

K I P D A

Kentuckiana Regional Planning
& Development Agency

Administrative Modification 17

October 24, 2024

Fiscal Year 2023 - 2026 Transportation

Improvement Program (TIP)

and

Connecting Kentuckiana 2050

Metropolitan Transportation Plan

(MTP)



MTP Action:	None				
TIP Action:	Add new project and remove Group ID				
Exempt/NonExempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Clark County	KIPDA ID:	3180	State ID:	2301302
County:	Clark	Parent ID:	N/A	Group ID:	2674
Project Name:	Henryville Sidewalks	Funding Source:	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation - MPO (PROTECT-MPO)	Open to Public Date:	2029
Total Estimated Project Cost:	\$781,827 \$1,250,000		Total Cost Programmed in TIP to date:	\$781,827 \$822,827	
Description:	The existing sidewalks in the Henryville area are crumbling and do not currently meet ADA requirements. Ramps will be added at intersections and slopes will be adjusted to help meet current ADA requirements. Extending sidewalks from the Henryville High School to the local library should also help the community.				
Justification:	Sidewalks in the Henryville area do not currently meet ADA requirements. Improvements to the sidewalks including but not limited to curb ramps, sidewalk ramps and other improvements as well as extending the sidewalks to the Henryville School are planned for this project.				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with PROTECT funds: \$144,000 (Federal) + \$28,000 (Other) = \$172,000 (Total)</p> <p>*FY 2027 Preliminary Engineering (PE) phase with PROTECT funds: \$3,229 (Federal) + \$808 (Other) = \$4,037 (Total)</p> <p>*FY 2028 Preliminary Engineering (PE) phase with PROTECT funds: \$22,109 (Federal) + \$104,854 (Other) = \$126,963 (Total)</p> <p>*FY 2029 Construction (CN) phase with PROTECT funds: \$520,661 (Federal) + \$130,166 (Other) = \$650,827 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	2494	State ID:	1700207
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$4,590,111 \$4,395,111		Total Cost Programmed in TIP to date:	\$4,590,111 \$4,395,111	
Description:	Replace superstructure on I-64, EB 00.73 miles east of US 150 at Quarry Road.				
Justification:	Superstructure replacement.				
FY 23-26 TIP Funding:	<p>*FY 2019 Preliminary Engineering (PE) phase with NHPP funds: \$507,600 (Federal) + \$56,400 (Other) = \$564,000 (Total)</p> <p>*FY 2019 Preliminary Engineering (PE) phase with NHPP funds: \$372,600 (Federal) + \$41,400 (Other) = \$414,000 (Total)</p> <p>FY 2023 ROW phase with NHPP funds: \$40,500 (Federal) + \$4,500 (Other) = \$45,000 (Total)</p> <p>FY 2025 Preliminary Engineering phase with NHPP funds: \$90,000 (Federal) + \$10,000 (Other) = \$100,000 (Total)</p> <p>*FY 2030 Construction Engineering (CE) phase with NHPP funds: \$90,000 (Federal) + \$10,000 (Other) = \$100,000 (Total)</p> <p>FY 2026 Utilities phase with NHPP funds: \$31,500 (Federal) + \$3,500 (Other) = \$35,000 (Total)</p> <p>*FY 2030 Utilities phase with NHPP funds: \$31,500 (Federal) + \$3,500 (Other) = \$35,000 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$3,461,500 (Federal) + \$384,611 (Other) = \$3,846,111 (Total)</p> <p>*FY 2030 Construction (CN) phase with NHPP funds: \$3,461,500 (Federal) + \$384,611 (Other) = \$3,846,111 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	2514	State ID:	1702617
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 at I-265 Bridge Deck Overlay #2	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$9,198,778 \$7,453,360		Total Cost Programmed in TIP to date:	\$9,198,778 \$7,453,360	
Description:	Bridge rehabilitation project consisting of a bridge deck overlay on I-64. Located at 2.11 miles east of US 150, I-64 WB at I-64 EB ramp to I-265 EB.				
Justification:	Bridge deck overlay.				
FY 23-26 TIP Funding:	<p>*FY 2020 Preliminary Engineering (PE) phase with NHPP funds: \$135,000 (Federal) + \$15,000 (Other) = \$150,000 (Total)</p> <p>*FY 2021 Construction (CN) phase with NHPP funds: \$1,435,876 (Federal) + \$159,542 (Other) = \$1,595,418 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$6,708,024 (Federal) + \$745,336 (Other) = \$7,453,360 (Total)</p> <p>*FY 2030 Construction (CN) phase with NHPP funds: \$6,708,024 (Federal) + \$745,336 (Other) = \$7,453,360 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	2513	State ID:	1800721
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 at I-265 Bridge Deck Overlay #1	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$8,643,163		Total Cost Programmed in TIP to date:	\$8,643,163	
Description:	Bridge rehabilitation project consisting of a bridge deck overlay on I-64. Location is 02.20 miles east of US 150 at I-265 EB ramp to I-64 EB.				
Justification:	Bridge deck overlay				
FY 23-26 TIP Funding:	<p>*FY 2020 Preliminary Engineering (PE) phase with NHPP funds: \$108,000 (Federal) + \$12,000 (Other) = \$120,000 (Total)</p> <p>*FY 2021 Construction (CN) phase with NHPP funds: \$645,326 (Federal) + \$71,703 (Other) = \$717,029 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$7,025,521 (Federal) + \$780,613 (Other) = \$7,806,134 (Total)</p> <p>*FY 2030 Construction (CN) phase with NHPP funds: \$7,025,521 (Federal) + \$780,613 (Other) = \$7,806,134 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	2859	State ID:	2000323
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 Bridge Over State Street EB Ramp C	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$858,149		Total Cost Programmed in TIP to date:	\$858,149	
Description:	Bridge deck overlay on I-265 over State Street northbound/southbound, 0.84 miles east of I-64 (Ramp C, EB).				
Justification:	To correct the deficiencies of the bridge deck and maintain and prolong the structure integrity of the bridge.				
FY 23-26 TIP Funding:	<p>*FY 2021 Preliminary Engineering (PE) phase with NHPP funds: \$117,000 (Federal) + \$13,000 (Other) = \$130,000 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$655,334 (Federal) + \$72,815 (Other) = \$728,149 (Total)</p> <p>*FY 2030 Construction (CN) phase with NHPP funds: \$655,334 (Federal) + \$72,815 (Other) = \$728,149 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					
MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	2858	State ID:	2000324
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 WB Over State Street	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$1,137,693		Total Cost Programmed in TIP to date:	\$728,825	
Description:	Bridge deck overlay on I-265 westbound over State Street northbound/southbound.				
Justification:	To correct the deficiencies of the existing bridge deck and maintain and prolong the structural life of the bridge.				
FY 23-26 TIP Funding:	<p>FY 2026 Construction (CN) phase with NHPP funds: \$538,943 (Federal) + \$59,882 (Other) = \$598,825 (Total)</p> <p>*FY 2030 Construction (CN) phase with NHPP funds: \$538,943 (Federal) + \$59,882 (Other) = \$598,825 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	2857	State ID:	2000326
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 EB Bridge Over State Street NB/SB	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$2,320,775		Total Cost Programmed in TIP to date:	\$2,320,775	
Description:	Bridge deck overlay on I-265 eastbound bridge over State Street northbound/southbound.				
Justification:	To correct the deficiencies in the wearing surface and deck and prolong the life of the bridge structure.				
FY 23-26 TIP Funding:	FY 2026 Construction (CN) phase with NHPP funds: \$1,917,698 (Federal) + \$219,077 (Other) = \$2,190,775 (Total) *FY 2030 Construction (CN) phase with NHPP funds: \$1,917,698 (Federal) + \$219,077 (Other) = \$2,190,775 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					
MTP Action:	None				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	3148	State ID:	2100019
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 Lighting	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$8,193,961		Total Cost Programmed in TIP to date:	\$8,193,961	
Description:	Lighting improvements from the I-64/I-265 interchange to US 150.				
Justification:	This project will improve visibility and safety conditions along I-64 from the I-64/I-265 interchange to US 150.				
FY 23-26 TIP Funding:	FY 2026 Construction (CN) phase with NHPP funds: \$7,374,565 (Federal) + \$819,396 (Other) = \$8,193,961 (Total) *FY 2030 Construction (CN) phase with NHPP funds: \$7,374,565 (Federal) + \$819,396 (Other) = \$8,193,961 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	2969	State ID:	2100817
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Small Structure Pipe Lining, 0.40 Miles East of I-265	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$909,899		Total Cost Programmed in TIP to date:	\$890,106	
Description:	Correct deficiencies in small structure pipe lining on I-64 over unnamed ditch, 0.40 miles east of I-265.				
Justification:	The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements. There is a significant amount of sediment in the pipe and there is significant corrosion and deep pitting in the invert of the structure. The sediment in the pipe in the pipe accounts for ten to twenty-five percent of the cross section area of the pipe. There are also scattered perforations approximately 5' at the south outlet end.				
FY 23-26 TIP Funding:	FY 2023 ROW phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total) FY 2025 Utilities phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total) FY 2025 Construction (CN) phase with NHPP funds: \$666,095 (Federal) + \$74,011 (Other) = \$740,106 (Total) *FY 2030 Utilities phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total) *FY 2030 Construction (CN) phase with NHPP funds: \$666,095 (Federal) + \$74,011 (Other) = \$740,106 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	3149	State ID:	2200015
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Westbound Lane Over Quarry Road Bridge Replacement	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$3,767,102		Total Cost Programmed in TIP to date:	\$3,767,102	
Description:	Bridge replacement of the I-64 westbound lane bridge over Quarry Road.				
Justification:	This is a bridge replacement project to accommodate the added travel lanes contract on I-64.				
FY 23-26 TIP Funding:	FY 2026 Construction (CN) phase with NHPP funds: \$3,390,392 (Federal) + \$376,710 (Other) = \$3,767,102 (Total) *FY 2030 Construction (CN) phase with NHPP funds: \$3,390,392 (Federal) + \$376,710 (Other) = \$3,767,102 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					
MTP Action:	None				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	3150	State ID:	2200016
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 New Bridge Over I-64 EB to I-265 EB Ramp	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$8,954,952		Total Cost Programmed in TIP to date:	\$8,954,952	
Description:	New bridge construction on I-64 over the I-64 eastbound to the I-265 eastbound ramp.				
Justification:	This project will provide a new eastbound alignment over I-64 eastbound to the I-265 eastbound ramp.				
FY 23-26 TIP Funding:	FY 2026 Construction (CN) phase with NHPP funds: \$8,059,457 (Federal) + \$895,495 (Other) = \$8,954,952 (Total) *FY 2030 Construction (CN) phase with NHPP funds: \$8,059,457 (Federal) + \$895,495 (Other) = \$8,954,952 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	3151	State ID:	2200017
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Eastbound Bridge Replacement Over Captain Frank Road	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$3,583,038		Total Cost Programmed in TIP to date:	\$3,583,038	
Description:	I-64 bridge replacement on I-64 eastbound over Captain Frank Road.				
Justification:	This is a bridge replacement on I-64 eastbound over Captain Frank Road to accommodate the I-64 added travel lanes project.				
FY 23-26 TIP Funding:	FY 2026 Construction (CN) phase with NHPP funds: \$3,224,734 (Federal) + \$358,304 (Other) = \$3,583,038 (Total) *FY 2030 Construction (CN) phase with NHPP funds: \$3,224,734 (Federal) + \$358,304 (Other) = \$3,583,038 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					
MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	3152	State ID:	2200018
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Westbound Bridge Replacement Over Captain Frank Road	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$5,156,009 \$5,784,170		Total Cost Programmed in TIP to date:	\$5,156,009 \$5,784,170	
Description:	Bridge replacement on I-64 westbound over Captain Frank Road.				
Justification:	This is a bridge replacement project to accommodate the I-64 added travel lanes project.				
FY 23-26 TIP Funding:	FY 2026 Construction (CN) phase with NHPP funds: \$4,640,408 (Federal) + \$515,601 (Other) = \$5,156,009 (Total) *FY 2030 Construction (CN) phase with NHPP funds: \$5,205,753 (Federal) + \$578,417 (Other) = \$5,784,170 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	3153	State ID:	2200019
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 Bridge Replacement	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$6,481,377		Total Cost Programmed in TIP to date:	\$6,481,377	
Description:	Bridge replacement on I-265 from the westbound I-265 ramp to EB I-64 over eastbound I-64 to eastbound I-265 ramp.				
Justification:	This project will replace the I-265 bridge to accommodate the I-64 added travel lanes project.				
FY 23-26 TIP Funding:	FY 2026 Construction (CN) phase with NHPP funds: \$5,833,239 (Federal) + \$648,138 (Other) = \$6,481,377 (Total) *FY 2030 Construction (CN) phase with NHPP funds: \$5,833,239 (Federal) + \$648,138 (Other) = \$6,481,377 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					
MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	3252	State ID:	2300060
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Small Structure Pipe Lining - Little Indian Creek	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2025 2030
Total Estimated Project Cost:	\$1,364,922		Total Cost Programmed in TIP to date:	\$1,364,922	
Description:	Small Structure Pipe Lining on I 64, UNT to Little Indian Creek - 119.83				
Justification:	This project will improve the current condition of the structure and extend its service life.				
FY 23-26 TIP Funding:	FY 2025 Construction (CN) phase with NHPP funds: \$1,228,430 (Federal) + \$136,492 (Other) = \$1,364,922 (Total) *FY 2030 Construction (CN) phase with NHPP funds: \$1,228,430 (Federal) + \$136,492 (Other) = \$1,364,922 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	3253	State ID:	2301566
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Small Structure Replacement	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2025 2030
Total Estimated Project Cost:	\$2,100,000		Total Cost Programmed in TIP to date:	\$2,100,000	
Description:	Small structure replacement on I-64, 1.96 miles east of US-150				
Justification:	Small structure replacement on I-64.				
FY 23-26 TIP Funding:	FY 2025 Construction (CN) phase with NHPP funds: \$1,890,000 (Federal) + \$210,000 (Other) = \$2,100,000 (Total) *FY 2030 Construction (CN) phase with NHPP funds: \$1,890,000 (Federal) + \$210,000 (Other) = \$2,100,000 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	INDOT	KIPDA ID:	3193	State ID:	2101799
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65 & Veterans Parkway	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2029 2030
Total Estimated Project Cost:	\$22,900,000 \$25,580,487		Total Cost Programmed in TIP to date:	\$22,900,000 \$25,580,487	
Description:	Modify I-65 & Veterans Parkway interchange by providing additional left turn capacity and adding pedestrian signal indications and push buttons at the signalized ramp terminal intersections.				
Justification:	The interchange is currently experiencing poor peak hour operating conditions that are expected to worsen. It is recommended that the interchange be modified to improve traffic operations, especially by providing additional left turn capacity.				
FY 23-26 TIP Funding:	<p>FY 2023 Preliminary Engineering (PE) phase with NHPP funds: \$2,000,000 (Federal) + \$500,000 (Other) = \$2,500,000 (Total)</p> <p>FY 2023 Preliminary Engineering (PE) phase with NHPP funds: \$113,590 (Federal) + \$28,398 (Other) = \$141,988 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$2,122,211 (Federal) + \$235,801 (Other) = \$2,358,012 (Total)</p> <p>FY 2025 ROW phase with NHPP funds: \$180,000 (Federal) + \$20,000 (Other) = \$200,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$900,000 (Federal) + \$100,000 (Other) = \$1,000,000 (Total)</p> <p>*FY 2030 Construction (CN) phase with NHPP funds: \$19,692,430 (Federal) + \$2,188,048 (Other) = \$21,880,478 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Add U and CN phases and update OTP date				
Project Sponsor:	INDOT	KIPDA ID:	3269	State ID:	2300914
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I 265 SR 265 WB Bridge over Lick Run	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2025 2029
Total Estimated Project Cost:	\$1,519,062		Total Cost Programmed in TIP to date:	\$275,000 \$1,519,062	
Description:	The purpose of this project is to maintain or improve the current condition ratings of this bridge deck and wearing surface. Applying a thin deck overlay will extend the performance life of this structure, thereby, delaying the need for a more costly rigid overlay project				
Justification:	This project will extend the life of the bridge deck wearing surface and will limit the impact on traffic.				
FY 23-26 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$247,500 (Federal) + \$27,500 (Other) = \$275,000 (Total) *FY 2027 Utilitites (U) phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total) *FY 2028 Construction (CN) phase with NHPP funds: \$1,110,656 (Federal) + \$123,406 (Other) = \$1,234,062 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and funding source				
Project Sponsor:	INDOT	KIPDA ID:	3247	State ID:	2300823
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 160 Bridge over Pigeon Roost Creek	Funding Source:	Surface-Transportation Block Grant - State (STBG-ST) National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$421,856		Total Cost Programmed in TIP to date:	\$210,000 \$421,856	
Description:	Scour protection on SR 160 Bridge over Pigeon Roost Creek, 03.44 mi W I-65				
Justification:	The project will correct the deficiencies with erosion and scour at the outlet (east end) of the structure.				
FY 23-26 TIP Funding:	<p>FY 2024 Preliminary Engineering (PE) phase with STBG-State funds: \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$180,000 (Federal) + \$20,000 (Other) = \$200,000 (Total)</p> <p>FY 2026 ROW phase with STBG-State funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)</p> <p>FY 2026 ROW phase with NHPP-State funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP-State funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHPP-State funds: \$181,670 (Federal) + \$20,186 (Other) = \$201,856 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and funding source				
Project Sponsor:	INDOT	KIPDA ID:	3281	State ID:	2301023
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 160	Funding Source:	National Highway System (NHS) National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$1,020,431 \$1,147,231		Total Cost Programmed in TIP to date:	\$315,000 \$1,147,231	
Description:	Small Structure Replacement on SR 160 Bridge over Guernsey Creek, E of SR 60. This will be constructed in FY 2028.				
Justification:	<p>The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements. The bottoms of the channel beams have horizontal cracking with efflorescence. Beams #2 and #3 are cracked with heavy efflorescence and Beam #1 is spalling at the downspouts. There are spalls and staining throughout the beams and there is evident leaking and efflorescence between each channel beam. The abutments have vertical cracks above the weep holes and the west abutment below Beam #8 has a 2' x 3' spall. In addition, there are spalls and staining on the south wingwalls.</p>				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with NHS funds: \$270,000 (Federal) + \$30,000 (Other) = \$300,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$384,120 (Federal) + \$42,680 (Other) = \$426,800 (Total)</p> <p>FY 2025 ROW phase with NHS funds: \$13,500 (Federal) + \$1,500 (Other) = \$15,000 (Total)</p> <p>FY 2026 ROW phase with NHPP funds: \$13,500 (Federal) + \$1,500 (Other) = \$15,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$90,000 (Federal) + \$10,000 (Other) = \$100,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHPP funds: \$544,888 (Federal) + \$60,543 (Other) = \$605,431 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and funding source				
Project Sponsor:	INDOT	KIPDA ID:	3246	State ID:	2300810
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 62 Bridge Deck Overlay over Fourteen Mile Creek	Funding Source:	Surface-Transportation Block Grant—State (STBG-ST) National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$2,041,129 \$2,105,683		Total Cost Programmed in TIP to date:	\$310,000 \$2,105,683	
Description:	Bridge deck overlay on SR 62 Bridge over Fourteen Mile Creek, 02.86 mi E SR 3				
Justification:	Repair a post missing from the north guardrail at the east joint and correct the deficiencies in the wearing surface, deck, and superstructure to help further protect the structure and extend the service life of the bridge.				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering phase with STBG-State funds: \$240,000 (Federal) + \$60,000 (Other) = \$300,000 (Total)</p> <p>FY 2024 Preliminary Engineering phase with NHPP funds: \$328,099 (Federal) + \$36,455 (Other) = \$364,554 (Total)</p> <p>FY 2026 ROW phase with STBG-State funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)</p> <p>FY 2026 ROW phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$72,000 (Federal) + \$8,000 (Other) = \$80,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHPP funds: \$1,486,016 (Federal) + \$165,113 (Other) = \$1,651,129 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and funding source				
Project Sponsor:	INDOT	KIPDA ID:	3263	State ID:	2300986
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-65 Small Structure	Funding Source:	Surface- Transportation Block- Grant – State (STBG- ST) National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$959,405 \$934,405		Total Cost Programmed in TIP to date:	\$959,405 \$934,405	
Description:	Small Structure Pipe Lining 5.66 mi N of SR 311 on I-65				
Justification:	The purpose of this project is to correct the deficiencies in the structure to extend the service life of the small structure. The project need is based on the current condition of the structure elements. There is significant section loss, corrosion, and pitting throughout the invert of the structure. These perforations and section loss in the flow line could eventually lead to material being pulled from above and impact the roadway above through the presence of voids under or adjacent to the pavement				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: 240,000 (Federal) + \$60,000 (Other) = \$300,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: 247,500 (Federal) + \$27,500 (Other) = \$275,000 (Total)</p> <p>FY 2026 ROW phase with STBG-ST funds: \$16,000 (Federal) + \$4,000 (Other) = \$20,000 (Total)</p> <p>FY 2026 ROW phase with NHPP funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with STBG-ST funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with STBG-ST funds: \$503,524 (Federal) + \$125,881 (Other) = \$629,405 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHPP funds: \$566,465 (Federal) + \$62,941 (Other) = \$629,405 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					



MTP Action:	N/A				
TIP Action:	Update TIP funding and funding source				
Project Sponsor:	INDOT	KIPDA ID:	3262	State ID:	2300988
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-65 Small Structure	Funding Source:	Surface- Transportation Block- Grant – State (STBG- ST) National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$723,944		Total Cost Programmed in TIP to date:	\$723,944	
Description:	Small Structure Paved Invert on I-65 0.06 mi N of SR 311 at the intersection with the I-65 NB ramp				
Justification:	The purpose of this project is to correct the deficiencies in the structure to extend the service life of the small structure. The project need is based on the current condition of the structure elements. The culvert has several locations of complete section loss in flowline. There is also debris at the outlet end of pipe and is causing water to be held in pipe along with sediment.				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$180,000 (Federal) + \$45,000 (Other) = \$225,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$202,500 (Federal) + \$22,500 (Other) = \$225,000 (Total)</p> <p>FY 2026 ROW phase with STBG-ST funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)</p> <p>FY 2026 ROW phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with STBG-ST funds: \$24,000 (Federal) + \$6,000 (Other) = \$30,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$27,000 (Federal) + \$3,000 (Other) = \$30,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with STBG-ST funds: \$367,155 (Federal) + \$91,789 (Other) = \$458,944 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHPP funds: \$413,050 (Federal) + \$45,894 (Other) = \$458,944 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	N/A				
TIP Action:	Add TIP phases and update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3264	State ID:	2301121
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 111 HMA Overlay	Funding Source:	National Highway System (NHS) Surface Transportation Block Grant - State (STBG-ST)	Open to Public Date:	2030
Total Estimated Project Cost:	\$3,522,400		Total Cost Programmed in TIP to date:	\$600,000 \$3,522,400	
Description:	HMA Overlay, Preventive Maintenance on SR 111 from 0.92 miles S of I-64 (Corydon Pike) to 0.19 miles N of I-64 (State St)				
Justification:	The purpose of this project is to extend the life of the pavement by addressing functional and structural deficiencies. This investment must last until the next predicted project in the 20 year plan, which is estimated to be in 2042.				
FY 23-26 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with NHS funds: \$540,000 (Federal) + \$60,000 (Other) = \$600,000 (Total) FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total) *FY 2027 ROW phase with STBG-ST funds: \$32,000 (Federal) + \$8,000 (Other) = \$40,000 (Total) *FY 2028 Railroad (R) phase with STBG-ST funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total) *FY 2028 Utilities (U) phase with STBG-ST funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total) *FY 2030 Construction (CN) phase with STBG-ST funds: \$2,305,920 (Federal) + \$576,480 (Other) = \$2,882,400 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	N/A				
TIP Action:	Phase shift and update OTP				
Project Sponsor:	INDOT	KIPDA ID:	3251	State ID:	2300059
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Small Structure Pipe Lining EB	Funding Source:	National Highway System (NHS) National Highway Performance Plan (NHPP)	Open to Public Date:	2025 2026
Total Estimated Project Cost:	\$472,473		Total Cost Programmed in TIP to date:	\$472,473	
Description:	Small Structure Pipe Lining on I 64, Valley View Creek - 121.95 EB				
Justification:	This project will improve the current condition of the structure and extend its service life.				
FY 23-26 TIP Funding:	FY 2025 Construction (CN) phase with NHPP funds: \$425,226 (Federal) + \$47,247 (Other) = \$472,473 (Total) FY 2026 Construction (CN) phase with NHPP funds: \$425,226 (Federal) + \$47,247 (Other) = \$472,473 (Total)				
MTP Action:	N/A				
TIP Action:	Phase shift and update OTP				
Project Sponsor:	INDOT	KIPDA ID:	3249	State ID:	2300057
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Small Structure Pipe Lining - Valley View Creek	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2025 2026
Total Estimated Project Cost:	\$629,964		Total Cost Programmed in TIP to date:	\$629,964	
Description:	I-64 Small Structure Pipe Lining - Valley View Creek, I64-O22-122.60				
Justification:	The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements.				
FY 23-26 TIP Funding:	FY 2025 Construction (CN) phase with NHPP funds: \$566,968 (Federal) + \$62,996 (Other) = \$629,964 (Total) FY 2026 Construction (CN) phase with NHPP funds: \$566,968 (Federal) + \$62,996 (Other) = \$629,964 (Total)				

MTP Action:	N/A				
TIP Action:	Add new Group Project				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2300292
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 60 over Tributary to Sugar Creek	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2027
Total Estimated Project Cost:	\$629,847		Total Cost Programmed in TIP to date:	\$629,847	
Description:	The purpose of this project is to maintain or improve the current condition ratings of this large culvert at .32 W SR 311 and extend the life of the structure.				
Justification:	This project will extend the life of the large culvert/structure.				
FY 23-26 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$315,000 (Federal) + \$35,000 (Other) = \$350,000 (Total) *FY 2027 Construction (CN) phase with NHPP funds: \$251,862 (Federal) + \$27,985 (Other) = \$279,847 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3306	State ID:	2301123
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-265	Funding Source:	National Highway System (NHS)	Open to Public Date:	2028
Total Estimated Project Cost:	\$37,646,977 \$44,397,851		Total Cost Programmed in TIP to date:	\$37,646,977 \$44,397,851	
Description:	Pavement patching on I-265 From I 65 to 0.69 miles W of SR 62 (ORB O&M Limit). This will be constructed in FY 2028.				
Justification:	<p>This section of SR 265 is an urban interstate with 4 lanes approximately 12' wide, inside shoulders approximately 4' wide, and outside shoulders approximately 10' wide on average. This road section had a concrete pavement restoration project completed in 2019. The concrete slabs are faulting and rocking in multiple locations, which is causing the pavement to rapidly deteriorate. An emergency patching contract is scheduled for FY 2023 to help reduce the chances of this pavement failing before the pavement replacement project is completed. The purpose of this project is to reset the life of the failing pavement through replacement. The new pavement should be designed to last at least 12 years before a preventative maintenance treatment is needed.</p>				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with NHS funds: \$2,475,000 (Federal) + \$275,000 (Other) = \$2,750,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHS funds: \$8,130,690 (Federal) + \$903,410 (Other) = \$9,034,100 (Total)</p> <p>FY 2026 ROW phase with NHS funds: \$90,000 (Federal) + \$10,000 (Other) = \$100,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHS funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHS funds: \$31,299,279 (Federal) + \$3,477,698 (Other) = \$34,776,977 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHS funds: \$31,719,376 (Federal) + \$3,524,375 (Other) = \$35,243,751 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Add new Group Project				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2301127
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 Pavement Replacement	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$5,819,396		Total Cost Programmed in TIP to date:	\$5,819,396	
Description:	Pavement Restoration project on I 265 from 0.36 miles West of I-65 to I-65				
Justification:	The purpose of this project is to extend the functional life of the pavement by addressing structural and functional deficiencies. This is a standalone project.				
FY 23-26 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$450,000 (Federal) + \$50,000 (Other) = \$500,000 (Total) FY 2026 Right of Way (ROW) phase with NHPP funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total) *FY 2027 Utilities (U) phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total) *FY 2028 Construction (CN) phase with NHPP funds: \$4,760,456 (Federal) + \$528,940 (Other) = \$5,289,396 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3261	State ID:	2300844
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-65 Ebenezer Church Rd	Funding Source:	Surface- Transportation Block- Grant - State- (STBG-ST)- National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$375,813 \$200,813		Total Cost Programmed in TIP to date:	\$200,000 \$200,813	
Description:	Bridge Thin Deck Overlay on I-65 Ebenezer Church Road Bridge over I-65 NB/SB, 04.46 mi S of SR 160				
Justification:	The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge received a superstructure replacement in 2015 and has not received a wearing surface treatment to date. There are minor transverse and a few longitudinal cracks in the wearing surface that could benefit from additional protection through a preventive maintenance wearing surface treatment.				
FY 23-26 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total) *FY 2028 Construction (CN) phase with NHPP funds: \$180,732 (Federal) + \$20,081 (Other) = \$200,813 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3260	State ID:	2300845
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-65 Biggs Rd	Funding Source:	Surface- Transportation Block- Grant--State- (STBG-ST)- National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$375,813 \$200,813		Total Cost Programmed in TIP to date:	\$200,000 \$200,813	
Description:	Bridge Thin Deck Overlay on I-65 Biggs Road Bridge over I-65, 02.51 mi S of SR 160				
Justification:	The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge received a superstructure replacement in 2015 and has not received a wearing surface treatment to date. There are minor hairline cracks in the wearing surface that could benefit from additional protection through a preventive maintenance wearing surface treatment.				
FY 23-26 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total) *FY 2028 Construction (CN) phase with NHPP funds: \$180,732 (Federal) + \$20,081 (Other) = \$200,813 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3259	State ID:	2300846
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-65 Hebron Church Rd	Funding Source:	Surface- Transportation Block- Grant—State- (STBG-ST)- National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$364,657 \$189,657		Total Cost Programmed in TIP to date:	\$175,000 \$189,657	
Description:	Bridge Thin Deck Overlay on I-65 Hebron Church Rd Bridge over I-65 NB/SB, 01.27 mi. N of SR 160				
Justification:	The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge received a superstructure replacement in 2015 and has not received a wearing surface treatment to date. There are minor hairline cracks in the wearing surface that could benefit from additional protection through a preventive maintenance wearing surface treatment.				
FY 23-26 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$140,000 (Federal) + \$35,000 (Other) = \$175,000 (Total) *FY 2028 Construction (CN) phase with STBG-ST funds: \$170,691 (Federal) + \$18,966 (Other) = \$189,657 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3280	State ID:	2300899
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 EB Bridge over I-65	Funding Source:	Surface- Transportation Block- Grant—State- (STBG-ST) National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$1,608,004		Total Cost Programmed in TIP to date:	\$275,000 \$1,608,004	
Description:	Bridge Deck Overlay I-265 EB Bridge over I-65 NB/SB, 02.50 mi E of SR 311. This will be constructed in FY 2028.				
Justification:	The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beam ends, and approach slabs. Vertical and horizontal cracking in both abutment bent caps. Pier 2 column 1 has exposed rebar that appears to be set too close to surface. Minor cracks with efflorescence in both backwalls.				
FY 23-26 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$220,000 (Federal) + \$55,000 (Other) = \$275,000 (Total) FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$247,500 (Federal) + \$27,500 (Other) = \$275,000 (Total) *FY 2027 Utilities (U) phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total) *FY 2028 Construction (CN) phase with NHPP funds: \$1,190,704 (Federal) + \$132,300 (Other) = \$1,323,004 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3279	State ID:	2300900
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 WB Bridge over I-65	Funding Source:	Surface- Transportation Block- Grant - State- (STBG-ST)- National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$1,619,121		Total Cost Programmed in TIP to date:	\$275,000	
Description:	Bridge Deck Overlay on I-265 WB Bridge over I-65 NB/SB, 02.50 mi E SR 311. This will be constructed in FY 2028.				
Justification:	<p>The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge.</p> <p>The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beam ends, and approach slabs. There are vertical and horizontal cracks on both abutments with several delaminated areas. Moderate cracking with efflorescence is in the west backwall. Minor scaling in column #1 at pier #2. Bent #3 seat has some minor cracking and delamination. Minor cracking in both bent caps.</p>				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$220,000 (Federal) + \$55,000 (Other) = \$275,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$247,500 (Federal) + \$27,500 (Other) = \$275,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHPP funds: \$1,200,709 (Federal) + \$133,412 (Other) = \$1,334,121 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3278	State ID:	2300901
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265	Funding Source:	Surface- Transportation-Block- Grant—State- (STBG-ST)- National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$1,374,533		Total Cost Programmed in TIP to date:	\$275,000 \$1,374,533	
Description:	Bridge Deck Overlay I-265 EB Bridge over I-265 ramp SW-D to I-65, 00.13 mi E I-65. This will be constructed in FY 2028.				
Justification:	<p>The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge.</p> <p>The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beam ends, and approach slabs.</p> <p>There is a longitudinal cracking and one pop-out in the west approach slab. The east approach has had a new approach slab poured for the lanes carrying traffic. There are minor diagonal cracks in the beams at the abutments. These cracks are typical of precast I-beams of the time that the bridge was built. Overall the bridge is in good to satisfactory condition.</p>				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$220,000 (Federal) + \$55,000 (Other) = \$275,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$247,500 (Federal) + \$27,500 (Other) = \$275,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHPP funds: \$980,580 (Federal) + \$108,953 (Other) = \$1,089,533 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3277	State ID:	2300902
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265	Funding Source:	Surface- Transportation Block Grant - State (STBG-ST)- National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$1,174,414		Total Cost Programmed in TIP to date:	\$275,000 \$1,174,414	
Description:	Bridge Deck Overlay I-265 WB Bridge over I-265 ramp SW-D to I-65, 00.13 mi E I-65. This will be constructed in FY 2028.				
Justification:	<p>The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge.</p> <p>The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beam ends, and approach slabs. There is diagonal cracking in the ends of the beams at the abutments. These cracks are typical for precast concrete I-beams from the time the bridge was built. There are minor cracks and spalls in the abutments. Overall the bridge is in good to satisfactory condition.</p>				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$220,000 (Federal) + \$55,000 (Other) = \$275,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$247,500 (Federal) + \$27,500 (Other) = \$275,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHPP funds: \$800,473 (Federal) + \$88,841 (Other) = \$889,414 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3276	State ID:	2300903
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 EB Coopers Lane	Funding Source:	Surface- Transportation Block- Grant – State- (STBG-ST)- National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$2,202,770		Total Cost Programmed in TIP to date:	\$325,000 \$2,202,770	
Description:	Bridge Deck Overlay I-265 EB Bridge over Coopers Lane, 00.28 mi E of I-65. This will be constructed in FY 2028.				
Justification:	<p>The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge and to improve the steel beam paint coatings to extend the service life of the steel beams.</p> <p>The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beams, and approach slabs. Transverse cracks are present in both approach slabs. The west approach slab has two patches, the east approach has one patch.</p>				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$260,000 (Federal) + \$65,000 (Other) = \$325,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$292,500 (Federal) + \$32,500 (Other) = \$325,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHPP funds: \$1,680,993 (Federal) + \$186,777 (Other) = \$1,867,770 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3275	State ID:	2300904
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 WB Coopers Lane	Funding Source:	Surface Transportation Block Grant - State (STBG-ST) National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$2,202,770		Total Cost Programmed in TIP to date:	\$325,000 \$2,202,770	
Description:	Bridge Deck Overlay I-265 WB Bridge over Coopers Lane, 00.28 mi E of I-65. This project will be constructed in FY 2028.				
Justification:	<p>The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge and to improve the steel beam paint coatings to extend the service life of the steel beams.</p> <p>The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beams, and approach slabs. There are longitudinal and transverse cracks in both approach slabs, and there is map cracking at the north side of the East joint.</p>				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$260,000 (Federal) + \$65,000 (Other) = \$325,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$292,500 (Federal) + \$32,500 (Other) = \$325,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHPP funds: \$1,680,993 (Federal) + \$186,777 (Other) = \$1,867,770 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3274	State ID:	2300905
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 EB Charlestown Pike	Funding Source:	Surface Transportation Block Grant—State (STBG-ST) National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$2,724,124		Total Cost Programmed in TIP to date:	\$375,000 \$2,724,124	
Description:	Bridge Deck Overlay I-265 EB Bridge over Conrail RR, Charlestown Pike, 01.51 mi E of US 31. This will be constructed in FY 2028.				
Justification:	<p>The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge and to improve the steel beam paint coatings to extend the service life of the steel beams.</p> <p>The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beams, and approach slabs. The west approach slab center lane has been paved over.</p>				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$337,500 (Federal) + \$37,500 (Other) = \$375,000 (Total)</p> <p>*FY 2027 Railroad (R) phase with NHPP funds: \$45,000 (Federal) + \$5,000 (Other) = \$50,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHPP funds: \$2,051,212 (Federal) + \$227,912 (Other) = \$2,279,124 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3273	State ID:	2300906
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 WB Charlestown Pike	Funding Source:	Surface- Transportation Block- Grant - State- (STBG-ST)- National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$2,323,888		Total Cost Programmed in TIP to date:	\$375,000	
Description:	Bridge Deck Overlay I-265 WB Bridge over Conrail RR, Charlestown Pike, 01.51 mi E US 31				
Justification:	<p>The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge and to improve the steel beam paint coatings to extend the service life of the steel beams.</p> <p>The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beams, and approach slabs. Transverse cracks are in the east approach slab, also two shallow pop outs are present in the slow lane west slab.</p>				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$337,500 (Federal) + \$37,500 (Other) = \$375,000 (Total)</p> <p>*FY 2027 Railroad (R) phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$45,000 (Federal) + \$5,000 (Other) = \$50,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHPP funds: \$1,690,999 (Federal) + \$187,889 (Other) = \$1,878,888 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3272	State ID:	2300909
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 EB Conrail RR	Funding Source:	Surface- Transportation Block- Grant - State- (STBG-ST)- National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$1,773,063		Total Cost Programmed in TIP to date:	\$300,000 \$1,773,063	
Description:	Bridge Deck Overlay I-265 EB Bridge over US 31, Conrail RR, 00.39 mi E I-65. This will be constructed in FY 2028.				
Justification:	The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, and approach slabs.				
FY 23-26 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$240,000 (Federal) + \$60,000 (Other) = \$300,000 (Total) FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$270,000 (Federal) + \$30,000 (Other) = \$300,000 (Total) *FY 2027 Railroad (R) phase with NHPP funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total) *FY 2027 Utilities (U) phase with NHPP funds: \$27,000 (Federal) + \$3,000 (Other) = \$30,000 (Total) *FY 2028 Construction (CN) phase with NHPP funds: \$1,280,757 (Federal) + \$142,306 (Other) = \$1,423,063 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3271	State ID:	2300910
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 WB Conrail RR	Funding Source:	Surface- Transportation Block- Grant - State- (STBG-ST)- National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$1,773,063		Total Cost Programmed in TIP to date:	\$300,000 \$1,773,063	
Description:	Bridge Deck Overlay I-265 WB Bridge over US 31, Conrail RR, 00.39 mi of E I-65. This will be constructed in FY 2028.				
Justification:	The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, and approach slabs.				
FY 23-26 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$240,000 (Federal) + \$60,000 (Other) = \$300,000 (Total) FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$270,000 (Federal) + \$30,000 (Other) = \$300,000 (Total) *FY 2027 Railroad (R) phase with NHPP funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total) *FY 2027 Utilities (U) phase with NHPP funds: \$27,000 (Federal) + \$3,000 (Other) = \$30,000 (Total) *FY 2028 Construction (CN) phase with NHPP funds: \$1,280,757 (Federal) + \$142,306 (Other) = \$1,423,063 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3268	State ID:	2300911
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 EB Hamburg Pike	Funding Source:	Surface- Transportation Block- Grant—State- (STBG-ST)- National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$1,452,356		Total Cost Programmed in TIP to date:	\$275,000	
Description:	Bridge Deck Overlay I-265 EB Bridge over Hamburg Pike, 00.09 mi E of US 31. This project will be constructed in FY 28.				
Justification:	The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, and approach slabs.				
FY 23-26 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$220,000 (Federal) + \$55,000 (Other) = \$275,000 (Total) FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$247,500 (Federal) + \$27,500 (Other) = \$275,000 (Total) *FY 2027 Utilities (U) phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total) *FY 2028 Construction (CN) phase with NHPP funds: \$1,050,620 (Federal) + \$116,736 (Other) = \$1,167,356 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3267	State ID:	2300912
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 WB Hamburg Pike	Funding Source:	Surface- Transportation Block Grant - State (STBG-ST)- National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$1,263,356		Total Cost Programmed in TIP to date:	\$275,000 \$1,263,356	
Description:	Bridge Deck Overlay I-265 WB Bridge over Hamburg Pike, 00.09 mi E of US 31. This project will be constructed in FY 2028.				
Justification:	<p>The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge.</p> <p>The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beam ends, and approach slabs. In Span A at Abutment 1: Beam #1 has a spall on the north side of the web at beam end. Beam #2 has cracking and delamination on the north side at bearing area and north side of web, along with a small spall. There are minor diagonal hairline cracks in a few of the beam ends at both abutments. There is minor cracking in curtain walls, and vertical cracks with efflorescence in both abutment backwalls. The west slope wall has a transverse crack across the top of wall and has settled approximately 2" at the north end. There is minor cracking in interior crash walls. The bridge seat at Abutment #1 under Beam #3 and Beam #4 has cracking.</p>				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$220,000 (Federal) + \$55,000 (Other) = \$275,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$247,500 (Federal) + \$27,500 (Other) = \$275,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHPP funds: \$880,520 (Federal) + \$97,836 (Other) = \$978,356 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Project Sponsor:	INDOT	KIPDA ID:	3270	State ID:	2300913
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	I 265 EB Lick Run	Funding Source:	Surface- Transportation Block- Grant - State- (STBG-ST)- National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$1,519,062		Total Cost Programmed in TIP to date:	\$275,000 \$1,519,062	
Description:	Bridge Deck Overlay I-265 EB Bridge over Lick Run, 00.23 mi E US 31. This project will be constructed in FY 2028.				
Justification:	<p>The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, beam ends, and approach slabs. There is one small spall in Beam #7 span C at the south east end. It appears to have happened during placement of beam during construction. There are minor cracks in a few curtain walls, and minor diagonal hairline cracks in a few of the beam ends at both abutments. Beam end 1 has a diagonal crack and a small spall at Abutment 1. This bridge has spread footings, NO piles. The footings are set in rock with riprap. There are minor cracks with efflorescence in the back wall. This bridge has been determined to be Scour Critical due to the footings being constructed in erodible shale.</p>				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$220,000 (Federal) + \$55,000 (Other) = \$275,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$247,500 (Federal) + \$27,500 (Other) = \$275,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2028 Construction (CN) phase with NHPP funds: \$1,110,656 (Federal) + \$123,406 (Other) = \$1,234,062 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years☐					

MTP Action:	N/A				
TIP Action:	Add new group project				
Project Sponsor:	INDOT	KIPDA ID:	NEW	State ID:	2300707
County:	Clark	Parent ID:	N/A	Group ID:	2678
Project Name:	SR 62 and Charlestown Pike in Charlestown	Funding Source:	Highway Safety Improvement Program (HSIP)- State	Open to Public Date:	2030
Total Estimated Project Cost:	\$877,471		Total Cost Programmed in TIP to date:	\$877,471	
Description:	The proposed Intersection Improvement project will begin approximately 0.39 mile north of SR 265 in Watson and travel north for approximately 6.25 miles to terminate at SR 3 in Charlestown				
Justification:	The need for the project is to improve access, safety, and traffic operations due to increasing growth and congestion along SR 62. Existing developments built along the corridor in combination with growing traffic in the area are beginning to negatively impact operations. Anticipated future development, including developments at River Ridge will further affect safety and operation at intersections in the design year. Fifteen intersections along the corridor were evaluated for existing and future operations, safety, and access				
FY 23-26 TIP Funding:	FY 2025 Planning (P) phase with HSIP-ST funds: \$270,000 (Federal) + \$30,000 (Other) = \$300,000 (Total) FY 2026 Right of Way (ROW) phase with HSIP-ST funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total) *FY 2027 Utilities (U) phase with HSIP-ST funds: \$22,500 (Federal) + \$2,500 (Other) = \$25,000 (Total) *FY 2030 Construction (CN) phase with HSIP-ST funds: \$488,224 (Federal) + \$54,247 (Other) = \$542,471 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years□					

MTP Action:	None				
TIP Action:	Update TIP funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2901	State ID:	1800318
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	SR-64	Funding Source:	Surface Transportation Block Group - State (STBG-ST)	Open to Public Date:	2028
Total Estimated Project Cost:	\$1,612,187		Total Cost Programmed in TIP to date:	\$1,612,187	
Description:	Intersection Improvement with added turn lanes on SR 64 at Copperfield Drive to reduce queueing and delay for motorists at this intersection.				
Justification:	To help reduce congestion at SR 64 and Copperfield Drive due to traffic at large subdivision causing motorists to back up and cause long delays. Culvert beneath will be extended to allow for widening of road.				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with State funds: \$0 (Federal) + \$400,000 (Other) = \$400,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$320 (Federal) + \$80,000 (Other) = \$400,000 (Total)</p> <p>*FY 2027 Construction (CN) phase with STBG-State funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	None				
TIP Action:	Update TIP funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3049	State ID:	2200718
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Bridge Deck Overlay	Funding Source:	NHS	Open to Public Date:	2027
Total Estimated Project Cost:	\$700,748		Total Cost Programmed in TIP to date:	\$700,748	
Description:	Bridge deck overlay on I-64 over the I-64 Ramp 123D to I-64 westbound, 0.28 miles west of SR 111.				
Justification:	This project will improve the condition of the bridge and extend its service life.				
FY 23-26 TIP Funding:	<p>FY 2023 Preliminary Engineering phase with NHS funds: \$157,500 (Federal) + \$17,500 (Other) = \$175,000 (Total)□</p> <p>*FY 2027 Utilities phase with NHS funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>FY 2026 Utilities phase with NHS funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)□</p> <p>*FY 2027 Construction (CN) phase with NHS funds: \$464,173 (Federal) + \$51,575 (Other) = \$515,748 (Total)</p> <p>FY 2026 Construction (CN) phase with NHS funds: \$464,173 (Federal) + \$51,575 (Other) = \$515,748 (Total)□</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Phase shift				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3050	State ID:	2200719
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Bridge Deck Overlay	Funding Source:	NHPP	Open to Public Date:	2027
Total Estimated Project Cost:	\$2,372,840		Total Cost Programmed in TIP to date:	\$2,372,840	
Description:	Bridge deck overlay on I-64 over SR 62X/Spring Street, 0.18 west of SR 111.				
Justification:	This project will improve the conditions of the bridge and extend its service life.				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering phase with NHPP funds: \$270,00 (Federal) + \$30,000 (Other) = \$300,000 (Total)</p> <p>*FY 2027 Utilities phase with NHPP funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)</p> <p>FY 2026 Utilities phase with NHPP funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)</p> <p>*FY 2027 Construction (CN) phase with NHPP funds: \$1,847,556 (Federal) + \$205,284 (Other) = \$2,052,840 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$1,847,556 (Federal) + \$205,284 (Other) = \$2,052,840 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2846	State ID:	2000467
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 62 Hot-Mix Asphalt (HMA), PM	Funding Source:	Surface Transportation Block Grant - State (STBG-ST)	Open to Public Date:	2024 2030
Total Estimated Project Cost:	\$6,636,571 \$7,551,114		Total Cost Programmed in TIP to date:	\$6,636,571 \$7,551,114	
Description:	Road rehabilitation project constructing a hot-mix asphalt (HMA) overlay, preventive maintenance on SR 62, 0.27 miles east of SR 3 to SR 362.				
Justification:	The purpose of this project is to extend the functional life of the pavement by addressing functional and structural deficiencies and removing the chip seal.				
FY 23-26 TIP Funding:	FY 2024 Construction (CN) phase with STBG-ST funds: \$5,189,257 (Federal) + \$1,297,314 (Other) = \$6,486,571 (Total) *FY 2030 Construction (CN) phase with STBG-ST funds: \$5,920,891 (Federal) + \$1,480,223 (Other) = \$7,401,114 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding, update OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3155	State ID:	1900373
County:	Clark	Parent ID:	N/A	Group ID:	2678
Project Name:	SR 60 Intersection Improvement	Funding Source:	Highway Safety Improvement Program - (HSIP-State) National Highway Performance Plan (NHPP)	Open to Public Date:	2028 2027
Total Estimated Project Cost:	\$806,456 \$959,956		Total Cost Programmed in TIP to date:	\$603,756 \$757,256	
Description:	Intersection improvement with added turn lanes at the intersection of SR 60 and Twinbrook Drive/Old SR 60 in Sellersburg.				
Justification:	This project will improve the safety of the intersection by adding eastbound and westbound left turn lanes on SR 60.				
FY 23-26 TIP Funding:	<p>FY25 Preliminary Engineering (PE) phase with NHPP funds: \$116,800 (Federal) + \$29,200 (Other) = \$146,000 (Total)</p> <p>FY25 Right of Way (ROW) phase with NHPP funds: \$6,000 (Federal) + \$1,500 (Other) = \$7,500 (Total)</p> <p>*FY27 Construction (CN) phase with HSIP-State funds: \$543,380 (Federal) + \$60,376 (Other) = \$603,756 (Total)</p> <p>*FY27 Construction (CN) phase with NHPP funds: \$543,380 (Federal) + \$60,376 (Other) = \$603,756 (Total)</p>				
*Funding phase outside of FY23-26 TIP Years					

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2913	State ID:	2000233
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	US 150	Funding Source:	STBG-State & NHS	Open to Public Date:	2030 2029
Total Estimated Project Cost:	\$4,776,501 \$5,073,863		Total Cost Programmed in TIP to date:	\$801,501 \$4,017,362	
Description:	Intersection improvement with new signals on US 150 at Everett Avenue, Stiller Road, and Buck Creek Road.				
Justification:	Intent of the project to improve corridor progression on US 150 by implementing intersection upgrades. This report will focus on the segment of US 150 in Floyd County, between Edwardsville-Galena Road and Old Vincennes Road in and around the Galena and the Floyds Knobs area. The original study area extended west to Snyder Chapel Road, west of Greenville in Harrison County, for modeling purposes. All relevant background data is included. The report describes the project at a preliminary level and will guide the ongoing phases of project development.				
FY 23-26 TIP Funding:	<p>FY 2025 PE phase with STBG-State funds: \$703,351 (Federal) + \$78,150 (Other) \$781,501 (Total)</p> <p>FY 2025 PE phase with STBG-State funds: \$237,890 (Federal) + \$59,472 (Other) \$297,362 (Total)</p> <p>*FY 2028 ROW phase with NHS funds: \$18,000 (Federal) + \$2,000 (Other) \$20,000 (Total)</p> <p>*FY 2028 ROW phase with STBG-ST funds: \$16,000 (Federal) + \$4,000 (Other) \$20,000 (Total)</p> <p>*FY 2028 Construction phase with STBG-ST funds: \$2,960,000 (Federal) + \$740,000 (Other) \$3,700,000 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	Update total estimated project cost				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2943	State ID:	2000288
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 and Spring Street Interchange Modification	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2030 2029
Total Estimated Project Cost:	\$3,844,811 \$3,597,837		Total Cost Programmed in TIP to date:	\$1,296,736 \$3,597,837	
Description:	Interchange modification at ramp junctions with Spring Street, including Spring Street from 5th Street to State Street and Spring Street from 5th Street to Washington Place.				
Justification:	<p>The City of New Albany is evaluating the effects of converting Spring Street from one-way operation to two-way operation between 5th Street and State Street. Clark Dietz was hired to develop proposed lane configurations on Spring Street to accomplish the conversion and to perform a traffic capacity analysis of the Spring Street corridor to determine the effects of the conversion on existing traffic operations. This traffic capacity analysis evaluates three scenarios along the Spring Street corridor. While the proposed one-way to two-way conversion of Spring Street will redistribute traffic within the existing traffic network, the surrounding intersections will still operate efficiently if the recommended signal timing, cycle length, and storage length adjustments are incorporated. With these adjustments incorporated, the LOS for the existing intersections will not be negatively impacted, and in most cases will be improved compared to the existing conditions.</p>				
FY 23-26 TIP Funding:	<p>*FY 2022 Preliminary Engineering phase with NHPP funds: \$559,905 (Federal) + \$139,976 (Other) = \$699,881 (Total)</p> <p>*FY 2022 Preliminary Engineering phase with NHPP funds: \$315,000 (Federal) + \$35,000 (Other) = \$350,000 (Total)</p> <p>FY 2024 Preliminary Engineering phase with NHPP funds: \$537,170 (Federal) + \$59,685 (Other) = \$596,855 (Total)</p> <p>FY 2024 Preliminary Engineering (PE) phase with NHPP funds: \$336,493 (Federal) + \$37,388 (Other) = \$373,881 (Total)</p> <p>*FY 2028 Utilities (U) phase with NHPP funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p>*FY 2029 Construction (CN) phase with NHPP funds: \$2,541,470 (Federal) + \$282,386 (Other) = \$2,823,856 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2968	State ID:	2100560
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 Bridge Deck Overlay on Klerner Lane Bridge, 0.40 Miles East of SR 111	Funding Source:	NHPP	Open to Public Date:	2026
Total Estimated Project Cost:	\$3,551,833		Total Cost Programmed in TIP to date:	\$3,097,500	
Description:	I-265 bridge deck overlay on Klerner Lane bridge over I-265 EB/WB, 0.40 miles east of SR 111.				
Justification:	The purpose of this project is to correct the deficiencies in the wearing surface, deck, and superstructure to help further protect the structure and extend the service life of the bridge.				
FY 23-26 TIP Funding:	FY 2023 PE phase with NHPP funds: \$110,520 (Federal) + \$12,280 (Other) \$122,800 (Total) FY 2024 ROW phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total) FY 2025 ROW phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total) FY 2026 Utilities phase with NHPP funds: \$99,000 (Federal) + \$11,000 (Other) \$110,000 (Total) FY 2026 Construction (CN) phase with NHPP funds: \$2,658,330 (Federal) + \$295,370 (Other) \$2,953,700 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2975	State ID:	2100647
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 265 at Old Salem Road	Funding Source:	NHPP	Open to Public Date:	2026
Total Estimated Project Cost:	\$429,655		Total Cost Programmed in TIP to date:	\$377,000 \$429,655	
Description:	Bridge thin deck overlay at SR 265 at Old Salem Road bridge over SR 265 EB/WB, 2.20 miles east of SR 62.				
Justification:	<p>The purpose of this project is to protect the existing deck with a preventative maintenance wearing surface treatment to help extend the service life of the bridge deck. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge was built in 2013 and has never received a wearing surface treatment to date. The bridge is overall in good condition, but could benefit from additional protection through a preventative maintenance wearing surface treatment.</p>				
FY 23-26 TIP Funding:	<p>FY 2023 Preliminary Engineering (PE) phase with NHPP funds: \$72,000 (Federal) + \$8,000 (Other) \$80,000 (Total)</p> <p>FY 2023 Preliminary Engineering (PE) phase with NHPP funds: \$119,880 (Federal) + \$13,320 (Other) \$133,200 (Total)</p> <p>FY 2023 Preliminary Engineering (PE) phase with NHPP funds: \$6,390 (Federal) + \$710 (Other) \$7,100 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$267,300 (Federal) + \$29,700 (Other) \$297,000 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$260,420 (Federal) + \$28,936 (Other) \$289,355 (Total)</p>				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2964	State ID:	2100048
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	SR 60 Intersection Improvement, Roundabout	Funding Source:	NHPP	Open to Public Date:	2027 2026
Total Estimated Project Cost:	\$6,472,023 \$6,566,843		Total Cost Programmed in TIP to date:	\$1,575,184 \$6,566,843	
Description:	Intersection improvement going to a roundabout at SR 60 and CR 311.				
Justification:	<p>The purpose of this project is to reduce the number of traffic crashes being experienced at this location, in particular the rear end, left turn, and right-angle crashes. Using HAT 3 as the analysis tool the 129 crashes resulted in a 4.01 lcc crash severity value. The crash frequency value (lcf) is 6.68. The need for this project is to provide a geometric improvement to the intersection which will provide sufficient capacity and reduce these rear end, left turn and right angle crashes going forward to allow this intersection to operate at a more acceptable overall safety operating condition.</p>				
FY 23-26 TIP Funding:	<p>FY 2023 PE phase with NHPP funds: \$967,666 (Federal) + \$107,518 (Other) \$1,075,184 (Total)</p> <p>FY 2025 PE phase with NHPP funds: \$85,338 (Federal) + \$9,482 (Other) \$94,820 (Total)</p> <p>FY 2024 ROW phase with NHPP funds: \$450,000 (Federal) + \$50,000 (Other) \$500,000 (Total)</p> <p>FY 2026 Utilities (U) phase with NHPP funds: \$90,000 (Federal) + \$10,000 (Other) \$100,000 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$4,317,155 (Federal) + \$479,684 (Other) \$4,796,839 (Total)</p>				

MTP Action:	Update total estimated project cost				
TIP Action:	Update TIP funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2967	State ID:	2100036
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	SR 64 Added Travel Lane	Funding Source:	Surface Transportation Block Grant (STBG) - State	Open to Public Date:	2031
Total Estimated Project Cost:	\$21,839,942 \$23,600,512		Total Cost Programmed in TIP to date:	\$15,445,441 \$23,600,512	
Description:	Added travel lane on SR 64 from 2,150' west of the existing Oakes Road intersection to Edwardsville-Galena Road in Floyd County.				
Justification:	The purpose of this project is to improve throughput on SR 64 by improving intersection operations. Adding these travel lanes will reduce driver delay for the side roads and mainline SR 64 in the design year. The added lanes to SR 64 will continue the multi-lane cross section further west towards Georgetown to benefit commuter trips to and from I-64.				
FY 23-26 TIP Funding:	<p>*FY 2022 Preliminary Engineering phase with STBG-State funds: \$1,040,000 (Federal) + \$260,000 (Other) = \$1,300,000 (Total)</p> <p>*FY 2022 Preliminary Engineering phase with STBG-State funds: \$311,200 (Federal) + \$77,800 (Other) = \$389,000 (Total)</p> <p>FY 2025 Preliminary Engineering phase with STBG-State funds: \$568,312 (Federal) + \$142,078 (Other) = \$710,390 (Total)</p> <p>FY 2026 ROW phase with STBG-State funds: \$776,000 (Federal) + \$194,000 (Other) = \$970,000 (Total)</p> <p>FY 2026 Utilities phase with STBG-State funds: \$336,000 (Federal) + \$84,000 (Other) = \$420,000 (Total)</p> <p>*FY 2028 Utilities phase with STBG-State funds: \$336,000 (Federal) + \$84,000 (Other) = \$420,000 (Total)</p> <p>FY 2026 Construction phase with STBG-State funds: \$8,836,041 (Federal) + \$2,209,010 (Other) = \$11,045,051 (Total)</p> <p>*FY 2031 Construction phase with STBG-State funds: \$15,360,098 (Federal) + \$3,840,024 (Other) = \$19,200,122 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					



MTP Action:	Update Estimated Total Project Cost				
TIP Action:	Update TIP funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2965	State ID:	2100047
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	US 150 Intersection Improvement of Old Vincennes Road/Lawrence Banet Road	Funding Source:	STBG-State	Open to Public Date:	2031
Total Estimated Project Cost:	\$5,514,336		Total Cost Programmed in TIP to date:	\$1,424,218 \$5,514,336	
Description:	Intersection improvement at the intersection of Old Vincennes Road/Lawrence Banet Road.				
Justification:	An intersection improvement project is recommended for US 150 and Lawrence Banet Road in Floyds Knobs, Floyd County, IN. This location has experienced higher than anticipated crash frequency and cost. The recommended alternative would reconfigure US 150 and Lawrence Banet Road as a median U-turn intersection, eliminating left turns at the intersection and installing U-turn access points on US 150.				
FY 23-26 TIP Funding:	<p>FY 2023 PE phase with STBG-State funds: \$739,374 (Federal) + \$184,844 (Other) \$924,218 (Total)</p> <p>FY 2023 PE phase with STBG-State funds: \$667,200 (Federal) + \$166,800 (Other) \$834,000 (Total)</p> <p>FY 2025 PE phase with STBG-State funds: \$400,000 (Federal) + \$100,000 (Other) \$500,000 (Total)</p> <p>*FY 2028 ROW phase with STBG-State funds: \$400,000 (Federal) + \$100,000 (Other) \$500,000 (Total)</p> <p>*FY 2028 Utilities phase with STBG-State funds: \$80,000 (Federal) + \$20,000 (Other) \$100,000 (Total)</p> <p>*FY 2031 Construction phase with NHPP funds: \$3,264,269 (Federal) + \$816,067 (Other) \$4,080,336 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2974	State ID:	2100244
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 111 Slide Correction	Funding Source:	STBG-State	Open to Public Date:	2027
Total Estimated Project Cost:	\$6,122,997 \$2,765,542		Total Cost Programmed in TIP to date:	\$6,122,997 \$2,765,542	
Description:	Slide correction on SR 111 0.7 miles south of the I-64 overpass.				
Justification:	To stabilize the slide with solder piles, remove the barrier wall, replace the adjacent sidewalk and pavement that has been uplifted by the slide, and resurface the rest of the pavement in the project limits.				
FY 23-26 TIP Funding:	<p>*FY 2022 PE phase with STBG-State funds: \$39,380 (Federal) + \$157,520 (Other) \$196,900 (Total)</p> <p>FY 2023 PE phase with STBG-State funds: \$967,666 (Federal) + \$107,518 (Other) \$1,075,184 (Total)</p> <p>FY 2024 PE phase with STBG-State funds: \$160,000 (Federal) + \$40,000 (Other) \$200,000 (Total)</p> <p>FY 2024 PE phase with STBG-State funds: \$251,520 (Federal) + \$62,880 (Other) \$314,400 (Total)</p> <p>FY 2025 ROW phase with STBG-State funds: \$450,000 (Federal) + \$50,000 (Other) \$500,000 (Total)</p> <p>FY 2025 ROW phase with STBG-State funds: \$18,000 (Federal) + \$2,000 (Other) \$20,000 (Total)</p> <p>FY 2026 Utilities phase with STBG-State funds: \$16,000 (Federal) + \$4,000 (Other) \$20,000 (Total)</p> <p>*FY 2027 Construction (CN) phase with STBG-State funds: \$3,462,250 (Federal) + \$865,563 (Other) \$4,327,813 (Total)</p> <p>*FY 2027 Construction (CN) phase with STBG-State funds: \$1,305,322 (Federal) + \$145,036 (Other) \$1,450,358 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2722	State ID:	1900343
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	US 31 at Wolf Run	Funding Source:	STBG-State	Open to Public Date:	2026
Total Estimated Project Cost:	\$2,073,993		Total Cost Programmed in TIP to date:	\$1,658,936 \$1,616,136	
Description:	Bridge replacement on US 31, 00.20 mile north of IN 160 at Wolf Run.				
Justification:	Bridge replacement, concrete.				
FY 23-26 TIP Funding:	<p>FY 2025 ROW phase with STBG-State funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p>FY 2025 ROW phase with STBG-State funds: \$5,760 (Federal) + \$1,440 (Other) = \$7,200 (Total)</p> <p>FY 2026 Preliminary Engineering phase with STBG-State funds: \$88,000 (Federal) + \$22,000 (Other) = \$110,000 (Total)</p> <p>FY 2026 Utilities phase with STBG-State funds: \$56,000 (Federal) + \$14,000 (Other) = \$70,000 (Total)</p> <p>FY 2026 Construction (CN) phase with STBG-State funds: \$1,143,149 (Federal) + \$285,787 (Other) = \$1,428,936 (Total)</p>				

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2970	State ID:	2100770
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Small Structure Pipe Lining, 3.67 Miles West of SR 64	Funding Source:	NHPP	Open to Public Date:	2026 2027
Total Estimated Project Cost:	\$665,900 \$1,237,971		Total Cost Programmed in TIP to date:	\$646,000 \$1,201,911	
Description:	Small structure pipelining on I-64 over unnamed ditch, 3.67 miles west of SR 64.				
Justification:	The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset.				
FY 23-26 TIP Funding:	FY 2023 ROW phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total) FY 2026 Construction (CN) phase with NHPP funds: \$455,400 (Federal) + \$50,600 (Other) = \$506,000 (Total) FY 2027 Construction (CN) phase with NHPP funds: \$955,720 (Federal) + \$106,191 (Other) = \$1,061,911 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	Update total estimated project cost				
TIP Action:	Update TIP funding				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3192	State ID:	2200833
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 Hot-Mix Asphalt (HMA) Overlay	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2027
Total Estimated Project Cost:	\$65,516,941 \$68,165,331		Total Cost Programmed in TIP to date:	\$65,516,941 \$67,310,331	
Description:	Hot-mix asphalt (HMA) overlay minor structural on I-64 from 0.50 miles west of SR 135 to 1.01 miles west of SR 64.				
Justification:	This project will improve the conditions of the pavement and extend its service life.				
FY 23-26 TIP Funding:	FY 2024 PE phase with NHPP funds: \$5,264,055 (Federal) + \$584,895 (Other) \$5,848,950 (Total) FY 2024 RR phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total) FY 2024 ROW phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total) FY 2025 ROW phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total) *FY 2027 Utilities (U) phase with NHPP funds: \$45,000 (Federal) + \$5,000 (Other) \$50,000 (Total) *FY 2027 Construction (CN) phase with NHPP funds: \$53,620,192 (Federal) + \$5,957,799 (Other) \$59,577,991 (Total) *FY 2027 Construction (CN) phase with NHPP funds: \$55,243,243 (Federal) + \$6,138,138 (Other) \$61,381,381 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3051	State ID:	2200873
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 Over Slate Run Creek Scour Protection	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2027 2026
Total Estimated Project Cost:	\$580,059 \$620,059	Total Cost Programmed in TIP to date:		\$580,059 \$620,059	
Description:	Scour and erosion protection on I-265 over Slate Run Creek, 0.2 mile south of I-265.				
Justification:	The project will correct the deficiencies with erosion and scour at the outlet (east end) of the structure.				
FY 23-26 TIP Funding:	FY 2024 Preliminary Engineering (PE) phase with NHPP funds: \$178,371 (Federal) + \$19,819 (Other) = \$198,190 (Total) FY 2025 Right of Way (ROW) phase with NHPP funds: \$36,000 (Federal) + \$4,000 (Other) = \$40,000 (Total) FY 2026 Construction (CN) phase with NHPP funds: \$343,682 (Federal) + \$38,187 (Other) = \$381,869 (Total)				
MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP date				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3056	State ID:	2201148
County:	Floyd	Parent ID:	N/A	Group ID:	
Project Name:	US 150 Small Structures & Drains Construction (16 Locations)	Funding Source:	Surface Transportation Block Grant - State (STBG-ST)	Open to Public Date:	2027 2028
Total Estimated Project Cost:	\$1,000,000 \$4,111,651	Total Cost Programmed in TIP to date:		\$1,000,000 \$4,111,651	
Description:	Small structures and drains construction on US 150 at various locations between 3.32 miles west of I-64 (near Buck Creek Road) to I-64.				
Justification:	This project will improve the conditions of various culverts on US 150.				

FY 23-26 TIP Funding:	FY 2023 Preliminary Engineering (PE) phase with STBG-ST funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total) *FY 2028 Construction (CN) phase with STBG-ST funds: \$2,489,622,330 (Federal) + \$622,330 (Other) = \$3,111,651 (Total)

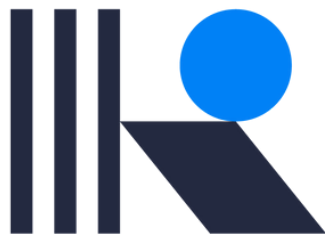
MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3156	State ID:	2200698
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 160 Bridge Deck Overlay	Funding Source:	Surface Transportation Block Grant - State (STBG-ST)	Open to Public Date:	2027 2028
Total Estimated Project Cost:	\$1,561,110 \$1,550,017		Total Cost Programmed in TIP to date:	\$1,561,110 \$1,534,680	
Description:	Bridge deck overlay on SR 160 over I-65, 0.54 mile west of US 31.				
Justification:	This project will improve the condition of the bridge and extend its service life.				
FY 23-26 TIP Funding:	FY 2024 Preliminary Engineering (PE) phase with STBG-ST funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total) *FY 2027 Utilities (U) phase with STBG-ST funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total) *FY 2028 Construction (CN) phase with STBG-ST funds: \$1,019,744 (Federal) + \$254,936 (Other) = \$1,274,680 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	None				
TIP Action:	Update TIP funding and source				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3158	State ID:	2200963
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	US 31 Concrete Pavement Restoration	Funding Source:	National Highway System (NHS) Surface Transportation Block Grant - State (STBG-ST)	Open to Public Date:	2030
Total Estimated Project Cost:	\$4,830,755		Total Cost Programmed in TIP to date:	\$4,830,755	
Description:	Concrete pavement restoration on US 31 from 0.99 miles north of I-65 to 3.41 miles south of SR 60.				
Justification:	This project will improve the conditions of the pavement and extend its service life.				
FY 23-26 TIP Funding:	<p>FY 2025 Preliminary Engineering (PE) phase with NHS funds: \$450,000 (Federal) + \$50,000 (Other) = \$500,000 (Total)</p> <p>*FY 2027 Railroad (RR) phase with NHS funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHS funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2030 Construction (CN) phase with NHS funds: \$3,879,680 (Federal) + \$431,075 (Other) = \$4,310,755 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with STBG-ST funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)</p> <p>*FY 2027 Railroad (RR) phase with STBG-ST funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with STBG-ST funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	None				
TIP Action:	Update TIP funding and source				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3194	State ID:	2200050
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	SR 60 & Perry Crossing Road Intersection Improvement	Funding Source:	National Highway-System (NHS) National Highway Performance Plan (NHPP)	Open to Public Date:	2028 2027
Total Estimated Project Cost:	\$3,626,722		Total Cost Programmed in TIP to date:	\$3,626,722	
Description:	Intersection improvement at SR 60 and Perry Crossing Road.				
Justification:	This project will address safety concerns at the intersection of SR 60 and Perry Crossing Road.				
FY 23-26 TIP Funding:	<p>\$827,730 (Federal) + \$91,970 (Other) = \$919,700 (Total)</p> <p>FY 2025 ROW phase with NHS funds: \$90,000 (Federal) + \$10,000 (Other) = \$100,000 (Total)</p> <p>FY 2025 ROW phase with NHPP funds: \$80,000 (Federal) + \$20,000 (Other) = \$100,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p>*FY 2027 Construction (CN) phase with NHPP funds: \$2,045,618 (Federal) + \$511,404 (Other) = \$2,557,022 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and source				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3054	State ID:	2200052
County:	Clark	Parent ID:	N/A	Group ID:	2680
Project Name:	SR 60 at St. Joe Road West Intersection Improvement	Funding Source:	National Highway System (NHS) National Highway Performance Plan (NHPP)	Open to Public Date:	2028
Total Estimated Project Cost:	\$2,421,116		Total Cost Programmed in TIP to date:	\$2,421,116	
Description:	Intersection improvement with added turn lanes at SR 60 and St. Joe Road West.				
Justification:	This project will improve safety concerns at the intersection of SR 60 and St. Joe Road West.				
FY 23-26 TIP Funding:	<p>FY 2024 PE phase with NHS funds: \$873,090 (Federal) + \$97,010 (Other) = \$970,100 (Total)</p> <p>FY 2025 ROW phase with NHS funds: \$54,000 (Federal) + \$6,000 (Other) = \$60,000 (Total)</p> <p>*FY 2027 Utilities phase with NHS funds: \$45,000 (Federal) + \$5,000 (Other) = \$50,000 (Total)□</p> <p>*FY 2027 Construction (CN) phase with NHS funds: \$1,206,914 (Federal) + \$134,102 (Other) = \$1,341,016 (Total)</p> <p>FY 2025 ROW phase with NHS funds: \$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total)</p> <p>*FY 2027 Utilities phase with NHS funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)□</p> <p>*FY 2027 Construction (CN) phase with NHS funds: \$1,072,813 (Federal) + \$268,203 (Other) = \$1,341,016 (Total)□</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2971	State ID:	2100744
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 60 Bridge Deck Overlay Over Muddy Fork	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2026 2028
Total Estimated Project Cost:	\$1,677,932 \$2,401,952		Total Cost Programmed in TIP to date:	\$1,677,932 \$2,401,952	
Description:	Bridge deck overlay over Muddy Fork 4.70 east of SR 335.				
Justification:	<p>The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, and approach slabs. This bridge was built in 1995 and has never received a wearing surface treatment to date. There are several small concrete patches visible in the wearing surface and there are several patches and cracks in the concrete bridge approach slabs. The east joint is partially filled with debris and the bridge would benefit from the installation of semi-integral abutments to eliminate the joints.</p>				
FY 23-26 TIP Funding:	<p>FY 2023 Preliminary Engineering phase with NHS funds: \$183,539 (Federal) + \$20,393 (Other) = \$203,932 (Total)□</p> <p>FY 2026 Construction (CN) phase with NHS funds: \$1,326,600 (Federal) + \$147,400 (Other) = \$1,474,000 (Total)</p> <p>FY 2028 Construction (CN) phase with NHS funds: \$1,978,218 (Federal) + \$219,802 (Other) = \$2,198,020 (Total)□</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					



K I P D A

Kentuckiana Regional Planning
& Development Agency

Amendment 7

Connecting Kentuckiana 2050
Metropolitan Transportation Plan (MTP)
&
Fiscal Year 2023- 2026 Transportation
Improvement Program (TIP)

TPC Approval
September 26, 2024





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

Kentucky Division

October 23, 2024

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

In Reply Refer To:
HDA-KY

Mr. Jarrett Haley, Executive Director
Louisville Area Metropolitan Planning Organization
c/o Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299

Dear Mr. Haley:

The Kentucky Division of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA), in consultation with the Indiana Division Office of the Federal Highway Administration and Regions 4 and 5 of the United States Environmental Protection Agency (EPA), have reviewed the following document(s):

Amendment 7 to the 2023-2026 Transportation Improvement Program (TIP) and
2050 Metropolitan Transportation Plan (MTP) for the
Louisville Area Metropolitan Planning Organization (MPO)
(MPO approval resolution signed on September 26, 2024)

The Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the Kentucky Transportation Cabinet's Division of Planning, the Kentucky Transportation Cabinet's Office of Transportation Delivery, the Louisville Metro Air Pollution Control District, and the Transit Authority of River City also had an opportunity to review and comment on the aforementioned documents.

We found that this document meets the five primary criteria of the Transportation Conformity Rule (40 CFR Part 93):

- use of the latest planning assumptions;
- use of the latest emissions model;
- use of appropriate consultation procedures;
- consistency with the mobile vehicle emission budgets in the State Implementation Plan (SIP); and
- provisions for the timely implementation of transportation control measures in the SIP.

We found that these documents met the criteria outlined in the July 1, 2004, Transportation Conformity Rule Amendments for New 8-hr Ozone and PM_{2.5} National Ambient Air Quality

Standards (NAAQS), Response to March 1999 Court Decision, and Additional Rule Changes (69 FR 40004). We therefore find that these documents conform to the 2015 8-hour Ozone NAAQS.

Sincerely,



For: Shundreka R. Givan, AICP
Division Administrator

CC: Aviance Webb, FTA-R4
Erica Tait, FHWA-IN
Tonya Higdon, FHWA-KY
Jane Spann, EPA-R4
Dianna Myers, EPA-R4
Simone Jarvis, EPA-R4
Blake Borwig, KEEC-DAQ
Clair Oyler, KEEC-DAQ
Rachael Hamilton, APCD
Aida Copic, TARC
Ron Rigney, KYTC-Program Management
Mikael Pelfrey, KYTC-Planning
Andy Rush, Louisville Area MPO



Area Agency on Aging and Independent Living
Area Development District
Metropolitan Planning Organization



**A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #7 of
the FY 2023 - FY 2026 Transportation Improvement Program**

Whereas, the Kentuckiana Regional Planning and Development Agency (KIPDA) Transportation Policy Committee is designated by the governors of the State of Indiana and the Commonwealth of Kentucky under state and federal laws as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY-IN Planning Area encompassing Clark and Floyd counties in Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County in Kentucky; and,

Whereas, consistent with federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation Plan, Title VI: Environmental Justice Plan*, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and

Whereas, the FY 2023 - FY 2026 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is a subset of *Connecting Kentuckiana 2050*, the Louisville/Jefferson County KY-IN Metropolitan Transportation Plan, which has been determined to conform to the State Implementation Plans of Indiana and Kentucky; and,

Whereas, the FY2023 - FY 2026 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is fiscally constrained. The Kentucky and Indiana non-dedicated funded projects identified in this TIP have been requested by the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC). The required funds will become part of the Kentucky FY 2021 - 2024 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2024 - 2028 STIP, respectively, and will become part of the end of fiscal year fiscal constraint recalculations; and,

Now, therefore be it resolved, by the Transportation Policy Committee of KIPDA that this amendment of the FY 2023 - FY 2026 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is adopted by official action at the September 26, 2024, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

11520 Commonwealth Drive
Louisville, KY 40299
www.kipda.org

Phone: 502.266.6084
Fax: 502.266.5047
TDD: 800.648.6056





Area Agency on Aging and Independent Living
Area Development District
Metropolitan Planning Organization



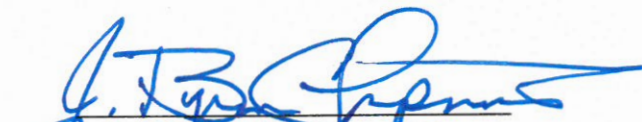
Whereas, the KIPDA Transportation Policy Committee is to certify that *Connecting Kentuckiana 2050* complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and federal laws; and,

Whereas, *Connecting Kentuckiana 2050*, as amended, will serve as the KIPDA Metropolitan Transportation Plan under federal law contingent upon and effective when a conformity finding is made by the appropriate federal agencies; and,

Now, therefore let it be resolved, that the KIPDA Transportation Policy Committee adopts Amendment #6 of the *Connecting Kentuckiana 2050 Metropolitan Transportation Plan* to serve as the KIPDA MPO official Metropolitan Transportation Plan; and,

Let it be further resolved that KIPDA staff is authorized to transmit this amendment of the *Connecting Kentuckiana 2050* to the Governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with federal and state requirements.'

Adopted by the KIPDA Transportation Policy Committee on the 26th day of September 2024.



Mayor J. Byron Chapman, Chair
Transportation Policy Committee



Andy Rush, Director
KIPDA Transportation Division



Area Agency on Aging and Independent Living
Area Development District
Metropolitan Planning Organization



**A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #7 of the
*Connecting Kentuckiana 2050 Metropolitan Transportation Plan***

Whereas, the Kentuckiana Regional Planning and Development Agency (KIPDA) Transportation Policy Committee is designated by the governors of the State of Indiana and the Commonwealth of Kentucky under state and federal laws as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY-IN Metropolitan Planning Area encompassing Clark and Floyd counties in Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County in Kentucky; and,

Whereas, Federal laws require the Transportation Policy Committee periodically review and update its Metropolitan Transportation Plan to reflect progress and changes regarding its implementation using the latest forecasts of regional demographic and socioeconomic data; and,

Whereas, pursuant to 23 CFR Section 450.322, the Metropolitan Transportation Plan is based on the latest available estimates and assumptions with regard to population, land use, travel, employment, congestion, and economic activity developed in conjunction with local jurisdictions; and,

Whereas, consistent with federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, Participation Plan, Title VI: Environmental Justice Plan, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; has made draft documents available for public review, has held public meetings and other efforts including providing data and information related to the Metropolitan Transportation Plan update on the KIPDA website, to involve citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities, and other interested parties in order to facilitate their ability to provide input, discussion, and review of *Connecting Kentuckiana 2050 Metropolitan Transportation Plan*, and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and,




Area Agency on Aging and Independent Living
Area Development District
Metropolitan Planning Organization



Be it further resolved, that the KIPDA staff is authorized to transmit Amendment #7 of the *Connecting Kentuckiana 2050 Metropolitan Transportation Plan* for the Louisville/Jefferson County KY-IN Metropolitan Planning Area to the governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with federal and state requirements.

Adopted by the KIPDA Transportation Policy Committee on the 26th day of September 2024.



Mayor J. Byron Chapman, Chair
Transportation Policy Committee



Andy Rush, Director
KIPDA Transportation Division



Area Agency on Aging and Independent Living
Area Development District
Metropolitan Planning Organization



**FY 2023-2026 Transportation Improvement Program
&
Connecting Kentuckiana 2050 Metropolitan Transportation Plan**

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the Metropolitan Planning Organization (MPO) for the five-county region covering Jefferson, Bullitt and Oldham Counties in Kentucky and Clark and Floyd Counties in Indiana. The MPO's responsibilities include producing a long-range transportation document, known as *Connecting Kentuckiana 2050* Metropolitan Transportation Plan (MTP) and a short-range planning document, the Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP)

Changes have been proposed to the TIP and MTP. The TIP, with the proposed changes, remains fiscally constrained. This packet includes the following document:

- Schedule for Amendment 7
- A listing of all projects being added, removed and/or modified

Providing comments for the proposed changes can be submitted by any of the following methods:

- Visiting <https://kipdatransportation.org/amendment7/> and click on the *Amendment 7 Map* link
- Emailing kipda.trans@kipda.org
- Call with your comments at 502-266-6144 ext 123, 1-800-648-6056 (KY TDD) or 1-800-962-8408 (IN TDD) or mail them into the address below.

**TIP and MTP Amendment, KIPDA
11520 Commonwealth Drive, Louisville, KY 40299**

- Attend the virtual open house on September 17th from 5:00 to 6:00 pm via Zoom. Members of the public are encouraged to ask questions and leave comments. A link to the virtual portion of the public meeting can be found at: <https://kipdatransportation.org/amendment7/>

Please contact Community and Committee Engagement Specialist Greg Burress at 502-562-6144 ext. 123 or via email at greg.burress@kipda.org for additional questions or information.

11520 Commonwealth Drive
Louisville, KY 40299
www.kipda.org

Phone: 502.266.6084
Fax: 502.266.5074
TDD: 800.648.6056





AMENDMENT 7 SCHEDULE

Connecting Kentuckiana (CK) 2050 Metropolitan Transportation Plan (MTP) Fiscal Year (FY) 2023 - 2026 Transportation Improvement Program (TIP)

WHY ARE THERE AMENDMENTS TO THE MTP & TIP?

New projects that are not regionally significant and qualify as Group Projects, as well as many minor changes to existing projects, can be added through an administrative modification. Administrative modifications can be processed within 30 days.

New projects and project changes that do not fit the criteria above must be added to the MTP and/or TIP through an amendment. There are many reasons why a project must be amended. Adding a regionally significant project that does not fit KIPDA's Group Projects policy or changing the scope of a roadway project to add a travel lane are both examples of projects that must be amended. While every effort is made to expedite amendments, the process can take up to 6 months.

KEY STEPS & TIMING

Project applications (new or modified) are due from sponsors	July 19, 2024
KIPDA staff completes project review	August 2, 2024
Air quality conformity activities	August 4, 2024- August 27, 2024
Interagency Consultation Group (IAC) Coordination	August 13, 2024
Public comment period	September 5, 2024- September 19, 2024
Transportation Technical Coordinating Committee (TTCC) Recommendation	September 11, 2024
Comments sent to the Transportation Policy Committee (TPC)	September 19, 2024
TPC Action	September 26, 2024

ADDITIONAL INFORMATION

The MTP & TIP amendment process is NOT an opportunity to request MPO dedicated funds.

All new projects and changes to existing projects must be submitted through the Project Application form found on KIPDA's Transportation Planning Portal.

The Portal can be accessed at the following address:
<https://kipdatransportation.org/forms/>



MTP Action:	Update description and project limits				
TIP Action:	Update description and project limits				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Clarksville	KIPDA ID:	3019	State ID:	2301311
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Stansifer Avenue Streetscape Improvements	Funding Source:	STBG-MPO	Open to Public Date:	2030
Total Estimated Project Cost:	\$5,000,000		Total Cost Programmed in TIP to date:	\$5,000,000	
Description:	<p>The project is a complete overhaul of Stansifer Avenue from Akers Avenue to South Clark Boulevard. The roadway will have new landscaped medians, curb and gutter, the addition of on-street parking, narrowing of the lane widths and drainage improvements. The project will also include pedestrian sidewalk upgrades and widening to at least 5' and designated bike lanes.</p> <p>The project is a complete overhaul of Stansifer Avenue from I-65 to South Clark Boulevard. The roadway will have new landscaped medians, curb and gutter, the addition of on-street parking, narrowing of the lane widths and drainage improvements. The project will also include pedestrian sidewalk upgrades and widening to at least 5' and designated bike lanes.</p>				
Justification:	<p>Stansifer Avenue is directly off of I-65 and is a key exit for the Town's South End Redevelopment, as well as Orgin Park. The Town recently built a new Fire Station on Stansifer Avenue and is working to redevelop the area. Stansifer Avenue is seen as one of the Gateway's to the Town. It will provide main access to two large development ares in Town. However it is unsafe. The lanes are almost 20 feet wide in some areas, which lead drivers to think that there are two lanes, when there is only one. This causes confusion and can lead to unnecessary accidents. The roadway also lacks parking and drainage. It needs improvement across the board.</p>				
FY 23-26 TIP Funding:	<p>FY25 Preliminary Engineering phase with STBG-MPO funds: \$323,000 (Federal) + \$80,750 (Other) = \$403,750 (Total)</p> <p>*FY27 Right of Way phase with STBG-MPO funds: \$80,000 (Federal) + \$20,000 (Other) = \$100,000 (Total)</p> <p>*FY29 Construction phase with STBG-MPO funds: \$3,597,000 (Federal) + \$899,250 (Other) = \$4,496,250 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Non-exempt		Model Impact:	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2847	State ID:	1900366
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	US 150 at Old Vincennes Road	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2026
Total Estimated Project Cost:	\$1,138,689 \$3,680,347		Total Cost Programmed in TIP to date:	\$748,999 \$3,334,857	
Description:	Intersection Improvement with added turn lanes at intersection of US 150 and Old Vincennes Road, 0.5 miles west of I-64.				
Justification:	To allow for gaps for vehicles turning from Old Vincennes Road to US 150 and from eastbound US 150 to Old Vincennes Road in such a manner that traffic on US 150 does not significantly queue.				
FY 23-26 TIP Funding:	FY 2023 Right of Way (ROW) phase with STBG-ST funds: \$16,000 (Federal) + \$4,000 (Other) = \$20,000 (Total) FY 2024 Preliminary Engineering (PE) phase with STBG-ST funds: \$20,168 (Federal) + \$5,042 (Other) = \$25,210 (Total) FY 2025 Preliminary Engineering (PE) phase with HSIP-ST funds: \$39,780 (Federal) + \$4,420 (Other) = \$44,200 (Total) FY 2025 Utilities (U) phase with STBG-ST funds: \$17,600 (Federal) + \$4,400 (Other) = \$22,000 (Total) FY 2025 Construction (CN) phase with NHPP funds: \$510,071 (Federal) + \$127,518 (Other) = \$637,589 (Total) FY 2025 Construction (CN) phase with NHPP funds: \$2,578,758 (Federal) + \$644,690 (Other) = \$3,223,447 (Total)				
MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding and add phases				
Exempt/Non Exempt:	Non-exempt		Model Impact:	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2899	State ID:	1900162
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 Added Travel Lanes	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$170,683,885 \$228,772,435		Total Cost Programmed in TIP to date:	\$160,085,687 \$228,772,435	
Description:	Added travel lanes project on I-64 from US 150 to just north of Cherry Street with additional pavement rehabilitation extending to Main Street. Project also includes added lanes on I-265 from I-64 to north of State Street and improvements to the interchanges of I-64 at US 150 and I-265.				
Justification:	To improve traffic congestion and accessibility.				

<p>FY 23-26 TIP Funding:</p>	<p>FY 2023 Preliminary Engineering (PE) phase with NHPP funds: \$9,379,332 (Federal) + \$5,248,368 (Other) = \$14,627,700 (Total)</p> <p>FY 2023 Preliminary Engineering (PE) phase with NHPP funds: \$9,330,432 (Federal) + \$5,297,268 (Other) = \$14,627,700 (Total)</p> <p>FY 2023 Utilities (U) phase with NHPP funds: \$0 (Federal) + \$68,500 (Other) = \$68,500 (Total)</p> <p>FY 2024 Preliminary Engineering (PE) phase with NHPP funds: \$5,040 (Federal) + \$1,715,280 (Other) = \$1,720,320 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$270,000 (Federal) + \$30,000 (Other) = \$300,000 (Total)</p> <p>FY 2024 Right of Way (ROW) phase with IM funds: \$225,000 (Federal) + \$25,000 (Other) = \$250,000 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with IM funds: \$234,000 (Federal) + \$26,000 (Other) = \$260,000 (Total)</p> <p>FY 2024 Utilities (U) phase with NHPP funds: \$540,000 (Federal) + \$60,000 (Other) = \$600,000 (Total)</p> <p>FY 2025 Utilities (U) phase with NHPP funds: \$808,650 (Federal) + \$89,850 (Other) = \$898,500 (Total)</p> <p>FY 2026 Utilities (U) phase with NHPP funds: \$180,000 (Federal) + \$20,000 (Other) = \$200,000 (Total)</p> <p>FY 2026 Utilities (U) phase with NHPP funds: \$49,500 (Federal) + \$5,500 (Other) = \$55,000 (Total)</p> <p>FY 2026 Construction phase with NHPP funds: \$129,905,538 (Federal) + \$14,433,949 (Other) = \$144,339,487 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$111,796,836 (Federal) + \$12,421,871 (Other) = \$124,218,707 (Total)</p> <p>FY 2026 Construction (CE) phase with NHPP funds: \$90,000 (Federal) + \$10,000 (Other) = \$100,000 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$64,987 (Federal) + \$7,221 (Other) = \$72,208 (Total)</p> <p>*FY 2027 Construction (CN) phase with NHPP funds: \$77,850,000 (Federal) + \$8,650,000 (Other) = \$86,500,000 (Total)</p> <p>*FY 2028 Utilities (U) phase with NHPP funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)</p>
<p>*Funds programmed in fiscal years outside of the current 2023-2026 TIP years</p>	

AIR QUALITY CONFORMITY

At this time, the Louisville, KY-IN transportation planning study area consists of Clark and Floyd counties in Indiana, and Bullitt, Jefferson, and Oldham counties in Kentucky and approximately 4 square miles of Shelby County in Kentucky. Much of the existing planning area coincides with the local ozone nonattainment area. In the past, a portion of the planning study area also coincided with a local fine particulate matter (PM 2.5) nonattainment area, but that standard was revoked in April 2015. The Louisville, KY-IN maintenance area for the 1997 8-hour ozone standard consisted of Clark and Floyd counties, IN, and Bullitt, Jefferson, and Oldham counties, KY. It was designated as a basic non-attainment area in June 2004 and redesignated as an attainment area with a maintenance status in July 2007. The 1997 8-hour ozone standard was revoked for the local area in April 2015, and at that time, it was not necessary for the local area to determine conformity. (However, the local area was still eligible to receive Congestion Mitigation/Air Quality funding).

In June 2018, the former Louisville, KY-IN 1997 ozone maintenance area was designated as a marginal nonattainment area for the 2015 8-hour ozone standard. Since that time, the monitoring data has indicated that the design value is sufficiently low that the local area can be redesignated as attainment of the 2015 8-hour ozone standard, and the air quality agencies with responsibility for the local area have undertaken steps to do so. The redesignation State Implementation Plan has been submitted to Regions 4 and 5 of US EPA, and the Motor Vehicle Emission Budgets (MVEBs) have been found adequate by Region 5. They are still under review by Region 4. Meanwhile, in January 2023, the Kentucky portion of the local ozone nonattainment area was “bumped up” to a moderate ozone nonattainment area. Subsequently, EPA has proposed redesignation of the area to attainment based on recent air quality data incorporated into the prior SIP submittal.

KIPDA is amending *Connecting Kentuckiana 2050*, the metropolitan transportation plan (MTP), and the FY 2023 – FY 2026 Transportation Improvement Program (TIP). This conformity analysis will support conformity determinations by the metropolitan planning organization and the U. S. Department of Transportation agencies for both documents. This analysis is intended to support determinations of conformity under the 2015 8-hour ozone standards.

CONFORMITY UNDER THE 2015 8-HOUR OZONE STANDARD

When an area such as the Louisville area becomes nonattainment, the area must undertake a process known as conformity. This process provides a linkage between transportation planning and air quality planning. One of the key activities of

conformity is to quantify the level of emissions of the air pollutant(s) and/or precursor(s) for certain analysis years and compare those levels to the motor vehicle emission budgets (MVEBs)—if they exist. The MVEBs limit the amount of a pollutant or precursor that can be emitted. If MVEBs do not exist, the area must rely on interim tests, such as comparing the emissions to the level of emissions in a base year, to determine conformity. The base year would be set by US EPA when the standard is promulgated.

When the local area was designated as nonattainment of the 2015 8-hour ozone standard, the air quality agencies with responsibility for the local area were charged with the additional responsibility to develop a set of actions that could be taken to reduce pollutant/precursor emissions. These actions were to be included in air quality plans known as State Implementation Plans (SIPs). Since the Louisville nonattainment area is a bi-state area, these sets of actions to reduce precursor emissions were to be incorporated into both the Indiana and Kentucky SIPs. It was during this process that MVEBs were established. Subsequent to the local area being designated as a nonattainment area but before the SIPs were completed, the data from the air quality monitors in the area indicated that the 2015 8-hour ozone standard had been met. With this data in hand, the air quality agencies were each able to submit a SIP known as a redesignation request. The establishment of the MVEBs was one of the components of the redesignation request. Since the SIPs were redesignation requests for ozone, the MVEBs were established for the precursors of ozone -- volatile organic compounds and oxides of Nitrogen.

CONSULTATION FOR *CONNECTING KENTUCKIANA 2050*

The first step in determining conformity of *Connecting Kentuckiana 2050* was to consult with the interagency consultation (IAC) group concerning matters not explicitly determined by the conformity rule. Conformity under the 2015 8-hour ozone standard has been previously determined. Therefore, many of the issues normally arising in conformity had undergone consultation previously when the local area was a nonattainment or maintenance area under the 1997 8-hour ozone standard or during the previous conformity process for *Connecting Kentuckiana 2050*.



Area Agency on Aging and Independent Living
Area Development District
Metropolitan Planning Organization



Connecting Kentuckiana 2050 Metropolitan Transportation Plan- Amendment 7

FY 2023-2026 Transportation Improvement Program- Amendment 7

Interagency Consultation Group Conference Call Meeting Minutes

August 13, 2024

1:00 PM EDT

Participants:

EPA – Dianna Myers & Tony Maietta
FHWA – Erica Tait & Tonya Higdon
KYTC – Tom Hall, Larry Chaney, Dasha Korostina, Jeremeih Shaw, & Isidro Delgado Herrera
LMAPCD – Rachel Hamilton & Matt King
KYDAQ- Lauren Hedge & Kevin Davis
INDOT – Jay Mitchell, Hayley Thomas, Brandi Mischler, Roy Nunnally, & Julie Feltner
TARC – Robert Monsma
KIPDA – Andy Rush, Randy Simon, Eronmonsele Esekhaigbe, Chris Nicolas, & Brady Hill

Welcome/Roll Call:

A total of 23 participants, representing nine local, state, regional, and federal agencies participated in the IAC Conference Call for Amendment 7 of KIPDA's *Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)* and the *FY 2023-2026 Transportation Improvement Program (TIP)*. The meeting began shortly after 1:00 PM EDT on August 13, 2024. Ms. Chris Nicolas conducted roll call and introduced KIPDA staff in attendance.

11520 Commonwealth Drive
Louisville, KY 40299
www.kipda.org

Phone: 502.266.6084
Fax: 502.266.5047
TDD: 800.648.6056





Project Discussion:

Ms. Nicolas described the changes to Clarksville’s Stansifer Avenue project, which is a late addition to Amendment 7. The project is exempt.

Ms. Nicolas began to describe all of the project changes listed in Amendment 7. Ms. Tait asked about the need for the \$50 million cost increase for INDOT’s project—KIPDA ID 2899. She asked if there was a known scope change associated with the cost increase. Ms. Nicolas and Mr. Rush stated that KIPDA was not aware of any scope change—the project cost was likely associated with inflation and new cost estimates.

Ms. Nicolas continued to describe other project changes in Amendment 7. Ms. Nicolas discusses all of the “Main Remade” project changes together. Mr. Rush confirms that Main Remade – West Phase I changes will be included in the model because lanes are transitioning from one-way to two-way. Ms. Myers asked about the project limits to the different Main Remade project phases. Ms. Nicolas explained that KIPDA ID 1810 was in the MTP only. KIPDA ID 1810 included a number of redundant features similar to the Main Remade projects. Mr. Hall suggested that KIPDA ID 1810 should not be taken out because he thought the project was not completely redundant because there are other streets associated with the project. However, Mr. Rush and Ms. Nicolas explained that other KIPDA IDs (1809 and 2388) remain and cover those other streets making KIPDA ID 1810 specifically redundant. Ms. Myers requested a summary clarification for the changes to KIPDA ID 1810. After further explanation from KIPDA staff about KIPDA ID 1810, the conversation moved to understanding the redundancy with two projects located on Herr Lane (KY 2025) — Louisville Metro’s project, KIPDA ID 3122, and KYTC’s project, KIPDA ID 2114. Mr. Rush explained that removing KIPDA ID 3122 from the MTP doesn’t change the modelling because this is also a redundant project.

Schedule Discussion:

KIPDA staff discussed the anticipated schedule for the amendment (included in the packet), the schedule for KIPDA’s MPO-dedicated Call for Projects, and the anticipated schedule for the FY25-FY28 TIP at the beginning of the meeting.

Other Discussion

Mr. Rush began the discussion of how the regional air quality MOVES model analysis will take place post the retirement of Craig Butler. Ms. Hamilton announced that a meeting between



Area Agency on Aging and Independent Living
Area Development District
Metropolitan Planning Organization



KIPDA staff and LMPCD will take place soon to discuss further the details of the regional air quality analysis process. Other members of the IAC Group were invited to attend the upcoming meeting if they would like. Mr. Rush asked the group if they believe a new emissions analysis would be required, or if KIPDA could rely on previous regional emissions analysis. Ms. Myers stated that she thought that a new analysis would be required because Amendment 7 was adding new projects. Ms. Myers stated that the only way a previous regional emissions analysis could be relied on was if the only changes for the projects were funding changes. Mr. Rush agreed with Ms. Myers after discussion.

Meeting adjourned at 1:55pm.

Other Information Pertinent to Conformity of Amendment 7

The following information was not explicitly given during the video conference. However, it had been discussed at prior video conference(s) and is still applicable for Amendment 7.

Analysis Years and AQ Conformity Tests – see table below

2015 8-hour Ozone Standard	
Analysis Year	Conformity Test(s)
2025	Less than the 2019 SIP Base Year Emissions
2030	Less than the 2019 SIP Base Year Emissions
2035	Budget test using the 2035 MVEBs for the 2015 8-hour standard
2040	Budget test using the 2035 MVEBs for the 2015 8-hour standard
2050	Budget test using the 2035 MVEBs for the 2015 8-hour standard

Pollutants/Precursors of concern and related budgets

SIP base year (2019 Base Year) emissions

- i. VOCs: 13.65 tons/day or 12,383 kg/day
- ii. NOx: 33.03 tons/day or 29,964 kg/day

SIP regional budget (2035 MVEB) emissions

- iii. VOCs: 5.51 tons/day or 4,999 kg/day
- iv. NOx: 17.18 tons/day or 15,585 kg/day

Horizon year of the *Connecting Kentuckiana 2050* Metropolitan Transportation Plan – 2050

A listing of any transportation control measures (TCMs) in SIPs, if applicable—there are none.

ESTABLISHED PRACTICE

In addition to the issues discussed during consultation, there were several issues which were not explicitly discussed or received little discussion during the video conference consultation, but which had impacts on the analysis. Many of these issues had been discussed during previous consultations. These issues were

handled in a manner consistent with the previous established practice. The more prominent issues are discussed below.

Relationship of MTP and TIP for Conformity Purposes

The Transportation Improvement Program (TIP) is maintained as a subset of the Metropolitan Transportation Plan (MTP). Therefore, the conformity determination for the MTP will serve as the conformity determination for the TIP.

Conclusion: The IAC members are informed of this from time to time in order to clarify the conformity determination for the MTP also serves as the conformity determination for the TIP.

Vehicle Registration (Fleet Mix) Data

At various times in the past, new vehicle registration data has been provided for use in developing pollutant emissions. This vehicle registration data has been reviewed and accepted by the IAC. The data being used for the Indiana counties has been updated to 2022, and the data being used for the Kentucky counties is for 2018. These data represent the most recent information available for this issue.

Conclusion: Based on a consensus of the IAC members, vehicle registration data for 2022 for the Indiana counties and for 2018 for the Kentucky counties is now being used in developing emission estimates.

CONFORMITY OF *CONNECTING KENTUCKIANA 2050*

The MTP, *Connecting Kentuckiana 2050*, was examined to determine if it met the requirements of the conformity rule under the 2015 8-hour ozone standards. In general, the process leading to a conformity determination has two major components:

- (1) a regional emissions (air quality) analysis to determine that air pollutant emissions do not exceed the budgets set in the SIPs, if applicable, or the emission levels for a given base year; and
- (2) a monitoring of the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs.

In the past, consultation with the state and local air quality agencies and EPA had determined that there are no approved TCMs in the SIPs of Indiana and Kentucky. Therefore, it is possible to show conformity of *Connecting Kentuckiana 2050* simply by determining that the air pollutant emissions do not exceed the budgets in the SIPs or the base year emissions.

ANALYSIS PROCESS

The process of calculating the regional emissions for *Connecting Kentuckiana 2050* involved three main procedures. The first procedure was a review of the projects to determine which projects needed to be included in the regional emissions analysis. The second procedure was to perform the calculations necessary to quantify certain measures of travel behavior. The third procedure was to calculate the pollutant / precursor emissions. These activities are discussed below in greater detail.

Project Review

The first procedure was to review the projects to determine which projects were exempt or non-exempt and which projects were “regionally significant.” The combination of these two considerations was the basis for determining which projects were recommended for inclusion in the regional emissions analysis. During Amendment 7 of the MTP, *Connecting Kentuckiana 2050*, a group of projects had been proposed for the amendment of the plan. These projects were reviewed by KIPDA staff, who prepared a list of the projects with information about the projects and a staff recommendation concerning the project’s status relative to its being included in the regional emissions analysis. There is usually a straightforward explanation for why projects are included in or excluded from the analysis and why they are analyzed as they are. Most of the projects which were excluded were exempt projects as defined in the Code of Federal Regulations in 40 CFR 93.126 and 40 CFR 93.127.

During consultation, this list was reviewed and accepted by the IAC as described under the section entitled “CONSULTATION FOR *CONNECTING KENTUCKIANA 2050*.” (Please see above.) The projects in *Connecting Kentuckiana 2050* were analyzed as indicated on the list provided to IAC.

In the past, there were several projects which could not be analyzed using the travel model but were not explicitly exempt. Most of these projects had been evaluated using spreadsheet methods using emission factors (rates). Since the MOVES emissions model was being used in the inventory mode, emission factors were not available for this analysis. However, experience had shown that the emission impacts for these projects were always small and positive (i.e., emission reducing). Therefore, it is reasonable to predict that the emission impacts of these projects—if they could be quantified—would decrease the emissions shown in the tables at the end of this document.

In the past, there was one particular project affecting Bullitt County that could not be included in the travel model but had the potential to increase emissions. Therefore, a

special effort had previously been made to include its impacts in the analysis of travel behavior impacts and, consequently, in the regional emissions analysis. This project was the relocated (southern) section of US 31E. This project, which had been discussed during consultation in the past, involved the relocation of a small (approximately 0.2 mile) section of US 31E from Nelson County (outside of the nonattainment area) to Bullitt County (inside the ozone nonattainment area) during the reconstruction of that road. Estimates of the VMT for this project had been developed using a spreadsheet approach. The VMT estimates were calculated (off-model) as the product of the estimated traffic volumes for each of the analysis years and the length of the relocated section in Bullitt County and had been added to the other Bullitt County VMT estimates of the same functional class. This effort has not been necessary since Amendment 4. Additional roadway sections including the relocated section of US 31E have recently been added to the travel model. Therefore, the estimated VMT for that section is now calculated (along with the VMT from other projects) in the post-processing process of the travel model data and added to the Bullitt County VMT resulting from that process.

Calculation of Travel-Related Information

The analysis of the travel behavior impacts for the nonattainment area primarily involved using the KIPDA travel demand forecasting model to determine measures of travel such as vehicle-miles-traveled (VMT) and speed. The method for determining these measures was to input the appropriate roadway and transit information into the model and to run the model using the appropriate socioeconomic information for a given analysis year. This analysis is explained below in further detail in the sections concerning the KIPDA travel demand forecasting model and adjustment factors for travel model output.

KIPDA Travel Demand Forecasting Model

The KIPDA travel demand forecasting model is a mathematical model which relates travel to the transportation system and basic socioeconomic information. The domain of the model is a study area which includes the Louisville (KY-IN) Metropolitan Planning Area. The Louisville (KY-IN) Metropolitan Planning Area presently consists of Clark and Floyd counties in Indiana, and Bullitt, Jefferson, and Oldham counties and approximately 4 square miles in Shelby County in Kentucky. This area is divided into 984 smaller units called traffic analysis zones.

As previously mentioned, the KIPDA regional travel demand forecasting model was updated and calibrated in 2022. This update established 2019 as the new base year for the model. The model update utilized the information incorporated into the travel model during previous updates. In addition, a significant amount of data from Streetlight Data, Inc. was incorporated into the updated model, particularly for trips which crossed the external boundary of the model. During the update, the model

parameters were adjusted such that the model output matched—within reason—two main calibration criteria based on measured data. These criteria were: (1) the total daily VMT for all highway facilities except local roads for the region; and (2) highway traffic volumes crossing the Ohio River screenline. The result of the update was a travel model which generally replicated travel in the Louisville area for 2019. The updated travel model was used in the regional emissions analysis.

The KIPDA travel demand forecasting model uses the standard four steps of modeling: trip generation, trip distribution, mode choice, and trip assignment. In addition, it considers travel by vehicles entering, leaving, and crossing the study area. These types of trips are known as external-internal, internal-external, and external-external, respectively. The internal ends of these trips are determined by the methods described below for internal-internal travel. The external ends are determined from the volume of traffic crossing the study area boundary at any of the 46 external stations.

Trip generation is the process of determining the number of unlinked trip ends--called productions and attractions--and their spatial distribution based on socioeconomic variables such as households and employment. The trip rates used to define these relationships were derived from the travel data collection efforts described above. This information was supplemented by use of the *National Cooperative Highway Research Program Report #365* and the Institute of Transportation Engineers' *Trip Generation Report*. The KIPDA travel demand model uses three internal-internal trip purposes. Internal-internal trips are those which have both ends inside the modeling domain. The three purposes are home-based work, home-based other, and non-home-based. The set of trip rates is one of the calibration parameters of the model.

Trip distribution is the process of linking the trip ends thereby creating trips which traverse the area. The KIPDA travel model uses a gravity model to link all trips except the external-external ones. The gravity model is based on the principle that productions are linked to attractions as a direct function of the number of attractions of a zone and as an inverse function of the travel time between zones. This inverse function of travel time is used to generate parameters called friction factors which, in turn, direct the gravity model. In addition, information from a study which investigated the behavior of travelers crossing the Ohio River and traffic count information from years near 2019 were utilized to develop additional parameters called K-factors. The K-factors are used by the model to ensure that it is predicting the correct volume of traffic crossing the Ohio River. Friction factors and K-factors are two of the calibration parameters of the model.

Mode choice is the process used to separate the trips which use transit from those which use automobiles. It is also used to separate the auto drive-alone trips from auto shared-ride trips. In some previous KIPDA travel demand models, mode choice was based primarily on information provided by the *TARC Travel Forecasting Study*

from some time ago. In that model, the user's benefit or utility was calculated for each mode based on zonal socioeconomic characteristics and the cost and time of the trip using the various modes. A nested logit model was used to determine the probability of the trip being made by each of the modes. This probability was then multiplied by the number of trips between zones to determine the number of trips by each mode.

As previously stated, the conformity analysis for *Connecting Kentuckiana 2050* utilizes transit information from previous travel demand models. The results of the 2004 TARC on-board survey had been used to factor the data in the previous transit files. This was deemed acceptable for several reasons. The primary reason was that the transit network envisioned by *Connecting Kentuckiana 2050* is essentially the same as the existing one. In addition, the number of total trips from the two models was similar. Therefore, the use of the factored transit trip information from previous travel models did not significantly change the proportion of trips allocated to transit. Finally, the proportion of trips utilizing transit is less than 2% of the total trips. So small differences in the number of transit trips should provide a negligible effect on overall travel.

Trip assignment is the process used to determine which links of the network a given trip will use. There are several assignment schemes which may be used. Two of the more common schemes are All-or-Nothing (AON)--in which all trips between two zones follow the shortest time path--and Stochastic--in which trips between two zones may be assigned to several paths based on their relative impedances or travel times. It is not uncommon for travel models to use several assignment schemes in sequence to converge to a better assignment. A sequence commonly used involves using several AONs with the traffic volumes reported at the end of each scheme being a weighted average of the volumes from the most recent scheme and the volumes from the previous schemes. A capacity restraint provision is used to adjust travel times between assignment schemes. This sequence is called an equilibrium assignment. The KIPDA travel model uses an equilibrium assignment which converges when the change in system-wide travel time over successive iterations is estimated to be within 0.0001 or less.

Tolls are being used as a means of providing for a portion of the cost of the Louisville Southern Indiana Ohio River Bridges project. To reflect the effect of the tolls in the KIPDA travel model, time penalties have been used in the model on the bridges where tolls are being collected. As mentioned above, the toll structure was recently changed. To reflect this in the travel model update, the time penalties used in the KIPDA travel model were likewise changed to reflect the effect of the new toll structure. The time penalties also reflect some travel effects which could not otherwise be quantified.

The output from the KIPDA travel model is in the form of a series of links with each link having certain associated data such as number of lanes, capacity, facility type, area type, functional class, and volume. This data allows for the calculation of other link information such as vehicle-miles-traveled (VMT). The VMT can be calculated as the product of the volume of traffic using a link times the distance (length) of the link.

Adjustment Factors for Travel Model Output

The VMT and speeds from the travel demand model were adjusted before being used in the calculation of regional emissions. The purpose of these adjustments was to reconcile the model output with travel estimates from other sources, such as the Highway Performance Monitoring System (HPMS) estimates of VMT. To perform this adjustment, factors were developed for the baseyear of the model using HPMS or other estimates and applied to model output for other years.

The development of the VMT adjustment factors involved comparing the VMT outputs of the travel demand model to the HPMS VMT estimates for 2019. Factors were developed to adjust the model output to account for variation between the model and HPMS within each of the counties. To do this, the VMT from the 2019 model run was tabulated by county and functional classification. The VMT estimates derived from the model were then compared to the HPMS VMT estimates for 2019 to develop adjustment factors to be applied to the model output for subsequent years. The 8-hour ozone analysis is based on a level of traffic and the accompanying emissions expected on a typical summer weekday. For that analysis, the adjustment factors were increased by 2.9% to reflect the higher volume of traffic that can be expected on a typical summer weekday relative to the annual average daily traffic. The adjustment factors for VMT were developed on a functional classification basis for each county.

The development of the speed adjustment factors involved a similar process. The outputs of the travel demand model were compared to estimates of speed based on the equations of the Highway Economic Reporting System (HERS).

In general, the HERS equations were used to estimate speeds for five functional classifications of urban roadways and for five functional classifications of rural roadways. The speeds from these roadway sections were used to determine the average speed for each of five rural and urban functional classes. The speeds used in the travel model were also averaged for each of the five rural and urban functional classes for which HERS estimates had been developed. The speed adjustment factor for each of these functional classes was calculated as the ratio of the average speed using the HERS equations to the average speed using the travel model data. In some cases, the adjustment factors for some functional classes for some counties had to be based on the combined effects of the functional classes due to the sparseness of data for one or more of the functional classes.

The procedures described above produced speed adjustment factors for all functional classes except rural and urban local roads and ramps. (Ramps are not officially a separate functional class, but the speed behavior of traffic on ramps is not expected to be like that of any other functional class. Therefore, the ramps were treated as a separate “functional class”.) There was not sufficient data to estimate speeds for the roadways of these classes. For rural and urban local roads and ramps, the speeds in the travel model were used without adjustment (i.e., the speed adjustment factor for rural and urban local roads and for ramps = 1).

Calculation of Pollutant/Precursor Emissions

The calculation of the pollutant/precursor emissions for the nonattainment area involved using the adjusted output data from the KIPDA travel demand forecasting model as input to the MOVES model. KIPDA staff developed travel model output data in the form of vehicle-miles-traveled (VMT) in three formats: (1) VMT by speed bin by MOBILE 6 facility type (road type) for each county, (2) VMT fractions by speed bin by county by MOBILE 6 facility type (road type) for each county, and (3) VMT and average speed by functional class for each county. KIPDA staff utilized this data along with other necessary inputs to run the MOVES model and develop emission estimates for volatile organic compounds (VOCs) and oxides of Nitrogen (NOx).

MOVES Emissions Model

As previously mentioned, the Louisville region is a nonattainment/maintenance area for the pollutant ozone and must therefore control the precursors of ozone, VOCs and NOx. The emission estimates for VOCs and NOx were determined using the MOVES 4 emissions model. KIPDA staff produced the emissions for all of the counties in the nonattainment/ maintenance area. The methodology used in calculating these emission estimates is discussed below.

There are a number of factors affecting the emission estimates developed from the MOVES model. In the past, these factors included the presence of inspection/maintenance (I/M) programs in some of the counties. During that time period, the VMT generated in Clark, Floyd, and Jefferson (KY) counties came from some vehicles subject to an I/M program and from some vehicles not subject to an I/M program. The I/M program in Clark and Floyd counties was discontinued at the end of 2006. The I/M program in Jefferson County (KY) was discontinued in 2003. Therefore, these programs are no longer a factor in estimating emissions.

One of the other factors is the fuel used by the vehicles in the various counties. The fuels which are used in Clark, Floyd, and Jefferson counties include reduced Reid vapor pressure gasoline (RVP) and reformulated gasoline (RFG). While RFG is used in some portions of Bullitt and Oldham counties, unregulated gasoline is used in the

other portions of those counties as well as the areas adjacent to the nonattainment area. Vehicles from these other areas can be expected to travel in the Clark, Floyd, and Jefferson (KY) counties also. In the past, the emission factors (from the MOBILE 6 model) for Clark, Floyd, and Jefferson (KY) counties used in the air quality analysis varied by county because they represent a VMT-weighted composite based on an estimate of travel in each county by vehicles from the various portions of the region. For this analysis, the MOVES model was used in what is known as the inventory mode. Using the inventory mode, it is possible to define the fuel characteristics and the presence of an I/M program for each county, but it is not possible to represent the effect of travel in a county by vehicles from other counties. Therefore, the use of composite emission factors was not possible. Other than that, the assumptions used in the analysis were consistent with those of the appropriate air quality agency for each of the counties. For Clark and Floyd counties, the assumptions of the Indiana Department of Environmental Management (IDEM) were used. Some assumptions of LMAPCD were also used for Clark and Floyd counties. For Jefferson County (KY), the assumptions of the LMAPCD were used. These assumptions had been previously reviewed and accepted by the IAC partners.

The assumptions used in developing the emissions for Clark, Floyd, and Jefferson (KY) counties were the same as those used in developing the ozone budgets update (for VOCs and NO_x) for the recent redesignation request in 2022. These assumptions included some changes which were incorporated in recent years prior to 2022. The changes which affected the VOC and NO_x emissions included:

- (1) improved consistency and completeness of gasoline data provided with the new MOVES model,
- (2) the incorporation of newer vehicle registration data (for 2022) for Clark and Floyd counties (provided by INDOT), and
- (3) improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics.

The emissions for Bullitt and Oldham counties were also developed by KIPDA staff. As with the other counties, the assumptions for these counties were consistent with those used in the redesignation request developed in 2022. Most of the inputs to the MOVES model were defaults and/or data used that was consistent with previous SIPs or data updated for the redesignation request. As mentioned above, RFG is used in some portions (the “original” portions) of Bullitt and Oldham counties, and unregulated gasoline is used in the other portions (the “new” portions) of those counties as well as the areas adjacent to the nonattainment area. The “original” portions and “new” portions refer to whether a portion of these counties had originally designated as a nonattainment/maintenance status for the 1-hour ozone standard (used in the 1990’s) or had only been designated under the 1997 8-hour ozone standard. Neither portion of either county had an I/M program. So, it was not necessary to have I/M input information for MOVES. However, it was possible that the gasoline formulation in the different portions of these counties could be different.

It was determined—based on data provided by US EPA for the MOVES model—that the gasoline formulation for Bullitt and Oldham counties is essentially the same as that for Jefferson County with respect to the use of RFG. Since the use of the MOVES model in the inventory mode does not allow for the characteristics of different blends of gasoline within the same county, the gasoline formulations of Bullitt and Oldham counties were modeled the same as for Jefferson County.

The assumptions used for Bullitt and Oldham counties were consistent with those for the ozone budgets update for the recent redesignation request in 2022. The changes which affected the VOC and NO_x emissions included:

- (1) improved consistency and completeness of gasoline data provided with the new MOVES model,
- (2) the characterization of gasolines described in the previous paragraph, and
- (3) improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics.

KIPDA staff developed emission estimates of VOCs and NO_x using the MOVES model. To review, the following steps were undertaken.

- (1) KIPDA staff received developed the adjusted travel model output in the forms of VMT and average speed, VMT by speed bin, and VMT fractions by speed bin, all by county and by MOBILE facility type by analysis year, as described above.
- (2) KIPDA reformatted the data to prepare it as input to the MOVES model. Other necessary data was received from LMAPCD.
- (3) The MOVES model was run in inventory mode to determine emission estimates of each precursor for each county for each analysis year.

RESULTS OF THE ANALYSIS

The transportation plan, *Connecting Kentuckiana 2050*, has been examined to determine if it is in conformity with the SIPs of Indiana and Kentucky and fulfills the criteria in the federal conformity rule (found in 40 CFR 93). The examination has been based on an air quality analysis to determine that air pollutant emissions of the appropriate areas did not exceed the VOC and NO_x motor vehicle emission budgets.

As previously mentioned, the other criterion for determining conformity would have been the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs. However, since previous consultation had determined that there were no approved TCMs, that criterion did not affect the determination of conformity. The results of the regional emissions analyses for ozone precursors are discussed below.

8-hour Ozone Analysis

The eight-hour ozone redesignation SIPs of Indiana and Kentucky contain emission budgets for the precursors of ozone, volatile organic compounds (VOCs) and oxides of Nitrogen (NO_x). The regional emissions analysis was conducted to provide estimates of the levels of emissions of VOCs and NO_x for the various analysis years. These emission levels were then compared to the budgets in the SIPs to determine if the conformity tests were passed.

The results of the regional emissions analysis are summarized in Tables 1 and 2. Table 1 shows the summer weekday vehicle-miles-traveled from the analysis. Table 2 shows that for 2025 and 2030, the summer weekday VOC and NO_x emission levels for the 2015 8-hour nonattainment area are less than the 2019 base year emissions in the 2015 8-hour ozone redesignation SIP. Table 2 also shows that for 2035, 2040, and 2050, the summer weekday VOC and NO_x emission levels for the 2015 8-hour nonattainment area are less than the motor vehicle emission budgets established in the 2015 8-hour ozone redesignation SIP.

Conclusions – 8-hour Ozone

The regional emissions analysis of *Connecting Kentuckiana 2050* indicates that the Metropolitan Transportation Plan is consistent with the goals and emission budgets established in the State Implementation Plans of Indiana and Kentucky. The cumulative effect of the results shown in Table 2 indicates that *Connecting Kentuckiana 2050* has met the requirements of conformity under the 2015 8-hour ozone standards. In summary, it can be concluded that *Connecting Kentuckiana 2050* conforms to the SIPs and meets the requirements of the federal conformity rule.

TABLE 1

SUMMER WEEKDAY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE 8-HOUR OZONE NONATTAINMENT AREA (in 1000's of vmt/day)			
YEAR	INDIANA	KENTUCKY	TOTAL
2025	8071	26511	34582
2030	8485	27937	36422
2035	8908	29258	38166
2040	9347	30464	39811
2050	10219	32843	43062

TABLE 2

SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR NONATTAINMENT AREA (kg/day)				
EMISSION LEVELS FOR VARIOUS YEARS				
YEAR	Area	VOCs	NOx	PASS
2025	Regional	7958	15580	YES
2030		5734	9906	YES
2035		4617	6521	YES
2040		3889	5144	YES
2050		4830	4344	YES

NOTE: The criteria for conformity are as follows:

2025 and 2030 Regional emission levels for VOCs must be below the redesignation SIP base year (2019) emissions of 13.65 tons/day or 12,383 kg/day.

2025 and 2030 Regional emission levels for NOx must be below the redesignation SIP base year (2019) emissions of 33.03 tons/day or 29,964 kg/day.

2035, 2040, and 2050 Regional emission levels for VOCs must be below the redesignation SIP emission budget (2035) of 5.51 tons/day or 4,999 kg/day.

2035, 2040, and 2050 Regional emission levels for NOx must be below the redesignation SIP emission budget (2035) of 17.18 tons/day or 15,585 kg/day.

**Amendment 7 to the FY 2023-2026 Transportation Improvement Program & Connecting
Kentuckiana 2050 Metropolitan Transportation Plan
Public Comments**

Project Name: I-64 Added Travel Lanes

Sponsor: INDOT

KIPDA ID: 2899

Comments:

- **NO MORE HIGHWAYS LANES PLEASE!** Stop inducing more travel on highways by adding more lanes. We must stop spending tax dollars to support more automobile and truck traffic. Strongly object to this project.
- 228 Million in tax dollars seems like a lot for inducing demand and increasing maintenance costs, when a fraction of that could have big impacts elsewhere in the region.

Project Name: I-65 Northbound Brook Off-Ramp

Sponsor: KYTC

KIPDA ID: 3236

Comments:

- Any off ramps should include bump outs, neck downs, rumble strips, and elevated crosswalks, along with adequate barricades & lighting for said crosswalks.
- Jacob Street is used by pedestrians to cross under I-65. Please make sure to place adequate crosswalks, lighting and SAFE pedestrian crossings to avoid being hit by speeding traffic.

Project Name: I-65 St. Catherine St. On-Ramp

Sponsor: KYTC

KIPDA ID: 3238

Comments:

- Remove the St. Catherine ramp all together. It encourages reckless driving and endangers everyone, especially pedestrians and cyclists. Lengthening an on ramp will further decimate much needed housing and encourage speeding in our neighborhood. I do not support this idea.
- As someone who lives in this neighborhood: I want this ramp removed completely. There are too many on and off ramps in Old Louisville. Increases heavy truck cut-through and speeding.
- *For [Amendment 7 public comment](#), the Woodbine and St. Catherine I-65 ramps have been changed to "Remove TIP funding, project will remain in the MTP."
Does this mean that the projects will no longer be completed during the TIP 2023-2026 window, but are still on the schedule for sometime in the 2050 MTP?
Is there still an opportunity for the complete removal of these ramps?
We have residents, including some who did not live in the neighborhood during the I-65 corridor study in 2021, who would like to see the full removal. We want to encourage them to submit this feedback if removal is still a possibility. *(Answered via email by KIPDA Staff)

Project Name: I-65 on and off ramps on Arthur Street

Sponsor: KYTC

KIPDA ID: 3234

Comments:

- Make a traffic circle near Brandeis off ramp so that people and careening through the neighborhood (west of i65) to speed and get back on at Preston. Concentrate the traffic and you will slow it down.

Project Name: I-65 Reconfigure Woodbine/Preston Interchange

Sponsor: KYTC

KIPDA ID: 3237

Comments:

- Add bump outs at off ramps to neck down traffic and force merging and slow downs.
- allow native plants to take place in lieu of herbicide and mowing. All ramps should look like that on i-64 near botanical gardens. Trees or native grasses and flowers.
- Make Woodbine a 2 way street.
- Jackson Street off ramp should have traffic calming measures in place. Drivers exiting highway speed through stop signs & are encouraged to continue driving interstate speeds on local roads because of the design. Add rumble strips to elevated ped crosswalk.
- Rebuild/repair pedestrian walking bridge to make more welcoming. Design is very hostile. Light underpass under I-65 to encourage markets and vibrant activity. This underpass connects to ped friendly neighborhoods.
- The very worst part about this whole interchange is the fact that there is no stop sign at the bottom of the northbound Jackson Street exit ramp. Cars enter the neighborhood going at freeway speeds. PLEASE fix this.
- With the removal of the Woodbine off-ramp, there is no need to have Woodbine run one way. Woodbine makes much more sense as a two-way street.
- Removing the Preston southbound on-ramp will be a tremendous benefit for the many residents of that street. Thank you
- We have heard from KYTC Maintenance crews that it is cheaper to use chemical herbicide instead of mowing the right of way area. We aske that native wildflowers be used similarly to I-64 downtown. The herbicide used is carried by wind into homes and gardens.
- The Jackson Street ramp is the ONLY off ramp that exits immediately into a residential with no slowdown in speed or signage to limit dangerous speeding across Preston. Any pedestrians crossing here are risking their life crossing two slip lanes.
- With the Woodbine Exit Closing, the space from Woodbine Sidewalk to Jackson On Ramp can be reconverted to public use or greenspace as a memorial to the oldest Jewish Cemetery in KY that was demolished and dug up to make room for this ramp 70 years ago.
- As someone who lives in this neighborhood: I want this ramp removed completely. There are too many on and off ramps in Old Louisville. Increases heavy truck cut-through and speeding.
- Would love to see this off ramp and on ramp removed entirely.

Project Name: Main Remade – Central

Sponsor: KYTC

KIPDA ID: NEW

Comments:

- I love this project and would love you to do it sooner than 2028. Want to emphasize the need for all ages and abilities bike infrastructure – meaning it is protected and separated!
- Love you are doing this, can't come soon enough. Room for protected bike lanes each way, bus lanes and islands, and narrowed ped crossings. ADT is less than Baxter/Bardstown.

Project Name: Main Remade – West Phase 2

Sponsor: KYTC

KIPDA ID: NEW

Comments:

- Wonderful project! Thanks for removing signals where unwarranted – which is hoping quite a many of the intersections.
- Love you are doing this, can't come soon enough. Room for protected bike lanes each way, bus lanes and islands, and narrowed ped crossings. ADT is less than Baxter/Bardstown.

Project Name: Main Remade - East

Sponsor: KYTC

KIPDA ID: NEW

Comments:

- I fully support this project! Want to see the design reduce the number of vehicle travel lanes (given designs I've seen publicly)
- Love you are doing this, can't come soon enough. Room for protected bike lanes each way, bus lanes and islands, and narrowed ped crossings. ADT is less than Baxter/Bardstown.

Project Name: Main Remade – West Phase 1

Sponsor: KYTC

KIPDA ID: NEW

Comments:

- Love you are doing this, can't come soon enough. Room for protected bike lanes each way, bus lanes and islands, and narrowed ped crossings. ADT is less than Baxter/Bardstown.

Project Name: Main Remade

Sponsor: KYTC

KIPDA ID: NEW

Comments:

- Love you are doing this, can't come soon enough. Room for protected bike lanes each way, bus lanes and islands, and narrowed ped crossings. ADT is less than Baxter/Bardstown

Project Name: One-Way Street Conversion to Two- Way Phase 2

Sponsor: Louisville Metro

KIPDA ID: 1810

Comments:

- Are you no longer going to 30th street now, and only going to 22nd st?

Social Media Comments:

- **Stay out of the small towns. You're killing us.**
- **More political kickbacks and tax funded, frivolous projects.**

March 2018 Modifications

STIP AMENDMENT and/or MODIFICATION REQUEST

Amendment	
Modification	
Grouped Project	

Date: _____

Requestor: _____

Signed Off? (Month/Year)	Sponsor	DES	Contract #	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2022	2023	2024	2025	2026	2027	2028	2029	Total Project Cost	Remarks	Letting Date	MPO	Air Quality information (if applicable)
	INDOT	2301311			Improvements	Stansifer Avenue Streetscape Improvements	Clark	Seymour		STBG		PE	\$323,000	\$80,750									\$ 5,000,000	Updated to reflect new project limits. No change to total project cost.		KIPDA	
	INDOT	2301311			Improvements	Stansifer Avenue Streetscape Improvements	Clark	Seymour		STBG		RW	\$80,000	\$20,000						\$100,000			\$ 5,000,000	Updated to reflect new project limits. No change to total project cost.		KIPDA	
	INDOT	2301311			Improvements	Stansifer Avenue Streetscape Improvements	Clark	Seymour		STBG		CN	\$3,597,000	\$899,250							\$4,496,250		\$ 5,000,000	Updated to reflect new project limits. No change to total project cost.		KIPDA	
	INDOT	1900366			Intersect. Improv. W/ Added Turn Lanes	US 150 at Old Vincennes Road	Floyd	Seymour		NHPP		RW	\$16,000	\$4,000		\$20,000							\$ 3,680,347	Updated to reflect a raise in total project cost of \$2,541,658.		KIPDA	
	INDOT	1900366			Intersect. Improv. W/ Added Turn Lanes	US 150 at Old Vincennes Road	Floyd	Seymour		NHPP		PE	\$20,168	\$5,042			\$25,210						\$ 3,680,347	Updated to reflect a raise in total project cost of \$2,541,658.		KIPDA	
	INDOT	1900366			Intersect. Improv. W/ Added Turn Lanes	US 150 at Old Vincennes Road	Floyd	Seymour		NHPP		PE	\$39,780	\$4,420				\$44,200					\$ 3,680,347	Updated to reflect a raise in total project cost of \$2,541,658.		KIPDA	
	INDOT	1900366			Intersect. Improv. W/ Added Turn Lanes	US 150 at Old Vincennes Road	Floyd	Seymour		NHPP		U	\$17,600	\$4,400				\$22,000					\$ 3,680,347	Updated to reflect a raise in total project cost of \$2,541,658.		KIPDA	
	INDOT	1900366			Intersect. Improv. W/ Added Turn Lanes	US 150 at Old Vincennes Road	Floyd	Seymour		NHPP		CN	\$2,578,758	\$644,690				\$3,223,447					\$ 3,680,347	Updated to reflect a raise in total project cost of \$2,541,658.		KIPDA	
	INDOT	1900162			Added Travel Lanes	I-64 Added Travel Lanes	Floyd	Seymour		NHPP		PE	\$9,330,432	\$5,297,268			\$14,627,700						\$ 228,772,435	Updated to reflect a raise in total project cost of \$68,686,748. Update also reflects new phases.		KIPDA	
	INDOT	1900162			Added Travel Lanes	I-64 Added Travel Lanes	Floyd	Seymour		NHPP		PE	\$5,040	\$1,715,280			\$1,720,320						\$ 228,772,435	Updated to reflect a raise in total project cost of \$68,686,748. Update also reflects new phases.		KIPDA	
	INDOT	1900162			Added Travel Lanes	I-64 Added Travel Lanes	Floyd	Seymour		NHPP		PE	\$270,000	\$30,000				\$300,000					\$ 228,772,435	Updated to reflect a raise in total project cost of \$68,686,748. Update also reflects new phases.		KIPDA	
	INDOT	1900162			Added Travel Lanes	I-64 Added Travel Lanes	Floyd	Seymour		NHPP		RW	\$234,000	\$26,000				\$260,000					\$ 228,772,435	Updated to reflect a raise in total project cost of \$68,686,748. Update also reflects new phases.		KIPDA	
	INDOT	1900162			Added Travel Lanes	I-64 Added Travel Lanes	Floyd	Seymour		NHPP		U	\$808,650	\$89,850				\$898,500					\$ 228,772,435	Updated to reflect a raise in total project cost of \$68,686,748. Update also reflects new phases.		KIPDA	
	INDOT	1900162			Added Travel Lanes	I-64 Added Travel Lanes	Floyd	Seymour		NHPP		U	\$49,500	\$5,500					\$55,000				\$ 228,772,435	Updated to reflect a raise in total project cost of \$68,686,748. Update also reflects new phases.		KIPDA	
	INDOT	1900162			Added Travel Lanes	I-64 Added Travel Lanes	Floyd	Seymour		NHPP		CN	\$111,796,836	\$12,421,871					\$124,218,707				\$ 228,772,435	Updated to reflect a raise in total project cost of \$68,686,748. Update also reflects new phases.		KIPDA	
	INDOT	1900162			Added Travel Lanes	I-64 Added Travel Lanes	Floyd	Seymour		NHPP		CE	\$90,000	\$10,000					\$100,000				\$ 228,772,435	Updated to reflect a raise in total project cost of \$68,686,748. Update also reflects new phases.		KIPDA	
	INDOT	1900162			Added Travel Lanes	I-64 Added Travel Lanes	Floyd	Seymour		NHPP		PE	\$64,987	\$7,221					\$72,208				\$ 228,772,435	Updated to reflect a raise in total project cost of \$68,686,748. Update also reflects new phases.		KIPDA	
	INDOT	1900162			Added Travel Lanes	I-64 Added Travel Lanes	Floyd	Seymour		NHPP		CN	\$77,850,000	\$8,650,000					\$86,500,000				\$ 228,772,435	Updated to reflect a raise in total project cost of \$68,686,748. Update also reflects new phases.		KIPDA	
	INDOT	1900162			Added Travel Lanes	I-64 Added Travel Lanes	Floyd	Seymour		NHPP		U	\$18,000	\$2,000						\$20,000			\$ 228,772,435	Updated to reflect a raise in total project cost of \$68,686,748. Update also reflects new phases.		KIPDA	