



**K I P D A**

Kentuckiana Regional Planning  
& Development Agency

## Amendment 6

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

TPC Approval Scheduled for  
*May 23, 2024*





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 6
- 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/amendment6/> and click on the *Amendment 6 Map* link
- Emailing [kipda.trans@kipda.org](mailto:kipda.trans@kipda.org)
- Mail to the following address
- Call with your comments at 502-266-6144 ext 123, 1-800-648-6056 (KY TDD) or 1-800-962-8408 (IN TDD)

**TIP and MTP Amendment, KIPDA**

**11520 Commonwealth Drive, Louisville, KY 40299**

- Attend the hybrid open house on April 23rd from 5:00 to 6:00 pm at the South Central Regional Library and 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/amendment6/>

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

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# AMENDMENT 5 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	March 15, 2023
KIPDA staff completes project review	March 29, 2024
Air quality conformity activities	April 1, 2024- April 15, 2024
Interagency Consultation Group (IAC) Coordination	Week of April 15, 2024
Public comment period	April 23, 2024- May 7, 2024
Transportation Technical Coordinating Committee (TTCC) Recommendation	May 8, 2024
Comments sent to the Transportation Policy Committee (TPC)	May 8, 2024
TPC Action	May 23, 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/>



<b>MTP Action:</b>	Transition to Parent Project				
<b>TIP Action:</b>	Move planned TIP funding to new Child Project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	233	<b>State ID:</b>	5-373.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 1819	<b>Funding Source:</b>	State Priority Project (SPP)	<b>Open to Public Date:</b>	2031
<b>Total Estimated Project Cost:</b>	<del>\$45,280,000</del> \$22,414,910		<b>Total Cost Programmed in TIP to date:</b>	<del>\$11,038,000</del> \$4,584,910	
<b>Description:</b>	Reconstruct and widen Watterson Trail from Plantside Drive to Blankenbaker Parkway. (98CCR). CHAF IP20150319.				
<b>Justification:</b>	Improve safety and mobility. This section of Watterson Trail has many vertical curves that do not meet minimum sight distance criteria for the design speed of the road. Improvements to the horizontal alignment also need to be made, especially at the north end of the project where a 140' radius curve exists. Existing traffic volumes have exceeded the roadway's capacity and future traffic volumes are predicted to increase significantly. In addition, the intersections named above have less than desirable sight distance and turn radii. The Critical Rate Factors on sections of this roadway are above 0.60 (2012 to 2016).				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Design (D) phase with SPP funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)  FY 2026 Utilities (U) phase with SPP funds: \$0 (Federal) + \$1,535,000 (Other) = \$1,535,000 (Total)				
<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new Child Project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	5-80258.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	233	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 1819 from Bluegrass Parkway to Blankenbaker Parkway	<b>Funding Source:</b>	State Priority Project (SPP)	<b>Open to Public Date:</b>	2031
<b>Total Estimated Project Cost:</b>	\$8,935,000		<b>Total Cost Programmed in TIP to date:</b>	\$1,735,000	
<b>Description:</b>	Reconstruct and widen Watterson Trail from Bluegrass Parkway to Blankenbaker Parkway (KY 913) (2022CCN).				
<b>Justification:</b>	Improve safety and mobility. Existing traffic volumes have exceeded the roadway's capacity and future traffic volumes are predicted to increase significantly. In addition, the intersections have less than desirable sight distance and turn radii. The Critical Rate Factors on sections of this roadway are above 0.60 (2012 to 2016).				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Design (D) phase with SPP funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)  FY 2026 Utilities (U) phase with SPP funds: \$0 (Federal) + \$1,535,000 (Other) = \$1,535,000 (Total)				

<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	<b>NEW</b>	<b>State ID:</b>	2301123
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-265	<b>Funding Source:</b>	National Highway System (NHS)	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$37,646,977		<b>Total Cost Programmed in TIP to date:</b>	\$37,646,977	
<b>Description:</b>	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.				
<b>Justification:</b>	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.				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Preliminary Engineering (PE) phase with NHS funds: \$2,475,000 (Federal) + \$275,000 (Other) = \$2,750,000 (Total)  FY 2026 ROW phase with NHS funds: \$90,000 (Federal) + \$10,000 (Other) = \$100,000 (Total)  *FY 2027 Utilities (U) phase with NHS funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)  *FY 2028 Construction (CN) phase with NHS funds: \$31,299,279 (Federal) + \$3,477,698 (Other) = \$34,776,977 (Total)				
*Funding phase outside of the FY 23-26 TIP years					

<b>MTP Action:</b>	Correct Total Estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding, phases and funding source				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3158	<b>State ID:</b>	2200963
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	US 31 Concrete Pavement Restoration	<b>Funding Source:</b>	Surface Transportation Block Grant State <del>(STBG-ST)</del> National Highway System (NHS)	<b>Open to Public Date:</b>	2027 2030
<b>Total Estimated Project Cost:</b>	\$44,500,000 \$4,830,755		<b>Total Cost Programmed in TIP to date:</b>	\$510,000 \$4,830,755	
<b>Description:</b>	Concrete pavement restoration on US 31 from 0.99 miles north of I-65 to 3.41 miles south of SR 60.				
<b>Justification:</b>	This project will improve the conditions of the pavement and extend its service life.				
<b>FY 23-26 TIP Funding:</b>	<p><del>FY 2024 Preliminary Engineering (PE) phase with STBG-ST funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)</del></p> <p>FY 2025 Preliminary Engineering (PE) phase with NHS funds: \$450,000 (Federal) + \$50,000 (Other) = \$500,000 (Total)</p> <p><del>FY 2025 Construction phase with STBG-ST funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)</del></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>				
*Funding phase outside of the FY 23-26 TIP years					

<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Radius Indiana	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Monon South Trail	<b>Funding Source:</b>	State	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$75,000,000		<b>Total Cost Programmed in TIP to date:</b>	\$22,300,000	
<b>Description:</b>	This is a shared-use path and recreational trail facility running on the abandoned CSX and Monon railroad corridor from the Floyd County / Clark County line north through Clark, Washington, Orange, and Lawrence Counties and ending at Yockey Road in Lawrence County. The path is 10 ft. wide paved or crushed aggregate surface and will be open to pedestrians, bicyclists, and non-motorized trail users. It will include trailhead, rest areas, and interpretive sites.				
<b>Justification:</b>	The trail will connect multiple towns and cities throughout the Southern Indiana region and will become the longest recreational trail in the state. Many rural Indiana communities will benefit from the full development of the Monon South Trail due to their direct proximity to it. In addition to economic development and tourist attraction, it will provide a safe facility for alternative transportation modes and will lead to improved public health.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Design (D) phase with State funds: \$0 (Federal) + \$3,000,000 (Other) = \$3,000,000 (Total)  FY 2024 Construction (CN) phase with State funds: \$0 (Federal) + \$19,300,000 (Other) = \$19,300,000 (Total)				

<b>MTP Action:</b>	Transition to Parent Project and update OTP				
<b>TIP Action:</b>	Move planned TIP funding to new Child Project and remove Parent from TIP				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	3181	<b>State ID:</b>	5-478.80
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Dixie Highway Streetscape	<b>Funding Source:</b>	CRP-MPO	<b>Open to Public Date:</b>	<del>2024</del> 2030
<b>Total Estimated Project Cost:</b>	\$2,612,000		<b>Total Cost Programmed in TIP to date:</b>	\$433,250	
<b>Description:</b>	Construction of complete street improvements from Crums Lane to 18th Street, including bicycle and pedestrian facilities.				
<b>Justification:</b>	Improve bicycle and pedestrian safety.				
<b>FY 23-26 TIP Funding:</b>	<p>*FY 2017 Design phase with TAP funds: \$346,600 (Federal) + \$86,650 (Other) = \$433,250 (Total)</p> <p><del>FY 2026 Construction phase with CRP-MPO funds: \$1,743,000 (Federal) + \$435,750 (Other) = \$2,178,750 (Total)</del></p>				
*Funding phase outside of the FY 23-26 TIP years					
<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new Child Project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	5-478.81
<b>County:</b>	Jefferson	<b>Parent ID:</b>	3181	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Dixie Highway Streetscape - Maple to Garland	<b>Funding Source:</b>	Carbon Reduction Program MPO (CRP-MPO)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$2,178,750		<b>Total Cost Programmed in TIP to date:</b>	\$2,178,750	
<b>Description:</b>	Construction of streetscape improvements along Dixie Hwy from just north of Maple Street to Garland Avenue, including bicycle and pedestrian facilities, and street lighting.				
<b>Justification:</b>	Streetscape improvements should transform the vehicular and pedestrian spaces into an attractive urban space that can serve cars, bikes, and people. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.				
<b>FY 23-26 TIP Funding:</b>	FY 2026 Construction phase with CRP-MPO funds: \$1,743,000 (Federal) + \$435,750 (Other) = \$2,178,750 (Total)				



<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	1863	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Complete Street Improvements on West Kentucky Street	<b>Funding Source:</b>	Community Project Funding (CPF)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$1,250,000		<b>Total Cost Programmed in TIP to date:</b>	\$1,250,000	
<b>Description:</b>	Construct complete street improvements to West Kentucky Street (between 7th and 9th Streets), 8th Street (between Zane Street and Kentucky Street), and to 7th Street (between Zane Street and Kentucky Street), including new/rehabilitated pedestrian and bicycle infrastructure, street light and traffic signal upgrades, and pedestrian crossing improvements.				
<b>Justification:</b>	Streetscape improvements should transform the vehicular and pedestrian spaces into an attractive urban space that can serve cars, bikes, and people. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Construction phase with CPF funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$1,250,000 (Total)				
<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-65 Underpass Lighting and Safety Project	<b>Funding Source:</b>	Community Project Funding (CPF)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$2,020,349		<b>Total Cost Programmed in TIP to date:</b>	\$2,020,349	
<b>Description:</b>	Install street lighting underneath four underpasses where I-65 intersects with Liberty Street, Jefferson Street, Market Street, and Main Street.				
<b>Justification:</b>	Enhance safety by providing better lighting of all transportation modes, provide a better sense of place and security, and to allow for better branding and gateway experience to those traveling to downtown Louisville.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Construction phase with CPF funds: \$1,616,279 (Federal) + \$404,070 (Other) = \$2,020,349 (Total)				

<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	West Louisville Streetscape Improvements to Muhammad Ali Blvd. and Market Street	<b>Funding Source:</b>	Community Project Funding (CPF)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$1,062,500		<b>Total Cost Programmed in TIP to date:</b>	\$1,062,500	
<b>Description:</b>	Construct streetscape and safety improvements on Muhammad Ali Blvd (from the Shawnee Expressway to 30th Street) and on Market Street (from the Shawnee Expressway to 30th Street). Improvements will include bike and pedestrian facilities, green infrastructure, and traffic calming measures (especially near the railroad underpass).				
<b>Justification:</b>	Improve safety for all modes of transportation, improve connectivity in a neighborhood divided by poor infrastructure. Streetscape improvements will transform the space into an attractive urban space that can serve all modes of transportation. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Construction phase with CPF funds: \$850,000 (Federal) + \$212,500 (Other) = \$1,062,500 (Total)				

<b>MTP Action:</b>	Modify project description and correct total estimated project cost				
<b>TIP Action:</b>	Modify project description				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	3127	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Downtown Louisville Traffic Signal Upgrades	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$4,655,000 <b>\$4,665,000</b>		<b>Total Cost Programmed in TIP to date:</b>	\$4,655,000 <b>\$4,665,000</b>	
<b>Description:</b>	<p><del>Expansion of fiber communications and/or installation of wireless communications; and construct upgrades of signal controllers; at approximately 70 traffic signals in the downtown and Central Business District of Louisville.</del></p> <p>Expansion of fiber communications and/or installation of wireless communications; and construct upgrades of traffic signals at approximately 32 traffic signals in the downtown and Central Business District of Louisville.</p>				
<b>Justification:</b>	The project purpose is to mitigate congestion issues, reduce vehicle emissions and fuel consumption, enhance safety and prepare the community for future ITS investments.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Design phase with STBG-MPO funds: \$312,000 (Federal) + \$78,000 (Other) = \$390,000 (Total)  FY 2025 Construction phase with STBG-MPO funds: \$3,420,000 (Federal) + \$855,000 (Other) = \$4,275,000 (Total)				
<b>MTP Action:</b>	Modify project description				
<b>TIP Action:</b>	Modify project description				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	1353	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Connection 22 - Signal System Upgrade	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2035
<b>Total Estimated Project Cost:</b>	\$11,600,000		<b>Total Cost Programmed in TIP to date:</b>	\$2,967,750	

<p><b>Description:</b></p>	<p>The Baxter/Bardstown Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.</p> <p>The Baxter/Bardstown Premium Transportation Corridor Project is a Fiber optic backbone project that will lay down the foundation to streamline transit service on a key corridor. The fiber backbone will add the needed infrastructure for future projects so they can accommodate traffic signal bus prioritization, new bus stops, and increasing bus service frequency in future projects by this hardened communication backbone to traffic engineering Advanced Traffic Management System (ATMS).</p>
<p><b>Justification:</b></p>	<p>The Baxter/Bardstown Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It is highly prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." A large sub-area of this Section was the focus of the intensive Bardstown/Baxter Safety Study, completed by Louisville Metro's Office of Advanced Planning. Baxter Avenue and Bardstown Road succeed as a commercial destination resulting in major mobility challenges. These two corridors have limited road space with high demand for each portion of the cross section. The vibrant commercial corridor, constituting the heart of Louisville's Highlands Neighborhoods, needs investment and improvements to maintain its success over the years to come. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received \$16.9 million in federal funds. Baxter Avenue and Bardstown Road transition around the I-264 interchange from a traditional marketplace corridor to a suburban marketplace corridor, Section I of this project will need to account for various demands across its length; however, each two sub-areas, despite is united by its need for significant mass transit improvements and more complete multi-modal connections. The area inside of the Watterson has high pedestrian activity while the area outside of the Watterson has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. Both sections have room for improvement concerning pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the Baxter/Bardstown Corridor of the future continues to succeed while providing even greater access to people of all ages and abilities.</p> <p>Fiber optic cable will bring the potential for intelligent traffic signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility. The byproduct of the future upgrade of the corridor will provide the future projects of incorporating complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.</p> <p>This project is highly prioritized in the following plans: ITS Implementation Master Plan, Bardstown/Baxter Safety Study, and Move Louisville.</p>
<p><b>FY 23-26 TIP Funding:</b></p>	<p>FY 2024 Design phase with STBG-MPO funds: \$177,750 (Federal) + \$40,000 (Other) = \$217,750 (Total)</p> <p>FY 2025 Construction phase with STBG-MPO funds: \$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)</p>

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update TIP funding year				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	1500	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Bus Stop and Access Improvements	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	Ongoing
<b>Total Estimated Project Cost:</b>	\$4,357,500		<b>Total Cost Programmed in TIP to date:</b>	\$4,357,500	
<b>Description:</b>	Improvements of the existing or new public transit bus stops and their surroundings, including pedestrian facilities, ADA access and passenger amenities (shelters, benches, trash receptacles).				
<b>Justification:</b>	Access improvements to meet ADA requirements at TARC bus stops and the surrounding areas including: construction or reconstruction of boarding areas and sidewalks, shelters, benches, trash receptacles, lighting, and ITS amenities.				
<b>FY 23-26 TIP Funding:</b>	<del>FY 2023 Construction phase with STBG-MPO funds:</del> <del>\$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)</del>  *FY 2019 Construction phase with STBG-MPO funds: *\$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)				
*Funding phase outside of the FY 23-26 TIP years					



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



**Connecting Kentuckiana 2050 Metropolitan Transportation Plan- Amendment 6  
FY 2023-2026 Transportation Improvement Program- Amendment 6  
Interagency Consultation Group**

All projects included in Amendment 6 to *Connecting Kentuckiana 2050 Metropolitan Transportation Plan* (MTP) and the *FY23-26 Transportation Improvement Program* (TIP) have been reviewed by the Interagency Consultation Group (IAC) and determined to be exempt for air quality conformity purposes.

No formal meeting was requested for Amendment 6.

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