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	\$542,260		<b>Total Cost Programmed in TIP to date:</b>	\$542,260	
<b>Description:</b>	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.				
<b>Justification:</b>	Citizens have been voice concern 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.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2022 Construction phase with STBG-MPO funds: \$529,008 (Federal) + \$13,252 (Other) = \$542,260 (Total)</del> FY 2023 Construction phase with STBG-MPO funds: \$529,008 (Federal) + \$13,252 (Other) = \$542,260 (Total)				

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<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<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>	2024 <del>2025</del>
<b>Total Estimated Project Cost:</b>	\$2,531,851		<b>Total Cost Programmed in TIP to date:</b>	\$2,531,851	
<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>Justification:</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>FY 2022 Right of Way phase with STBG-MPO funds: \$216,181 (Federal) + \$54,046 (Other) = \$270,227 (Total)</p> <p><del>FY 2022 Utility phase with STBG-MPO funds: \$352,000 (Federal) + \$88,000 (Other) = \$440,000 (Total)</del></p> <p>FY 2023 Utility phase with STBG-MPO funds: \$352,000 (Federal) + \$88,000 (Other) = \$440,000 (Total)</p> <p><del>FY 2023 Construction phase with STBG-MPO funds: \$1,232,000 (Federal) + \$308,000 (Other) = \$1,540,000 (Total)</del></p> <p>*FY 2024 Construction phase with STBG-MPO funds: \$1,232,000 (Federal) + \$308,000 (Other) = \$1,540,000 (Total)</p>				

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<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	188	<b>State ID:</b>	05-353.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	English Station Road	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2024
<b>Total Estimated Project Cost:</b>	\$11,874,300		<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>Justification:</b>	The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. Due to the two lane configuration and the numerous developments and entrances along the roadway, traffic operations are adversely impacted by vehicles making left turns along this congested corridor. Sight distance in the sag near Chenoweth Run and the crest near the railroad at the northern terminal of the project do not meet the 35 mph design speed criteria. The corridor is a high accident area. The existing roadway surface shows excessive wear with several sections having significant base failures that are not remedied by typical pavement resurfacing. The corridor is heavily traveled by trucks accessing a nearby rock quarry on Old Henry Road and school buses going to the Jefferson Public Schools maintenance facility on East Aiken. Several of the entrances have rutting on the shoulders with drop offs resulting from turning radii not adequate for truck turning movements. Rail crossing is substandard. There are gaps in the bike and pedestrian network. CHAF ID - IP20170032				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2022 Construction phase with STBG-MPO funds: \$6,408,000 (Federal) + \$0 (Other) = \$6,408,000 (Total)</del>  FY 2023 Construction phase with STBG-MPO funds: \$6,408,000 (Federal) + \$0 (Other) = \$6,408,000 (Total)				

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<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	2214	<b>State ID:</b>	05-536.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<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>Justification:</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 2022 Right of Way phase with STBG MPO funds:</del>  <del>\$1,220,000 (Federal) + \$0 (Other) = \$1,220,000 (Total)</del></p> <p>FY 2023 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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<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	1271	<b>State ID:</b>	05-441.01
<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
<b>Total Estimated Project Cost:</b>	\$10,500,000		<b>Total Cost Programmed in TIP to date:</b>	\$10,500,000	
<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>Justification:</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>	<p><del>FY 2022 Right of Way phase with STBG MPO funds: \$180,000 (Federal) + \$36,000 (Other) = \$216,000 (Total)</del></p> <p><del>FY 2022 Construction phase with STBG MPO funds: \$5,020,000 (Federal) + \$0 (Other) = \$5,020,000 (Total)</del></p> <p>FY 2023 Right of Way phase with STBG-MPO funds: \$180,000 (Federal) + \$36,000 (Other) = \$216,000 (Total)</p> <p>FY 2023 Construction phase with STBG-MPO funds: \$5,020,000 (Federal) + \$0 (Other) = \$5,020,000 (Total)</p>				

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<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>	<del>\$4,832,667</del> \$5,000,000		<b>Total Cost Programmed in TIP to date:</b>	<del>\$4,832,667</del> \$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>Justification:</b>	To improve pedestrian and bicycling access and connect park resources with residential neighborhoods.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2022 Utility phase with STBG-MPO funds: \$30,000 (Federal) + \$75,000 (Other) = \$105,000 (Total)</del>  <del>FY 2022 Construction phase with STBG-MPO funds: \$2,300,000 (Federal) + \$0 (Other) = \$2,300,000 (Total)</del>  FY 2023 Construction phase with STBG-MPO funds: \$3,450,000 (Federal) + \$776,000 (Other) = \$4,226,000 (Total)				

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<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>	<b>\$2,967,750</b> <b>\$2,750,000</b>	
<b>Description:</b>	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.				
<b>Justification:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	FY 2023 Design phase with STBG-MPO funds: <b>\$177,750 (Federal) + \$40,000 (Other) = \$217,750 (Total)</b>  <del>FY 2022 Construction phase with STBG-MPO funds:  \$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)</del>  *FY 2025 Construction phase with STBG-MPO funds: <b>\$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)</b>				
<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<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>	N/A	<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>	<b>2023</b> <del>2022</del>
<b>Total Estimated Project Cost:</b>	\$1,480,000		<b>Total Cost Programmed in TIP to date:</b>	\$1,480,000	
<b>Description:</b>	Construction of sidewalk along Cannons Lane between Willis Avenue and Bowman Field (Seneca Loop), 1.0 miles.				
<b>Justification:</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>	FY 2021 Design phase with STBG-MPO funds: \$5,000 (Federal) + \$0 (Other) = \$5,000 (Total)  <del>FY 2022 Construction phase with STBG-MPO funds:  \$1,000,000 (Federal) + \$250,000 (Other) = \$1,000,000 (Total)</del>  FY 2023 Construction phase with STBG-MPO funds: <b>\$1,000,000 (Federal) + \$250,000 (Other) = \$1,000,000 (Total)</b>				

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<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	223	<b>State ID:</b>	05-404.01
<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>	2025 2024
<b>Total Estimated Project Cost:</b>	\$30,699,792		<b>Total Cost Programmed in TIP to date:</b>	\$29,610,703 \$28,555,103	
<b>Description:</b>	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>Justification:</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>	<p>FY 2023 Utility phase with STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)</p> <p>FY 2023 Construction phase with STBG-MPO funds: \$16,000,000 (Federal) + \$4,000,000 (Other) = \$20,000,000 (Total)</p> <p>FY 2023 Design phase with STBG-MPO funds: \$45,400 (Federal) + \$10,200 (Other) = \$55,600 (Total)</p> <p>FY 2023 Right of Way phase with STBG-MPO funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total)</p> <p>*FY 2025 Utility phase with STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)</p> <p>*FY 2025 Construction phase with STBG-MPO funds: \$16,000,000 (Federal) + \$4,000,000 (Other) = \$20,000,000 (Total)</p>				

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<b>TIP Action:</b>	Revise Project Name				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2087	<b>State ID:</b>	05-523.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	1857	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Dodge Gap Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$3,886,118		<b>Total Cost Programmed in TIP to date:</b>	\$1,529,959	
<b>Description:</b>	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.				
<b>Justification:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	FY 2020 Design phase with STBG-MPO funds: \$466,710 (Federal) + \$116,677 (Other) = \$583,387 (Total)				
<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2064	<b>State ID:</b>	05-8703.00
<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>	2024
<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>Justification:</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>	FY 2022 Construction phase with STBG-MPO funds: <del>\$7,200,000 (Federal) + \$1,800,000 (Other) = \$9,000,000 (Total)</del>  *FY 2024 Construction phase with STBG-MPO funds: \$7,200,000 (Federal) + \$1,800,000 (Other) = \$9,000,000 (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.

<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>	05-583.00
<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>	<del>2022</del> 2023
<b>Total Estimated Project Cost:</b>	<del>\$4,250,000</del> \$8,360,000		<b>Total Cost Programmed in TIP to date:</b>	<del>\$4,250,000</del> \$8,360,000	
<b>Description:</b>	Restoration and rehabilitation of Hikes Lane from Newburg Road to Taylorsville Road.				
<b>Justification:</b>	Hikes Lane is concrete pavement and has numerous locations of failure that will be restored.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2022 Construction phase with STBG-MPO funds: \$3,400,000 (Federal) + \$850,000 (Other) = \$4,250,000 (Total)</p> <p>FY 2023 Construction phase with STBG-MPO funds: \$6,720,000 (Federal) + \$1,640,000 (Other) = \$8,360,000 (Total)</p>				
<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	224	<b>State ID:</b>	05-378.10
<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>	<del>2028</del> 2030
<b>Total Estimated Project Cost:</b>	\$12,425,000		<b>Total Cost Programmed in TIP to date:</b>	<del>\$12,680,000</del> \$2,155,000	
<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>Justification:</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 2023 Design phase with STBG-MPO funds: \$265,000 (Federal) + \$60,000 (Other) = \$325,000 (Total)</p> <p>*FY 2024 Utility 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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<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>	2024
<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>Justification:</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>	<p>FY 2020 Design phase with STBG-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</p> <p>FY 2022 Right of Way phase with STBG-MPO funds: \$76,000 (Federal) + \$19,000 (Other) = \$95,000 (Total)</p> <p>FY 2023 Construction phase with STBG-MPO funds: \$3,314,319 (Federal) + \$828,580 (Other) = \$4,142,899 (Total)</p> <p>FY 2023 Right of Way phase with STBG-MPO funds: \$76,000 (Federal) + \$19,000 (Other) = \$95,000 (Total)</p> <p>*FY 2024 Construction phase with STBG-MPO funds: \$3,314,319 (Federal) + \$828,580 (Other) = \$4,142,899 (Total)</p>				

\*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.



<b>TIP Action:</b>	Revise Project Name, Revise Justification, Modify TIP Funding and Update Open to Public Date				
<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>	McNeely Lake Park Segment - Louisville Loop Shared Use Path <del>McNeely Lake Park Segment</del>	<b>Funding Source:</b>	Transportation Alternatives (TA) - MPO	<b>Open to Public Date:</b>	2025 2023
<b>Total Estimated Project Cost:</b>	\$5,500,000		<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>Justification:</b>	<del>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.</del>				
<b>FY 20-25 TIP Funding:</b>	FY 2022 Design phase with TA-MPO funds: \$185,200 (Federal) + \$46,300 (Other) = \$231,500 (Total)  <del>FY 2022 Construction phase with TA-MPO funds:  \$1,814,077 (Federal) + \$453,519 (Other) = \$2,267,596 (Total)</del>  *FY 2024 Construction phase with TA-MPO funds: \$1,814,077 (Federal) + \$453,519 (Other) = \$2,267,596 (Total)				

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<b>TIP Action:</b>	Revise Project Name and Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2092	<b>State ID:</b>	05-524.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	1857	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Medora Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2026 <del>2023</del>
<b>Total Estimated Project Cost:</b>	\$2,634,422		<b>Total Cost Programmed in TIP to date:</b>	\$1,264,422	
<b>Description:</b>	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.				
<b>Justification:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	FY 2020 Design phase with STBG-MPO funds: \$146,829 (Federal) + \$36,707 (Other) = \$183,536 (Total)				

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<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<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>	North Hubbards Lane	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2024 2023
<b>Total Estimated Project Cost:</b>	\$7,389,736 \$5,799,736		<b>Total Cost Programmed in TIP to date:</b>	\$7,389,736 \$5,799,736	
<b>Description:</b>	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).				
<b>Justification:</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 2020 Right of Way phase with STBG-MPO funds: \$250,000 (Federal) + \$62,500 (Other) = \$312,500 (Total)</p> <p>FY 2021 Design phase with STBG-MPO funds: \$47,500 (Federal) + \$11,875 (Other) = \$59,375 (Total)</p> <p>FY 2022 Design phase with STBG-MPO funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p>FY 2022 Utility phase with STBG-MPO funds: \$749,589 (Federal) + \$187,398 (Other) = \$936,987 (Total)</p> <p><del>FY 2022 Construction phase with STBG-MPO funds: \$2,400,000 (Federal) + \$600,000 (Other) = \$3,000,000 (Total)</del></p> <p>FY 2023 Construction phase with STBG-MPO funds: \$3,740,000 (Federal) + \$850,000 (Other) = \$4,590,000 (Total)</p>				

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<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>	2024 2023
<b>Total Estimated Project Cost:</b>	\$3,046,000 \$2,115,000		<b>Total Cost Programmed in TIP to date:</b>	\$3,046,000 \$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>Justification:</b>	To improve pedestrian and bicycling access.				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2022 Utility phase with STBG-MPO funds: \$200,000 (Federal) + \$40,000 (Other) = \$240,000 (Total)</del></p> <p><del>FY 2022 Construction phase with STBG-MPO funds: \$1,100,000 (Federal) + \$275,000 (Other) = \$1,375,000 (Total)</del></p> <p>FY 2023 Utility phase with STBG-MPO funds: \$280,000 (Federal) + \$62,000 (Other) = \$342,000 (Total)</p> <p>FY 2023 Construction phase with STBG-MPO funds: \$1,800,000 (Federal) + \$404,000 (Other) = \$2,204,000 (Total)</p>				

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<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<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>	2026 2024
<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>Justification:</b>	To improve pedestrian and bicycling access.				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2022 Right of Way phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)</del></p> <p><del>FY 2023 Utility phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</del></p> <p><del>FY 2023 Construction phase with STBG-MPO funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$1,250,000 (Total)</del></p> <p>FY 2023 Right of Way phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)</p> <p>*FY 2025 Utility phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</p> <p>*FY 2025 Construction phase with STBG-MPO funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$1,250,000 (Total)</p>				

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<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	1109	<b>State ID:</b>	05-505.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	2271	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Ohio River Levee Trail - Phase III	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2025 2024
<b>Total Estimated Project Cost:</b>	\$6,354,395		<b>Total Cost Programmed in TIP to date:</b>	\$6,354,395	
<b>Description:</b>	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.				
<b>Justification:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2023 Utility phase with STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)</del>  <del>FY 2023 Construction phase with STBG-MPO funds: \$3,000,000 (Federal) + \$750,000 (Other) = \$3,750,000 (Total)</del>  *FY 2024 Construction phase with STBG-MPO funds: \$3,750,000 (Federal) + \$937,500 (Other) = \$4,687,500 (Total)				
<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2979	<b>State ID:</b>	05-3036.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	1423	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Ohio River Valley NE Bike/Ped Improvements Phase I (Louisville Loop)	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2026 2025
<b>Total Estimated Project Cost:</b>	\$1,250,000		<b>Total Cost Programmed in TIP to date:</b>	\$1,250,000	
<b>Description:</b>	Design and construct an accessible shared-use path system, including amenities, that connects the Lewis & Clark Bridge to US 42 in Prospect. This corridor is approximately 2.5 miles of the 100+ mile Louisville Loop.				
<b>Justification:</b>	The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2023 Construction phase with STBG-MPO funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$1,250,000 (Total)</del>  FY 2024 Construction phase with STBG-MPO funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$1,250,000 (Total)				

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<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2980	<b>State ID:</b>	TBD
<b>County</b>	Jefferson	<b>Parent ID:</b>	1423	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Ohio River Valley NE Bike/Ped Improvements Phase II (Louisville Loop)	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$1,812,500		<b>Total Cost Programmed in TIP to date:</b>	\$1,812,500	
<b>Description:</b>	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.				
<b>Justification:</b>	The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2022 Design phase with STBG-MPO funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)</del></p> <p>FY 2023 Design phase with STBG-MPO funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)</p> <p>FY 2025 Design phase with STBG-MPO funds: \$1,150,000 (Federal) + \$287,500 (Other) = \$1,437,500 (Total)</p>				
<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2623	<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 2	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2026 2025
<b>Total Estimated Project Cost:</b>	\$4,765,875		<b>Total Cost Programmed in TIP to date:</b>	\$924,355 \$4,765,875	
<b>Description:</b>	Construction of a 1.0 mile shared use path system along Algonquin Parkway between 41st Street and Beech Street.				
<b>Justification:</b>	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
<b>FY 20-25 TIP Funding:</b>	<p>*FY 2024 Right of Way phase with STBG-MPO funds: \$739,484 (Federal) + \$184,871 (Other) = \$924,355 (Total)</p> <p><del>*FY 2025 Right of Way phase with STBG-MPO funds: \$739,484 (Federal) + \$184,871 (Other) = \$924,355 (Total)</del></p> <p>*FY 2025 Utility phase with STBG-MPO funds: \$73,216 (Federal) + \$18,304 (Other) = \$91,520 (Total)</p> <p>*FY 2025 Construction phase with STBG-MPO funds: \$3,000,000 (Federal) + \$750,000 (Other) = \$3,750,000 (Total)</p>				

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<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2624	<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 3	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	<del>2025</del> 2028
<b>Total Estimated Project Cost:</b>	\$2,550,494		<b>Total Cost Programmed in TIP to date:</b>	\$122,500 <del>\$2,550,494</del>	
<b>Description:</b>	Construction of a 0.30 mile shared use path system along Algonquin Parkway between Beech Street and Cypress Street.				
<b>Justification:</b>	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2022 Design phase with STBG-MPO funds: \$100,000 (Federal) + \$22,500 (Other) = \$122,500 (Total)</del></p> <p><del>FY 2023 Design phase with STBG-MPO funds: \$100,000 (Federal) + \$22,500 (Other) = \$122,500 (Total)</del></p> <p>*FY 2025 Right of Way phase with STBG-MPO funds: \$308,370 (Federal) + \$77,092 (Other) = \$385,462 (Total)</p> <p>*FY 2025 Utility phase with STBG-MPO funds: \$34,026 (Federal) + \$8,506 (Other) = \$42,532 (Total)</p> <p>*FY 2025 Construction phase with STBG-MPO funds: \$1,600,000 (Federal) + \$400,000 (Other) = \$2,000,000 (Total)</p>				

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<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>	2025
<b>Total Estimated Project Cost:</b>	<b>\$2,342,504</b> <b>\$1,729,504</b>		<b>Total Cost Programmed in TIP to date:</b>	<b>\$2,342,504</b> <b>\$1,729,504</b>	
<b>Description:</b>	Construction of a 1.40 mile shared use path system along Southern Parkway between South 3rd Street and Woodlawn Avenue.				
<b>Justification:</b>	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2022 Design phase with STBG-MPO funds: \$532,435 (Federal) + \$133,109 (Other) = \$665,544 (Total)</del></p> <p>FY 2023 Design phase with STBG-MPO funds: \$532,435 (Federal) + \$133,109 (Other) = \$665,544 (Total)</p> <p>*FY 2024 Right of Way phase with STBG-MPO funds: \$500,000 (Federal) + \$113,000 (Other) = \$613,000 (Total)</p> <p><del>*FY 2024 Construction phase with STBG-MPO funds: \$843,852 (Federal) + \$220,108 (Other) = \$1,063,960 (Total)</del></p> <p>*FY 2025 Construction phase with STBG-MPO funds: \$843,852 (Federal) + \$220,108 (Other) = \$1,063,960 (Total)</p>				

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<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>	2025
<b>Total Estimated Project Cost:</b>	<del>\$1,892,195</del>		<b>Total Cost Programmed in TIP to date:</b>	\$2,485,195	
<b>Description:</b>	Construction of a 1.10 mile shared use path system along Southern Parkway between Woodlawn Avenue and New Cut Road.				
<b>Justification:</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><del>FY 2022 Design phase with STBG-MPO funds: \$416,195 (Federal) + \$104,049 (Other) = \$520,244 (Total)</del></p> <p>FY 2023 Design phase with STBG-MPO funds: \$416,195 (Federal) + \$104,049 (Other) = \$520,244 (Total)</p> <p>*FY 2024 Right of Way phase with STBG-MPO funds: \$484,000 (Federal) + \$109,000 (Other) = \$593,000 (Total)</p> <p><del>*FY 2024 Construction phase with STBG-MPO funds: \$1,091,813 (Federal) + \$280,138 (Other) = \$1,371,951 (Total)</del></p> <p>*FY 2025 Construction phase with STBG-MPO funds: \$1,091,813 (Federal) + \$280,138 (Other) = \$1,371,951 (Total)</p>				

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<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>	<del>\$4,663,018</del> <del>\$6,068,018</del>		<b>Total Cost Programmed in TIP to date:</b>	<del>\$4,663,018</del> <del>\$6,068,018</del>	
<b>Description:</b>	Construction of a 2.50 mile road diet system along Southern Parkway between South 3rd Street and New Cut Road.				
<b>Justification:</b>	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2022 Design phase with STBG-MPO funds: \$259,119 (Federal) + \$183,899 (Other) = \$443,018 (Total)</del>  FY 2023 Design phase with STBG-MPO funds: \$259,119 (Federal) + \$183,899 (Other) = \$443,018 (Total)  *FY 2024 Right of Way phase with STBG-MPO funds: \$63,000 (Federal) + \$15,000 (Other) = \$78,000 (Total)  *FY 2025 Construction phase with STBG-MPO funds: \$3,381,000 (Federal) + \$761,000 (Other) = \$4,142,000 (Total) \$4,500,000 (Federal) + \$1,125,000 (Other) = \$5,625,000 (Total)				
<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2630	<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 9	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2025
<b>Total Estimated Project Cost:</b>	\$2,812,814		<b>Total Cost Programmed in TIP to date:</b>	\$2,812,814	
<b>Description:</b>	Construction of a 3.55 mile road diet system along Algonquin Parkway between 41st Street and Winkler Avenue.				
<b>Justification:</b>	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2022 Design phase with STBG-MPO funds: \$100,000 (Federal) + \$22,500 (Other) = \$122,500 (Total)</del>  FY 2023 Design phase with STBG-MPO funds: \$252,251 (Federal) + \$60,563 (Other) = \$312,814 (Total)  FY 2025 Design phase with STBG-MPO funds: \$152,251 (Federal) + \$38,063 (Other) = \$190,314 (Total)  *FY 2025 Construction phase with STBG-MPO funds: \$2,000,000 (Federal) + \$500,000 (Other) = \$2,500,000 (Total)				

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<b>TIP Action:</b>	Modify TIP Funding				
<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>	2023
<b>Total Estimated Project Cost:</b>	<del>\$4,878,800</del> <b>\$5,148,800</b>		<b>Total Cost Programmed in TIP to date:</b>	<del>\$4,878,800</del> <b>\$5,148,800</b>	
<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>Justification:</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 (Total)  FY 2022 Construction phase with STBG-MPO funds: \$1,955,200 (Federal) + \$488,800 (Other) = \$2,444,000 (Total)  <b>FY 2023 Utility phase with STBG-MPO funds:</b> <b>\$220,000 (Federal) + \$50,000 (Other) = \$270,000 (Total)</b>				

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<b>TIP Action:</b>	Revise Project Name and Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2086	<b>State ID:</b>	05-489.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	1857	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Pond Creek Jefferson Memorial Forest (JMF) - Louisville Loop Shared Use Path	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2028 <del>2023</del>
<b>Total Estimated Project Cost:</b>	\$3,937,937		<b>Total Cost Programmed in TIP to date:</b>	\$3,937,937	
<b>Description:</b>	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 FWY to west terminus of the existing MSD trail approximately 2.7 miles which will include a bridge over Pond Creek.				
<b>Justification:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	FY 2020 Design phase with STBG-MPO funds: \$466,710 (Federal) + \$116,677 (Other) = \$583,387 (Total)				
<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	163	<b>State ID:</b>	05-91.02
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	River Road	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2025 <del>2022</del>
<b>Total Estimated Project Cost:</b>	<del>\$32,262,849</del> \$25,047,622		<b>Total Cost Programmed in TIP to date:</b>	<del>\$32,262,849</del> \$25,047,622	
<b>Description:</b>	Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue. To include bike lanes and shared use path. Project length is 1.5 miles.				
<b>Justification:</b>	This project will improve access to downtown Louisville and the waterfront.				
<b>FY 20-25 TIP Funding:</b>	FY 2022 Construction phase with STBG-MPO funds: <del>\$9,942,715 (Federal) + \$2,123,773 (Other) = \$12,066,488 (Total)</del>  FY 2022 Construction phase with CRRSAA-MPO funds: <del>\$5,981,134 (Federal) + \$0 (Other) = \$5,981,134 (Total)</del>  FY 2023 Construction phase with STBG-MPO funds: \$15,729,715 (Federal) + \$3,552,000 (Other) = \$19,281,715 (Total)  FY 2023 Construction phase with CRRSAA-MPO funds: \$5,981,134 (Federal) + \$0 (Other) = \$5,981,134 (Total)				
<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2540	<b>State ID:</b>	05-3217.00

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<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>	2024 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 of 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>Justification:</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>FY 2022 Construction phase with TA-MPO funds: \$1,413,708 (Federal) + \$353,427 (Other) = \$1,767,135 (Total)</p> <p>FY 2023 Construction phase with TA-MPO funds: \$1,413,708 (Federal) + \$353,427 (Other) = \$1,767,135 (Total)</p>				

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<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	3024	<b>State ID:</b>	05-279.01
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	South Hubbards Lane	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2025 2024
<b>Total Estimated Project Cost:</b>	\$675,000		<b>Total Cost Programmed in TIP to date:</b>	\$675,000	
<b>Description:</b>	Add bicycle and pedestrian facilities to South Hubbards Lane from Kresge Way to US 60 (Shelbyville Road).				
<b>Justification:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2020 Design phase with STBG-MPO funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p><del>FY 2022 Construction phase with STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)</del></p> <p>FY 2024 Construction phase with STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (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>	05-3221.00
<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>	2024 2022
<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>Justification:</b>	Provide connectivity between Shelbyville Road and Wetherby Avenue.				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2022 Construction phase with TA-MPO funds: \$147,401 (Federal) + \$32,756 (Other) = \$180,157 (Total)</del></p> <p>FY 2023 Construction phase with TA-MPO funds: \$147,401 (Federal) + \$32,756 (Other) = \$180,157 (Total)</p>				

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<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>	05-3222.00
<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 and CRRSAA-MPO	<b>Open to Public Date:</b>	<del>2022</del> 2025
<b>Total Estimated Project Cost:</b>	\$473,580		<b>Total Cost Programmed in TIP to date:</b>	\$473,580	
<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>Justification:</b>	Provide sidewalk connectivity between Shelbyville Road and Wetherby Avenue.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2022 Construction phase with TA MPO funds: \$336,591 (Federal) + \$84,648 (Other) = \$421,239 (Total)</del>  <del>FY 2022 Construction phase with TA MPO funds: \$52,341 (Federal) + \$0 (Other) = \$52,341 (Total)</del>  FY 2024 Construction phase with TA-MPO funds: \$336,591 (Federal) + \$84,648 (Other) = \$421,239 (Total)  FY 2024 Construction phase with CRRSAA-MPO funds: \$52,341 (Federal) + \$0 (Other) = \$52,341 (Total)				

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<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	Mount Washington	<b>KIPDA ID:</b>	2479	<b>State ID:</b>	05-3216.00
<b>County</b>	Bullitt	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2673
<b>Project Name:</b>	Historic Memorial Multi-Use Trail	<b>Funding Source:</b>	CRRSAA-MPO & Surface Transportation Block Grant (STBG) - MPO & Transportation Alternatives (TA) - MPO	<b>Open to Public Date:</b>	2024 <del>2022</del>
<b>Total Estimated Project Cost:</b>	\$2,733,501		<b>Total Cost Programmed in TIP to date:</b>	\$2,733,501	
<b>Description:</b>	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.				
<b>Justification:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2021 Right of Way phase with STBG-MPO funds: \$12,000 (Federal) + \$3,000 (Other) = \$15,000 (Total)</p> <p>FY 2021 Right of Way phase with TA-MPO funds: \$280,000 (Federal) + \$70,000 (Other) = \$350,000 (Total)</p> <p><del>FY 2022 Construction phase with CRRSAA-MPO funds: \$118,000 (Federal) + \$0 (Other) = \$118,000 (Total)</del></p> <p><del>FY 2022 Construction phase with STBG-MPO funds: \$717,814 (Federal) + \$179,453 (Other) = \$897,267 (Total)</del></p> <p><del>FY 2022 Construction phase with TA-MPO funds: \$589,787 (Federal) + \$147,447 (Other) = \$737,234 (Total)</del></p> <p>FY 2023 Construction phase with CRRSAA-MPO funds: \$118,000 (Federal) + \$0 (Other) = \$118,000 (Total)</p> <p>FY 2023 Construction phase with STBG-MPO funds: \$2,317,814 (Federal) + \$579,454 (Other) = \$2,897,268 (Total)</p> <p>FY 2023 Construction phase with TA-MPO funds: \$589,787 (Federal) + \$147,447 (Other) = \$737,234 (Total)</p>				

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<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	New Albany	<b>KIPDA ID:</b>	2392	<b>State ID:</b>	1700730
<b>County</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	East Main Street	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	<del>\$5,249,182</del>		<b>Total Cost Programmed in TIP to date:</b>	<del>\$5,249,182</del>	
<b>Description:</b>	This road reconstruction project on East Main Street will extend from State Street to East 5th Street for approximately 1,600 feet or 0.3 miles and is located in the heart of Downtown New Albany. The proposed road reconstruction project will provide for a continuation of the improvements of the East Main Street corridor that focus on maintenance, safety and accessibility. Specific improvements include pavement reconstruction, new pavement markings for both travel lanes, parking lanes, replacement of curbs/gutters, installation of ADA compliant curb bump-outs, replacement and widening of existing sidewalks and installation of street lighting.				
<b>Justification:</b>	A feasibility study completed in 2013 summarized an inspection of all existing sidewalk/curb ramps and indicated that the majority of the sidewalk in the corridor was "deteriorated" or "severely deteriorated" and required replacement to provide for safe passage of pedestrian traffic and comply with ADA requirements. This is a compelling, highly used and visible segment that needs reconstruction due to the deteriorated roadway and sidewalks and to make it more attractive to motorists, pedestrians and bicyclists.				
<b>FY 20-25 TIP Funding:</b>	FY 2020 Preliminary Engineering phase with STBG-MPO funds: \$46,450 (Federal) + \$11,613 (Other) = \$58,063 (Total)  FY 2021 Preliminary Engineering phase with STBG-MPO funds: \$22,314 (Federal) + \$5,579 (Other) = \$27,893 (Total)  FY 2022 Construction phase with STBG-MPO funds: \$3,956,981 (Federal) + \$989,245 (Other) = \$4,946,226 (Total)  FY 2023 Preliminary Engineering phase with STBG-MPO funds: \$22,547 (Federal) + \$5,637 (Other) = \$28,184 (Total)  FY 2023 Construction phase with STBG-MPO funds: \$481,798 (Federal) + \$120,450 (Other) = \$602,248 (Total)				

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<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>	CRRSAA-MPO & Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2023
<b>Total Estimated Project Cost:</b>	<del>\$4,507,854</del>		<b>Total Cost Programmed in TIP to date:</b>	<del>\$4,507,854</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>Justification:</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>	FY 2020 Design phase with STBG-MPO funds: \$39,000 (Federal) + \$0 (Other) = \$39,000 (Total)  FY 2021 Right of Way phase with STBG-MPO funds: \$42,750 (Federal) + \$10,688 (Other) = \$53,438 (Total)  <del>FY 2022 Utilities phase with STBG-MPO funds:  \$397,046 (Federal) + \$99,262 (Other) = \$496,308 (Total)</del>  FY 2022 Construction phase with STBG-MPO funds: \$2,986,000 (Federal) + \$119,900 (Other) = \$3,105,900 (Total)  FY 2022 Construction phase with CRRSAA-MPO funds: \$575,000 (Federal) + \$0 (Other) = \$575,000 (Total)				

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<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>	\$3,464,375		<b>Total Cost Programmed in TIP to date:</b>	\$3,464,375	
<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>Justification:</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>FY 2020 Design phase with STBG-MPO funds: \$20,000 (Federal) + \$0 (Other) = \$20,000 (Total)</p> <p>FY 2020 Utilities phase with STBG-MPO funds: \$276,000 (Federal) + \$69,000 (Other) = \$345,000 (Total)</p> <p>FY 2022 Utilities phase with STBG-MPO funds: \$24,500 (Federal) + \$6,625 (Other) = \$30,625 (Total) <del>\$61,500 (Federal) + \$15,375 (Other) = \$76,875 (Total)</del></p> <p>FY 2023 Utilities phase with STBG-MPO funds: \$37,000 (Federal) + \$9,250 (Other) = \$46,250 (Total)</p> <p><del>FY 2022 Construction phase with STBG-MPO funds: \$2,000,000 (Federal) + \$500,000 (Other) = \$2,500,000 (Total)</del></p> <p>FY 2023 Construction phase with STBG-MPO funds: \$2,000,000 (Federal) + \$500,000 (Other) = \$2,500,000 (Total)</p>				

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<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Oldham County	<b>KIPDA ID:</b>	2981	<b>State ID:</b>	TBD
<b>County</b>	Oldham	<b>Parent ID:</b>	327	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 393 Trail	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$1,250,000		<b>Total Cost Programmed in TIP to date:</b>	\$1,250,000	
<b>Description:</b>	Construct a section of the Oldham County Greenways Trail. This section will be a 10" shared use path along the KY 393 realignment to the entrance of Wendell Moore Park.				
<b>Justification:</b>	The KY 393 Trail is a child project of the overall Oldham County Bicycle and Pedestrian Trail that will eventually connect LaGrange to Jefferson County. It will connect to an already existing section of the trail and provide alternate transportation options to Oldham County residents.				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2022 Design phase with STBG-MPO funds: \$222,000 (Federal) + \$55,500 (Other) = \$277,500 (Total)</del></p> <p>FY 2023 Design phase with STBG-MPO funds: \$222,000 (Federal) + \$55,500 (Other) = \$277,500 (Total)</p> <p><del>FY 2023 Right of Way phase with STBG-MPO funds: \$139,000 (Federal) + \$34,750 (Other) = \$173,750 (Total)</del></p> <p>*FY 2024 Right of Way phase with STBG-MPO funds: \$139,000 (Federal) + \$34,750 (Other) = \$173,750 (Total)</p> <p><del>*FY 2024 Utilities phase with STBG-MPO funds: \$139,000 (Federal) + \$34,750 (Other) = \$173,750 (Total)</del></p> <p>*FY 2025 Utilities phase with STBG-MPO funds: \$139,000 (Federal) + \$34,750 (Other) = \$173,750 (Total)</p> <p><del>*FY 2025 Construction phase with STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)</del></p>				

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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>	<del>\$24,903,750</del> \$24,078,750		<b>Total Cost Programmed in TIP to date:</b>	<del>\$24,903,750</del> \$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>Justification:</b>	The project will allow traffic to be unimpeded by the very heavily used CSX rail line improving congestion. It will also provided enhanced safety as emergency vehicles will be able to bypass the rail line.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2022 Utilities phase with STBG-MPO funds: \$3,895,000 (Federal) + \$973,750 (Other) = \$4,868,750 (Total)</del>  FY 2023 Utilities phase with STBG-MPO funds: \$3,895,000 (Federal) + \$973,750 (Other) = \$4,868,750 (Total)  FY 2023 Design phase with STBG-MPO funds: \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total)  FY 2023 Construction phase with STBG-MPO funds: \$10,500,000 (Federal) + \$2,625,000 (Other) = \$13,125,000 (Total) <del>\$10,000,000 (Federal) + \$2,500,000 (Other) = \$12,500,000 (Total)</del>				

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<b>TIP Action:</b>	Modify TIP Funding and Revise Project Name				
<b>Project Sponsor:</b>	Oldham County	<b>KIPDA ID:</b>	2175	<b>State ID:</b>	05-410.01
<b>County</b>	Oldham	<b>Parent ID:</b>	327	<b>Group ID:</b>	N/A
<b>Project Name:</b>	<del>Old LaGrange Road Improvements</del> Oldham County Bicycle & Pedestrian Trail <del>Old LaGrange Road Improvements</del>	<b>Funding Source:</b>	CRRSAA-MPO & Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$2,410,927		<b>Total Cost Programmed in TIP to date:</b>	\$2,410,927	
<b>Description:</b>	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.				
<b>Justification:</b>	To provide improved access for pedestrians and bicyclists along Old LaGrange Road.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2020 Design phase with STBG-MPO funds: \$250,000 (Federal) + \$62,500 (Other) = \$312,500 (Total)</p> <p><del>FY 2022 Right of Way phase with STBG-MPO funds: \$159,676 (Federal) + \$35,927 (Other) = \$195,603 (Total)</del></p> <p><del>FY 2022 Right of Way phase with CRRSAA-MPO funds: \$340,324 (Federal) + \$0 (Other) = \$340,324 (Total)</del></p> <p>FY 2023 Right of Way phase with STBG-MPO funds: \$159,676 (Federal) + \$35,927 (Other) = \$195,603 (Total)</p> <p>FY 2023 Right of Way phase with CRRSAA-MPO funds: \$340,324 (Federal) + \$0 (Other) = \$340,324 (Total)</p> <p>FY 2023 Utilities phase with STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)</p> <p>*FY 2024 Utilities phase with STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)</p> <p>*FY 2025 Construction phase with STBG-MPO funds:</p>				

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<b>TIP Action:</b>	Modify TIP Funding				
<b>Project Sponsor:</b>	Transit Authority of River City (TARC)	<b>KIPDA ID:</b>	1500	<b>State ID:</b>	N/A
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2681
<b>Project Name:</b>	Bus Stop and Access Improvements	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	N/A
<b>Total Estimated Project Cost:</b>	\$4,357,500		<b>Total Cost Programmed in TIP to date:</b>	\$4,357,500	
<b>Description:</b>	Improvements of the existing or new public transit bus stops and their surroundings, including pedestrian facilities, ADA access and passenger amenities (shelters, benches, trash receptacles).				
<b>Justification:</b>	Access improvements to meet ADA requirements at TARC bus stops and the surrounding areas including: construction or reconstruction of boarding areas and sidewalks, shelters, benches, trash receptacles, lighting, and ITS amenities.				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2020 Construction phase with STBG-MPO funds:  \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)</del>  FY 2023 Construction phase with TA-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)				

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<b>TIP Action:</b>	Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	University of Louisville (U of L)	<b>KIPDA ID:</b>	2982	<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>	2nd Street / 3rd Street / Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements	<b>Funding Source:</b>	CRRSAA-MPO & Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2023 2022
<b>Total Estimated Project Cost:</b>	\$3,763,100		<b>Total Cost Programmed in TIP to date:</b>	\$3,763,100	
<b>Description:</b>	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.				
<b>Justification:</b>	Relieve congestion and improve pedestrian safety and connectivity.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2022 Design phase with STBG-MPO funds: \$189,220 (Federal) + \$47,305 (Other) = \$236,525 (Total)</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: \$1,105,280 (Federal) + \$276,320 (Other) = \$1,381,600 (Total)</del></p> <p><del>FY 2022 Construction phase with STBG-MPO funds: \$1,650,000 (Federal) + \$412,500 (Other) = \$2,062,500 (Total)</del></p> <p>FY 2023 Utilities phase with STBG-MPO funds: \$1,105,280 (Federal) + \$276,320 (Other) = \$1,381,600 (Total)</p> <p>FY 2023 Construction phase with STBG-MPO funds: \$1,650,000 (Federal) + \$412,500 (Other) = \$2,062,500 (Total)</p>				
<b>TIP Action:</b>	Revise Project Name, Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	University of Louisville (U of L)	<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: <b>Lighting</b>	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	2023 2022
<b>Total Estimated Project Cost:</b>	\$449,088		<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>Justification:</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>	<p><del>FY 2022 Construction phase with STBG-MPO funds: \$359,270 (Federal) + \$89,818 (Other) = \$449,088 (Total)</del></p> <p>FY 2023 Construction phase with STBG-MPO funds: \$359,270 (Federal) + \$89,818 (Other) = \$449,088 (Total)</p>				

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<b>TIP Action:</b>	Revise Project Name, Modify TIP Funding and Update Open to Public Date				
<b>Project Sponsor:</b>	University of Louisville (U of L)	<b>KIPDA ID:</b>	2585	<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: <b>ADA Curb Cuts &amp; Ramps</b>	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG-MPO)	<b>Open to Public Date:</b>	<b>2023</b> <del>2022</del>
<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>Justification:</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 2022 Construction phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)</del> <b>FY 2023 Construction phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)</b>				

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