

KENTUCKY

Statewide Transportation Improvement Program

DRAFT

(STIP)

Fiscal Years 2019 - 2022
September 2018



Matthew G. Bevin
Governor
Commonwealth of Kentucky

Greg Thomas
Secretary
Kentucky Transportation Cabinet



Kentucky Transportation Cabinet - Division of Program Management



**COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET**

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Matthew G. Bevin
Governor

Greg Thomas
Secretary

October 11, 2018

Mr. Thomas Nelson
FHWA Division Administrator
330 West Broadway
Frankfort, KY 40601

Dear Mr. Nelson:

As per the October 2018 review comments from FHWA and FTA, we have finalized the Kentucky Transportation Cabinet's Fiscal Years 2019-2022 Statewide Transportation Improvement Program (STIP) for your approval. The 2018 STIP was developed in accordance with federal regulations. The implementation of the 2018 STIP will be in accordance with the FAST Act programs and guidelines, and will be conducted through the cooperative efforts of the KYTC, FHWA, and FTA to ensure that all federal-aid funding is utilized in accordance with federal guidelines and federal regulations.

The STIP contains listings of highway and transit projects within the 120 Kentucky counties and the District 99 Zvarious funding categories. Projects shown in the listing of STIP projects located within the Metropolitan Planning Organization (MPO) requiring MPO TIP actions are identified. The MPO TIP actions adding the identified projects, and adding future projects within the MPO areas not identified within the current MPO TIP will be processed through the corresponding MPO's TIP modification or amendment process. Upon completion of the MPO TIP modification or amendment, the modification or amendment will be added to the STIP via the STIP modification process prior to authorization of federal funding for the corresponding project.

We appreciate the assistance of FHWA and FTA, and look forward to implementation of the FY 2019-2022 Statewide Transportation Improvement Program (STIP).

Sincerely,

A handwritten signature in blue ink that reads "Ronald B. Rigney".

Ronald B. Rigney, P.E. & P.L.S.
Director, Division of Program Management

RBR:SAC

c: Greg Thomas, Secretary
Andy Barber, State Highway Engineer



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Kentucky's

Statewide Transportation Improvement Program for FY 2019-2022

The Kentucky Legislature enacted House Bill 201, House Bill 202 and House Joint Resolution 74 during the 2018 Regular Session of the General Assembly. House Bill 201 is the Biennial Budget for the Kentucky Transportation Cabinet and provides operating funds for FY 2019 and FY 2020. House Bill 202 is the Biennial Highway Construction Plan for FY 2019 and FY 2020 and House Joint Resolution 74 is the Highway Preconstruction Program Plan for FY 2021 through FY 2024. Collectively, HB 202 and HJR 74 make up the 2018 Highway Plan. The Transportation Cabinet's overall transportation program contained within the FY 2019-2022 STIP is consistent with the state and federal revenue estimates and assumptions and contains projects as identified within the 2018 Highway Plan.

<http://transportation.ky.gov/Program-Management/Pages/2019-Draft-STIP-Book.aspx>

CONTACT PERSON: *Andy Barber, P.E.*
State Highway Engineer
Department of Highways
200 Mero Street, 6th Floor
Frankfort, Kentucky 40622
Phone: (502) 564-3730

Statewide Transportation Improvement Program for FY 2019-2022

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM for FY 2019-2022

I. Introduction

The current Transportation Act, “Fixing America’s Surface Transportation Act” (FAST Act), was signed into law December 4, 2015 by President Barack Obama. This Act replaces the previous Act, Moving Ahead for Progress in the 21st Century Act (MAP-21). It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation.

The FAST Act funds surface transportation programs, including, but not limited to, federal-aid highways at over \$305 billion over fiscal years 2016 through 2020. This Act also establishes a National Multimodal Freight Policy that includes national goals to guide decision-making and establishes a National Highway Freight Program that provides \$6.3 billion in formula funds over five years for states to invest in freight projects on the National Highway Freight Network. Up to 10 percent of these funds may be used for intermodal projects.

Section 1201 “Metropolitan Transportation Planning,” Section 1202 “Statewide and Nonmetropolitan Transportation Planning,” Section 134 “Metropolitan Transportation Planning” and Section 135 “Statewide and Nonmetropolitan Transportation Planning” of Title 23, United States Code was amended. The amended language includes specific details pertaining to the development of the Long Range Statewide Transportation Plan (LRSTP), Statewide Transportation Improvement Program (STIP), and the development of Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) within areas served by Metropolitan Planning Organizations (MPOs), which perform transportation planning functions in urbanized areas with a population of 50,000 or greater.

The FAST Act states that “each State is required to carry out a continuing, cooperative, and comprehensive performance-based statewide multimodal transportation planning process, including the development of a long-range statewide transportation plan and STIP, that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity bus facilities and commuter van pool providers) and that fosters economic growth and development within and between states and urbanized areas, and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution in all areas of the state, including those areas subject to the metropolitan transportation planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303.”

As required by Title 23, United States Code, section 135, paragraph (g) (1): Each state shall develop a statewide transportation improvement program for all areas of the state. Such program shall cover a period of 4 years and be updated every 4 years or more frequently if the Governor elects to update more frequently. The STIP is to be developed for all areas of the state in cooperation with MPOs and local officials, shall be deemed consistent with the applicable State Implementation Plan developed pursuant to the Clean Air Act (42 U.S.C. 7401 et seq.), shall contain

primarily those project phases for which funding can reasonably be expected, and shall reflect the statewide priorities for programming and funds expenditure. The STIP is to be a truly multimodal plan, and the public must be afforded the opportunity to comment on the proposed program. FHWA and FTA reviews the STIP and issues a Planning Finding in accordance with 23 CFR 450.220 as per the requirements of 23 USC 134 and 135 of 49 USC 5303-5305.

The FAST Act also states:

1. The transportation planning process is to improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

The KYTC's Division of Environmental Analysis is leading the effort for KYTC on infrastructure resiliency with support from the Kentucky Transportation Center at the University of Kentucky.

The process that they are going through is as follows:

- a) Assess the vulnerability of NHS assets to extreme weather and natural hazards, with an emphasis on flooding, earthquakes, sinkholes, and landslides. Other weather-related hazards are a secondary focus of the assessment.
- b) Identify those assets that are most vulnerable to these hazards.
- c) Represent the findings and results so they can be formulated from the vulnerability assessment into the Cabinet's ongoing decision-making for planning, design, operations and maintenance processes.

The output of these assessments will include a GIS-based data system compatible with existing Cabinet systems, and the extent of this project will continue the assessment of the NHS as defined by MAP-21. For this project, the scope of this assessment will be limited to NHS assets in KYTC Districts 2 through 12 (KYTC District 1 was completed as a pilot project to refine the assessment methodology) and are scheduled to be completed by December 2017.

2. Enhance travel and tourism.

Any improvements that the KYTC undertakes on the system that results in a safe, efficient, environmentally sound, fiscally responsible transportation system will enhance travel and tourism throughout the Commonwealth.

3. Integrate into the statewide transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets per 23 CFR 450.206(c), in other State transportation plans and transportation processes, as well as any plans developed pursuant to chapter 53 of Title 49 by providers of public transportation in areas not represented by an MPO required as part of a performance-based program.

The KYTC Division of Planning is working to integrate performance measures into the Statewide Planning Process and targets as required per 23 CFR 450.206(c). KYTC is currently meeting or exceeding the schedule required by FHWA and USDOT. As state transportation planning documents are updated they will incorporate discussions regarding performance measures and targets as well as the appropriate elements of performance management once those elements are finalized by (rulemaking is completed by) USDOT.

It should be noted that Kentucky's transportation programs are developed and implemented under strict legislative oversight at the state level. In particular, the highway program is governed by a section of state law that requires multiple considerations in highway program development. It also requires in-depth reporting to the state legislature of many program events such as monthly program

authorizations, bid tabulations, construction project awards, change orders, and cost overruns. The KYTC's Highway Plan is updated biennially under these guidelines, and the first two years of the Plan, the "biennial element," is line-itemed into the state's enacted biennial budget. The STIP covers a period of four years (FY 2019-2022) and contains federally-funded projects. Regionally significant state-funded projects are also included in order to meet air quality conformity requirements.

Kentucky submitted its first formal STIP document in 1992. Since that time, the KYTC has been working with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), MPOs, Area Development Districts (ADDs), and local governmental units to define and strengthen the cooperative processes put into practice by each Transportation Act. Requirements pertaining to management system implementation, public involvement in strategic planning, environmental justice, and statewide and metropolitan planning have all been carefully reviewed and processes identified to facilitate future transportation program development in Kentucky. These processes continue to evolve. This document demonstrates Kentucky's commitment to the development of a continuing planning process.

As noted, the FY 2019-2022 STIP contains all the federally-funded scheduled projects in Kentucky, including projects located within the metropolitan planning areas for the following urbanized areas: Bowling Green, Cincinnati-Northern Kentucky, Clarksville-Oak Grove, Evansville-Henderson, Huntington-Ashland-Ironton, Lexington, Louisville, Owensboro, and Radcliff-Elizabethtown. A project located within these metropolitan planning areas must be included in the appropriate MPO's TIP before it can be included in the STIP and before funding can be authorized. Each TIP must be approved by the MPO's Policy Board.

The following TIPs are incorporated by reference into this document:

- Bowling Green FY 2016-2020 TIP; approved September 2015
- Cincinnati-Northern Kentucky FY 2018-2021 TIP; approved April 2017
- Clarksville-Oak Grove FY 2017-2020 TIP; approved October 2016
- Evansville-Henderson FY 2018-2021 TIP; approved May 2017
- Huntington-Ashland-Ironton FY 2018-2021 TIP; approved April 2017
- Lexington FY 2017-2020 TIP; approved April 2016
- Louisville FY 2018-2021 TIP; approved August 2017
- Owensboro FY 2014-2019 TIP; approved October 2014
- Radcliff-Elizabethtown FY 2018-2022 TIP; approved September 2017

When new MPO TIPs or Federal Lands TIP are finalized or existing TIPs are amended, the changes will be incorporated into the STIP document directly or by reference through the STIP amendment or administrative modification process. The KYTC recognizes the role of the MPOs in regional planning and fully supports STIP contributions resulting from MPO decision-making processes.

The Planning and Research Annual Work Program is in compliance with the provisions of 23 CFR 420.111, and includes programs and operations for planning activities in the KYTC and the Kentucky Cooperative Transportation Research Program (KCTRP). The Division of Planning is responsible for recommending, advising, and assisting the chief administrators of the KYTC in the

development of the overall goals, policies, project priorities, and procedures relating to the total transportation program. The KCTRIP is concerned with the development and conduct of a comprehensive research program in cooperation with the U.S. Department of Transportation, Federal Highway Administration (FHWA) and is administered through the KYTC State Highway Engineer's Office.

In addition to research developed in cooperation with FHWA, the KCTRIP performs other services for the KYTC. The scope of these services includes activities such as research studies and special investigations of various engineering and operation activities. The Research Program and Implementation Advisory Committee (RPIAC), headed by the State Highway Engineer and coordinated through the Research Coordinator, gives direction to the research program.

II. STIP Development

Section 135 of Title 23, United States Code, includes a number of elements, which must be considered within a state's continuous transportation planning process. These planning process elements as outlined in Section 135 (d)(1)(A-J) ensure connectivity between transportation, land use, environmental issues, investment strategies, national energy goals, and other "big picture" components of a comprehensive planning process. The KYTC recognizes the planning process requirements outlined in Sections 135 (d) and (e), and is developing mechanisms for evaluating these items as it strives to implement Kentucky's transportation planning process.

Appendix A, Exhibit A-1, contains the state's certification letters, including a self-certification statement, which certifies that Kentucky's transportation planning process is being carried out in accordance with all applicable federal requirements. Copies of policies and acknowledgments regarding the following are on file in the Highway District Offices and the Central Office of Human Resource Management:

1. Political Activities
2. Conflict of Interest
3. Code of Ethics
4. Smoking
5. Drug-Free Workplace
6. Americans with Disabilities (ADA)
7. Workplace Violence
8. Work Performed Off the Rights-of-Way of State Maintained Roads and Highways
9. Anti-harassment/Anti-discrimination
10. Employee Dress
11. Internet and Electronic Mail Acceptable Use
12. Memo of Holidays for State Personnel
13. Kentucky Employee Assistance Program (KEAP)
14. Confidential and Sensitive Information

A. Planning Process Considerations

A-1. Agreements

To ensure that the statewide transportation planning process is carried out in coordination with other state and federal agency requirements, the KYTC has formalized agreements with the various transportation and resource agencies, and they are updated every 5 years. These agreements have defined the roles of these agencies and governments, and yield a stronger platform from which future STIPs will be developed. The KYTC hereby affirms its commitment to these agreements for the purpose of stabilizing the statewide planning process. Copies of the MPO agreements for the urban planning processes are included in the MPOs Unified Planning Work Programs submitted to FHWA annually. Copies of the agreements with the ADDs for the non-urban transportation planning process are maintained by the KYTC and available upon request.

A-2. Public Involvement Process

The KYTC works with the ADDs and MPOs to ensure that public involvement processes are utilized that provide opportunities for public review and comments at key decision points. See Exhibit A-2 for a complete detail description of the public involvement process.

A-3. Air Quality Considerations

Conformity

Projects contained in the FY 2019-2022 STIP and located in areas designated “nonattainment” or “maintenance” for air quality standards must be consistent with Kentucky’s State Implementation Plan (SIP) developed by the Kentucky Energy and Environment Cabinet’s Division for Air Quality (DAQ) pursuant to the Federal Clean Air Act. In the absence of a SIP, transportation conformity requirements still apply. Transportation plans involving areas designated as “nonattainment” and “maintenance” require a transportation conformity determination to ensure that planned projects will neither create nor contribute to violations of the National Ambient Air Quality Standards (NAAQS) and to ensure that the area will be able to meet the NAAQS in future years.

In metropolitan planning areas (MPAs), the transportation conformity determination is conducted for each new TIP or MTP and amendment for the applicable MPO’s MTP. If acceptable, the project list of the shorter-range metropolitan area TIP must also be determined to be consistent with the MTP and in conformance with the SIP. STIP projects for “nonattainment” and “maintenance” areas outside an MPA, KYTC conducts the conformity analysis to demonstrate transportation conformity. All plans, TIPs, and projects are evaluated as required for transportation conformity in each area. Once conformity has been evaluated, USDOT will make a conformity determination for each area. Additionally, project level conformity is required in areas that have been designated as “nonattainment” or “Maintenance” for Particulate Matter 2.5 to ensure that the project does not create, or contribute to, an air quality standard violation.

Designations

The 2015 8-hr Ozone Standard Final Rule was effective May 8, 2018, and the following apply to the following Kentucky counties:

- Boone, Campbell, and Kenton – designated as non-attainment for the 2015 8-hr Ozone Standard, and they must also show conformity for the 1997 8-hr Ozone Standard.
- Bullitt, Jefferson, Oldham – designated as non-attainment for the 2015 8-hr Ozone Standard, and they must also show conformity for the 1997 8-hr Ozone Standard

The 1997 fine particulate matter (PM_{2.5}) NAAQS standard was officially revoked for transportation conformity purposes on October 24, 2016, for all Kentucky areas that were “attainment” or “maintenance” as of that date. The planning requirement is still in effect. This meant the Kentucky counties of Boone, Boyd, Campbell, Kenton, and a portion of Lawrence were no longer required to do transportation conformity for the 1997 PM_{2.5} standard. Kentucky counties of Bullitt and Jefferson were “nonattainment” at the date of revocation, which meant the counties are still required to do transportation conformity until redesignated. On April 7, 2017, Bullitt and Jefferson counties were redesignated to “maintenance” for the 1997 PM_{2.5} standard. On the same date, KIPDA is no longer required to do transportation conformity for PM_{2.5} or Ozone. The planning requirements are still in effect. All 120 Kentucky counties are in “attainment” for the 2012 PM_{2.5} standard, which became effective April 15, 2015.

The 1971 SO₂ standard, which included Muhlenberg and a portion of Boyd Counties, was officially revoked in June 2010. At revocation, these counties had been redesignated from “nonattainment” to “maintenance.” In June 2010 the 2010 SO₂ standard was implemented, which included a portion of Campbell and Jefferson counties being designated as “nonattainment.” The portion of Campbell County has since been redesignated to “maintenance” for the standard, while Jefferson County still remains as “nonattainment.” No regional transportation conformity is required for the SO₂ pollutant. However, project level analysis may be needed.

A-4. Congestion Mitigation and Air Quality Improvement Program

The FY 2019-2022 STIP has been developed in full recognition of Title 23, which establishes a distinct funding source to address Congestion Mitigation and Air Quality (CMAQ) issues. FHWA sets aside funds for CMAQ. The funds are made available for projects within the identified designated air quality areas for the purpose of reducing traffic congestion and improving air quality. Funding for these projects is awarded through an application process and must be transportation related, must reduce emissions, and must be in an air quality nonattainment or maintenance area. Formerly designated areas are still eligible to apply for CMAQ funding. If the proposed project is located within an urbanized area, the sponsor submits applications to the MPO for their prioritization, which then forwards the applications and rankings to the KYTC’s Office of Local Programs. The

Governor selects eligible CMAQ projects to be funded as the federal CMAQ funding is available. FHWA makes an eligibility determination and the KYTC is responsible for the disbursement and management of the CMAQ funds. Application cycles may vary depending upon the availability of federal CMAQ funding. CMAQ projects are listed in Appendix A, Exhibit A-6.

A-5. Fiscal Constraint

In accordance with 23 CFR 450.216(a)(5), the STIP is required to be financially constrained by year, include sufficient financial information to demonstrate which projects are to be implemented using current revenues, and which projects are to be implemented using proposed revenue sources, while the system as a whole is being adequately operated and maintained. In addition, with the passage of the enabling legislation by the Kentucky General Assembly to use "Grant Anticipation Revenue Vehicles (GARVEEs)" bond funds, the fiscal constraint calculations include the debt service payments for GARVEE bonds (Table 1, page 13). The FY 2019-2022 STIP Fiscal Balance Worksheets show anticipated funding levels (apportionments) and compares them against planned outlays (obligations) for each of the next four fiscal years (FY 2019 through FY 2022). The anticipated federal-aid highway funding and anticipated federal transit funding apportionments for FY 2019-2022 are shown in Table 2 on page 14. The anticipated federal-aid highway funding and anticipated federal transit funding obligations for FY 2019-2022 are shown in Table 3 on page 15. And, the rolled up totals for each of the FAST Act federal-aid highway funding categories for "Anticipated Apportionments" vs "Planned Obligations" and "Projected End of Fiscal Year Advance Construction" are shown in Table 4 on page 16.

The planned federal obligations are based upon the estimated project phase costs in projected "Year of Expenditure" dollars by using the "Cost in Today's Dollars" and using a 4 percent yearly inflation factor for design, utility, and construction phases and using a 5 percent yearly inflation factor for the right-of-way phase (FHWA accepted Financial Plans inflation factors). The FY 2019-2022 STIP federal funding level forecasts are based on the current Transportation Act, "FAST Act," which was enacted by the United States Congress. The FAST Act was signed into law by President Barack Obama on December 4, 2015 to provide over \$305 billion for fiscal years FY 2016 through FY 2020.

For the purposes of this edition of the FY 2019-2022 STIP, the funding levels for FY 2019 through FY 2022 are in accordance with the summary of estimated apportionments under the conference report for H.R. 22 (FAST Act) provided to state DOTs. These state-specific levels of funding are broken down into individual program funding categories as determined by FAST Act application to Federal Highway Trust Fund formulas.

Kentucky's federal highway program will be matched with a combination of "toll credits" and "state funding". Toll credits are attributed to Kentucky by federal highway law in accordance with calculations that consider past levels of state fund investment, such as state-sponsored toll roads, in the federal highway system. Toll credits do not generate cash and cannot be accounted as such; however, they do permit the KYTC the flexibility to use 100% federal funding on federal-aid projects. By doing so, the KYTC can allocate more of its own state funding for state-funded projects, yielding increased cash management controls.

The federal funding target amounts used to fiscally balance the FY 2019-2022 STIP, based upon projected estimated apportionments of category-by-category federal funding expectations of total federal-aid dollars available during Fiscal Years 2019 through 2022 (straight line projection between FY 2020 – FY 2022), is anticipated to be approximately \$3.1 billion. Adding the carry-over federal funding from FY 2018, the total revenue expectation that supports projects in this edition of the STIP is approximately \$3.4 billion. The total of the scheduled federal-aid funding obligations for the FY 2019-2022 STIP is approximately \$3.2 billion. The ratio of the scheduled federal-aid obligations to the scheduled federal-aid apportionments is 0.92 (providing some flexibility to move eligible project activities between funding sources) for the planned projects listed in the FY 2019-2022 STIP. Thus, the FY 2019-2022 STIP is fiscally constrained.

It is possible that the final federal appropriation for any given year may change these estimates slightly, but these changes should not substantially alter the ability of the KYTC to deliver planned federal-aid highway projects. The anticipated apportionments scheduled in FY 2020, have been reduced by \$128 million as per the projected Congressional rescissions outlined in the FAST Act for FY 2020. As to planned obligations, the listing of projects in Exhibit A-5 contains “Bridge – Asset Management (BR)” and “Pavement Management (PM)” project phases. The funding source for these projects will be “NHPP” with state match for projects located on the National Highway System (NH) and “STP-BG” with state match for projects not located on NH system. Some construction phases may be listed as an “Illustrative Project” in the event that additional federal-aid highway funding or special financing mechanisms becomes available beyond the anticipated planned apportionments. Those projects may be moved into the fiscal constraint calculation in accordance with the process of the KYTC receiving new additional federal-aid highway funding or special financing mechanisms becomes available. Anytime the STIP is amended the KYTC conducts a “fiscal constraint” recalculation to compare the federal funding obligations to the planned obligations to assure that the federal program is “fiscally-constrained.”

It is important to note that Kentucky oftentimes utilizes federal pre-financing provisions in programming federal funding through FHWA, defined as “Advance Construction” (AC). The federal pre-financing AC process is defined as “Advance Construction of Federal-aid Projects,” whereby the state may request and receive approval from FHWA that the requested project phase meets federal-aid regulations as being eligible for federal-aid funding for reimbursement of project expenditures, but the state elects to defer the use of the current available federal-aid apportionments and obligation authority to a future time period based upon actual project expenditures. By using the AC funding mechanism, this provides Kentucky the ability to maximize the use of federal-aid funding, while at the same time accelerating many federal highway projects.

The KYTC’s Cash Flow Management Process for using the federal AC pre-financing process outlines that the goal of KYTC is keep the federal-aid highway program “Earned Unbilled” to less than \$50 million. The “Earned Unbilled” federal-aid highway funding amount is the amount of state dollars that have been used to pay vendors and project expenditures on federal AC pre-financed project phases. Through the AC conversion process, these projects will be converted to current federal-aid highway funding apportionments and obligation authority, and then a federal billing request will be sent to

FHWA for reimbursement of eligible project expenditures. Kentucky's current AC total is approximately \$465 million, and the current "Earned Unbilled" total for those projects, is under \$50 million. The AC conversion process is a continuous process throughout each fiscal year, to maximize the available state and federal-aid highway funds.

The projected end of fiscal year "advance construction" is \$384 million for FY 2019; \$556 million for FY 2020; \$521 million for FY 2021; and \$454 million for FY 2022. However, the amount of "advance construction" will depend upon several factors including the timing of the actual congressional release of yearly federal-aid highway funding obligation authority and the programming of federal-aid highway funded projects near the end of each federal fiscal year.

The KYTC continually monitors the "net cash balance" of these federal AC pre-financed projects, and these results are included within the month-to-month consideration of the federal-aid highway funding program's flexibility in the overall cash flow management procedures of the state and federally-funded programs. Through the "Cash Flow Management" procedures, using state funding from the state "Road Fund" cash balance until the federal share of these costs can be billed to the federal government, the KYTC can maximize the usage of both state road funds and federal-aid highway funding to deliver the overall state and federal funded transportation program.

It is also important to note that the KYTC utilizes innovative financing options permitted under federal transportation law. In particular, during the 2004 General Assembly's legislative session, House Bill 418 was passed, enabling the KYTC to pursue a specific group of interstate widening projects through an innovative financing technique known as "Grant Anticipation Revenue Vehicles (GARVEEs)." The General Assembly's enactment of House Bill 267 (Appropriations Bill) during the 2005 legislative session, provided to the KYTC, approval of \$150 million in appropriation authority in Fiscal Years 2004-2005 for GARVEE bond funds. In addition, during the 2006 General Assembly's legislative session the General Assembly provided within House Bill 380 approval to the KYTC an additional \$290 million in appropriation of authority in Fiscal Years 2006-2008 for GARVEE bond funds. The 2008 General Assembly made available the ability to use \$231 million of GARVEE bond funds to support the Louisville Bridges project within House Bill 410. Also, during the 2010 Extraordinary Session, the General Assembly made available the option to use an additional \$105 million of GARVEE bond funds to support the Louisville Bridges project within House Bill 3. In addition, the option to use \$330 million of GARVEE bond funds to support the construction of the two US 68/KY 80 bridges over Kentucky Lake and Lake Barkley was made available within House Bill 3. Therefore, the Kentucky General Assembly has provided the KYTC the ability to use \$1.1 billion in GARVEE bond funds, along with the approval of usage of federal-aid highway funding to provide debt service payments on the GARVEE bonds.

The GARVEE financing technique is permitted by federal law and involves the commitment of future federal-aid appropriations as leveraging for current year highway improvements. The primary benefit of such an arrangement is that major highway improvements can be purchased at today's prices and paid for with interest over a multi-year timeframe. The application of the GARVEE principle is very similar to home mortgage

financing, but is used to purchase major highway investments when “pay-as-you-go” is not the desirable course.

With the passage of the enabling legislation by the Kentucky General Assembly to use GARVEE bond funds, the KYTC has begun activities on the corresponding approved projects. The breakdown of the required federal-aid highway funding to cover the corresponding debt service for each of the GARVEE bond funded projects is shown under the “ZVarious” County item numbers as shown on Table 1, on page 13.

Each of these projects constitutes a necessary investment in Kentucky’s future. The need to accommodate both people movement and freight movement is critical to Kentucky’s economy in the years ahead. Without the GARVEE bond program, these highway projects would continue to be piecemealed over time, and likely not completed until beyond 2025. The innovative idea of GARVEE bonds, along with determined state leadership, will yield the kind of realistic solution necessary to reverse the “always behind” mentality of the past and help restore hope to Kentucky’s transportation program.

The federal funding for the construction phases identified within the GARVEE bond program will be programmed through FHWA as Advance Construct (AC) projects. Again, as explained previously, the AC process is defined as “Advance Construction of Federal-Aid Projects,” whereby the state may request and receive approval to construct federal-aid projects in advance of the apportionment of authorized federal-aid funds. The AC conversion of the federal funding for the GARVEE bond program will be distributed over a period of fourteen years, and will be in accordance with the GARVEE bond program Memorandum of Agreement (MOA). At the beginning of each federal fiscal year, federal programming documents for GARVEE bond projects AC conversions will be submitted to FHWA to use current federal-aid highway funding apportionments and current formula funding obligation authority. The total amount of the AC conversions will be the amount of federal funding required to cover the yearly debt service (principal, interest, and other costs incidental to the sale of eligible bond issue) as outlined within each of the approved GARVEE bond programs. The required NHPP and STP funding to cover the yearly debt service amount for the GARVEE bonds will be included in the end-of-year “Fiscal Constraint” determination, and will be included within the preparation of future STIPs and fiscal constraint calculations. The KYTC is setting aside the required amount of “toll credits” for the matching funds for the federal-aid highway funding to cover the GARVEE bond debt service payments through 2027.

As noted, the list of projects within the FY 2019-2022 STIP includes federally-funded projects and only the state-funded projects that are regionally significant to meet transportation air quality conformity requirements, including the projects within the MPO areas. The projects located within each of the MPO areas included within the STIP are subject to approval and inclusion within the respective MPO’s TIP and subsequent amendments for each of these MPO areas. In addition, like the FY 2019-2022 STIP, in accordance with 23 CFR 450.326(g) each MPO TIP is required to be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenues, and which projects are to be implemented using proposed revenue sources, while the existing transportation system is being adequately operated and

maintained. Each of the MPO's TIP financial plans are developed in cooperation with the KYTC and the transit operators, based upon projected estimates of available federal and state funds within the MPO areas. Based upon the financial plan, the MPOs TIPs contain only project phases that funding can be reasonably expected to be available for each of the project's identified phase, funding source, fiscal year schedule, and the estimated cost.

As evidenced by Table 3, Kentucky's STIP is fiscally-constrained for the next four years. For informational purposes, the STIP also contains several state-funded projects, shown in Appendix A, Exhibit A-5 C, which are critical for SIP compliance and conformity determinations. As future allocation of state road funds are being considered for funding authorizations, each of these state-funded projects that are critical for SIP compliance and conformity determinations, will be included in the KYTC prioritization process for the utilization of available state road funds. The authorization and programming of all state and federal funding for the transportation program will be accommodated through the KYTC's cash flow management program. When the planned obligations exceed estimated apportionments by program category, unobligated previous apportionments will be used, funds will be transferred between categories, or flexible funding such as "Minimum Guarantee" will be used to close the program-specific funding gap to the extent that air quality conformity for the region is not jeopardized.

To reiterate, the KYTC's goal is to fund the federal-aid highway program as outlined in the 2018 Enacted Highway Plan as approved by the 2018 Kentucky General Assembly, unless Congress and FHWA direct otherwise. The project phases listed in no way constitute an effort to denigrate the importance of any project to the community or region it serves. The KYTC will work diligently to implement all STIP projects as quickly as funding limitations will permit.

Shifting projects between fiscal years of the STIP may be conducted when determined essential to the effective use of federal-aid highway program dollars. It is expected that such changes would normally be "minor," for example; advancing a non-controversial project to replace a project not able to meet the assigned schedule, with respect to STIP activity. If such adjustments involve actions determined by the KYTC to be "major" in nature (e.g., acceleration of a controversial project), then a formal STIP amendment would be pursued.

The operation and maintenance of existing transportation facilities within the state is a primary concern among Kentucky citizens, and included within the FY 2019-2022 STIP are federally-funded system preservation projects. In addition to the federally-funded system preservation projects, Table 2 contains a line-item outlining the FY 2019-2022 scheduled state and local funding for none "Toll Credits" matching funds and for the KYTC's operations and maintenance program.

Included within each MPO's TIP is a financial plan that demonstrates how the TIP can be implemented, identifies funding resources from public and private sources, and identifies innovative financing techniques to finance projects and programs. The development of the projected estimates of funding resources is developed through cooperative efforts of the MPO, the KYTC, and Public Transportation Agencies. Also

included within the financial plan are grouped project line-items for projected funding and obligations for operations and maintenance activities for existing facilities. Again, the projected funding resources were prepared through cooperative efforts of the MPO, the KYTC, and Public Transportation Agencies by utilizing expenditures data from the KYTC Fiscal Year Audit Reports for actual operations and maintenance expenditures within the MPO areas. (See Appendix B-Metropolitan Planning Organization (MPO) Financial Plans).

TABLE 1

PROJECTED DEBT SERVICE (in millions)					
GARVEE PROJECT	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
Interstate 65, Interstate 75, and Interstate 64 Widening ZVarious 99-9050 Series	45	0	0	0	45
Louisville Bridges Project ZVarious 99-9659 Series	34	63	63	63	223
US 68/KY 80 Lake Barkley and Kentucky Lake Bridges ZVarious 99-9068 Series	18	18	18	18	72
TOTALS	97	81	81	81	340

TABLE 2

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET
 FY 2019 - 2022 PLANNED FEDERAL-AID PROGRAM
 APPORTIONMENTS VERSUS PLANNED OBLIGATIONS

ESTIMATED APPORTIONMENTS \$ (IN MILLIONS)										
SUBALLOCATED BY KENTUCKY GENERAL ASSEMBLY	2018 AVAILABLE CARRYOVER APPORTIONMENTS (SEE NOTE 1)	2018 CARRYOVER OBLIGATION AUTHORITY	ESTIMATED FY 2019 APPORTIONMENTS (SEE NOTE 2)	FY 2019 PLUS CARRYOVER	FY 2020 PLUS CARRYOVER	FY 2021 PLUS CARRYOVER	FY 2022 PLUS CARRYOVER	FY 2022 CARRYOVER	TOTAL STIP APPORTIONMENTS	TOTAL STIP APPORTIONMENTS
I. HIGHWAY FEDERAL FUNDS										
NH - BRIDGE REPLACEMENT (BR)	0.0	0.0	63	23	86	61	123	63	126	81.34
STIP - BRIDGE REPLACEMENT (BR)	4.0	0.0	45	49	45	0	45	0	45	0.00
NH - PAVEMENT MANAGEMENT (PM)	0.0	0.0	119	17	137	15	135	13	133	24.57
STIP - PAVEMENT MANAGEMENT (PM)	0.0	0.0	40	3	43	29	69	16	56	12.78
CONGESTION MITIGATION (CM)	23.5	0.0	17	30	45	34	52	37	55	40.84
PLANNING (SPR/L)	0.3	0.0	10	0	10	1	11	1	11	0.52
METRO PLANNING (PL)	2.6	0.0	3	6	6	6	9	7	11	8.84
NHPP - NATIONAL HIGHWAYS (NH)	38.8	0.0	175	214	114	0	268	0	268	0.00
NHPP - GARVEE BOND PAYMENTS (NH)	0.0	0.0	88	0	72	0	72	0	72	0.00
STIP - GARVEE BOND PAYMENTS (STIP)	0.0	0.0	9	9	9	0	9	0	9	0.00
RRP-RAILROAD HWY PROTECTIVE DEVICES	7.1	0.0	2	9	7	4	6	2	5	1.19
RRS-RAILROAD HWY CROSS HAZARD ELIMINATION	11.4	0.0	2	13	15	12	15	14	17	11.43
HSP - SAFETY (S&E) PROGRAM	4.3	0.0	42	9	53	22	69	31	79	40.73
STIP - SURFACE TRANSPORTATION (includes Statewide STIP (SEE NOTE 3))	104.8	0.0	68	181	38	0	106	0	106	0.00
Dedicated STIP SHN funding within Henderson MPO Area,	4.5	0.0	1	5	2	1	2	2	2	1.83
Dedicated STIP SLO funding within Louisville MPO Area,	43.1	0.0	23	66	24	0	24	0	24	0.00
Dedicated STIP SLX funding within Lexington MPO Area,	16.7	0.0	8	25	8	0	8	0	8	0.00
Dedicated STIP SNK funding within Northern Kentucky MPO Area,	26.4	0.0	9	36	9	0	9	0	9	0.00
Dedicated STIP SAM funding within Ashland MPO Area,	5.9	0.0	2	8	2	1	3	2	3	2.08
Dedicated TAP funding within Henderson MPO Area,	0.15	0.00	0.04	0	0.23	0	0.42	0	0	0.77
Dedicated TAP funding within Louisville MPO Area,	4.44	0.00	1.16	6	7	6	7	6	7	5.69
Dedicated TAP funding within Lexington MPO Area,	0.66	0.00	0.41	1	1.50	1	1.51	1	2	1.12
Dedicated TAP funding within Northern Kentucky MPO Area,	0.96	0.00	0.46	1	1.88	1	1.89	1	2	1.45
Dedicated TAP SAH funding within Ashland MPO Area,	0.31	0.00	0.08	0	0.47	0	0.47	0	0	0.39
TRANSPORTATION ALTERNATIVES (TAP) Statewide	19.05	0.00	15	34	33	22	37	26	41	30.69
TRANSPORTATION ENHANCEMENT (TE) Statewide	13.91	0.00	0	14	14	14	14	14	14	13.91
FEDERAL DEMONSTRATION PROJECTS (STATEWIDE HPP)	9.92	9.92	0	10	0	0	0	0	0	0.00
FEDERAL DISCRETIONARY PROJECTS (RYD)	1.77	1.77	0	2	0	0	0	0	0	0.00
FOREST HIGHWAY/PUBLIC LANDS (FH)	7.34	0.00	0.0	7	0	0	0	0	2	0.33
SUBTOTALS "HIGHWAY FEDERAL FUNDS"	352.0	11.7	742	1,402	785	231	1,085	238	1,104	281
II. GARVEE BONDS (LMB)										
GARVEE BONDS (LMB)	0	0	0	0	0	0	0	0	0	0
SUBTOTALS GARVEE BONDS	0	0	0	0	0	0	0	0	0	0
III. STATE AND LOCAL FUNDS										
STATE MATCHING FUNDS (SEE NOTE 4)	0	0	123	123	158	0	221	0	201	0
LOCAL MATCHING FUNDS (SEE NOTE 4)	0	0	54	54	13	0	15	0	15	0
STATE FUNDED OPERATIONS AND MAINTENANCE PROGRAM	0	0	342	342	342	0	342	0	342	0
SUBTOTALS STATE FUNDS TOTALS	0	0	519	519	513	0	578	0	558	2,168
HIGHWAY FUNDING TOTALS	352	11.7	742	1,622	1,298	1,622	1,673	1,662	1,662	5,603
IV. FAST FACT FEDERAL TRANSIT/STATE ASSISTANCE										
SECTION 5311 RURAL TRANSPORTATION										
SECTION 5310 SPECIALIZED PROGRAMS										
KENTUCKY SECTION 5307	19.82		19.82	19.82	20.72		21.67		22.66	84.87
KENTUCKY SECTION 5304	5.20		5.46	5.46	5.46		5.74		6.02	22.42
PUBLIC TRANSIT CAPITAL 5309	26.20		27.51	27.51	28.89		30.34		30.34	112.94
PUBLIC TRANSIT CAPITAL 5308	0.91		0.95	0.95	0.99		1.03		1.03	3.88
SUBTOTALS "TRANSIT FEDERAL FUNDS"	61.89		64.69	64.69	68.05		71.35		71.35	266.18
SECTION 5311 (STATE FUNDING)										
SECTION 5311 (LOCAL FUNDING)										
SECTION 5311 (CONREV & FAREBOX FUNDING)	13.42		13.42	13.42	14.03		14.67		15.34	57.46
SECTION 5310 (STATE FUNDING)	0.65		0.68	0.68	0.72		0.75		0.75	3.42
SECTION 5307 (LOCAL FUNDING)	9.68		10.16	10.16	10.67		11.20		11.70	41.71
SECTION 5303 & 5304 (LOCAL FUNDING)	0.23		0.24	0.24	0.25		0.26		0.26	0.97
PUBLIC TRANSIT CAPITAL 5308 (STATE MATCH)	1.22		1.28	1.28	1.35		1.41		1.41	5.26
PUBLIC TRANSIT CAPITAL 5309 (LOCAL MATCH)	1.22		1.28	1.28	1.35		1.41		1.41	5.26
SUBTOTALS "NON-FEDERAL TRANSIT FUNDS"	13.65		14.32	14.32	15.24		15.98		16.62	65.19
TRANSIT FUNDING TOTALS	175.54		183.29	183.29	193.29		203.33		203.33	725.37

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET
 FY 2019 - 2022 PLANNED FEDERAL-AID PROGRAM
 APPORTIONMENTS VERSUS PLANNED OBLIGATIONS

TABLE 3

SUBALLOT BY KENTUCKY GENERAL ASSEMBLY	PROJECTED END OF FY 2018 ADVANCE CONSTRUCTION PROJECTS (SEE NOTE 5)	PLANNED OBLIGATION \$ (MILLIONS)										COMBINED APPOINTMENTS AVAILABLE FOR AC CONVERSION FY 2018 THRU FY 2022	COMBINED AC TOTALS FY 2018 THRU FY 2022	PROJECTED AC TOTALS AT END OF FY 2022	PLANNED STP OBLIGATIONS	RATIO OF OBLIGATIONS TO APPOINTMENTS	
		FY 2019 PLANNED OBLIGATIONS	END OF FY 2019 PROJECTED AC	FY 2020 PLANNED OBLIGATIONS	END OF FY 2020 PROJECTED AC	FY 2021 PLANNED OBLIGATIONS	END OF FY 2021 PROJECTED AC	FY 2022 PLANNED OBLIGATIONS	END OF FY 2022 PROJECTED AC	COMBINED AC TOTALS FY 2018 THRU FY 2022	PROJECTED AC TOTALS AT END OF FY 2022						
HIGHWAY FEDERAL FUNDS																	
HH - BRIDGE REPLACEMENT (BR)	0.0	39.9	0.0	24.8	0.0	63.6	0.0	44.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - BRIDGE REPLACEMENT (BR)	0.0	89.3	(48.5)	(60.7)	0.0	31.3	(147.2)	39.3	(147.5)	(483.9)	348.3	171.7	0.0	0.0	0.0	0.0	0.0
HH - PAVEMENT MANAGEMENT (PM)	0.0	102.2	0.0	121.4	0.0	52.6	0.0	108.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - PAVEMENT MANAGEMENT (PM)	0.0	38.4	0.0	14.5	0.0	52.6	0.0	43.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - PAVEMENT MANAGEMENT (PM)	0.0	10.5	0.0	14.2	0.0	10.5	0.0	14.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - CONGESTION MITIGATION (CM)	0.0	9.6	0.3	10.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - CONGESTION MITIGATION (CM)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - PLANNING (SPR/PL)	0.0	0.0	0.0	3.2	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - PLANNING (SPR/PL)	0.0	171.3	(317.6)	(343.1)	0.0	264.3	(343.2)	222.5	(397.5)	(1661.3)	138.3	891.2	0.0	0.0	0.0	0.0	0.0
HH - NATIONAL HIGHWAYS (NH)	0.0	88.0	0.0	72.0	0.0	72.0	0.0	72.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - NATIONAL HIGHWAYS (NH)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - GARVEE BOND PAYMENTS (BH)	0.0	3.6	0.0	3.6	0.0	3.6	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - GARVEE BOND PAYMENTS (BH)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - RAILROAD HWY PROTECTIVE DEMOLS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - RAILROAD HWY PROTECTIVE DEMOLS	0.0	30.8	0.0	30.8	0.0	30.8	0.0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - RAILROAD HWY CROSS HAZARD ELIMINATION	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - RAILROAD HWY CROSS HAZARD ELIMINATION	0.0	83.2	0.0	76.9	0.0	83.2	0.0	76.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - SURFACE TRANSPORTATION (Includes Statewide STP, (SEE NOTE 3))	0.0	4.2	0.0	4.2	0.0	4.2	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - SURFACE TRANSPORTATION (Includes Statewide STP, (SEE NOTE 3))	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	92.1	(26.9)	9.9	(13.2)	16.9	(6.5)	18.8	(1.9)	(48.3)	47.4	137.6	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	29.7	(6.0)	7.2	(3.0)	7.2	(1.9)	7.2	(0.9)	(8.9)	8.9	50.2	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	28.0	3.9	11.0	2.1	8.6	2.7	7.4	4.5	9.7	(5.2)	55.1	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	6.7	0.0	1.0	0.0	1.3	0.0	1.3	0.0	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Ashland MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Ashland MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Ashland MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Ashland MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Ashland MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Ashland MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Ashland MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Ashland MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Ashland MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Ashland MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Ashland MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Ashland MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Henderson MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Lexington MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Ashland MPO Area,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HH - DEDICATED STP SHH funding within Ashland MPO Area,	0.0	0.0	0.0</														

TABLE 4

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET
 FY 2019 - 2022 PLANNED FEDERAL-AID PROGRAM
 APPORTIONMENTS VERSUS PLANNED OBLIGATIONS

TYPE OF FUNDING	2018 AVAILABLE CARE-OVER APPORTIONMENTS	ANTICIPATED FISCAL YEAR 2019 APPORTIONMENTS	FY 2019 PLANNED OBLIGATIONS		END OF FY 2019 \$C. AMOUNT	FY 2020 PLANNED OBLIGATIONS		END OF FY 2020 \$C. AMOUNT	FY 2021 PLANNED OBLIGATIONS		END OF FY 2021 \$C. AMOUNT	FY 2022 PLANNED OBLIGATIONS		END OF FY 2022 \$C. AMOUNT
			RD, RC CONVERSIONS	RD, RC CONVERSIONS		RD, RC CONVERSIONS	RD, RC CONVERSIONS		RD, RC CONVERSIONS	RD, RC CONVERSIONS				
NH - BRIDGE REPLACEMENT (BR)	0	63	40	0	25	0	61	0	0	44	0	0	0	0
STP - BRIDGE REPLACEMENT (BR)	4	45	89	(40)	(16)	205	192	(147)	0	186	(142)	0	0	(142)
NH - PAVEMENT MANAGEMENT (PM)	0	119	102	0	0	121	0	0	0	108	0	0	0	0
STP - PAVEMENT MANAGEMENT (PM)	0	40	36	0	0	15	0	0	0	43	0	0	0	0
CONGESTION MITIGATION (CM)	23	17	10	0	0	10	0	0	0	14	0	0	0	0
PLANNING (SPRPL)	0	10	10	0	0	10	0	0	0	10	0	0	0	0
METRO PLANNING (PL)	3	3	0	0	0	3	0	0	0	2	0	0	0	0
NHPP - NATIONAL HIGHWAYS (NH)	39	175	531	(318)	(343)	457	611	(343)	0	566	(297)	0	0	(297)
NHPP - GARVEE BOND PAYMENTS (NH)	0	88	88	0	0	72	0	0	0	72	0	0	0	0
STP - GARVEE BOND PAYMENTS (STP)	0	9	9	0	0	9	0	0	0	9	0	0	0	0
RRP-RAILROAD HWY PROTECTIVE DEVICES	7	2	4	0	0	4	0	0	0	4	0	0	0	0
RRS-RAILROAD HWY CROSS HAZARD ELIMINATION	11	2	0	0	0	3	0	0	0	0	0	0	0	0
HSP - SAFETY (SAF) PROGRAM	4	42	37	0	0	31	0	0	0	38	0	0	0	0
STP - SURFACE TRANSPORTATION (Includes Statewide STP, (SEE NOTE 3))	105	68	177	0	(38)	76	131	(25)	0	123	(17)	0	0	(17)
Dedicated STP SHN funding within Henderson MPO Area,	5	1	4	0	0	1	0	0	0	1	0	0	0	0
Dedicated STP SLO funding within Louisville MPO Area,	43	23	93	(27)	(13)	37	30	(7)	0	25	(2)	0	0	(2)
Dedicated STP SLX funding within Lexington MPO Area,	17	8	29	(4)	(3)	11	10	(2)	0	9	(1)	0	0	(1)
Dedicated STP SNK funding within Northern Kentucky MPO Area,	26	9	32	4	2	7	6	3	0	5	4	0	0	4
Dedicated STP SAH funding within Ashland MPO Area,	6	2	7	0	0	1	1	0	0	1	0	0	0	0
Dedicated TAP funding within Henderson MPO Area,	0	0	0	0	0	(0)	0	0	0	(0)	0	0	0	0
Dedicated TAP funding within Louisville MPO Area,	4	1	0	0	0	1	1	0	0	1	0	0	0	0
Dedicated TAP funding within Lexington MPO Area,	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Dedicated TAP funding within Northern Kentucky MPO Area,	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Dedicated TAP SAH funding within Ashland MPO Area,	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TRANSPORTATION ALTERNATIVES (TAP) Statewide	19	15	12	0	0	11	10	0	0	10	0	0	0	0
TRANSPORTATION ENHANCEMENT (TE) Statewide	14	0	0	0	0	0	0	0	0	0	0	0	0	0
FEDERAL DEMONSTRATION PROJECTS (STATEWIDE HPP)	10	0	10	0	0	0	0	0	0	0	0	0	0	0
FEDERAL DISCRETIONARY PROJECTS (KYD)	2	0	0	0	0	0	0	0	0	0	0	0	0	0
FOREST HIGHWAY/PUBLIC LANDS (FH)	7	0	7	0	(0)	(0)	(0)	0	0	0	0	0	0	0
COMBINED TOTAL	352	742	1329	(364)	(556)	1110	1379	(521)	1278	(454)	0	0	0	0

NOTES FOR ITEMS WITHIN FY 2016 - 2018 STIP FISCAL BALANCE SHEET

(1) THE APPORTIONMENT BALANCES USED TO BEGIN THE FISCAL CONSTRAINT CALCULATIONS AND THE APPORTIONMENT BALANCES SHOWN ARE AS OF JULY 27, 2018.

(2) FEDERAL FUNDS FOR FY 2019, FY 2020, FY 2021, AND FY 2022 ARE BASED ON THE 2016 FAST ACT TRANSPORTATION BILL ANTICIPATED APPORTIONMENT TABLES FOR FY 2016 - FY 2020, AND STRAIGHT LINED FOR FY 2021 AND FY 2022.

(3) SURFACE TRANSPORTATION PROGRAM BALANCES INCLUDE MINIMUM GUARANTEE AND EQUITY BONUS LIMITATION ADJUSTMENT FUNDING. THE DEDICATED STP FUNDING FOR SHN, SLO, SLX, AND SNK FUNDING CATEGORIES, ALONG WITH OTHER FEDERALLY FUNDED PROJECTS WITHIN THE MPO AREA ARE FISCALLY CONSTRAINED WITHIN EACH OF THE CORRESPONDING MPO TIP'S FINANCIAL PLAN.

(4) TOLL CREDITS WILL BE USED FOR HPP, KYD, RRP, RRS, AND HSP. STARTING IN FY 2021 KYTC WILL BEGIN USING STATE FUNDS AS MATCHING FUNDS FOR NH, STP, HPP, KYD, RRP, RRS, AND HSP. LOCAL MATCHING FUNDS WILL BE REQUIRED FOR CM, TAP, AND DEDICATED STP FUNDS IN THE MPO AREAS FOR FY 2017 THRU FY 2020. THE REQUIRED 20 PERCENT STATE MATCHING FUNDS FOR THE BR NH, BR STP, PM NH, AND PM STP PROJECTS MAY BE INCREASED, REDUCING THE AMOUNT OF FEDERAL FUNDING TO BE USED ON THE PROJECT, DEPENDING UPON THE AVAILABLE FEDERAL-AID APPORTIONMENTS WITHIN EACH OF THE FEDERAL-AID HIGHWAY FUNDING CATEGORIES.

(5) IF PLANNED OBLIGATIONS ARE GREATER THAN THE ANNUAL APPORTIONMENTS IN A GIVEN FISCAL YEAR, THE DIFFERENCE WILL BE MANAGED USING THE FEDERAL "ADVANCE CONSTRUCTION" MECHANISM. THE GOAL OF THE KYTC IS TO MANAGE THE YEARLY TOTAL OF FEDERAL "ADVANCE CONSTRUCTION" THROUGH THE KYTC CASH MANAGEMENT PROCESS AND BY INCREASING THE AMOUNT OF STATE MATCHING FUNDS TO REDUCE THE AMOUNT OF REQUIRED FEDERAL FUNDING. THE AMOUNT OF FEDERAL "ADVANCE CONSTRUCTION" WILL DEPEND UPON SEVERAL FACTORS INCLUDING THE TIMING OF THE ACTUAL CONGRESSIONAL RELEASE OF YEARLY FEDERAL-AID HIGHWAY FUNDING OBLIGATION AUTHORITY AND THE PROGRAMMING OF FEDERAL-AID HIGHWAY FUNDED PROJECTS NEAR THE END OF EACH FEDERAL FISCAL YEAR.

Grouped Projects

Often times after the identification and scheduling process of transportation projects included within the approved STIP and approved MPO TIPs, new transportation needs arise. In order to address these new transportation needs, the STIP and the MPO TIPs include “Grouped Project” lists outlining categories of types of projects that can be added to the STIP and TIP an Administrative Modification.

Outlined within Exhibit A-5 Section B: “Federally-funded ZVarious” is a list of federal funding for various anticipated “Grouped Projects” transportation needs, available to break out individual project funding via the Administrative Modification process for projects throughout the Commonwealth and MPO areas to address these unforeseen and unscheduled project activities.

The following Table 5 illustrates estimated annual statewide obligations by general grouped project category as well as available funding sources for each category. KYTC is responsible for maintaining fiscal constraint for federal-aid highway funds, and works closely with each MPO receiving dedicated STP funding to monitor fiscal constraint within each MPO area.

TABLE 5

Grouped Projects	FY 2019 (MILLIONS)	FY 2020 (MILLIONS)	FY 2021 (MILLIONS)	FY 2022 (MILLIONS)	Total (MILLIONS)	ZVARIOUS GROUP PROJECT FUNDING SOURCES ITEM NUMBER SERIES
Air Quality Improvements	13.1	13.1	17.8	17.8	61.8	99-219 SERIES
Bicycle, Pedestrian, and Transportation Alternative Improvements	13.7	11.0	10.2	10.2	45.1	99-195 SERIES
Roadway and Bridge Preservation, Rehabilitation, and Replacement	25.5	8.2	84.1	55.1	172.9	99-65; 224; 327; 346; 388; 510; 514; 1063; 1074; 2700 SERIES
Roadway Operational Improvements	4.0	2.0	2.4	2.9	11.3	99-66; 333; 391 SERIES
Safety Improvements	35.4	35.4	42.3	42.3	155.4	99-352; 911; and 3011 SERIES
Total	91.7	69.7	156.8	128.3	446.5	

The listing of grouped project categories defined within each of the MPO TIPs are often more granular than the broad categories shown in the table and description of each of the categories. The following descriptions of “Grouped Projects” outlines the general grouped project categories and type of work within each of the categories.

Air Quality Improvements Air Quality Improvement projects consists of the construction congestion mitigation projects to help reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas.) Projects that improve traffic flow, including efforts to provide signal systemization, streamline intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality. Transit investments, including transit vehicle acquisitions and construction of new facilities or improvements to facilities that increase transit capacity. Alternative fuel projects including participation in vehicle acquisitions, engine conversions, and refueling facilities.

Bicycle, Pedestrian, Transportation Alternative Improvements Bicycle, Pedestrian, and Transportation Alternative Program Improvement projects consists of the construction/reconstruction of bicycle and pedestrian facilities, recreational trails, safe routes to school, community improvements such as historic preservation, and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users. Construction of turnouts, overlooks, and viewing areas. Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools. SRTS projects must be within approximately two miles of a school for kindergarten through eighth grade as specified in SAFETEA-LU §1404. (23 U.S.C. 402 note)

Roadway and Bridge Preservation, Rehabilitation and Replacement Roadway and Bridge Preservation, Rehabilitation, and Replacement projects consists of the construction/reconstruction of roadways, resurfacing, restoration, rehabilitation, or preservation of roadways and bridges to extend the useful life of the existing facility, or replacement of existing facilities. Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.

Roadway Operational Improvement The Roadway Operational Improvement projects consists of design and construction of operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.

Safety Improvements The Safety Improvements projects consists of (A) any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail; (B) as provided in subsection 23 U.S.C. 148(g)(special rules for High-Risk Rural Road Safety and Older Drivers); or (C) any project to maintain minimum levels of retroreflectivity with respect to a public road without regard to whether the project is included in an applicable State strategic highway safety plan. Terms, including “highway safety improvement project” are defined in 23 U.S.C. 148.

A-6. Revisions to the LRSTP or STIP

On various occasions, revisions may be required to the LRSTP or STIP. Revisions to a LRSTP or STIP may involve a minor revision or a major revision. On a case-by-case basis, the KYTC, FHWA, and/or FTA determines whether the revision is minor or major as per definition of “Administrative Modification” and the definition of “Amendment” outlined in 23 CFR 450.104. The KYTC, FHWA, and FTA will utilize applicable requirements and classifications of projects that are not considered to be of appropriate scale for individual identification a given program year as outlined in 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93.126 “Exempt Projects” and 93.127 “Projects Exempt from Regional Emissions Analysis.” These appropriately identified projects may be grouped by function, work type, and/or geographic area into the ZVarious programs and other program placeholders to determine if a STIP revision is required.

Administrative Modifications to STIP

Administrative modifications are minor revisions to the STIP that include minor changes to:

- Projects/project phase costs.
- Funding sources of previously included projects.
- Project phase initiation dates.
- The delineation of projects in program placeholders which include:
 - Congestion Mitigation and Air Quality (CMAQ) projects
 - Transportation Alternatives (TA) projects
 - High Cost Safety Improvement (HSIP-HCS) projects

An administrative modification is a revision that does not require:

- Public review and comment.
- Re-demonstration of fiscal constraint.
- A conformity determination (in air quality conformity nonattainment and maintenance areas).

For administrative modifications to the STIP, the official STIP mailing list will be utilized to distribute information pertaining to the revision. As STIP administrative modifications are made, each administrative modification will be posted on the KYTC web site. Each of these documents will be provided in an electronically accessible format with the means to search and print as appropriate.

Amendments to the STIP

Amendments are revisions to the STIP that include major changes to a project included in the STIP. This includes a major change in:

- Project cost.
- Project/project phase initiation dates.

- Design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects).
- The addition or deletion of projects, except those types of projects not considered to be of appropriate scale for individual identification as outlined in 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93.126 “Exempt Projects” and 93.127 “Projects Exempt from Regional Emissions Analysis,” which are the grouped projects listed in the ZVarious programs and other program placeholders such as the Transportation Alternatives (TA) and Congestion Mitigation and Air Quality (CMAQ).

An amendment is a revision that requires:

- Public review and comment.
- Redemonstration of fiscal constraint.
- A conformity determination (in air quality nonattainment and maintenance areas).

For STIP amendments that have not undergone public involvement through the MPO process or the Highway Plan process, a 15-day public review period will be provided and public notice advertisements will be placed in statewide, significant regional, and demographically targeted newspapers. Selected newspapers will be identified through assistance from the corresponding ADDs and MPOs. In addition, other possible public outreach efforts targeted to the specific region of the state directly affected by the proposed STIP amendment may be required and will be determined on a case-by-case basis.

The proposed amendment will be displayed at the KYTC Central Office as well as the appropriate Highway District, ADD, and MPO offices for public review and comment. KYTC will make available to the public the description of project, location of project, proposed project phases, proposed type of funding, and scheduled fiscal year of each phase that KYTC wants to amend into the STIP. Also, KYTC will revise the “Fiscal Constraint” tables outlined in the STIP to reflect the required funding for the proposed new project vs. available funding. KYTC will provide hard copies of the information and the information will be made available on the KYTC STIP web site. The public will be provided the means to submit written and electronic review comments on proposed STIP amendment.

At the conclusion of the 15-day review period, public comments will be addressed, additional public outreach may be conducted as necessary, and the final STIP amendment will be provided to FHWA and FTA for approval. For amendments to the STIP from areas within MPO boundaries, the public involvement process conducted for the respective MPO TIP will suffice as the required public involvement for the STIP.

As STIP amendments are approved, each amendment will be posted on the KYTC web site. Each of these documents will be provided in an electronically accessible format with the means to search and print as appropriate.

B. STIP Projects

The FAST Act advocates that transportation planning processes be broadened to include the intermodal aspects of the nation's transportation system. Each state is to establish a statewide transportation planning process that enhances the integration and connectivity of the transportation system, across, and between modes throughout the state, for people and freight. The KYTC has incorporated an intermodal planning process through the statewide and regional transportation planning process that identifies and assesses intermodal facilities and systems and highway access to these facilities on a continuous basis. The KYTC hopes to further develop its processes to use performance criteria and relevant data to determine the efficiency and effectiveness of these facilities and systems, and identify projects and strategies to improve the intermodal movement of people and freight.

The KY Freight Plan was published in September 2016 and amended in September 2017 with final FHWA approval in December 2017. This plan now contains specific projects since the completion of the amendment. Highway and multimodal projects were added with input from the Kentucky Freight Advisory Committee for Transportation (KY FACT) before the 2017 federal deadline in accordance with requirements of the National Highway Freight Program (NHFP) found in the FAST Act. The KYTC used 10% or approximately \$2 million per year of the NHFP for multimodal projects to improve the National Highway Freight Network. Specific activities the KYTC has undertaken to develop an intermodal planning process included integrating freight generator identification and modal access tasks into the Annual Work Program of the ADDs and identifying and discussing intermodal issues through the statewide transportation planning meetings. A four tiered KY Freight Highway Network was developed using a data-driven process with ADD, MPO, HDO, and freight peer input.

Specific activities that the KYTC has undertaken to develop this intermodal planning process included integrating freight movement and modal access tasks into the Annual Work Program of the ADDs, identifying and discussing intermodal issues through the statewide transportation planning meetings, the identification of intermodal access projects and the dedication of specific staff to the freight movement issues. Improvement projects and strategies resulting from the studies and prioritization process based on selected criteria, as well as the other pertinent data, will be considered for inclusion in the statewide transportation plan for future implementation. The FAST Act further required that (1) the plans and programs for each state provide for development of integrated management and operation of transportation systems that will function as an intermodal transportation system for the state, and an integral part of an intermodal transportation system for the United States, and (2) the process shall provide for consideration of all modes and be continuing, cooperative, and comprehensive.

The FAST Act requires that each State shall carry out a continuing, cooperative, and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will support the economic vitality of the United States, the states, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.

In accordance with the FAST Act requirements, the KYTC mission is "to provide a safe, secure, and reliable highway system that ensures the efficient mobility of people and freight, thereby

enhancing both the quality of life and economic vitality of the Commonwealth.” Simply stated, the KYTC’s goal is to provide “safe and reliable roads, roads that lead to jobs,” and the 2018 Enacted Highway Plan and FY 2019-2022 STIP have been developed in support of that goal.

B-1. Planned Highway Improvements

In developing the highway element of the FY 2019-2022 STIP, the KYTC relied heavily upon its ongoing project identification and scheduling mechanisms, particularly the long-range planning process. The KYTC projected federal and state funding levels were used in the development of the Recommended FY 2016-2022 Highway Plan submitted to the Kentucky General Assembly in January 2016. The Kentucky General Assembly by law has the right to remove, add to, or edit projects contained in the Recommended Highway Plan. The 2016 General Assembly approved Kentucky’s 2016 Highway Plan (FY 2016-2022) in April 2016. The 2016 Highway Plan is the primary basis for the federal-aid highway element of the FY 2019-2022 STIP. Included within the 2016 Highway Plan are projects shown as having HPP funding and KYD funding. These are projects that have been earmarked by Congress to be funded with special high priority (HPP) funding, or have been earmarked by Congress to receive federal discretionary (KYD) funding. Also, included within the 2016 Highway Plan are projects that are scheduled to use GARVEE bond funding as described within STIP Development; Section A-5: Fiscal Constraint.

To help achieve these goals, the identification of highway needs has been accomplished through in-house evaluations of highway performance and adequacy, meshed with input received from state legislators, local officials, MPO and ADD transportation committees, the general public, and from within our own agency’s Central Office and District Offices. Each of these sources yielded valuable input for consideration in the development of the state’s Long-Range Transportation Plan and the Highway Plan.

The KYTC considered technical data on the ability of candidate projects to improve safety, increase system reliability, and contribute toward enhancing regional economic attractiveness. Unfortunately, the needs of our highway system far outweigh available resources. The KYTC is working to improve the evaluation process for active and potential projects to ensure that every dollar we spend is used to address the most critical and cost effective improvements. In doing so, the KYTC can concentrate available funds on those projects that truly result in safer roadway conditions, better pavements and bridges, and improved local economies.

As the Highway Plan was developed, projects were selected using the new Strategic Highway Investment Formula for Tomorrow (SHIFT) scoring process. SHIFT uses a data driven process including public input, project identification, project sponsorship, data verification, project prioritization and project selection. Criteria considered are congestion, benefit-cost, safety, economic development, freight and asset management. The Cabinet’s long-range planning efforts have and will continue to maintain a stream of prioritized candidate projects for inclusion and advancement in Kentucky’s Highway Plan. As the federally-required long-range planning process matures, the Highway Plan and STIP documents will be strengthened by the focus on longer-range program management

considerations. It is expected that future editions of Kentucky's STIP will reflect a strategy for implementation resulting from more clearly defined longer-range transportation goals.

As outlined within the STIP Introduction, the FY 2019-2022 STIP is a planning document that covers a period of four years, and is updated every two years upon approval of the KYTC's Highway Plan by the Kentucky General Assembly. With the STIP being a planning document, the projects, schedules, and estimated costs identified within the FY 2019-2022 STIP are based upon the most current project information at the time of preparing the Highway Plan and STIP. As work progresses within each phase of the projects, the project team refines the project scope, schedules, and estimated costs to complete the project. The programming of project funding for project refinements will follow the STIP amendments/revisions process as described within STIP Development; Section A-6: Revisions to the LRSTP or STIP, along with the STIP end of fiscal year "fiscal constraint" recalculations.

The listing of FY 2019-2022 STIP projects is contained in Appendix A, Exhibit A-5. The KYTC will administer each of the projects listed unless clearly indicated in the project description as being handled otherwise. Included as part of the listing of projects, is the "Priority" column, which is a quick reference for project priority of the corresponding project. The project priority is listed as Safety, Reliability, New Routes, or Economic Development as defined by the following definitions:

Safety: Providing for the safety and security of motorized and non-motorized users who travel Kentucky's highways is the KYTC's highest priority. The FY 2019-2022 STIP includes several programs of projects that serve to address the safety needs on Kentucky's highways. In accordance with the FAST Act, Kentucky has developed a Strategic Highway Safety Plan (SHSP) that combines all statewide enforcement, engineering, education, and emergency response issues into a single coherent plan. The "engineering" element of the SHSP is primarily addressed through the Highway Safety Improvement Program (HSIP), which funds infrastructure-related safety improvements. The "educational" and "enforcement" elements of the SHSP are addressed in the Highway Safety Plan (HSP), which funds behavioral-related safety improvements.

Reliability: The condition of roads and highways in the state is a primary concern among Kentucky's citizens. Poor pavements detract from the driving experience, and road maintenance and resurfacing are the top transportation investment needs in our state. These issues certainly resonate with the KYTC, as we too see the value in protecting the infrastructure in which the public has entrusted to us.

New Routes: This is for the development of a roadway that does not currently exist.

Economic Development: This is for the reconstruction of major interchanges.

In an effort to provide a consistent, ongoing set of performance measurements for the maintenance condition of Kentucky's state-maintained highway system, the KYTC has developed a Maintenance Rating Program (MRP). The purpose of the MRP is to assess maintenance activities as they relate to customer expectations, provide data to support

needed performance improvements, ensure that the KYTC system preservation strategies are working, and to meet federal asset management requirements. Through the MRP, the KYTC has proposed some budgetary adjustments for the FY 2019-2022 STIP to increase funding for the maintenance and resurfacing programs in an effort to improve conditions on Kentucky's roadways. There has also been a concerted effort to include essential, major pavement reconstruction projects in the FY 2019-2022 STIP. The KYTC's desire is to improve overall pavement conditions and meet the public expectation that Kentucky's roads will be kept in the best possible shape.

According to the KYTC inventory data, approximately 73% of Kentucky's bridges are performing the function that they were designed to fulfill without presenting any particular problems. Of the remainder, 7% are classified as "structurally deficient" and 20% are classified as "functionally obsolete." The phrase "structurally deficient" implies that there is a structural problem that will eventually require attention. Many times, these structural problems are addressed by posting the bridge at a specific maximum loading to prolong the life of the structure. The phrase "functionally obsolete" implies that a bridge is too narrow to accommodate the traffic it carries. While the KYTC is concerned that Kentucky's bridges are functionally wide enough, our major emphasis is on those bridges that present structural condition issues. As the KYTC works to keep Kentucky's bridges safe, the focus of the federal and state bridge replacement programs is first to repair or replace those bridges that carry relatively heavy traffic volumes and present the most severe structural problems.

Economic Development: Kentucky's future economy and congestion concerns: Highway congestion and its impact on economic development in Kentucky is very much a "relative" issue. While Kentucky does not have the overly oppressive highway congestion found in many of the nation's very large cities, there are times when congestion in our urban centers is just as frustrating to Kentucky drivers. Morning and afternoon "rush hours" create traffic problems on many of our city streets, urban beltlines, and metro area interstate highway arteries. Additionally, "just in time" delivery schedules have created "rolling warehouses" on many of Kentucky's rural interstates, resulting in truck percentages of 50% in some instances. Such heavy truck volumes reduce levels of service on our major roadways, and create safety issues and driver frustration. As traffic and freight volumes increase in the years ahead, our existing highway network will become more and more constrained and potentially impact Kentucky's competitiveness in the global marketplace.

Each of the FY 2019-2022 STIP projects, whether identified with a purpose of safety, reliability, or economic development, truly has an effect on Kentucky's future economy and congestion concerns.

B-2. Highway Safety Improvement Program (HSIP)

The HSIP is a core Federal-aid highway program, the purpose of which is to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP is a federally-funded, state administered program that is legislated under 23 U.S.C. 148, 23 U.S.C. 150, and 23 U.S.C. 130 and regulated by 23 CFR Parts 924 and 490.

23 CFR 924.5 states: Each State shall develop, implement, and evaluate on an annual basis an HSIP that has the objective to significantly reduce fatalities and serious injuries resulting from crashes on all public roads. HSIP funds shall be used for highway safety improvement projects that are consistent with the State's SHSP (Strategic Highway Safety Plan). HSIP funds should be used to maximize opportunities to advance highway safety improvement projects that have the greatest potential to reduce the state's roadway fatalities and serious injuries.

To be eligible for HSIP funds, all highway safety improvement projects must:

1. Address Strategic Highway Safety Plan (SHSP) priority,
2. Be identified through a data-driven process, and
3. Contribute to a reduction in fatalities and serious injuries.

In addition, all highway safety improvement projects are subject to general requirements under Title 23 of the United States Code.

In general, non-infrastructure projects that promote the awareness of the public and educate the public concerning highway safety matters or enforce highway safety laws are not eligible for HSIP funds. However, eligible non-infrastructure projects include road safety audits, improvements in the collection and analysis of data, or transportation safety planning activities.

Most projects are identified through emphasis area lists such as High Friction Surface, Cable Median Barrier, Guardrail Installation, Roadway Departure, Intersections, and Horizontal Alignment Signing. Systemic safety treatments are often implemented with the emphasis area projects but some systemic-only safety projects are implemented based on statewide trends observed in crash data.

Projects meeting the program's requirements listed above are submitted to FHWA for review and approval into the program. Upon approval of the identified projects, funding for the projects are initiated based upon statewide priorities for activities that are most likely to reduce the number of, or potential for, fatalities and serious injuries and upon available funding. An annual report is submitted to FHWA that describes the progress being made, assesses the effectiveness of the improvements, and describes the extent to which the improvements funded contribute to the safety goals.

As part of the HSIP report, the state must report annually on these categories:

1. Number of fatalities;
2. Rate of fatalities;
3. Number of serious injuries;
4. Rate of serious injuries; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

Each safety performance measure is based on a 5-year rolling average that accounts for regression to the mean.

Railway-Highway Crossings Program

This program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. The railway-highway crossing program will be conducted in accordance with regulations as outlined in the corresponding section of the FAST Act, Section 1108; and 23 USC 130.

The railway-highway crossings program funding level determined for each state is set aside from the state's HSIP amount. Activities funded under this program are also eligible for funding under the broader HSIP eligibilities. The federal-aid highway funding anticipated apportionments and planned obligations for the Railway-Highway Crossings railroad protective devices (RRP) and the railroad separation (RRS) projects are included within the HSIP – Safety categories in the Fiscal Constraint tables.

Highway Safety Plan (HSP)

The purpose of the Highway Safety Plan (HSP) is to identify problem areas of the state regarding the behavioral aspects of highway safety, develop performance goals and objectives, and establish programs and projects to reduce fatalities and serious injuries on Kentucky's highways. The federal funding is a combination from FHWA and the National Highway Traffic Safety Administration (NHTSA). The HSP is an integral part of Kentucky's overall Strategic Highway Safety Plan (SHSP) as required by the FAST Act. Emphasis areas are as follows:

- a. Impaired Driving
- b. Occupant Protection
- c. Police Traffic Services
- d. Planning and Administration
- e. Motorcycle Safety
- f. Non-motorized transportation
- g. Crash Investigation
- h. Roadway Safety
- i. Traffic Records
- j. Data Incentives

Grants Management

Grants are a significant part of the HSP for law enforcement, communities, research and data. It takes a cooperative effort by many agencies to reduce fatalities and serious injuries on our highways. Both FHWA and NHTSA provide federal funding that is dispersed to various agencies based upon the identified problem areas. Three national law enforcement mobilizations are conducted each year to specifically draw attention to safety belt usage and drunk driving. These are "Click It or Ticket," U Drive, U Text, U Pay," and "Drive Sober or Get Pulled Over." Our summer-driving state initiative is "Blue Lights Across the Bluegrass," which focuses on speeding but also encompasses other emphasis areas.

Highway Safety Education Program

The Highway Safety Education Program (Education Branch) was created in 1994 as the educational arm of the Cabinet's Safety Corridor Program. The Education Branch is now one of the two branches under the Division of Highway Safety Programs. Funding for these programs has come primarily from FHWA. The Education Branch focuses heavily on schools and communities to target the newest and youngest drivers to get them started in the right direction. There are many programs, including simulators that focus attention on different problem areas regarding highway safety. Below is a listing of these.

- a. Monitoring FHWA grantees executing non-law enforcement grants
- b. Active in local highway safety committees
- c. Ghost Out
- d. Mock Crash
- e. Judgement Day
- f. Fatal Vision Goggles
- g. D2 Distracted Driving Simulator
- h. 3D Drunk and Drugged Driving Simulator
- i. Motorcycle Safety events
- j. Mature driving presentations

All of these programs focus on targeted areas of the state where there are unusually high fatalities and injuries, low safety belt usage, and high incidences of drunk or drugged driving.

B-3. Intelligent Transportation System (ITS)

The KYTC has a variety of Intelligent Transportation System (ITS) programs both operational and under construction throughout Kentucky. The Cabinet has operational freeway traffic management systems in Northern Kentucky (Ohio TMC) and Metro Louisville (TRIMARC). The City of Lexington operates an independent operation center. The Cumberland Gap Tunnel (CGT) Center provides traffic management, as well as other tunnel-related services. The Cumberland Gap Tunnel Authority operates for KYTC, but is independent from the State Transportation Operations Center (TOC). The TOC in Frankfort provides support to those facilities, and provides traffic management services to the rural areas of Kentucky.

The KYTC has implemented ITS projects in the Lexington, Elizabethtown, Bowling Green, Paducah, and Ft. Campbell areas. These projects include Dynamic Message Signs (DMS), cameras, and roadway sensors. Obsolete DMS and cameras are being replaced within the Northern Kentucky and Elizabethtown areas, and Speed Data services are available statewide. Our ITS Architecture was updated in 2015.

The TRIMARC system has been expanded within the Louisville Metro area as part of the Ohio River Bridges project. KIPDA is using the reporting capabilities of TRIMARC. Other operational systems include the Road Weather Information Stations (RWIS) in 39 locations to provide Highway District Maintenance personnel, as well as others, with vital roadway weather information for critical purposes such as snow and ice maintenance.

On a statewide level, the KYTC has an operational Freeway Service Patrol (SAFE Patrol) which provides motorist assistance and Incident Management services on Kentucky's interstates and parkways. Because of the requirements of 23 CFR 511 and compliance with the Real Time System Management Information Program (RTSMIP), the KYTC has implemented a new real time Roadway Advisory Map to process and publish data. The partnerships with the Cabinet's District Offices, Transportation Operations Center in Frankfort, Division of Maintenance, Kentucky Vehicle Enforcement, WAZE, and Kentucky State Police ensures the highest level of information provided to the traveling public.

B-4. Maintenance and Traffic Operations

The KYTC is responsible for ensuring that the State Road System is maintained and operated in such a manner as to ensure the safest and most reliable roadways possible. The Cabinet's goal is to provide the highway user maximum safety and comfort with minimum travel interruptions. Table 2 contains a line-item outlining the FY 2019-2022 scheduled state funding for the KYTC's operations and maintenance program, and Appendix B contains the MPOs Financial Plans, which includes a line-item outlining the operations and maintenance program within each MPO area.

The annual state-funded Maintenance and Traffic Operations Programs are comprised of four major sub-programs: Roadway Maintenance, Bridge Maintenance, Rest Area and Weigh Station Maintenance, and Traffic Operations. The Roadway Maintenance unit is responsible for maintenance of the highways in the State Road System. This unit is responsible for routine upkeep such as pavement repairs, ditch cleaning, mowing, litter pickup, snow and ice removal, and maintenance relating to drainage, shoulders, signs, markings, delineation, and guardrails on the approximately 27,629 miles of highways in Kentucky.

The Bridge Maintenance Program performs activities on bridges such as inspections, load ratings, painting, deck repair, and structural work on the Commonwealth's 9,000 total state-maintained structures. The Rest Area Maintenance Program provides upkeep and janitorial services at 22 rest area facilities and 4 truck rest havens across the state, along with the maintenance and upkeep of the various truck weight stations located throughout the Commonwealth. All of these sites are maintained through contracts with private vendors.

The Traffic Operations Program is responsible for the installation and maintenance of traffic signals, flashing beacons, school flashers, roadway lighting, navigational lighting, and aviation obstruction lighting on state-maintained highways. This program includes the administration of the Highway Safety Improvement Program (HSIP). Traffic Operations is also responsible for the establishment and maintenance of coordinated traffic signal systems to support the efficient movement of traffic.

In addition to the ongoing highway maintenance and traffic operations programs, the KYTC also budgets annual funding to resurface roads on the state road system. These funds are in addition to the monies funneled through the Cabinet's Rural and Municipal-aid Programs for improvements to county roads, city streets, and the state rural-secondary road

system. Each of the rural and municipal-aid program components is accomplished through an ongoing dialogue with Kentucky's city and county governmental entities.

B-5. Transportation Alternatives Program (TAP)

Section 1122 of MAP-21 established TAP in 23 U.S.C. 213. The program was eliminated by the FAST Act in name only. The FAST Act replaced TAP with a set-aside of Surface Transportation Block Grant (STBG) funding. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, conversion of abandoned rail corridors to trails, and community improvements such as historic preservation of transportation facilities, vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The former Safe Routes to School Program (SRTS) activities are now eligible under this program, with the same 20% match requirement as other TAP awards.

Funding for a state's Recreational Trails Program is taken off the top of the state's TAP apportionment unless the Governor opts out. 50% of a state's TAP funds are sub-allocated to urbanized areas with populations over 200,000, urban areas with populations of 5,001 to 200,000, and areas with population of 5,000 or less. The remaining 50% may be used in any area of the state. The funding sub-allocated to areas with populations over 200,000 is awarded through a competitive application process within the MPO area and managed by the area's MPO. The MPO selects the projects that are then administered through the Office of Local Programs (OLP). The other funding categories are awarded through a statewide competitive selection process and also administered by OLP. All TAP projects require a 20% match. Application cycles are typically held each year but are dependent on the availability of funds. As new project selections are made, the new projects will be incorporated into the STIP thru the STIP Administrative Modification process.

Transportation Alternatives Program (TAP) Projects are listed in Appendix A, Exhibit A-7.

Transportation Enhancement (TE), National Scenic Byways and Highways (NSB), Transportation Community and System Preservation (TCSP), and Safe Routes to School (SRTS) Programs

Dedicated funding for the following programs was eliminated with the passage of MAP-21:

- Transportation Enhancements (TE)
- National Scenic Byways and Highways (NSB)
- Transportation Community and System Preservation (TCSP)
- Safe Routes to School (SRTS)

States with balances of TE and SRTS funds are still allowed to spend the remaining dollars apportioned to their state. Since NSB and TCSP projects were awarded at a federal

level, any state with an open NSB or TCSP project may finish out the project. However, no new federal funding will be provided for these programs.

Transportation Enhancements (TE) (see Appendix A, Exhibit A-7).
Safe Routes to School (SRTS) (see Appendix A, Exhibit A-8).

B-6. Recreational Trails Program

The Recreational Trails Program provides funds to develop and maintain recreational trails for motorized and non-motorized recreational trail users. Funds are apportioned under 23 U.S. Code 206 (d). Funds may be used to provide and maintain trails, trailside, and trailhead facilities, including provisions to facilitate access for people with disabilities. Funds may also be used to acquire easements or land for trails. Trail uses are for hiking, walking, biking, mountain biking, skating, equestrian, access to canoeing, and ATVs.

The Governor of a state designates an agency to administer the program, which may be an agency other than the State Department of Transportation. The Kentucky Recreational Trails Program is administered by the Governor's Office, Department for Local Government (DLG).

Planned Recreational Trails Projects are included in Appendix A, Exhibit A-9.

B-7. Planned Public Transportation (Transit) Projects

The Federal Transit Law (49 U.S.C. Chapter 53), is the basis for the federally-assisted public transportation programs. Program funds included for the rural portion of the state (Section 5311), for the small urban and urbanized portions of the state (Section 5307), for seniors and persons with disabilities in the state (Section 5310), for technical assistance and transit planning (Section 5303 & Section 5304), training for rural transit operators (RTAP), for capital bus and bus facilities (Section 5339) and have included discretionary capital (Section 5309) grants that include Veterans and Livability grants. Projects that go beyond the Americans with Disabilities Act (ADA) and that provide transportation for the low income to work and training are included under the Section 5311, 5307 and 5310 programs. Local coordinated plans are required.

Section 5311 program funds are used for planning, capital, and operating assistance by local public bodies, nonprofit organizations, and operators of public transportation services. These funds are used to give people access to health care, shopping, employment, education opportunities, public services, recreation, etc. Public transportation systems in rural areas assume the responsibility of meeting these needs. Kentucky utilizes 15% of these funds for provision of intercity bus services.

Section 5307 program funds are used by transit operators in urbanized areas. The KYTC has approval authority for operating, planning and capital funding for operators in areas of 50,000 to 200,000 populations. These funds do not flow through the Cabinet for all areas, but the allocation is done by the Governor. Areas larger than 200,000 are allocated a specific grant amount by the FTA.

Section 5303 program funds are used for planning purposes by the MPOs and the KYTC. MPO funds are formula allocated by the KYTC and are identified for use in urbanized area unified planning work programs. Statewide transit planning for the rural areas is also funded with Section 5304 funds.

Section 5309 has evolved into a formula capital program that provides capital for three primary activities: new fixed-guideways or extensions to fixed-guideways, bus rapid transit projects operating in mixed traffic, and projects that improve capacity on an existing fixed-guideway system. State of Good Repair Grants provide capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus system to maintain a state of good repair.

Section 5310 program funds are used primarily for capital purposes. Vans and other equipment critical to providing transportation services for seniors and individuals with disabilities are purchased through this program. Up to 45% of these funds may also be used for public transportation projects that exceed the requirements of the ADA, that improved access to fixed-route services and decrease reliance on complementary paratransit, and/or utilize alternatives to public transportation that assist seniors and individuals with disabilities. This funding can be operating or capital.

The Section 5339 program is a formula capital program that replaces, rehabilitates, and purchases buses and related equipment and constructs bus-related facilities for rural or urbanized public transportation systems.

The Rural Transit Assistance Program (RTAP) is designed to provide training, technical assistance, research, and other related support services for rural transit operators.

Low or No Emission Vehicle Deployment Program (LoNo Program) is funding that is to deploy the cleanest and most energy efficient U.S.-made transit buses that have been largely proven in testing and demonstrations but are not yet widely deployed in transit fleets. It provides funding for transit agencies for capital acquisitions and leases of zero emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities.

In general, the KYTC receives applications from areas and agencies for the FTA program funds. These applications describe the needs for public transit funds (type of service needed, etc.), the funding required, and local matching sources. The KYTC allocates the money based on several factors including potential ridership, area to be served, availability of services, etc. Each agency is accountable to the Cabinet for the allocated funds. Required monthly report submissions, site visits and compliance reviews, vehicle inspections, drug and alcohol testing, timely invoicing, and audits are among the monitoring activities the Cabinet performs.

With regard to transit project identification, the KYTC advertises annually for competitive proposals for Sections 5310, 5311, 5303, 5304, 5307 (where KYTC is the designated recipient) and 5339, as well as relying heavily upon past experience to develop the transit element of the FY 2019-2022 STIP. Since the passage of MAP-21 and under the

current authorization, Fixing America's Surface Transportation Act (FAST Act), the KYTC has been cognizant of the many opportunities for combining highway and transit funding for individual projects and programs, and fully expects to take advantage of these opportunities in the future. Kentucky's MPOs are seriously studying transit options for addressing metropolitan traffic issues, and are engaged in the project prioritization efforts, which truly represent a multimodal approach to overcoming urban congestion.

Planned transit improvements are listed in Appendix A, Exhibit A-10.

B-8. Human Service Transportation Delivery Process

Welfare reform legislation has greatly influenced changes in the Human Service Transportation Delivery (HSTD) process. This process/program utilized combined transportation resources of the Health and Family Services Cabinet and the Education Cabinet's Vocational Rehab and the Department of the Blind to provide a coordinated network of transportation providers to provide safe, efficient, and accessible transportation for Kentucky's health, human service, and workforce program clients.

Medicaid, Vocational Rehabilitation, and Department for the Blind funds will flow from the two human service Cabinets to the KYTC for operating funds for providers and administrative funds for the KYTC to manage the program.

The Commonwealth is divided into fifteen Human Service Transportation Delivery Regions. This division was based upon items such as operating authority, fleet sizes and capacities of existing providers, and historical transportation utilization.

Through the use of a financial consultant, the Cabinets developed a "capitated rate" payment system, essentially a flat rate (a fee paid per member, per month). This will reward providers for operating efficiency, discourages over utilization, and significantly reduces fraud and abuse. Some parts of the program will be paid on a fee-for-service basis.

There will be one broker per region who will be responsible for securing transportation from private and public transportation subcontractors in order to guarantee transportation to non-emergency medical services for eligible recipients. The Kentucky Finance Cabinet will secure and contract with the transportation brokers on behalf of all the programs. The KYTC will monitor all other service requirements of the brokers. A Coordinated Transportation Advisory Committee (CTAC) includes representatives of each of the different programs and will monitor the programs' interests in the network. The KYTC staff will monitor the brokers to make sure they operate as CTAC agrees. Details of each trip will be recorded by the broker and will be used to report program results to state and federal agencies.

In order to fully implement this program, two accomplishments were needed. One was getting legislation passed (HB 468 and HB 488) which requires brokers and subcontractors to meet safety standards, and the other was getting emergency regulations signed so this initiative could begin operation. This legislation has been passed and the emergency regulations are signed.

The KYTC's Office of Transportation Delivery receives funding from the Department of Medicaid to finance the transportation brokerage for Human Service Transportation Delivery non-emergency medical transportation. The Department of the Blind and Vocational Rehab reimburse the transportation broker at the local level, and funding does not flow through the Transportation Cabinet. Each funding stream meets the respective program requirements. Public Transit, Vocational Rehab, Department of the Blind, and non-emergency medical trips are coordinated at the transportation broker level. Non-Emergency Medical Transportation ridership is over \$3.6 million annually.

B-9. Planned Aviation Improvements

The Airport Improvement Program (AIP) was established by the Airport and Airway Improvement Act of 1982 (Title V of the Tax Equity and Fiscal Responsibility Act of 1982, Public Law 97-248), and amended by the Airport and Airway Safety and Capacity Expansion Act of 1987, (Public Law 100-223), and the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century of 2000 (AIR-21). Current legislation supports and provides funding for the following: (1) airport planning, (2) noise compatibility planning, and (3) noise compatibility programs as set forth in the Aviation Safety and Noise Abatement Act of 1979, (Public Law 96-193).

The funds for the AIP are distributed in accordance with provisions contained in the 2000 Act, as amended. In grant parlance, funds distributed by formula for use at a specific airport or in a specific state or insular area are referred to as apportionment funds. The remaining funds are for use at the discretion of the Secretary of the U.S. Department of Transportation, and are known as discretionary funds.

The estimated federal apportionment level for Kentucky is \$3.2 million for FY 2018 and \$3.2 million for FY 2019. The location and amount of spending using the federal apportionment money in Kentucky is unknown at this time. This decision is made at the FAA district level and these projects are typically not identified until late in the federal fiscal year. At present, there is no way to estimate the level of federal discretionary funding that may be made available during the upcoming biennium. Both federal apportionment and federal discretionary funding will be matched using a 90% federal, 5% state, 5% local ratio.

FY 2018 current projects are identified in Appendix A, Exhibit A-11.

B-10. Kentucky's "Mega Projects"

As the 2018 Highway Plan was developed, strong consideration was given to the funding needs associated with two (2) "Mega Projects" located in Kentucky. The two (2) "Mega Projects" in Kentucky are (1) the Interstate 71/75 Brent Spence Bridge project in northern Kentucky, and (2) the proposed Interstate 69 Ohio River Crossing project between Henderson, Kentucky and Evansville, Indiana. The combined cost of these two projects is \$3.7 billion, with Kentucky's share of the combined cost being \$1.88 billion. Each of these projects are expensive projects, beyond the current financial means of KYTC without special financing mechanisms.

The Interstate 71/75 Brent Spence Bridge Project

KYTC completed the Brent Spence Bridge Strategic Corridor Study in December 2017, which concluded that the Brent Spence Bridge Project and improvements to the I-275 interchange with I-71/I-75 are needed to relieve critical congestion along the corridor. Currently, the Highway Plan does not include funding for any phases of the project. Kentucky's share of the estimated cost of the Brent Spence Bridge Project is estimated at \$1.3 billion in current year dollars. The Plan does include funding for painting the existing Brent Spence Bridge in FY 2019. In addition, the construction phase of the project is listed in (Exhibit A-5) as an "Illustrative Project" in the event that additional federal-aid highway funding or special financing mechanisms becomes available beyond the anticipated planned apportionments.

In addition, the Brent Spence Bridge Strategic Corridor Study identified the need to continue the study of an eastern bypass alternative from an economic development perspective. The Plan includes \$2 million of funding to conduct a detailed study of alternatives.

Interstate 69 Ohio River Crossing Project

KYTC is working closely with Indiana to develop an approach to funding the new I-69 bridge over the Ohio River between Henderson and Evansville. The Plan includes funding of \$500,000 in FY 2019 to continue work on the design phase of the project, \$19 million of funding in FY 2021 for the right-of-way phase, and \$8 million of funding in FY 2022 for the utility phase of the project. It is expected that a combination of tolls, federal grants and state funds will be required to complete the project. In 2017 dollars, the current project estimate is nearly \$1.1 billion with KY's share of those costs being approximately \$715 million (65%). Inflation, financing and interest will significantly increase these costs. The environmental process is scheduled for completion in the fall of 2019 making the project eligible for federal funds toward design, right of way activities and construction. The construction phase of the project is listed in (Exhibit A-5) as an "Illustrative Project" in the event that additional federal-aid highway funding or special financing mechanisms becomes available beyond the anticipated planned apportionments.

B-11. FAST Act Grants

Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)

As outlined in the FAST Act funding fact sheets, "the Advanced Transportation and Congestion Management Technologies Deployment Program is to provide competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment." For a complete detailed description and eligible activities, please see the following link to the FHWA FAST Act website: <http://www.fhwa.dot.gov/fastact/factsheets/advtranscongmtfs.cfm>

Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) Grants

As outlined in the FAST Act funding fact sheets, “the Nationally Significant Freight and Highway Projects (NSFHP) program to provide financial assistance—competitive grants, known as FASTLANE grants, or credit assistance—to nationally and regionally significant freight and highway projects.” For a complete detailed description and eligible activities, please see the following link to the FHWA FAST Act website:

<http://www.fhwa.dot.gov/fastact/factsheets/fastlanegrantsfs.cfm>

Surface Transportation System Funding Alternatives Program (STSFA)

As outlined in the FAST Act funding fact sheets, “the Surface Transportation System Funding Alternatives Program is to provide grants to States or groups of States to demonstrate user-based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Highway Trust Fund.” For a complete detailed description and eligible activities, please see the following link to the FHWA FAST Act website: <http://www.fhwa.dot.gov/fastact/factsheets/surftransfundaltfs.cfm>

B-12. Performance Measures

Moving Ahead for Progress in the 21st Century Act (MAP-21) established and the Fixing America’s Surface Transportation (FAST) Act continued performance measurement and reporting requirements associated with safety, asset management, system performance, and Congestion Mitigation and Air Quality (CMAQ) performance. KYTC reported initial targets in May 2018 for all non-safety targets (safety targets are reported through the Highway Safety Plan submitted to NHTSA by June 30 each year and the HSIP Annual Report submitted to FHWA by August 31 each year starting in 2017).

The summary below includes performance measures for asset management, system performance, and congestion mitigation and air quality (CMAQ). The subject performance measures have been coordinated with the nine Metropolitan Planning Organizations as various times through the past year.

Asset Management	Target	
<i>Pavement Performance</i>	2 Yr	4 Yr
% Good Interstate	50.0%	50.0%
% Poor Interstate	2.0%	2.0%
% Good Non-Interstate NHS	35.0%	35.0%
% Poor Non-Interstate NHS	4.0%	4.0%
<i>NHS Bridge Performance</i>		
% Good Condition by Deck Area	35.0%	35.0%
% Poor Condition by Deck Area	3.7%	3.2%
System Performance	Target	
<i>Level of Travel Time Reliability (LOTTR)</i>	2 Yr	4 Yr
% Reliable Interstates	93.0%	93.0%
% Reliable Non-Interstate NHS		82.5%
<i>Truck Travel Time Index (TTTR)</i>	1.190	1.190
Congestion Mitigation and Air Quality (CMAQ)		
OKI Regional Council of Governments		
Peak Hours of Excessive Delay (PHED-hrs)		12.0
Non-Single Occupancy Vehicles (SOV) Travel	17.4%	17.4%
Emissions Measure		
VOC	100	200
NOx	100	200

Safety

The safety performance metrics include five measures – number of fatalities, fatality rate per 100 million vehicle miles traveled (VMT), number of serious injuries, serious injury rate per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries. Each metric is measured using a five-year rolling average and are reported through both the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA).

Asset Management

The asset management performance metrics include pavement condition and bridge condition for the National Highway System (NHS). Both metrics require 2- and 4- year targets. Each metric reports the percentage of the system in “Good” and “Poor” condition with minimum condition levels for both bridge and pavement condition.

System Performance

Targets required to be set at the state level include Level of Travel Time Reliability (LOTTR) and Truck Travel Time Index (TTTI). LOTTR measures the percent of reliable occupancy-weighted vehicle-miles traveled on Interstates and non-Interstate National Highway System routes. TTTI indicates the additional factor of time beyond the average travel time that freight movers must factor into delivery times to ensure on-time delivery 95% of the time. Both metrics require 2- and 4- year targets.

Congestion Mitigation and Air Quality (CMAQ)

MPOs with an urbanized area population greater than 1 million that are in maintenance or non-attainment for air quality must report per-capita Peak Hours of Excessive Delay (PHED), percent non-SOV travel and CMAQ funded emissions reductions. Currently the only area in Kentucky subject to this requirement is the Cincinnati-Northern Kentucky urbanized area; the designated MPO for this area is the Ohio-Kentucky-Indiana Regional Council of Governments (OKI). In addition to the statewide targets, some targets are specific to the urbanized area and are reported by each state (Kentucky and Ohio).

APPENDIX A

EXHIBITS A-1 THROUGH A-11

EXHIBIT A – 1

STATE CERTIFICATION LETTERS



**COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET**

Frankfort, Kentucky 40622

www.transportation.ky.gov/

May 24, 2016

Matthew G. Bevin
Governor

Greg Thomas
Secretary

The Honorable Matt Bevin
Governor, State of Kentucky
Office of the Governor
700 Capitol Avenue, Suite 100
Frankfort, KY 40601

Dear Governor Bevin:

Subject: Delegation of Transportation Planning Approvals

As Governor of Kentucky, 23 C.F.R. §§ 450 and 460 require your approval for the following documents and activities related to transportation planning:

- Statewide Transportation Improvement Programs and Amendments
- Metropolitan Transportation Improvement Programs and Amendments
- Metropolitan Transportation Plans and Amendments
- Designation of Metropolitan Planning Organizations
- Annual Certification of Public Road Mileage

Approval of these documents and activities is normally a routine matter, but approvals are required on a regular basis, and delays in approval could potentially lead to delays in implementing transportation projects. To streamline the process and minimize the potential for project delays, I respectfully request that you consider delegating approval authority to the Secretary of Transportation for the documents and activities listed above. A copy of your January 25th letter designating this approval authority to the former acting secretary is attached for your reference.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. Thomas".

Greg Thomas
Secretary

Kentucky Transportation Cabinet

Enclosure

GT/TWW/NH





COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

MATTHEW G. BEVIN
GOVERNOR

700 CAPITOL AVENUE
SUITE 100
FRANKFORT, KY 40601
(502) 564-2611
FAX: (502) 564-2517

May 24, 2016

Greg Thomas
Secretary
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40622

RE: Delegation of Transportation Planning Approvals

Dear Secretary Thomas:

I hereby delegate to you my approval authority for the following actions:

- Statewide Transportation Improvement Programs and Amendments
- Metropolitan Transportation Improvement Programs and Amendments
- Metropolitan Long-range Transportation Plans and Amendments
- Metropolitan Planning Organization Agency Designations
- Annual Certification of Public Road Mileage in Kentucky

I authorize you to act on my behalf to ensure that Kentucky's transportation planning efforts are accomplished as directed by federal transportation law.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matthew G. Bevin".

Matthew G. Bevin
Governor

KENTUCKY

Transportation Planning Process Certification

In accordance with 23 CFR 450.220 (a), the Kentucky Transportation Cabinet hereby certifies that, to the best of its knowledge and belief, the federally required transportation planning process is being carried out in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (5) 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) 23 U.S.C. 324, regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Greg Thomas
Secretary of Transportation



Date



Matthew G. Bevin
Governor

COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Greg Thomas
Secretary

July 23, 2018

Mr. Thomas L. Nelson, Jr.
Division Administrator
Federal Highway Administration
330 West Broadway
Frankfort, Kentucky 40601

Dear Mr. Nelson:

Subject: Certification Regarding Debarment, Suspension,
and Other Responsibility Matters – Primary Covered Transactions

The Kentucky Transportation Cabinet hereby certifies, to the best of its knowledge and belief, that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency.
- (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification.
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (federal, state, or local) terminated for cause or default.

Sincerely,


Greg Thomas
Secretary

GT:RBR:SAC

c: Andy Barber, State Highway Engineer
Ron Rigney, Director, Program Management



An Equal Opportunity Employer M/F/D



Matthew G. Bevin
Governor

**COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET**

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Greg Thomas
Secretary

July 23, 2018

Mr. Thomas L. Nelson, Jr.
Division Administrator
Federal Highway Administration
330 West Broadway
Frankfort, Kentucky 40601

Dear Mr. Nelson:

Subject: Certification for Grants, Loans, and Cooperative Agreements

The Kentucky Transportation Cabinet hereby certifies, to the best of its knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the Kentucky Transportation Cabinet, to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this federal contract grant, loan, or cooperative agreement, the Kentucky Transportation Cabinet will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The Kentucky Transportation Cabinet has required that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

Sincerely,



Greg Thomas
Secretary

GT:RBR:SAC

c: Andy Barber, State Highway Engineer
Ron Rigney, Director, Program Management



An Equal Opportunity Employer M/F/D



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

Kentucky Division

June 7, 2018

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

In Reply Refer To:
HPD-KY

Mr. John Moore, P.E.
Director of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, Kentucky 40622

Dear Mr. Moore:

The Kentucky Division of the Federal Highway Administration, in consultation with Region 4 of the Federal Transit Administration, has reviewed the following document and found the proposed activities eligible for federal planning funds under 23 U.S.C. 134, 135, 505 or 49 U.S.C. 5303-5305, 5313(b) and the provisions of 2 CFR § 200, 23 CFR § 420 and 23 CFR§ 450.

**Planning Work Program
SP 0019 (001)
(2019 SPR Work Program - Subpart A)**

The work program should be administered in accordance with the provisions of 2 CFR § 200 and 23 CFR § 420. **The effective time period for funding is from June 16, 2018 – June 15, 2019.** Authorization of this work is subject to the availability of funds.

Prior approval is required for the following changes to the SPR Work Program:

- Budgetary changes,
- Increase in federal funds,
- Cumulative transfer among already approved work program line items of 10% of the total federal funds or \$100,000,
- Programmatic changes,
- Change in the scope or objectives of activities (e.g., adding or deleting items),
- Extending the period of performance past the approved work program period,
- Transferring substantive programmatic work to a third party (e.g., consultant work not identified in the original work program), and/or
- Capital expenditures including purchase of equipment.

There are two additional program monitoring and reporting requirements associated with the SPR Work Program, an

- independent audit and an
- annual performance and expenditure report.

The Single Audit Act of 1984, subsequent amendments, and corresponding regulations, required an annual audit require that an independent audit be completed of any non-federal entity expending \$500,000 or more in Federal funds from all sources in a fiscal year. (2 CFR § 200).

The annual performance and expenditure report is required to be submitted within 90 days after the end of the report period. The report may be more frequent if deemed necessary by FHWA. [23 CFR 420.117 (b) and (c)].

We appreciate the work that went into the development of this work program and thank you for working with our office to make improvements.

Sincerely yours,



Bernadette Dupont
Transportation Specialist

By e-mail

cc: Ron Rigney, KYTC – Program Management
Brittany Lavender, FTA-R4
Andres Ramirez, FTA-R4
Stan Mitchell, FTA-R4



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

Kentucky Division

May 17, 2018

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

In Reply Refer To:
HPD-KY

Mr. John W. Moore, P. E.
Director of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622

Dear Mr. Moore:

The Kentucky Division of the Federal Highway Administration, in consultation with Region 4 of the Federal Transit Administration, has reviewed the following Metropolitan Planning Organization's (MPO) Unified Planning Work Programs (UPWP) and found their proposed activities eligible for federal planning funds.

2019 Bowling Green-Warren County MPO UPWP	(Policy Committee Approval on 04/09/18)
2018-2019 Clarksville Area MPO UPWP	(Policy Board approval July 20, 2017)
2019 Cincinnati Area MPO UPWP	(Board of Directors Approval on 04/12/18)
2019 & 2020 Evansville MPO UPWP	(Policy Committee Endorsement on 03/08/18)
2019 KYOVA MPO UPWP	(Policy Board Endorsement on 02/23/18)
2019 Lexington Area MPO UPWP	(Policy Committee Adoption on 04/25/18)
2019 Louisville/Jefferson County MPO UPWP	(Policy Committee Approval on 04/26/18)
2019 Owensboro-Daviess County MPO UPWP	(Policy Committee Approval on 04/24/18)
2019 Radcliff/Elizabethtown MPO UPWP	(Policy Committee Approval on 04/12/18)

We appreciate the effort that went into the development of these work programs and thank you for working with our office to make improvements.

Sincerely,

Bernadette Dupont
Transportation Specialist

By e-mail

cc: Stan Williams, FTA-R4
Andres Ramirez, FTA-R4
Ron Rigney, KYTC – Program Management

Eric Perez, KYTC – Transportation Delivery
Ben Peterson – BWG
Mark Policinski – CIN
Jeffrey Tyndall – CLK
Seyed Shokouhzadeh – EVN
Chris Chiles – KYO
Jim Duncan – LEX
Jack Couch – LOU
Jiten Shah – OWN
Wendell Lawrence - REZ

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and Bowling Green-Warren County Metropolitan Planning Organization (MPO) for the Bowling Green and Warren County Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area. Further, the Kentucky Transportation Cabinet and the Bowling Green-Warren County MPO certify that the transportation planning process is being conducted in accordance with all applicable requirements of Titles 23 and 49 USC, specifically:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the SAFETEA- LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bowling Green-Warren County MPO

Kentucky Transportation Cabinet

Kamissa J. Lemen
Signature

[Signature]
Signature

MPO Coordinator
Title

Executive Director
Title

9/14/15
Date

9-14-15
Date

RESOLUTION

OF THE BOARD OF DIRECTORS OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTSCONCERNING CERTIFICATION OF THE
URBAN TRANSPORTATION PLANNING PROCESS

WHEREAS, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is designated as the Metropolitan Planning Organization (MPO) by the Governors of Ohio, Kentucky and Indiana, acting through the Ohio Department of Transportation (ODOT), the Kentucky Transportation Cabinet (KYTC) and Indiana Department of Transportation (INDOT) in cooperation with locally elected officials in the Cincinnati, Middletown urbanized areas as evidenced in the Agreement, number 3206, between ODOT and OKI dated July 1, 1979 and the Agreement between KYTC and OKI dated July 1, 1983 encompassing the Counties of Butler, Clermont, Hamilton and Warren in the State of Ohio, and Boone, Campbell and Kenton in the Commonwealth of Kentucky and Dearborn County, Indiana; and

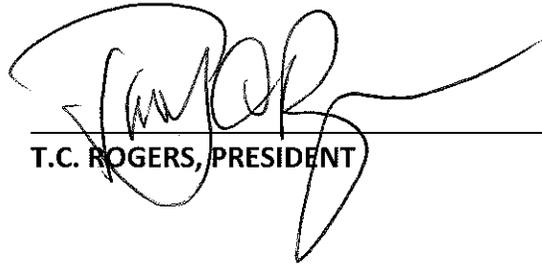
WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO, ODOT, KYTC and INDOT to certify that the transportation planning process cooperatively conducted is in conformance with the regulations; and

WHEREAS, the federal regulations also require that the metropolitan transportation planning process be carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 USC 5303, and 23 CFR Part 450.300;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting the discrimination on the basis of age in program and activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, the United States Department of Transportation conducted an on-site certification review at the Ohio-Kentucky-Indiana Regional Council of Governments offices in December 2016, and issued a subsequent finding, including three commendations, that the Ohio-Kentucky-Indiana Regional Council of Governments was fully certified as meeting all pertinent requirements: Now, therefore,

BE IT RESOLVED that the Board of Directors of the Ohio-Kentucky-Indiana Regional Council of Governments, at its regular public meeting of April 12, 2018 certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all the applicable federal requirements.



T.C. ROGERS, PRESIDENT

4/12/18
rwk

FY2017-FY2020 Transportation Improvement Program

Metropolitan Planning and Federal Certifications

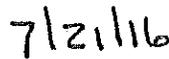
In accordance with 23CFR 450.334, Clarksville Metropolitan Planning Organization and the Tennessee Department of Transportation hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements:

(a) The State and MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- X (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- X (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- X (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- X (4) 49 U.S.C. 5332, prohibiting discrimination, on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- X (5) Section 1101(b) of the FAST ACT (Pub. L. No. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- X (6) 23CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- X (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. seq.) and 49 CFR parts 27, 37 and 38;
- X (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- X (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Mayor Jim Durrett, Chairman
Clarksville Urbanized Area MPO



Date

MPO PLANNING PROCESS CERTIFICATION

TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Indiana Department of Transportation and the Evansville Metropolitan Planning Organization certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

In February 2017, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted an on-site certification review of the Evansville MPO urban transportation planning process. FHWA and FTA issued a subsequent finding that the Evansville MPO was fully certified as meeting all pertinent requirements.

Evansville Metropolitan Planning Organization

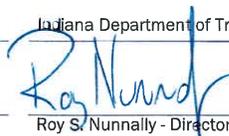


Seyed Shokouzadeh - Executive Director

Date

8/7/17

Indiana Department of Transportation



Roy S. Nunnally - Director,
Technical Planning & Programming

Date

5/25/17

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

WHEREAS the USDOT Fixing America's Surface Transportation Act (FAST Act) legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations, in accordance with 23 CFR 450 220, the Kentucky Transportation Cabinet, Ohio and West Virginia Department of Transportations and KYOVA Interstate Planning Commission, the Metropolitan Planning Organization for the Huntington, WV-KY-OH urbanized area hereby certify that that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of

- I 23 U S C 134 and 135, 49 U.S.C. 5303 and 5304, and this subpart,
- II In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U S C 7504, 7506 (c) and (d)) and 40 CFR part 93,
- III Title VI of the Civil Rights Act of 1964, as amended (42 U S C 2000d-1) and 49 CFR part 21,
- IV 49 U S C 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity,
- V Section 1101(b) of the FAST Act (Pub L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects,
- VI 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts,
- VII The provisions of the Americans with Disabilities Act of 1990 (42 U S C 12101 *et seq*) and 49 CFR parts 27, 37, and 38,
- VIII The Older Americans Act, as amended (42 U S C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance,
- IX Section 324 of title 23 U S C regarding the prohibition of discrimination based on gender, and
- X Section 504 of the Rehabilitation Act of 1973 (29 U S C 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

KYOVA Interstate Planning Commission

West Virginia Department of Transportation

Robert Paslay

Robert Paslay

Signature

Signature

Chairman

Title

Title

3/24/17

3/17/17

Date

Date

RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE
OF THE
LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING
PROCESS

WHEREAS, the Lexington Area Metropolitan Planning Organization (MPO) is the officially designated agency for transportation planning in the Lexington Urbanized area; and

WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO and the Kentucky Transportation Cabinet (KYTC) to certify that the transportation planning process be carried on cooperatively in conformance with the regulations; and

WHEREAS, the federal regulations also require that the metropolitan transportation planning process be carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C 5303;
- (2) Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the "FAST-ACT (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

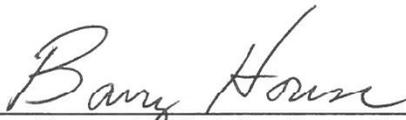
WHEREAS, the U.S Department of Transportation conducted an on-site certification review at the Lexington Area MPO offices in June, 2015, and issued a subsequent finding that the Lexington Area MPO was fully certified as meeting all pertinent requirements; and

THEREFORE BE IT RESOLVED, that the Lexington Area MPO Policy Committee at its regular public meeting of August 24, 2016 certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all the applicable federal requirements.



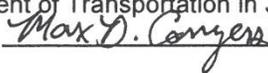
Judge David West, TPC Chair;
Lexington Area Metropolitan Planning Organization

August 24, 2016
DATE



Barry House, MPO Policy Committee Representative for
Kentucky Transportation Cabinet

August 24, 2016
DATE

I hereby certify that the foregoing legal requirements have been met as certified by the U.S. Department of Transportation in June of 2015. Max D. Conyers, Lexington Area MPO Director  August 24, 2016

**Figure 3
Self-Certification
Kentucky**

Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.336, the Kentucky Transportation Cabinet (KYTC) and the Kentuckiana Regional Planning & Development Agency (KIPDA), Metropolitan Planning Organization for the Louisville/Jefferson County KY-IN Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of the following:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Kentuckiana Regional Planning
& Development Agency**


J. Byron Chapman

Chairman, TPC
Title

7-6-2017
Date

Kentucky Transportation Cabinet


Matt Bullock

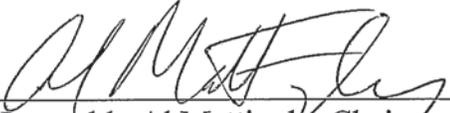
Executive Director KYTC District 5
Title

7-13-17
Date

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and the Owensboro – Daviess County Metropolitan Planning Organization hereby certify that the transportation planning is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of Titles 23 and 49 USC, specifically:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provision of the Americans with Disability Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance,
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



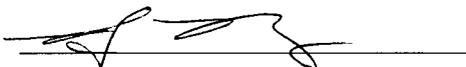
Honorable Al Mattingly, Chairman
Owensboro – Daviess County MPO

OCTOBER 7, 2014
Date

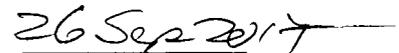
METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and the Radcliff/Elizabethtown Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of Titles 23 and 49 USC, specifically:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Honorable Harry L. Berry, Chairman
Radcliff/Elizabethtown Metropolitan Planning Organization



DATE



Paul Sanders, Chief District Engineer
Kentucky Transportation Cabinet, District 4



DATE

EXHIBIT A – 2

PUBLIC INVOLVEMENT PROCESS FOR STIP AND STATEWIDE TRANSPORTATION PLANNING



THE KENTUCKY TRANSPORTATION CABINET PUBLIC INVOLVEMENT PROCESS

**For Statewide Transportation Planning and Project Delivery:
Interested Parties, Public Involvement, and Consultation Process**

2016

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**KENTUCKY TRANSPORTATION CABINET
THE PUBLIC INVOLVEMENT PROCESS
FOR STATEWIDE TRANSPORTATION PLANNING AND PROJECT DELIVERY:
Interested Parties, Public Involvement, and Consultation Process**

1. INTRODUCTION

The Kentucky Transportation Cabinet (KYTC) has established procedures for the development of the Long Range Statewide Transportation Plan (LRSTP) and the Statewide Transportation Improvement Program (STIP) as mandated by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Congressional Acts that authorized ongoing federal-aid transportation programs. In developing these procedures, the KYTC complied with 23 CFR 450.210 for “Interested Parties, Public Involvement, and Consultation” processes by providing opportunities for public review and comment at key decision points.

Within this document, the KYTC has established the following procedures to cover the LRSTP, the STIP, the Consultation Process, and the development and delivery of transportation improvements. The work that the KYTC conducts in pursuing its mission through project development and delivery moves in a continuous life cycle rather than a linear path. This process links the four main areas of transportation system development and maintenance as shown in **Figure 1.0-1** -- planning, design, construction, and operations -- to deliver a safe, efficient, environmentally sound and fiscally responsible transportation system that facilitates safe and efficient movement of people and goods.

A knowledge-driven process based upon valid, broad-based input is essential to the effective decision-making required to address the maintenance and improvement of Kentucky’s transportation system. This input comes from political, public and technical sources as graphically displayed in **Figure 1.0-2**.

Analysis of the existing system’s form and function as well as the impacts of anticipated improvements is the primary source of technical input. Political input includes guidance, as well as financial support, from state and national political leadership. Public input is generated from all users of the system, including those citizens in communities which are directly affected by proposed improvements.

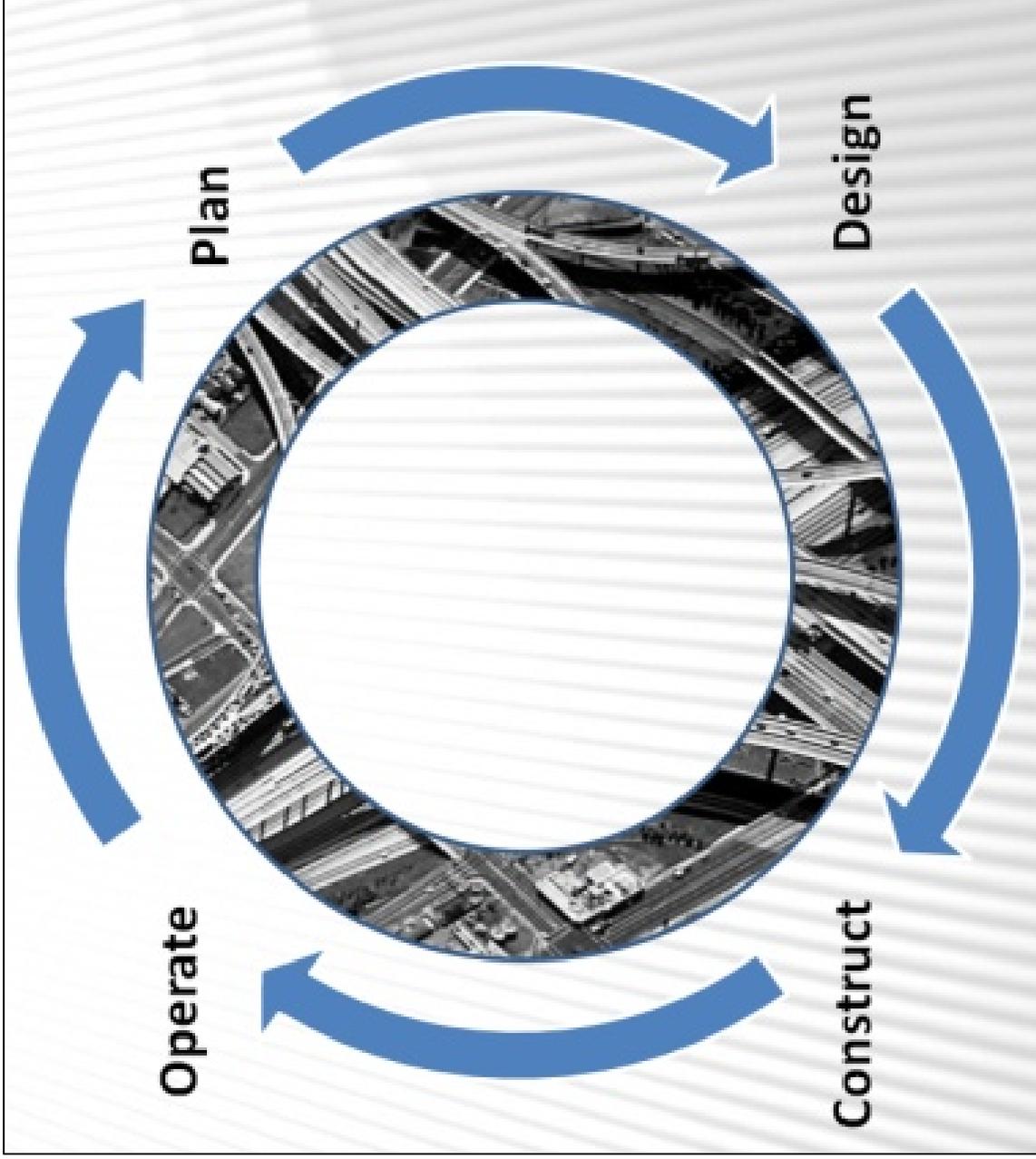


Figure 1.0-1 - KYTC Transportation Project Life Cycle

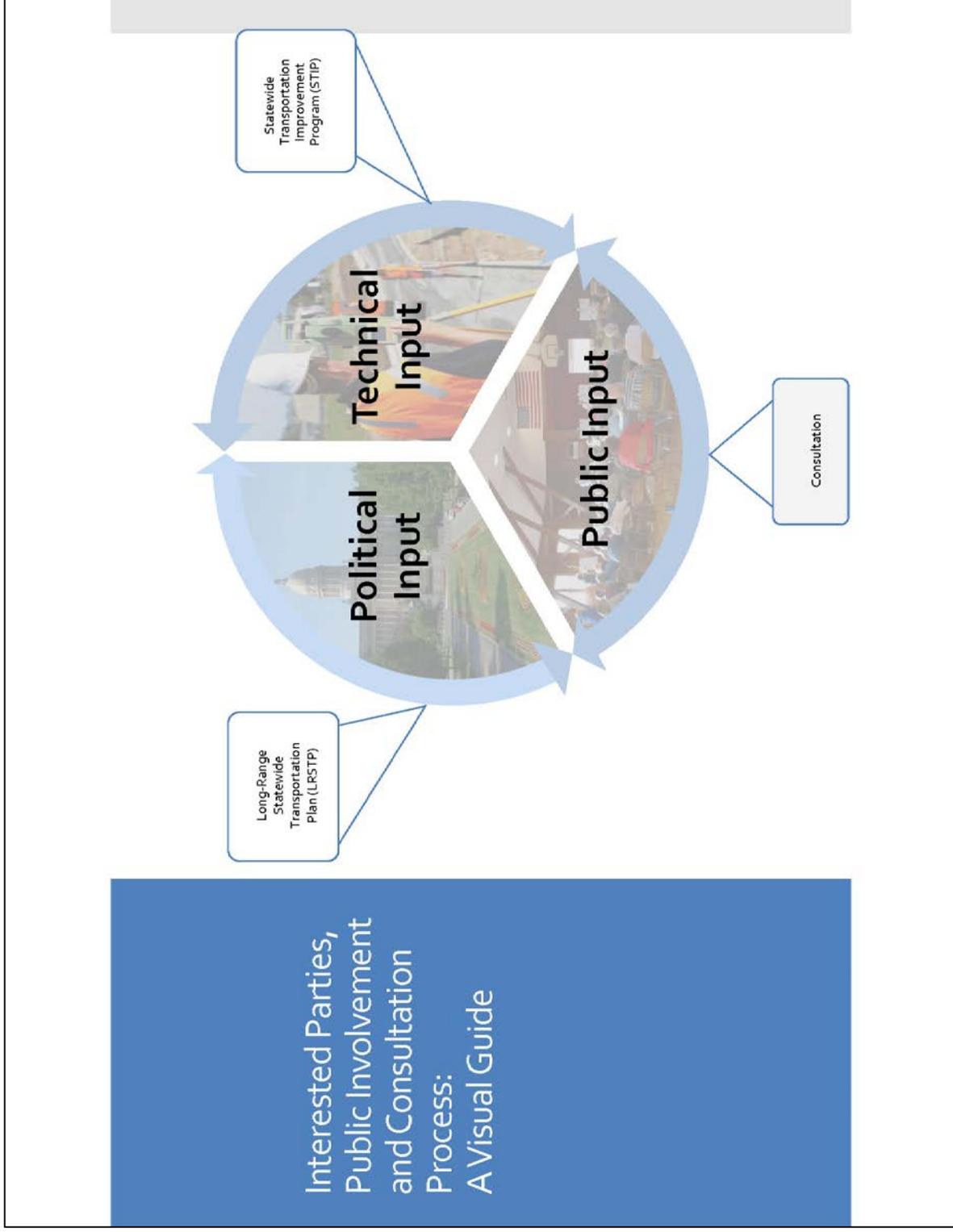


Figure 1.0-2 – Public Involvement with STIP, LRSTP and Consultation Process

The Public Involvement Process goal is to provide Kentuckians the opportunity to aide in the identification of transportation needs and priorities, the planning for how to meet those needs and priorities, and the development and delivery of transportation projects to turn those plans into realized improvements to the transportation system. In order to achieve this goal, the following public involvement objectives should be followed:

- “Identify” the affected population, particularly in the traditionally underserved communities, with consideration for their strengths and challenges.
- “Invite” these citizens to participate in the planning process.
- “Inform” the public of the planning and the project development processes for transportation needs.
- “Involve” the affected community during the planning and project development and delivery process so that concerns and needs can be expressed.
- “Improve” the participation process by measuring the success of public participation and incorporate those “lessons learned” into future efforts.

The connection of these objectives also known as the “Five I’s of Public Involvement” is shown visually in **Figure 1.0-3**.

These procedures include the identification of interested parties, the use of Area Development District(s) (ADD), Metropolitan Planning Organization(s) (MPO), KYTC Central Office and KYTC Highway District Office(s) (HDO), where applicable, to assist in engaging the public, through the consultation process for the identification and prioritization of transportation needs. Located within this document in **Appendix A** is a visual interpretation of the diversity of the state’s population (demographics) as it relates to public involvement activities.

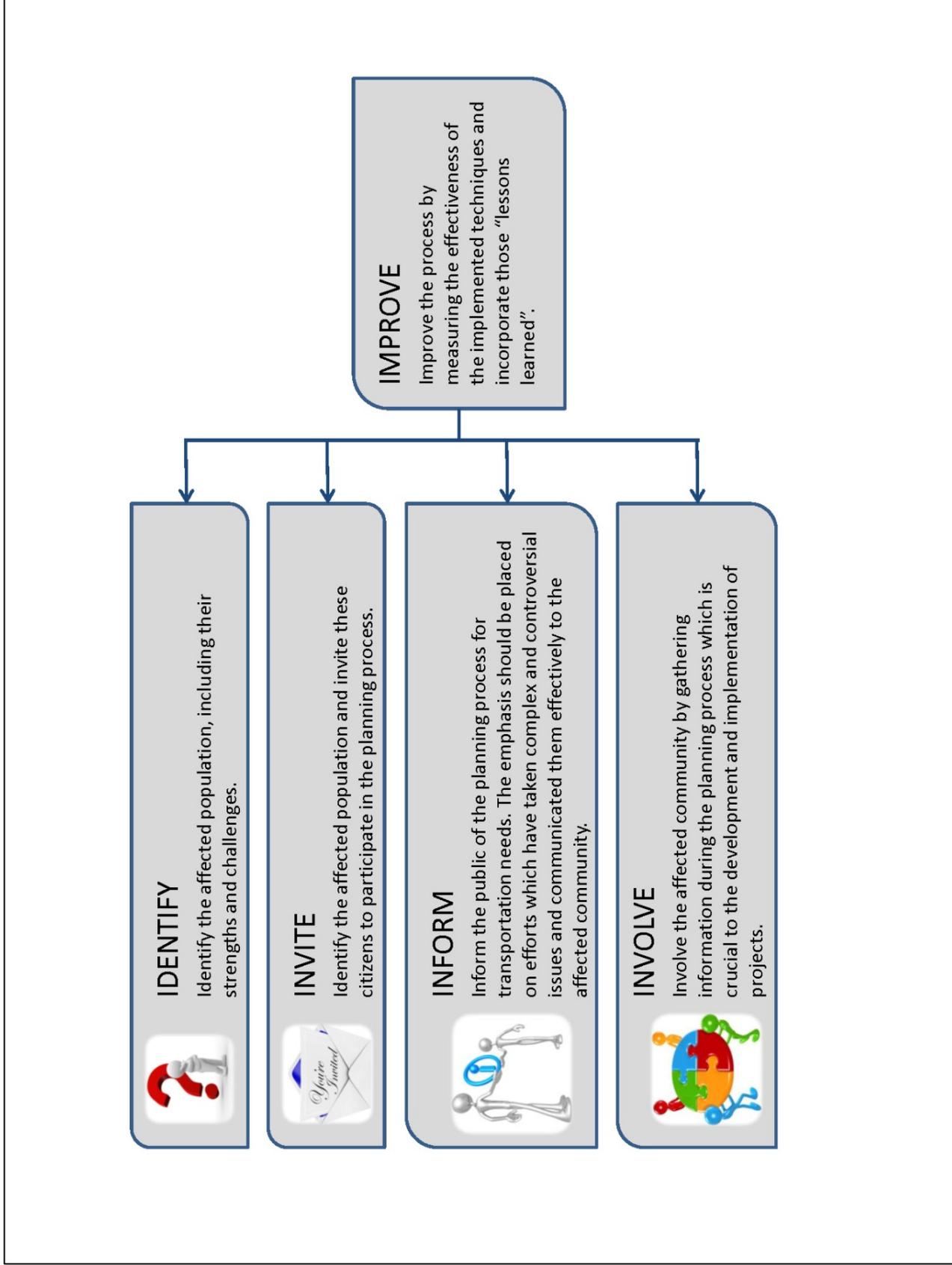


Figure 1.0-3 – Public Involvement Objectives

2. INTERESTED PARTIES

The KYTC LRSTP and the KYTC STIP are developed with the mission to provide a safe, secure, and reliable transportation system that ensures the efficient mobility of people and goods, thereby enhancing both the quality of life and the economic vitality of the Commonwealth of Kentucky.

The entire process is developed with a spirit of cooperation by working with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Metropolitan Planning Organizations (MPOs), Area Development Districts (ADDs), local city and county governmental agencies, and other interested parties located throughout the Commonwealth of Kentucky.

The entire planning process and the identification of transportation needs throughout the Commonwealth, utilizes input from the KYTC Central Office Divisions, the 12 KYTC HDOs, city mayors, county judges, MPOs, ADDs, state legislators, and through written comments and requests from a variety of sources such as:

- Citizens,
- Affected public agencies,
- Representatives of public transportation employees,
- Freight shippers,
- Providers of private transportation services,
- Representatives of the disabled,
- Representatives of users of pedestrian walkways and bicycle transportation facilities,
- Representatives of users of public transportation,
- Providers of freight transportation services,
- Other interested parties.

A visual interpretation of possible public involvement sources of input into planning and project delivery are shown in **Figure 2.0-1**.

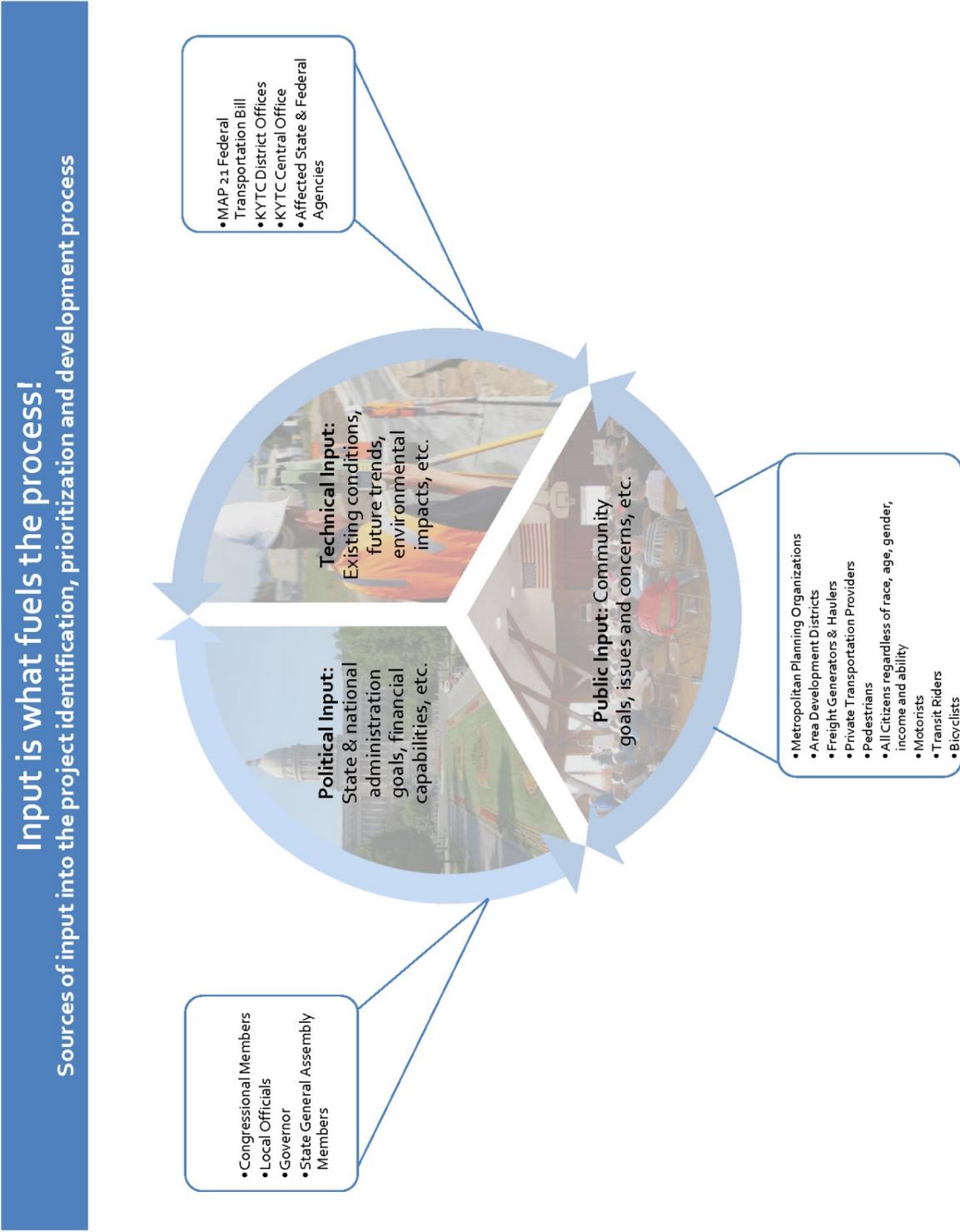


Figure 2.0-1 – Public Involvement Sources

3. PUBLIC INVOLVEMENT PROCESS

The KYTC is working in concert with the ADDs and MPOs to ensure that public involvement processes are utilized that provide opportunities for public review and comments throughout the LRSTP and STIP document development, the consultation process as well as the project identification, prioritization, development, and delivery process.

3.1 AREA DEVELOPMENT DISTRICT PUBLIC INVOLVEMENT PROCESS

Kentucky has fifteen ADDs, and they are represented graphically in **Figure 3.1-1**.

Supplemental to the Cabinet’s public involvement efforts are the public involvement procedures utilized by the ADDs. Each ADD documents their process and those documents may be available on the individual ADD Office website as well as being made available upon request.

In addition, a “transportation committee” for the area has been established. The membership of this committee includes a diverse group of interests that impact or are impacted by the transportation system. These committees are charged with setting goals and objectives for the regional transportation system; evaluating the transportation systems; identifying needs; and evaluating, prioritizing, and ranking transportation needs every two years as input to Kentucky’s transportation project selection process. Efforts are made in establishing these committees to identify and involve the underserved populations, such as low-income and minority households, to ensure that their needs are considered.

ADD Transportation Committee meetings are held several times each year to continually evaluate the regional transportation system and to educate committee members about the statewide transportation planning process and current transportation issues and projects.

The ADDs may attend public meetings and various civic meetings to discuss the statewide transportation planning process and to solicit direct input from interested individuals or groups at key decision points as required. Minutes of committee meetings and public meetings are maintained. These minutes are available upon request and are posted on the websites of the ADD and MPO offices. The process is periodically reviewed to determine its effectiveness. Revisions are made as deemed appropriate.

Each ADD incorporates members with a specific interest in highway safety on their transportation committees to ensure that safety-conscious planning is continually incorporated into the transportation planning process.

Area Development Districts

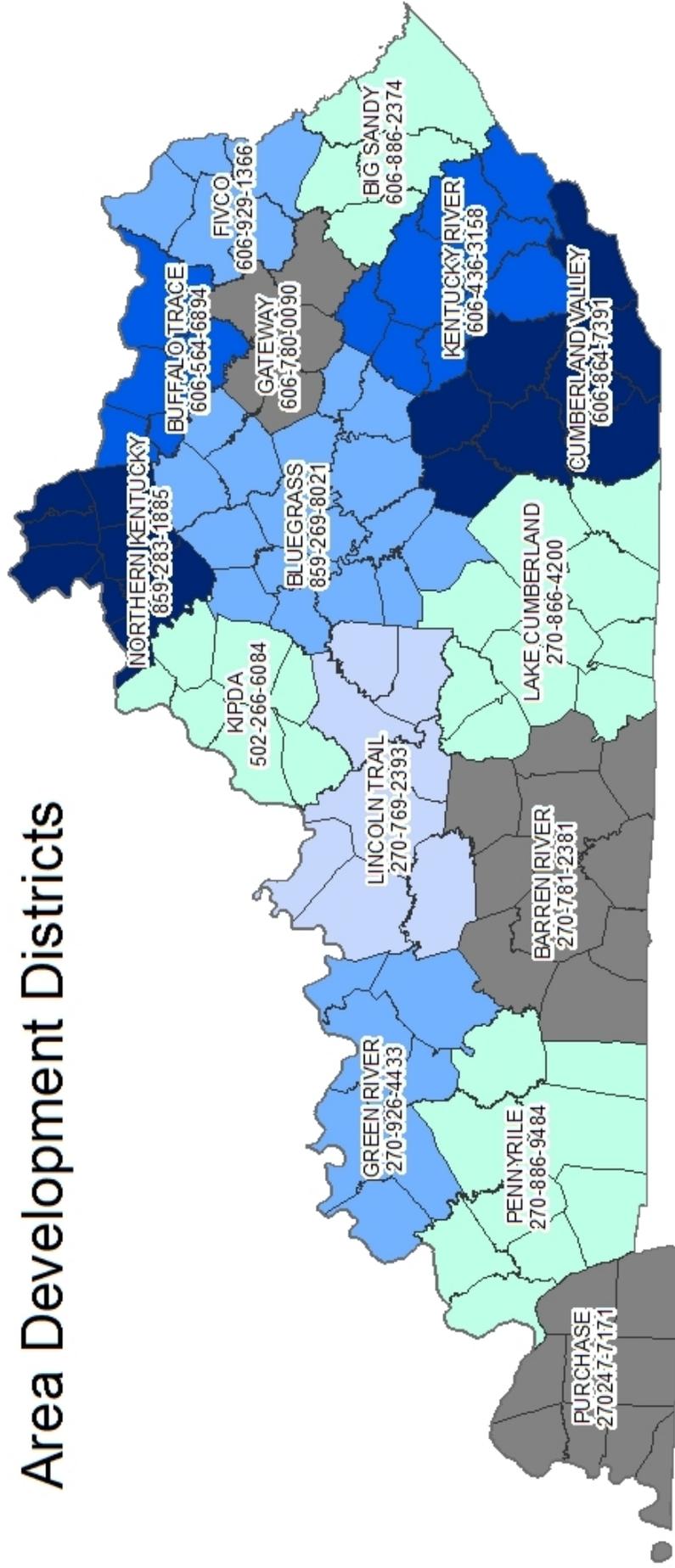


Figure 3.1-1 – Kentucky Area Development District Offices and Boundary Map

3.2 METROPOLITAN PLANNING ORGANIZATION PUBLIC INVOLVEMENT PROCESS

Kentucky consists of nine MPOs, and they are represented graphically in **Figure 3.2-1**.

Supplemental to the Cabinet's public involvement efforts are the public involvement procedures utilized by the MPOs in the development of their respective Metropolitan Transportation Plans (MTPs) and their Transportation Improvement Programs (TIPs). All activity pursuant to development of the MPOs TIPs is considered part of the STIP and complies with 23 CFR 450.324 "Development and Content of the Transportation Improvement Program (TIP)." In addition, each MPO is required to develop a Public Participation Plan that defines reasonable opportunities for interested parties to be involved in the MPO transportation planning process. MPO documents are available electronically on the respective MPO's web pages, as well as being available upon request.

MPO meetings are held several times each year to continually evaluate the metropolitan transportation system and to educate committee members about the metropolitan transportation planning process and current transportation projects and issues. The MPO members may attend various civic meetings to discuss the metropolitan planning process and to solicit direct input from interested individuals and groups. Minutes of committee meetings are maintained, are available upon request, and may be posted on the MPO web pages. The process is periodically reviewed to determine its effectiveness. Revisions are made as deemed appropriate.

Metropolitan Planning Organizations

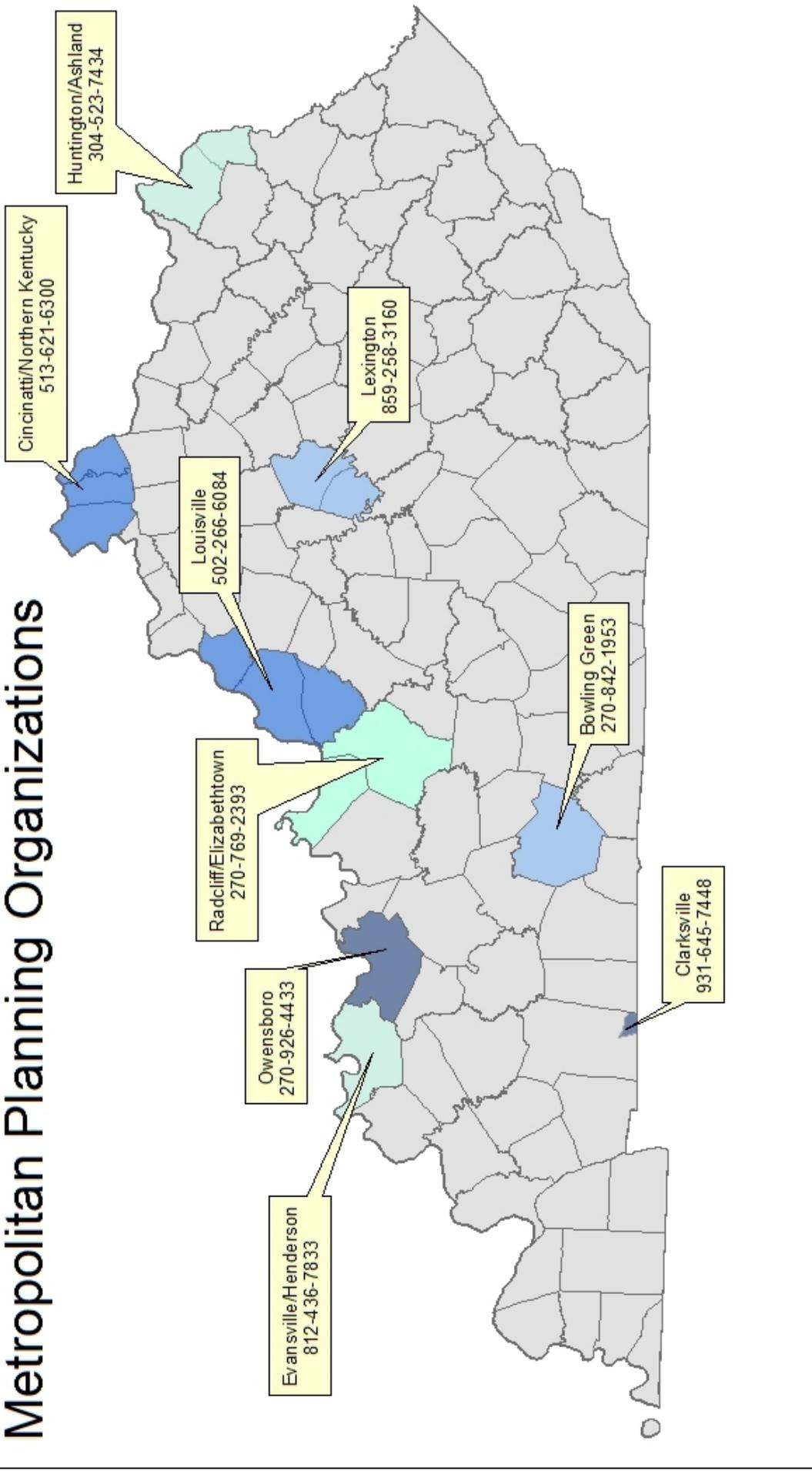


Figure 3.2-1 – Kentucky Metropolitan Planning Organization Offices and Boundary Map

3.3 KENTUCKY TRANSPORTATION CABINET PUBLIC INVOLVEMENT PROCESS

In carrying out the statewide transportation planning process, including development of the LRSTP and the STIP, the KYTC has developed a public involvement process that provides opportunities for public review and comment at key decision points.

Through assistance from the ADDs and MPOs, the KYTC will pursue appropriate measures to reach the general public including those traditionally underserved within the state. The ADDs, MPOs, and the KYTC may hold public meetings in places where these populations are comfortable gathering. As citizen concentrations are identified, the KYTC will include a process for seeking out and considering the needs of those traditionally underserved. The notices concerning public review and comments on the LRSTP and the STIP shall be advertised within statewide, significant regional and demographically targeted newspapers as appropriate. The notices for public review and comments may be advertised within statewide and/or regional newspapers including the following:

- o Ashland Independent
- o Bowling Green Daily News
- o Covington Kentucky Enquirer
- o Lexington-Herald Leader
- o Louisville Courier-Journal
- o Owensboro Messenger Inquirer
- o Paducah Sun
- o Somerset Commonwealth Journal
- o Others as appropriate

Based upon the demographic diversity of the state as indicated through an analysis of the most recent United States Census Bureau data and applicable American Community Survey (ACS) data, as shown in Appendix A, efforts will be made for an effective outreach to the broad spectrum of citizens across Kentucky. This effort will include outreach to our traditionally underserved populations, specifically targeted to Environmental Justice (EJ) populations based upon low income, minority status, and low English proficiency.

To reach minority or underserved populations within the state, notices may be published in the following:

Minority Newspapers

- o Cincinnati Herald
- o Key News Journal – Lexington
- o Louisville Defender
- o Others as appropriate

Spanish Newspapers

- o Al Dia en America – Louisville
- o La Jornada Latina - Cincinnati
- o La Voz de Kentucky – Lexington
- o Others as appropriate

These newspaper advertisements will specify the number of calendar days for the public review and comment period, will identify an individual to whom comments can be sent, and will inform the public of the appropriate web site address. The KYTC will consider other accommodations upon request as required.

Minority radio stations may also be considered, as appropriate, in addition to the national, state and regional radio stations with the largest coverage areas. Some of these minority radio stations to consider are listed as follows:

<u>Call Letters</u>	<u>Band</u>	<u>Frequency</u>	<u>City of License</u>	<u>State of License</u>	<u>Primary Format</u>
WCND	AM	940	Shelbyville	KY	Regional Mexican
WCVG	AM	1320	Covington	KY	African-American Gospel
WIZF	FM	101.1	Erlanger	KY	Urban Contemporary
WUBT	FM	101.1	Russellville	KY	Urban Contemporary
WLRS	AM	1600	Eminence	KY	Spanish
WLou	AM	1350	Louisville	KY	African-American Gospel
WMJM	FM	101.3	Jeffersontown	KY	Urban AC
WENS	LP	96.9	Vine Grove	KY	Spanish Religious
WDPJ	LP	93.5	Danville	KY	Spanish Religious

The number of calendar days for public review and comment periods is based upon the following schedules:

- Interested Parties, Public Involvement & Process Consultation Process Document 45 calendar days
- New LRSTP or STIP Amendments to LRSTP or STIP 30 calendar days
- Administrative Modifications to LRSTP or STIP 15 calendar days
- Administrative Modifications to LRSTP or STIP Not Required

3.3.1 KYTC Interested Parties, Public Involvement and Consultation Process Documents

The KYTC continuously evaluates ways of reshaping current public involvement procedures to comply with 23 U.S.C., 450.210 “Interested Parties, Public Involvement, and Consultation Processes.” As the STIP is updated every two years, the effectiveness of the public involvement process will be reviewed and revised as appropriate. The KYTC will allow a minimum of 45 calendar days for public review and written comments before revisions to the public involvement process are adopted. The final document will be posted to the KYTC website at www.transportation.ky.gov and KYTC Your Turn website at <http://yourturn.transportation.ky.gov> as part of the Cabinet’s commitment to the use of visualization techniques and public involvement.

3.3.1-1 New LRSTP and/or STIP

The formal LRSTP document will cover a minimum 20-year planning horizon, and periodically the KYTC will evaluate, revise, and update the LRSTP as appropriate as noted in **Figure 3.3-1**. The MPOs Metropolitan Transportation Plans will be incorporated into the LRSTP by reference. Common points of discussion to be addressed through the LRSTP are displayed graphically on the following page in **Figure 3.3-2**.

Long-Range Statewide Transportation Plan (LRSTP)

A policy plan with a 20 year scope that sets the vision for the state transportation system and defines the goals which support its development.



Figure 3.3-1 – What is the LRSTP

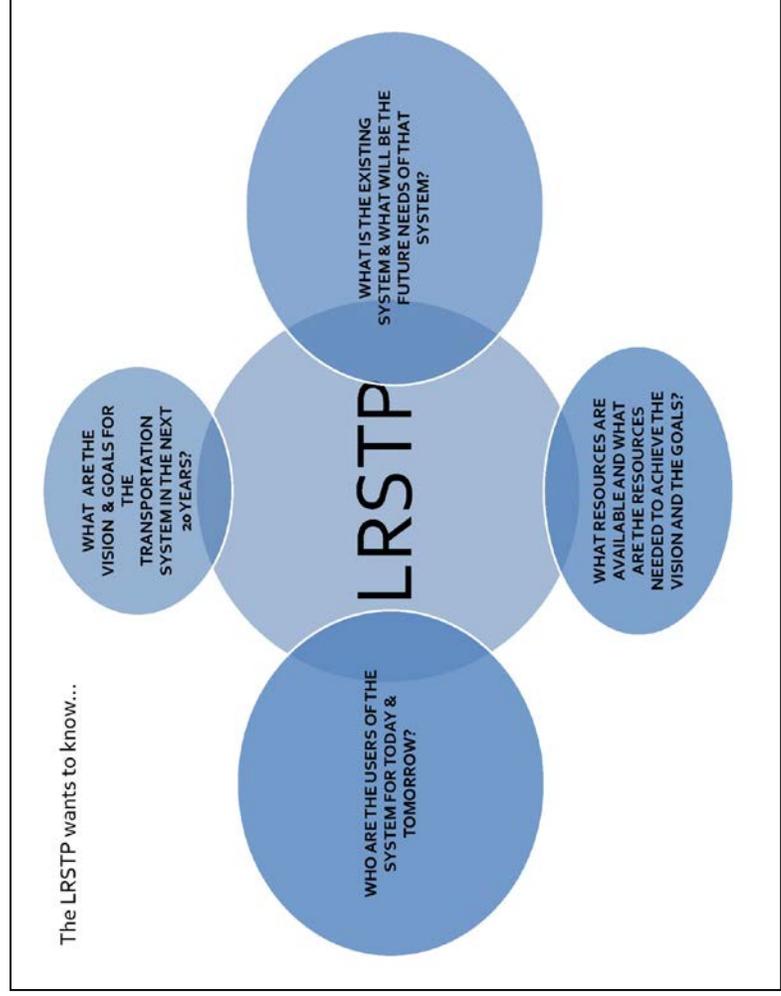


Figure 3.3-2 – The LRSTP Connection

The formal STIP document as defined in **Figure 3.3-3** may be prepared on a biennial basis (every two years) to coincide with state legislative approval of the biennial update of the Transportation Cabinet's Highway Plan, will cover no less than four years, and will be updated at least once every four years as shown graphically in **Figure 3.3-4**. The MPOs TIPs will be incorporated into the STIP by reference to their specific federally-required documents.

As required by the Kentucky Revised Statutes (KRS), Chapter 176, the KYTC submits the Governor's Recommended Highway Plan (Recommended Plan) to the Kentucky General Assembly in January of even numbered years for their review and approval through the middle of April. During this same time period, the Recommended Plan is made available to the general public, who can contact the General Assembly members voicing their concerns and/or support of projects. As per KRS, the General Assembly by law has the authority to make revisions, additions, and deletions of highway projects, along with having the responsibility of voting on and approving a final Highway Plan by the middle of April of even numbered years. As per KRS, the approved Highway Plan serves as a supplement to the Commonwealth's Executive Branch Biennial Budget, and the entire Highway Plan process is repeated every two years.

Derived from the approved Highway Plan, the listing of highway improvement projects in the STIP consists of projects that have gone through an extensive identification process and where the public has been provided the opportunity to comment at various key decision points such as project identification and prioritization. In addition, the general public and concerned citizens have the opportunity to contact their legislators prior to the approval of the Highway Plan by the Kentucky General Assembly.

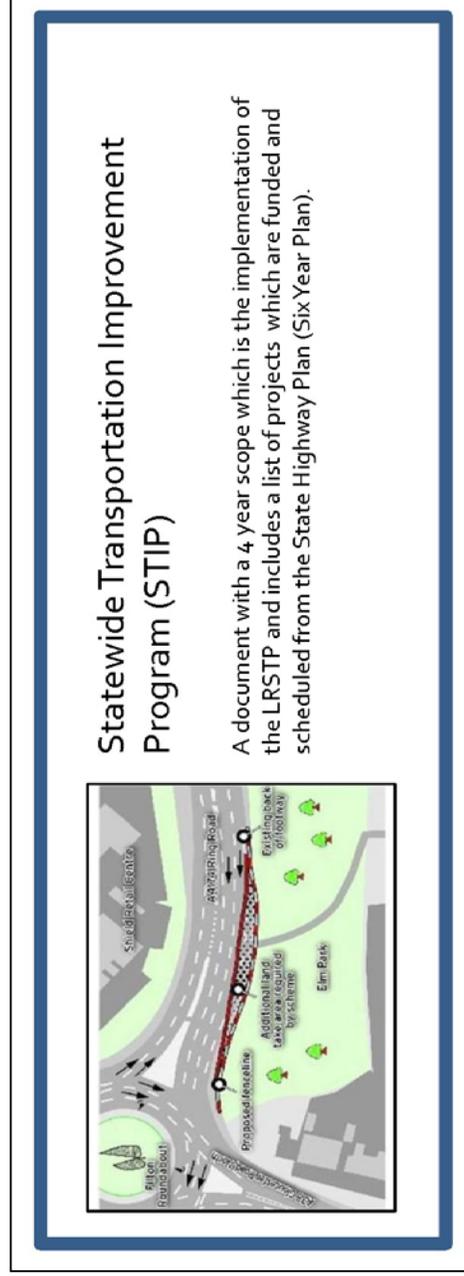


Figure 3.3-3 – What is the STIP

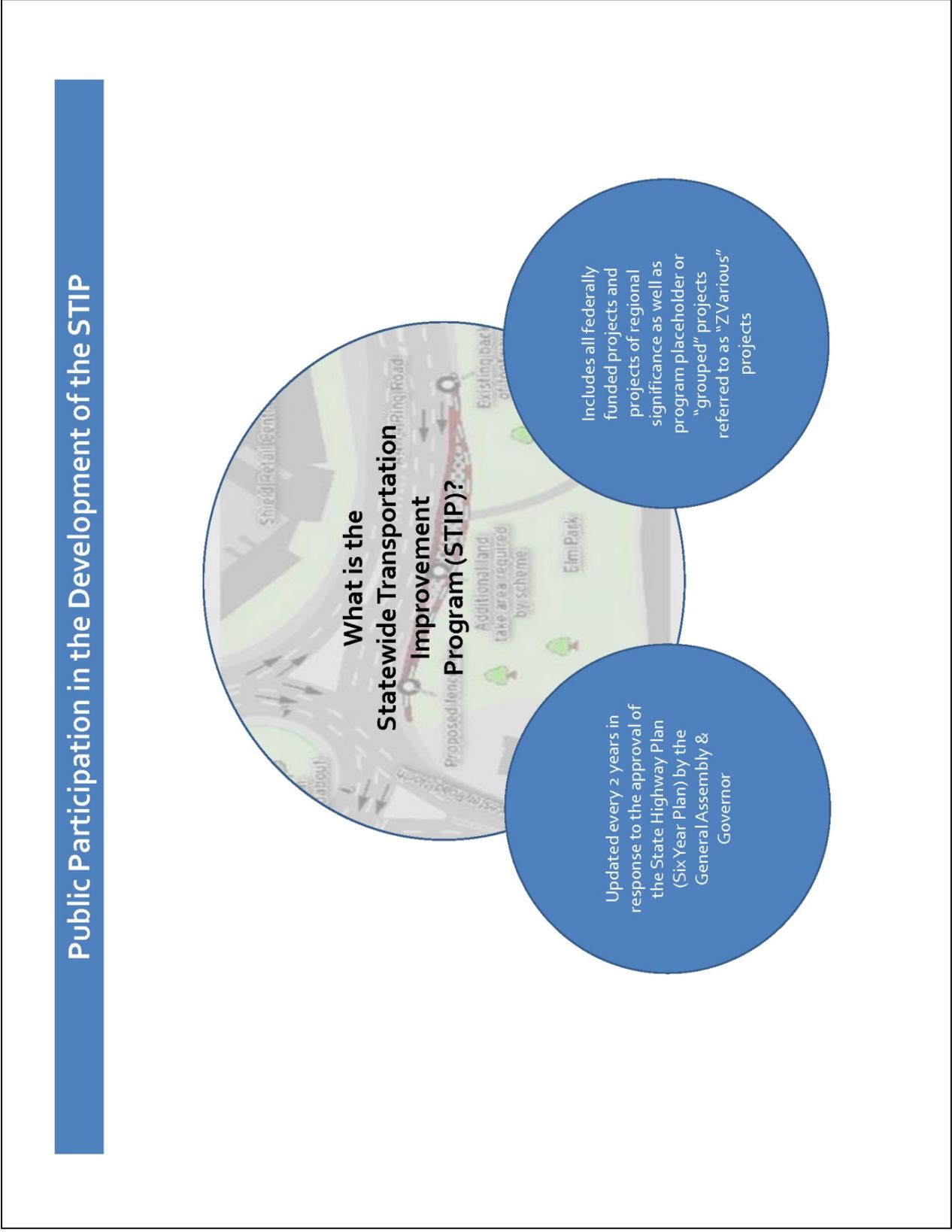


Figure 3.3-4 – The STIP Connection

Upon completion of the approved Highway Plan, the final stages of preparing the new STIP begins. Around the first of May in even-number years, the process to prepare the Draft STIP begins in which projects from the approved Highway Plan are incorporated into the document. Once the entire process of having the 30-day public review and comment period, as well as the review and approval of the Draft STIP by FHWA and FTA is completed, the final approved STIP document is printed and distributed in September of even-number years.

The process of preparing the STIP information, in conjunction with preparing the Highway Plan, begins in the winter of odd-number years and continues through the approval of the STIP by October 1 of even-number years. This STIP outreach effort is displayed visually on the following page in **Figure 3.3-5**.

As required by 23 CFR 450.216 (e), Federal Lands Highway Program TIPs shall be included without change in the STIP, directly or by reference, once approved by the FHWA.

To ensure that the public has ample opportunity to review and comment on the LRSTP as shown graphically in **Figure 3.3-6** and with the STIP documents, the KYTC will allow a minimum of 30 calendar days for public review and written comments for each proposed new LRSTP and each proposed new STIP. Notice of the 30-day public review and comment period will be advertised in statewide, significant regional and demographically targeted newspapers throughout the Commonwealth of Kentucky through assistance from the ADDs and MPOs as appropriate.

During this 30-day review and comment period, the FHWA and FTA will be provided the Draft LRSTP and Draft STIP documents for their review and comment.

The Draft LRSTP and Draft STIP will be publicly displayed in the KYTC Central Office, each of the 12 Highway District Offices, each of the 15 ADD Offices, and each of the 9 MPO Offices. Upon release of the Draft LRSTP and Draft STIP, a letter providing information on the availability of these documents will be sent to:

- Transit providers,
- FTA,
- USDA Forest Service,
- FHWA Eastern Federal Lands Highway Division,
- Other federal, regional, and state agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation,
- All county judge/executives,
- Mayors of all communities over 5,000 in population,
- Any individuals who ask to be included on an official mailing list maintained by the KYTC.

Public Participation in the Development of a NEW STIP

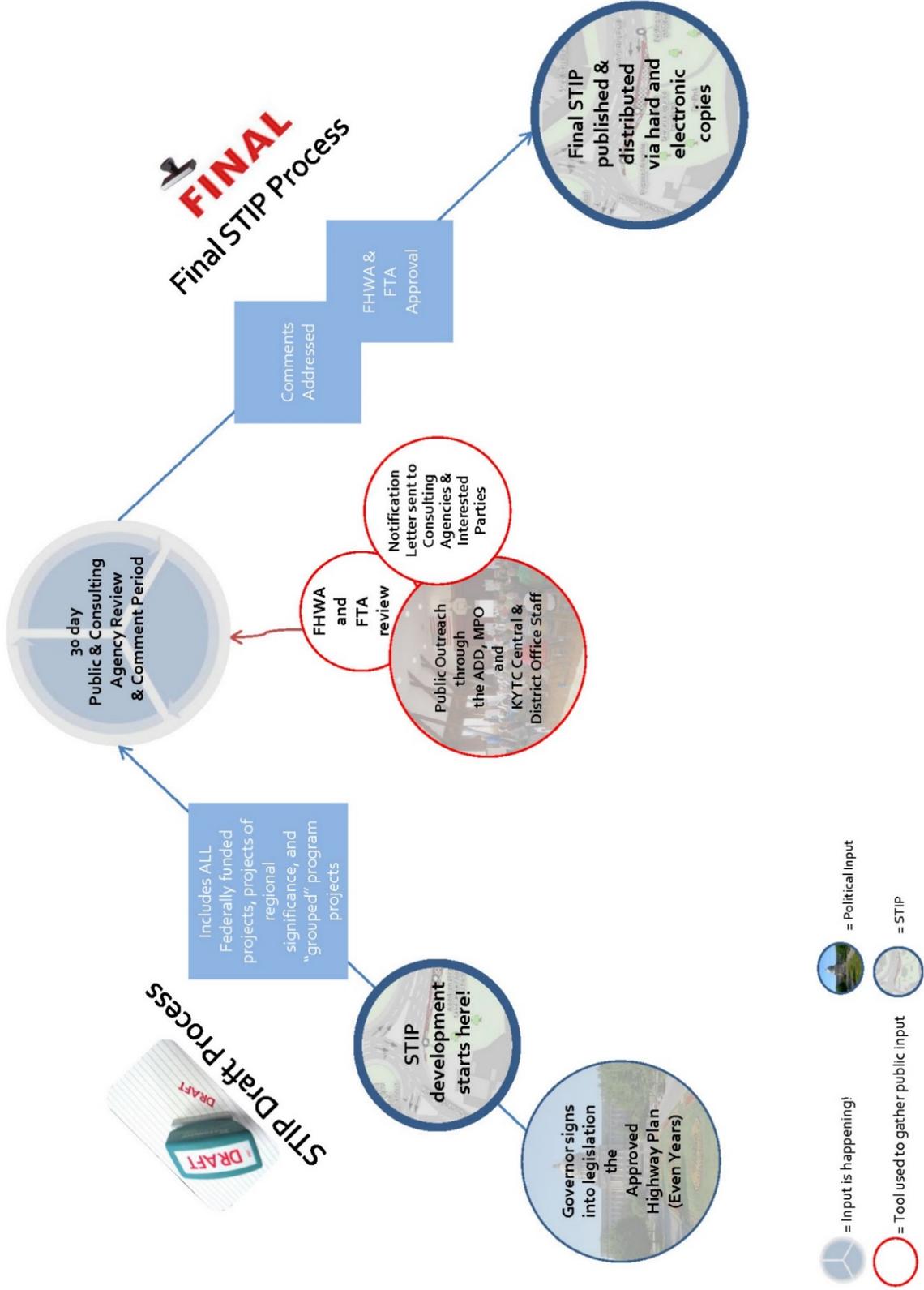


Figure 3.3-5 – The STIP Process and Public Involvement

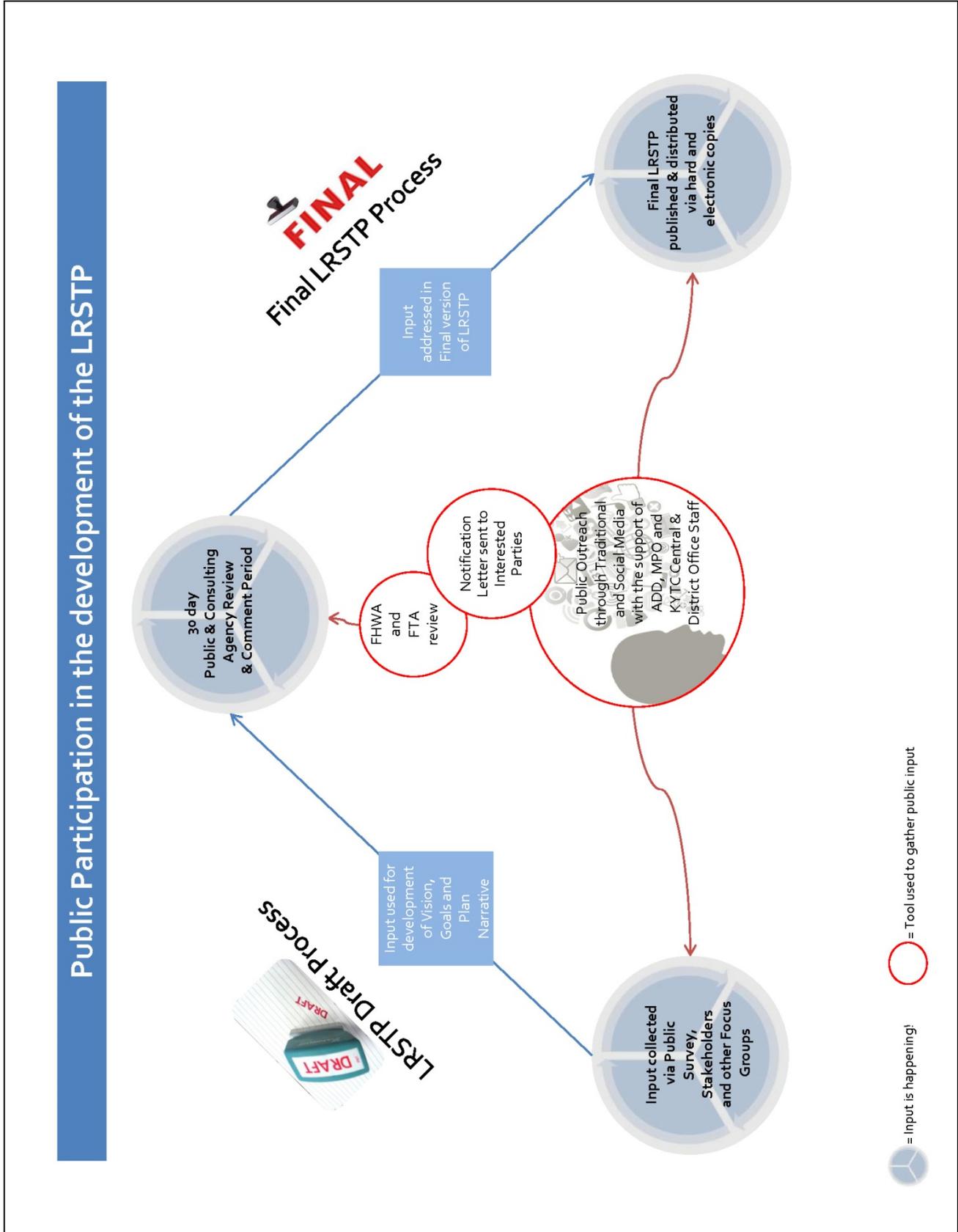


Figure 3.3-6 – The LRSTP Process and Public Involvement

Additional public involvement will be considered in those instances where the complexity of the LRSTP and STIP, or magnitude of public response indicates to the KYTC the need for additional efforts.

The Draft LRSTP or Draft STIP document will be posted to the KYTC web site. An electronically accessible format of the Draft LRSTP and Draft STIP will be available to search and print as appropriate. An electronic process will be established for those reviewing the Draft LRSTP and Draft STIP to submit electronically their comments and questions to the KYTC. According to 23 CFR 450.210 (a)(1)(v), visualization techniques will be used to the maximum extent practicable to describe the Draft LRSTP and Draft STIP documents.

In reviewing a Draft LRSTP or Draft STIP, the KYTC shall involve various interagency groups that represent environmental, traffic, ridesharing, parking, transportation safety and enforcement, airports, port authorities, toll authorities, and appropriate private transportation provider concerns. The KYTC will also involve city officials as appropriate, as well as local, state, and federal environmental resources and permit agencies. In each case, the reviewing entity will be expected to provide comments within the specified review period. As noted in Section 1 – Interested Parties and Section 3 – Consultation Process, the various state, federal, and local agencies are involved in the development process of the LRSTP and STIP at key decision points throughout the entire process.

Review of the Draft LRSTP and Draft STIP may consist of public meetings held at convenient and accessible locations and times, notices to neighborhood associations, legal notices in local newspapers, or any additional efforts that will significantly enhance the public's understanding of the planning-level recommendations being presented by the LRSTP or STIP document. The number, time, and location of any public meetings will be tailored to fit the circumstance being addressed. If such public outreach is deemed necessary, the Draft LRSTP or Draft STIP comment period may be extended to allow adequate time for receipt of post-meeting comments. Whenever possible, ADD and MPO public involvement processes will be coordinated with the statewide process to enhance public consideration of the issues, plans, and programs, and to reduce redundancies and costs.

3.3.1-1.1 For the LRSTP, the following apply:

After the initial 30-day public review and comment period, the KYTC will aggregate comments, prepare responses, and finalize the LRSTP document. Copies of the final edition of the LRSTP document will be made available for public information and also to both the FHWA and FTA. The final LRSTP document will be posted on the KYTC web site.

3.3.1-1.2 For the STIP, the following apply:

After the initial 30-day public review and comment period, the KYTC will aggregate comments, prepare responses demonstrating explicit consideration and response to public input, and finalize the STIP document. Copies of the final edition of the STIP document will be made available to both the FHWA and FTA for review and comment. When the FHWA and FTA comments have been addressed, the final STIP document will be prepared and will include a copy of the joint approval letter from FHWA and FTA. Copies of the final STIP will be prepared and copies will be available for public information and distribution. Copies of the final STIP will be made available to the consulting partner agencies (in the list noted earlier in this section) and to any individuals who ask to be included on an official mailing list maintained by the KYTC. Also, the final approved STIP document will be posted on the KYTC web site.

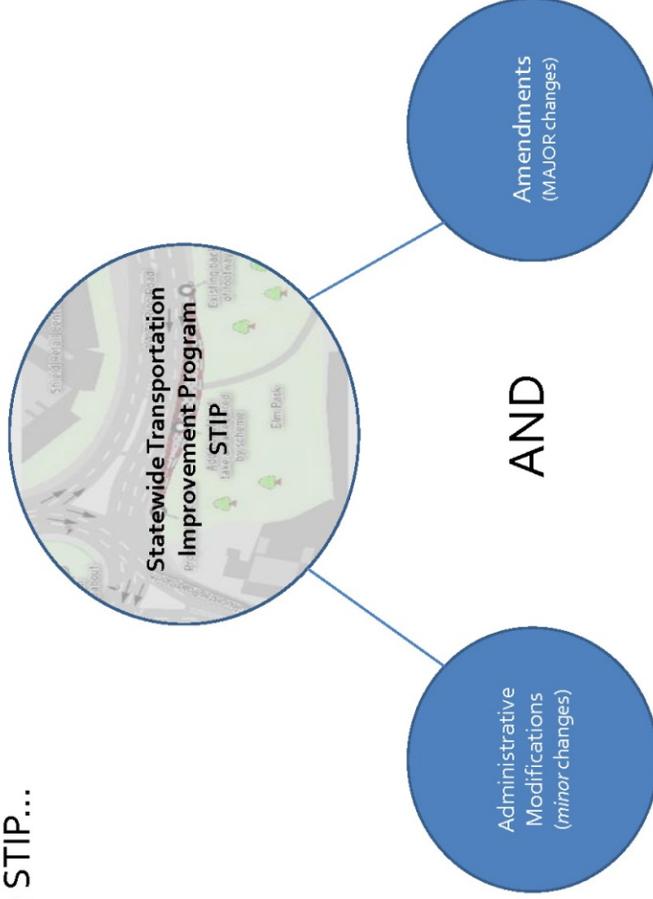
3.3.1-2 Revisions to the LRSTP and/or STIP

On various occasions revisions may be required to the LRSTP or STIP. Revisions to a LRSTP or STIP may involve a minor revision or may involve a major revision. On a case-by-case basis, the KYTC, FHWA and/or FTA determines whether the revision is minor or major as per definition of “Administrative Modification” and the definition of “Amendment” outlined in 23 CFR 450.104. These two types of revisions are displayed graphically regarding the STIP on the following page in **Figure 3.3-7**.

The KYTC, FHWA, and FTA will utilize applicable requirements and classifications of projects that are not considered to be of appropriate scale for individual identification a given program year as outlined in 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93.126 “Exempt Projects” and 93.127 “Projects Exempt from Regional Emissions Analysis.” These appropriately identified projects may be grouped by function, work type, and/or geographic area into the ZVarious programs and other program placeholders to determine if a STIP revision is required.

Public Participation in Revisions to the STIP

There are two types of revisions to the STIP...



How are the types different?

Figure 3.3-7 – STIP Revision Types

3.3.1-2.1 Administrative Modifications to STIP

Administrative modifications are minor revisions to the STIP that include minor changes to:

- Projects/project phase costs,
- Funding sources of previously included projects,
- Project phase initiation dates,
- The delineation of projects in program placeholder which include:
 - Congestion Mitigation and Air Quality (CMAQ) projects,
 - Transportation Alternatives (TA) projects,
 - High Cost Safety Improvement (HSIP-HCS) projects.

An administrative modification is a revision that does not require:

- Public review and comment,
- Re-demonstration of fiscal constraint,
- A conformity determination (in air quality conformity nonattainment and maintenance areas).

For administrative modifications to the STIP, the official STIP mailing list will be utilized to distribute information pertaining to the revision. As STIP administrative modifications are made, each administrative modification will be posted on the KYTC web site. Each of these documents will be provided in an electronically accessible format with the means to search and print as appropriate.

The changes that would require one revision type over another are shown below in **Figure 3.3-8**.

3.3.1-2.2 Amendments to the STIP

Amendments are revisions to the STIP that include major changes to a project included in the STIP. This includes a major change in:

- Project Cost,
- Project/project phase initiation dates,
- Design concept or design scope (e.g., changing project termini or the number of through traffic lanes).

The differences between the requirements for Amendments and Administrative Modifications are provided visually in **Figure 3.3-9**.

Public Participation in Revisions to the STIP

The difference is...

Administrative Modifications

Minor revisions to the STIP that include *minor* changes to:

- Projects/project phase costs
- Funding sources of previously included projects
- Project phase initiation dates
- The delineation of projects in a program place holder
 - Congestion Mitigation and Air Quality projects (CMAQ)
 - Transportation Alternatives (TA) projects
 - High Cost Safety Improvement (HSIP-HCS) projects

VS.

Amendments

MAJOR revisions to the STIP that include **MAJOR** changes. This includes a **MAJOR** change in:

- Project cost
- Project/project phase initiation dates
- Design concept or design scope (e.g., changing project termini or the number of through traffic lanes)
- The addition or deletion of projects, except those types of projects not considered to be of appropriate scale for individual identification as outlined in the 23 CFR 771.117 (c) and (d) and/or CFR part 93.126 "Exempt Projects" and 93.127 "Projects Exempt from Regional Emissions Analysis," which are the grouped program placeholders such as the Transportation Alternatives (TA) and Congestion Mitigation and Air Quality (CMAQ)



Figure 3.3-8 – Differences between STIP Revision Types

Public Participation in Revisions to the STIP

The difference in requirements...

Administrative Modifications

- DO NOT require...**
- Public review and comment
 - Re-demonstration of fiscal constraint
 - A conformity determination (in air quality conformity nonattainment and maintenance areas)

VS.

Amendments

- DO require...**
- Public review and comment
 - Re-demonstration of fiscal constraint
 - A conformity determination (in air quality conformity nonattainment and maintenance areas)



Figure 3.3-9 – Requirements between STIP Revision Types

Amendments are also required with the addition or deletion of projects, except those types of projects not considered to be of appropriate scale for individual identification or outlined in 23 CFR 771.117(c) and (d) and/or 40 CFR part 93.126 “Exempt Projects” and 93.127 “Projects Exempt from Regional Emissions Analysis,” which are the grouped projects listed in the ZVarious programs and other program placeholders.

An amendment is a revision that requires:

- Public review and comment,
- Re-demonstration of fiscal constraint,
- A conformity determination (in air quality nonattainment and maintenance areas).

The decision-making process for the different STIP revision types are shown graphically in **Figure 3.3-10**.

For STIP amendments that have not undergone public involvement through the MPO process or the Highway Plan process, a 15-day public review period will be provided and public notice advertisements will be placed in statewide, significant regional, and demographically targeted newspapers. Selected newspapers will be identified through assistance from the corresponding ADDs and MPOs. In addition, other possible public outreach efforts targeted to the specific region of the state directly affected by the proposed STIP amendment may be required and will be determined on a case-by-case basis.

The proposed amendment will be displayed at the KYTC Central Office as well as the appropriate Highway District, ADD, and MPO offices for public review and comment. KYTC will make available to the public the description of project, location of project, proposed project phases, proposed type of funding, and scheduled fiscal year of each phase that KYTC wants to amend into the STIP. Also, KYTC will revise the “Fiscal Constraint” tables outlined in the STIP to reflect the required funding for the proposed new project vs. available funding. KYTC will provide hard copies of the information and the information will be made available on the KYTC STIP website. The public will be provided the means to submit written and electronic review comments on proposed STIP amendment.

At the conclusion of the 15-day review period, public comments will be addressed, additional public outreach may be conducted as necessary, and the final STIP amendment will be provided to FHWA and FTA for approval. For amendments to the STIP from areas within MPO boundaries, the public involvement process conducted for the respective MPO TIP will suffice as the required public involvement for the STIP.

As STIP amendments are approved, each amendment will be posted on the KYTC website. Each of these documents will be provided in an electronically accessible format with the means to search and print as appropriate.

Public Participation in Revisions to the STIP

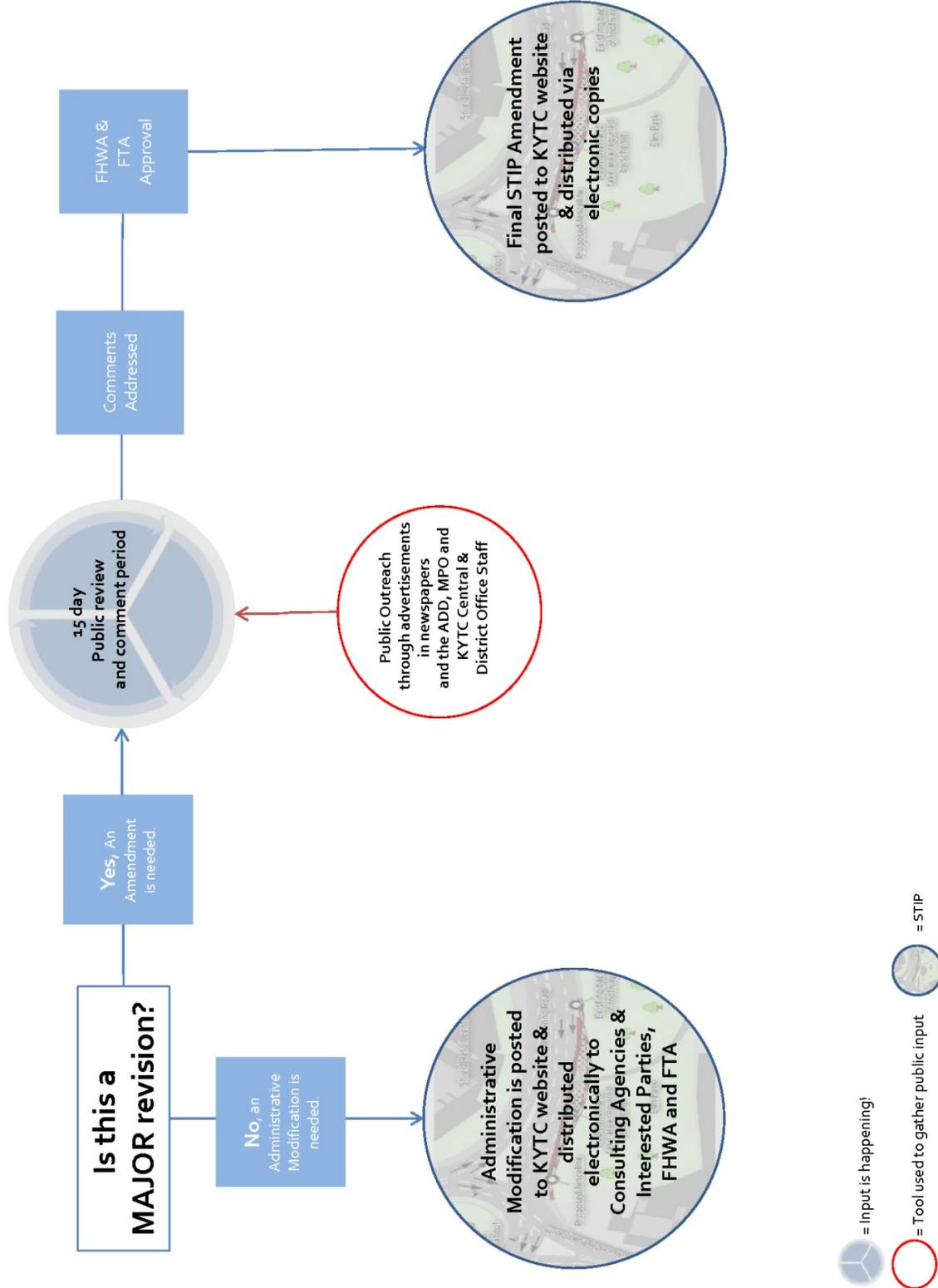


Figure 3.3-10 – STIP Public Involvement Process for Different Revision Types

4. CONSULTATION PROCESS

The KYTC receives numerous requests each year from the 12 KYTC Highway District Offices, input from city mayors, county judges, MPOs, ADDs, state legislators, and through written comments and requests from the general public and concerned citizens. The KYTC has established guidelines for ADDs, MPOs, local city and county elected officials, and other interested parties located throughout the Commonwealth of Kentucky to identify and recommend potential projects.

The requests are considered on a case-by-case basis, and each requestor may be provided with written correspondence explaining what can be done at the current time and recommendations for future actions. These requests are assembled within an electronic transportation needs database (Project Identification Form (PIF) database) along with maintaining hard copies of project requests and corresponding project information. This listing of identified transportation needs is referred to as the “Unscheduled Needs List (UNL).”

The KYTC maintains the “Unscheduled Needs List (UNL),” and these projects may include highway, bikeway, pedway, intermodal access, and intelligent transportation system (ITS) projects. Safety projects, bridge projects, other operations and maintenance projects may be noted as such and referred to the appropriate KYTC Highway District Office (HDO). Each newly suggested project will be checked against the current STIP, Highway Plan, and UNL to make sure that the project is not already identified.

As projects are being identified, all project requests should include the following information to be considered as a UNL project:

- Route number or “new route”,
- A clear problem statement that describes the need for the project in terms that can be verified by data analysis or from professional studies,
- A thorough description of the project and location (including road or street names, if applicable),
- Beginning and ending termini mile points for projects located on state-maintained roads,
- Length of project to the nearest tenth of a mile,
- Any existing data concerning the condition, safety, or capacity of the roadway,
- Cost estimates for the proposed projects which are prepared by the Highway District Offices,
- Any other information available to describe the purpose, need, and/or justification for the project.

Through this consultation process as shown graphically in **Figure 4.0-1**, individual projects or needed corridor improvements are identified and may be assigned relative priorities and rankings by local officials, ADDs, and MPOs. Relative priorities and rankings may then be applied by KYTC HDO and KYTC Central Office staff to needs district-wide and statewide, respectively.

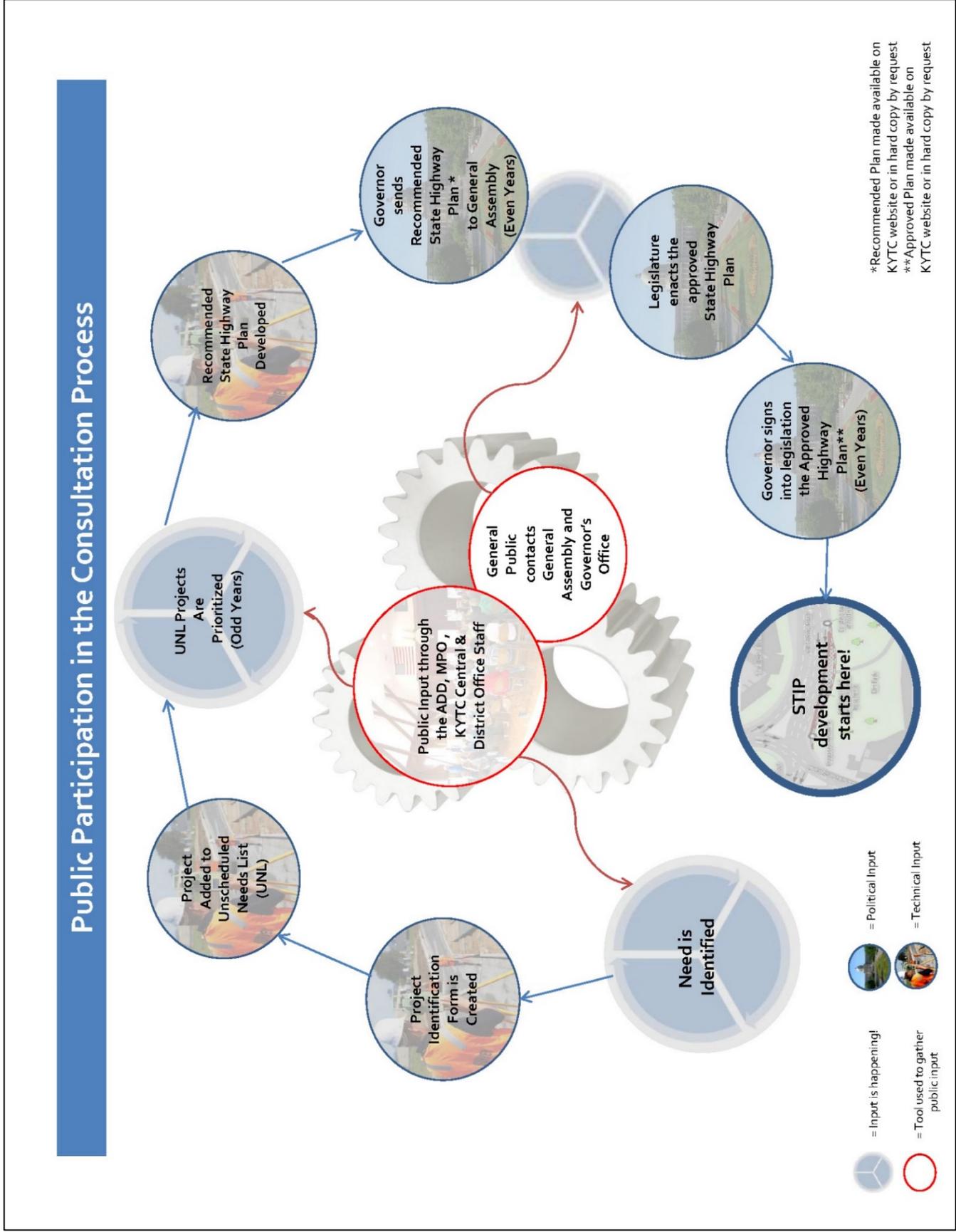


Figure 4.0-1 – Public Involvement in the Consultation Process

Those projects that rank consistently high at the local, regional, highway district, and statewide levels, and meet other data-driven selection criteria, may be recommended for inclusion in the Highway Plan from which the STIP is developed. This prioritization process is repeated every two years to ensure that the KYTC keeps the transportation needs current and assures a continuing and proactive planning process.

4.1 DETERMINATION OF CONSULTATION EFFECTIVENESS

In accordance with 23 CFR 450.210, at least every 5 years the KYTC will review and solicit comments from non-metropolitan local officials and other interested parties for a period of not less than 60 calendar days regarding the effectiveness of the KYTC statewide transportation planning consultation process including proposed changes. The KYTC will send specific requests for comments to the Kentucky Association of Counties, Kentucky League of Cities, regional planning agencies, or directly to non-metropolitan local officials as to the effectiveness of the KYTC consultation process and any proposed changes.

Upon receiving the comments and proposed changes, the KYTC will review the comments and proposed changes, and at its discretion, determine whether to adopt any of the proposed changes. If a proposed change is not adopted, the KYTC will make publicly available its reasons for not accepting the proposed change, including notification to non-metropolitan local officials or associations. If the KYTC elects to revise their current public involvement process to include any of the proposed changes, a 45-day public review and comment period will be conducted prior to officially adopting the proposed changes to the public involvement process.

5. PUBLIC INVOLVEMENT DURING THE PROJECT LIFE CYCLE

Public involvement is more than just a single hearing or only one meeting near the end of the project development process. Public involvement should be early and continuous throughout the life cycle of a project. The four principal phases of that project life cycle are illustrated on the following page in **Figure 5.0-1**.

A key element of effective communication with the public is to cultivate their general understanding of the KYTC project development and delivery process as described in **Figure 5.0-2**.

Furthermore, it is essential for the KYTC staff to understand the community's values in order to avoid, minimize, and mitigate impacts as well as to narrow the range of alternatives for a transportation improvement. The community also should be made aware of the tradeoffs and constraints involved in the process, which should encourage public acceptance of the project. If involved early, the public can provide significant insight (directly or indirectly) into the project's goals and needs and its effects on their community.

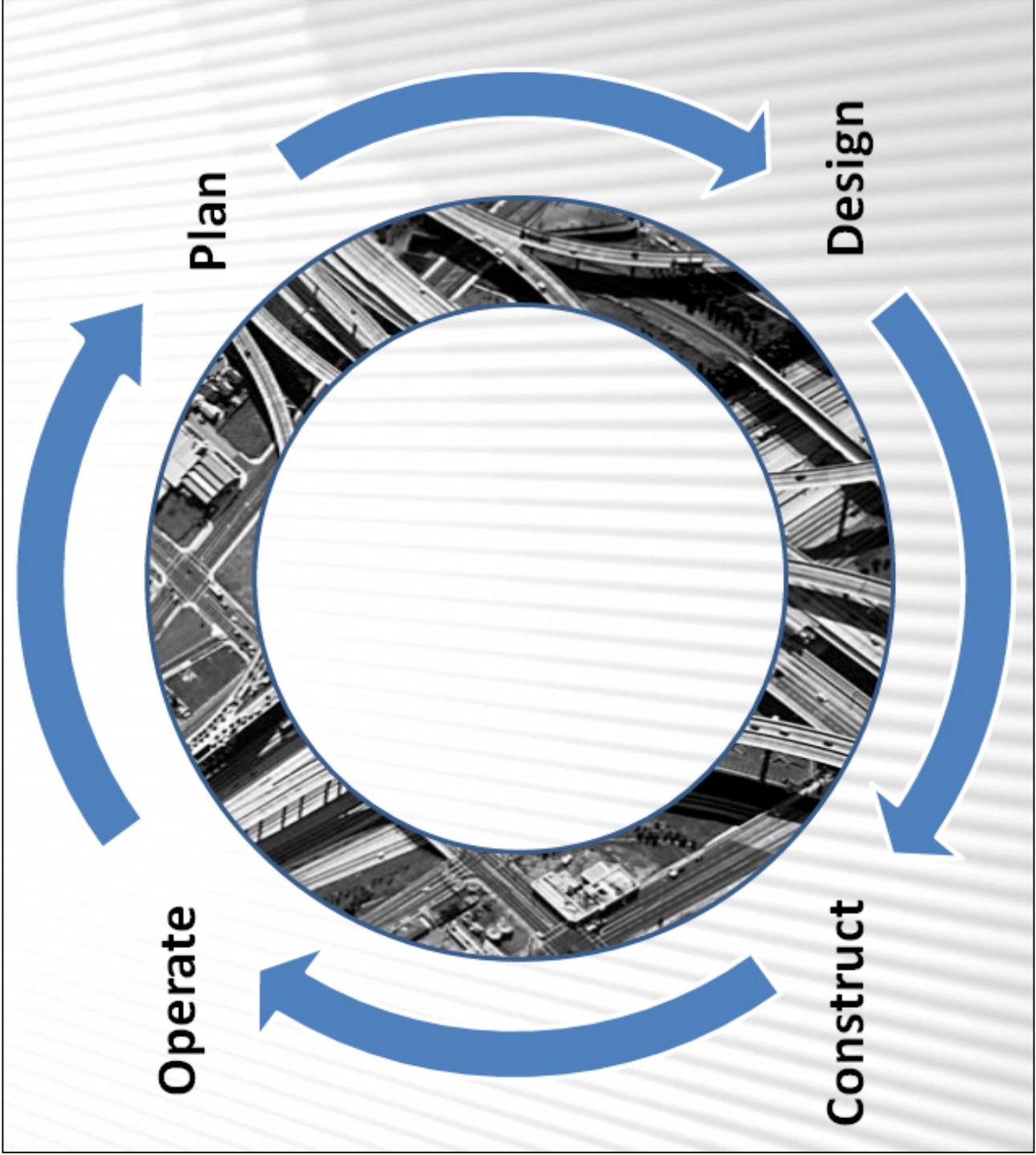


Figure 5.0-1 - Transportation Phases of Project Life Cycle

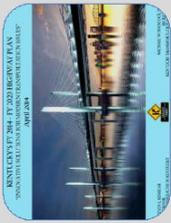
How We Build Roads

Step 1: Long-Range Planning



- Identify/prioritize purpose & need
- Identify & address public concern
- Identify priorities for State Highway Plan

Step 2: State Highway Plan



- Project revenue for federal & state funds
- Break revenue into funding categories
- Match required state funds to federal funds
- Balance all fund categories
- Determine projects & programs that can be funded with projected revenues

Step 3: Project Planning



- Determine project limits
- Verify funding needs
- Identify public concerns
- Verify project needs
- Identify project goals
- Identify environmental concerns
- Coordinate with resource agencies
- Make project recommendations

Duration: 1 – 2 Years

Step 4: Preliminary Design & Environmental Analysis



- Conduct field surveys
- Inventory existing resources to identify protected, endangered & important resources
- Identify & address public concerns by conducting meetings & distributing reports
- Develop alternatives
- Prepare environmental documentation

Duration: 1 – 2 Years

Step 5: Final Design



- Develop final alignments
- Develop right-of-way needs
- Drill for soil & rock samples
- Identify & address public comments
- Review environmental commitments
- Develop construction plans

Duration: 1 – 2 Years

Step 6: Right-of-Way Purchase (Land Acquisition)



- Determine property values
- Meet with property owners
- Address property owner concerns
- Make offers & buy property
- Sign deeds
- Assist with relocations

Duration: 1 Year

Step 7: Utility Relocation



- Move utilities out of construction zone
- Pay utility companies for relocations

Duration: 1 Year

Step 8: Construction



- Address public concerns
- Construct roadway
- Fulfill environmental commitments
- Maintain traffic

Duration: 1 – 2 Year

Step 9: Maintenance



- Remove snow & ice
- Patch potholes & resurface
- Mowing & many other items

Duration: The Life of the Road

Figure 5.0-2 – KYTC Project Development and Delivery Process

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The viewpoints and opinions of the public are important considerations in the transportation decision-making process. The public includes:

- Users of the facility
- Nearby property owners affected by the project
- Elected officials
- Others interested in the outcome of the project

The seven basic steps for effective public involvement in any project are:

1. Create a plan for public involvement activities. Costs for public involvement should be accounted for in the project budget. When public involvement is significant, a separate budget should be created.
2. Identify the interested and affected public.
3. Invite the public to participate in the process. Provide adequate accessibility to the meeting space and meeting materials.
4. Inform the public of the existing conditions, issues and concerns, and potential solutions. If significant time lapses between the public involvement meetings and the letting of the project, consider updating the public through media, newsletters, websites or other means as appropriate.
5. Conduct public involvement activities to collect the concerns and preferences of the public. Provide assistance to the public to facilitate their involvement. This can include but is not limited to providing interpreters.
6. Review and consider input, and provide feedback to the public. If significant time lapses between the public involvement meetings and the letting of the project, consider updating the public through media, newsletters, websites or other means as appropriate.
7. Evaluate the public involvement activities and improve the process accordingly.

This process is referred to as the “Five I’s of Public Involvement” as illustrated in **Figure 5.0-3**.

5.1 PROJECT DEVELOPMENT

During the project life cycle, public involvement activities are the most extensive during the project development phase. This phase is critical because it links the planning process with the actual human and natural aspects of the project, as well as design, and eventual construction and operation. The responsible party for the public involvement efforts on a particular project goes primarily through the associated KYTC HDO and the designated project manager or resident engineer(s). **Figure 5.1-1** provides the contact number for each of the 12 HDOs throughout Kentucky as well as their color coded district boundaries by county and associated interstates and parkways for reference.

Kentucky Interstates and Parkways



KYTC Highway Districts	
1	(270) 895-2431
2	(270) 824-7080
3	(270) 745-7898
4	(270) 765-5066
5	(502) 210-5400
6	(859) 341-2700
7	(859) 246-2355
8	(606) 677-4017
9	(606) 845-2551
10	(606) 686-8841
11	(606) 598-2145
12	(606) 433-7791

- AU** Audubon Parkway
- BC** Bert T. Combs Mountain Parkway
- BC** Martha Layne Collins Bluegrass Parkway
- EB** Edward T. Breathitt Pennyrite Parkway
- HR** Hal Rogers Parkway
- JC** Julian M. Carroll Purchase Parkway
- LN** Louie B. Nunn Cumberland Parkway
- WK** Wendell H. Ford Western Kentucky Parkway
- WN** William H. Natcher Parkway

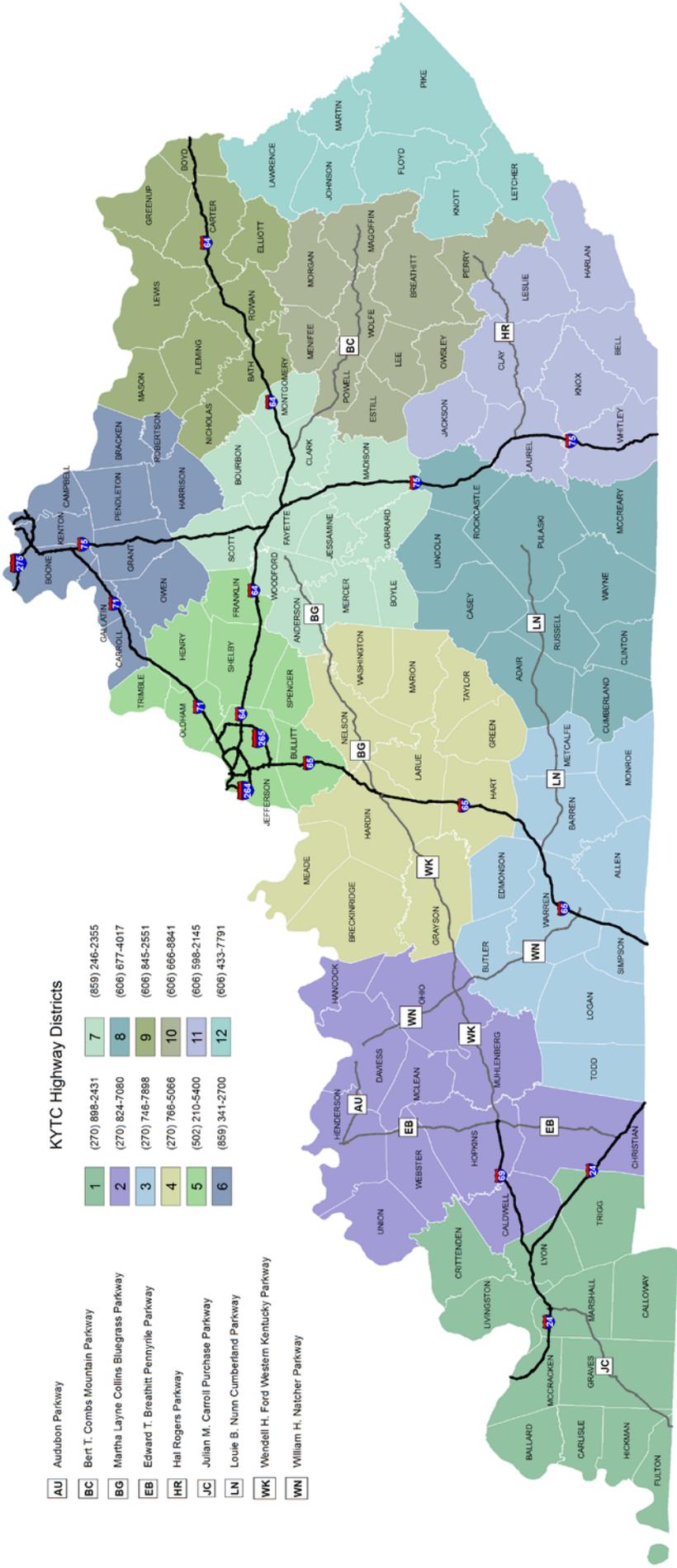


Figure 5.1-1 – Kentucky Highway District Offices and Boundary Map

5.1.1 Corridor or Area Transportation Planning Studies

While system-wide plans have a policy-based focus, corridor or area transportation planning studies are more narrowly focused on either a specific facility, such as a roadway, or the transportation needs for a defined area such as a rural county, a small community, or a neighborhood. Corridor planning activities can include the planning for new corridors which provide for the future mobility or access needs of a region or community or the identification of improvements to existing corridors in order to preserve or enhance the ability of that facility to move traffic safely and efficiently. Area transportation planning studies focus upon the transportation needs within a small geographic unit such as town or county. Both planning efforts must consider possible environmental impacts upon the human and natural resources within the study area.

Throughout corridor or area transportation planning studies, extensive effort should be made to reach out to as many groups as possible to receive comments directly from the people who will benefit from and be impacted by the identified transportation improvements. These studies provide the public and interested stakeholders opportunities to learn about the planning process, possible outcomes, and project schedules, as well as provide an opportunity to build relationships and show the public the importance of their participation.

5.1.2 Design, Right-of-Way Acquisition and Utility Relocation

The KYTC Division of Professional Services (DPS) in accordance with KRS 45A.825 (2)(c), maintains their website by providing procurement bulletins and public notices of a request for proposals as well as notices of the materials that the procuring agency will provide to a firm to assist that firm in responding to a request for proposals concerning planning and design engineering services. These materials shall include, but are not limited to, the request for proposals form and the project evaluation sheet to be used by the relevant selection committee. The notice shall also set a deadline for filing responses to a request for proposals with the procuring agency. It is intended that firms in all regions of the Commonwealth are given an equal opportunity to be selected.

The request for professional engineering services are advertised on the KYTC DPS website on the 2nd Tuesday of each month, and the Consultant Selection Results are also posted on this website immediately following each consultant selection meeting in accordance with the previously noted KRS and the DPS Guidance Manual.

This selection process includes the Chairperson of the Professional Engineering and Engineering-Related Services Selection Committee notifying the Director of Professional Services, or designee, of the firms determined by the committee to be the three (3) best qualified and their order of ranking. The director, or designee, will then notify these top-ranked firms of their selection and send a letter to these three (3) finalists advising them of their ranking.

Once the source for engineering services have been determined and any necessary contracts are executed, the project proceeds into the design phase. Public involvement outreach for the design of highway projects is dependent on project location, type of project, and magnitude. The review of demographic information can identify any underserved or special audiences within a project area and will assist in the determination of the appropriate level of outreach.

In project areas where demographics indicate a population of non-English speaking individuals, public involvement will include a mechanism to access project information. Efforts shall be made to identify and accommodate any disabled or any other special need participants.

Public Meetings, formal and informal, are the backbone of a public involvement program. People expect and need opportunities to discuss agency programs and plans.

A primary objective of early public meetings is to identify issues and concerns that need to be addressed as the project advances. A primary objective of public hearings or public meetings during later stages of a project is to provide details for public review and comment and to discuss the resolution of the issues and concerns that were developed in the earlier meetings, particularly when involved with environmental commitments.

With approval from the Chief District Engineer, the Project Development Manager (PDM) will be directly responsible for initiating all public meetings, public hearings, or other public involvement as early as feasible in the design process. The PDM will determine the level of public involvement for state-aid projects. The PDM has the responsibility and authority for scheduling and holding public meetings and public hearings or for offering the opportunity to request a public hearing.

In compliance with 23 Code of Federal Regulations (CFR) 771.111 (h)(2)(iii), the KYTC will provide the opportunity to request a public hearing or will hold a preliminary line and grade corridor and/or design public hearing for any major federal-aid project. A public hearing or the opportunity to request a public hearing shall be required on any federal-aid project that:

- Requires an Environmental Assessment, Findings of No Significant Impacts (EA/FONSI) or an Environmental Impact Statement (EIS) document
- May require significant amounts of right of way
- May substantially change the layout or functions of connecting roadways or of the subject facility
- May have a substantial adverse impact on abutting property
- May have a significant social, economic, environmental or other effect
- The FHWA has determined that a public hearing is in the public interest

The code specifies that the KYTC is to submit a copy of the hearing transcript to FHWA along with the certification and report.

Projects approved as a categorical exclusion (CE) may utilize a public meeting. When no major relocations are involved and little controversy appears likely, a project approved as a CE may not require any direct public involvement. As such, public hearings are more regulatory in nature than public meetings. Public meetings may be conducted the same way as public hearings, but this is not a requirement.

Before a public hearing is scheduled, the PDM may elect to offer an “Opportunity to Request a Public Hearing.” Offering the opportunity for a public hearing may be appropriate if a public meeting has been recently held and additional information would not be gained.

Design, right-of-way acquisition, and utility relocation phases of project development happen concurrently and are dependent upon one another. Considering this relationship among these phases, representatives from all phases of project development should be present at these public meeting and public hearings.

5.2 PROJECT DELIVERY AND PRESERVATION

5.2.1 Construction

During the construction phase of the project life cycle, public involvement takes on more of a public information role, informing citizens about the award of construction project contracts, lane closures, median changes, business access impacts, work hours and work zones, detours, as well as and ribbon cuttings. The KYTC HDO is responsible for providing up-to-date information and solicits the public’s concerns in order to minimize the disruption to businesses, residents, and commuters during the construction phase.

The KYTC Division of Construction Procurement (DCP) website contains vital information relating to the procurement of highway construction and maintenance projects. This includes the notices for project lettings. Projects are advertised 3 weeks in advance of the letting. The notice is posted on the DCP website and in a statewide paper (Lexington Herald Leader).

The Division of Construction Procurement posts the results of each letting on their website immediately after the letting. These results include the bids and the Engineer’s Estimate for every project in the letting. The Awards Meeting is held approximately 10 days after the letting deadline and this schedule is also on the DCP website. After the Awards Meeting, the website is updated to provide the status of the project, if the project was awarded, and the contractor to whom it was awarded.

The Office of Public Affairs attends the Awards Meeting as their office provides the public notice on larger projects or projects that will have a significant impact on the public. The District Public Information Officers (PIO) disseminate information about the awarded projects and the effects these projects will have on traffic.

Just prior to beginning and during the construction phase, the public must be kept informed of construction-related activities. This includes the use of alternative routes during construction, contacts for additional information, and so on. If a significant amount of time has elapsed (because of funding or other issues) between the end of the project design (and its associated coordination activities) and the start of construction, extra effort may be necessary to remind the public of the upcoming improvements and changes to travel routes. Media advisories, a project social media campaign, project website, dynamic message boards, and sometimes public meetings are examples of possible techniques for public involvement activities during this phase.

5.2.2 Operations and Maintenance

Public involvement during the operations and maintenance phase is typically focused on informing the public about lane closures, work zones, detours, and temporary access impacts, but also utilizing public outreach for certain proposed improvements. Examples of operations activities include but are not limited to the following: modifications to traffic signals, pavement markings, and signage. Some examples of maintenance activities include roadside mowing/landscaping, winter weather activities, pavement or bridge repairs, and drainage system upkeep. The KYTC HDO uses a menu of various possible techniques for public involvement activities during this phase which may include: media advisories, a project social media campaign, specific project website, dynamic message boards, and public meetings as needed. Specific example applications of these techniques are the use of social media to inform the public of specific lane closures in construction and maintenance zones and the use of smart phone apps to report major scheduled disruptions to traffic flows for large work zone issues or for major events such “Thunder over Louisville”, the Kentucky Derby, marathon races, etc.

5.3 EVALUATING THE PUBLIC INVOLVEMENT PROCESS FOR THE PROJECT LIFE CYCLE

Public involvement evaluation is not a single event but a continual review and analysis of the public participation processes, strategies, and techniques. The KYTC is committed to constantly improve its process to achieve its goal of ensuring that anyone wishing to do so have sufficient knowledge and participation opportunities in the transportation decision-making process.

6. CONTACT INFORMATION

As a method to capture comments for this plan review, please click on the following KYTC “Your Turn” website link <http://yourturn.transportation.ky.gov>, and then click on the associated brief survey link for eight short questions concerning this Public Involvement Process (PIP). This survey link will be active from Monday, November 16, 2015 through Friday, January 1, 2016.

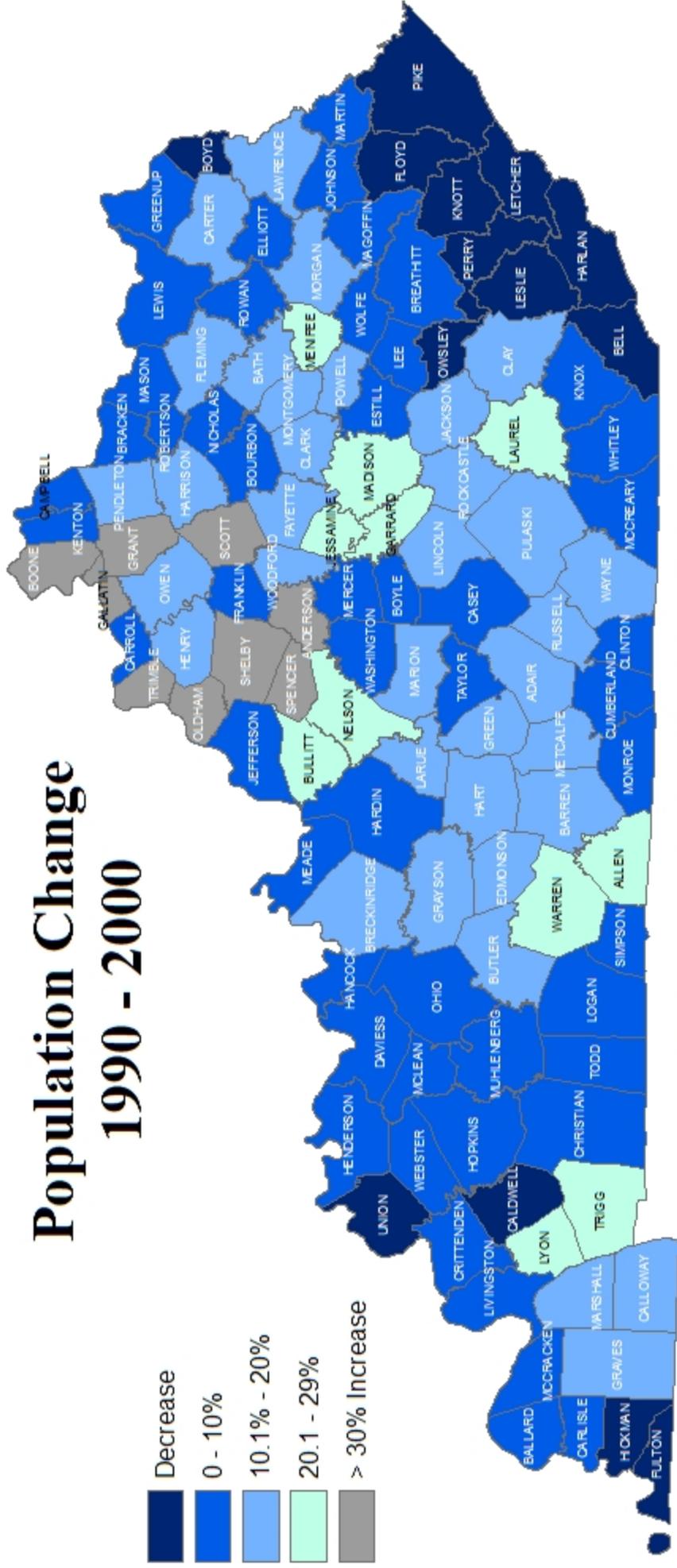
Additionally, any individual, agency, or organization may provide written comments at any time concerning the public involvement process to:

State Highway Engineer
Department of Highways
Transportation Cabinet Office Building, 6th Floor
200 Mero Street
Frankfort, Kentucky 40622
Phone: 502-782-4966

For special accommodations or additional information, please contact KYTC Public Affairs at 502-564-3419.

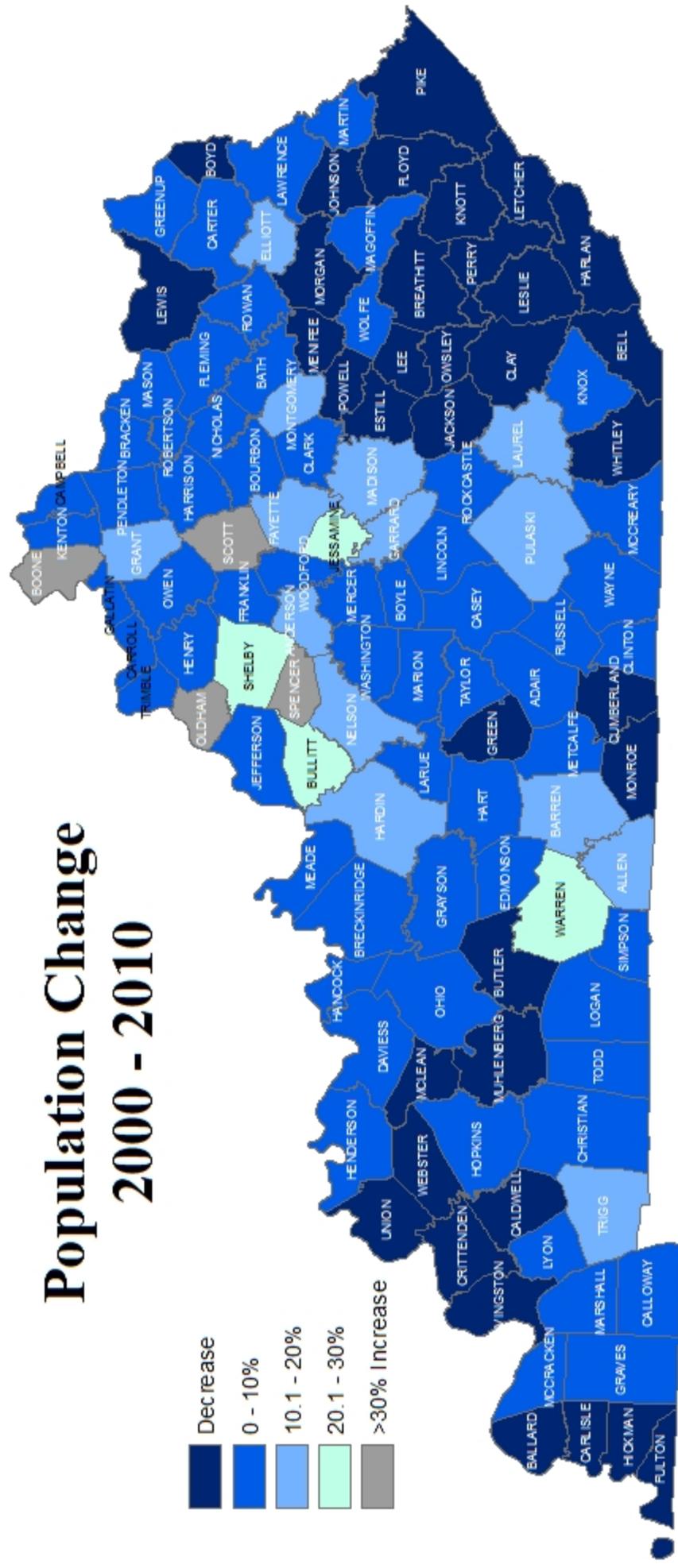
**A
DEMOGRAPHIC
OVERVIEW OF
KENTUCKY**

Population Change 1990 - 2000



Source: United States Department of Commerce, Bureau of the Census

Population Change 2000 - 2010



- Decrease
- 0 - 10%
- 10.1 - 20%
- 20.1 - 30%
- >30% Increase

Source: United States Department of Commerce, Bureau of the Census

POPULATION BY RACE

Commonwealth of Kentucky and top five counties

WHITE		
	Total	White
Kentucky	4,361,333	3,835,013
Jefferson	746,580	548,625
Fayette	300,843	229,229
Kenton	160,828	146,192
Boone	121,214	111,327
Warren	115,438	95,614
BLACK / AFRICAN-AMERICAN		
	Total	Black/African-American
Kentucky	4,361,333	341,576
Jefferson	746,580	153,967
Fayette	300,843	43,137
Christian	74,169	15,263
Hardin	106,211	12,826
Warren	115,438	10,737
AMERICAN INDIAN / ALASKAN NATIVE		
	Total	American Indian/Alaskan Native
Kentucky	4,361,333	8,811
Jefferson	746,580	1,152
Fayette	300,843	810
Kenton	160,828	419
Christian	74,169	351
Boone	121,214	336
ASIAN		
	Total	Asian
Kentucky	4,361,333	51,411
Jefferson	746,580	16,949
Fayette	300,843	10,613
Warren	115,438	3,191
Boone	121,214	2,842
Hardin	106,211	2,355

HAWAIIAN / PACIFIC ISLANDER		
	Total	Hawaiian / Pacific Islander
Kentucky	4,361,333	2,019
Hardin	106,211	425
Christian	74,169	260
Jefferson	746,580	216
Fayette	300,843	146
Grant	24,685	140
HISPANIC (Includes Hispanic or Latino of Any Race)		
	Total	Hispanic
Kentucky	4,361,333	136,340
Jefferson	746,580	33,326
Fayette	300,843	20,516
Hardin	106,211	5,591
Warren	115,438	5,462
Christian	74,169	4,909
OTHER (Includes Some Other Race and Two or More Races)		
	Total	Other
Kentucky	4,361,333	122,503
Jefferson	746,580	25,671
Fayette	300,843	16,908
Warren	115,438	5,560
Kenton	160,828	5,157
Hardin	106,211	5,059

Source: US Census Bureau,
2009-2013 American Community Survey (ACS) 5-Year Estimates

POPULATION BY AGE

Commonwealth of Kentucky and top five counties

Infants/Children		Total	< 5 Years
Kentucky	4,361,333	279,125	
Jefferson	746,580	48,528	
Fayette	300,843	19,254	
Kenton	160,828	11,580	
Boone	121,214	8,970	
Hardin	106,211	7,753	
Young People		Total	5-24 Years
Kentucky	4,361,333	1,164,476	
Jefferson	746,580	191,124	
Fayette	300,843	87,244	
Kenton	160,828	41,976	
Boone	121,214	37,748	
Hardin	106,211	34,061	

Adults		Total	25-64 Years
Kentucky	4,361,333	2,324,590	
Jefferson	746,580	406,140	
Fayette	300,843	162,154	
Kenton	160,828	88,777	
Boone	121,214	66,062	
Hardin	106,211	57,604	
Elderly		Total	65+ Years
Kentucky	4,361,333	597,503	
Jefferson	746,580	101,535	
Fayette	300,843	32,491	
Kenton	160,828	18,656	
Boone	121,214	14,487	
Hardin	106,211	12,929	

Source: US Census Bureau,
2009-2013 American Community Survey (ACS) 5-Year Estimates

POPULATION BY INCOME

Commonwealth of Kentucky and top five counties

Lowest Median Household Income	
Kentucky	\$ 43,036
Owsley	\$ 19,986
McCreary	\$ 20,972
Clay	\$ 21,883
Wolfe	\$ 22,574
Lee	\$ 22,920
Highest Median Household Income	
Kentucky	\$ 43,036
Woodford	\$ 57,580
Scott	\$ 61,893
Spencer	\$ 65,209
Boone	\$ 67,225
Oldham	\$ 83,391
Lowest Percentage of Population Below Poverty Level	
Kentucky	14.4%
Oldham	5.2%
Spencer	5.7%
Boone	7.4%
Woodford	7.4%
Anderson	7.6%
Highest Percentage of Population Below Poverty Level	
Kentucky	14.4%
Owsley	29.4%
Clay	31.4%
Lee	32.1%
Wolfe	33.1%
Martin	33.2%

Source: US Census Bureau,
2009-2013 American Community Survey (ACS) 5-Year Estimates

VEHICLE OWNERSHIP AND COMMUTING BEHAVIOR

Commonwealth of Kentucky and top five counties

Total Housing Units	
Kentucky	1,930,158
Jefferson	337,943
Fayette	135,987
Kenton	69,081
Warren	47,882
Boone	46,635
Occupied Housing Units with No Vehicle	
Kentucky	131,126
Allen	31,038
Muhlenberg	10,424
Clay	4,915
Oldham	3,057
Fulton	2,784

Commuters Driving Alone	
Kentucky	1,512,405
Jefferson	282,989
Fayette	120,447
Kenton	64,876
Boone	50,694
Warren	45,049
Commuters Using Public Transportation	
Kentucky	20,249
Jefferson	10,256
Fayette	2,398
Kenton	1,727
Campbell	808
Boone	591
Highest Commute Time (in minutes)	
Pendleton	38.8
Robertson	35.6
Lawrence	34.9
Bracken	34.9
Menifee	34.8

Source: US Census Bureau,
2009-2013 American Community Survey (ACS) 5-Year Estimates

LANGUAGE SPOKEN AT HOME

Commonwealth of Kentucky and top five counties

English only	
Kentucky	3,879,829
Jefferson	639,518
Fayette	248,231
Kenton	143,040
Boone	105,178
Warren	97,346
Language other than English only	
Kentucky	202,638
Jefferson	58,200
Fayette	33,447
Warren	10,793
Hardin	7,480
Boone	7,112
English less than “very well”	
Kentucky	85,829
Jefferson	26,224
Fayette	15,142
Warren	5,969
Boone	3,209
Kenton	2,337
Spanish with English less than “very well”	
Kentucky	49,237
Jefferson	13,661
Fayette	8,833
Warren	2,754
Shelby	1,740
Kenton	1,482

Source: US Census Bureau,
2009-2013 American Community Survey (ACS) 5-Year Estimates

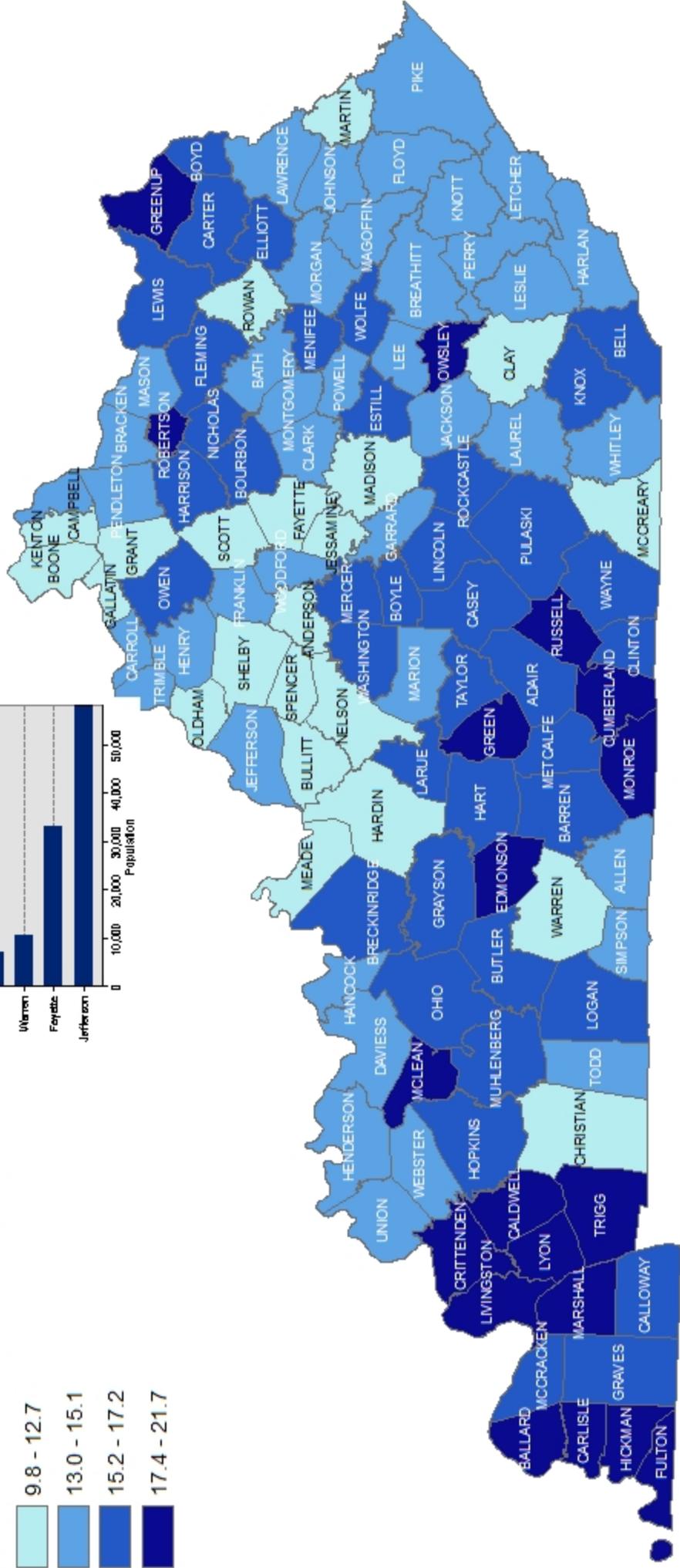
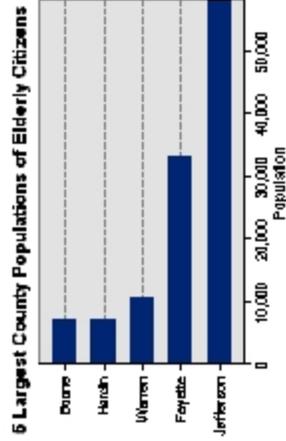
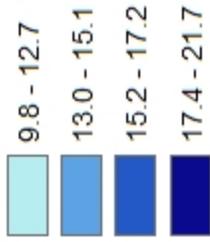
LOW LITERACY POPULATION

Commonwealth of Kentucky and top five counties

Less than 9th Grade education adults 25+ years	
Kentucky	240,178
Jefferson	19,756
Fayette	8,488
Pike	6,627
Pulaski	5,353
Laurel	5,066

Source: US Census Bureau,
2009-2013 American Community Survey (ACS) 5-Year Estimates

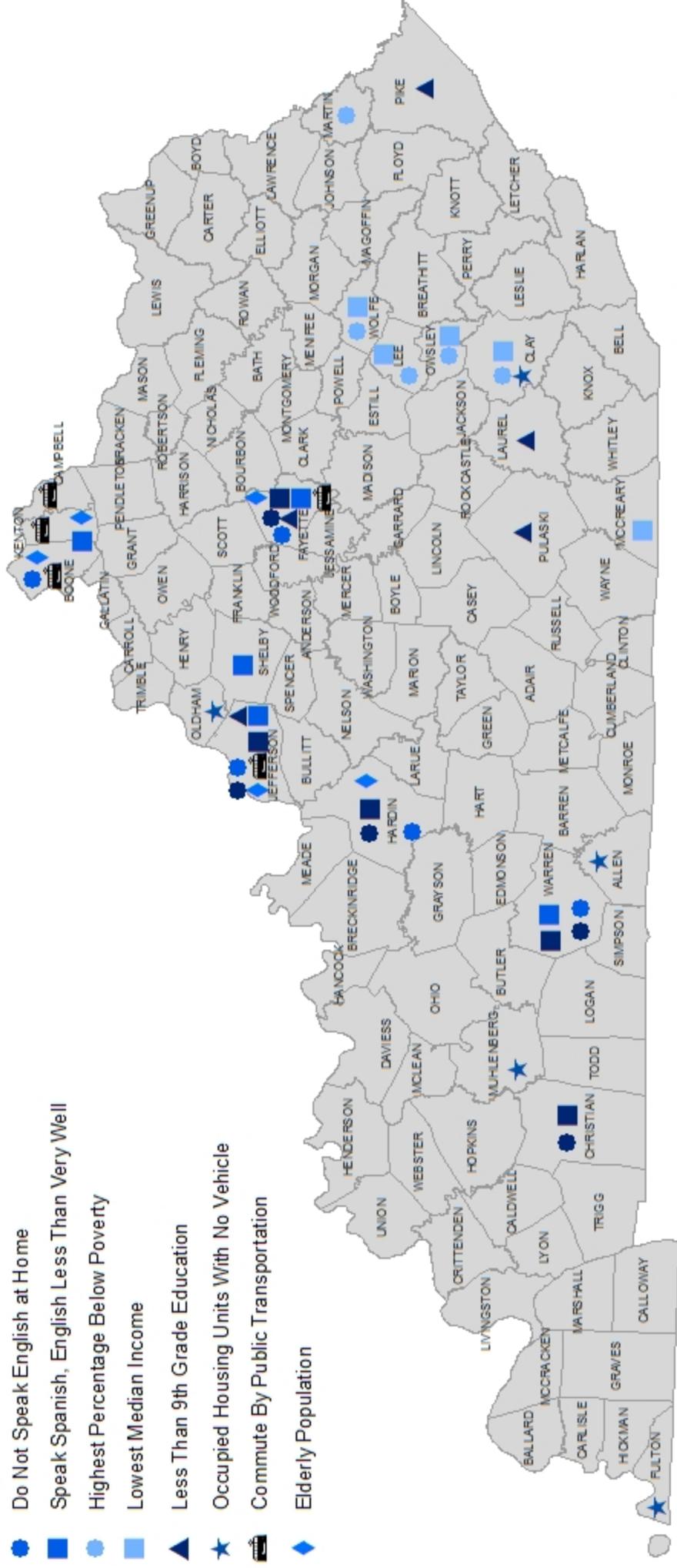
Percentage of State Population Considered "Elderly" (65+)



Traditionally Underserved Populations

Five Most Populated Kentucky Counties Per Category

-  African American
-  Hispanic
-  Do Not Speak English at Home
-  Speak Spanish, English Less Than Very Well
-  Highest Percentage Below Poverty
-  Lowest Median Income
-  Less Than 9th Grade Education
-  Occupied Housing Units With No Vehicle
-  Commute By Public Transportation
-  Elderly Population



Source: 2013 American Community Survey 5 Year Data

**GUIDELINES
FOR
IDENTIFICATION OF NEW PROJECTS FOR UNSCHEDULED NEEDS LIST**

- **New Projects** may include: Highway, Intermodal Access, and Intelligent Transportation System (ITS) Projects among others.
- Safety projects, bridge projects, etc. should be noted as such and referred to the Highway District Office first. The Highway District Office staff will advise you as to whether this project should be included in the Unscheduled Needs List (UNL) process or referred through another program.
- Check any NEW Project against the current Highway Plan and Unscheduled Needs List first, to make sure that this project has not already been added to the Highway Plan or previously been identified. When the Highway Plan is approved by the Kentucky Legislature, projects should be checked against the approved list of projects.
- All New Projects should include the following:
 - Route Number or “New Route”
 - A thorough description of the project and location (including road or street names, if applicable)
 - The beginning and ending termini
 - Milepoints, using HIS Route Log (accessible on the Internet)
 - Length of project to the nearest thousandth of a mile
 - Any existing data concerning the condition, safety, or capacity of the roadway
 - A clear problem statement for the project
 - Any other information available to describe the purpose, need and/or justification for this project
 - Cost estimates to be prepared by the Highway District Offices, unless otherwise available.
- Purpose Statement - Provide a purpose statement that describes the need for the roadway in terms that can be verified by data analysis or from professional studies. Typical statements can include needs such as capacity, safety, system linkage, geometric deficiencies, transportation demand, social demands, economic development, and intermodal relationships. The purpose statement should focus on the need for a project instead of possible solutions to solve the problems.
- Need Statement - Provide as thorough a description of the project and termini as possible. Consult the Highway District Office for clarification of road/route names of state-maintained routes. The project description should utilize the information presented in the purpose statement to identify the actions to be taken. These may include terms such as capacity additions, safety improvements, corridor completion, alignment improvements, freight movement, and connections to other transportation modes.

- Milepoints - Locate the beginning and ending points of the road improvement as closely as possible. If you have questions, call the Highway District Office or some other local expert to clarify this information.
- New Routes - For new routes on the state-maintained system, contact the Highway District Office and ask for help in determining the point where the new road diverges from an existing road, marking the milepoint and the route number on the project list, and then do the same at the other end. If the new route is to serve as a bypass or draw traffic off roadway, please indicate the existing route that is to be relieved along with the milepoint range affected.
- Project Cost - ADDs do not provide the cost for a totally new project. The Highway District Offices will provide the cost estimates for a project. For MPOs, the Highway District Offices will clarify any cost estimates. Cost estimates should be periodically reviewed and updated to reflect current year construction costs.
- Please provide the total miles of the project as accurately as possible, to the nearest thousandth. For new routes and bypasses where the exact location is not known, please make an estimate as to the expected length of the project.
- Segmenting a New Project - When adding a new project, please try to determine the segments as realistically and logically as possible. Please consult with the Highway District Office staff if in doubt. Further segmenting of projects will not be allowed after the prioritization process begins.
- Segmenting an Existing Project - Segmenting of existing projects is allowed during the Identification/Evaluation Phase only. Please consult the Highway District Office for logical and realistic segmenting of projects.
- Format - Please use the most current electronic version of the Project Identification Form when submitting any new projects and include as much data as possible. You may attach listings of new projects on separate sheets using the same format as the Unscheduled Needs List. Include a new Project Identification Form for each new project or an updated Project Identification Form for projects with changed or updated information.
- Please complete the Project Identification Form as thoroughly as possible. This form is available in electronic format and may be obtained by contacting the Division of Planning at 502-564-7183.



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

November 7, 2014

Mr. Jose Sepulveda
Division Administrator
Federal Highway Administration
330 West Broadway
Frankfort, KY 40601

Dear Mr. Sepulveda:

Subject: 2014 Long-Range Statewide Transportation Plan for Kentucky

In accordance with 23 CFR 450.210 and 23 CFR 450.214, the Kentucky Transportation Cabinet (KYTC) has finalized and hereby certifies the 2014 Update of the Kentucky Long-Range Statewide Transportation Plan (LRSTP) for the twenty year period of 2014 through 2035 as the "Official" Long-Range Statewide Transportation Plan for Kentucky. Kentucky has made every attempt to develop this update of the Statewide Transportation Plan in accordance with Federal statutes, regulations, and guidelines, as available in 2014. Please note that the subject Plan supersedes the first Statewide Transportation Plan for Kentucky submitted to FHWA in 1995, the Update submitted to FHWA in 1999, and the 2006 Long-Range Statewide Transportation Plan.

In accordance with the Cabinet's "Public Participation Process for Statewide Transportation Planning," the draft 2014 LRSTP was available for public review for an extended period of forty-five days (May 7, 2014 – June 23, 2014) with copies made available at the offices of the state's fifteen Area Development Districts, twelve Highway District Offices, nine Metropolitan Planning Organizations, and in three locations in the State Transportation Office Building in Frankfort. A separate document, entitled "Public Involvement for the 2014 Long-Range Statewide Transportation Plan", will be provided which fully demonstrates the Cabinet's extensive efforts to provide the public full and complete opportunities for input and comments at key decision points during the development of the 2014 LRSTP. We have revised this Plan to incorporate comments made through the review and comment process. All comments received and public involvement efforts will be included in the Public Involvement Document.

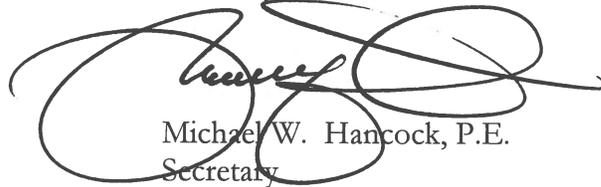


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Mr. Jose Sepulveda
Page 2
November 7, 2014

We have enclosed five copies of the subject plan for your office. The 2014 LRSTP has also been posted on the KYTC web site at <http://transportation.ky.gov> and KYTC "Your Turn" webpage at <http://yourturn.transportation.ky.gov> as a final approved document and notification of the 2014 LRSTP has been provided to over 900 agencies or individuals throughout Kentucky. If you have any questions or should need additional copies, please contact John W. Moore at (502) 564-7183.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael W. Hancock", is written over a circular stamp or seal. The signature is fluid and cursive.

Michael W. Hancock, P.E.
Secretary

Enclosures

c: Gary Valentine, Deputy State Highway Engineer for Project Development
John W. Moore, Director – Division of Planning



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

November 7, 2014

Ms. Yvette G. Taylor
Regional Administrator
Federal Transit Administration, Region IV
230 Peachtree, NW
Suite 800
Atlanta GA 30303

Dear Ms. Taylor:

Subject: 2014 Long-Range Statewide Transportation Plan for Kentucky

In accordance with 23 CFR 450.210 and 23 CFR 450.214, the Kentucky Transportation Cabinet (KYTC) has finalized and hereby certifies the 2014 Update of the Kentucky Long-Range Statewide Transportation Plan (LRSTP) for the twenty year period of 2014 through 2035 as the "Official" Long-Range Statewide Transportation Plan for Kentucky. Kentucky has made every attempt to develop this update of the Statewide Transportation Plan in accordance with Federal statutes, regulations, and guidelines, as available in 2014. Please note that the subject Plan supersedes the first Statewide Transportation Plan for Kentucky submitted to FHWA in 1995, the Update submitted to FHWA in 1999, and the 2006 Long-Range Statewide Transportation Plan.

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Ms. Yvette G. Taylor
Page 2
November 7, 2014

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Michael W. Hancock, P.E.
Secretary

Enclosures

c: Gary Valentine, Deputy State Highway Engineer for Project Development
John W. Moore, Director—Division of Planning

EXHIBIT A - 3

PUBLIC INVOLVEMENT DOCUMENTS AND COMMENTS FOR THIS EDITION OF THE STIP

PUBLIC PARTICIPATION PROCESS

As part of the 30-day public participation process, copies of the “Draft” FY 2019-2022 STIP were available for public inspection at statewide Highway District Offices, Area Development District (ADD) Offices, Metropolitan Planning Organizations (MPOs), and Transportation Cabinet Offices in Frankfort. Letters were mailed to Kentucky’s County Judge/Executives, Mayors of Kentucky’s cities (with population over 5,000), Transit Providers, and persons on our STIP distribution list that stated the locations of the “Draft” STIP that was available for public inspection.

In addition, the “Draft” FY 2019-2022 STIP was available for public review via the KYTC web site, with email capabilities for sending review comments and questions concerning the “Draft” FY 2019-2022 STIP. We received no emails with comments regarding the “Draft” STIP.

The Public Notice was published in the following newspapers outlining the 30-day public availability period for public review and comments on the “Draft” FY 2019-2022 STIP.

Lexington-Herald Leader
Louisville Courier-Journal
Covington Kentucky Enquirer
Paducah Sun

Minority Newspapers
Louisville Defender

Spanish Newspaper
La Voz de Kentucky
Al Dia en America

**PUBLIC NOTICE OF PERIOD FOR REVIEW AND COMMENT ON THE DRAFT
FY 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
FOR KENTUCKY**

The Kentucky Transportation Cabinet (KYTC), in accordance with its established “Statewide Transportation Planning and Project Delivery: Interested Parties, Public Involvement, and Consultation Process,” hereby provides notice of the availability of the Draft FY 2019-2022 Statewide Transportation Improvement Program for public inspection, review, and comment for a 30-day period beginning September 6, 2018, and ending October 5, 2018.

The Draft FY 2019-2022 Statewide Transportation Improvement Program will be available at the following locations throughout the Commonwealth of Kentucky:

- KYTC Highway District Offices in Paducah, Madisonville, Bowling Green, Elizabethtown, Louisville, Covington, Lexington, Somerset, Flemingsburg, Jackson, Manchester, and Pikeville.
- Area Development District Offices in Mayfield, Hopkinsville, Owensboro, Bowling Green, Elizabethtown, Louisville, Florence, Maysville, Lexington, Owingsville, Catlettsburg, Prestonsburg, Hazard, London, and Russell Springs.
- Metropolitan Planning Organization Offices in Clarksville, Tennessee (Fort Campbell); Evansville, Indiana (Henderson); Owensboro; Louisville; Lexington; Cincinnati, Ohio (Northern Kentucky); Catlettsburg; Bowling Green; and Elizabethtown.
- KYTC’s Division of Transportation Planning Offices located in the Transportation Cabinet Office Building, 5th Floor, 200 Mero Street, Frankfort.
- KYTC’s Division of Program Management Office located in the Transportation Cabinet Office Building, 6th Floor, 200 Mero Street, Frankfort.
- KYTC’s web site at: <http://transportation.ky.gov/Program-Management/Pages/2019-Draft-STIP-Book.aspx>

Any individual, agency, or organization may provide written comments to:

**ANDY BARBER
STATE HIGHWAY ENGINEER
DEPARTMENT OF HIGHWAYS
KENTUCKY TRANSPORTATION CABINET
200 MERO STREET
6TH FLOOR
FRANKFORT, KENTUCKY 40622
PHONE: (502) 564-3730**

2019-Draft-STIP-Book

Name	Description
2019_STIP_Draft_Complete.pdf	Complete 2019 Draft STIP
2019_DraftSTIP_IntroTOC.pdf	Introduction and Table of Contents
2019_DraftSTIP_A-1.pdf	State Certification Letters
2019_DraftSTIP_A-2.pdf	Public Involvement Process
2019_DraftSTIP_A-3.pdf	Public Participation Documents
2019_DraftSTIP_A-4.pdf	Air Quality Conformity
2019_DraftSTIP_A-5.pdf	Project Listing
2019_DraftSTIP_A-6.pdf	CMAQ Projects
2019_DraftSTIP_A-7.pdf	TAP and TE Projects
2019_DraftSTIP_A-8.pdf	SRTS Projects
2019_DraftSTIP_A-9.pdf	Recreational Trails Projects
2019_DraftSTIP_A-10.pdf	Transit Projects
2019_DraftSTIP_A-11.pdf	Aviation Improvement Projects
2019_DraftSTIP_Appendix B.pdf	MPO Financial Plans
2019_DraftSTIP_Appendix C.pdf	Glossary of Terms
2019_DraftSTIP_Appendix D.pdf	Addresses & Phone Numbers

Comments

To submit comments regarding the FY 2019-2022 Draft STIP, [click here](#).

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A Community Bank

*APY - Annual Percentage Yield. Rates effective as of August 27, 2018. Rates subject to change. \$500 Minimum CD required to obtain this rate. Penalty for early withdrawal. Uninsured deposits and deposits from other financial institutions not accepted. Member FDIC.

TICKET INFORMATION
Tickets are \$35 in advance

PUBLIC NOTICE OF PERIOD FOR REVIEW AND COMMENT ON THE DRAFT FY 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR KENTUCKY

The Kentucky Transportation Cabinet (KYTC), in accordance with its established "Statewide Transportation Planning and Project Delivery" interested Parties, Public Involvement, and Consultation Process, hereby provides notice of the availability of the Draft FY 2019-2022 Statewide Transportation Improvement Program for public inspection, review, and comment for a 30-day period beginning September 6, 2018, and ending October 5, 2018.

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STATE HIGHWAY ENGINEER
DEPARTMENT OF HIGHWAYS
KENTUCKY TRANSPORTATION CABINET
200 MERO STREET
6TH FLOOR
FRANKFORT, KENTUCKY 40622
PHONE: (502) 564-3730

opinion saying it was OK for politicians to support write-in candidates running as Democrats. "My opinion is that 'Little Andy' in candidates at voting precincts. Pre-

asts board's decision

"It certainly is undisputed that teachers are one of the more influential role models for students. Part of that modeling is respecting education for its own sake," she said.

Kentucky Department of Education officials said the move will provide districts with greater flexibility and help with recruiting and retaining teachers.

The vote came after a recommendation of a board committee that reviewed expanding options for achieving Rank II.

The committee included people representing both public and private higher education, school district administrators and teachers.

Limited Time Offer

2.50% CD

2.52% APY*

15 Month Term!

Two Convenient Locations:

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858-344-7860

OR

8545 US 42, Florence
859-283-6222



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FDIC

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PUBLIC NOTICE OF PERIOD FOR REVIEW AND COMMENT ON THE DRAFT FY 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR KENTUCKY

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Any individual, agency, or organization may provide written comments to

ANDY BARBER
STATE HIGHWAY ENGINEER
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KENTUCKY TRANSPORTATION CABINET
200 MERO STREET
6TH FLOOR
FRANKFORT, KENTUCKY 40622
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- Metropolitan Planning Organization Offices in Clarksville, Tennessee (Fort Campbell); Evansville, Indiana (Hancock); Owensboro, Louisiana; Lexington, Cincinnati, Ohio (Northern Kentucky); Cadetsburg; Bowling Green; and Elizabethtown.

• KYTC's Division of Transportation Planning Offices located in the Transportation Cabinet Office Building, 6th Floor, 200 Metro Street, Frankfort.

• KYTC's Division of Program Management Office located in the Transportation Cabinet Office Building, 6th Floor, 200 Metro Street, Frankfort.

• KYTC's web site at: <http://transportation.ky.gov/Program-Management/Pages/2019-Draft-STIP-Book.aspx>

Any individual, agency, or organization may provide written comments to:

ANDY BARBER
STATE HIGHWAY ENGINEER
DEPARTMENT OF HIGHWAYS
KENTUCKY TRANSPORTATION CABINET
200 METRO STREET
6TH FLOOR
FRANKFORT, KENTUCKY 40622
PHONE: (502) 564-3730

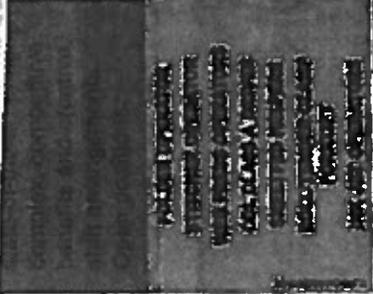
PUBLIC NOTICES

According to the KRS 359-210 LockerFox.com will be selling multiple units for CitySpace on 1119 E. Main St. Louisville and CitySpace Melwood 1747 Melwood Avenue Louisville KY 40206. Units will be sold at www.lockerfox.com ending Sept 13, 2018 at 2pm to satisfy the managers lien.

PUBLIC AUCTION Saturday, September 8, 2018 @ 10:00am. @ A Another Room Self Storage 3122 Preston Hwy, Lou, KY 40213. The contents of the following units will be sold to the highest bidder to satisfy the owners lien. Units # 539,540,573,581,511. Immediately following @ 11720 Dixie Hwy., Louisville, KY 40272 Units #410,1605. Immediately following @ 100 W. Knox Blvd. Radcliff, KY. Unit #5 305.313,403,1066. Silent Bid. CASH ONLY, 24 hours to empty unit(s).

PUBLIC NOTICE

On Sept. 18, 2018 at 8:30 AM, the Police Merit Board will hold a second reading at its regularly scheduled meeting regarding amendments to Rules 1.1, 4.3, 5.3, and 5.5. The amendments concern the definition of seniority, qualification of applicants, and calculation of exam scores.



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MANUFACTURING

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Pratered Minimum 1 Year Experience
WILL TRAIN THE RIGHT MECHANICALLY INCLINED APPLICANT
Full Time Position, Second Shift - COMPETITIVE PAY
FULL BENEFITS (Medical, dental, vision, 401k, paid holidays)
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Email: hr@piccolamanufacturing.com Fax: 502-548-9447



KTC

Classifieds



the job network
jobs.courierjournal.com

To place your ad, call 502-582-2622, or email classifieds@courier-journal.com

NOTICES

COMMUNITY NOTES

One and Done SS, One and Done SS, 6500 Jefferson Blvd, 40219 is holding an ON-LINE auction on WWW.STORAGE-ENTREASURES.COM, September 25TH 2018 @ 1:00AM for the sale of the following units: #140, #146, #190, #0. (502)805-2700

One and Done SS, One and Done SS, 6500 Jefferson Blvd, 40219 is holding an ON-LINE auction on WWW.STORAGE-ENTREASURES.COM, September 25TH 2018 @ 1:00AM for the sale of the following units: #653, #748, #0. (502)805-2700

One and Done SS, One and Done SS, 6500 Jefferson Blvd, 40219 is holding an ON-LINE auction on WWW.STORAGE-ENTREASURES.COM, September 25TH 2018 @ 1:00AM for the sale of the following units: #653, #748, #0. (502)805-2700

FOUND
Found Female black lab puppy, found Aug 31 in the area of Tony Amok Lane in Longwood, KY. Call, 502-742-9617

GENERAL FOR SALE

All classified ads are subject to the applicable rate card, copies of which are available from our Advertising Dept. All ads are subject to approval before publication. The Courier-Journal reserves the right to edit, refuse, reject, classify or cancel any ad at any time. Errors must be reported in the first day of publication. The Courier-Journal shall not be liable for any loss or expense that results from an error in or omission of an advertisement. We refund for early cancellation of order.

HOUSEHOLD GOODS
1950's China Closet Make Offer. 502-241-9161

Padded cloth headboard, w/ brass studs, padded sides & foot board, exc cond. \$300 FIRM 502-445-7129

WANTED TO BUY

ADVERTISEMENTS

\$\$\$ INSTANT CASH PAID FOR
Baseball cards • Sports Memorabilia
Antiques • Old Toys • Trains
Comic Books • Gold • Silver • Coins
Watches • Diamonds • Etc.
Entire Collection • We Pick Up
Call Scott 513-275-5611

PETS

If you're looking for a good home for your pet you may wish to avoid having your pet sold for commercial purposes by screening potential new owners carefully. Kentucky state law regulates the ownership of certain "exotic wildlife." Contact the Dept. of Fish & Wildlife Resources for ownership requirements.

REMEMBER-if someone offers you a deal that sounds too good to be true, it probably is.

DOMESTIC PETS

AKC Doberman Pinscher Puppies @ 4 weeks old. Chocolate & Black F/M moved. Up to date on shots. Dam and Sire on site. \$750 (812)583-7830

AKC Golden Retriever Puppies beautiful & playful. Shots & wormer UTD \$450 M, \$500 F 812-722-3699

AKC Reg. Labrador Retriever puppies, 4 weeks old. Chocolate & Black F/M puppies. will be ready 9/29. 600 each. please call or text (812)987-1815

COCKER SPANIEL MALES, 10 WEEKS. VARIOUS COLORS. EXCELLENT WHISKIES. In shot, wormed, health book white, full AKC \$550 (502)641-3581 ext.

English Bulldog Puppies AKC Reg. vet. high guar. M & F. \$3500 210-678-7943 270-427-6364 tmluocture@gbabies.com



English Golden Retrievers & English Labradors. LTD everything.

PUBLIC NOTICE OF PERIOD FOR REVIEW AND COMMENT ON THE DRAFT FY 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR KENTUCKY

The Kentucky Transportation Cabinet (KYTC), in accordance with its established "Statewide Transportation Planning and Project Delivery: Interested Parties, Public Involvement, and Consultation Process," hereby provides notice of the availability of the Draft FY 2019-2022 Statewide Transportation Improvement Program for public inspection, review, and comment for a 30-day period beginning September 6, 2018, and ending October 5, 2018.

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- Area Development District Offices in Mayfield, Hopkinsville, Owensboro, Bowling Green, Elizabethtown, Louisville, Florence, Mayfield, Lexington, Owensboro, Cadetsburg, Prestonsburg, Hazard, London, and Russell Springs.
- Metropolitan Planning Organization Offices in Clarksville, Tennessee (Fort Campbell); Evansville, Indiana (Henderson); Owensboro; Louisville; Lexington; Cincinnati, Ohio (Northern Kentucky); Catskillsburg; Bowling Green; and Elizabethtown.
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DEPARTMENT OF HIGHWAYS
KENTUCKY TRANSPORTATION CABINET
200 METRO STREET
6TH FLOOR
FRANKFORT, KENTUCKY 40622
PHONE: (602) 584-3730

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PHONE: (502) 584-5730



Officer Percy Minor



Major Ryan C. Bates
COMMANDER
Second Division

Louisville Metro Police Department

2nd Division 3419 Bohne Avenue Louisville, KY

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held in West Louisville, instead, we enhance what the overall concept of festivals bring to West Louisville," said Clarence Leslie, Executive Vice President/General Manager of the Louisville Defender Newspaper and the founder of the festival. He continued, "Our goal is to bring people from outside the area, making it a city-wide event."

According to Leslie, the festival provides opportunities for Corporations, Government Agencies, Arts & Crafts, Home Improvement, Recruiters, Organizations and others to meet face to face with West Louisville residents and festival attendees to provide important information about this event.

The 2018 Festival again had something for everyone.

implemented to

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5TH FLOOR
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Madison County
 3BR ranch w/finished w/o
 bsmt, 1+ acres
 MLS# 1812211
 \$385,000



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Brick Ranch on 10.45 Acres,
 Basement, 4BR, 3.5 Baths,
 cherry cabinets, fireplace,
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 Country living starts here
 with 4 bedrooms, 2 bath home
 on 33+ acres with metal barn,
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 Make this home for \$299,900.
 Call Michael Hale
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 Country living starts here
 with 4 bedrooms, 2 bath home
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670 Brush Grove Rd,
 Whitesburg, KY
 Move to the country with this
 beautiful 4 bedroom home
 with 2 full baths, wide
 planked hardwood floors,
 custom Amish built cabinets
 on 25 acres with ponds,
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 off the Bluegrass Parkway.
 Come on home for \$325,000!
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 \$750, 859-271-0547

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120 East Heymsdale Rd, 2nd
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 www.cmu24.com

Office space near Bellville

103 Wind Haven Drive, \$1,175
 www.sls.com 859-469-9675

Legals & Public Notices

NOTICE OF BOND SALE

The Kentucky Bond Corporation (the "Corporation"), will until, 11:00 A.M. E.D.T., on September 12, 2018, receive at the offices of the Kentucky League of Cities, 100 East Vine Street, Suite 200, Lexington, Kentucky 40507, sealed competitive bids for approximately \$4,175,000 (which may be increased or decreased by an amount of up to \$418,000) of the Corporation's Financing Program Revenue Bonds, 2018 Taxable First Series C, dated their date of delivery, being fully registered bonds in denominations in multiples of \$5,000 (within the same maturity), maturing on February 1 of the year set forth in the Preliminary Official Statement. Bids must be on the Official Bid Form contained in the Preliminary Official Statement, available from the un-

subject to approval
 of Olinmore & Shook,
 LLP,
 Bond Counsel,
 2670 Palladium Drive,
 Lexington, KY 40502

Legals & Public Notices

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Parway Manor
431 Rogers Rd., Lex., KY
Remodeled 1, 2, & 3 BR
Starting at \$540/mo. New
Appliances, flooring, +
fixtures in hours alarm
system included. Special on
deposits. Please Call
859-299-7211 for more info.



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Find a Friend!**

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Classifieds 233-7878.

Public Notices

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6TH FLOOR
FRANKFORT, KENTUCKY 40622
PHONE: (502) 564-3730

Vital supervisory position managing operations of a portfolio consisting of Public Housing, Low Income Housing Tax Credit (LIHTC), Project-Based Voucher (PBV), and market-rate housing units for the Lexington Housing Authority (LHA). Position duties consist of supervision of clerical, supportive services and maintenance staff. Responsible for assuring excellence in tenant service in rental application, orientation and re-certification processes. Supervises the completion of all rental unit inspections, preparation of required weekly, monthly and annual reports to appropriate departments and outside agencies. Must track revenue and costs associated with their management office and all housing properties within their Housing Management Team's portfolio, and make monthly report presentations to the governing Board of Commissioners. Candidate chosen will possess leadership and training skills, with general statistical and bookkeeping knowledge. Must have the ability to establish and maintain effective working relationships with their staff, co-workers, officials, suppliers, residents, and the public.

A bachelor's degree in business, public administration or social sciences and five (5) years related Public Housing, LIHTC and PBV management experience in supervising three (3) or more employees preferred. An equivalent combination of education, training and housing management experience may be considered. A Public Housing Manager Certification will be required to be obtained within one (1) year of date of hire.

Salary range starts at \$46,000.00 in addition to a generous benefits and retirement package. Only applications obtained through the LHA will be considered and will be accepted at the LHA Central Office or may be sent to Lhaemploy@lexha.org, through Monday, September 24, 2018. Printable applications can be found on the LHA website www.lexha.org, and resumes are NOT a substitute for applications. A pre-employment physical, drug screening and background check is required.

Lexington Housing Authority
300 W. New Circle Road
Lexington, KY 40505

KTC
paducahsun.com

0577
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FOR SALE:
Vintage Duck Calls; Vintage Wooden Duck Decoys; Vintage Cork Duck Decoys; Vintage Fishing Lures Traders Mall Gun Show Sept. 8th & 9th

0570
1 BR., Clean & Quiet location in Lone Oak. \$440 mo! 270-554-0211 / 270-217-5800

0668
05' Yukon XL SLT New Tires Strong motor, good body, leather, 3rd seat, Bose sound, Sirius, 153k miles. \$7000. 270-559-3927

0919
GOVERNMENT WILDLIFE JOBS!
Great Pay and Benefits. No Experience Necessary. The ticket to a dream job might really be a scam. To protect yourself call the Federal Trade Commission toll-free, 1-877-FTC-HELP, or visit www.ftc.gov. A public service message from The Paducah Sun and the FTC.

0568
THIS NEWSPAPER COULD BE YOURS EVERY DAY! What better gift to give yourself than a friend!
Call The Paducah Sun Customer Service Dept for details. 575-8800 or 1-800-588-1771.

0660
4bd/3 1/2 bath, in-ground pool, west end. \$1500.00. Call 270-559-3927

0668
2015 Subaru Out-back, 42,500 mi., one owner, Great condition, Moon roof, Nav. system, Heated seats, Skis XM, \$20,500. 270-217-1998

0668
AUTOMOVER SPECIAL
6 lines - 14 days only \$25.00 call 270-575-8700

0605
REAL ESTATE FOR RENT
3 bed/2.5 bath 5819 Old Hwy 45 S 270-210-0727
SEEING is believing! Don't buy property based on pictures or representations. For free information about

0710
REAL ESTATE FOR SALE
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6 lines - 14 days only \$25.00 call 270-575-8700

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SOME ads in this classification are not necessarily "help wanted" but for employment information booklets.

0605
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PUBLIC NOTICE OF PERIOD FOR REVIEW AND COMMENT ON THE DRAFT FY 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR KENTUCKY

The Kentucky Transportation Cabinet (KTC), in accordance with its established "Statewide Transportation Planning and Project Delivery: Integrated Process, Public Involvement, and Consultation Process", hereby provides notice of the availability of the Draft FY 2019-2022 Statewide Transportation Improvement Program for public inspection, review, and comment for a 30-day period beginning September 6, 2018, and ending October 5, 2018.

The Draft FY 2019-2022 Statewide Transportation Improvement Program will be available at the following locations throughout the Commonwealth of Kentucky:

- KYTC Highway District Offices in Paducah, Madisonville, Bowling Green, Elizabethtown, Louisville, Lexington, Somerset, Flemingsburg, Jackson, Manchester, and Pysville.
- Area Development District Offices in Mayfield, Hopkinsville, Owensboro, Bowling Green, Elizabethtown, Louisville, Florence, Mayfield, Lexington, Springfield, Catlettsburg, Truesburg, Hazard, London, and Russell Springs.

Interested parties may contact the KTC's Planning Office in Louisville, Kentucky (502) 596-3333 or the KTC's Public Involvement Office in Paducah, Kentucky (270) 559-3927 for more information.

KTC's Division of Transportation Planning Office located in the Transportation Cabinet Office Building, 6th Floor, 200 Merz Street, Frankfort.

KTC's Division of Program Management Office located in the Transportation Cabinet Office Building, 6th Floor, 200 Merz Street, Frankfort.

KTC's web site at: <http://transportation.ky.gov/Program-Management/Pages/2019-Draft-STIP-Book.aspx>

Any individual, agency, or organization may provide written comments to:

ANDY BARBER
STATE HIGHWAY ENGINEER
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LEGALS

0955 **LEGALS**

Notice of Public Hearing For Property Located At 2475 Hines Road Paducah, KY 42001

On Wednesday, September 26, 2018, at 1:30 p.m. at the McCracken County Office Complex, 3700 Coleman Road, a Public Hearing will be conducted on the application of

0955

PUBLIC NOTICE OF PERIOD FOR REVIEW AND COMMENT ON THE DRAFT FY 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR KENTUCKY

The Kentucky Transportation Cabinet (KYTC), in accordance with its established "Statewide Transportation Planning and Project Delivery: Interested Parties, Public Involvement, and Consultation Process," hereby provides notice of the availability of the Draft FY 2019-2022 Statewide Transportation Improvement Program for public inspection, review, and comment for a 30-day period beginning September 8, 2018, and ending October 5, 2018.

The Draft FY 2019-2022 Statewide Transportation Improvement Program will be available at the following locations throughout the Commonwealth of Kentucky:

- * KYTC Highway District Offices in Paducah, Madisonville, Bowling Green, Elizabethtown, Louisville, Covington, Lexington, Somerset, Flemingsburg, Jackson, Manchester, and Pikeville.
- * Area Development District Offices in Mayfield, Hopkinsville, Owensboro, Bowling Green, Elizabethtown, Louisville, Florence, Maysville, Lexington, Owingsville, Callettsburg, Prestonsburg, Hazard, London, and Russell Springs.
- * Metropolitan Planning Organization Offices in Clarksville, Tennessee (Fort Campbell); Evansville, Indiana (Henderson); Owensboro; Louisville; Lexington; Cincinnati, Ohio (Northern Kentucky); Callettsburg; Bowling Green; and Elizabethtown.
- * KYTC's Division of Transportation Planning Offices located in the Transportation Cabinet Office Building, 5th Floor, 200 Mero Street, Frankfort.
- * KYTC's Division of Program Management Office located in the Transportation Cabinet Office Building, 5th Floor, 200 Mero Street, Frankfort.
- * KYTC's web site at: <http://transportation.ky.gov/Program-Management/Pages/2019-Draft-STIP-Book.aspx>

Any individual, agency, or organization may provide written comments to:

ANDY BARBER
STATE HIGHWAY ENGINEER
DEPARTMENT OF HIGHWAYS
KENTUCKY TRANSPORTATION CABINET
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ESTABLECIMIENTO

AVISO PÚBLICO DEL PERIODO DE REVISIÓN Y COMENTARIOS PARA EL PROGRAMA DE MEJORAMIENTO DEL TRANSPORTE A NIVEL ESTATAL 2019-2022

El Gabinete de Transporte (KYTC) en acuerdo con el Proceso de Consulta, Involucramiento del Público y las Partes Interesadas, establecidos para el "Repaso del Proyecto y Planeamiento del Programa de Transporte a Nivel Estatal," hace saber de la disponibilidad del Borrador del Proyecto del Mejoramiento del Transporte FY 219-2022 para la Inspección del público interesado, su revisión y la aceptación de comentarios durante un periodo de 30 días a partir del 8 de septiembre 2018 hasta el 8 de octubre 2018.

Borrador del Proyecto del Mejoramiento del Transporte FY 219-2022 estará disponible en los siguientes lugares a través del Estado de Kentucky.

* KYTC Highway District Offices in Paducah, Madisonville, Bowling Green, Elizabethtown, Louisville, Covington, Lexington, Somerset, Flemingsburg, Jackson, Manchester y Pikeville.

* Area Development District Offices in Mayfield, Hopkinsville, Owensboro, Bowling Green, Elizabethtown, Louisville, Florence, Maysville, Lexington, Owingsville, Catlettsburg, Prestonsburg, Hazard, London, and Russell Springs.

* Metropolitan Planning Organization Offices in Clarksville, Tennessee (Fort Campbell); Evansville,

Indiana (Henderson); Owensboro; Louisville; Lexington; Cincinnati, Ohio (Northern Kentucky); Catlettsburg; Bowling Green and Elizabethtown.

* KYTC's Division of Transportation Planning Offices located in the Transportation Cabinet Office Building, 5th Floor, 200 Mero Street, Frankfort.

* KYTC's Division of Program Management Office localizadé en el edificio del Transportation Cabinet Office Building, 6th Floor, 200 Mero Street, Frankfort.

KYTC's web site at: <http://transportation.ky.gov/Program-Management/Pages/2019-Draft-STIP-Book.aspx>

Cualquier persona, agencia u organización puede dar sus comentarios a:

ANDY BARBER
 STATE HIGHWAY ENGINEER
 DEPARTMENT OF HIGHWAYS
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Borrador del Proyecto del Mejoramiento del Transporte FY 2019-2022 estará disponible en los siguientes lugares a través del Estado de Kentucky.

* KYTC Highway District Offices in Paducah, Madisonville, Bowling Green, Elizabethtown, Louisville, Covington, Lexington, Somerset, Flemingsburg, Jackson, Manchester y Pikeville.

* Area Development District Offices in Mayfield, Hopkinsville, Owensboro, Bowling Green, Elizabethtown, Louisville, Florence, Maysville, Lexington, Owingsville, Callettsburg, Prestonsburg, Hazard, London, and Russell Springs.

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Cualquier persona, agencia u organización puede dar sus comentarios a:

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COMPENSACION AL TRABAJADOR
FORMA W-2

Contacta a Yarixa Rivera
859-885-7853

PUBLIC NOTICE OF PERIOD FOR REVIEW AND COMMENT ON THE DRAFT FY 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR KENTUCKY

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Area Development District Offices in Mayfield, Hopkinsville, Owensboro, Bowling Green, Elizabethtown, Louisville, Florence, Maysville, Lexington, Owingsville, Catlettsburg, Prestonsburg, Hazard, London, and Russell Springs.

Metropolitan Planning Organization Offices in Clarksville, Tennessee (Fort Campbell); Evansville, Indiana (Henderson); Owensboro; Louisville; Lexington; Cincinnati, Ohio (Northern Kentucky); Catlettsburg; Bowling Green; and Elizabethtown.

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PUBLIC NOTICE OF PERIOD FOR REVIEW AND COMMENT ON THE DRAFT FY 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR KENTUCKY

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KYTC's Division of Transportation Planning Offices located in the Transportation Cabinet Office building, 5th Floor, 200 Mero Street, Frankfort.

KYTC's Division of Program Management Office located in the Transportation Cabinet Office Building, 6th Floor, 200 Mero Street, Frankfort.

KYTC's web site at: [HYPERLINK "http://transportation.ky.gov/Program-Management/Pages/2019-Draft-STIP-Book.aspx"](http://transportation.ky.gov/Program-Management/Pages/2019-Draft-STIP-Book.aspx) <http://transportation.ky.gov/Program-Management/Pages/2019-Draft-STIP-Book.aspx>

Any individual, agency, or organization may provide written comments to:

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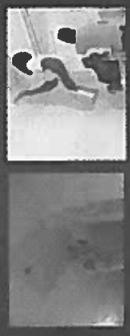
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Contacta a Varixza Rivera
859-885-7653

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EXHIBIT A – 4

**AIR QUALITY CONFORMITY
DETERMINATIONS
FOR
MAINTENANCE AREAS**



U.S. Department
of Transportation

Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Federal Highway Administration
OH Division
200 North High St., Room 328
Columbus, OH 43215

July 1, 2015

Jerry Wray
Director
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43223

Dear Director Wray:

This is in response to your letter dated May 1, 2015 regarding requests for USDOT conformity determinations for each Ohio air quality area. We have completed our review of the conformity documentation to support the adoption of Resolution 2015-09 by the Ohio Kentucky Indiana (OKI) Regional Council of Governments. The conformity documentation includes analyses to demonstrate conformity for the 8-hour ozone and PM2.5 standards for the Cincinnati-Hamilton, Ohio area.

Based on our review, in consultation with the United States Environmental Protection Agency (EPA) and through coordination with the Kentucky and Indiana Divisions of FHWA, we find that the OKI 2016-2019 Transportation Improvement Program and 2040 Metropolitan Transportation Plan conform to the applicable state implementation plan in accordance with the provisions of the EPA's Transportation Conformity Rule (40 CFR Parts 51 and 93).

If you have any questions, please contact Mr. Andy Johns, Planning Specialist, at andy.johns@dot.gov or 614-680-6896.

Sincerely,


for Marisol R. Simon
Regional Administrator
Federal Transit Administration


Laura S. Leffler
Division Administrator
Federal Highway Administration

By messenger (ODOT)

CONFORMITY AND APPROVAL LETTERS



U.S. Department
of Transportation

Federal Transit Administration Federal Highway Administration
Region V Indiana Division
200 West Adams St., Suite 320 576 N. Pennsylvania St., Rm 254
Chicago, IL 60606-5253 Indianapolis, IN 46204-1576

July 1, 2015

Roy Nunnally, Director
Asset Management Division
Indiana Department of Transportation
100 N Senate Ave. N925
Indianapolis, IN 46204

Dear Mr. Nunnally:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the documents necessary to make an air quality conformity finding on the Evansville Metropolitan Planning Organization FY 2016-2019 Transportation Improvement Program (TIP).

The Indiana Department of Environmental Management, the Indiana Department of Transportation, and the US Environmental Protection Agency have completed their reviews and recommend that we find the amendments conforms to the applicable air quality conformity requirements. Appropriate consultation and public involvement on the conformity analyses was completed.

Therefore, FHWA and FTA find the EMPO FY 2016-2019 TIP conform as required by the conformity rule. If you have any questions, please feel free to call Michelle Allen of FHWA at (317) 226-7344 or Tony Greep of FTA at (312).353-1646.

Sincerely,

Richard J. Marquis
Division Administrator
FHWA Indiana Division

Joan Marisol Shadin
Regional Administrator
FTA Region 5

cc: transmitted by e-mail
Seyed Shokouhzadeh, EMPO
Kathy Eaton-McKalip, INDOT
Emmanuel Nsonwu, INDOT



U.S. Department
of Transportation

Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Federal Highway Administration
OH Division
200 North High St., Room 328
Columbus, OH 43215

July 1, 2015

Jerry Wray
Director
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43223

Dear Director Wray:

This is in response to your letter dated May 1, 2015 regarding requests for USDOT conformity determinations for each Ohio air quality area. We have completed our review of the conformity documentation to support the adoption of Resolution #2015-028 by the KYOVA Interstate Planning Commission. The conformity documentation includes analyses to demonstrate conformity for the Fine Particulate Matter (PM_{2.5}) standards for the KYOVA Air Quality area.

Based on our review, in consultation with the United States Environmental Protection Agency (EPA) and through coordination between the Ohio, Kentucky and West Virginia Divisions of FHWA, we find that the KYOVA Transportation Improvement Program (TIP) and 2040 Plan conforms to the applicable state implementation plan in accordance with the provisions of the EPA's Transportation Conformity Rule (40 CFR Parts 51 and 93).

If you have any questions, please contact Noel Mehlo, Jr, Planning Specialist, at noel.mehlo@dot.gov or (614) 280-6841.

Sincerely,

for Marisol R. Simon
Regional Administrator
Federal Transit Administration

Laura S. Leffler
Division Administrator
Federal Highway Administration

By messenger (ODOT)



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

Kentucky Division

October 6, 2015

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

In Reply Refer To:
HPD-KY

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

Dear Mr. Couch:

The Kentucky Division Office 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 documents:

**Amendment 4 to the 2015-2018 Transportation Improvement Program (TIP) and
Amendment 4 to the 2035 Metropolitan Transportation Plan (MTP) for the
Louisville Area Metropolitan Planning Organization (MPO)
(MPO approval documented on August 27, 2015 resolution)**

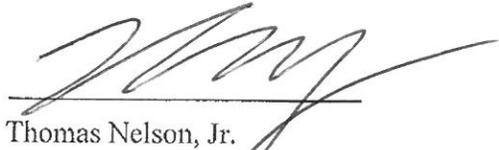
The Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the Kentucky Transportation Cabinet's Division of Planning, the Kentucky Transportation Cabinet's Office of Transportation Delivery, the Louisville Metro Air Pollution Control District, and the Transit Authority of River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

We found that this amendment can rely on the regional emissions analysis that was used to support the most recent conformity determination made on April 1, 2015. It was further found that this document meets the five primary criteria of the Transportation Conformity Rule:

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

It was also found that these documents met the criteria outlined in the Transportation Conformity Rule Revisions for the PM_{2.5} Standards.

We therefore find that the aforementioned document conforms to the 1997 PM_{2.5} annual standard.



Thomas Nelson, Jr.
Division Administrator
Federal Highway Administration



Yvette G. Taylor
Regional Administrator
Federal Transit Administration

cc: Richard Marquis, FHWA-IN
Scott Davis, EPA-R4
Sean Alteri, EPPC-DAQ
Keith Talley Sr., Louisville APCD
Barry Barker, TARC
Michael Hancock, KYTC-Administration
Ron Rigney, KYTC-Program Management
John Moore, KYTC-Planning

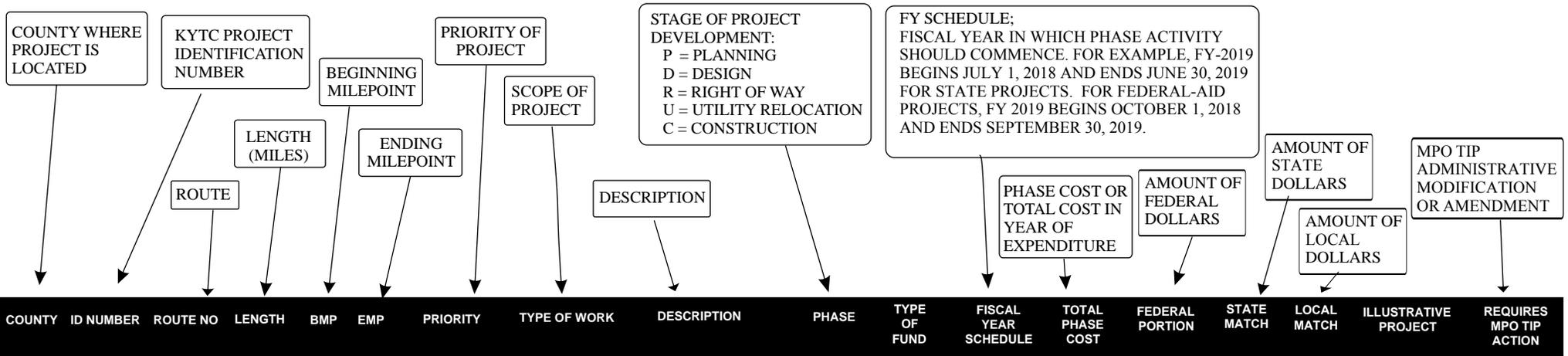
EXHIBIT A – 5

STIP PROJECTS

- A. Federally-funded projects sorted alphabetically by county
(Pages 1 - 114)**
- B. Federally-funded ZVarious
(Pages 1 - 5)**
- C. State-funded regionally significant air quality “Non-Exempt” Projects
(Pages 1 - 5)**

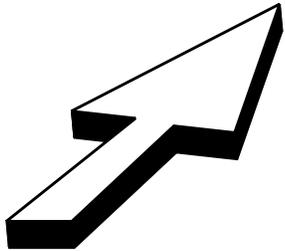
The projects and funding identified under the county name as “ZVarious” are for projects that are determined on an annual basis for various types of work.

KEY TO INTERPRETING INFORMATION PRESENTED FOR FY 2019- FY 2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)



COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION
ADAIR	8-1068	KY 704	0.01	11.905	11.913	ASSET MANAGEMENT	AM - BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 704 (11.909) OVER PETTY'S FORK. (001B00078N)(SD)	D	BR/STP	2019	175,000	108,500	66,500	0	NO	NO

ILLUSTRATIVE PROJECT
IF YES, PROJECT IS NOT IN FISCAL CONSTRAINT CALCULATION
IF NO, PROJECT IS IN FISCAL CONSTRAINT CALCULATION.



TYPE OF FUNDS TO BE UTILIZED FOR THE PROJECT, ABBREVIATED AS FOLLOWS:

- | | |
|--|---|
| BR — BRIDGE REPLACEMENT | SAF — FEDERAL HIGHWAY SAFETY |
| BR2 — JP2 BRAC BOND PROJECTS SECOND PROGRAM | SAH — FEDERAL STP FUNDS DEDICATED TO ASHLAND |
| CM — FEDERAL CONGESTION MITIGATION | SHN — FEDERAL STP FUNDS DEDICATED TO HENDERSON |
| FH — FEDERAL FOREST HIGHWAY | SLO — FEDERAL STP FUNDS DEDICATED TO LOUISVILLE |
| HPP — HIGH PRIORITY PROJECTS | SLX — FEDERAL STP FUNDS DEDICATED TO LEXINGTON |
| KYD — FEDERAL DEMONSTRATION FUNDS ALLOCATED TO KENTUCKY | SNK — FEDERAL STP FUNDS DEDICATED TO NORTHERN KENTUCKY |
| NH — FEDERAL NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) | SPP — STATE CONSTRUCTION HIGH PRIORITY PROJECTS |
| PM — PREVENTATIVE MAINTENANCE | STP — FEDERAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STP-BG) |
| RRP — SAFETY-RAILROAD PROTECTION | TE — FEDERAL TRANSPORTATION ENHANCEMENT PROGRAM |

EXAMPLE:

**A. Federally-funded projects sorted
alphabetically by county
(Pages 1 - 114)**

**2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2019 - FY 2022**

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION
ADAIR	8-1068	KY 704		11.905	11.913	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 704 (11.909) OVER PETTY'S FORK. (001B00078N)(SD)	D	BR/STP	2019	175,000	108,500	66,500			
ADAIR	8-1068	KY 704		11.905	11.913	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 704 (11.909) OVER PETTY'S FORK. (001B00078N)(SD)	C	BR/STP	2020	490,000	303,800	186,200			
ALLEN	3-10000	KY 3499		1.412	1.422	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-3499 BRIDGE OVER BAYS FORK. (002B00004N)	D	BR/STP	2019	175,000	108,500	66,500			
ALLEN	3-10000	KY 3499		1.412	1.422	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-3499 BRIDGE OVER BAYS FORK. (002B00004N)	C	BR/STP	2020	525,000	325,500	199,500			
ALLEN	3-10011	KY 585		0	0.002	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 585 BRIDGE OVER MIDDLE FORK DRAKES CREEK. (002B00021N)	D	BR/STP	2019	245,000	151,900	93,100			
ALLEN	3-10011	KY 585		0	0.002	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 585 BRIDGE OVER MIDDLE FORK DRAKES CREEK. (002B00021N)	C	BR/STP	2020	822,500	509,950	312,550			
BALLARD	1-115	US 60	3.7	13.62	16.937	RELIABILITY	MAJOR WIDENING(O)	PADUCAH-WICKLIFFE RD: IMPROVE US-60 FROM STAFFORD ROAD TO BETHEL CHURCH ROAD (INCLUDES KEVIL BYPASS)(TO BE LET WITH 1-115.10) (06CCR)(12CCR)(14CCR)(18CCR).	R	NH	2020	2,500,000	2,500,000	-			
BALLARD	1-115	US 60	3.7	13.62	16.937	RELIABILITY	MAJOR WIDENING(O)	PADUCAH-WICKLIFFE RD: IMPROVE US-60 FROM STAFFORD ROAD TO BETHEL CHURCH ROAD (INCLUDES KEVIL BYPASS)(TO BE LET WITH 1-115.10) (06CCR)(12CCR)(14CCR)(18CCR).	U	NH	2021	3,500,000	2,800,000	700,000			
BALLARD	1-1140.01	US 51	0.97	7.327	8.297	ASSET MANAGEMENT	AM-BRIDGE (P)	PE AND ENVIRONMENTAL FOR REPLACEMENT OF CAIRO BRIDGE AT OR BESIDE EXISTING LOCATION. (004B00021N)(SD)(18CCR)	D	BR/NH	2020	2,500,000	1,550,000	950,000			
BALLARD	1-1140.02	US 51	0.97	7.327	8.297	ASSET MANAGEMENT	AM-BRIDGE (P)	PE AND ENVIRONMENTAL FOR REPLACEMENT OF CAIRO BRIDGE AT OR BESIDE EXISTING LOCATION.(SD)(18CCR)	D	BR/NH	2022	6,500,000	4,030,000	2,470,000			
BALLARD	1-1140.03	US 51		7.327	8.297	ASSET MANAGEMENT	AM-BRIDGE (P)	PE AND ENVIRONMENTAL FOR REPLACEMENT OF CAIRO BRIDGE AT OR BESIDE EXISTING LOCATION.	D	BR/NH	2021	20,000,000	12,400,000	7,600,000			
BALLARD	1-20000	US 51		4.873	7.3	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/NH	2020	275,000	220,000	55,000			
BALLARD	1-20000	US 51		4.873	7.3	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/NH	2020	2,750,000	2,200,000	550,000			
BARREN	3-108.5	KY 90	4.217	17.758	21.975	RELIABILITY	RECONSTRUCTION(O)	PRIORITY SECTION 3: IMPROVE KY-90 EAST OF GLASGOW FROM BRIDGE OVER FALLEN TIMBER CREEK TO THE METCALFE COUNTY LINE. (2002BOPC)(08CCR)(10CCR)(12CCR)	C	STP	2022	3,950,000	3,160,000	790,000			
BARREN	3-195	LN 9008	0.1	0	0.1	ASSET MANAGEMENT	AM-BRG PAINTING(P)	LOUIE B NUNN PKWY (LN-9008) BRIDGE PAINTING, CLEANING, AND MINOR REPAIRS ON BRIDGE OVER I-65 IN BARREN CO. KY. 005B00067R, 005B00067L (2016BOP)	C	NH	2019	500,000	500,000	-			

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BARREN	3-8821	KY 1297	1.721	11.085	12.806	RELIABILITY	MAJOR WIDENING(O)	IMPROVE KY-1297 FROM CR-1366 (DONNELLY DRIVE) TO US-31E (ROGER WELLS), AND IMPROVE CR-1366 (DONNELLY DRIVE) FROM KY-1297 TO US-68 IN GLASGOW. (14CCN) (16CCN)	R	STP	2022	2,250,000	1,800,000	450,000			
BARREN	3-8821	KY 1297	1.721	11.085	12.806	RELIABILITY	MAJOR WIDENING(O)	IMPROVE KY-1297 FROM CR-1366 (DONNELLY DRIVE) TO US-31E (ROGER WELLS), AND IMPROVE CR-1366 (DONNELLY DRIVE) FROM KY-1297 TO US-68 IN GLASGOW. (14CCN) (16CCN)	U	STP	2022	2,000,000	1,600,000	400,000			
BARREN	3-10001	US 31EX		1.582	1.586	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 31EX BRIDGE OVER WATER STREET. (005B00058N)	D	BR/STP	2019	245,000	151,900	93,100			
BARREN	3-10001	US 31EX		1.582	1.586	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 31EX BRIDGE OVER WATER STREET. (005B00058N)	C	BR/STP	2020	945,000	585,900	359,100			
BARREN	3-20000	I 65		42.89	43.307	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-65 BOTH DIRECTION(S) FROM MILEPOINT 42.89 TO MILEPOINT 43.307.	D	PM/NH	2019	50,000	40,000	10,000			
BARREN	3-20000	I 65		42.89	43.307	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-65 BOTH DIRECTION(S) FROM MILEPOINT 42.89 TO MILEPOINT 43.307.	C	PM/NH	2019	500,000	400,000	100,000			
BARREN	3-20003	LN 9008		16.117	20.1	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 16.117 TO MILEPOINT 20.1	D	PM/NH	2019	320,000	256,000	64,000			
BARREN	3-20003	LN 9008		16.117	20.1	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 16.117 TO MILEPOINT 20.1	C	PM/NH	2019	3,200,000	2,560,000	640,000			
BARREN	3-20004	LN 9008		20.1	22.357	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 20.1 TO MILEPOINT 22.357	D	PM/NH	2021	180,000	144,000	36,000			
BARREN	3-20004	LN 9008		20.1	22.357	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 20.1 TO MILEPOINT 22.357	C	PM/NH	2021	1,800,000	1,440,000	360,000			
BARREN	3-20005	LN 9008		9.375	14.85	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 9.375 TO MILEPOINT 14.85	D	PM/NH	2021	440,000	352,000	88,000			
BARREN	3-20005	LN 9008		9.375	14.85	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 9.375 TO MILEPOINT 14.85	C	PM/NH	2021	4,400,000	3,520,000	880,000			
BARREN	3-20006	US 68X		1.692	2.523	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/STP	2021	400,000	320,000	80,000			
BARREN	3-20006	US 68X		1.692	2.523	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/STP	2021	4,000,000	3,200,000	800,000			

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BARREN	3-20020	US 68	9.7	0	9.7	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-68 FROM MILEPOINT 0.00 TO MILEPOINT 9.70	C	PM/NH	2022	1,180,000	944,000	236,000			
BARREN	3-20021	US 68	6.21	16.95	23.16	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-68 FROM MILEPOINT 16.95 TO MILEPOINT 23.16	C	PM/NH	2022	920,000	736,000	184,000			
BATH	9-10000	KY 1106		3.291	3.327	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1106 BRIDGE OVER FLAT CREEK. (006B00069N)	D	BR/STP	2019	595,000	368,900	226,100			
BATH	9-10000	KY 1106		3.291	3.327	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1106 BRIDGE OVER FLAT CREEK. (006B00069N)	C	BR/STP	2020	2,258,000	1,399,960	858,040			
BATH	9-10001	KY 1944		2.701	2.715	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1944 BRIDGE OVER WHITE OAK CREEK. (006B00076N)	D	BR/STP	2019	473,000	293,260	179,740			
BATH	9-10001	KY 1944		2.701	2.715	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1944 BRIDGE OVER WHITE OAK CREEK. (006B00076N)	C	BR/STP	2020	1,015,000	629,300	385,700			
BATH	9-10017	KY 211		8.166	8.178	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 211 BRIDGE OVER COW CREEK. (006B00043N)	D	BR/STP	2019	315,000	195,300	119,700			
BATH	9-10017	KY 211		8.166	8.178	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 211 BRIDGE OVER COW CREEK. (006B00043N)	C	BR/STP	2020	717,500	444,850	272,650			
BATH	9-20001	US 60		6.35	7.724	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/STP	2019	410,000	328,000	82,000			
BELL	11-10000	KY 2011		6.395	6.399	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2011 BRIDGE OVER RED BIRD CREEK. (007B00071N)	D	BR/STP	2019	175,000	108,500	66,500			
BELL	11-10000	KY 2011		6.395	6.399	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2011 BRIDGE OVER RED BIRD CREEK. (007B00071N)	C	BR/STP	2020	441,000	273,420	167,580			
BELL	11-10001	KY 2011		7.534	7.54	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2011 BRIDGE OVER RED BIRD CREEK. (007B00072N)	D	BR/STP	2019	175,000	108,500	66,500			
BELL	11-10001	KY 2011		7.534	7.54	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2011 BRIDGE OVER RED BIRD CREEK. (007B00072N)	C	BR/STP	2020	791,000	490,420	300,580			
BELL	11-10002	CR 1041		0.091	0.097	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CR-1041 BRIDGE OVER YORK BRANCH. (007C00003N)	D	BR/STP	2019	193,000	119,660	73,340			
BELL	11-10002	CR 1041		0.091	0.097	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CR-1041 BRIDGE OVER YORK BRANCH. (007C00003N)	C	BR/STP	2020	595,000	368,900	226,100			
BELL	11-10038	KY 92		3.142	3.148	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 92 BRIDGE OVER GREASY CREEK. (007B00040N)	D	BR/STP	2019	175,000	108,500	66,500			
BELL	11-10038	KY 92		3.142	3.148	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 92 BRIDGE OVER GREASY CREEK. (007B00040N)	C	BR/STP	2020	490,000	303,800	186,200			
BELL	11-20000	KY 2012		0	1.95	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT, SCHOOL BUS SAFETY ISSUE. (CCR)	D	PM/STP	2019	61,000	48,800	12,200			
BELL	11-20000	KY 2012		0	1.95	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT, SCHOOL BUS SAFETY ISSUE. (CCR)	C	PM/STP	2019	610,000	488,000	122,000			
BELL	11-20021	US 25E	1.96	0.9	2.86	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-25E FROM MILEPOINT 0.90 TO MILEPOINT 2.86	C	PM/NH	2022	1,391,000	1,112,800	278,200			

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BOONE	6-14	I 75	0.686	177.659	178.345	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	IMPROVE THE KY-536 (MT. ZION ROAD) INTERCHANGE. (14CCR)(16CCR)(18CCR)	U	NH	2019	5,430,000	5,430,000	-			YES
BOONE	6-14	I 75	0.686	177.659	178.345	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	IMPROVE THE KY-536 (MT. ZION ROAD) INTERCHANGE. (14CCR)(16CCR)(18CCR)	C	NH	2021	5,000,000	4,000,000	1,000,000			YES
BOONE	6-14.02	I 75	0.686	178.033	178.133	ECONOMIC DEVELOPMENT	PREFINANCD CONVRSN(O)	IMPROVE THE KY-536 (MT. ZION ROAD) INTERCHANGE. (14CCR)(16CCR)(18CCR)	C	NH	2022	17,080,000	13,664,000	3,416,000			YES
BOONE	6-78	I 275		7.2	8.9	ECONOMIC DEVELOPMENT	NEW INTERCHANGE(O)	IMPROVE FREIGHT MOBILITY AT I-275 AND GRAVES ROAD (CONTINUATION OF 6-8953: INTERCHANGE JUSTIFICATION STUDY ON I-275/GRAVES RD).(18CCR)	D	NH	2019	3,000,000	3,000,000	-			
BOONE	6-78	I 275		7.2	8.9	ECONOMIC DEVELOPMENT	NEW INTERCHANGE(O)	IMPROVE FREIGHT MOBILITY AT I-275 AND GRAVES ROAD (CONTINUATION OF 6-8953: INTERCHANGE JUSTIFICATION STUDY ON I-275/GRAVES RD).(18CCR)	R	NH	2020	4,000,000	4,000,000	-			
BOONE	6-78	I 275		7.2	8.9	ECONOMIC DEVELOPMENT	NEW INTERCHANGE(O)	IMPROVE FREIGHT MOBILITY AT I-275 AND GRAVES ROAD (CONTINUATION OF 6-8953: INTERCHANGE JUSTIFICATION STUDY ON I-275/GRAVES RD).(18CCR)	U	NH	2020	3,000,000	3,000,000	-			
BOONE	6-78	I 275		7.2	8.9	ECONOMIC DEVELOPMENT	NEW INTERCHANGE(O)	IMPROVE FREIGHT MOBILITY AT I-275 AND GRAVES ROAD (CONTINUATION OF 6-8953: INTERCHANGE JUSTIFICATION STUDY ON I-275/GRAVES RD).(18CCR)	C	NH	2020	5,000,000	5,000,000	-			
BOONE	6-78.01	I 275		7.2	8.9	ECONOMIC DEVELOPMENT	PREFINANCD CONVRSN(O)	IMPROVE FREIGHT MOBILITY AT I-275 AND GRAVES ROAD (CONTINUATION OF 6-8953: INTERCHANGE JUSTIFICATION STUDY ON I-275/GRAVES RD). (18CCR)	R	NH	2021	4,000,000	3,200,000	800,000			
BOONE	6-78.01	I 275		7.2	8.9	ECONOMIC DEVELOPMENT	PREFINANCD CONVRSN(O)	IMPROVE FREIGHT MOBILITY AT I-275 AND GRAVES ROAD (CONTINUATION OF 6-8953: INTERCHANGE JUSTIFICATION STUDY ON I-275/GRAVES RD). (18CCR)	C	NH	2022	10,000,000	8,000,000	2,000,000			
BOONE	6-79	I 75		184.148	185.34	RELIABILITY	CONGESTION MITIGTN(O)	IMPROVE SAFETY, MOBILITY, OPERATIONS, AND GEOMETRICS AT THE JUNCTION OF I-75 AND I-275 AND THE SYSTEM-TO-SYSTEM RAMPS.	D	NH	2019	2,000,000	2,000,000	-			
BOONE	6-80	I 75		171	171.8	RELIABILITY	CONGESTION MITIGTN(O)	REDUCE CONGESTION AND IMPROVE TRAFFIC MOBILITY AT THE INTERCHANGE OF I-75 AND KY-14 IN WALTON.	P	NH	2021	500,000	400,000	100,000			YES
BOONE	6-400.03					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2019	414,000	331,200		82,800		YES

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BOONE	6-400.14					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2019	44,000	35,200		8,800		YES
BOONE	6-400.15					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2020	44,000	35,200		8,800		YES
BOONE	6-400.16					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2021	44,000	35,200		8,800		YES
BOONE	6-400.17					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2022	44,000	35,200		8,800		YES
BOONE	6-401.09					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2019	280,000	224,000		56,000		YES
BOONE	6-401.14					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2019	56,000	44,800		11,200		YES
BOONE	6-401.15					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2020	56,000	44,800		11,200		YES
BOONE	6-401.16					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2021	56,000	44,800		11,200		YES
BOONE	6-401.17					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2022	56,000	44,800		11,200		YES
BOONE	6-401.18					RELIABILITY	MATCHED FED FUNDS(O)	N KY PLANNING FY18 AIR QUALITY, FIAM, LAND USE, RIDESHARE. (2016BOP)	P	SNK	2019	150,000	120,000		30,000		YES
BOONE	6-401.19					RELIABILITY	MATCHED FED FUNDS(O)	N KY PLANNING FY 2019 AIR QUALITY, FIAM, LAND USE, RIDESHARE. (2016BOP)	P	SNK	2019	150,000	120,000		30,000		YES
BOONE	6-401.2					RELIABILITY	MATCHED FED FUNDS(O)	N KY PLANNING FY 2020 AIR QUALITY, FIAM, LAND USE, RIDESHARE.	P	SNK	2020	150,000	120,000		30,000		YES
BOONE	6-401.21					RELIABILITY	MATCHED FED FUNDS(O)	N KY PLANNING FY 2021 AIR QUALITY, FIAM, LAND USE, RIDESHARE.	P	SNK	2021	150,000	120,000		30,000		YES
BOONE	6-422	CR 1002	0.558	2.1	2.658	RELIABILITY	MATCHED FED FUNDS(O)	RECONSTRUCTION OF THE INTERSECTION OF CAMP ERNST ROAD AND LONGBRANCH ROAD. WIDENING OF 1,900 FEET OF LONGBRANCH ROAD. (2012BOP)	C	SNK	2019	524,640	419,712		104,928		YES
BOONE	6-423	KY 3060	0.45	1.5	1.95	RELIABILITY	MATCHED FED FUNDS(O)	CORRECT GEOMETRIC DEFICIENCIES AND ADD LEFT TURN LANES ON FROGTOWN ROAD AT TRIPLE CROWN BLVD AND CEDARWOOD.(2012BOP)(ADM. BY KYTC)	R	SNK	2019	200,000	160,000		40,000		YES

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BOONE	6-423	KY 3060	0.45	1.5	1.95	RELIABILITY	MATCHED FED FUNDS(O)	CORRECT GEOMETRIC DEFICIENCIES AND ADD LEFT TURN LANES ON FROGTOWN ROAD AT TRIPLE CROWN BLVD AND CEDARWOOD.(2012BOP)(ADM. BY KYTC)	U	SNK	2019	120,000	96,000		24,000		YES
BOONE	6-423	KY 3060	0.45	1.5	1.95	RELIABILITY	MATCHED FED FUNDS(O)	CORRECT GEOMETRIC DEFICIENCIES AND ADD LEFT TURN LANES ON FROGTOWN ROAD AT TRIPLE CROWN BLVD AND CEDARWOOD.(2012BOP)(ADM. BY KYTC)	C	SNK	2019	1,200,000	960,000		240,000		YES
BOONE	6-433	KY 717	0.3	0.7	1	SAFETY	SAFETY(P)	IMPROVE SAFETY ALONG KY 717 AT THE 90 DEGREE BEND NEAR THE CIN/NKY AIRPORT, 0.337 MI N OF KY 1017. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2014BOP)	C	SNK	2019	1,000,000	800,000		200,000		YES
BOONE	6-439	KY 3159		0.119	0.652	RELIABILITY	MATCHED FED FUNDS(O)	WIDEN KY 3159 (TED BUSHELMAN BLVD) FROM DOERING DRIVE TO KY 1017 (AERO PARKWAY) TO PROVIDE A TWO-WAY LEFT TURN LANE TO IMPROVE TRAFFIC FLOW FOR FUTURE DEVELOPMENT (2016BOP)	C	SNK	2019	1,000,000	800,000		200,000		YES
BOONE	6-440	KY 237		6.617	9.418	RELIABILITY	MATCHED FED FUNDS(O)	CONSTRUCT A MULTI-MODAL PATH ALONG KY 237 FROM STEPHENS ELEMENTARY SCHOOL NORTH TO KY 20/PETERSBURG ROAD (2016BOP).	C	SNK	2019	1,786,400	1,429,120		357,280		YES
BOONE	6-441	KY 3076		0.825	1.554	RELIABILITY	BIKE/PED FACIL(O)	CONSTRUCT NEW SIDEWALKS, DEDICATED BIKE LANES AND RETAINING WALLS ALONG DOLWICK ROAD TO MINEOLA PIKE TO OLYMPIC BLVD IN THE CITY OF ERLANGER. (2016 BOP)	R	SNK	2019	80,000	64,000		16,000		YES
BOONE	6-441	KY 3076		0.825	1.554	RELIABILITY	BIKE/PED FACIL(O)	CONSTRUCT NEW SIDEWALKS, DEDICATED BIKE LANES AND RETAINING WALLS ALONG DOLWICK ROAD TO MINEOLA PIKE TO OLYMPIC BLVD IN THE CITY OF ERLANGER. (2016 BOP)	U	SNK	2019	200,000	160,000		40,000		YES
BOONE	6-441	KY 3076		0.825	1.554	RELIABILITY	BIKE/PED FACIL(O)	CONSTRUCT NEW SIDEWALKS, DEDICATED BIKE LANES AND RETAINING WALLS ALONG DOLWICK ROAD TO MINEOLA PIKE TO OLYMPIC BLVD IN THE CITY OF ERLANGER. (2016 BOP)	C	SNK	2019	1,576,000	1,260,800		315,200		YES
BOONE	6-442	CR 1001		2.168	2.169	RELIABILITY	MATCHED FED FUNDS(O)	ADD A LEFT TURN LANE ON SB CAMP ERNST ROAD AT LONGBRANCH ROAD (2016BOP).	R	SNK	2019	400,000	320,000		80,000		YES
BOONE	6-442	CR 1001		2.168	2.169	RELIABILITY	MATCHED FED FUNDS(O)	ADD A LEFT TURN LANE ON SB CAMP ERNST ROAD AT LONGBRANCH ROAD (2016BOP).	U	SNK	2019	69,271	55,417		13,854		YES
BOONE	6-442	CR 1001		2.168	2.169	RELIABILITY	MATCHED FED FUNDS(O)	ADD A LEFT TURN LANE ON SB CAMP ERNST ROAD AT LONGBRANCH ROAD (2016BOP).	C	SNK	2019	461,809	369,447		92,362		YES

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BOONE	6-444	KY 236	1.594	0	1.594	RELIABILITY	MAJOR WIDENING(O)	IMPROVE SAFETY AND REDUCE CONGESTION ALONG KY-236 (DONALDSON ROAD) FROM KY-842 (HOUSTON ROAD) TO KY-3076 (MINEOLA PIKE). (18CCR)	P	STP	2019	2,000,000	2,000,000	-			YES
BOONE	6-444	KY 236	1.594	0	1.594	RELIABILITY	MAJOR WIDENING(O)	IMPROVE SAFETY AND REDUCE CONGESTION ALONG KY-236 (DONALDSON ROAD) FROM KY-842 (HOUSTON ROAD) TO KY-3076 (MINEOLA PIKE). (18CCR)	D	STP	2020	5,000,000	5,000,000	-			
BOONE	6-445	KY 3076	1.05	0	1.05	RELIABILITY	MAJOR WIDENING(O)	IMPROVE FREIGHT MOBILITY AND REDUCE CONGESTION ON KY-3076 (MINEOLA PIKE) FROM KY-236 TO I-275. (18CCR)	D	STP	2019	1,500,000	1,500,000	-			
BOONE	6-445	KY 3076	1.05	0	1.05	RELIABILITY	MAJOR WIDENING(O)	IMPROVE FREIGHT MOBILITY AND REDUCE CONGESTION ON KY-3076 (MINEOLA PIKE) FROM KY-236 TO I-275. (18CCR)	R	STP	2022	4,000,000	3,200,000	800,000			
BOONE	6-446	US 42		12.508	13.489	NEW ROUTES	NEW ROUTE(O)	PROVIDE EAST-WEST CONNECTIVITY AND IMPROVED MOBILITY FROM KY-237 (PLEASANT VALLEY ROAD) THRU KY-842 (HOPEFUL CHURCH ROAD) TO MALL ROAD/I-75 INTERCHANGE. (18CCR)	D	NH	2020	1,500,000	1,500,000	-			YES
BOONE	6-966					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2018. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2019	35,140,000	28,112,000		7,028,000		YES
BOONE	6-966.07					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2019 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2019	9,100,000	7,280,000		1,820,000		YES
BOONE	6-966.08					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2020	9,200,000	7,360,000		1,840,000		YES
BOONE	6-966.09					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2021. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2021	9,200,000	7,360,000		1,840,000		YES
BOONE	6-966.1					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2022. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2022	9,200,000	7,360,000		1,840,000		YES
BOONE	6-1087	KY 842	0.074	0.094	0.141	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NS (CNO&TP)RR ON RICHARDSON ROAD (KY 842) 0.14 MI E OF US 25 NEAR INDEPENDENCE (008B00092N)	D	BR/STP	2019	480,000	297,600	182,400			

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BOONE	6-1087	KY 842	0.074	0.094	0.141	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NS (CNO&TP)RR ON RICHARDSON ROAD (KY 842) 0.14 MI E OF US 25 NEAR INDEPENDENCE (008B00092N)	R	BR/STP	2020	2,800,000	1,736,000	1,064,000			
BOONE	6-1087	KY 842	0.074	0.094	0.141	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NS (CNO&TP)RR ON RICHARDSON ROAD (KY 842) 0.14 MI E OF US 25 NEAR INDEPENDENCE (008B00092N)	U	BR/STP	2020	350,000	217,000	133,000			
BOONE	6-1087	KY 842	0.074	0.094	0.141	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NS (CNO&TP)RR ON RICHARDSON ROAD (KY 842) 0.14 MI E OF US 25 NEAR INDEPENDENCE (008B00092N)	C	BR/STP	2022	3,500,000	2,170,000	1,330,000			
BOONE	6-20002	I 75		169.439	183.08	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-75 BOTH DIRECTION(S) FROM MILEPOINT 169.439 TO MILEPOINT 183.08.	D	PM/NH	2020	2,180,000	1,744,000	436,000			YES
BOONE	6-20002	I 75		169.439	183.08	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-75 BOTH DIRECTION(S) FROM MILEPOINT 169.439 TO MILEPOINT 183.08.	C	PM/NH	2020	21,800,000	17,440,000	4,360,000			YES
BOONE	6-20004	I 75		183.08	183.312	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-75 BOTH DIRECTION(S) FROM MILEPOINT 183.08 (182.9 NON-CARDINAL) TO MILEPOINT 183.312.	D	PM/NH	2021	100,000	80,000	20,000			YES
BOONE	6-20004	I 75		183.08	183.312	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-75 BOTH DIRECTION(S) FROM MILEPOINT 183.08 (182.9 NON-CARDINAL) TO MILEPOINT 183.312.	C	PM/NH	2021	1,000,000	800,000	200,000			YES
BOONE	6-20005	I 275		13.08	13.7	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-275 BOTH DIRECTION(S) FROM MILEPOINT 13.076 TO MILEPOINT 13.7	D	PM/NH	2021	50,000	40,000	10,000			YES
BOONE	6-20005	I 275		13.08	13.7	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-275 BOTH DIRECTION(S) FROM MILEPOINT 13.076 TO MILEPOINT 13.7	C	PM/NH	2021	500,000	400,000	100,000			YES
BOONE	6-20006	I 275		1.58	7.25	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-275 BOTH DIRECTION(S) FROM MILEPOINT 1.58 TO MILEPOINT 7.25	D	PM/NH	2021	850,000	680,000	170,000			YES
BOONE	6-20006	I 275		1.58	7.25	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-275 BOTH DIRECTION(S) FROM MILEPOINT 1.58 TO MILEPOINT 7.25	C	PM/NH	2021	8,500,000	6,800,000	1,700,000			YES
BOONE	6-20008	KY 18		15.256	16.632	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT.	D	PM/STP	2019	225,000	180,000	45,000			YES
BOONE	6-20008	KY 18		15.256	16.632	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT.	C	PM/STP	2019	2,250,000	1,800,000	450,000			YES
BOONE	6-20009	KY 237		9.5	10.3	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT.	D	PM/NH	2021	320,000	256,000	64,000			YES
BOONE	6-20009	KY 237		9.5	10.3	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT.	C	PM/NH	2021	3,200,000	2,560,000	640,000			YES

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BOURBON	7-365.1	KY 3364	0.1	5.389	5.489	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF STRUCTURE OVER SCOTTS CREEK ON KY 3364, 0.7 MILE NORTH OF US 460 AT NORTH MIDDLETOWN (BRIDGE IMPROVEMENTS). (03KYDN)(2012BOP) (16CCN)	D	KYD	2019	1,568,000	1,568,000	-			
BOURBON	7-8705	US 460	6.302	1.394	7.696	RELIABILITY	RECONSTRUCTION(O)	IMPROVE US-460 FROM RUSSELL CAVE ROAD TO US-27 BYPASS IN PARIS.(12CCN)(14CCR)(16CCR)	R	STP	2019	1,000,000	1,000,000	-			
BOURBON	7-8705	US 460	6.302	1.394	7.696	RELIABILITY	RECONSTRUCTION(O)	IMPROVE US-460 FROM RUSSELL CAVE ROAD TO US-27 BYPASS IN PARIS.(12CCN)(14CCR)(16CCR)	U	STP	2019	1,000,000	1,000,000	-			
BOURBON	7-8705	US 460	6.302	1.394	7.696	RELIABILITY	RECONSTRUCTION(O)	IMPROVE US-460 FROM RUSSELL CAVE ROAD TO US-27 BYPASS IN PARIS.(12CCN)(14CCR)(16CCR)	C	STP	2021	5,620,000	4,496,000	1,124,000			
BOURBON	7-8705.01	US 460	6.302	1.394	7.696	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE US-460 FROM RUSSELL CAVE ROAD TO US-27 BYPASS IN PARIS.(12CCN)(14CCR)(16CCR)	R	STP	2021	2,030,000	1,624,000	406,000			
BOURBON	7-8705.01	US 460	6.302	1.394	7.696	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE US-460 FROM RUSSELL CAVE ROAD TO US-27 BYPASS IN PARIS.(12CCN)(14CCR)(16CCR)	U	STP	2021	1,500,000	1,200,000	300,000			
BOURBON	7-10007	CR 1205		1.566	1.574	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HOUSTON ANTIOCH ROAD BRIDGE OVER HOUSTON CREEK. (009C00031N)	D	BR/STP	2019	143,500	88,970	54,530			
BOURBON	7-10007	CR 1205		1.566	1.574	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HOUSTON ANTIOCH ROAD BRIDGE OVER HOUSTON CREEK. (009C00031N)	C	BR/STP	2020	325,500	201,810	123,690			
BOURBON	7-10008	CR 1320		4.983	4.99	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PEACOCK ROAD BRIDGE OVER CSX RR. (009R00605N)	D	BR/STP	2019	220,500	136,710	83,790			
BOURBON	7-10008	CR 1320		4.983	4.99	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PEACOCK ROAD BRIDGE OVER CSX RR. (009R00605N)	C	BR/STP	2020	518,000	321,160	196,840			
BOURBON	7-20002	US 68X		0	2.772	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT.	D	PM/STP	2019	250,000	200,000	50,000			
BOURBON	7-20002	US 68X		0	2.772	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT.	C	PM/STP	2019	2,500,000	2,000,000	500,000			
BOYD	9-208.04					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2018. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SAH	2019	6,265,000	5,012,000		1,253,000		YES
BOYD	9-208.05					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2019. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SAH	2019	1,200,000	960,000		240,000		YES
BOYD	9-208.06					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SAH	2020	1,200,000	960,000		240,000		YES
BOYD	9-208.07					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2021. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SAH	2021	1,600,000	1,280,000		320,000		YES

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BOYD	9-208.08					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2022. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SAH	2022	1,600,000	1,280,000		320,000		YES
BOYD	9-10014	US 23S		0.048	0.48	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON 12TH STREET BRIDGE OVER THE OHIO RIVER. JOINT PROJECT WITH OHIO. (010B00040N)(BSBP)	C	BR/NH	2019	1,750,000	1,085,000	665,000			
BOYD	9-10015	US 60		12.636	12.88	ASSET MANAGEMENT	AM-BRIDGE (P)	PAINTING AND PREVENTIVE MAINTENANCE ON CATLETTSBURG KENOVA BRIDGE ON 35TH ST. OVER THE OHIO RIVER. JOINT PROJECT WITH OHIO. (010B00062N)(BSBP)	C	BR/STP	2020	1,200,000	744,000	456,000			YES
BOYD	9-10016	I 64		191.404	191.507	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON PERRY GENTRY BRIDGES OVER THE BIG SANDY RIVER. JOINT PROJECT WITH WEST VIRGINIA. (010B00046L AND 010B00046R)(SD)	C	BR/NH	2020	1,500,000	930,000	570,000			YES
BOYD	9-10018	KY 854		7.068	7.076	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 854 BRIDGE OVER GARNER CREEK. (010B00045N)	D	BR/STP	2019	525,000	325,500	199,500			YES
BOYD	9-10018	KY 854		7.068	7.076	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 854 BRIDGE OVER GARNER CREEK. (010B00045N)	C	BR/STP	2020	1,085,000	672,700	412,300			YES
BOYD	9-20002	I 64		180.812	183.95	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTION(S) FROM MILEPOINT 180.812 TO MILEPOINT 183.95.	D	PM/NH	2019	250,000	200,000	50,000			YES
BOYD	9-20002	I 64		180.812	183.95	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTION(S) FROM MILEPOINT 180.812 TO MILEPOINT 183.95.	C	PM/NH	2019	2,500,000	2,000,000	500,000			YES
BOYD	9-20015	US 23	6.28	10.67	16.95	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-23 FROM MILEPOINT 10.67 TO MILEPOINT 16.95	C	PM/NH	2022	2,365,000	1,892,000	473,000			YES
BOYLE	7-242	US 68		6.4	6.418	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 68 AND US 150 BRIDGE OVER CHAPLIN RIVER, PERRYVILLE. (SEE 7-242.01 FOR HPP FUNDS)(2005HPP-KY134)(011B00042N)(SD)	C	BR/STP	2020	1,253,000	776,860	476,140			
BOYLE	7-242.01	US 68		6.4	6.418	RELIABILITY	AM-BRIDGE (P)	REPLACE US 68 AND US 150 BRIDGE OVER CHAPLIN RIVER, PERRYVILLE. 011B00042N (2005HPP-KY134)(EARMARK DOES NOT COVER TOTAL PROJECT COST OF \$1,790,000).(SD)	C	HPP	2019	487,797	487,797	-			
BOYLE	7-20024	US 127B	5.27	0	5.27	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-127B FROM MILEPOINT 0.00 TO MILEPOINT 5.27	C	PM/NH	2022	2,301,000	1,840,800	460,200			
BRACKEN	6-10008	KY 8		1.202	1.25	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 8 BRIDGE OVER HOLTS CREEK AT FOSTER. (012B00004N)	D	BR/STP	2019	455,000	282,100	172,900			
BRACKEN	6-10008	KY 8		1.202	1.25	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 8 BRIDGE OVER HOLTS CREEK AT FOSTER. (012B00004N)	C	BR/STP	2020	3,325,000	2,061,500	1,263,500			
BREATHITT	10-375	KY 205	2.15	7.804	9.954	RELIABILITY	MINOR WIDENING(O)	IMPROVE KY-205 FROM NORTH OF KY-1812 TO SOUTH OF PEGGS FORK RD.	D	STP	2021	1,000,000	800,000	200,000			

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COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION
BREATHITT	10-376	KY 15	1.15	16.75	17.9	RELIABILITY	MAJOR WIDENING(O)	IMPROVE KY-15 FROM THE INTERSECTION OF NEW KY-15/30 TO INTERSECTION OF KY-1812.	D	NH	2019	1,500,000	1,500,000	-			
BREATHITT	10-376	KY 15	1.15	16.75	17.9	RELIABILITY	MAJOR WIDENING(O)	IMPROVE KY-15 FROM THE INTERSECTION OF NEW KY-15/30 TO INTERSECTION OF KY-1812.	R	NH	2021	2,900,000	2,320,000	580,000			
BREATHITT	10-376	KY 15	1.15	16.75	17.9	RELIABILITY	MAJOR WIDENING(O)	IMPROVE KY-15 FROM THE INTERSECTION OF NEW KY-15/30 TO INTERSECTION OF KY-1812.	U	NH	2022	1,150,000	920,000	230,000			
BREATHITT	10-1110	KY 378	0.028	0.672	0.7	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER FROZEN CREEK ON KY 378 0.7 MI N OF KY 1812. (013B00050N)	C	BR/STP	2020	735,000	455,700	279,300			
BREATHITT	10-10000	CR 1233		0.034	0.04	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MORRIS FORK ROAD BRIDGE OVER BURTON FORK. (013C00050N)	D	BR/STP	2019	140,000	86,800	53,200			
BREATHITT	10-10000	CR 1233		0.034	0.04	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MORRIS FORK ROAD BRIDGE OVER BURTON FORK. (013C00050N)	C	BR/STP	2020	315,000	195,300	119,700			
BREATHITT	10-10001	CR 1124		0.779	0.787	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF LITTLE BUCKHORN ROAD BRIDGE OVER BUCKHORN CREEK. (013C00016N)(SD)	D	BR/STP	2019	140,000	86,800	53,200			
BREATHITT	10-10001	CR 1124		0.779	0.787	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF LITTLE BUCKHORN ROAD BRIDGE OVER BUCKHORN CREEK. (013C00016N)(SD)	C	BR/STP	2020	350,000	217,000	133,000			
BREATHITT	10-10010	KY 1812		14.28	14.286	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1812 BRIDGE OVER JOHNSON FORK. (013B00007N)	D	BR/STP	2019	175,000	108,500	66,500			
BREATHITT	10-10010	KY 1812		14.28	14.286	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1812 BRIDGE OVER JOHNSON FORK. (013B00007N)	C	BR/STP	2020	507,500	314,650	192,850			
BREATHITT	10-10011	CR 1104		0.809	0.815	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BIG BRANCH ROAD BRIDGE OVER BIG BRANCH CREEK. (013C00008N)	D	BR/STP	2019	175,000	108,500	66,500			
BREATHITT	10-10011	CR 1104		0.809	0.815	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BIG BRANCH ROAD BRIDGE OVER BIG BRANCH CREEK. (013C00008N)	C	BR/STP	2020	385,000	238,700	146,300			
BRECKINRIDGE	4-1090	CR 1021	0.02	1.42	1.44	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER SINKING CREEK ON DENTS BRIDGE ROAD (CR 1021) 1.4 MI W OF KY 333 (014C00003N)	C	BR/STP	2020	406,000	251,720	154,280			
BRECKINRIDGE	4-20025	US 60	2.78	0	2.78	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-60 FROM MILEPOINT 0.00 TO MILEPOINT 2.78	C	PM/NH	2022	642,000	513,600	128,400			
BRECKINRIDGE	4-20026	US 60	9.29	3.45	12.74	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-60 FROM MILEPOINT 3.45 TO MILEPOINT 12.74	C	PM/NH	2022	1,739,000	1,391,200	347,800			
BULLITT	5-391.2	KY 480	0.83	2.01	2.84	RELIABILITY	RECONSTRUCTION(O)	WIDEN CEDAR GROVE ROAD (KY-480) FROM CEDAR GROVE ELEMENTARY SCHOOL TO VALLEY VIEW DRIVE. (12CCR)(14CCR) (SEE 5-391.3 FOR INTERCHANGE IMPROVEMENTS)	C	STP	2022	6,240,000	4,992,000	1,248,000			YES
BULLITT	5-538	I 65		113.5	115	RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT NEW I-65 INTERCHANGE BETWEEN KY-480 AND KY-245.	C	NH	2019	18,720,000	18,720,000	-			YES

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BULLITT	5-544	KY 44	0.5	11.75	12.25	SAFETY	BIKE/PED FACIL(O)	INSTALLATION OF NEW SIDEWALKS AND REHABILITATION OF EXISTING SIDEWALKS TO FIX GAPS IN THE PEDESTRIAN NETWORK ALONG KY 44 FROM FRANK E. SIMON DRIVE (CITY PARK DRIVE) EAST TO KY 61 IN SHEPHERDSVILLE. KY 44 MILEPOINTS FROM 11.75 TO 12.25.(2016BOP)	R	SLO	2019	60,000	48,000		12,000		
BULLITT	5-544	KY 44	0.5	11.75	12.25	SAFETY	BIKE/PED FACIL(O)	INSTALLATION OF NEW SIDEWALKS AND REHABILITATION OF EXISTING SIDEWALKS TO FIX GAPS IN THE PEDESTRIAN NETWORK ALONG KY 44 FROM FRANK E. SIMON DRIVE (CITY PARK DRIVE) EAST TO KY 61 IN SHEPHERDSVILLE. KY 44 MILEPOINTS FROM 11.75 TO 12.25.(2016BOP)	U	SLO	2019	60,000	48,000		12,000		
BULLITT	5-544	KY 44	0.5	11.75	12.25	SAFETY	BIKE/PED FACIL(O)	INSTALLATION OF NEW SIDEWALKS AND REHABILITATION OF EXISTING SIDEWALKS TO FIX GAPS IN THE PEDESTRIAN NETWORK ALONG KY 44 FROM FRANK E. SIMON DRIVE (CITY PARK DRIVE) EAST TO KY 61 IN SHEPHERDSVILLE. KY 44 MILEPOINTS FROM 11.75 TO 12.25.(2016BOP)	C	SLO	2019	220,000	176,000		44,000		
BULLITT	5-550	I 65	18.392	104.788	123.18	RELIABILITY	MAJOR WIDENING(O)	WIDEN I-65 FROM 6 TO 8 LANES FROM KY-61 (PRESTON HIGHWAY) IN LEBANON JUNCTION TO I-265 (GENE SNYDER FREEWAY)	P	NH	2020	250,000	250,000	-			YES
BULLITT	5-550	I 65	18.392	104.788	123.18	RELIABILITY	MAJOR WIDENING(O)	WIDEN I-65 FROM 6 TO 8 LANES FROM KY-61 (PRESTON HIGHWAY) IN LEBANON JUNCTION TO I-265 (GENE SNYDER FREEWAY)	D	NH	2022	7,470,000	5,976,000	1,494,000			YES
BULLITT	5-8509	KY 245	1.99	4.425	6.415	RELIABILITY	MINOR WIDENING(O)	WIDEN KY-245 FROM BERNHEIM FOREST TO THE COMMUNITY COLLEGE. (08CCN)(10CCR)(14CCR)(16CCR)	C	STP	2022	12,640,000	10,112,000	2,528,000			YES
BULLITT	5-20036	KY 480	5.14	0	5.14	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-480 FROM MILEPOINT 0.00 TO MILEPOINT 5.14	C	PM/STP	2022	910,000	728,000	182,000			YES
BUTLER	3-2042.3	WN 9007		35.7	36.1	RELIABILITY	I-CHANGE RECONST(O)	I-65 SPUR CORRIDOR: IMPROVE THE NATCHER PARKWAY/US-231 INTERCHANGE (EXIT 36). (2016BOP)	C	NH	2021	6,750,000	5,400,000	1,350,000			
BUTLER	3-10003	KY 70		4.19	4.204	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-70 BRIDGE OVER PANTHER CREEK. (016B00019N)	D	BR/STP	2019	245,000	151,900	93,100			
BUTLER	3-10003	KY 70		4.19	4.204	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-70 BRIDGE OVER PANTHER CREEK. (016B00019N)	C	BR/STP	2020	889,000	551,180	337,820			
BUTLER	3-10004	CR 1008		3.903	3.909	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WAVERLY SCHOOL ROAD BRIDGE OVER LITTLE BULL CREEK. (016C00031N)	D	BR/STP	2019	157,500	97,650	59,850			
BUTLER	3-10004	CR 1008		3.903	3.909	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WAVERLY SCHOOL ROAD BRIDGE OVER LITTLE BULL CREEK. (016C00031N)	C	BR/STP	2020	266,000	164,920	101,080			

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BUTLER	3-20007	WK 9001		87.544	88.433	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 87.544 TO MILEPOINT 88.433	D	PM/NH	2021	70,000	56,000	14,000			
BUTLER	3-20007	WK 9001		87.544	88.433	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 87.544 TO MILEPOINT 88.433	C	PM/NH	2021	700,000	560,000	140,000			
BUTLER	3-20008	WN 9007		21.78	28.5	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 21.78 TO MILEPOINT 28.5 (26.42 NON-CARDINAL)	D	PM/NH	2022	540,000	432,000	108,000			
BUTLER	3-20008	WN 9007		21.78	28.5	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 21.78 TO MILEPOINT 28.5 (26.42 NON-CARDINAL)	C	PM/NH	2022	5,400,000	4,320,000	1,080,000			
BUTLER	3-20010	WN 9007		34.724	37.143	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 34.724 TO MILEPOINT 37.143	D	PM/NH	2019	240,000	192,000	48,000			
BUTLER	3-20010	WN 9007		34.724	37.143	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 34.724 TO MILEPOINT 37.143	C	PM/NH	2019	2,400,000	1,920,000	480,000			
CALDWELL	2-10000	KY 126		2.26	2.36	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-126 BRIDGE OVER DREEN CREEK. (017B00023N)	D	BR/STP	2019	245,000	151,900	93,100			
CALDWELL	2-10000	KY 126		2.26	2.36	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-126 BRIDGE OVER DREEN CREEK. (017B00023N)	C	BR/STP	2020	1,312,500	813,750	498,750			
CALDWELL	2-20000	I 24		54.842	57.389	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-24 BOTH DIRECTION(S) FROM MILEPOINT 54.842 TO MILEPOINT 57.389	D	PM/NH	2022	250,000	200,000	50,000			
CALDWELL	2-20000	I 24		54.842	57.389	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-24 BOTH DIRECTION(S) FROM MILEPOINT 54.842 TO MILEPOINT 57.389	C	PM/NH	2022	2,500,000	2,000,000	500,000			
CALDWELL	2-20004	I 69		82.934	86.344	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-69 BOTH DIRECTION(S) FROM MILEPOINT 82.934 TO MILEPOINT 86.344.	D	PM/NH	2021	400,000	320,000	80,000			
CALDWELL	2-20004	I 69		82.934	86.344	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-69 BOTH DIRECTION(S) FROM MILEPOINT 82.934 TO MILEPOINT 86.344.	C	PM/NH	2021	4,000,000	3,200,000	800,000			
CALLOWAY	1-314.2	US 641	5.7	0	5.666	RELIABILITY	MAJOR WIDENING(O)	IMPROVE US-641 FROM THE TENNESSEE STATE LINE TO MURRAY PRIORITY SECTION 2; FROM TENN. STATE LINE TO CLARKS RIVER BRIDGE.(SEE 1-8852.00)	D	NH	2019	2,000,000	2,000,000	-			

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CALLOWAY	1-314.2	US 641	5.7	0	5.666	RELIABILITY	MAJOR WIDENING(O)	IMPROVE US-641 FROM THE TENNESSEE STATE LINE TO MURRAY PRIORITY SECTION 2; FROM TENN. STATE LINE TO CLARKS RIVER BRIDGE.(SEE 1-8852.00)	R	NH	2019	2,000,000	2,000,000	-			
CALLOWAY	1-314.2	US 641	5.7	0	5.666	RELIABILITY	MAJOR WIDENING(O)	IMPROVE US-641 FROM THE TENNESSEE STATE LINE TO MURRAY PRIORITY SECTION 2; FROM TENN. STATE LINE TO CLARKS RIVER BRIDGE.(SEE 1-8852.00)	U	NH	2019	3,000,000	3,000,000	-			
CALLOWAY	1-314.2	US 641	5.7	0	5.666	RELIABILITY	MAJOR WIDENING(O)	IMPROVE US-641 FROM THE TENNESSEE STATE LINE TO MURRAY PRIORITY SECTION 2; FROM TENN. STATE LINE TO CLARKS RIVER BRIDGE.(SEE 1-8852.00)	C	NH	2021	15,000,000	12,000,000	3,000,000			
CALLOWAY	1-314.21	US 641	5.7	0	5.666	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE US-641 FROM THE TENNESSEE STATE LINE TO MURRAY PRIORITY SECTION 2; FROM TENN. STATE LINE TO CLARKS RIVER BRIDGE.(SEE 1-8852.00)	C	NH	2022	10,000,000	8,000,000	2,000,000			
CALLOWAY	1-10008	KY 280		11.015	11.027	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 280 BRIDGE OVER PANTHER CREEK. (018B00054N)	D	BR/STP	2019	140,000	86,800	53,200			
CALLOWAY	1-10008	KY 280		11.015	11.027	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 280 BRIDGE OVER PANTHER CREEK. (018B00054N)	C	BR/STP	2020	735,000	455,700	279,300			
CALLOWAY	1-20001	KY 1327		0	2.035	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT.	D	PM/STP	2019	175,000	140,000	35,000			
CALLOWAY	1-20001	KY 1327		0	2.035	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT.	C	PM/STP	2019	1,750,000	1,400,000	350,000			
CAMPBELL	6-183	I 471	5.016	0	5.016	RELIABILITY	RECONSTRUCTION(O)	STUDY AND REHABILITATE THE I-471 CORRIDOR, CAMPBELL COUNTY, KENTUCKY. (SEE ALSO 6-8104.00)(2005HPP-KY120)	C	HPP	2019	1,439,840	1,439,840	-			
CAMPBELL	6-427	KY 1892	0.173	2.395	2.568	RELIABILITY	MATCHED FED FUNDS(O)	ROADWAY REHABILITATION ON CAROTHERS ROAD FROM MONMOUTH STREET (US 27) TO RIGHT TURN LANE INTO NEWPORT SHOPPING CENTER.	C	SNK	2019	1,005,052	804,042		201,010		YES
CAMPBELL	6-434					RELIABILITY	MATCHED FED FUNDS(O)	NEWPORT RIVERFRONT COMMONS - CONSTRUCT TWO NEW PEDESTRIAN/BICYCLE BRIDGES TO CONNECT BOTH SIDES OF THE TAYLOR SOUTHGATE BRIDGE TO THE TRAILS ON TOP OF THE LEVEE (2016BOP)	C	SNK	2019	1,097,427	877,942		219,485		YES
CAMPBELL	6-443	US 27		16.333	16.507	RELIABILITY	MATCHED FED FUNDS(O)	ADD LANE ON US 27 TO PROVIDE THREE CONTINUOUS SOUTHBOUND THROUGH-LANES FROM MARSHALL LANE TO JOHNS HILL ROAD (KY 3490). (2016BOP)	R	SNK	2019	200,000	160,000		40,000		YES
CAMPBELL	6-443	US 27		16.333	16.507	RELIABILITY	MATCHED FED FUNDS(O)	ADD LANE ON US 27 TO PROVIDE THREE CONTINUOUS SOUTHBOUND THROUGH-LANES FROM MARSHALL LANE TO JOHNS HILL ROAD (KY 3490). (2016BOP)	U	SNK	2019	100,000	80,000		20,000		YES

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CAMPBELL	6-443	US 27		16.333	16.507	RELIABILITY	MATCHED FED FUNDS(O)	ADD LANE ON US 27 TO PROVIDE THREE CONTINUOUS SOUTHBOUND THROUGH-LANES FROM MARSHALL LANE TO JOHNS HILL ROAD (KY 3490). (2016BOP)	C	SNK	2019	500,000	400,000		100,000		YES
CAMPBELL	6-448	KY 9		17.525	17.978	RELIABILITY	CONGESTION MITIGTN(O)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE I-275 INTERCHANGE WITH KY-9 (AA HWY.)	P	NH	2021	700,000	560,000	140,000			YES
CAMPBELL	6-451	US 27		20.623	21.209	RELIABILITY	BIKE/PED FACIL(O)	SOUTH MONMOUTH PHASE 1. IMPROVE/ADD SIDEWALKS, ACCESS MANAGEMENT, STREET LIGHTING, IMPROVE SAFETY FROM NEWPORT/SOUTHGATE CITY LIMITS TO CAROTHERS ROAD.	D	SNK	2019	454,960	363,968		90,992		YES
CAMPBELL	6-451	US 27		20.623	21.209	RELIABILITY	BIKE/PED FACIL(O)	SOUTH MONMOUTH PHASE 1. IMPROVE/ADD SIDEWALKS, ACCESS MANAGEMENT, STREET LIGHTING, IMPROVE SAFETY FROM NEWPORT/SOUTHGATE CITY LIMITS TO CAROTHERS ROAD.	R	SNK	2019	61,600	49,280		12,320		YES
CAMPBELL	6-451	US 27		20.623	21.209	RELIABILITY	BIKE/PED FACIL(O)	SOUTH MONMOUTH PHASE 1. IMPROVE/ADD SIDEWALKS, ACCESS MANAGEMENT, STREET LIGHTING, IMPROVE SAFETY FROM NEWPORT/SOUTHGATE CITY LIMITS TO CAROTHERS ROAD.	U	SNK	2019	1,496,000	1,196,800		299,200		YES
CAMPBELL	6-451	US 27		20.623	21.209	RELIABILITY	BIKE/PED FACIL(O)	SOUTH MONMOUTH PHASE 1. IMPROVE/ADD SIDEWALKS, ACCESS MANAGEMENT, STREET LIGHTING, IMPROVE SAFETY FROM NEWPORT/SOUTHGATE CITY LIMITS TO CAROTHERS ROAD.	C	SNK	2020	1,200,000	960,000		240,000		YES
CAMPBELL	6-452	US 27		21.32	21.463	RELIABILITY	BIKE/PED FACIL(O)	US 27 SOUTH MONMOUTH UNDERPASS. IMPROVE FOR PEDESTRIANS BY REPLACING OBSOLETE STAIRS/WALKWAY WITH 10' SIDEWALK, LIGHTING BUS STOPS AT THE UNDERPASS OF THE CSX RAILROAD BRIDGE BETWEEN 11TH STREET AND 13TH STREET.	D	SNK	2020	378,400	302,720		75,680		YES
CAMPBELL	6-452	US 27		21.32	21.463	RELIABILITY	BIKE/PED FACIL(O)	US 27 SOUTH MONMOUTH UNDERPASS. IMPROVE FOR PEDESTRIANS BY REPLACING OBSOLETE STAIRS/WALKWAY WITH 10' SIDEWALK, LIGHTING BUS STOPS AT THE UNDERPASS OF THE CSX RAILROAD BRIDGE BETWEEN 11TH STREET AND 13TH STREET.	R	SNK	2020	32,000	25,600		6,400		YES
CAMPBELL	6-452	US 27		21.32	21.463	RELIABILITY	BIKE/PED FACIL(O)	US 27 SOUTH MONMOUTH UNDERPASS. IMPROVE FOR PEDESTRIANS BY REPLACING OBSOLETE STAIRS/WALKWAY WITH 10' SIDEWALK, LIGHTING BUS STOPS AT THE UNDERPASS OF THE CSX RAILROAD BRIDGE BETWEEN 11TH STREET AND 13TH STREET.	U	SNK	2020	24,000	19,200		4,800		YES

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CAMPBELL	6-452	US 27		21.32	21.463	RELIABILITY	BIKE/PED FACIL(O)	US 27 SOUTH MONMOUTH UNDERPASS. IMPROVE FOR PEDESTRIANS BY REPLACING OBSOLETE STAIRS/WALKWAY WITH 10' SIDEWALK, LIGHTING BUS STOPS AT THE UNDERPASS OF THE CSX RAILROAD BRIDGE BETWEEN 11TH STREET AND 13TH STREET.	C	SNK	2021	1,320,000	1,056,000		264,000		YES
CAMPBELL	6-453					RELIABILITY	BIKE/PED FACIL(O)	RIVERFRONT COMMONS. CONSTRUCT A 15' WIDE CONCRETE BICYCLE/PEDESTRIAN TRAIL AND CONDUIT FOR FUTURE LIGHTING FROM BERRY STREET TO FOURTH AVENUE. PART OF 11.5 MILE PROJECT.	D	SNK	2019	126,000	100,800		25,200		YES
CAMPBELL	6-453					RELIABILITY	BIKE/PED FACIL(O)	RIVERFRONT COMMONS. CONSTRUCT A 15' WIDE CONCRETE BICYCLE/PEDESTRIAN TRAIL AND CONDUIT FOR FUTURE LIGHTING FROM BERRY STREET TO FOURTH AVENUE. PART OF 11.5 MILE PROJECT.	C	SNK	2020	760,000	608,000		152,000		YES
CAMPBELL	6-1085	KY 8	0.054	18.017	18.071	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER TWELVEMILE CREEK ON KY 8 0.1 MI N OF NEISES ROAD (CR 1009). (019B00003N)	R	BR/STP	2019	50,000	31,000	19,000			
CAMPBELL	6-1085	KY 8	0.054	18.017	18.071	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER TWELVEMILE CREEK ON KY 8 0.1 MI N OF NEISES ROAD (CR 1009). (019B00003N)	U	BR/STP	2019	150,000	93,000	57,000			
CAMPBELL	6-1085	KY 8	0.054	18.017	18.071	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER TWELVEMILE CREEK ON KY 8 0.1 MI N OF NEISES ROAD (CR 1009). (019B00003N)	C	BR/STP	2020	2,500,000	1,550,000	950,000			
CAMPBELL	6-1095	CR 1363		0.045	0.051	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON COVERT RUN PIKE (CR-1363) (0.048) OVER TRIBUTARY TO TAYLOR CREEK. 019C00069N	D	BR/STP	2019	122,500	75,950	46,550			
CAMPBELL	6-1095	CR 1363		0.045	0.051	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON COVERT RUN PIKE (CR-1363) (0.048) OVER TRIBUTARY TO TAYLOR CREEK. 019C00069N	C	BR/STP	2020	630,000	390,600	239,400			
CAMPBELL	6-8105.01	I 275				RELIABILITY	NEW ROUTE(O)	TRANSPORTATION IMPROVEMENTS TO AA-I-275 CONNECTOR, CAMPBELL COUNTY. (2005HPP-KY155)(SEE 6-8105.00 FOR "KYD" COMPONENT)(06CCR)(10CCR)	C	HPP	2019	690,401	690,401	-			YES
CAMPBELL	6-8105.03					RELIABILITY	NEW ROUTE(O)	CONSTRUCT NEW TECHNOLOGY TRIANGLE ACCESS ROAD, CAMPBELL COUNTY, KENTUCKY. (2005HPP-KY126)(2006BOPC).(10CCR)	C	HPP	2019	1,439,840	1,439,840	-			YES
CAMPBELL	6-10000	KY 2238		1.682	1.69	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF GIBSON ROAD BRIDGE OVER THREEMILE CREEK. (019B00060N)	D	BR/STP	2019	140,000	86,800	53,200			
CAMPBELL	6-10000	KY 2238		1.682	1.69	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF GIBSON ROAD BRIDGE OVER THREEMILE CREEK. (019B00060N)	C	BR/STP	2020	318,500	197,470	121,030			

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CAMPBELL	6-10007	US 27		22.363	22.764	ASSET MANAGEMENT	AM-BRIDGE (P)	SAFETY CABLE REPAIR AND PREVENTIVE MAINTENANCE ON TAYLOR SOUTHGATE BRIDGE OVER THE OHIO RIVER. JOINT PROJECT WITH OHIO. (019B00076N)(BSBP)	C	BR/NH	2019	250,000	155,000	95,000			
CAMPBELL	6-20012	KY 8		5.033	7.814	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT.	D	PM/STP	2021	225,000	180,000	45,000			YES
CAMPBELL	6-20012	KY 8		5.033	7.814	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT.	C	PM/STP	2021	2,250,000	1,800,000	450,000			YES
CAMPBELL	6-20013	KY 9		20.392	21.85	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT.	D	PM/STP	2021	225,000	180,000	45,000			YES
CAMPBELL	6-20013	KY 9		20.392	21.85	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT.	C	PM/STP	2021	2,250,000	1,800,000	450,000			YES
CAMPBELL	6-20014	KY 1892		1.47	2.1	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2021	250,000	200,000	50,000			YES
CAMPBELL	6-20014	KY 1892		1.47	2.1	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2021	2,500,000	2,000,000	500,000			YES
CAMPBELL	6-20015	US 27		16.748	18.6	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/STP	2021	275,000	220,000	55,000			YES
CAMPBELL	6-20015	US 27		16.748	18.6	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/STP	2021	2,750,000	2,200,000	550,000			YES
CAMPBELL	6-20016	US 27		19.4	19.85	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/NH	2019	75,000	60,000	15,000			YES
CAMPBELL	6-20016	US 27		19.4	19.85	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/NH	2019	750,000	600,000	150,000			YES
CAMPBELL	6-20017	US 27		8.831	10.517	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2021	75,000	60,000	15,000			YES
CAMPBELL	6-20017	US 27		8.831	10.517	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2021	750,000	600,000	150,000			YES
CARLISLE	1-20027	US 51	4.8	7.86	12.66	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-51 FROM MILEPOINT 7.86 TO MILEPOINT 12.66. (18CCR)	C	PM/NH	2020	746,000	596,800	149,200			
CARROLL	6-1084	US 42	0.25	5.697	5.947	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER KENTUCKY RIVER ON US 42 IN PRESTONVILLE/CARROLLTON 0.13 MI E OF KY 55. (021B00043N)	D	BR/STP	2019	1,460,000	905,200	554,800			
CARROLL	6-1084	US 42	0.25	5.697	5.947	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER KENTUCKY RIVER ON US 42 IN PRESTONVILLE/CARROLLTON 0.13 MI E OF KY 55. (021B00043N)	R	BR/STP	2020	1,218,000	755,160	462,840			
CARROLL	6-1084	US 42	0.25	5.697	5.947	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER KENTUCKY RIVER ON US 42 IN PRESTONVILLE/CARROLLTON 0.13 MI E OF KY 55. (021B00043N)	U	BR/STP	2020	476,000	295,120	180,880			
CARROLL	6-1084	US 42	0.25	5.697	5.947	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER KENTUCKY RIVER ON US 42 IN PRESTONVILLE/CARROLLTON 0.13 MI E OF KY 55. (021B00043N)	C	BR/STP	2022	17,717,000	10,984,540	6,732,460			
CARROLL	6-10009	KY 55		4.614	4.62	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 55 BRIDGE OVER MAJORS RUN CREEK. (021B00019N)	D	BR/STP	2019	140,000	86,800	53,200			
CARROLL	6-10009	KY 55		4.614	4.62	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 55 BRIDGE OVER MAJORS RUN CREEK. (021B00019N)	C	BR/STP	2020	980,000	607,600	372,400			
CARROLL	6-20050	KY 467	4.52	0	4.52	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-467 FROM MILEPOINT 0.00 TO MILEPOINT 4.52	C	PM/STP	2022	365,000	292,000	73,000			

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CARTER	9-62	I 64	0.2	171.6	171.8	RELIABILITY	CONGESTION MITIGTN(O)	IMPROVE MOBILITY AND REDUCE CONGESTION AT THE KY 1/I-64 WESTBOUND OFF-RAMP INTERSECTION.	D	NH	2019	80,000	80,000	-			
CARTER	9-62	I 64	0.2	171.6	171.8	RELIABILITY	CONGESTION MITIGTN(O)	IMPROVE MOBILITY AND REDUCE CONGESTION AT THE KY 1/I-64 WESTBOUND OFF-RAMP INTERSECTION.	R	NH	2019	80,000	80,000	-			
CARTER	9-62	I 64	0.2	171.6	171.8	RELIABILITY	CONGESTION MITIGTN(O)	IMPROVE MOBILITY AND REDUCE CONGESTION AT THE KY 1/I-64 WESTBOUND OFF-RAMP INTERSECTION.	U	NH	2019	80,000	80,000	-			
CARTER	9-62	I 64	0.2	171.6	171.8	RELIABILITY	CONGESTION MITIGTN(O)	IMPROVE MOBILITY AND REDUCE CONGESTION AT THE KY 1/I-64 WESTBOUND OFF-RAMP INTERSECTION.	C	NH	2019	500,000	500,000	-			
CARTER	9-397	KY 67				SAFETY	SAFETY(P)	SAFETY, SPOT IMPROVEMENTS AND CONGESTION MITIGATION FOR INDUSTRIAL PARKWAY (KY 67) IN CARTER, BOYD, AND GREENUP COUNTIES FOR BRAIDY INDUSTRIES ALUMINUM PLANT DEVELOPMENT.	D	NH	2019	2,000,000	2,000,000	-			YES
CARTER	9-397	KY 67				SAFETY	SAFETY(P)	SAFETY, SPOT IMPROVEMENTS AND CONGESTION MITIGATION FOR INDUSTRIAL PARKWAY (KY 67) IN CARTER, BOYD, AND GREENUP COUNTIES FOR BRAIDY INDUSTRIES ALUMINUM PLANT DEVELOPMENT.	R	NH	2019	2,500,000	2,500,000	-			YES
CARTER	9-397	KY 67				SAFETY	SAFETY(P)	SAFETY, SPOT IMPROVEMENTS AND CONGESTION MITIGATION FOR INDUSTRIAL PARKWAY (KY 67) IN CARTER, BOYD, AND GREENUP COUNTIES FOR BRAIDY INDUSTRIES ALUMINUM PLANT DEVELOPMENT.	U	NH	2019	2,500,000	2,500,000	-			YES
CARTER	9-397	KY 67				SAFETY	SAFETY(P)	SAFETY, SPOT IMPROVEMENTS AND CONGESTION MITIGATION FOR INDUSTRIAL PARKWAY (KY 67) IN CARTER, BOYD, AND GREENUP COUNTIES FOR BRAIDY INDUSTRIES ALUMINUM PLANT DEVELOPMENT.	C	NH	2020	2,000,000	2,000,000	-			YES
CARTER	9-397.01	KY 67				SAFETY	PREFINANCD CONVRSN(O)	SAFETY, SPOT IMPROVEMENTS AND CONGESTION MITIGATION FOR INDUSTRIAL PARKWAY (KY 67) IN CARTER, BOYD, AND GREENUP COUNTIES FOR BRAIDY INDUSTRIES ALUMINUM PLANT DEVELOPMENT. (ADDITIONAL FUNDING FOR 9-397.00)	C	STP	2021	5,000,000	4,000,000	1,000,000			YES
CARTER	9-1075	US 60	0.1	4.061	4.161	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON US-60 (MP 4.111) OVER TYGARTS CREEK; .75 MI E OF JCT KY 1662; 022B00037N	C	BR/STP	2019	693,000	429,660	263,340			
CARTER	9-8506	KY 773		1	1.3	ASSET MANAGEMENT	AM-BRIDGE (P)	REPLACEMENT OF TWO TRUSS BRIDGES ON KY 773 OVER THE LITTLE SANDY RIVER. (022B00074N)(022B00075N)	C	BR/STP	2019	5,019,000	3,111,780	1,907,220			
CARTER	9-10002	KY 1		6.915	6.919	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1 BRIDGE OVER POWELL BRANCH. (022B00006N)	D	BR/STP	2019	525,000	325,500	199,500			

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CARTER	9-10002	KY 1		6.915	6.919	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1 BRIDGE OVER POWELL BRANCH. (022B00006N)	C	BR/STP	2020	1,015,000	629,300	385,700			
CARTER	9-10003	KY 182		2.206	2.22	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-182 BRIDGE OVER SINKING CREEK. (022B00140N)	D	BR/STP	2019	490,000	303,800	186,200			
CARTER	9-10003	KY 182		2.206	2.22	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-182 BRIDGE OVER SINKING CREEK. (022B00140N)	C	BR/STP	2020	1,750,000	1,085,000	665,000			
CARTER	9-20006	KY 9		0	6.98	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	D	PM/NH	2021	320,000	256,000	64,000			
CARTER	9-20006	KY 9		0	6.98	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	C	PM/NH	2021	3,200,000	2,560,000	640,000			
CARTER	9-20007	KY 9		14.98	18.262	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	D	PM/NH	2021	150,000	120,000	30,000			
CARTER	9-20007	KY 9		14.98	18.262	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	C	PM/NH	2021	1,500,000	1,200,000	300,000			
CARTER	9-20008	KY 9		6.98	14.985	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	D	PM/NH	2021	350,000	280,000	70,000			
CARTER	9-20008	KY 9		6.98	14.985	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	C	PM/NH	2021	3,500,000	2,800,000	700,000			
CASEY	8-1067	CR 1169		0.051	0.067	ASSET MANAGEMENT	AM-BRIDGE (P)	REPLACE BRIDGE ON CR-1169 (0.059) OVER SOUTH FORK CREEK. (023C00029N)	D	BR/STP	2019	175,000	108,500	66,500			
CASEY	8-1067	CR 1169		0.051	0.067	ASSET MANAGEMENT	AM-BRIDGE (P)	REPLACE BRIDGE ON CR-1169 (0.059) OVER SOUTH FORK CREEK. (023C00029N)	C	BR/STP	2020	532,000	329,840	202,160			
CASEY	8-10000	KY 2310		0.178	0.19	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2310 BRIDGE OVER LUTTRELL CREEK. (023B00066N)	D	BR/STP	2019	192,500	119,350	73,150			
CASEY	8-10000	KY 2310		0.178	0.19	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2310 BRIDGE OVER LUTTRELL CREEK. (023B00066N)	C	BR/STP	2020	927,500	575,050	352,450			
CASEY	8-10006	KY 1552		0.12	0.126	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1552 BRIDGE OVER BR OF BRUSH CREEK. (023B00061N)	D	BR/STP	2019	70,000	43,400	26,600			
CASEY	8-10006	KY 1552		0.12	0.126	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1552 BRIDGE OVER BR OF BRUSH CREEK. (023B00061N)	C	BR/STP	2020	266,000	164,920	101,080			
CASEY	8-10007	KY 1552		1.218	1.224	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1552 BRIDGE OVER LONG BRANCH. (023B00062N)	D	BR/STP	2019	70,000	43,400	26,600			
CASEY	8-10007	KY 1552		1.218	1.224	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1552 BRIDGE OVER LONG BRANCH. (023B00062N)	C	BR/STP	2020	266,000	164,920	101,080			
CASEY	8-10008	KY 3270		3.475	3.479	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 3270 BRIDGE OVER HOWE BRANCH. (023B00077N)	D	BR/STP	2019	70,000	43,400	26,600			
CASEY	8-10008	KY 3270		3.475	3.479	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 3270 BRIDGE OVER HOWE BRANCH. (023B00077N)	C	BR/STP	2020	234,500	145,390	89,110			
CASEY	8-20001	KY 70		0	4	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	D	PM/STP	2019	375,000	300,000	75,000			
CASEY	8-20001	KY 70		0	4	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	C	PM/STP	2019	3,750,000	3,000,000	750,000			
CHRISTIAN	2-180	KY 911	1.835	0	1.835	RELIABILITY	MAJOR WIDENING(O)	IMPROVE KY-911 FROM US-41A TO OAK GROVE.(12CCR).	C	STP	2020	2,530,000	2,530,000	-			YES
CHRISTIAN	2-180.01	KY 911	1.835	0	1.835	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE KY-911 FROM US-41A TO OAK GROVE.(12CCR)	C	STP	2021	5,910,000	4,728,000	1,182,000			YES

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CHRISTIAN	2-898	EB 9004		11.6	11.78	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT THE BREATHITT PARKWAY INTERCHANGE AT KY 1682 NORTH OF HOPKINSVILLE. (BREATHITT PARKWAY/FUTURE INTERSTATE SPUR PROJECT) (16CCR)(18CCN)	D	NH	2019	250,000	250,000	-			
CHRISTIAN	2-898	EB 9004		11.6	11.78	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT THE BREATHITT PARKWAY INTERCHANGE AT KY 1682 NORTH OF HOPKINSVILLE. (BREATHITT PARKWAY/FUTURE INTERSTATE SPUR PROJECT) (16CCR)(18CCN)	R	NH	2020	1,000,000	1,000,000	-			
CHRISTIAN	2-898	EB 9004		11.6	11.78	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT THE BREATHITT PARKWAY INTERCHANGE AT KY 1682 NORTH OF HOPKINSVILLE. (BREATHITT PARKWAY/FUTURE INTERSTATE SPUR PROJECT) (16CCR)(18CCN)	U	NH	2021	1,000,000	800,000	200,000			
CHRISTIAN	2-1085	CR 1116		0.019	0.059	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON SUB STATION RD (CR 1116) OVER CSX RR 0.04 MILE E OF US 41 024C00034N	C	BR/STP	2019	880,000	545,600	334,400			
CHRISTIAN	2-1089	US 41A	0.032	15.386	15.418	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER CSX RR ON WALNUT STREET (US 41A) IN HOPKINSVILLE 475 FT NE OF EAST 21ST STREET (CS 1016) (024B00112N)	D	BR/STP	2019	385,000	238,700	146,300			
CHRISTIAN	2-1089	US 41A	0.032	15.386	15.418	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER CSX RR ON WALNUT STREET (US 41A) IN HOPKINSVILLE 475 FT NE OF EAST 21ST STREET (CS 1016) (024B00112N)	C	BR/STP	2020	2,002,000	1,241,240	760,760			
CHRISTIAN	2-1094	CS 1262	0.038	0.372	0.41	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER N FORK LITTLE RIVER ON MILBROOKE DRIVE (CS 1262) 500 FT SW OF KAREN DRIVE (CS 1268) 024C00081N	C	BR/STP	2020	1,470,000	911,400	558,600			
CHRISTIAN	2-10001	KY 189		3.179	3.187	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-189 BRIDGE OVER BRANCH OF BUCK FORK. (024B00064N)	D	BR/STP	2019	245,000	151,900	93,100			
CHRISTIAN	2-10001	KY 189		3.179	3.187	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-189 BRIDGE OVER BRANCH OF BUCK FORK. (024B00064N)	C	BR/STP	2020	1,032,500	640,150	392,350			
CHRISTIAN	2-10022	US 41		15.333	15.347	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 41 BRIDGE OVER NORTH FORK LITTLE RIVER. (024B00005N)	D	BR/NH	2019	35,000	21,700	13,300			
CHRISTIAN	2-10022	US 41		15.333	15.347	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 41 BRIDGE OVER NORTH FORK LITTLE RIVER. (024B00005N)	C	BR/NH	2020	175,000	108,500	66,500			
CHRISTIAN	2-20005	EB 9004		0	4.719	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF EDWARD T. BREATHITT PENNYRILE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 4.719	D	PM/STP	2019	400,000	320,000	80,000			
CHRISTIAN	2-20005	EB 9004		0	4.719	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF EDWARD T. BREATHITT PENNYRILE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 4.719	C	PM/STP	2020	4,000,000	3,200,000	800,000			

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COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION
CHRISTIAN	2-20006	EB 9004		12.13	16.5	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF EDWARD T. BREATHITT PENNYRILE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 12.13 TO MILEPOINT 16.5 (16.7 NON-CARDINAL)	C	PM/NH	2020	4,120,000	3,296,000	824,000			
CHRISTIAN	2-20010	I 24		69.83	76.142	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-24 CARDINAL DIRECTION(S) FROM MILEPOINT 69.83 TO MILEPOINT 76.142.	D	PM/NH	2022	325,000	260,000	65,000			
CHRISTIAN	2-20010	I 24		69.83	76.142	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-24 CARDINAL DIRECTION(S) FROM MILEPOINT 69.83 TO MILEPOINT 76.142.	C	PM/NH	2022	3,250,000	2,600,000	650,000			
CHRISTIAN	2-20013	I 24		85.563	92	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-24 BOTH DIRECTION(S) FROM MILEPOINT 85.563 TO MILEPOINT 92.	D	PM/NH	2022	650,000	520,000	130,000			
CHRISTIAN	2-20013	I 24		85.563	92	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-24 BOTH DIRECTION(S) FROM MILEPOINT 85.563 TO MILEPOINT 92.	C	PM/NH	2022	6,500,000	5,200,000	1,300,000			
CHRISTIAN	2-20016	US 68		10.93	11.563	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2021	75,000	60,000	15,000			
CHRISTIAN	2-20016	US 68		10.93	11.563	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2021	750,000	600,000	150,000			
CHRISTIAN	2-20046	US 41	16.78	14.79	31.57	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-41 FROM MILEPOINT 14.79 TO MILEPOINT 31.57	C	PM/NH	2022	1,635,000	1,308,000	327,000			
CHRISTIAN	2-80000	KY 115		3.137	10.662	ASSET MANAGEMENT	RESURFACING(P)	RESURFACING ON KY 115 FROM CARNEAL LANE TO US 41. (18CCN)	C	PM/STP	2019	730,000	584,000	146,000			
CHRISTIAN	2-80002	KY 1026				ASSET MANAGEMENT	RESURFACING(P)	RESURFACING ON KY 1026 FROM GRACEY SINKING FORK ROAD TO SHURDAN CREEK ROAD(18CCN)	C	PM/STP	2019	200,000	160,000	40,000			
CLARK	7-20004	I 64		89.48	94.7	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTION(S) FROM MILEPOINT 89.48 TO MILEPOINT 94.7.	D	PM/NH	2022	630,000	504,000	126,000			
CLARK	7-20004	I 64		89.48	94.7	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTION(S) FROM MILEPOINT 89.48 TO MILEPOINT 94.7.	C	PM/NH	2022	6,300,000	5,040,000	1,260,000			
CLARK	7-20005	I 64		94.65	98.1	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTION(S) FROM MILEPOINT 94.65 TO MILEPOINT 98.1.	D	PM/NH	2022	525,000	420,000	105,000			
CLARK	7-20005	I 64		94.65	98.1	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTION(S) FROM MILEPOINT 94.65 TO MILEPOINT 98.1.	C	PM/NH	2022	5,250,000	4,200,000	1,050,000			
CLARK	7-20006	I 64		98.1	101.78	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTION(S) FROM MILEPOINT 98.1 TO MILEPOINT 101.78.	D	PM/NH	2020	430,000	344,000	86,000			
CLARK	7-20006	I 64		98.1	101.78	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-64 BOTH DIRECTION(S) FROM MILEPOINT 98.1 TO MILEPOINT 101.78.	C	PM/NH	2020	4,300,000	3,440,000	860,000			

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CLARK	7-20007	KY 9000		9.45	11.913	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 9.45 (5.311 NON-CARDINAL) TO MILEPOINT 11.913	D	PM/NH	2021	530,000	424,000	106,000			
CLARK	7-20007	KY 9000		9.45	11.913	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 9.45 (5.311 NON-CARDINAL) TO MILEPOINT 11.913	C	PM/NH	2021	5,300,000	4,240,000	1,060,000			
CLAY	11-1099	CR 1160	0.016	2.01	2.026	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER OTTER CREEK ON OTTER CREEK ROAD (CR 1160) AT JUNCTION WITH MAY FORK ROAD (CR 1158)(026C00031N)	D	BR/STP	2019	105,000	65,100	39,900			
CLAY	11-1099	CR 1160	0.016	2.01	2.026	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER OTTER CREEK ON OTTER CREEK ROAD (CR 1160) AT JUNCTION WITH MAY FORK ROAD (CR 1158)(026C00031N)	C	BR/STP	2020	364,000	225,680	138,320			
CLAY	11-10003	KY 1850		2.754	2.764	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1850 BRIDGE OVER PHILLIPS FORK. (026B00087N)	D	BR/STP	2019	175,000	108,500	66,500			
CLAY	11-10003	KY 1850		2.754	2.764	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1850 BRIDGE OVER PHILLIPS FORK. (026B00087N)	C	BR/STP	2020	595,000	368,900	226,100			
CLAY	11-10004	KY 577		6.991	6.999	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-577 BRIDGE OVER LITTLE SEXTON CREEK. (026B00093N)	D	BR/STP	2019	175,000	108,500	66,500			
CLAY	11-10004	KY 577		6.991	6.999	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-577 BRIDGE OVER LITTLE SEXTON CREEK. (026B00093N)	C	BR/STP	2020	424,000	262,880	161,120			
CLAY	11-10005	CR 1055		0.006	0.012	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CR-1055 BRIDGE OVER WILES BRANCH. (026C00010N)	D	BR/STP	2019	175,000	108,500	66,500			
CLAY	11-10005	CR 1055		0.006	0.012	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CR-1055 BRIDGE OVER WILES BRANCH. (026C00010N)	C	BR/STP	2020	400,000	248,000	152,000			
CLAY	11-10006	CR 1117		0.073	0.079	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF ARNETTS FORK ROAD BRIDGE OVER DOUBLE CREEK. (026C00018N)	D	BR/STP	2019	140,000	86,800	53,200			
CLAY	11-10006	CR 1117		0.073	0.079	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF ARNETTS FORK ROAD BRIDGE OVER DOUBLE CREEK. (026C00018N)	C	BR/STP	2020	364,000	225,680	138,320			
CLAY	11-10007	CR 1160		0.062	0.068	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF OTTER CREEK ROAD BRIDGE OVER GOOSE CREEK. (026C00032N)	D	BR/STP	2019	175,000	108,500	66,500			
CLAY	11-10007	CR 1160		0.062	0.068	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF OTTER CREEK ROAD BRIDGE OVER GOOSE CREEK. (026C00032N)	C	BR/STP	2020	595,000	368,900	226,100			
CLAY	11-10008	CR 1255		0.074	0.08	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CR-1255 BRIDGE OVER HORSE CREEK. (026C00070N)	D	BR/STP	2019	175,000	108,500	66,500			
CLAY	11-10008	CR 1255		0.074	0.08	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CR-1255 BRIDGE OVER HORSE CREEK. (026C00070N)	C	BR/STP	2020	371,000	230,020	140,980			
CLAY	11-10009	CR 1118		0.087	0.103	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF OLD HIGHWAY 66 BRIDGE OVER RED BIRD RIVER. (026C00099N)	D	BR/STP	2019	350,000	217,000	133,000			

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CLAY	11-10009	CR 1118		0.087	0.103	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF OLD HIGHWAY 66 BRIDGE OVER RED BIRD RIVER. (026C00099N)	C	BR/STP	2020	2,177,000	1,349,740	827,260			
CLAY	11-10039	US 421		21.204	21.21	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 421 BRIDGE OVER BRANCH OF ISLAND CREEK. (026B00002N)	D	BR/STP	2019	175,000	108,500	66,500			
CLAY	11-10039	US 421		21.204	21.21	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 421 BRIDGE OVER BRANCH OF ISLAND CREEK. (026B00002N)	C	BR/STP	2020	647,500	401,450	246,050			
CLAY	11-20001	HR 9006		13.9	16	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 13.93 TO MILEPOINT 15.958	D	PM/NH	2022	80,000	64,000	16,000			
CLAY	11-20001	HR 9006		13.9	16	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 13.93 TO MILEPOINT 15.958	C	PM/NH	2022	800,000	640,000	160,000			
CLAY	11-20003	HR 9006		19.527	28.4	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 19.527 TO MILEPOINT 28.4	D	PM/NH	2019	350,000	280,000	70,000			
CLAY	11-20003	HR 9006		19.527	28.4	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 19.527 TO MILEPOINT 28.4	C	PM/NH	2019	3,500,000	2,800,000	700,000			
CLAY	11-20004	HR 9006		28.4	31	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 28.4 TO MILEPOINT 31	D	PM/NH	2019	100,000	80,000	20,000			
CLAY	11-20004	HR 9006		28.4	31	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 28.4 TO MILEPOINT 31	C	PM/NH	2019	1,000,000	800,000	200,000			
CLAY	11-20005	HR 9006		31	35.08	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 31 TO MILEPOINT 35.08	D	PM/NH	2019	160,000	128,000	32,000			
CLAY	11-20005	HR 9006		31	35.08	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 31 TO MILEPOINT 35.08	C	PM/NH	2019	1,600,000	1,280,000	320,000			
CLAY	11-20006	HR 9006		35.08	39	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 35.08 TO MILEPOINT 39	D	PM/NH	2022	150,000	120,000	30,000			
CLAY	11-20006	HR 9006		35.08	39	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 35.08 TO MILEPOINT 39	C	PM/NH	2022	1,500,000	1,200,000	300,000			

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CLINTON	8-1062	KY 738	0.01	6.478	6.488	ASSET MANAGEMENT	AM-BRIDGE (P)	REPLACE BRIDGE OVER CLEAR FORK CREEK ON KY 738 0.2 MI S OF US 127X. (027B00011N)(SR=31.5)	D	BR/STP	2019	175,000	108,500	66,500			
CLINTON	8-1062	KY 738	0.01	6.478	6.488	ASSET MANAGEMENT	AM-BRIDGE (P)	REPLACE BRIDGE OVER CLEAR FORK CREEK ON KY 738 0.2 MI S OF US 127X. (027B00011N)(SR=31.5)	C	BR/STP	2020	525,000	325,500	199,500			
CRITTENDEN	1-1159	CR 1085		0.044	0.052	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1085 (0.048) OVER HUGHES BRANCH 028C00053N	D	BR/STP	2019	210,000	130,200	79,800			
CRITTENDEN	1-1159	CR 1085		0.044	0.052	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1085 (0.048) OVER HUGHES BRANCH 028C00053N	C	BR/STP	2020	546,000	338,520	207,480			
CRITTENDEN	1-10000	KY 91		0.678	0.694	RELIABILITY	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-91 BRIDGE OVER CROOKED CREEK. (028B00021N)	D	BR/STP	2019	245,000	151,900	93,100			
CRITTENDEN	1-10000	KY 91		0.678	0.694	RELIABILITY	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-91 BRIDGE OVER CROOKED CREEK. (028B00021N)	C	BR/STP	2020	980,000	607,600	372,400			
CUMBERLAND	8-10001	CR 1012		1.767	1.779	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WHETSTONE ROAD BRIDGE OVER BIG WHETSTONE CREEK. (029C00057N)	D	BR/STP	2019	175,000	108,500	66,500			
CUMBERLAND	8-10001	CR 1012		1.767	1.779	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WHETSTONE ROAD BRIDGE OVER BIG WHETSTONE CREEK. (029C00057N)	C	BR/STP	2020	556,500	345,030	211,470			
CUMBERLAND	8-10009	KY 379		3.285	3.315	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 379 BRIDGE OVER BIG WILLIS CREEK. (029B00005N)	D	BR/STP	2019	129,500	80,290	49,210			
CUMBERLAND	8-10009	KY 379		3.285	3.315	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 379 BRIDGE OVER BIG WILLIS CREEK. (029B00005N)	C	BR/STP	2020	952,000	590,240	361,760			
DAVISS	2-237	US 60	0.592	5.69	6.282	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT ON US 60 BETWEEN OAKFORD RD LOOP (CR 1370) TO ADDRESS FLOODING PROBLEM IN THE VICINITY OF THE KIMBERLY-CLARK PLANT (14CCR)(18CCN)	C	STP	2019	2,000,000	2,000,000	-			
DAVISS	2-2092.1	WN 9007		61.557	72.264	ECONOMIC DEVELOPMENT	RECONSTRUCTION(O)	I-65 SPUR CORRIDOR; MODERNIZATION OF EXISTING NATCHER PARKWAY FROM THE OHIO BUTLER COUNTY LINE (MP 37.143) TO THE US-60 INTERCHANGE (MP 72.264) IN OWENSBORO. (2016BOP)	R	NH	2019	200,000	200,000	-			
DAVISS	2-8813	CR 1053	0.004	1	1.014	ASSET MANAGEMENT	AM-BRIDGE (P)	GRAVES LANE BRIDGE REPLACEMENT 0.2 MI E JCT KY 405 (MM 1.005-1.009) OVER ALLGOOD DITCH. (14CCN) 030C00016N	C	BR/STP	2020	619,500	384,090	235,410			
DAVISS	2-8854	KY 3143	1.129	1.829	2.958	RELIABILITY	MINOR WIDENING(O)	IMPROVE KY-3143 FROM KY-3335 TO KY 54. (14CCN)	D	STP	2021	680,000	544,000	136,000			
DAVISS	2-10002	CR 1068		0.073	0.08	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF ROCKPORT FERRY RD BRIDGE OVER KELLY CREEK. (030C00021N)	D	BR/STP	2019	175,000	108,500	66,500			
DAVISS	2-10002	CR 1068		0.073	0.08	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF ROCKPORT FERRY RD BRIDGE OVER KELLY CREEK. (030C00021N)	C	BR/STP	2020	647,500	401,450	246,050			
DAVISS	2-10003	CR 1129		3.547	3.552	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF OLD KY 54 BRIDGE OVER BR OF N FK PANTHER CREEK. (030C00029N)	D	BR/STP	2019	175,000	108,500	66,500			

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DAVISS	2-10003	CR 1129		3.547	3.552	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF OLD KY 54 BRIDGE OVER BR OF N FK PANTHER CREEK. (030C00029N)	C	BR/STP	2020	647,500	401,450	246,050			
DAVISS	2-10004	CR 1257		0.703	0.709	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF LYDANNE BRIDGE S BRIDGE OVER FLAT LICK CREEK. (030C00069N)	D	BR/STP	2019	175,000	108,500	66,500			
DAVISS	2-10004	CR 1257		0.703	0.709	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF LYDANNE BRIDGE S BRIDGE OVER FLAT LICK CREEK. (030C00069N)	C	BR/STP	2020	717,500	444,850	272,650			
DAVISS	2-10020	KY 2262		0.699	1.494	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES WITH GLOVER CARY BRIDGE OVER OHIO RIVER. JOINT PROJECT WITH INDIANA. (030B00118N)(BSBP)	D	BR/STP	2019	200,000	124,000	76,000			
DAVISS	2-10020	KY 2262		0.699	1.494	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES WITH GLOVER CARY BRIDGE OVER OHIO RIVER. JOINT PROJECT WITH INDIANA. (030B00118N)(BSBP)	C	BR/STP	2020	2,250,000	1,395,000	855,000			
DAVISS	2-10021	US 231		13.99	14.844	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES WITH NATCHER BRIDGE OVER OHIO RIVER. JOINT PROJECT WITH INDIANA. (030B00164N)(BSBP)	D	BR/NH	2019	175,000	108,500	66,500			
DAVISS	2-10021	US 231		13.99	14.844	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES WITH NATCHER BRIDGE OVER OHIO RIVER. JOINT PROJECT WITH INDIANA. (030B00164N)(BSBP)	C	BR/NH	2020	10,000,000	6,200,000	3,800,000			
DAVISS	2-10023	KY 764		2.261	2.271	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 764 BRIDGE OVER UNNAMED STREAM. (030B00111N)	D	BR/STP	2019	70,000	43,400	26,600			
DAVISS	2-10023	KY 764		2.261	2.271	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 764 BRIDGE OVER UNNAMED STREAM. (030B00111N)	C	BR/STP	2020	350,000	217,000	133,000			
DAVISS	2-20017	KY 81		11.891	13.32	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/NH	2022	250,000	200,000	50,000			YES
DAVISS	2-20017	KY 81		11.891	13.32	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/NH	2022	2,500,000	2,000,000	500,000			YES
DAVISS	2-20018	KY 331		0	0.435	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC & AC PAVEMENT	D	PM/STP	2021	50,000	40,000	10,000			YES
DAVISS	2-20018	KY 331		0	0.435	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC & AC PAVEMENT	C	PM/STP	2021	500,000	400,000	100,000			YES
DAVISS	2-20019	KY 2155		0	1.991	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/NH	2019	150,000	120,000	30,000			
DAVISS	2-20019	KY 2155		0	1.991	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/NH	2019	1,500,000	1,200,000	300,000			
DAVISS	2-20020	WN 9007		61.553	66.08	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 61.553 TO MILEPOINT 66.08	C	PM/NH	2020	4,238,000	3,390,400	847,600			
DAVISS	2-20021	WN 9007		66.08	72.26	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 66.08 TO MILEPOINT 72.26	C	PM/NH	2020	5,768,000	4,614,400	1,153,600			
DAVISS	2-20047	US 60	3.77	23.77	27.54	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-60 FROM MILEPOINT 23.77 TO MILEPOINT 27.54	C	PM/NH	2022	1,609,000	1,287,200	321,800			YES
EDMONSON	3-10012	KY 743		7.028	7.034	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 743 BRIDGE OVER BEAVER DAM CREEK. (031B00004N)	D	BR/STP	2019	157,500	97,650	59,850			

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EDMONSON	3-10012	KY 743		7.028	7.034	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 743 BRIDGE OVER BEAVER DAM CREEK. (031B00004N)	C	BR/STP	2020	402,500	249,550	152,950			
EDMONSON	3-20011	I 65		43.307	43.6	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-065 BOTH DIRECTION(S) FROM MILEPOINT 43.307 TO MILEPOINT 43.6	D	PM/NH	2019	40,000	32,000	8,000			
EDMONSON	3-20011	I 65		43.307	43.6	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-065 BOTH DIRECTION(S) FROM MILEPOINT 43.307 TO MILEPOINT 43.6	C	PM/NH	2019	400,000	320,000	80,000			
EDMONSON	3-20022	US 31W	8	0	8	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-31W FROM MILEPOINT 0.00 TO MILEPOINT 8.00	C	PM/NH	2022	1,301,000	1,040,800	260,200			
ELLIOTT	9-192.01	KY 32	6.656	2	8.656	RELIABILITY	RECONSTRUCTION(O)	IMPROVE KY-32 FROM WEST OF STEGALL COLD SPRING ROAD TO KY-7 NEAR NEWFOUNDLAND. (PRIORITY SECTION I)(06CCR) (08CCR) (10CCR)(12CCR)(14CCR)(16CCR)(18CCR)	U	STP	2022	5,000,000	4,000,000	1,000,000			
ELLIOTT	9-192.02	KY 32	6.656	2	8.656	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-32 FROM 0.408 MILES WEST OF STEGALL COLD SPRING ROAD TO KY-7 NEAR NEWFOUNDLAND. (PRIORITY SECTION I)(16CCR)(18CCN)	R	STP	2021	3,820,000	3,056,000	764,000			
ELLIOTT	9-192.02	KY 32	6.656	2	8.656	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-32 FROM 0.408 MILES WEST OF STEGALL COLD SPRING ROAD TO KY-7 NEAR NEWFOUNDLAND. (PRIORITY SECTION I)(16CCR)(18CCN)	C	STP	2022	15,500,000	12,400,000	3,100,000			
ELLIOTT	9-228	KY 7	6.956	0	6.956	RELIABILITY	RECONSTRUCTION(O)	IMPROVE KY-7 FROM SOUTH CITY LIMITS OF SANDY HOOK TOWARD WRIGLEY. (12CCR)(16CCR)(18CCR)	R	STP	2022	6,620,000	5,296,000	1,324,000			
ELLIOTT	9-8802	KY 32	1	9.2	10.2	RELIABILITY	MAJOR WIDENING(O)	KY-32 FROM 9.2 MILE MARKER TO 10.2 MILE MARKER WIDENING. (14CCN)(16CCR)(18CCN)	R	STP	2022	480,000	384,000	96,000			
ELLIOTT	9-10004	CR 1206		0.902	0.942	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CR 1206 BRIDGE OVER LITTLE SANDY. (030C00032N)	D	BR/STP	2019	455,000	282,100	172,900			
ELLIOTT	9-10004	CR 1206		0.902	0.942	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CR 1206 BRIDGE OVER LITTLE SANDY. (030C00032N)	C	BR/STP	2020	1,663,000	1,031,060	631,940			
ESTILL	10-206	KY 2459	0.373	0	0.373	SAFETY	SPOT IMPROVEMENTS(O)	IMPROVE SAFETY ON KY-2459 (CARHARTT AVE.) FROM KY-89 TO THE RAILROAD BRIDGE.(18CCR)	D	STP	2020	250,000	250,000	-			
ESTILL	10-206	KY 2459	0.373	0	0.373	SAFETY	SPOT IMPROVEMENTS(O)	IMPROVE SAFETY ON KY-2459 (CARHARTT AVE.) FROM KY-89 TO THE RAILROAD BRIDGE.(18CCR)	R	STP	2021	250,000	200,000	50,000			
ESTILL	10-206	KY 2459	0.373	0	0.373	SAFETY	SPOT IMPROVEMENTS(O)	IMPROVE SAFETY ON KY-2459 (CARHARTT AVE.) FROM KY-89 TO THE RAILROAD BRIDGE.(18CCR)	U	STP	2021	250,000	200,000	50,000			
ESTILL	10-207	KY 89	2.622	19.806	22.428	RELIABILITY	MAJOR WIDENING(O)	IMPROVE GEOMETRICS ON KY-89 IN ESTILL COUNTY FROM KY-1886 TO THE ESTILL/CLARK COUNTY LINE.	D	STP	2021	1,200,000	960,000	240,000			
ESTILL	10-208	KY 1645	0.4	1.7	2.1	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY AND MOBILITY ON KY-1645 (KIRKLAND AVE) NEAR CR-1087 (LOCK 12 ROAD).	D	STP	2019	100,000	100,000	-			

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ESTILL	10-208	KY 1645	0.4	1.7	2.1	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY AND MOBILITY ON KY-1645 (KIRKLAND AVE) NEAR CR-1087 (LOCK 12 ROAD).	R	STP	2020	100,000	100,000	-			
ESTILL	10-208	KY 1645	0.4	1.7	2.1	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY AND MOBILITY ON KY-1645 (KIRKLAND AVE) NEAR CR-1087 (LOCK 12 ROAD).	U	STP	2020	50,000	50,000	-			
ESTILL	10-208	KY 1645	0.4	1.7	2.1	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY AND MOBILITY ON KY-1645 (KIRKLAND AVE) NEAR CR-1087 (LOCK 12 ROAD).	C	STP	2020	320,000	320,000	-			
ESTILL	10-10012	KY 794		0.298	0.308	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 794 BRIDGE OVER WHITE OAK CREEK. (033B00038N)	D	BR/STP	2019	245,000	151,900	93,100			
ESTILL	10-10012	KY 794		0.298	0.308	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 794 BRIDGE OVER WHITE OAK CREEK. (033B00038N)	C	BR/STP	2020	735,000	455,700	279,300			
FAYETTE	7-113.02	KY 4	1	7.26	8.26	RELIABILITY	MAJOR WIDENING(O)	IMPROVE NEW CIRCLE ROAD FROM LEESTOWN ROAD TO NEAR GEORGETOWN ROAD. (12CCR)(14CCR)(18CCR)	R	NH	2021	1,300,000	1,040,000	260,000			YES
FAYETTE	7-113.02	KY 4	1	7.26	8.26	RELIABILITY	MAJOR WIDENING(O)	IMPROVE NEW CIRCLE ROAD FROM LEESTOWN ROAD TO NEAR GEORGETOWN ROAD. (12CCR)(14CCR)(18CCR)	U	NH	2021	1,500,000	1,200,000	300,000			YES
FAYETTE	7-113.03	KY 4	1	7.26	8.26	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE NEW CIRCLE ROAD FROM LEESTOWN ROAD TO NEAR GEORGETOWN ROAD. (12CCR)(14CCR)	U	NH	2021	1,500,000	1,200,000	300,000			YES
FAYETTE	7-224.1	CS 4174	1.9	0	2.01	RELIABILITY	MINOR WIDENING(O)	CLAYS MILL ROAD; WIDEN FROM HARRODSBURG ROAD TO NEW CIRCLE ROAD (SECTION 1) (LFUCG T.I.P.) (LOCAL MATCH) (ALL WORK BY LFUCG) (CONSTRUCTION SEQU. 2) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2019	11,000,000	8,800,000		2,200,000		
FAYETTE	7-227.07					RELIABILITY	MATCHED FED FUNDS(O)	VARIOUS 'SLX' CONTINUING PROGRAM PROJECTS (RIDESHARE/MOBILITY, AIR QUALITY PLANNING, TRAFFIC SIGNAL) FOR FY 2018. (LOCAL MATCH) (ALL WORK BY LFUCG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2019	730,000	584,000			146,000	
FAYETTE	7-227.08					RELIABILITY	MATCHED FED FUNDS(O)	VARIOUS 'SLX' CONTINUING PROGRAM PROJECTS (RIDESHARE/MOBILITY, AIR QUALITY PLANNING, TRAFFIC SIGNAL) FOR FY 2019. (LOCAL MATCH) (ALL WORK BY LFUCG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2019	756,000	604,800			151,200	
FAYETTE	7-227.09					RELIABILITY	MATCHED FED FUNDS(O)	VARIOUS 'SLX' CONTINUING PROGRAM PROJECTS (RIDESHARE/MOBILITY, AIR QUALITY PLANNING, TRAFFIC SIGNAL) FOR FY 2020. (LOCAL MATCH) (ALL WORK BY LFUCG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2020	756,000	604,800			151,200	

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FAYETTE	7-227.1					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR LEXINGTON URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2018. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLX	2019	12,400,000	9,920,000		2,480,000		
FAYETTE	7-227.13					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR LEXINGTON URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2019. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLX	2019	8,000,000	6,400,000		1,600,000		
FAYETTE	7-227.14					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR LEXINGTON URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLX	2020	8,200,000	6,560,000		1,640,000		
FAYETTE	7-227.15					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR LEXINGTON URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2021. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLX	2021	8,200,000	6,560,000		1,640,000		
FAYETTE	7-227.16					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR LEXINGTON URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2022. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLX	2022	8,200,000	6,560,000		1,640,000		
FAYETTE	7-227.17					RELIABILITY	MATCHED FED FUNDS(O)	VARIOUS 'SLX' CONTINUING PROGRAM PROJECTS (RIDESHARE/MOBILITY, AIR QUALITY PLANNING, TRAFFIC SIGNAL) FOR FY 2021. (LOCAL MATCH) (ALL WORK BY LFUCG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2021	756,000	604,800		151,200		
FAYETTE	7-227.18					RELIABILITY	MATCHED FED FUNDS(O)	VARIOUS 'SLX' CONTINUING PROGRAM PROJECTS (RIDESHARE/MOBILITY, AIR QUALITY PLANNING, TRAFFIC SIGNAL) FOR FY 2022. (LOCAL MATCH) (ALL WORK BY LFUCG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2022	756,000	604,800		151,200		
FAYETTE	7-229.2		0.3			SAFETY	BIKE/PED FACIL(O)	SOUTH ELKHORN TRAIL IN LEXINGTON (PRIORITY SECTION 2); FROM JOSEPH BRYAN WAY THROUGH NS RAILROAD TUNNEL TO WAVELAND HISTORIC SITE (ALL WORK BY LFUCG). (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2019	400,000	320,000		80,000		

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FAYETTE	7-229.3		0.3			SAFETY	BIKE/PED FACIL(O)	SOUTH ELKHORN TRAIL(PRIORITY SECTION 3); FROM LOCHDALE TERRACE, EXTENDING NORTHERLY UNDER MAN O' WAR BOULEVARD TO SHILLITO PARK.(LOCAL MATCH)(DESIGN BY LFUCG)(ALL WORK BY LFUCG)(2004BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2019	625,000	500,000		125,000		
FAYETTE	7-252	KY 922	1.75	1.47	3.22	RELIABILITY	MAJOR WIDENING(O)	IMPROVE NEWTOWN PIKE FROM KY-4 TO I-75. (16CCR)(18CCR)	R	NH	2019	2,000,000	2,000,000	-			
FAYETTE	7-252	KY 922	1.75	1.47	3.22	RELIABILITY	MAJOR WIDENING(O)	IMPROVE NEWTOWN PIKE FROM KY-4 TO I-75. (16CCR)(18CCR)	U	NH	2019	3,000,000	3,000,000	-			
FAYETTE	7-252	KY 922	1.75	1.47	3.22	RELIABILITY	MAJOR WIDENING(O)	IMPROVE NEWTOWN PIKE FROM KY-4 TO I-75. (16CCR)(18CCR)	C	NH	2021	4,950,000	3,960,000	990,000			YES
FAYETTE	7-252.02	KY 922	1.75	1.47	3.22	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE NEWTOWN PIKE FROM KY-4 TO I-75. (16CCR)	C	NH	2021	10,050,000	8,040,000	2,010,000			YES
FAYETTE	7-366.02	KY 4	1.3	8.731	10.015	RELIABILITY	PREFINANCD CONVRSN(O)	WIDEN NEW CIRCLE ROAD IN LEXINGTON FROM GEORGETOWN ROAD TO BOARDWALK AVENUE INCLUDING INTERCHANGE RECONSTRUCTION AT NEWTOWN PIKE. (ADDITIONAL C-FUNDS FOR 7-366.00)(18CCR)	C	NH	2021	22,300,000	17,840,000	4,460,000			
FAYETTE	7-1132	CS 3605		1.656	1.696	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON MALABU DRIVE (CS 3605) OVER BRANCH HICKMAN CREEK AT JCT WITH TATES CREEK ROAD (KY 1974) 034C00038N	C	BR/STP	2019	427,000	264,740	162,260			
FAYETTE	7-1141	CR 1001	0.04	1.6	1.64	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BRANCH OF NORTH ELKHORN CREEK ON HUME ROAD (CR 1001) 0.7 MI NW OF US 60 (034C00001N)	D	BR/STP	2019	210,000	130,200	79,800			
FAYETTE	7-1141	CR 1001	0.04	1.6	1.64	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BRANCH OF NORTH ELKHORN CREEK ON HUME ROAD (CR 1001) 0.7 MI NW OF US 60 (034C00001N)	C	BR/STP	2020	735,000	455,700	279,300			
FAYETTE	7-1145	CS 7038		1.667	1.675	RELIABILITY	MATCHED FED FUNDS(O)	REPLACE DETERIORATED WEST BOUND LANE BRIDGE SECTION OF WILSON DOWNING ROAD BRIDGE ACROSS WEST HICKMAN CREEK.	D	SLX	2019	75,000	60,000		15,000		
FAYETTE	7-1145	CS 7038		1.667	1.675	RELIABILITY	MATCHED FED FUNDS(O)	REPLACE DETERIORATED WEST BOUND LANE BRIDGE SECTION OF WILSON DOWNING ROAD BRIDGE ACROSS WEST HICKMAN CREEK.	C	SLX	2019	275,000	220,000		55,000		
FAYETTE	7-8507	CS 2548				RELIABILITY	NEW ROUTE(O)	COMPLETE CONSTRUCTION ON POLO CLUB BOULEVARD AT DEERHAVEN LANE AND TODDS ROAD. (08CCN)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)(LET BY CITY)	C	SLX	2019	1,600,000	1,280,000		320,000		
FAYETTE	7-8902	KY 1927	1.145	0	1.145	NEW ROUTES	MAJOR WIDENING(O)	IMPROVE LIBERTY ROAD FROM GRAFTONS MILL LANE TO NEW CIRCLE ROAD AND IMPROVE INTERSECTION WITH NEW CIRCLE ROAD. (16CCN)(18CCR)	R	STP	2021	1,000,000	800,000	200,000			YES

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FAYETTE	7-8902	KY 1927	1.145	0	1.145	NEW ROUTES	MAJOR WIDENING(O)	IMPROVE LIBERTY ROAD FROM GRAFTONS MILL LANE TO NEW CIRCLE ROAD AND IMPROVE INTERSECTION WITH NEW CIRCLE ROAD. (16CCN)(18CCR)	U	STP	2022	1,730,000	1,384,000	346,000			YES
FAYETTE	7-8902.01	KY 1927	1.145	0	1.145	NEW ROUTES	PREFINANCD CONVRSN(O)	IMPROVE LIBERTY ROAD FROM GRAFTONS MILL LANE TO NEW CIRCLE ROAD AND IMPROVE INTERSECTION WITH NEW CIRCLE ROAD. (16CCN)	R	STP	2021	3,300,000	2,640,000	660,000			YES
FAYETTE	7-8909	I 75	6.665	111	117.665	RELIABILITY	MAJOR WIDENING(O)	REDUCE CONGESTION ON I-64/I-75 FROM THE C&O RAILROAD BRIDGE TO THE NORTHERN SPLIT (SECTION 1). (16CCN)(18CCR)	R	NH	2021	1,000,000	800,000	200,000			YES
FAYETTE	7-8909	I 75	6.665	111	117.665	RELIABILITY	MAJOR WIDENING(O)	REDUCE CONGESTION ON I-64/I-75 FROM THE C&O RAILROAD BRIDGE TO THE NORTHERN SPLIT (SECTION 1). (16CCN)(18CCR)	U	NH	2021	1,000,000	800,000	200,000			YES
FAYETTE	7-8909	I 75	6.665	111	117.665	RELIABILITY	MAJOR WIDENING(O)	REDUCE CONGESTION ON I-64/I-75 FROM THE C&O RAILROAD BRIDGE TO THE NORTHERN SPLIT (SECTION 1). (16CCN)(18CCR)	C	NH	2022	25,000,000	20,000,000	5,000,000			YES
FAYETTE	7-10009	CR 1121		0.708	0.72	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MCCALLS MILL RD BRIDGE OVER BOGGS FORK. (034C00009N)	D	BR/STP	2019	157,500	97,650	59,850			
FAYETTE	7-10009	CR 1121		0.708	0.72	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MCCALLS MILL RD BRIDGE OVER BOGGS FORK. (034C00009N)	C	BR/STP	2020	360,500	223,510	136,990			
FAYETTE	7-20008	I 64		71	73.94	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 71 TO MILEPOINT 73.94	D	PM/NH	2022	390,000	312,000	78,000			YES
FAYETTE	7-20008	I 64		71	73.94	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 71 TO MILEPOINT 73.94	C	PM/NH	2022	3,900,000	3,120,000	780,000			YES
FAYETTE	7-20009	I 64		73.94	74.729	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 CARDINAL DIRECTION(S) FROM MILEPOINT 73.94 TO MILEPOINT 74.729	D	PM/NH	2019	30,000	24,000	6,000			
FAYETTE	7-20009	I 64		73.94	74.729	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 CARDINAL DIRECTION(S) FROM MILEPOINT 73.94 TO MILEPOINT 74.729	C	PM/NH	2019	3,000,000	2,400,000	600,000			
FAYETTE	7-20011	I 64		82.19	89.48	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 82.19 TO MILEPOINT 89.48. (18CCR)	D	PM/NH	2021	870,000	696,000	174,000			YES
FAYETTE	7-20011	I 64		82.19	89.48	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 82.19 TO MILEPOINT 89.48. (18CCR)	C	PM/NH	2021	8,700,000	6,960,000	1,740,000			YES
FAYETTE	7-20013	I 75		107.453	110.213	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 107.453 TO MILEPOINT 110.213	D	PM/NH	2021	330,000	264,000	66,000			YES
FAYETTE	7-20013	I 75		107.453	110.213	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 107.453 TO MILEPOINT 110.213	C	PM/NH	2021	3,300,000	2,640,000	660,000			YES

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FAYETTE	7-20014	I 75		110.264	111.82	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 110.264 TO MILEPOINT 111.82	D	PM/NH	2022	190,000	152,000	38,000			YES
FAYETTE	7-20014	I 75		110.264	111.82	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 110.264 TO MILEPOINT 111.82	C	PM/NH	2022	1,900,000	1,520,000	380,000			YES
FAYETTE	7-20015	I 75		111.82	120.792	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 111.82 TO MILEPOINT 120.792	D	PM/NH	2020	1,080,000	864,000	216,000			
FAYETTE	7-20015	I 75		111.82	120.792	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 111.82 TO MILEPOINT 120.792	C	PM/NH	2020	10,800,000	8,640,000	2,160,000			
FAYETTE	7-20016	US 421		6.935	7.3	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/NH	2019	50,000	40,000	10,000			
FAYETTE	7-20016	US 421		6.935	7.3	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/NH	2019	500,000	400,000	100,000			
FAYETTE	7-20025	US 25	3.19	19.1	22.29	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-25 FROM MILEPOINT 19.10 TO MILEPOINT 22.29	C	PM/NH	2022	1,440,000	1,152,000	288,000			YES
FLEMING	9-1084	KY 32	0.04	7.76	7.8	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 32 OVER MUD LICK CREEK 0.2 MILES W OF CRAINTOWN RD (CR 1302)035B00038N	C	BR/STP	2020	560,000	347,200	212,800			
FLEMING	9-1091	KY 111	0.02	11.84	11.86	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER ALLISON CREEK ON KY 111 1.2 MI N OF KY 156. (035B00016N)(EBRP)	D	BR/STP	2019	455,000	282,100	172,900			
FLEMING	9-1091	KY 111	0.02	11.84	11.86	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER ALLISON CREEK ON KY 111 1.2 MI N OF KY 156. (035B00016N)(EBRP)	C	BR/STP	2020	2,135,000	1,323,700	811,300			
FLEMING	9-1092	CR 1240	0.024	2.04	2.064	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER FLEMING CREEK ON MCINTIRE ROAD (CR 1240) AT THE JCT WITH PIKE BLUFF (CR 1305)(035C00065N)	R	BR/STP	2019	75,000	46,500	28,500			
FLEMING	9-1092	CR 1240	0.024	2.04	2.064	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER FLEMING CREEK ON MCINTIRE ROAD (CR 1240) AT THE JCT WITH PIKE BLUFF (CR 1305)(035C00065N)	U	BR/STP	2019	50,000	31,000	19,000			
FLEMING	9-1092	CR 1240	0.024	2.04	2.064	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER FLEMING CREEK ON MCINTIRE ROAD (CR 1240) AT THE JCT WITH PIKE BLUFF (CR 1305)(035C00065N)	C	BR/STP	2020	600,000	372,000	228,000			
FLEMING	9-8804	KY 111				RELIABILITY	BRIDGE REHAB(P)	RESTORATION OF GRANGE CITY COVERED BRIDGE LOCATED ON KY-111 BETWEEN FLEMINGSBURG AND GRANGE CITY. (14CCN) (16CCR)(18CCN)	C	TE	2019	1,200,000	960,000		240,000		
FLEMING	9-10005	KY 111		7.568	7.576	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-111 BRIDGE OVER BR OF HILLSBORO CREEK. (035B00018N)	D	BR/STP	2019	455,000	282,100	172,900			

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FLEMING	9-10005	KY 111		7.568	7.576	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-111 BRIDGE OVER BR OF HILLSBORO CREEK. (035B00018N)	C	BR/STP	2020	1,015,000	629,300	385,700			
FLEMING	9-10006	KY 367		0.999	1.007	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-367 BRIDGE OVER JOHNSON CREEK. (035B00074N)	D	BR/STP	2019	375,000	232,500	142,500			
FLEMING	9-10006	KY 367		0.999	1.007	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-367 BRIDGE OVER JOHNSON CREEK. (035B00074N)	C	BR/STP	2020	980,000	607,600	372,400			
FLEMING	9-10019	KY 2508		0.081	0.087	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 2508 BRIDGE OVER TOWN BRANCH. (035B00030N)	D	BR/STP	2019	315,000	195,300	119,700			
FLEMING	9-10019	KY 2508		0.081	0.087	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 2508 BRIDGE OVER TOWN BRANCH. (035B00030N)	C	BR/STP	2020	875,000	542,500	332,500			
FLEMING	9-10020	KY 111		3.863	3.866	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 111 BRIDGE OVER DAVIS BRANCH. (035B00075N)	D	BR/STP	2019	315,000	195,300	119,700			
FLEMING	9-10020	KY 111		3.863	3.866	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 111 BRIDGE OVER DAVIS BRANCH. (035B00075N)	C	BR/STP	2020	752,500	466,550	285,950			
FLEMING	9-10021	KY 681		1.545	1.555	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 681 BRIDGE OVER DELANEY CREEK. (035B00103N)	D	BR/STP	2019	315,000	195,300	119,700			
FLEMING	9-10021	KY 681		1.545	1.555	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 681 BRIDGE OVER DELANEY CREEK. (035B00103N)	C	BR/STP	2020	822,500	509,950	312,550			
FLEMING	9-20009	KY 32		13	28.29	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/STP	2019	1,250,000	1,000,000	250,000			
FLEMING	9-20009	KY 32		13	28.29	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/STP	2019	12,500,000	10,000,000	2,500,000			
FLOYD	12-191	US 23	1	12.775	13.775	SAFETY	SAFETY(P)	IMPROVE SAFETY AND ACCESS ON US 23 BETWEEN KY-80 AND KY-3384.(12CCR)	R	NH	2019	420,000	420,000	-			
FLOYD	12-191	US 23	1	12.775	13.775	SAFETY	SAFETY(P)	IMPROVE SAFETY AND ACCESS ON US 23 BETWEEN KY-80 AND KY-3384.(12CCR)	U	NH	2019	520,000	520,000	-			
FLOYD	12-191	US 23	1	12.775	13.775	SAFETY	SAFETY(P)	IMPROVE SAFETY AND ACCESS ON US 23 BETWEEN KY-80 AND KY-3384.(12CCR)	C	NH	2021	1,880,000	1,504,000	376,000			
FLOYD	12-1119	KY 2557	0.146	0.152	0.298	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER LEVISA FORK ON KY 2557 AT JCT US 23 IN JUSTELL. (036B00040N)	D	BR/STP	2019	525,000	325,500	199,500			
FLOYD	12-1119	KY 2557	0.146	0.152	0.298	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER LEVISA FORK ON KY 2557 AT JCT US 23 IN JUSTELL. (036B00040N)	C	BR/STP	2020	3,010,000	1,866,200	1,143,800			
FLOYD	12-1121	KY 550	0.04	2.03	2.07	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BRUSH CREEK ON KY 550 AT JCT WITH KY 850. (036B00015N)(EBRP)	D	BR/STP	2019	210,000	130,200	79,800			
FLOYD	12-1121	KY 550	0.04	2.03	2.07	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BRUSH CREEK ON KY 550 AT JCT WITH KY 850. (036B00015N)(EBRP)	C	BR/STP	2020	1,050,000	651,000	399,000			
FLOYD	12-10000	CR 1253Q3		0.158	0.168	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRYANT BRANCH LEFT FORK OF CLEAR CREEK ROAD BRIDGE OVER LEFT FK OF BEAVER CREEK. (036C00017N)	D	BR/STP	2019	175,000	108,500	66,500			

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FLOYD	12-10000	CR 1253Q3		0.158	0.168	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRYANT BRANCH LEFT FORK OF CLEAR CREEK ROAD BRIDGE OVER LEFT FK OF BEAVER CREEK. (036C00017N)	C	BR/STP	2020	384,000	238,080	145,920			
FLOYD	12-10014	KY 466		2.588	2.592	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 466 BRIDGE OVER LEFT FORK BEAVER CREEK. (036B00032N)	D	BR/STP	2019	140,000	86,800	53,200			
FLOYD	12-10014	KY 466		2.588	2.592	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 466 BRIDGE OVER LEFT FORK BEAVER CREEK. (036B00032N)	C	BR/STP	2020	274,750	170,345	104,405			
FLOYD	12-20000	KY 80		2.5	8.656	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/NH	2019	1,225,000	980,000	245,000			
FLOYD	12-20000	KY 80		2.5	8.656	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/NH	2019	12,250,000	9,800,000	2,450,000			
FRANKLIN	5-551	I 64	4.75	53.11	57.86	RELIABILITY	MAJOR WIDENING(O)	IMPROVE SAFETY, TRUCK MOBILITY, AND REDUCE CONGESTION ALONG I-64 FROM DIRECTLY EAST OF US-127 TO US-60 SOUTH OF FRANKFORT.	D	NH	2022	4,300,000	3,440,000	860,000			
FRANKLIN	5-805	KY 3506		0.111	0.15	ASSET MANAGEMENT	AM-BRIDGE (P)	DEMOLITION OF THE CLOSED ROADWAY SECTION OF THE BROADWAY BRIDGE IN FRANKFORT.	C	BR/STP	2019	300,000	186,000	114,000			
FRANKLIN	5-1078	CR 1230	0.025	0.04	0.065	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BENSON CREEK ON CRAB ORCHARD ROAD (CR 1230) 200 FT NW OF KY 151 NEAR I-64 EXIT 48 (037C00010N) (EBRP)(16CCR)	C	BR/STP	2019	633,500	392,770	240,730			
FRANKLIN	5-2035.7	I 64	6.05	47.7	53.75	RELIABILITY	MAJOR WIDENING(O)	WIDEN I-64 TO 6 LANES FROM KY-151 TO WEST OF THE KY-420 BRIDGE. (2004BOPC)(DESIGN FUNDED UNDER 5-2035.40)(16CCN)	R	NH	2022	120,000	96,000	24,000			
FRANKLIN	5-2035.7	I 64	6.05	47.7	53.75	RELIABILITY	MAJOR WIDENING(O)	WIDEN I-64 TO 6 LANES FROM KY-151 TO WEST OF THE KY-420 BRIDGE. (2004BOPC)(DESIGN FUNDED UNDER 5-2035.40)(16CCN)	U	NH	2022	120,000	96,000	24,000			
FRANKLIN	5-10000	KY 420		1.948	1.956	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 420 BRIDGE OVER CEDAR RUN CREEK. (037B00011N)	D	BR/STP	2019	210,000	130,200	79,800			
FRANKLIN	5-10000	KY 420		1.948	1.956	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 420 BRIDGE OVER CEDAR RUN CREEK. (037B00011N)	C	BR/STP	2020	350,000	217,000	133,000			
FRANKLIN	5-10001	KY 1689		3.581	3.587	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1689 BRIDGE OVER TRIB TO N. ELKHORN CREEK. (037B00034N)	D	BR/STP	2019	210,000	130,200	79,800			
FRANKLIN	5-10001	KY 1689		3.581	3.587	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1689 BRIDGE OVER TRIB TO N. ELKHORN CREEK. (037B00034N)	C	BR/STP	2020	332,500	206,150	126,350			
FRANKLIN	5-20001	US 60		8.475	10.667	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/STP	2021	200,000	160,000	40,000			
FRANKLIN	5-20001	US 60		8.475	10.667	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/STP	2021	2,000,000	1,600,000	400,000			
FRANKLIN	5-20038	US 127	7.1	11.9	19	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-127 FROM MILEPOINT 11.90 TO MILEPOINT 19.00	C	PM/NH	2022	1,228,000	982,400	245,600			
FULTON	1-10009	KY 1909		0.794	0.802	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1909 BRIDGE OVER LITTLE BAYOU DE CHIEN CR. (038B00075N)	D	BR/STP	2019	175,000	108,500	66,500			

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FULTON	1-10009	KY 1909		0.794	0.802	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1909 BRIDGE OVER LITTLE BAYOU DE CHIEN CR. (038B00075N)	C	BR/STP	2020	490,000	303,800	186,200			
FULTON	1-20002	JC 9003		0	1.78	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF JULIAN M. CARROLL PURCHASE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 1.78	D	PM/STP	2019	175,000	140,000	35,000			
FULTON	1-20002	JC 9003		0	1.78	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF JULIAN M. CARROLL PURCHASE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 1.78	C	PM/STP	2019	1,750,000	1,400,000	350,000			
GALLATIN	6-8910	I 71	1.2	62.8	64	RELIABILITY	RECONSTRUCTION(O)	IMPROVE GEOMETRICS ON I-71 FROM US-127 TO MP 64. (16CCN)(18CCR)	D	NH	2021	2,200,000	1,760,000	440,000			
GALLATIN	6-8910	I 71	1.2	62.8	64	RELIABILITY	RECONSTRUCTION(O)	IMPROVE GEOMETRICS ON I-71 FROM US-127 TO MP 64. (16CCN)(18CCR)	R	NH	2022	1,500,000	1,200,000	300,000			
GALLATIN	6-8910	I 71	1.2	62.8	64	RELIABILITY	RECONSTRUCTION(O)	IMPROVE GEOMETRICS ON I-71 FROM US-127 TO MP 64. (16CCN)(18CCR)	U	NH	2022	500,000	400,000	100,000			
GALLATIN	6-20022	I 71		59.673	69.89	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-071 BOTH DIRECTION(S) FROM MILEPOINT 59.673 TO MILEPOINT 69.89	D	PM/NH	2022	1,025,000	820,000	205,000			
GALLATIN	6-20022	I 71		59.673	69.89	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-071 BOTH DIRECTION(S) FROM MILEPOINT 59.673 TO MILEPOINT 69.89	C	PM/NH	2022	10,250,000	8,200,000	2,050,000			
GARRARD	7-1122	KY 563	0.1	3.84	3.915	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY-563 (MP 3.89) OVER SUGAR CREEK; E-@ JCT KY 39; 040B00034N	C	BR/STP	2019	406,000	251,720	154,280			
GARRARD	7-1138	KY 1972	0.01	1.76	1.77	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER GILBERTS CREEK ON KY 1972 1.4 MI E OF CRAB ORCHARD ROAD (CR 1226) AT SECL OF LANCASTER. (040B00024N)(EBRP)	D	BR/STP	2019	210,000	130,200	79,800			
GARRARD	7-1138	KY 1972	0.01	1.76	1.77	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER GILBERTS CREEK ON KY 1972 1.4 MI E OF CRAB ORCHARD ROAD (CR 1226) AT SECL OF LANCASTER. (040B00024N)(EBRP)	C	BR/STP	2020	647,500	401,450	246,050			
GARRARD	7-10010	KY 1972		2.099	2.105	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1972 BRIDGE OVER BRANCH OF GILBERTS CREEK. (040B00025N)	D	BR/STP	2019	175,000	108,500	66,500			
GARRARD	7-10010	KY 1972		2.099	2.105	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1972 BRIDGE OVER BRANCH OF GILBERTS CREEK. (040B00025N)	C	BR/STP	2020	416,500	258,230	158,270			
GRANT	6-8714	CR 1138	0.05	0.28	0.33	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON SOUTH END OF BLANCHET ROAD 0.3 MILES NORTHEAST OF US 25. 041C00012N (12CCN)	C	BR/STP	2019	1,141,000	707,420	433,580			
GRANT	6-8715	CR 1138	0.07	1.95	2.02	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON NORTH END OF BLANCHET ROAD 0.2 MILES SOUTHEAST OF THE JUNCTION WITH US 25. 041C00014N (12CCN)	C	BR/STP	2020	2,604,000	1,614,480	989,520			

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GRANT	6-8716	CR 1142	0.05	0.02	0.07	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON NORTH END OF DELANEY ROAD 0.1 MILE NORTH OF THE JUNCTION WITH US 25. 041C00016N (12CCN)	C	BR/STP	2020	2,240,000	1,388,800	851,200			
GRANT	6-10001	KY 22		6.594	6.64	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-22 BRIDGE OVER CLARKS CRK+BATON ROUGE R. (041B00011N)	D	BR/STP	2019	210,000	130,200	79,800			
GRANT	6-10001	KY 22		6.594	6.64	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-22 BRIDGE OVER CLARKS CRK+BATON ROUGE R. (041B00011N)	C	BR/STP	2020	1,732,500	1,074,150	658,350			
GRANT	6-10002	KY 22		3.371	3.431	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-22 BRIDGES OVER EAGLE CREEK (041B00014N) AND RATTLESNAKE CREEK (041B00013N).	D	BR/STP	2019	577,500	358,050	219,450			
GRANT	6-10002	KY 22		3.371	3.431	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-22 BRIDGES OVER EAGLE CREEK (041B00014N) AND RATTLESNAKE CREEK (041B00013N).	C	BR/STP	2020	4,165,000	2,582,300	1,582,700			
GRANT	6-10003	CR 1108		3.007	3.013	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CYNTHIANA ROAD BRIDGE OVER COOPERTOWN CREEK. (041C00008N)	D	BR/STP	2019	175,000	108,500	66,500			
GRANT	6-10003	CR 1108		3.007	3.013	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CYNTHIANA ROAD BRIDGE OVER COOPERTOWN CREEK. (041C00008N)	C	BR/STP	2020	367,500	227,850	139,650			
GRANT	6-10010	KY 22		6.594	6.64	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 22 BRIDGE OVER CLARKS CRK+BATON ROUGE R. (041B00011N)	D	BR/STP	2019	420,000	260,400	159,600			
GRANT	6-10010	KY 22		6.594	6.64	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 22 BRIDGE OVER CLARKS CRK+BATON ROUGE R. (041B00011N)	C	BR/STP	2020	2,940,000	1,822,800	1,117,200			
GRANT	6-20023	I 75		143.239	145.5	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 143.239 TO MILEPOINT 145.5	D	PM/NH	2020	90,000	72,000	18,000			
GRANT	6-20023	I 75		143.239	145.5	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 143.239 TO MILEPOINT 145.5	C	PM/NH	2020	900,000	720,000	180,000			
GRANT	6-20024	I 75		145.5	152.122	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 145.5 TO MILEPOINT 152.122	D	PM/NH	2022	275,000	220,000	55,000			
GRANT	6-20024	I 75		145.5	152.122	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 145.5 TO MILEPOINT 152.122	C	PM/NH	2022	2,750,000	2,200,000	550,000			
GRANT	6-20025	I 75		152.112	157.7	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 152.112 TO MILEPOINT 157.7	D	PM/NH	2019	970,000	776,000	194,000			
GRANT	6-20025	I 75		152.112	157.7	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 152.112 TO MILEPOINT 157.7	C	PM/NH	2019	9,700,000	7,760,000	1,940,000			
GRANT	6-20027	I 75		162.52	164.4	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 162.52 TO MILEPOINT 164.4	D	PM/NH	2019	220,000	176,000	44,000			

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GRANT	6-20027	I 75		162.52	164.4	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 162.52 TO MILEPOINT 164.4	C	PM/NH	2019	2,200,000	1,760,000	440,000			
GRANT	6-20029	KY 22		10.748	11.544	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2021	47,500	38,000	9,500			
GRANT	6-20029	KY 22		10.748	11.544	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2021	475,000	380,000	95,000			
GRAVES	1-1157	CR 1088	0.1	0.3	0.4	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER PANTHER CREEK ON MCKENDREE CHURCH RD (CR 1088) 0.3 MI E OF KY 301 042C00010N	D	BR/STP	2019	280,000	173,600	106,400			
GRAVES	1-1157	CR 1088	0.1	0.3	0.4	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER PANTHER CREEK ON MCKENDREE CHURCH RD (CR 1088) 0.3 MI E OF KY 301 042C00010N	C	BR/STP	2022	553,000	342,860	210,140			
GRAVES	1-10001	KY 1890		1.718	1.768	ASSET MANAGEMENT	AM-BRIDGE (P)	REPLACE KY-1890 BRIDGE OVER LITTLE MAYFIELD CREEK. (042B00191N)	D	BR/STP	2019	140,000	86,800	53,200			
GRAVES	1-10001	KY 1890		1.718	1.768	ASSET MANAGEMENT	AM-BRIDGE (P)	REPLACE KY-1890 BRIDGE OVER LITTLE MAYFIELD CREEK. (042B00191N)	C	BR/STP	2020	507,500	314,650	192,850			
GRAVES	1-10002	CR 1214		0.555	0.563	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MARTIN ROAD BRIDGE OVER BRANCH-OBION CREEK. (042C00250N)	D	BR/STP	2019	200,000	124,000	76,000			
GRAVES	1-10002	CR 1214		0.555	0.563	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MARTIN ROAD BRIDGE OVER BRANCH-OBION CREEK. (042C00250N)	C	BR/STP	2021	423,500	262,570	160,930			
GRAVES	1-10010	KY 1485		2.532	2.519	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1485 BRIDGE OVER TERRAPIN CREEK. (042B00136N)	D	BR/STP	2019	210,000	130,200	79,800			
GRAVES	1-10010	KY 1485		2.532	2.519	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1485 BRIDGE OVER TERRAPIN CREEK. (042B00136N)	C	BR/STP	2020	875,000	542,500	332,500			
GRAVES	1-20004	JC 9003		22	34.49	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF JULIAN M. CARROLL PURCHASE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 22 TO MILEPOINT 34.49	D	PM/NH	2022	1,000,000	800,000	200,000			
GRAVES	1-20004	JC 9003		22	34.49	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF JULIAN M. CARROLL PURCHASE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 22 TO MILEPOINT 34.49	C	PM/NH	2022	1,000,000	800,000	200,000			
GRAVES	1-20028	KY 94	5.3	10.49	15.78	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-94 FROM MILEPOINT 10.49 TO MILEPOINT 15.78	C	PM/STP	2022	825,000	660,000	165,000			
GRAYSON	4-8502.1	US 62		23	24.3	RELIABILITY	MINOR WIDENING(O)	IMPROVE US 62 FROM LEITCHFIELD BYPASS (KY3155) TO JUST EAST OF BEEHIVE CURVE. CONSTRUCTION SEGMENT 1.	C	STP	2020	2,000,000	2,000,000	-			
GRAYSON	4-8502.11	US 62		23	24.3	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE US 62 FROM LEITCHFIELD BYPASS (KY3155) TO JUST EAST OF BEEHIVE CURVE. CONSTRUCTION SEGMENT 1.	C	STP	2021	2,000,000	1,600,000	400,000			
GRAYSON	4-10000	CR 1161		2.945	2.953	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HORNTOWN RD BRIDGE OVER ROCK CREEK. (043C00011N)	D	BR/STP	2019	100,000	62,000	38,000			

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GRAYSON	4-10000	CR 1161		2.945	2.953	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HORNTOWN RD BRIDGE OVER ROCK CREEK. (043C00011N)	C	BR/STP	2020	220,000	136,400	83,600			
GRAYSON	4-20000	WK 9001		108	111.25	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 108.00 TO MILEPOINT 111.25 (110.50 NON-CARDINAL)	D	PM/NH	2020	230,000	184,000	46,000			
GRAYSON	4-20000	WK 9001		108	111.25	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 108.00 TO MILEPOINT 111.25 (110.50 NON-CARDINAL)	C	PM/NH	2020	2,300,000	1,840,000	460,000			
GRAYSON	4-20001	WK 9001		111.25	112.48	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY CARDINAL DIRECTION(S) FROM MILEPOINT 111.25 TO MILEPOINT 112.48	D	PM/NH	2022	50,000	40,000	10,000			
GRAYSON	4-20001	WK 9001		111.25	112.48	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY CARDINAL DIRECTION(S) FROM MILEPOINT 111.25 TO MILEPOINT 112.48	C	PM/NH	2022	500,000	400,000	100,000			
GRAYSON	4-20002	WK 9001		112.4	114.8	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 112.4 TO MILEPOINT 114.8	D	PM/NH	2021	190,000	152,000	38,000			
GRAYSON	4-20002	WK 9001		112.4	114.8	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 112.4 TO MILEPOINT 114.8	C	PM/NH	2021	1,900,000	1,520,000	380,000			
GRAYSON	4-20004	WK 9001		88.433	91.2	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 88.433 TO MILEPOINT 91.2	C	PM/NH	2020	2,590,000	2,072,000	518,000			
GRAYSON	4-20006	WK 9001		91.2	95	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY NON-CARDINAL DIRECTION(S) FROM MILEPOINT 91.2 TO MILEPOINT 95	D	PM/NH	2020	150,000	120,000	30,000			
GRAYSON	4-20006	WK 9001		91.2	95	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY NON-CARDINAL DIRECTION(S) FROM MILEPOINT 91.2 TO MILEPOINT 95	C	PM/NH	2020	1,500,000	1,200,000	300,000			
GREEN	4-397.12	US 68	1.093	9.682	10.775	RELIABILITY	RECONSTRUCTION(O)	ADDRESS SAFETY, GEOMETRIC DEFICIENCIES AND MAINTENANCE ISSUES ALONG US 68 FROM 1600 FEET WEST OF SOUTH THURLOW RD (MP 9.682) EXTENDING TO THE RUSSELL CREEK BRIDGE (MP 10.775) (3-203.00 STUDY RECOMMENDATION #11)(DESIGN UNDER 4-397)(2016BOP)(18CCN)	R	NH	2019	250,000	250,000	-			

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GREEN	4-397.12	US 68	1.093	9.682	10.775	RELIABILITY	RECONSTRUCTION(O)	ADDRESS SAFETY, GEOMETRIC DEFICIENCIES AND MAINTENANCE ISSUES ALONG US 68 FROM 1600 FEET WEST OF SOUTH THURLOW RD (MP 9.682) EXTENDING TO THE RUSSELL CREEK BRIDGE (MP 10.775) (3-203.00 STUDY RECOMMENDATION #11)(DESIGN UNDER 4-397)(2016BOP)(18CCN)	U	NH	2019	720,000	720,000	-			
GREEN	4-397.12	US 68	1.093	9.682	10.775	RELIABILITY	RECONSTRUCTION(O)	ADDRESS SAFETY, GEOMETRIC DEFICIENCIES AND MAINTENANCE ISSUES ALONG US 68 FROM 1600 FEET WEST OF SOUTH THURLOW RD (MP 9.682) EXTENDING TO THE RUSSELL CREEK BRIDGE (MP 10.775) (3-203.00 STUDY RECOMMENDATION #11)(DESIGN UNDER 4-397)(2016BOP)(18CCN)	C	NH	2020	2,740,000	2,740,000	-			
GREEN	4-10001	CR 1347		0.045	0.051	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF JONES SCHOOL RD BRIDGE OVER BRUSH CREEK. (044C00023N)	D	BR/STP	2019	100,000	62,000	38,000			
GREEN	4-10001	CR 1347		0.045	0.051	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF JONES SCHOOL RD BRIDGE OVER BRUSH CREEK. (044C00023N)	C	BR/STP	2020	203,000	125,860	77,140			
GREEN	4-10009	US 68		2.995	3.003	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 68 BRIDGE OVER GREASY CREEK. (044B00013N)	D	BR/NH	2019	105,000	65,100	39,900			
GREEN	4-10009	US 68		2.995	3.003	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 68 BRIDGE OVER GREASY CREEK. (044B00013N)	C	BR/NH	2020	402,500	249,550	152,950			
GREENUP	9-401	CS 3060		0	0.225	SAFETY	BIKE/PED FACIL(O)	CONSTRUCT SIDEWALKS-PHASE B ALONG GESLING RD (CS-3060) FROM INTERSECTION OF CARDINAL RD (CS-3061) & SEATON DR (KY-750) TO KENWOOD DR (CS-3054/KY-1093) & PHASE C ALONG KENWOOD DR BEGINNING AT GESLING RD & ENDING AT CARDINAL RD. (2014BOP)	U	SAH	2019	80,000	64,000		16,000		
GREENUP	9-401	CS 3060		0	0.225	SAFETY	BIKE/PED FACIL(O)	CONSTRUCT SIDEWALKS-PHASE B ALONG GESLING RD (CS-3060) FROM INTERSECTION OF CARDINAL RD (CS-3061) & SEATON DR (KY-750) TO KENWOOD DR (CS-3054/KY-1093) & PHASE C ALONG KENWOOD DR BEGINNING AT GESLING RD & ENDING AT CARDINAL RD. (2014BOP)	C	SAH	2019	444,000	355,200		88,800		
GREENUP	9-402	KY 750		1.74	1.81	RELIABILITY	MATCHED FED FUNDS(O)	DESIGN AND CONSTRUCTION OF SIDEWALKS ALONG POWELL LANE (KY-750) IN FLATWOODS, KY BEGINNING AT END OF THE EXISTING SIDEWALK AT MP 1.74 AND EXTENDING APPROXIMATELY 0.7 MILES EAST TO THE INTERSECTION OF KY-750 WITH KY-1172 (RED DEVIL LANE).(2014BOP)	R	SAH	2019	32,000	25,600		6,400		

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GREENUP	9-402	KY 750		1.74	1.81	RELIABILITY	MATCHED FED FUNDS(O)	DESIGN AND CONSTRUCTION OF SIDEWALKS ALONG POWELL LANE (KY-750) IN FLATWOODS, KY BEGINNING AT END OF THE EXISTING SIDEWALK AT MP 1.74 AND EXTENDING APPROXIMATELY 0.7 MILES EAST TO THE INTERSECTION OF KY-750 WITH KY-1172 (RED DEVIL LANE).(2014BOP)	U	SAH	2019	64,000	51,200		12,800		
GREENUP	9-402	KY 750		1.74	1.81	RELIABILITY	MATCHED FED FUNDS(O)	DESIGN AND CONSTRUCTION OF SIDEWALKS ALONG POWELL LANE (KY-750) IN FLATWOODS, KY BEGINNING AT END OF THE EXISTING SIDEWALK AT MP 1.74 AND EXTENDING APPROXIMATELY 0.7 MILES EAST TO THE INTERSECTION OF KY-750 WITH KY-1172 (RED DEVIL LANE).(2014BOP)	C	SAH	2019	370,000	296,000		74,000		
GREENUP	9-1073	KY 244	0.1	0	0.207	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY-244 (MP 0.103) OVER CSX RAILROAD; .05 MI N.E. OF JCT US 23; 045B00039N (16CCR)	C	BR/STP	2019	11,655,000	7,226,100	4,428,900			
GREENUP	9-1094	CS 4041	0.016	0.05	0.066	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER POND RUN ON WILLIAMS AVE (CS 4041) IN RACELAND 250 FT NW OF POND RUN ROAD (CS 4001) (045C00119N)	D	BR/STP	2019	245,000	151,900	93,100			
GREENUP	9-1094	CS 4041	0.016	0.05	0.066	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER POND RUN ON WILLIAMS AVE (CS 4041) IN RACELAND 250 FT NW OF POND RUN ROAD (CS 4001) (045C00119N)	C	BR/STP	2020	840,000	520,800	319,200			
GREENUP	9-10007	KY 503		5.328	5.336	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-503 BRIDGE OVER INDIAN RUN CREEK. (045B00033N)	D	BR/STP	2019	245,000	151,900	93,100			YES
GREENUP	9-10007	KY 503		5.328	5.336	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-503 BRIDGE OVER INDIAN RUN CREEK. (045B00033N)	C	BR/STP	2020	753,000	466,860	286,140			YES
GREENUP	9-10008	CR 1018		2.221	2.227	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF SMITH BRANCH RD BRIDGE OVER LEFT FK SMITH BRANCH. (045C00114N)	D	BR/STP	2019	280,000	173,600	106,400			YES
GREENUP	9-10008	CR 1018		2.221	2.227	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF SMITH BRANCH RD BRIDGE OVER LEFT FK SMITH BRANCH. (045C00114N)	C	BR/STP	2020	595,000	368,900	226,100			YES
GREENUP	9-10009	LA 1000		0.055	0.059	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MUSKETEER DRIVE BRIDGE OVER SLASH BRANCH. (045C00150N)	D	BR/NH	2019	245,000	151,900	93,100			YES
GREENUP	9-10009	LA 1000		0.055	0.059	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MUSKETEER DRIVE BRIDGE OVER SLASH BRANCH. (045C00150N)	C	BR/NH	2020	300,000	186,000	114,000			YES
GREENUP	9-10022	KY 1		1.146	1.152	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1 BRIDGE OVER LOST CREEK. (045B00006N)	D	BR/STP	2019	350,000	217,000	133,000			YES
GREENUP	9-10022	KY 1		1.146	1.152	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1 BRIDGE OVER LOST CREEK. (045B00006N)	C	BR/STP	2020	1,015,000	629,300	385,700			YES
HANCOCK	2-20022	US 60		1.933	9.4	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2022	525,000	420,000	105,000			
HANCOCK	2-20022	US 60		1.933	9.4	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2022	5,250,000	4,200,000	1,050,000			

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HARDIN	4-199	US 31W	0.4	36.4	36.8	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER P&L AND CSX RAILROADS (MP 36.4 TO 36.8 IN WEST POINT) (047B00007N).(16CCR)	C	BR/NH	2019	10,500,000	6,510,000	3,990,000			
HARDIN	4-442	US 62	3.247	20.104	23.351	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY, MOBILITY AND GEOMETRICS ON US-62 FROM I-65 TO UPPER COLESBURG ROAD (CR-1038)	D	STP	2022	1,500,000	1,200,000	300,000			YES
HARDIN	4-1093	US 62	0.139	28.157	28.194	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON US 62 OVER ROLLING FORK AT THE HARDIN-NELSON CO LINE. 047B00023N	C	BR/STP	2020	3,381,000	2,096,220	1,284,780			
HARDIN	4-10010	KY 220		5.071	5.077	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 220 BRIDGE OVER MARTINS BRANCH CREEK. (047B00080N)	D	BR/STP	2019	87,500	54,250	33,250			
HARDIN	4-10010	KY 220		5.071	5.077	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 220 BRIDGE OVER MARTINS BRANCH CREEK. (047B00080N)	C	BR/STP	2020	192,500	119,350	73,150			
HARDIN	4-10011	KY 2212		2.705	2.711	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 2212 BRIDGE OVER PAWLEY CREEK. (047B00134N)	D	BR/STP	2019	91,000	56,420	34,580			
HARDIN	4-10011	KY 2212		2.705	2.711	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 2212 BRIDGE OVER PAWLEY CREEK. (047B00134N)	C	BR/STP	2020	206,500	128,030	78,470			
HARDIN	4-10012	KY 2800		3.689	3.695	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 2800 BRIDGE OVER SANDY CREEK. (047B00137N)	D	BR/STP	2019	87,500	54,250	33,250			
HARDIN	4-10012	KY 2800		3.689	3.695	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 2800 BRIDGE OVER SANDY CREEK. (047B00137N)	C	BR/STP	2020	206,500	128,030	78,470			
HARDIN	4-10013	CR 1100		1.046	1.052	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BEWLEY HOLLOW RD BRIDGE OVER MILL CREEK. (047C00014N)	D	BR/STP	2019	91,000	56,420	34,580			
HARDIN	4-10013	CR 1100		1.046	1.052	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BEWLEY HOLLOW RD BRIDGE OVER MILL CREEK. (047C00014N)	C	BR/STP	2020	227,500	141,050	86,450			
HARDIN	4-20007	BG 9002		5.82	8.837	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF MARTHA LAYNE COLLINS BLUEGRASS PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 5.82 TO MILEPOINT 8.837	D	PM/NH	2019	240,000	192,000	48,000			
HARDIN	4-20007	BG 9002		5.82	8.837	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF MARTHA LAYNE COLLINS BLUEGRASS PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 5.82 TO MILEPOINT 8.837	C	PM/NH	2019	2,400,000	1,920,000	480,000			
HARDIN	4-20011	US 31W		17.677	19.5	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	D	PM/NH	2019	550,000	440,000	110,000			
HARDIN	4-20011	US 31W		17.677	19.5	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	C	PM/NH	2019	5,500,000	4,400,000	1,100,000			
HARDIN	4-20012	US 31W		19.5	20.432	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	D	PM/NH	2019	250,000	200,000	50,000			
HARDIN	4-20012	US 31W		19.5	20.432	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	C	PM/NH	2019	2,500,000	2,000,000	500,000			
HARDIN	4-20013	US 31W		27.732	29.5	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	D	PM/NH	2021	325,000	260,000	65,000			YES
HARDIN	4-20013	US 31W		27.732	29.5	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	C	PM/NH	2021	3,250,000	2,600,000	650,000			YES
HARDIN	4-20014	US 31WB		0	0.25	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/NH	2020	25,000	20,000	5,000			

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HARDIN	4-20014	US 31WB		0	0.25	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/NH	2020	250,000	200,000	50,000			
HARDIN	4-20016	WK 9001		120.93	132.4	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 120.93 (120.65 NON-CARDINAL) TO MILEPOINT 132.4 (130.95 NON-CARDINAL)	D	PM/NH	2021	920,000	736,000	184,000			YES
HARDIN	4-20016	WK 9001		120.93	132.4	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 120.93 (120.65 NON-CARDINAL) TO MILEPOINT 132.4 (130.95 NON-CARDINAL)	C	PM/NH	2021	9,200,000	7,360,000	1,840,000			YES
HARDIN	4-20018	WK 9001		132.4	134.92	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY CARDINAL DIRECTION(S) FROM MILEPOINT 132.4 TO MILEPOINT 134.923	D	PM/NH	2019	200,000	160,000	40,000			
HARDIN	4-20018	WK 9001		132.4	134.92	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY CARDINAL DIRECTION(S) FROM MILEPOINT 132.4 TO MILEPOINT 134.923	C	PM/NH	2019	2,000,000	1,600,000	400,000			
HARDIN	4-20028	US 62	4.2	9.57	13.77	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-62 FROM MILEPOINT 9.57 TO MILEPOINT 13.77	C	PM/NH	2022	689,000	551,200	137,800			YES
HARLAN	11-1097	KY 219	0.02	1.033	1.053	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER WALLINS CREEK ON KY 219 3.0 MILE SOUTH OF SCL OF WALLINS CREEK. (048B00047N)	D	BR/STP	2019	175,000	108,500	66,500			
HARLAN	11-1097	KY 219	0.02	1.033	1.053	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER WALLINS CREEK ON KY 219 3.0 MILE SOUTH OF SCL OF WALLINS CREEK. (048B00047N)	C	BR/STP	2020	510,000	316,200	193,800			
HARLAN	11-1101	US 119	0.118	34.787	34.905	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON US 119 OVER KY 160/MAIN ST IN HARLAN COUNTY, KY. 048B00126N	D	BR/NH	2019	560,000	347,200	212,800			
HARLAN	11-1101	US 119	0.118	34.787	34.905	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON US 119 OVER KY 160/MAIN ST IN HARLAN COUNTY, KY. 048B00126N	C	BR/NH	2020	5,460,000	3,385,200	2,074,800			
HARLAN	11-1107	CR 1328		0.171	0.179	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON SWEET BALL RD (CR-1328) (0.175) OVER AGES BRANCH. 048C00072N	D	BR/STP	2019	175,000	108,500	66,500			
HARLAN	11-1107	CR 1328		0.171	0.179	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON SWEET BALL RD (CR-1328) (0.175) OVER AGES BRANCH. 048C00072N	C	BR/STP	2020	455,000	282,100	172,900			
HARLAN	11-10010	KY 219		1.475	1.485	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-219 BRIDGE OVER WALLINS CREEK. (048B00046N)	D	BR/STP	2019	175,000	108,500	66,500			
HARLAN	11-10010	KY 219		1.475	1.485	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-219 BRIDGE OVER WALLINS CREEK. (048B00046N)	C	BR/STP	2020	490,000	303,800	186,200			
HARLAN	11-10011	KY 219		0.325	0.333	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-219 BRIDGE OVER WALLINS CREEK. (048B00048N)	D	BR/STP	2019	175,000	108,500	66,500			

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HARLAN	11-10011	KY 219		0.325	0.333	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-219 BRIDGE OVER WALLINS CREEK. (048B00048N)	C	BR/STP	2020	367,500	227,850	139,650			
HARLAN	11-10012	KY 72		11.773	11.821	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-72 BRIDGE OVER CLOVER FK CUMBERLAND RVR. (048B00095N)	D	BR/STP	2019	245,000	151,900	93,100			
HARLAN	11-10012	KY 72		11.773	11.821	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-72 BRIDGE OVER CLOVER FK CUMBERLAND RVR. (048B00095N)	C	BR/STP	2020	910,000	564,200	345,800			
HARLAN	11-10013	KY 179		0.081	0.087	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-179 BRIDGE OVER FUGETT CREEK. (048B00097N)	D	BR/STP	2019	175,000	108,500	66,500			
HARLAN	11-10013	KY 179		0.081	0.087	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-179 BRIDGE OVER FUGETT CREEK. (048B00097N)	C	BR/STP	2020	612,500	379,750	232,750			
HARLAN	11-10014	KY 3451		1.521	1.527	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-3451 BRIDGE OVER EWING CREEK. (048B00146N)	D	BR/STP	2019	175,000	108,500	66,500			
HARLAN	11-10014	KY 3451		1.521	1.527	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-3451 BRIDGE OVER EWING CREEK. (048B00146N)	C	BR/STP	2020	525,000	325,500	199,500			
HARLAN	11-10015	KY 2007		3.204	3.214	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2007 BRIDGE OVER WALLINS CREEK. (048B00179N)	D	BR/STP	2019	192,500	119,350	73,150			
HARLAN	11-10015	KY 2007		3.204	3.214	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2007 BRIDGE OVER WALLINS CREEK. (048B00179N)	C	BR/STP	2020	469,000	290,780	178,220			
HARLAN	11-10016	CR 1020W		0.012	0.022	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF RASNICK RD BRIDGE OVER POOR FK CUMBERLAND RVR. (048C00008N)	D	BR/STP	2019	192,500	119,350	73,150			
HARLAN	11-10016	CR 1020W		0.012	0.022	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF RASNICK RD BRIDGE OVER POOR FK CUMBERLAND RVR. (048C00008N)	C	BR/STP	2020	630,000	390,600	239,400			
HARLAN	11-10017	CR 1218U		0.015	0.019	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BLUE LN BRIDGE OVER PATH FK OF PUCKETT CREEK. (048C00043N)	D	BR/STP	2019	175,000	108,500	66,500			
HARLAN	11-10017	CR 1218U		0.015	0.019	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BLUE LN BRIDGE OVER PATH FK OF PUCKETT CREEK. (048C00043N)	C	BR/STP	2020	581,000	360,220	220,780			
HARLAN	11-10018	CS 1041		0.126	0.182	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KENTUCKY AV BRIDGE OVER MARTINS FK CUMBERLAND RV. (048C00067N)	D	BR/STP	2019	175,000	108,500	66,500			
HARLAN	11-10018	CS 1041		0.126	0.182	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KENTUCKY AV BRIDGE OVER MARTINS FK CUMBERLAND RV. (048C00067N)	C	BR/STP	2020	647,500	401,450	246,050			
HARLAN	11-10019	CR 1082D		0.004	0.02	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PRICE LN BRIDGE OVER CLOVER FK CUMBERLAND RVR. (048C00094N)	D	BR/STP	2019	192,500	119,350	73,150			
HARLAN	11-10019	CR 1082D		0.004	0.02	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PRICE LN BRIDGE OVER CLOVER FK CUMBERLAND RVR. (048C00094N)	C	BR/STP	2020	598,500	371,070	227,430			
HARLAN	11-10020	CR 1253		0.03	0.036	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BANNER FORK RD BRIDGE OVER WALLINS CREEK. (048C00138N)	D	BR/STP	2019	175,000	108,500	66,500			
HARLAN	11-10020	CR 1253		0.03	0.036	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BANNER FORK RD BRIDGE OVER WALLINS CREEK. (048C00138N)	C	BR/STP	2020	427,000	264,740	162,260			

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HARLAN	11-10040	KY 1604		1.984	1.99	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1601 BRIDGE OVER JONES CREEK. (048B00073N)	D	BR/STP	2019	175,000	108,500	66,500			
HARLAN	11-10040	KY 1604		1.984	1.99	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1601 BRIDGE OVER JONES CREEK. (048B00073N)	C	BR/STP	2020	740,600	459,172	281,428			
HART	4-441	KY 335		1.2	2.545	ECONOMIC DEVELOPMENT	ECONOMIC DEVEL(O)	IMPROVE MOBILITY, CONNECTIVITY AND SAFETY BY ADDRESSING COMMERCIAL AND INDUSTRIAL TRAFFIC MOVEMENT FROM US-31W SOUTH OF KY-218 TO I-65. (16CCR)(18CCR)	R	NH	2020	1,500,000	1,500,000	-			
HART	4-441	KY 335		1.2	2.545	ECONOMIC DEVELOPMENT	ECONOMIC DEVEL(O)	IMPROVE MOBILITY, CONNECTIVITY AND SAFETY BY ADDRESSING COMMERCIAL AND INDUSTRIAL TRAFFIC MOVEMENT FROM US-31W SOUTH OF KY-218 TO I-65. (16CCR)(18CCR)	U	NH	2021	1,000,000	800,000	200,000			
HENDERSON	2-382	US 60		0	1.226	RELIABILITY	RECONSTRUCTION(O)	WATHEN LANE: UPGRADE WITH WIDENED LANES, CURB, GUTTER AND SIDEWALK FROM US 60 TO CITY LIMITS.	D	SHN	2019	304,000	243,200		60,800		YES
HENDERSON	2-700.13					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON FOR FY 2018. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SHN	2019	1,176,000	940,800		235,200		
HENDERSON	2-700.14					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON FOR FY 2019. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SHN	2019	700,000	560,000		140,000		
HENDERSON	2-700.15					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SHN	2020	700,000	560,000		140,000		
HENDERSON	2-700.16					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON FOR FY 2021. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SHN	2021	700,000	560,000		140,000		
HENDERSON	2-700.17					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON FOR FY 2022. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SHN	2022	700,000	560,000		140,000		
HENDERSON	2-711	US 41	0.14	12.766	12.906	SAFETY	SAFETY(P)	US 41/KY 812 INTERSECTION UPGRADE: ADD RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING. KYTC PROJECT WITH KYTC PROVIDING 20% MATCH.(TOLL CREDITS)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	R	SHN	2019	50,000	40,000		10,000		YES
HENDERSON	2-711	US 41	0.14	12.766	12.906	SAFETY	SAFETY(P)	US 41/KY 812 INTERSECTION UPGRADE: ADD RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING. KYTC PROJECT WITH KYTC PROVIDING 20% MATCH.(TOLL CREDITS)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	U	SHN	2019	100,000	80,000		20,000		YES

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HENDERSON	2-711	US 41	0.14	12.766	12.906	SAFETY	SAFETY(P)	US 41/KY 812 INTERSECTION UPGRADE: ADD RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING. KYTC PROJECT WITH KYTC PROVIDING 20% MATCH.(TOLL CREDITS)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SHN	2019	950,000	760,000		190,000		
HENDERSON	2-713	CS 1453		0.72	0.77	RELIABILITY	AM-BRIDGE (P)	WATHEN BRIDGE REPLACEMENT: REPLACE EXISTING BRIDGE WITH 6FT PRECAST CONCRETE BOX CULVERT, PAVEMENT AND GUARDRAIL. LPA PROJECT. CITY TO PROVIDE MATCH.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)(051C00014)	C	SHN	2019	160,000	128,000		32,000		YES
HENDERSON	2-714	KY 2183	0.1	1.693	1.793	RELIABILITY	MATCHED FED FUNDS(O)	KY 2183 / KY 1539 INTERSECTION AND UPGRADE: PROJECT WILL RECONSTRUCT THE INTERSECTION AND MAKE IMPROVEMENTS TO THE SOUTHBOUND APPROACH. (2012BOP)	R	SHN	2019	150,000	120,000		30,000		YES
HENDERSON	2-714	KY 2183	0.1	1.693	1.793	RELIABILITY	MATCHED FED FUNDS(O)	KY 2183 / KY 1539 INTERSECTION AND UPGRADE: PROJECT WILL RECONSTRUCT THE INTERSECTION AND MAKE IMPROVEMENTS TO THE SOUTHBOUND APPROACH. (2012BOP)	U	SHN	2019	400,000	320,000		80,000		YES
HENDERSON	2-714	KY 2183	0.1	1.693	1.793	RELIABILITY	MATCHED FED FUNDS(O)	KY 2183 / KY 1539 INTERSECTION AND UPGRADE: PROJECT WILL RECONSTRUCT THE INTERSECTION AND MAKE IMPROVEMENTS TO THE SOUTHBOUND APPROACH. (2012BOP)	C	SHN	2019	600,000	480,000		120,000		YES
HENDERSON	2-715	US 41	0.1	18.488	18.588	RELIABILITY	MATCHED FED FUNDS(O)	US 41/ WOLF HILLS ROAD INTERSECTION UPGRADE: PROJECT WILL ADD DEDICATED RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING TO BE MODIFIED OR ADDED TO EACH LEG OF THE INTERSECTION. (2012BOP)	R	SHN	2019	50,000	40,000		10,000		YES
HENDERSON	2-715	US 41	0.1	18.488	18.588	RELIABILITY	MATCHED FED FUNDS(O)	US 41/ WOLF HILLS ROAD INTERSECTION UPGRADE: PROJECT WILL ADD DEDICATED RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING TO BE MODIFIED OR ADDED TO EACH LEG OF THE INTERSECTION. (2012BOP)	U	SHN	2019	100,000	80,000		20,000		YES
HENDERSON	2-715	US 41	0.1	18.488	18.588	RELIABILITY	MATCHED FED FUNDS(O)	US 41/ WOLF HILLS ROAD INTERSECTION UPGRADE: PROJECT WILL ADD DEDICATED RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING TO BE MODIFIED OR ADDED TO EACH LEG OF THE INTERSECTION. (2012BOP)	C	SHN	2019	500,000	400,000		100,000		YES
HENDERSON	2-1080	US 60	0.208	19.236	19.444	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON US 60 OVER GREEN RIVER AT INTERSECTION WITH KY 1078 051B00015N.(12CCR)	C	BR/STP	2019	6,000,000	3,720,000	2,280,000			YES

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HENDERSON	2-1080.01	US 60	0.208	19.236	19.444	ASSET MANAGEMENT	PREFINANC'D CONVRSN(O)	ADDRESS DEFICIENCIES OF BRIDGE ON US 60 OVER GREEN RIVER AT INTERSECTION WITH KY 1078. (SR 39) 051B00015N (ADDITIONAL FUNDING FOR C PHASE)	C	BR/STP	2020	6,000,000	3,720,000	2,280,000			YES
HENDERSON	2-1088.1	I 69				RELIABILITY	NEW ROUTE(O)	DEVELOP ALIGNMENT FOR I-69 HENDERSON/EVANSVILLE OHIO RIVER CROSSING (TO BE DEVELOPED IN CONCERT WITH 2-1088.00).(16CCR)(C-COST=\$1.1 BILLION; KYTC SHARE \$715 MILLION)	R	NH	2021	19,900,000	15,920,000	3,980,000			YES
HENDERSON	2-1088.1	I 69				RELIABILITY	NEW ROUTE(O)	DEVELOP ALIGNMENT FOR I-69 HENDERSON/EVANSVILLE OHIO RIVER CROSSING (TO BE DEVELOPED IN CONCERT WITH 2-1088.00).(16CCR)(C-COST=\$1.1 BILLION; KYTC SHARE \$715 MILLION)	U	NH	2022	8,000,000	6,400,000	1,600,000			YES
HENDERSON	2-1088.1	I 69				RELIABILITY	NEW ROUTE(O)	DEVELOP ALIGNMENT FOR I-69 HENDERSON/EVANSVILLE OHIO RIVER CROSSING (TO BE DEVELOPED IN CONCERT WITH 2-1088.00).(16CCR)(C-COST=\$1.1 BILLION; KYTC SHARE \$715 MILLION)(SPECIAL FINANCING MECHANISM KY SHARE)	C	NH	2022	687,500,000	687,500,000	0		YES	YES
HENDERSON	2-2091.1	US 41	1.028	19.14	20.168	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES AND PAINTING ON US 41 BRIDGES OVER OHIO RIVER. JOINT PROJECT WITH INDIANA. (051B0002R, 051B0007L)(BSBP)	C	BR/NH	2022	21,200,000	13,144,000	8,056,000			YES
HENDERSON	2-20023	I 69		142.146	148.09	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 142.146 TO MILEPOINT 148.09 (150.142 NON-CARDINAL)	D	PM/NH	2021	640,000	512,000	128,000			YES
HENDERSON	2-20023	I 69		142.146	148.09	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 142.146 TO MILEPOINT 148.09 (150.142 NON-CARDINAL)	C	PM/NH	2021	6,400,000	5,120,000	1,280,000			YES
HENRY	5-10002	KY 997		1.9	1.906	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 997 BRIDGE OVER WHITE SULPHUR CREEK. (052B00060N)	D	BR/STP	2019	192,500	119,350	73,150			
HENRY	5-10002	KY 997		1.9	1.906	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 997 BRIDGE OVER WHITE SULPHUR CREEK. (052B00060N)	C	BR/STP	2020	266,000	164,920	101,080			
HENRY	5-10003	KY 3175		0.065	0.081	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 3175 BRIDGE OVER WHITE SULPHUR FORK. (052B00064N)	D	BR/STP	2019	262,500	162,750	99,750			
HENRY	5-10003	KY 3175		0.065	0.081	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 3175 BRIDGE OVER WHITE SULPHUR FORK. (052B00064N)	C	BR/STP	2020	574,000	355,880	218,120			
HENRY	5-10004	KY 3320		1.816	1.822	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 3320 BRIDGE OVER TRIB OF HARRODS CREEK. (052B00070N)	D	BR/STP	2019	210,000	130,200	79,800			
HENRY	5-10004	KY 3320		1.816	1.822	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 3320 BRIDGE OVER TRIB OF HARRODS CREEK. (052B00070N)	C	BR/STP	2020	287,000	177,940	109,060			

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HENRY	5-10006	CR 1027		2.423	2.429	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF GULLION RUN RD BRIDGE OVER TRIB OF GULLION RUN. (052C00045N)	D	BR/STP	2019	175,000	108,500	66,500			
HENRY	5-10006	CR 1027		2.423	2.429	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF GULLION RUN RD BRIDGE OVER TRIB OF GULLION RUN. (052C00045N)	C	BR/STP	2020	231,000	143,220	87,780			
HENRY	5-10017	KY 1606		6.326	6.354	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1606 BRIDGE OVER WHITE SULPHUR FORK. (052B00048N)	D	BR/STP	2019	245,000	151,900	93,100			
HENRY	5-10017	KY 1606		6.326	6.354	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1606 BRIDGE OVER WHITE SULPHUR FORK. (052B00048N)	C	BR/STP	2020	1,022,000	633,640	388,360			
HENRY	5-20002	I 71		24.727	28.173	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-071 BOTH DIRECTION(S) FROM MILEPOINT 24.727 TO MILEPOINT 28.173.	D	PM/NH	2019	450,000	360,000	90,000			
HENRY	5-20002	I 71		24.727	28.173	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-071 BOTH DIRECTION(S) FROM MILEPOINT 24.727 TO MILEPOINT 28.173.	C	PM/NH	2019	4,500,000	3,600,000	900,000			
HENRY	5-20007	I 71		37.183	38.086	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-071 CARDINAL DIRECTION(S) FROM MILEPOINT 37.183 TO MILEPOINT 38.086	D	PM/NH	2020	40,000	32,000	8,000			
HENRY	5-20007	I 71		37.183	38.086	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-071 CARDINAL DIRECTION(S) FROM MILEPOINT 37.183 TO MILEPOINT 38.086	C	PM/NH	2020	400,000	320,000	80,000			
HICKMAN	1-1156	CR 1011	0.055	0.25	0.305	RELIABILITY	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER IC RR ON BALTIMORE RD (CR 1011) 0.3 MI NW OF HICKMAN/GRAVES CO LINE 053C00003N	D	BR/STP	2019	266,000	164,920	101,080			
HICKMAN	1-1156	CR 1011	0.055	0.25	0.305	RELIABILITY	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER IC RR ON BALTIMORE RD (CR 1011) 0.3 MI NW OF HICKMAN/GRAVES CO LINE 053C00003N	C	BR/STP	2020	1,613,500	1,000,370	613,130			
HICKMAN	1-10011	KY 2206		0.653	0.671	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 2206 BRIDGE OVER CANE CR FK -OBION CRK. (053B00090N)	D	BR/STP	2019	210,000	130,200	79,800			
HICKMAN	1-10011	KY 2206		0.653	0.671	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 2206 BRIDGE OVER CANE CR FK -OBION CRK. (053B00090N)	C	BR/STP	2020	875,000	542,500	332,500			
HOPKINS	2-137.02	US 41A	3.6	0	3.426	RELIABILITY	MAJOR WIDENING(O)	US 41A PHASE II DESIGN AND RIGHT-OF-WAY. (2005HPP-KY135)(SEE 2-137.01 FOR "STP" COMPONENT)	C	HPP	2019	2,879,680	2,879,680	-			
HOPKINS	2-1072	KY 260	0.1	2.09	2.19	RELIABILITY	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY-260 (MP 2.14) OVER OTTER CREEK; .20 MI EAST OF PENNYRILE PARKWAY; 054B00022N (14CCR)	C	BR/STP	2019	1,085,000	672,700	412,300			
HOPKINS	2-8305	US 41	0.6	16.989	17.548	RELIABILITY	MAJOR WIDENING(O)	IMPROVE NORTH MAIN STREET FROM HOSPITAL DRIVE TO KY-281. (06CCN)(12CCR)(18CCR)	D	STP	2021	900,000	720,000	180,000			
HOPKINS	2-8305	US 41	0.6	16.989	17.548	RELIABILITY	MAJOR WIDENING(O)	IMPROVE NORTH MAIN STREET FROM HOSPITAL DRIVE TO KY-281. (06CCN)(12CCR)(18CCR)	R	STP	2021	1,180,000	944,000	236,000			

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HOPKINS	2-8305	US 41	0.6	16.989	17.548	RELIABILITY	MAJOR WIDENING(O)	IMPROVE NORTH MAIN STREET FROM HOSPITAL DRIVE TO KY-281. (06CCN)(12CCR)(18CCR)	U	STP	2022	1,440,000	1,152,000	288,000			
HOPKINS	2-10005	KY 70		13.46	13.474	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-70 BRIDGE OVER SUGAR CREEK. (054B00088N)	D	BR/STP	2019	210,000	130,200	79,800			
HOPKINS	2-10005	KY 70		13.46	13.474	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-70 BRIDGE OVER SUGAR CREEK. (054B00088N)	C	BR/STP	2020	1,242,500	770,350	472,150			
HOPKINS	2-10006	KY 70		14.248	14.272	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-70 BRIDGE OVER CLEAR CREEK. (054B00182N)	D	BR/STP	2019	210,000	130,200	79,800			
HOPKINS	2-10006	KY 70		14.248	14.272	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-70 BRIDGE OVER CLEAR CREEK. (054B00182N)	C	BR/STP	2020	1,295,000	802,900	492,100			
HOPKINS	2-10024	KY 138		8.457	8.493	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 138 BRIDGE OVER POND RIVER. (054B00009N)	D	BR/STP	2019	35,000	21,700	13,300			
HOPKINS	2-10024	KY 138		8.457	8.493	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 138 BRIDGE OVER POND RIVER. (054B00009N)	C	BR/STP	2020	245,000	151,900	93,100			
HOPKINS	2-10025	KY 109		0.092	0.154	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 109 BRIDGE OVER TRADEWATER RIVER. (054B00079N)	D	BR/STP	2019	35,000	21,700	13,300			
HOPKINS	2-10025	KY 109		0.092	0.154	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 109 BRIDGE OVER TRADEWATER RIVER. (054B00079N)	C	BR/STP	2020	175,000	108,500	66,500			
HOPKINS	2-20025	EB 9004		32.825	34.256	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF EDWARD T. BREATHITT PENNYRILE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 32.825 TO MILEPOINT 34.256	D	PM/NH	2021	170,000	136,000	34,000			
HOPKINS	2-20025	EB 9004		32.825	34.256	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF EDWARD T. BREATHITT PENNYRILE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 32.825 TO MILEPOINT 34.256	C	PM/NH	2021	1,700,000	1,360,000	340,000			
HOPKINS	2-20033	I 69		93.724	95.604	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 93.724 TO MILEPOINT 95.604	D	PM/NH	2022	150,000	120,000	30,000			
HOPKINS	2-20033	I 69		93.724	95.604	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 93.724 TO MILEPOINT 95.604	C	PM/NH	2022	1,500,000	1,200,000	300,000			
HOPKINS	2-20034	I 69		95.604	105.046	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 95.604 TO MILEPOINT 105.046	D	PM/NH	2021	760,000	608,000	152,000			
HOPKINS	2-20034	I 69		95.604	105.046	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-069 BOTH DIRECTION(S) FROM MILEPOINT 95.604 TO MILEPOINT 105.046	C	PM/NH	2021	7,600,000	6,080,000	1,520,000			
JACKSON	11-278.3	KY 30	8.396	9.121	17.517	RELIABILITY	RECONSTRUCTION(O)	IMPROVE KY-30 FROM US-421 TO THE OWSLEY COUNTY LINE. (14CCR)(SEE 10-279.60 FOR PE & ENVIR)(16CCR)(TO BE LET WITH 10-279.61)	C	STP	2019	18,500,000	18,500,000	-			

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JACKSON	11-10041	KY 89		0	0.01	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 89 BRIDGE OVER HORSE LICK CREEK. (055B00028N)	D	BR/STP	2019	175,000	108,500	66,500			
JACKSON	11-10041	KY 89		0	0.01	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 89 BRIDGE OVER HORSE LICK CREEK. (055B00028N)	C	BR/STP	2020	1,820,000	1,128,400	691,600			
JEFFERSON	5-48.1	I 71	2.5	0	2.5	RELIABILITY	RECONSTRUCTION(O)	ADDITION OF NB AND SB AUXILIARY LANES ON I-71 NEAR KENNEDY, INCLUDING OPERATIONAL IMPROVEMENTS TO THE ZORN INTERCHANGE. (2004BOPC)	D	NH	2019	800,000	800,000	-			YES
JEFFERSON	5-48.1	I 71	2.5	0	2.5	RELIABILITY	RECONSTRUCTION(O)	ADDITION OF NB AND SB AUXILIARY LANES ON I-71 NEAR KENNEDY, INCLUDING OPERATIONAL IMPROVEMENTS TO THE ZORN INTERCHANGE. (2004BOPC)	R	NH	2020	1,500,000	1,500,000	-			YES
JEFFERSON	5-48.1	I 71	2.5	0	2.5	RELIABILITY	RECONSTRUCTION(O)	ADDITION OF NB AND SB AUXILIARY LANES ON I-71 NEAR KENNEDY, INCLUDING OPERATIONAL IMPROVEMENTS TO THE ZORN INTERCHANGE. (2004BOPC)	U	NH	2020	1,000,000	1,000,000	-			YES
JEFFERSON	5-48.1	I 71	2.5	0	2.5	RELIABILITY	RECONSTRUCTION(O)	ADDITION OF NB AND SB AUXILIARY LANES ON I-71 NEAR KENNEDY, INCLUDING OPERATIONAL IMPROVEMENTS TO THE ZORN INTERCHANGE. (2004BOPC)	C	NH	2022	12,380,000	9,904,000	2,476,000			YES
JEFFERSON	5-64	I 64	0.3	0	0.316	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON I-64 SHERMAN MINTON BRIDGE OVER THE OHIO RIVER. (JOINT PROJECT WITH INDIANA)(056B00279N)(BSBP)	D	BR/NH	2019	2,000,000	1,240,000	760,000			YES
JEFFERSON	5-64	I 64	0.3	0	0.316	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON I-64 SHERMAN MINTON BRIDGE OVER THE OHIO RIVER. (JOINT PROJECT WITH INDIANA)(056B00279N)(BSBP)	C	BR/NH	2020	5,000,000	3,100,000	1,900,000			YES
JEFFERSON	5-64.01	I 64		0	0.316	ASSET MANAGEMENT	PREFINANCD CONVRSN(O)	ADDRESS DEFICIENCIES ON I-64 SHERMAN MINTON BRIDGE OVER THE OHIO RIVER. (JOINT PROJECT WITH INDIANA)(056B00279N)	C	BR/NH	2021	10,000,000	6,200,000	3,800,000			YES
JEFFERSON	5-64.02	I 64		0	0.316	ASSET MANAGEMENT	PREFINANCD CONVRSN(O)	ADDRESS DEFICIENCIES ON I-64 SHERMAN MINTON BRIDGE OVER THE OHIO RIVER. (JOINT PROJECT WITH INDIANA)(056B00279N)	C	BR/NH	2022	10,000,000	6,200,000	3,800,000			YES
JEFFERSON	5-91.02	CS 1001B	1.5	1.6	2.925	RELIABILITY	MAJOR WIDENING(O)	WIDEN RIVER ROAD FROM 2 TO 4 LANES FROM EAST OF BEARGRASS CREEK NEAR POPE AVENUE TO ZORN AVENUE. TO INCLUDE BIKE LANES. PROJECT LENGTH 1.3 MILES.	C	SLO	2019	11,500,000	9,200,000		2,300,000		
JEFFERSON	5-91.08	CS 1001B				RELIABILITY	NEW ROUTE(O)	EXTENSION OF RIVER ROAD, LOUISVILLE. (2006KYD)(SEE 5-512.00 FOR PROJECT INFORMATION)	D	SLO	2019	550,000	440,000		110,000		

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JEFFERSON	5-91.08	CS 1001B				RELIABILITY	NEW ROUTE(O)	EXTENSION OF RIVER ROAD, LOUISVILLE. (2006KYD)(SEE 5-512.00 FOR PROJECT INFORMATION)	R	SLO	2019	540,000	432,000		108,000		
JEFFERSON	5-91.08	CS 1001B				RELIABILITY	NEW ROUTE(O)	EXTENSION OF RIVER ROAD, LOUISVILLE. (2006KYD)(SEE 5-512.00 FOR PROJECT INFORMATION)	U	SLO	2020	540,000	432,000		108,000		
JEFFERSON	5-136	I 265				ASSET MANAGEMENT	AM-BRG PAINTING(P)	CLEAN AND PAINT ALL STEEL BRIDGES AND STEEL BEARINGS ON THE GENE SNYDER FREEWAY(10CCR)(SD)	C	BR/NH	2021	3,790,000	2,349,800	1,440,200			
JEFFERSON	5-247.1	KY 1450	1.669	1.873	3.542	RELIABILITY	MAJOR WIDENING(O)	WIDEN BLUE LICK ROAD FROM SNYDER FREEWAY NORTH TO KY-61 (LOU T.I.P.) (SECTION 2) (RU-04DEOB)(08CCR)(12CCR)(16CCR)	C	STP	2020	4,500,000	4,500,000	-			YES
JEFFERSON	5-247.11	KY 1450	1.669	1.873	3.542	RELIABILITY	PREFINANCD CONVRSN(O)	WIDEN BLUE LICK ROAD FROM SNYDER FREEWAY NORTH TO KY-61 (LOU T.I.P.) (SECTION 2) (RU-04DEOB)(08CCR)(12CCR)(16CCR)	C	STP	2021	6,500,000	5,200,000	1,300,000			YES
JEFFERSON	5-353	CR 1006C	0.85	0.457	1.232	RELIABILITY	MINOR WIDENING(O)	WIDEN ENGLISH STATION ROAD FROM 2 TO 3 LANES (3RD LANE WILL BE A CENTER TURN LANE) FROM AIKEN ROAD TO AVOCA ROAD.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2020	6,408,000	5,126,400		1,281,600		
JEFFERSON	5-371.1	KY 22	0.357	1.432	1.789	SAFETY	SAFETY(P)	RECONSTRUCT KY-22 AT SPRINGCREST DRIVE. (06CCN) (2004BOPC)(14CCR)(EMERGENCY CULVERT REPLACEMENT AWARDED UNDER 5-371.12)	C	STP	2022	1,740,000	1,392,000	348,000			YES
JEFFERSON	5-371.13	KY 22	0.4	2.537	2.937	SAFETY	SAFETY(P)	RECONSTRUCT KY-22 AT GOOSE CREEK ROAD. (06CCN) (2004BOPC)(14CCR)(18CCR)	C	STP	2020	1,320,000	1,320,000	-			YES
JEFFERSON	5-378.1	I 65	0.1	0	0.155	RELIABILITY	RECONSTRUCTION(O)	EXTEND AND RECONSTRUCT I-65 SB RAMP TO BROOK STREET AND FLOYD STREET. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	U	SLO	2019	750,000	600,000		150,000		
JEFFERSON	5-404.01		2.7			RELIABILITY	NEW ROUTE(O)	PHASE 3.EXTEND AND CONSTRUCT 2 LANE ROADWAY WITH CONTINUOUS CENTER-TURN LANE FROM KY 864 (BEULAH CHURCH RD) TO US 31E (BARDSTOWN RD) AT BARDSTOWN FALLS RD. PROJECT WILL INCORPORATE SIDEWALKS AND 10' PAVED SHOULDERS.	R	SLO	2019	3,200,000	2,560,000		640,000		
JEFFERSON	5-404.01		2.7			RELIABILITY	NEW ROUTE(O)	PHASE 3.EXTEND AND CONSTRUCT 2 LANE ROADWAY WITH CONTINUOUS CENTER-TURN LANE FROM KY 864 (BEULAH CHURCH RD) TO US 31E (BARDSTOWN RD) AT BARDSTOWN FALLS RD. PROJECT WILL INCORPORATE SIDEWALKS AND 10' PAVED SHOULDERS.	U	SLO	2019	1,500,000	1,200,000		300,000		

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JEFFERSON	5-439.05					SAFETY	BIKE/PED FACIL(O)	REHABILITATION AND CONSTRUCTION OF VARIOUS SIDEWALK PROJECTS IN LOUISVILLE METRO. (2006BOPC) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2019	100,000	80,000		20,000		
JEFFERSON	5-470	CS 1014B		0	0.848	RELIABILITY	RECONSTRUCTION(O)	CONVERSION OF ONE-WAY STREETS IN DOWNTOWN LOUISVILLE TO TWO-WAY TRAFFIC (MAIN,JEFFERSON,LIBERTY, MUHAMMAD ALI, CHESTNUT,3RD STREETS). PHASE 1	C	SLO	2019	4,000,000	3,200,000		800,000		
JEFFERSON	5-470.1	CS 1049F		0.047	0.58	RELIABILITY	RECONSTRUCTION(O)	CONVERSION OF ONE-WAY STREETS IN DOWNTOWN LOUISVILLE TO TWO-WAY TRAFFIC (8TH, 7TH, SHELBY, CAMPBELL STREETS). PHASE 2	D	SLO	2019	60,000	48,000		12,000		
JEFFERSON	5-470.1	CS 1049F		0.047	0.58	RELIABILITY	RECONSTRUCTION(O)	CONVERSION OF ONE-WAY STREETS IN DOWNTOWN LOUISVILLE TO TWO-WAY TRAFFIC (8TH, 7TH, SHELBY, CAMPBELL STREETS). PHASE 2	C	SLO	2019	600,000	480,000		120,000		
JEFFERSON	5-478	US 31W	1.503	13.837	15.34	SAFETY	SAFETY(P)	DIXIE HIGHWAY ADDITIONAL DESIGN FUNDS. IMPROVE DIXIE HIGHWAY BETWEEN CRUMS LANE (KY 2049) AND ROCKFORD LANE (KY 2051)(12CCR)	C	SLO	2019	4,000,000	3,200,000		800,000		
JEFFERSON	5-479	CR 1005B	0.614	0	0.614	RELIABILITY	RECONSTRUCTION(O)	WIDEN HUBBARDS LANE FROM 2 TO 3 LANES (3RD LANE WILL BE A CENTER TURN LANE) FROM US 60 (SHELBYVILLE ROAD) TO KY 1447 (WESTPORT ROAD). ADD BIKE LANES TO HUBBARDS LANE FROM KRESGE WAY TO KY 1447. PROJECT LENGTH IS 0.6 MI.(BOPC2010)	R	SLO	2019	260,000	208,000		52,000		
JEFFERSON	5-479	CR 1005B	0.614	0	0.614	RELIABILITY	RECONSTRUCTION(O)	WIDEN HUBBARDS LANE FROM 2 TO 3 LANES (3RD LANE WILL BE A CENTER TURN LANE) FROM US 60 (SHELBYVILLE ROAD) TO KY 1447 (WESTPORT ROAD). ADD BIKE LANES TO HUBBARDS LANE FROM KRESGE WAY TO KY 1447. PROJECT LENGTH IS 0.6 MI.(BOPC2010)	U	SLO	2019	350,000	280,000		70,000		
JEFFERSON	5-479	CR 1005B	0.614	0	0.614	RELIABILITY	RECONSTRUCTION(O)	WIDEN HUBBARDS LANE FROM 2 TO 3 LANES (3RD LANE WILL BE A CENTER TURN LANE) FROM US 60 (SHELBYVILLE ROAD) TO KY 1447 (WESTPORT ROAD). ADD BIKE LANES TO HUBBARDS LANE FROM KRESGE WAY TO KY 1447. PROJECT LENGTH IS 0.6 MI.(BOPC2010)	C	SLO	2019	2,900,000	2,320,000		580,000		
JEFFERSON	5-481	KY 864	1.547	1.818	3.445	RELIABILITY	MATCHED FED FUNDS(O)	KY 864 - WIDEN BEULAH CHURCH ROAD FROM 2 TO 3 LANES FROM I-265 TO CEDAR CREEK ROAD.(2010BOP)	R	SLO	2019	2,950,000	2,360,000		590,000		
JEFFERSON	5-481	KY 864	1.547	1.818	3.445	RELIABILITY	MATCHED FED FUNDS(O)	KY 864 - WIDEN BEULAH CHURCH ROAD FROM 2 TO 3 LANES FROM I-265 TO CEDAR CREEK ROAD.(2010BOP)	U	SLO	2019	1,975,000	1,580,000		395,000		

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JEFFERSON	5-483	171	5	9.1	11.315	RELIABILITY	MAJOR WIDENING(O)	SIX LANE PRIORITY SECTION OF I-71 BETWEEN I-265 AND KY-329.(16CCR)	R	NH	2019	500,000	500,000	-			YES
JEFFERSON	5-483	171	5	9.1	11.315	RELIABILITY	MAJOR WIDENING(O)	SIX LANE PRIORITY SECTION OF I-71 BETWEEN I-265 AND KY-329.(16CCR)	U	NH	2019	500,000	500,000	-			YES
JEFFERSON	5-483	171	5	9.1	11.315	RELIABILITY	MAJOR WIDENING(O)	SIX LANE PRIORITY SECTION OF I-71 BETWEEN I-265 AND KY-329.(16CCR)	C	NH	2019	15,000,000	15,000,000	-			YES
JEFFERSON	5-483.01	171	5	9.1	11.315	RELIABILITY	PREFINANCD CONVRSN(O)	SIX LANE PRIORITY SECTION OF I-71 BETWEEN I-265 AND KY-329.(16CCR)	C	NH	2020	15,000,000	15,000,000	-			YES
JEFFERSON	5-483.02	171	5	9.1	11.315	RELIABILITY	PREFINANCD CONVRSN(O)	SIX LANE PRIORITY SECTION OF I-71 BETWEEN I-265 AND KY-329.(16CCR)	C	NH	2021	30,000,000	24,000,000	6,000,000			YES
JEFFERSON	5-486					SAFETY	BIKE/PED FACIL(O)	GOOD SAMARITAN BICYCLE/PEDESTRIAN TRAIL CONNECTOR:CONSTRUCT A MULTI-USE BICYCLE & PEDESTRIAN TRAIL ALONG OLD TAYLORSVILLE ROAD & JEFFERSON ST IN DOWNTOWN JEFFERSONTOWN CONNECTING THE DOWNTOWN ST NETWORK TO THE GOOD SAMARITAN CENTER & BICYCLE/PED TRAIL.	C	SLO	2019	1,300,000	1,040,000		260,000		
JEFFERSON	5-489					SAFETY	BIKE/PED FACIL(O)	DESIGN & CONSTRUCT SHARED USE PATH & LOUISVILLE LOOP TRAILHEAD FACILITIES THRU JEFFERSON MEMORIAL FOREST FROM NORTH END OF SAND QUARRY TUNNEL AT GENE SNYDER FWY TO WEST TERMINUS OF EXISTING MSD TRAIL APPROX. 2.7 MI WHICH WILL INCLUDE BRIDGE OVER POND CR.	R	SLO	2019	100,000	80,000		20,000		
JEFFERSON	5-489					SAFETY	BIKE/PED FACIL(O)	DESIGN & CONSTRUCT SHARED USE PATH & LOUISVILLE LOOP TRAILHEAD FACILITIES THRU JEFFERSON MEMORIAL FOREST FROM NORTH END OF SAND QUARRY TUNNEL AT GENE SNYDER FWY TO WEST TERMINUS OF EXISTING MSD TRAIL APPROX. 2.7 MI WHICH WILL INCLUDE BRIDGE OVER POND CR.	U	SLO	2019	55,000	44,000		11,000		
JEFFERSON	5-489					SAFETY	BIKE/PED FACIL(O)	DESIGN & CONSTRUCT SHARED USE PATH & LOUISVILLE LOOP TRAILHEAD FACILITIES THRU JEFFERSON MEMORIAL FOREST FROM NORTH END OF SAND QUARRY TUNNEL AT GENE SNYDER FWY TO WEST TERMINUS OF EXISTING MSD TRAIL APPROX. 2.7 MI WHICH WILL INCLUDE BRIDGE OVER POND CR.	C	SLO	2019	2,000,000	1,600,000		400,000		

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JEFFERSON	5-493					SAFETY	BIKE/PED FACIL(O)	MISCELLANEOUS SIDEWALKS AND HANDICAP RAMPS: CONSTRUCT AND REPLACE VARIOUS SIDEWALKS AND HANDICAP RAMPS THROUGHOUT THE CITY ON A REOCCURRING ANNUAL BASIS.	C	SLO	2019	37,800	30,240		7,560		
JEFFERSON	5-495	KY 1020		7.837	9.15	SAFETY	BIKE/PED FACIL(O)	OLMSTED PARKWAYS MULTI-USE PATH SYSTEM-SOUTHERN PKWY: CONSTRUCTION OF A 2.5 MILE SHARED USE PATH SYSTEM ALONG SOUTHERN PARKWAY BETWEEN SOUTH 3RD AND NEW CUT ROAD.	R	SLO	2019	400,000	320,000		80,000		
JEFFERSON	5-495	KY 1020		7.837	9.15	SAFETY	BIKE/PED FACIL(O)	OLMSTED PARKWAYS MULTI-USE PATH SYSTEM-SOUTHERN PKWY: CONSTRUCTION OF A 2.5 MILE SHARED USE PATH SYSTEM ALONG SOUTHERN PARKWAY BETWEEN SOUTH 3RD AND NEW CUT ROAD.	U	SLO	2019	100,000	80,000		20,000		
JEFFERSON	5-495	KY 1020		7.837	9.15	SAFETY	BIKE/PED FACIL(O)	OLMSTED PARKWAYS MULTI-USE PATH SYSTEM-SOUTHERN PKWY: CONSTRUCTION OF A 2.5 MILE SHARED USE PATH SYSTEM ALONG SOUTHERN PARKWAY BETWEEN SOUTH 3RD AND NEW CUT ROAD.	C	SLO	2021	4,672,877	3,738,302		934,575		
JEFFERSON	5-496	KY 2054		0.72	1.22	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A 0.5 MILE SHARED USE PATH SYSTEM ALONG ALGONQUIN PARKWAY BETWEEN WILSON AVENUE AND CYPRESS STREET.	R	SLO	2019	160,000	128,000		32,000		
JEFFERSON	5-496	KY 2054		0.72	1.22	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A 0.5 MILE SHARED USE PATH SYSTEM ALONG ALGONQUIN PARKWAY BETWEEN WILSON AVENUE AND CYPRESS STREET.	U	SLO	2019	80,000	64,000		16,000		
JEFFERSON	5-496	KY 2054		0.72	1.22	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A 0.5 MILE SHARED USE PATH SYSTEM ALONG ALGONQUIN PARKWAY BETWEEN WILSON AVENUE AND CYPRESS STREET.	C	SLO	2020	1,500,000	1,200,000		300,000		
JEFFERSON	5-497	KY 2054		1.22	1.64	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A 0.45 MILE SHARED USE PATH SYSTEM ALONG ALGONQUIN PARKWAY BETWEEN CYPRESS STREET AND DIXIE HWY.	R	SLO	2019	160,000	128,000		32,000		
JEFFERSON	5-497	KY 2054		1.22	1.64	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A 0.45 MILE SHARED USE PATH SYSTEM ALONG ALGONQUIN PARKWAY BETWEEN CYPRESS STREET AND DIXIE HWY.	U	SLO	2019	80,000	64,000		16,000		
JEFFERSON	5-497	KY 2054		1.22	1.64	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A 0.45 MILE SHARED USE PATH SYSTEM ALONG ALGONQUIN PARKWAY BETWEEN CYPRESS STREET AND DIXIE HWY.	C	SLO	2019	1,148,945	919,156		229,789		
JEFFERSON	5-498	KY 2054		1.64	2.717	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A 1.2 MILE SHARED USE PATH SYSTEM ALONG ALGONQUIN PARKWAY BETWEEN DIXIE HIGHWAY AND SHARP AVE.	R	SLO	2019	200,000	160,000		40,000		
JEFFERSON	5-498	KY 2054		1.64	2.717	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A 1.2 MILE SHARED USE PATH SYSTEM ALONG ALGONQUIN PARKWAY BETWEEN DIXIE HIGHWAY AND SHARP AVE.	U	SLO	2019	160,000	128,000		32,000		

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JEFFERSON	5-498	KY 2054		1.64	2.717	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A 1.2 MILE SHARED USE PATH SYSTEM ALONG ALGONQUIN PARKWAY BETWEEN DIXIE HIGHWAY AND SHARP AVE.	C	SLO	2020	3,063,854	2,451,083		612,771		
JEFFERSON	5-499	CR 1001B		0	6.761	SAFETY	BIKE/PED FACIL(O)	RIVER ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS FROM DOWNTOWN LOUISVILLE TO THE CITY OF PROSPECT (US 42), 8.5 MILES. (SEE 5-3036.00)	D	SLO	2020	200,000	160,000		40,000		
JEFFERSON	5-505	KY 2051		2.7	6	SAFETY	BIKE/PED FACIL(O)	OHIO RIVER LEVEE TRAIL PHASE III. CONSTRUCT BICYCLE/PEDESTRIAN FACILITIES ALONG CAMPGROUND RD FROM END OF SHARED USE PATH AT THE RAILROAD CROSSING ON CAMPGROUND RD NEAR I-264 TO LEES LANE & THE CONNECTION TO RIVERSIDE GARDENS PK AT 2899 LEES LANE.(18CCR)	R	SLO	2019	800,000	640,000		160,000		
JEFFERSON	5-505	KY 2051		2.7	6	SAFETY	BIKE/PED FACIL(O)	OHIO RIVER LEVEE TRAIL PHASE III. CONSTRUCT BICYCLE/PEDESTRIAN FACILITIES ALONG CAMPGROUND RD FROM END OF SHARED USE PATH AT THE RAILROAD CROSSING ON CAMPGROUND RD NEAR I-264 TO LEES LANE & THE CONNECTION TO RIVERSIDE GARDENS PK AT 2899 LEES LANE.(18CCR)	U	SLO	2019	750,000	600,000		150,000		
JEFFERSON	5-518	CR 1004H	0.151	3.179	3.33	RELIABILITY	MINOR WIDENING(O)	WIDEN WATTERSON TRAIL FROM 2 TO 3 LANES FROM RUCKRIEGEL PARKWAY TO MAPLE ROAD, AND WIDEN WATTERSON TRAIL FROM 2 TO 3 LANES FROM OLD TAYLORSVILLE ROAD TO RUCKRIEGEL PARKWAY. PROJECT TO INCLUDE STREETScape ENHANCEMENTS TO IMPROVE THE CORRIDOR.	R	SLO	2019	264,000	211,200		52,800		
JEFFERSON	5-518	CR 1004H	0.151	3.179	3.33	RELIABILITY	MINOR WIDENING(O)	WIDEN WATTERSON TRAIL FROM 2 TO 3 LANES FROM RUCKRIEGEL PARKWAY TO MAPLE ROAD, AND WIDEN WATTERSON TRAIL FROM 2 TO 3 LANES FROM OLD TAYLORSVILLE ROAD TO RUCKRIEGEL PARKWAY. PROJECT TO INCLUDE STREETScape ENHANCEMENTS TO IMPROVE THE CORRIDOR.	U	SLO	2019	352,000	281,600		70,400		
JEFFERSON	5-518	CR 1004H	0.151	3.179	3.33	RELIABILITY	MINOR WIDENING(O)	WIDEN WATTERSON TRAIL FROM 2 TO 3 LANES FROM RUCKRIEGEL PARKWAY TO MAPLE ROAD, AND WIDEN WATTERSON TRAIL FROM 2 TO 3 LANES FROM OLD TAYLORSVILLE ROAD TO RUCKRIEGEL PARKWAY. PROJECT TO INCLUDE STREETScape ENHANCEMENTS TO IMPROVE THE CORRIDOR.	C	SLO	2019	1,232,000	985,600		246,400		

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JEFFERSON	5-521	I 64		1.387	1.891	ASSET MANAGEMENT	AM-BRIDGE (P)	REPAIR DRAINAGE SYSTEM ON THE I-64 BRIDGE OVER N.S. RAILROAD AND THE LEVEE AND REPAIR THE LEVEE.(056B00284N)(2014BOP)(SD)	C	BR/NH	2020	400,000	248,000	152,000			
JEFFERSON	5-523					SAFETY	BIKE/PED FACIL(O)	DESIGN AND CONSTRUCT SHARED USE PATH AND LOUISVILLE LOOP TRAILHEAD FACILITIES THROUGH JEFFERSON MEMORIAL FOREST FROM BLEVINS GAP ROAD TO NORTH END OF SAND QUARRY TUNNEL AT GENE SNYDER FWY (THE TUNNEL WILL BE PART OF THIS SEGMENT) APPROXIMATELY 2.5 MILES.	R	SLO	2019	55,000	44,000		11,000		
JEFFERSON	5-523					SAFETY	BIKE/PED FACIL(O)	DESIGN AND CONSTRUCT SHARED USE PATH AND LOUISVILLE LOOP TRAILHEAD FACILITIES THROUGH JEFFERSON MEMORIAL FOREST FROM BLEVINS GAP ROAD TO NORTH END OF SAND QUARRY TUNNEL AT GENE SNYDER FWY (THE TUNNEL WILL BE PART OF THIS SEGMENT) APPROXIMATELY 2.5 MILES.	U	SLO	2019	60,000	48,000		12,000		
JEFFERSON	5-523					SAFETY	BIKE/PED FACIL(O)	DESIGN AND CONSTRUCT SHARED USE PATH AND LOUISVILLE LOOP TRAILHEAD FACILITIES THROUGH JEFFERSON MEMORIAL FOREST FROM BLEVINS GAP ROAD TO NORTH END OF SAND QUARRY TUNNEL AT GENE SNYDER FWY (THE TUNNEL WILL BE PART OF THIS SEGMENT) APPROXIMATELY 2.5 MILES.	C	SLO	2019	2,000,000	1,600,000		400,000		
JEFFERSON	5-524					SAFETY	BIKE/PED FACIL(O)	DESIGN AND CONSTRUCT SHARED USE PATH AND LOUISVILLE LOOP TRAILHEAD FACILITIES THROUGH JEFFERSON MEMORIAL FOREST FROM PENDLETON RD AT MEDORA RD TO THE BEGINNING OF JEFFERSON MEMORIAL FOREST PROPERTY ON BLEVINS GAP RD APPROXIMATELY 1.3 MILES	U	SLO	2019	100,000	80,000		20,000		
JEFFERSON	5-524					SAFETY	BIKE/PED FACIL(O)	DESIGN AND CONSTRUCT SHARED USE PATH AND LOUISVILLE LOOP TRAILHEAD FACILITIES THROUGH JEFFERSON MEMORIAL FOREST FROM PENDLETON RD AT MEDORA RD TO THE BEGINNING OF JEFFERSON MEMORIAL FOREST PROPERTY ON BLEVINS GAP RD APPROXIMATELY 1.3 MILES	C	SLO	2019	1,000,000	800,000		200,000		
JEFFERSON	5-525	KY 2841		0.03	0.4	RELIABILITY	MATCHED FED FUNDS(O)	NORTHEAST LOUISVILLE LOOP SECTION II. CONSTRUCT A SHARED USE PATH ALONG US 60 FROM EASTWOOD CUTOFF TO EASTWOOD RECREATION CENTER. (METRO PARKS PROJECT) (2014BOP)	R	SLO	2019	533,333	426,666		106,667		

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JEFFERSON	5-525	KY 2841		0.03	0.4	RELIABILITY	MATCHED FED FUNDS(O)	NORTHEAST LOUISVILLE LOOP SECTION II. CONSTRUCT A SHARED USE PATH ALONG US 60 FROM EASTWOOD CUTOFF TO EASTWOOD RECREATION CENTER. (METRO PARKS PROJECT) (2014BOP)	U	SLO	2019	45,000	36,000		9,000		
JEFFERSON	5-525	KY 2841		0.03	0.4	RELIABILITY	MATCHED FED FUNDS(O)	NORTHEAST LOUISVILLE LOOP SECTION II. CONSTRUCT A SHARED USE PATH ALONG US 60 FROM EASTWOOD CUTOFF TO EASTWOOD RECREATION CENTER. (METRO PARKS PROJECT) (2014BOP)	C	SLO	2019	450,000	360,000		90,000		
JEFFERSON	5-529					SAFETY	BIKE/PED FACIL(O)	CONST MULTIUSE PATH THRU AB SAWYER PK CONNECT TO SURROUNDING NEIGHBORHOODS INCLUDE: UNDERPASS/BRIDGE/SITE AMENITIES/CONSTRUCTION OF PEDESTRIAN FACILITIES ALONG HURSTBOURNE PKWY FR MIDDLE FORK-BEARGRASS CRK BRIDGE TO ORMSBY STA/CONNECT-AB SAWYER PK GRWAY.	R	SLO	2019	50,000	40,000		10,000		
JEFFERSON	5-529					SAFETY	BIKE/PED FACIL(O)	CONST MULTIUSE PATH THRU AB SAWYER PK CONNECT TO SURROUNDING NEIGHBORHOODS INCLUDE: UNDERPASS/BRIDGE/SITE AMENITIES/CONSTRUCTION OF PEDESTRIAN FACILITIES ALONG HURSTBOURNE PKWY FR MIDDLE FORK-BEARGRASS CRK BRIDGE TO ORMSBY STA/CONNECT-AB SAWYER PK GRWAY.	U	SLO	2019	300,000	240,000		60,000		
JEFFERSON	5-529					SAFETY	BIKE/PED FACIL(O)	CONST MULTIUSE PATH THRU AB SAWYER PK CONNECT TO SURROUNDING NEIGHBORHOODS INCLUDE: UNDERPASS/BRIDGE/SITE AMENITIES/CONSTRUCTION OF PEDESTRIAN FACILITIES ALONG HURSTBOURNE PKWY FR MIDDLE FORK-BEARGRASS CRK BRIDGE TO ORMSBY STA/CONNECT-AB SAWYER PK GRWAY.	C	SLO	2019	1,500,000	1,200,000		300,000		
JEFFERSON	5-531	KY 1932		5.523	6.59	RELIABILITY	MATCHED FED FUNDS(O)	IMPROVE THE SAFETY AND CONGESTION OF KY 1932 (CHENOWETH LANE) FROM US 60 (SHELBYVILLE ROAD) TO US 42 (BROWNSBORO ROAD) APPROXIMATELY 1.07 MILES (2014BOP).	R	SLO	2019	215,000	172,000		43,000		
JEFFERSON	5-536	KY 1931		3.148	4.887	RELIABILITY	MINOR WIDENING(O)	WIDEN KY 1931 (MANSLICK ROAD) FROM 2 TO 3 LANES FROM US 31W (DIXIE HWY) TO DOSS HIGH SCHOOL. 1.7 MILES (2014BOP)	R	SLO	2019	3,000,000	2,400,000		600,000		

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JEFFERSON	5-536	KY 1931		3.148	4.887	RELIABILITY	MINOR WIDENING(O)	WIDEN KY 1931 (MANSLICK ROAD) FROM 2 TO 3 LANES FROM US 31W (DIXIE HWY) TO DOSS HIGH SCHOOL. 1.7 MILES (2014BOP)	U	SLO	2019	6,000,000	4,800,000		1,200,000		
JEFFERSON	5-537	I 265	11.318	23.409	34.727	RELIABILITY	MAJOR WIDENING(O)	SIX LANE PRIORITY SECTION OF I-265 BETWEEN TAYLORSVILLE ROAD AND I-71.	D	NH	2019	5,800,000	5,800,000	-			YES
JEFFERSON	5-537	I 265	11.318	23.409	34.727	RELIABILITY	MAJOR WIDENING(O)	SIX LANE PRIORITY SECTION OF I-265 BETWEEN TAYLORSVILLE ROAD AND I-71.	R	NH	2020	1,580,000	1,580,000	-			YES
JEFFERSON	5-537	I 265	11.318	23.409	34.727	RELIABILITY	MAJOR WIDENING(O)	SIX LANE PRIORITY SECTION OF I-265 BETWEEN TAYLORSVILLE ROAD AND I-71.	U	NH	2020	2,080,000	2,080,000	-			YES
JEFFERSON	5-537	I 265	11.318	23.409	34.727	RELIABILITY	MAJOR WIDENING(O)	SIX LANE PRIORITY SECTION OF I-265 BETWEEN TAYLORSVILLE ROAD AND I-71.	C	NH	2022	15,000,000	12,000,000	3,000,000			YES
JEFFERSON	5-537.01	I 265	11.318	23.409	34.727	RELIABILITY	PREFINANCD CONVRSN(O)	SIX LANE PRIORITY SECTION OF I-265 BETWEEN TAYLORSVILLE ROAD AND I-71.	R	NH	2021	1,580,000	1,264,000	316,000			YES
JEFFERSON	5-537.01	I 265	11.318	23.409	34.727	RELIABILITY	PREFINANCD CONVRSN(O)	SIX LANE PRIORITY SECTION OF I-265 BETWEEN TAYLORSVILLE ROAD AND I-71.	U	NH	2021	2,080,000	1,664,000	416,000			YES
JEFFERSON	5-539	I 71		8.6	9.5	RELIABILITY	RECONSTRUCTION(O)	PROVIDE COLLECTOR-DISTRIBUTOR LANE ON SOUTHBOUND I-71 TO FACILITATE RAMP MOVEMENTS TO AND FROM I-265.	C	NH	2019	5,400,000	5,400,000	-			YES
JEFFERSON	5-543	CS 1002H		2.474	2.927	RELIABILITY	MATCHED FED FUNDS(O)	BLUEGRASS COMMERCE PARK BICYCLE/PEDESTRIAN TRAIL PROJECT PHASE II ALONG BLUEGRASS PARKWAY FROM WATTERSON TRAIL TO TUCKER STATION ROAD AND ALONG TUCKER STATION ROAD FROM BLUEGRASS PARKWAY TO PLANTSIDE DRIVE (2016BOP)	C	SLO	2019	1,300,000	1,040,000		260,000		
JEFFERSON	5-549	I 265	3.7	24.6	26.4	RELIABILITY	I-CHANGE RECONST(O)	RECONSTRUCTION OF THE I-265/I-64 INTERCHANGE. (2016BOP)	R	NH	2019	1,000,000	1,000,000	-			YES
JEFFERSON	5-549	I 265	3.7	24.6	26.4	RELIABILITY	I-CHANGE RECONST(O)	RECONSTRUCTION OF THE I-265/I-64 INTERCHANGE. (2016BOP)	U	NH	2019	1,000,000	1,000,000	-			YES
JEFFERSON	5-549	I 265	3.7	24.6	26.4	RELIABILITY	I-CHANGE RECONST(O)	RECONSTRUCTION OF THE I-265/I-64 INTERCHANGE. (2016BOP)	C	NH	2020	10,000,000	10,000,000	-			YES
JEFFERSON	5-549.01	I 265	3.7	24.6	26.4	RELIABILITY	I-CHANGE RECONST(O)	RECONSTRUCTION OF THE I-265/I-64 INTERCHANGE. (2016BOP)	C	NH	2021	15,000,000	12,000,000	3,000,000			YES
JEFFERSON	5-553	I 64	7.171	5.104	12.275	RELIABILITY	CONGESTION MITIGTN(O)	IMPROVEMENTS WITHIN THE I-64 CORRIDOR FROM THE KENNEDY INTERCHANGE TO I-264 (WATTERSON EXPRESSWAY) ADDRESSING SAFETY AND CONGESTION ISSUES. THE IMPROVEMENTS MAY INCLUDE BUT ARE NOT LIMITED TO: CONSIDERATION OF ALTERNATIVE TRANSPORTATION MODES, DEPLOYMENT	P	NH	2019	250,000	250,000	-			YES

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COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT	REQUIRES MPO TIP ACTION
JEFFERSON	5-553	I 64	7.171	5.104	12.275	RELIABILITY	CONGESTION MITIGTN(O)	IMPROVEMENTS WITHIN THE I-64 CORRIDOR FROM THE KENNEDY INTERCHANGE TO I-264 (WATTERSON EXPRESSWAY) ADDRESSING SAFETY AND CONGESTION ISSUES. THE IMPROVEMENTS MAY INCLUDE BUT ARE NOT LIMITED TO: CONSIDERATION OF ALTERNATIVE TRANSPORTATION MODES, DEPLOYMENT	D	NH	2022	2,550,000	2,040,000	510,000			YES
JEFFERSON	5-554	I 265	7.05	10.25	17.3	RELIABILITY	MAJOR WIDENING(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM I-65 TO US-31E.	P	NH	2021	1,000,000	800,000	200,000			YES
JEFFERSON	5-555	KY 1747	1.495	10.5	11.995	RELIABILITY	CONGESTION MITIGTN(O)	REDUCE CONGESTION AND IMPROVE SAFETY ALONG KY-1747 (HURSTBOURNE PARKWAY) FROM STONY BROOK DRIVE TO I-64.	P	NH	2019	250,000	250,000	-			YES
JEFFERSON	5-557	I 71	4	5	9	RELIABILITY	MAJOR WIDENING(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON I-71 FROM I-264 TO I-265.	P	NH	2019	2,000,000	2,000,000	-			YES
JEFFERSON	5-557	I 71	4	5	9	RELIABILITY	MAJOR WIDENING(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON I-71 FROM I-264 TO I-265.	D	NH	2022	3,000,000	2,400,000	600,000			YES
JEFFERSON	5-559	I 65	2.298	129.289	131.587	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE I-65/I-264 (WATTERSON EXPRESSWAY) INTERCHANGE.	P	NH	2019	500,000	500,000	-			YES
JEFFERSON	5-559	I 65	2.298	129.289	131.587	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE I-65/I-264 (WATTERSON EXPRESSWAY) INTERCHANGE.	D	NH	2021	3,000,000	2,400,000	600,000			YES
JEFFERSON	5-559.01	I 65	2.298	129.289	131.587	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE I-65/I-264 (WATTERSON EXPRESSWAY) INTERCHANGE.	D	NH	2022	3,000,000	2,400,000	600,000			YES
JEFFERSON	5-560	I 65	1	124.7	125.7	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE I-65/I-265 (GENE SNYDER FREEWAY) INTERCHANGE.	P	NH	2021	400,000	320,000	80,000			YES
JEFFERSON	5-561	US 42		0	0.056	RELIABILITY	RECONSTRUCTION(O)	INTERSECTION RE-BUILD AT MAIN STREET/ STORY AVENUE / BAXTER AVENUE INCLUDING TRANSITIONS BETWEEN WENTZEL STREET TO THE WEST AND JOHNSON STREET TO THE EAST.(18CCR)	D	SLO	2019	176,000	140,800		35,200		
JEFFERSON	5-561	US 42		0	0.056	RELIABILITY	RECONSTRUCTION(O)	INTERSECTION RE-BUILD AT MAIN STREET/ STORY AVENUE / BAXTER AVENUE INCLUDING TRANSITIONS BETWEEN WENTZEL STREET TO THE WEST AND JOHNSON STREET TO THE EAST.(18CCR)	U	SLO	2019	176,000	140,800		35,200		
JEFFERSON	5-561	US 42		0	0.056	RELIABILITY	RECONSTRUCTION(O)	INTERSECTION RE-BUILD AT MAIN STREET/ STORY AVENUE / BAXTER AVENUE INCLUDING TRANSITIONS BETWEEN WENTZEL STREET TO THE WEST AND JOHNSON STREET TO THE EAST.(18CCR)	C	SLO	2021	3,314,319	2,651,455		662,864		

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JEFFERSON	5-562					RELIABILITY	SCOPING STUDY DD (O)	A COMPREHENSIVE OPERATIONAL ANALYSIS (COA) TO ANALYZE AND EVALUATE EXISTING TARC SERVICE IN COMPARISON WITH COMMUNITY GROWTH, ECONOMIC AND LAND USE DEVELOPMENT, AND CURRENT AND FUTURE NEEDS OF PUBLIC TRANSIT USERS.	P	SLO	2019	354,000	283,200		70,800		
JEFFERSON	5-563	KY 2049		0.514	1.72	RELIABILITY	SCOPING STUDY DD (O)	PLANNING STUDY:EXAMINE NEED FOR BICYCLE/PED/VEHICULAR ACCESS IMPROVEMENTS TO PROPOSED DIXIE BRT IN CORRIDORS: KY 907 FR US 31W TO STONESTREET RD, ROCKFORD LN FR CANE RUN RD TO US 31W, GAGEL AVE FR US 31W TO MANSLICK RD & CRUMS LN FR I-264 TO MANSLICK RD.	P	SLO	2019	352,000	281,600		70,400		
JEFFERSON	5-804	I 264	1.7	20.9	22.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN I-264 (WATTERSON EXPRESSWAY) FROM WESTPORT ROAD (KY-1447) TO I-71, INCLUDING THE US-42 INTERCHANGE AS A SPUI.(PROJECT INCLUDES 5-594)(12CCR)(14CCR)	R	NH	2021	5,280,000	4,224,000	1,056,000			YES
JEFFERSON	5-804	I 264	1.7	20.9	22.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN I-264 (WATTERSON EXPRESSWAY) FROM WESTPORT ROAD (KY-1447) TO I-71, INCLUDING THE US-42 INTERCHANGE AS A SPUI.(PROJECT INCLUDES 5-594)(12CCR)(14CCR)	U	NH	2021	1,270,000	1,016,000	254,000			YES
JEFFERSON	5-808	KY 155	0.6	4.4	5	SAFETY	DESIGN ENGINEERING(O)	SAFETY PROJECT FOR RECONSTRUCTION OF TAYLORSVILLE ROAD AND SOUTH POPE LICK ROAD INTERSECTION AND BRIDGE OVER POPE LICK CREEK. (2016BOP)	R	STP	2019	180,000	180,000	-			YES
JEFFERSON	5-808	KY 155	0.6	4.4	5	SAFETY	DESIGN ENGINEERING(O)	SAFETY PROJECT FOR RECONSTRUCTION OF TAYLORSVILLE ROAD AND SOUTH POPE LICK ROAD INTERSECTION AND BRIDGE OVER POPE LICK CREEK. (2016BOP)	U	STP	2019	150,000	150,000	-			YES
JEFFERSON	5-808	KY 155	0.6	4.4	5	SAFETY	DESIGN ENGINEERING(O)	SAFETY PROJECT FOR RECONSTRUCTION OF TAYLORSVILLE ROAD AND SOUTH POPE LICK ROAD INTERSECTION AND BRIDGE OVER POPE LICK CREEK. (2016BOP)	C	STP	2019	1,800,000	1,800,000	-			YES
JEFFERSON	5-965.16					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2018 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLO	2019	24,007,000	19,205,600		4,801,400		

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JEFFERSON	5-965.19					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2021. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2021	11,670,000	9,336,000		2,334,000		
JEFFERSON	5-965.2					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2022. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2022	23,500,000	18,800,000		4,700,000		YES
JEFFERSON	5-1067	US 150	0.04	3.6	3.64	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON E BROADWAY (US 150) OVER SOUTH FORK BEARGRASS CREEK AT INTERSECTION WITH BRENT STREET (CS 1312G)056B00348N (SD)	C	BR/NH	2019	850,000	527,000	323,000			
JEFFERSON	5-1070	CS 1017G	0.04	1.293	1.333	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON E KENTUCKY ST (CS 1017G) OVER SOUTH FORK BEARGRASS CREEK 0.01 MILE E OF SCHILLER AVE (CS 1138G) 056C00083N	C	BR/STP	2019	497,000	308,140	188,860			
JEFFERSON	5-1077	CR 1001G	0.02	2.48	2.5	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NORTHERN DITCH ON GRADE LANE (CR 1001G) 0.34 MI S OF KY 1747 (FERN VALLEY ROAD) (056C00064N)	R	BR/STP	2019	20,000	12,400	7,600			
JEFFERSON	5-1077	CR 1001G	0.02	2.48	2.5	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NORTHERN DITCH ON GRADE LANE (CR 1001G) 0.34 MI S OF KY 1747 (FERN VALLEY ROAD) (056C00064N)	U	BR/STP	2019	50,000	31,000	19,000			
JEFFERSON	5-1077	CR 1001G	0.02	2.48	2.5	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NORTHERN DITCH ON GRADE LANE (CR 1001G) 0.34 MI S OF KY 1747 (FERN VALLEY ROAD) (056C00064N)	C	BR/STP	2020	850,000	527,000	323,000			
JEFFERSON	5-1079	CR 1001B	0.07	3.8	3.87	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER GOOSE CREEK ON RIVER ROAD (CR 1001B) 0.2 MI N OF LIME KILN ROAD (CR 1002B) (056C00130N)	D	BR/STP	2019	315,000	195,300	119,700			
JEFFERSON	5-1079	CR 1001B	0.07	3.8	3.87	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER GOOSE CREEK ON RIVER ROAD (CR 1001B) 0.2 MI N OF LIME KILN ROAD (CR 1002B) (056C00130N)	C	BR/STP	2020	917,000	568,540	348,460			
JEFFERSON	5-3030.1	US 60		12.895	14.718	RELIABILITY	TRANSP ENHANCEMENT(P)	NORTHEAST LOUISVILLE LOOP MET SECTION 1 BECKLEY WOODS TO BECKLEY STATION. CONSTRUCT A SHARED USE PATH ALONG US 60 FROM BECKLEY WOODS TO BECKLEY STATION, 0.5 MILE. (2016BOP)	U	SLO	2019	50,000	40,000		10,000		

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JEFFERSON	5-3030.1	US 60		12.895	14.718	RELIABILITY	TRANSP ENHANCEMENT(P)	NORTHEAST LOUISVILLE LOOP MET SECTION 1 BECKLEY WOODS TO BECKLEY STATION. CONSTRUCT A SHARED USE PATH ALONG US 60 FROM BECKLEY WOODS TO BECKLEY STATION, 0.5 MILE. (2016BOP)	C	SLO	2019	700,000	560,000		140,000		
JEFFERSON	5-3030.2	US 60		12.895	14.718	RELIABILITY	TRANSP ENHANCEMENT(P)	NORTHEAST LOUISVILLE LOOP MET SECTION 2 BECKLEY STATION TO BIRCHAM ROAD. CONSTRUCT A SHARED USE PATH ALONG US 60 FROM BECKLEY STATION TO BIRCHAM ROAD. 0.7 MILE (2016BOP)	R	SLO	2019	300,000	240,000		60,000		
JEFFERSON	5-3030.2	US 60		12.895	14.718	RELIABILITY	TRANSP ENHANCEMENT(P)	NORTHEAST LOUISVILLE LOOP MET SECTION 2 BECKLEY STATION TO BIRCHAM ROAD. CONSTRUCT A SHARED USE PATH ALONG US 60 FROM BECKLEY STATION TO BIRCHAM ROAD. 0.7 MILE (2016BOP)	U	SLO	2019	200,000	160,000		40,000		
JEFFERSON	5-3030.2	US 60		12.895	14.718	RELIABILITY	TRANSP ENHANCEMENT(P)	NORTHEAST LOUISVILLE LOOP MET SECTION 2 BECKLEY STATION TO BIRCHAM ROAD. CONSTRUCT A SHARED USE PATH ALONG US 60 FROM BECKLEY STATION TO BIRCHAM ROAD. 0.7 MILE (2016BOP)	C	SLO	2019	800,000	640,000		160,000		
JEFFERSON	5-3030.3	US 60		12.895	14.718	RELIABILITY	TRANSP ENHANCEMENT(P)	NORTHEAST LOUISVILLE LOOP MET SECTION 3 BIRCHAM ROAD TO BECKLEY CREEK PARK. CONSTRUCT A SHARED USE PATH ALONG US 60 FROM BIRCHAM ROAD TO BECKLEY CREEK PARK, 0.5 MILE. (2016BOP)	R	SLO	2019	50,000	40,000		10,000		
JEFFERSON	5-3030.3	US 60		12.895	14.718	RELIABILITY	TRANSP ENHANCEMENT(P)	NORTHEAST LOUISVILLE LOOP MET SECTION 3 BIRCHAM ROAD TO BECKLEY CREEK PARK. CONSTRUCT A SHARED USE PATH ALONG US 60 FROM BIRCHAM ROAD TO BECKLEY CREEK PARK, 0.5 MILE. (2016BOP)	U	SLO	2019	75,000	60,000		15,000		
JEFFERSON	5-3030.3	US 60		12.895	14.718	RELIABILITY	TRANSP ENHANCEMENT(P)	NORTHEAST LOUISVILLE LOOP MET SECTION 3 BIRCHAM ROAD TO BECKLEY CREEK PARK. CONSTRUCT A SHARED USE PATH ALONG US 60 FROM BIRCHAM ROAD TO BECKLEY CREEK PARK, 0.5 MILE. (2016BOP)	C	SLO	2019	2,000,000	1,600,000		400,000		
JEFFERSON	5-3030.4	US 60		12.895	14.718	RELIABILITY	TRANSP ENHANCEMENT(P)	NORTHEAST LOUISVILLE LOOP MET SECTION 4 BECKLEY CREEK PARK TO EASTWOOD CUTOFF. CONSTRUCT A SHARED USE PATH ALONG US 60 FROM BECKLEY CREEK PARK TO EASTWOOD CUT OFF, 0.6 MILE. (2016BOP)	R	SLO	2019	350,000	280,000		70,000		
JEFFERSON	5-3030.4	US 60		12.895	14.718	RELIABILITY	TRANSP ENHANCEMENT(P)	NORTHEAST LOUISVILLE LOOP MET SECTION 4 BECKLEY CREEK PARK TO EASTWOOD CUTOFF. CONSTRUCT A SHARED USE PATH ALONG US 60 FROM BECKLEY CREEK PARK TO EASTWOOD CUT OFF, 0.6 MILE. (2016BOP)	U	SLO	2019	150,000	120,000		30,000		

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JEFFERSON	5-3030.4	US 60		12.895	14.718	RELIABILITY	TRANSP ENHANCEMENT(P)	NORTHEAST LOUISVILLE LOOP MET SECTION 4 BECKLEY CREEK PARK TO EASTWOOD CUTOFF. CONSTRUCT A SHARED USE PATH ALONG US 60 FROM BECKLEY CREEK PARK TO EASTWOOD CUT OFF, 0.6 MILE. (2016BOP)	C	SLO	2021	1,000,000	800,000		200,000		
JEFFERSON	5-3031	CS 1073H	0.352	0	0.352	RELIABILITY	TRANSP ENHANCEMENT(P)	WATTERSON TRAIL PHASE I- IMPROVE STREETScape, RECONSTRUCT SIDEWALKS AND ENHANCE LANDSCAPING FROM MAPLE ROAD TO OLD TAYLORSVILLE ROAD IN JEFFERSONTOWN. (BOPC2012)	U	SLO	2019	792,000	633,600		158,400		
JEFFERSON	5-3031	CS 1073H	0.352	0	0.352	RELIABILITY	TRANSP ENHANCEMENT(P)	WATTERSON TRAIL PHASE I- IMPROVE STREETScape, RECONSTRUCT SIDEWALKS AND ENHANCE LANDSCAPING FROM MAPLE ROAD TO OLD TAYLORSVILLE ROAD IN JEFFERSONTOWN. (BOPC2012)	C	SLO	2019	1,856,800	1,485,440		371,360		
JEFFERSON	5-3039	CS 1367H		0	0.295	SAFETY	BIKE/PED FACIL(O)	CONSTRUCT SIDEWALKS ALONG KRATZ LANE FOR .35 MILES BETWEEN SHELBYVILLE RD. AND OLD SHELBYVILLE RD./MAIN ST., INCLUDING SOME DRAINAGE IMPROVEMENTS (2016BOP).	C	SLO	2019	234,382	187,506		46,876		
JEFFERSON	5-3212	CS 2048		1.09	2.09	SAFETY	BIKE/PED FACIL(O)	CONSTRUCT A SIDEWALK ALONG CANNONS LANE BETWEEN WILLIS AVE. AND BOWMAN FIELD (SENECA LOOP), 1.0 MILES (2016BOP)	R	SLO	2019	100,000	80,000		20,000		
JEFFERSON	5-3212	CS 2048		1.09	2.09	SAFETY	BIKE/PED FACIL(O)	CONSTRUCT A SIDEWALK ALONG CANNONS LANE BETWEEN WILLIS AVE. AND BOWMAN FIELD (SENECA LOOP), 1.0 MILES (2016BOP)	U	SLO	2019	100,000	80,000		20,000		
JEFFERSON	5-3212	CS 2048		1.09	2.09	SAFETY	BIKE/PED FACIL(O)	CONSTRUCT A SIDEWALK ALONG CANNONS LANE BETWEEN WILLIS AVE. AND BOWMAN FIELD (SENECA LOOP), 1.0 MILES (2016BOP)	C	SLO	2021	500,000	400,000		100,000		
JEFFERSON	5-8810	KY 1931	0.599	4.561	5.5	RELIABILITY	MINOR WIDENING(O)	THREE LANE WIDENING ALONG KY-1931 FROM THE DOSS HIGH SCHOOL ENTRANCE TO PALATKA ROAD, INCLUDING INTERSECTION IMPROVEMENTS WITH PALATKA ROAD AND TURN LANES. (14CCN)	R	STP	2022	2,630,000	2,104,000	526,000			YES
JEFFERSON	5-8810	KY 1931	0.599	4.561	5.5	RELIABILITY	MINOR WIDENING(O)	THREE LANE WIDENING ALONG KY-1931 FROM THE DOSS HIGH SCHOOL ENTRANCE TO PALATKA ROAD, INCLUDING INTERSECTION IMPROVEMENTS WITH PALATKA ROAD AND TURN LANES. (14CCN)	U	STP	2022	4,160,000	3,328,000	832,000			YES
JEFFERSON	5-10007	CR 1004J		0.488	0.498	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CLARK STATION RD BRIDGE OVER S LONG RUN. (056C00091N)	D	BR/STP	2019	280,000	173,600	106,400			
JEFFERSON	5-10007	CR 1004J		0.488	0.498	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CLARK STATION RD BRIDGE OVER S LONG RUN. (056C00091N)	C	BR/STP	2020	350,000	217,000	133,000			
JEFFERSON	5-10008	CS 1079C		0.03	0.038	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF OLD WESTPORT RD BRIDGE OVER GOOSE CREEK. (056C00113N)	D	BR/STP	2019	175,000	108,500	66,500			

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JEFFERSON	5-10008	CS 1079C		0.03	0.038	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF OLD WESTPORT RD BRIDGE OVER GOOSE CREEK. (056C00113N)	C	BR/STP	2020	301,000	186,620	114,380			
JEFFERSON	5-10009	CR 1007L		0.997	1.035	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PENDLETON RD BRIDGE OVER POND CREEK. (056C00118N)(SD)	D	BR/STP	2019	245,000	151,900	93,100			
JEFFERSON	5-10009	CR 1007L		0.997	1.035	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PENDLETON RD BRIDGE OVER POND CREEK. (056C00118N)(SD)	C	BR/STP	2020	1,106,000	685,720	420,280			
JEFFERSON	5-10010	CR 1005H		0.685	0.691	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF S WATTERSON TRL BRIDGE OVER FERN CREEK. (056C00159N)	D	BR/STP	2019	245,000	151,900	93,100			
JEFFERSON	5-10010	CR 1005H		0.685	0.691	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF S WATTERSON TRL BRIDGE OVER FERN CREEK. (056C00159N)	C	BR/STP	2020	301,000	186,620	114,380			
JEFFERSON	5-10011	CS 1096B		0.008	0.022	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF STONEBRIDGE RD BRIDGE OVER TRIB MUDDY FK BEARGRASS. (056C00240N)	D	BR/STP	2019	210,000	130,200	79,800			
JEFFERSON	5-10011	CS 1096B		0.008	0.022	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF STONEBRIDGE RD BRIDGE OVER TRIB MUDDY FK BEARGRASS. (056C00240N)	C	BR/STP	2020	266,000	164,920	101,080			
JEFFERSON	5-10015	I 64				ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON I-64 RIVERSIDE EXPRESSWAY BRIDGES. (056B00298N,056B00299N,056B00300N,056B00301N,056B00302N,056B00285N,056B00292N,056B00293N,056B00142N)(SD)	D	BR/NH	2019	350,000	217,000	133,000			
JEFFERSON	5-10015	I 64				ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON I-64 RIVERSIDE EXPRESSWAY BRIDGES. (056B00298N,056B00299N,056B00300N,056B00301N,056B00302N,056B00285N,056B00292N,056B00293N,056B00142N)(SD)	C	BR/NH	2019	4,600,000	2,852,000	1,748,000			
JEFFERSON	5-10016	I 64				ASSET MANAGEMENT	AM-BRG PAINTING(P)	BRIDGE PAINTING OF I-64 RIVERSIDE EXPRESSWAY BRIDGES. (056B00298N,056B00299N,056B00300N,056B00301N,056B00302N,056B00285N,056B00292N,056B00293N,056B00142N)	C	BR/NH	2021	30,000,000	18,600,000	11,400,000			
JEFFERSON	5-10018	US 31E		16.353	16.361	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 31E BRIDGE OVER S FK BEARGRASS CREEK. (056B00137N)	D	BR/NH	2019	350,000	217,000	133,000			
JEFFERSON	5-10018	US 31E		16.353	16.361	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 31E BRIDGE OVER S FK BEARGRASS CREEK. (056B00137N)	C	BR/NH	2020	966,000	598,920	367,080			
JEFFERSON	5-10019	CS 1003G		1.796	1.808	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF SCENIC LOOP BRIDGE OVER MID FK BEARGRASS CREEK. (056C00027N)	D	BR/STP	2019	140,000	86,800	53,200			
JEFFERSON	5-10019	CS 1003G		1.796	1.808	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF SCENIC LOOP BRIDGE OVER MID FK BEARGRASS CREEK. (056C00027N)	C	BR/STP	2020	406,000	251,720	154,280			
JEFFERSON	5-10020	CS 3396		0.01	0.018	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PARK BOUNDARY RD BRIDGE OVER MID FK BEARGRASS CREEK. (056C00033N)	D	BR/STP	2019	140,000	86,800	53,200			

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JEFFERSON	5-10020	CS 3396		0.01	0.018	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PARK BOUNDARY RD BRIDGE OVER MID FK BEARGRASS CREEK. (056C00033N)	C	BR/STP	2020	441,000	273,420	167,580			
JEFFERSON	5-10021	CR 1021		0.71	0.728	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CHAMPIONS TRACE LN BRIDGE OVER S FK BEARGRASS CREEK. (056C00096N)	D	BR/STP	2019	280,000	173,600	106,400			
JEFFERSON	5-10021	CR 1021		0.71	0.728	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CHAMPIONS TRACE LN BRIDGE OVER S FK BEARGRASS CREEK. (056C00096N)	C	BR/STP	2020	1,190,000	737,800	452,200			
JEFFERSON	5-10022	CS 1004J		0.006	0.014	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF OLD CLARK STATION BRIDGE OVER BRUSH RUN. (056C00167N)	D	BR/STP	2019	140,000	86,800	53,200			
JEFFERSON	5-10022	CS 1004J		0.006	0.014	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF OLD CLARK STATION BRIDGE OVER BRUSH RUN. (056C00167N)	C	BR/STP	2020	357,000	221,340	135,660			
JEFFERSON	5-10023	CS 1325H		0.059	0.063	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KIMBERLY WAY BRIDGE OVER LITTLE CEDAR CREEK. (056C00182N)	D	BR/STP	2019	140,000	86,800	53,200			
JEFFERSON	5-10023	CS 1325H		0.059	0.063	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KIMBERLY WAY BRIDGE OVER LITTLE CEDAR CREEK. (056C00182N)	C	BR/STP	2020	217,000	134,540	82,460			
JEFFERSON	5-20010	I 64		0.65	0.828	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-064 CARDINAL DIRECTION(S) FROM MILEPOINT 0.65 TO MILEPOINT 0.828	D	PM/NH	2019	10,000	8,000	2,000			
JEFFERSON	5-20010	I 64		0.65	0.828	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-064 CARDINAL DIRECTION(S) FROM MILEPOINT 0.65 TO MILEPOINT 0.828	C	PM/NH	2019	100,000	80,000	20,000			
JEFFERSON	5-20012	I 65		128.13	131.24	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-065 BOTH DIRECTION(S) FROM MILEPOINT 128.13 TO MILEPOINT 131.24	D	PM/NH	2020	620,000	496,000	124,000			YES
JEFFERSON	5-20015	I 264		0	0.46	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-264 CARDINAL DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 0.46	D	PM/NH	2019	30,000	24,000	6,000			
JEFFERSON	5-20015	I 264		0	0.46	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-264 CARDINAL DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 0.46	C	PM/NH	2019	300,000	240,000	60,000			
JEFFERSON	5-20018	I 264		0.46	12.7	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-264 BOTH DIRECTION(S) FROM MILEPOINT 0.46 TO MILEPOINT 12.7	D	PM/NH	2020	1,220,000	976,000	244,000			
JEFFERSON	5-20018	I 264		0.46	12.7	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-264 BOTH DIRECTION(S) FROM MILEPOINT 0.46 TO MILEPOINT 12.7	C	PM/NH	2020	12,200,000	9,760,000	2,440,000			
JEFFERSON	5-20019	I 265		15.66	18.8	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-265 BOTH DIRECTION(S) FROM MILEPOINT 15.66 TO MILEPOINT 18.8	D	PM/NH	2022	325,000	260,000	65,000			YES

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JEFFERSON	5-20019	I 265		15.66	18.8	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-265 BOTH DIRECTION(S) FROM MILEPOINT 15.66 TO MILEPOINT 18.8	C	PM/NH	2022	3,250,000	2,600,000	650,000			YES
JEFFERSON	5-20020	I 265		18.8	23.364	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-265 BOTH DIRECTION(S) FROM MILEPOINT 18.8 TO MILEPOINT 23.364	D	PM/NH	2019	460,000	368,000	92,000			
JEFFERSON	5-20020	I 265		18.8	23.364	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-265 BOTH DIRECTION(S) FROM MILEPOINT 18.8 TO MILEPOINT 23.364	C	PM/NH	2019	4,600,000	3,680,000	920,000			
JEFFERSON	5-20021	I 265		23.364	26.6	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-265 BOTH DIRECTION(S) FROM MILEPOINT 23.364 TO MILEPOINT 26.6	D	PM/NH	2022	350,000	280,000	70,000			YES
JEFFERSON	5-20021	I 265		23.364	26.6	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-265 BOTH DIRECTION(S) FROM MILEPOINT 23.364 TO MILEPOINT 26.6	C	PM/NH	2022	3,500,000	2,800,000	700,000			YES
JEFFERSON	5-20022	KY 841		0	10.25	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2022	725,000	580,000	145,000			YES
JEFFERSON	5-20022	KY 841		0	10.25	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2022	7,250,000	5,800,000	1,450,000			YES
JEFFERSON	5-20023	KY 864		7.111	11.438	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2019	325,000	260,000	65,000			
JEFFERSON	5-20023	KY 864		7.111	11.438	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2019	3,250,000	2,600,000	650,000			
JEFFERSON	5-20024	KY 913		2.384	3.072	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2021	50,000	40,000	10,000			
JEFFERSON	5-20024	KY 913		2.384	3.072	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2021	500,000	400,000	100,000			
JEFFERSON	5-20025	KY 1020		2.669	3.661	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2021	75,000	60,000	15,000			
JEFFERSON	5-20025	KY 1020		2.669	3.661	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2021	750,000	600,000	150,000			
JEFFERSON	5-20026	KY 1065		2.504	5.25	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2019	200,000	160,000	40,000			
JEFFERSON	5-20026	KY 1065		2.504	5.25	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2019	2,000,000	1,600,000	400,000			
JEFFERSON	5-20027	KY 1932		3.21	3.8	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2021	50,000	40,000	10,000			
JEFFERSON	5-20027	KY 1932		3.21	3.8	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2021	500,000	400,000	100,000			
JEFFERSON	5-20028	KY 1934		0	4.444	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2021	325,000	260,000	65,000			
JEFFERSON	5-20028	KY 1934		0	4.444	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2021	3,250,000	2,600,000	650,000			
JEFFERSON	5-20029	KY 1934		4.444	9.742	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2022	375,000	300,000	75,000			YES
JEFFERSON	5-20029	KY 1934		4.444	9.742	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2022	3,750,000	3,000,000	750,000			YES
JEFFERSON	5-20030	KY 2048		0	1.13	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2022	100,000	80,000	20,000			YES
JEFFERSON	5-20030	KY 2048		0	1.13	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2022	1,000,000	800,000	200,000			YES
JEFFERSON	5-20031	KY 2052		0	4.205	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2021	300,000	240,000	60,000			
JEFFERSON	5-20031	KY 2052		0	4.205	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2021	3,000,000	2,400,000	600,000			

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JEFFERSON	5-20032	US 31W		14.51	14.96	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/NH	2020	75,000	60,000	15,000			
JEFFERSON	5-20032	US 31W		14.51	14.96	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/NH	2020	750,000	600,000	150,000			
JEFFERSON	5-20039	US 31W	7.25	0	7.25	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-31W FROM MILEPOINT 0.00 TO MILEPOINT 7.25	C	PM/NH	2022	965,000	772,000	193,000			YES
JEFFERSON	5-80053	US 31E	1.242	16.325	17.567	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT EAST MARKET (US-31E) FROM FIRST ST TO JOHNSON ST TO IMPROVE PEDESTRIAN SAFETY AND ENHANCE ECONOMIC DEVELOPMENT.(18CCN)	C	STP	2019	5,000,000	5,000,000	-			
JEFFERSON	5-80053.1	US 31E	1.242	16.325	17.567	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT EAST MARKET (US-31E) FROM FIRST ST TO JOHNSON ST TO IMPROVE PEDESTRIAN SAFETY AND ENHANCE ECONOMIC DEVELOPMENT.(18CCN)	C	STP	2020	5,000,000	5,000,000	-			
JESSAMINE	7-915	US 68	0.7	4.1	4.8	SAFETY	SAFETY(P)	IMPROVE INTERSECTION OF KY-29 NORTH OF WILMORE.(16CCR)(18CCR)	U	STP	2019	650,000	650,000	-			
JESSAMINE	7-915	US 68	0.7	4.1	4.8	SAFETY	SAFETY(P)	IMPROVE INTERSECTION OF KY-29 NORTH OF WILMORE.(16CCR)(18CCR)	C	STP	2020	1,080,000	1,080,000	-			
JESSAMINE	7-1136	KY 39	0.036	3.74	3.776	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER HICKMAN CREEK AT BLACK BRIDGE ON KY 39 1.3 MI N OF KY 1268. (057B00002N)(EBRP)	D	BR/STP	2019	350,000	217,000	133,000			
JESSAMINE	7-1136	KY 39	0.036	3.74	3.776	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER HICKMAN CREEK AT BLACK BRIDGE ON KY 39 1.3 MI N OF KY 1268. (057B00002N)(EBRP)	C	BR/STP	2020	1,365,000	846,300	518,700			
JESSAMINE	7-1144	CR 1238		0.868	0.892	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1238 (0.88) OVER NS SYSTEM. 057R00605N	D	BR/STP	2019	260,000	161,200	98,800			
JESSAMINE	7-1144	CR 1238		0.868	0.892	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1238 (0.88) OVER NS SYSTEM. 057R00605N	C	BR/STP	2020	805,000	499,100	305,900			
JESSAMINE	7-8851	KY 169	0.046	10.807	10.853	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF RAILROAD BRIDGE ON KY 169 (NORTH 3RD STREET) BETWEEN MEADOWLARK LANE & ILHARDT AVENUE. (057R00603N)(14CCN)(16CCR)(SD)	C	BR/STP	2020	1,500,000	930,000	570,000			
JESSAMINE	7-10011	KY 1268		4.162	4.188	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1268 BRIDGE OVER HICKMAN CREEK. (057B00022N)	D	BR/STP	2019	308,000	190,960	117,040			
JESSAMINE	7-10011	KY 1268		4.162	4.188	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1268 BRIDGE OVER HICKMAN CREEK. (057B00022N)	C	BR/STP	2020	1,232,000	763,840	468,160			
JOHNSON	12-134.02	KY 172		9.132	9.232	RELIABILITY	RECONSTRUCTION(O)	FEDERAL HIGHWAY FUNDS DEDICATED TO RECONSTRUCT STONE COAL ROAD IN JOHNSON COUNTY. ("KYD" FUNDS NOT AVAILABLE FOR ADDITIONAL AMOUNT NEEDED TO COVER COST)	C	KYD	2019	203,005	203,005	-			

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KENTON	6-17.05	I 75		191.277	191.777	ASSET MANAGEMENT	AM-BRIDGE (P)	KY 143 HPP EARMARK "ADDRESS DEFICIENCIES OF BRENT SPENCE BRIDGE, KENTON COUNTY, KENTUCKY". (2005HPP-KY143)(SEE 6-17.04 FOR ADDITIONAL 2005HPP FUNDING)(SD)	C	HPP	2019	1,439,840	1,439,840	-			
KENTON	6-17.09	I 75		191.277	191.777	ASSET MANAGEMENT	AM-BRIDGE (P)	BRENT SPENCE BRIDGE PROJECT (ADDITIONAL PROJECT FUNDS FOR MAINTENANCE, REPAIR AND PAINTING). (10CCR)(12CCR)(SD)	C	BR/NH	2019	30,000,000	18,600,000	11,400,000			
KENTON	6-17.09	I 75				ASSET MANAGEMENT	AM-BRIDGE (P)	BRENT SPENCE BRIDGE PROJECT (SPECIAL FINANCING MECHANISM KY SHARE)	C	NH	2023	1,355,000,000	1,355,000,000	0		YES	YES
KENTON	6-162.2	KY 536	1.061	0	1.061	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-536 FROM THE WEST END OF THE NS RAILROAD BRIDGE (B91) TO KY-1303 (PRIORITY SECTION 1). DESIGN PHASE UNDER PARENT NO. 6-162.01. (16CCN)(18CCR)	U	STP	2019	1,000,000	1,000,000	-			
KENTON	6-162.2	KY 536	1.061	0	1.061	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-536 FROM THE WEST END OF THE NS RAILROAD BRIDGE (B91) TO KY-1303 (PRIORITY SECTION 1). DESIGN PHASE UNDER PARENT NO. 6-162.01. (16CCN)(18CCR)	C	STP	2020	5,410,000	5,410,000	-			
KENTON	6-162.21	KY 536	1.061	0	1.061	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-536 FROM THE WEST END OF THE NS RAILROAD BRIDGE (B91) TO KY-1303 (PRIORITY SECTION 1). DESIGN PHASE UNDER PARENT NO. 6-162.01.(16CCN)(18CCR)	C	STP	2021	5,410,000	4,328,000	1,082,000			YES
KENTON	6-419	CR 1316	0.275	0	0.275	RELIABILITY	MATCHED FED FUNDS(O)	PHASE I MULTI-USE PATH ALONG BROMLEY CRESCENT SPRINGS RD FROM ANDERSON ROAD TO AMSTERDAM ROAD. (2012BOP)	R	SNK	2019	400,000	320,000		80,000		YES
KENTON	6-419	CR 1316	0.275	0	0.275	RELIABILITY	MATCHED FED FUNDS(O)	PHASE I MULTI-USE PATH ALONG BROMLEY CRESCENT SPRINGS RD FROM ANDERSON ROAD TO AMSTERDAM ROAD. (2012BOP)	U	SNK	2019	800,000	640,000		160,000		YES
KENTON	6-419	CR 1316	0.275	0	0.275	RELIABILITY	MATCHED FED FUNDS(O)	PHASE I MULTI-USE PATH ALONG BROMLEY CRESCENT SPRINGS RD FROM ANDERSON ROAD TO AMSTERDAM ROAD. (2012BOP)	C	SNK	2019	4,045,000	3,236,000		809,000		YES
KENTON	6-419.01	CS 3806		0.275	0.741	RELIABILITY	MATCHED FED FUNDS(O)	PHASE 2 BROMLEY CRESCENT SPRINGS ROAD BETWEEN THE TWO SEGMENTS OF AMSTERDAM ROAD. RECONSTRUCT BROMLEY CRESCENT SPRINGS ROAD AND IMPROVE INTERSECTION WITH ST. JOHNS ROAD.	D	SNK	2019	269,600	215,680		53,920		YES
KENTON	6-419.01	CS 3806		0.275	0.741	RELIABILITY	MATCHED FED FUNDS(O)	PHASE 2 BROMLEY CRESCENT SPRINGS ROAD BETWEEN THE TWO SEGMENTS OF AMSTERDAM ROAD. RECONSTRUCT BROMLEY CRESCENT SPRINGS ROAD AND IMPROVE INTERSECTION WITH ST. JOHNS ROAD.	R	SNK	2019	504,000	403,200		100,800		YES

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KENTON	6-419.01	CS 3806		0.275	0.741	RELIABILITY	MATCHED FED FUNDS(O)	PHASE 2 BROMLEY CRESCENT SPRINGS ROAD BETWEEN THE TWO SEGMENTS OF AMSTERDAM ROAD. RECONSTRUCT BROMLEY CRESCENT SPRINGS ROAD AND IMPROVE INTERSECTION WITH ST. JOHNS ROAD.	U	SNK	2019	560,000	448,000		112,000		YES
KENTON	6-419.01	CS 3806		0.275	0.741	RELIABILITY	MATCHED FED FUNDS(O)	PHASE 2 BROMLEY CRESCENT SPRINGS ROAD BETWEEN THE TWO SEGMENTS OF AMSTERDAM ROAD. RECONSTRUCT BROMLEY CRESCENT SPRINGS ROAD AND IMPROVE INTERSECTION WITH ST. JOHNS ROAD.	C	SNK	2020	276,000	220,800		55,200		YES
KENTON	6-428.1	CS 4128		2.19	3.11	RELIABILITY	RESURFACING(P)	RESURFACE & STABILIZE DUDLEY ROAD FROM WINDING TRAILS TO THOMAS MORE PARKWAY (PHASE 1). (2014BOPC)(MOA WITH CITY OF EDGEWOOD).	C	SNK	2019	1,044,000	835,200		208,800		YES
KENTON	6-428.2	CS 4128		1.46	2.19	RELIABILITY	RESURFACING(P)	RESURFACE & STABILIZE DUDLEY ROAD FROM THOMAS MORE PARKWAY TO CATHERINE DRIVE (PHASE 2). (2014BOPC)(MOA WITH CITY OF EDGEWOOD).	C	SNK	2019	924,000	739,200		184,800		YES
KENTON	6-428.3	CS 4128		0.879	1.459	RELIABILITY	RESURFACING(P)	DUDLEY ROAD PHASE 3. ROADWAY RESURFACING AND STABILIZATION. CONSTRUCT CONSISTENT 11' TRAVEL LANE IN EACH DIRECTION FROM CATHERINE DRIVE TO THE SUMMIT HILLS COUNTRY CLUB ENTRANCE.	D	SNK	2019	178,000	142,400		35,600		YES
KENTON	6-428.3	CS 4128		0.879	1.459	RELIABILITY	RESURFACING(P)	DUDLEY ROAD PHASE 3. ROADWAY RESURFACING AND STABILIZATION. CONSTRUCT CONSISTENT 11' TRAVEL LANE IN EACH DIRECTION FROM CATHERINE DRIVE TO THE SUMMIT HILLS COUNTRY CLUB ENTRANCE.	C	SNK	2019	1,080,000	864,000		216,000		YES
KENTON	6-428.4	CS 4128		0	0.879	RELIABILITY	RESURFACING(P)	DUDLEY ROAD PHASE 4. ROADWAY RESURFACING AND STABILIZATION. CONSTRUCT CONSISTENT 11' TRAVEL LANE IN EACH DIRECTION FROM SUMMIT HILLS COUNTRY CLUB ENTRANCE TO DIXIE HIGHWAY.	D	SNK	2019	271,000	216,800		54,200		YES
KENTON	6-428.4	CS 4128		0	0.879	RELIABILITY	RESURFACING(P)	DUDLEY ROAD PHASE 4. ROADWAY RESURFACING AND STABILIZATION. CONSTRUCT CONSISTENT 11' TRAVEL LANE IN EACH DIRECTION FROM SUMMIT HILLS COUNTRY CLUB ENTRANCE TO DIXIE HIGHWAY.	C	SNK	2020	1,636,800	1,309,440		327,360		YES
KENTON	6-432	US 25	0.24	9.34	9.58	SAFETY	SAFETY(P)	CONSTRUCT LEFT TURN LANE ON NB APPROACH AT THE INTERSECTION OF US 25 AND BEECHWOOD RD JUST S OF I-75. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) (2014BOP)	C	SNK	2019	1,600,000	1,280,000		320,000		YES

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KENTON	6-435					RELIABILITY	MATCHED FED FUNDS(O)	LUDLOW RIVERFRONT COMMONS TRAIL- CONSTRUCT A ONE-MILE MULTI-USE PATH ALONG THE OHIO RIVER FROM HOOPER STREET TO ASH STREET IN THE CITY OF LUDLOW (2016BOP).	D	SNK	2019	5,000	4,000		1,000		YES
KENTON	6-435					RELIABILITY	MATCHED FED FUNDS(O)	LUDLOW RIVERFRONT COMMONS TRAIL- CONSTRUCT A ONE-MILE MULTI-USE PATH ALONG THE OHIO RIVER FROM HOOPER STREET TO ASH STREET IN THE CITY OF LUDLOW (2016BOP).	C	SNK	2019	240,133	192,106		48,027		YES
KENTON	6-437	CS 6142		0	0.527	SAFETY	SAFETY(P)	IMPROVE SAFETY, TRAFFIC FLOW AND DRAINAGE ISSUES ALONG BUTTERMILK PIKE (CS 6142) FROM ROGERS ROAD TO COLLINS ROAD IN THE CITY OF VILLA HILLS. A DISTANCE OF 0.527 MILES (2016BOP).	C	SNK	2019	313,857	251,086		62,771		YES
KENTON	6-438	CS 9004		0.285	0.652	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT AMSTERDAM ROAD FROM GENERAL DRIVE TO REDWOOD DRIVE WITH CURB, GUTTER, STORM SEWERS AND SIDEWALK (2016BOP).	R	SNK	2019	56,000	44,800		11,200		YES
KENTON	6-438	CS 9004		0.285	0.652	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT AMSTERDAM ROAD FROM GENERAL DRIVE TO REDWOOD DRIVE WITH CURB, GUTTER, STORM SEWERS AND SIDEWALK (2016BOP).	U	SNK	2019	32,000	25,600		6,400		YES
KENTON	6-438	CS 9004		0.285	0.652	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT AMSTERDAM ROAD FROM GENERAL DRIVE TO REDWOOD DRIVE WITH CURB, GUTTER, STORM SEWERS AND SIDEWALK (2016BOP).	C	SNK	2019	2,080,000	1,664,000		416,000		YES
KENTON	6-449	KY 17	0.5	18.15	18.65	RELIABILITY	CONGESTION MITIGTN(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-17 AT THE I-275 INTERCHANGE. (18CCR)	D	STP	2019	450,000	450,000	-			YES
KENTON	6-449	KY 17	0.5	18.15	18.65	RELIABILITY	CONGESTION MITIGTN(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-17 AT THE I-275 INTERCHANGE. (18CCR)	R	STP	2020	200,000	200,000	-			YES
KENTON	6-449	KY 17	0.5	18.15	18.65	RELIABILITY	CONGESTION MITIGTN(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-17 AT THE I-275 INTERCHANGE. (18CCR)	U	STP	2020	350,000	350,000	-			YES
KENTON	6-450	KY 1303	1.238	5.01	6.248	RELIABILITY	CONGESTION MITIGTN(O)	IMPROVE SAFETY AND REDUCE CONGESTION ALONG KY-1303 (TURKEYFOOT RD) FROM DUDLEY RD TO US-25 (DIXIE HWY). (18CCR)	D	STP	2019	1,500,000	1,500,000	-			
KENTON	6-450	KY 1303	1.238	5.01	6.248	RELIABILITY	CONGESTION MITIGTN(O)	IMPROVE SAFETY AND REDUCE CONGESTION ALONG KY-1303 (TURKEYFOOT RD) FROM DUDLEY RD TO US-25 (DIXIE HWY). (18CCR)	R	STP	2019	2,000,000	2,000,000	-			
KENTON	6-450	KY 1303	1.238	5.01	6.248	RELIABILITY	CONGESTION MITIGTN(O)	IMPROVE SAFETY AND REDUCE CONGESTION ALONG KY-1303 (TURKEYFOOT RD) FROM DUDLEY RD TO US-25 (DIXIE HWY). (18CCR)	U	STP	2020	1,000,000	1,000,000	-			

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KENTON	6-454	CS 1560		0	0.612	RELIABILITY	RESURFACING(P)	ADELA AVENUE. CURB-LINE MILLING, ASPHALT RESURFACING, REPLACE SIDEWALK/CURBING AND NEW SIDEWALK AS NEEDED FROM KY 1072 (SLEEPY HOLLOW ROAD/DEVERILL STREET) TO KY 8 (ELM STREET).	D	SNK	2019	35,000	28,000		7,000		YES
KENTON	6-454	CS 1560		0	0.612	RELIABILITY	RESURFACING(P)	ADELA AVENUE. CURB-LINE MILLING, ASPHALT RESURFACING, REPLACE SIDEWALK/CURBING AND NEW SIDEWALK AS NEEDED FROM KY 1072 (SLEEPY HOLLOW ROAD/DEVERILL STREET) TO KY 8 (ELM STREET).	R	SNK	2019	20,000	16,000		4,000		YES
KENTON	6-454	CS 1560		0	0.612	RELIABILITY	RESURFACING(P)	ADELA AVENUE. CURB-LINE MILLING, ASPHALT RESURFACING, REPLACE SIDEWALK/CURBING AND NEW SIDEWALK AS NEEDED FROM KY 1072 (SLEEPY HOLLOW ROAD/DEVERILL STREET) TO KY 8 (ELM STREET).	C	SNK	2019	200,000	160,000		40,000		YES
KENTON	6-455	CS 1045		1.3	2.33	RELIABILITY	DRAINAGE IMPROVE(P)	CODY ROAD. REPLACE CULVERT FOR BANKLICK CREEK. MILL AND OVERLAY WITH NEW ASPHALT FROM BANKLICK CREEK TO INDEPENDENCE STATION ROAD.	D	SNK	2019	57,000	45,600		11,400		YES
KENTON	6-455	CS 1045		1.3	2.33	RELIABILITY	DRAINAGE IMPROVE(P)	CODY ROAD. REPLACE CULVERT FOR BANKLICK CREEK. MILL AND OVERLAY WITH NEW ASPHALT FROM BANKLICK CREEK TO INDEPENDENCE STATION ROAD.	U	SNK	2019	120,000	96,000		24,000		YES
KENTON	6-455	CS 1045		1.3	2.33	RELIABILITY	DRAINAGE IMPROVE(P)	CODY ROAD. REPLACE CULVERT FOR BANKLICK CREEK. MILL AND OVERLAY WITH NEW ASPHALT FROM BANKLICK CREEK TO INDEPENDENCE STATION ROAD.	C	SNK	2019	346,000	276,800		69,200		YES
KENTON	6-456	CS 2103		0.841	1.074	RELIABILITY	TRANSP ENHANCEMENT(P)	MADISON AVENUE. UNDERGROUND UTILITIES, STREET TREES, MAST ARM POLES, STREETLIGHTS, RESURFACING, SIGNAL IMPROVEMENTS FROM 11TH STREET TO 8TH STREET.(18CCN)	D	SNK	2019	280,000	224,000		56,000		YES
KENTON	6-456	CS 2103		0.841	1.074	RELIABILITY	TRANSP ENHANCEMENT(P)	MADISON AVENUE. UNDERGROUND UTILITIES, STREET TREES, MAST ARM POLES, STREETLIGHTS, RESURFACING, SIGNAL IMPROVEMENTS FROM 11TH STREET TO 8TH STREET.(18CCN)	U	SNK	2019	240,000	192,000		48,000		YES
KENTON	6-456	CS 2103		0.841	1.074	RELIABILITY	TRANSP ENHANCEMENT(P)	MADISON AVENUE. UNDERGROUND UTILITIES, STREET TREES, MAST ARM POLES, STREETLIGHTS, RESURFACING, SIGNAL IMPROVEMENTS FROM 11TH STREET TO 8TH STREET.(18CCN)	C	SNK	2019	1,650,000	1,320,000		330,000		YES

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KENTON	6-457	CS 2217		0.033	0.12	RELIABILITY	TRANSP ENHANCEMENT(P)	7TH STREET. SIDEWALK REPLACEMENT, UNDERGROUND UTILITIES, STREET TREES, MAST ARM TRAFFIC SIGNALS, LIGHTING, RESURFACING FROM WASHINGTON STREET TO GREENUP STREET.	D	SNK	2019	280,000	224,000		56,000		YES
KENTON	6-457	CS 2217		0.033	0.12	RELIABILITY	TRANSP ENHANCEMENT(P)	7TH STREET. SIDEWALK REPLACEMENT, UNDERGROUND UTILITIES, STREET TREES, MAST ARM TRAFFIC SIGNALS, LIGHTING, RESURFACING FROM WASHINGTON STREET TO GREENUP STREET.	U	SNK	2019	240,000	192,000		48,000		YES
KENTON	6-457	CS 2217		0.033	0.12	RELIABILITY	TRANSP ENHANCEMENT(P)	7TH STREET. SIDEWALK REPLACEMENT, UNDERGROUND UTILITIES, STREET TREES, MAST ARM TRAFFIC SIGNALS, LIGHTING, RESURFACING FROM WASHINGTON STREET TO GREENUP STREET.	C	SNK	2019	2,450,000	1,960,000		490,000		YES
KENTON	6-1070	CS 2097	0.079	0.144	0.223	ASSET MANAGEMENT	AM-BRIDGE (P)	WEST 15TH STREET; ADDRESS DEFICIENCIES OF BRIDGE AND APPROACHES OVER CSX RR IN COVINGTON. (059C00029N)(12CCR)(SD)	R	BR/STP	2019	830,000	514,600	315,400			
KENTON	6-1070	CS 2097	0.079	0.144	0.223	ASSET MANAGEMENT	AM-BRIDGE (P)	WEST 15TH STREET; ADDRESS DEFICIENCIES OF BRIDGE AND APPROACHES OVER CSX RR IN COVINGTON. (059C00029N)(12CCR)(SD)	U	BR/STP	2019	550,000	341,000	209,000			
KENTON	6-1070	CS 2097	0.079	0.144	0.223	ASSET MANAGEMENT	AM-BRIDGE (P)	WEST 15TH STREET; ADDRESS DEFICIENCIES OF BRIDGE AND APPROACHES OVER CSX RR IN COVINGTON. (059C00029N)(12CCR)(SD)	C	BR/STP	2019	2,110,000	1,308,200	801,800			
KENTON	6-1075	KY 1120	0.1	0.59	0.65	ASSET MANAGEMENT	AM-BRIDGE (P)	EVALUATE BRIDGE ON KY-1120 (MP 0.621) OVER CSX RAILROAD; 11TH ST E OF RUSSELL ST; 059B00083N	C	BR/NH	2019	520,000	322,400	197,600			
KENTON	6-1086	KY 8	0.062	7.6	7.662	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER LICKING RIVER ON WEST 4TH STREET (KY 8) IN COVINGTON/NEWPORT AT KENTON/CAMPBELL CO LN. (059B00037N) *CAMPBELL CO MPS ARE 0.0-0.19	D	BR/NH	2021	3,900,000	2,418,000	1,482,000			YES
KENTON	6-1086	KY 8	0.062	7.6	7.662	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER LICKING RIVER ON WEST 4TH STREET (KY 8) IN COVINGTON/NEWPORT AT KENTON/CAMPBELL CO LN. (059B00037N) *CAMPBELL CO MPS ARE 0.0-0.19	R	BR/NH	2022	2,440,000	1,512,800	927,200			YES
KENTON	6-1086	KY 8	0.062	7.6	7.662	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER LICKING RIVER ON WEST 4TH STREET (KY 8) IN COVINGTON/NEWPORT AT KENTON/CAMPBELL CO LN. (059B00037N) *CAMPBELL CO MPS ARE 0.0-0.19	U	BR/NH	2022	1,170,000	725,400	444,600			YES

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KENTON	6-10005	KY 17		23.949	24.321	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON JOHN A. ROEBLING BRIDGE OVER OHIO RIVER. (059B00048N)(BSBP)	C	BR/NH	2019	1,200,000	744,000	456,000			
KENTON	6-10006	US 25		13.587	13.976	ASSET MANAGEMENT	AM-BRIDGE (P)	JOINT REPLACEMENT AND PREVENTIVE MAINTENANCE ON CLAY WADE BAILEY BRIDGE OVER THE OHIO RIVER. JOINT PROJECT WITH OHIO. (059B00049N)	C	BR/STP	2019	350,000	217,000	133,000			
KENTON	6-10011	KY 177		7.319	7.349	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 177 BRIDGE OVER BOWMAN CREEK. (059B00011N)	D	BR/STP	2019	420,000	260,400	159,600			
KENTON	6-10011	KY 177		7.319	7.349	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 177 BRIDGE OVER BOWMAN CREEK. (059B00011N)	C	BR/STP	2020	2,695,000	1,670,900	1,024,100			
KENTON	6-10012	KY 2045		0.397	0.403	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 2045 BRIDGE OVER BRUSHY CREEK. (059B00025N)	D	BR/STP	2019	350,000	217,000	133,000			
KENTON	6-10012	KY 2045		0.397	0.403	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 2045 BRIDGE OVER BRUSHY CREEK. (059B00025N)	C	BR/STP	2020	3,605,000	2,235,100	1,369,900			
KENTON	6-20030	I 75		166.263	169.439	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 CARDINAL DIRECTION(S) FROM MILEPOINT 166.263 TO MILEPOINT 169.439	D	PM/NH	2021	390,000	312,000	78,000			YES
KENTON	6-20030	I 75		166.263	169.439	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 CARDINAL DIRECTION(S) FROM MILEPOINT 166.263 TO MILEPOINT 169.439	C	PM/NH	2021	3,900,000	3,120,000	780,000			YES
KENTON	6-20033	I 75		190.7	191.22	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 190.68 TO MILEPOINT 191.22	D	PM/NH	2019	30,000	24,000	6,000			
KENTON	6-20034	I 75		190.721	191.777	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 CARDINAL DIRECTION(S) FROM MILEPOINT 190.721 TO MILEPOINT 191.777	D	PM/NH	2022	100,000	80,000	20,000			
KENTON	6-20034	I 75		190.721	191.777	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 CARDINAL DIRECTION(S) FROM MILEPOINT 190.721 TO MILEPOINT 191.777	C	PM/NH	2022	1,000,000	800,000	200,000			
KENTON	6-20035	I 275		0	1.582	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION ON PCC PAVEMENT ON I-275 BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 1.582 (1.05 NON-CARDINAL)	D	PM/NH	2019	1,420,000	1,136,000	284,000			Yes
KENTON	6-20035	I 275		0	1.582	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION ON PCC PAVEMENT ON I-275 BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 1.582 (1.05 NON-CARDINAL)	C	PM/NH	2019	14,200,000	11,360,000	2,840,000			Yes
KENTON	6-20036	I 275		1.054	1.582	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-275 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 1.054 TO MILEPOINT 1.582	D	PM/NH	2021	40,000	32,000	8,000			YES
KENTON	6-20036	I 275		1.054	1.582	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT ON I-275 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 1.054 TO MILEPOINT 1.582	C	PM/NH	2021	400,000	320,000	80,000			YES

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KENTON	6-20039	I 275		82.475	83.78	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION ON PCC PAVEMENT ON I-275 BOTH DIRECTION(S) FROM MILEPOINT 82.475 TO MILEPOINT 83.78	D	PM/NH	2019	200,000	160,000	40,000			YES
KENTON	6-20039	I 275		82.475	83.78	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION ON PCC PAVEMENT ON I-275 BOTH DIRECTION(S) FROM MILEPOINT 82.475 TO MILEPOINT 83.78	C	PM/NH	2019	2,000,000	1,600,000	400,000			YES
KENTON	6-20040	KY 16		13.9	14.9	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/NH	2021	400,000	320,000	80,000			YES
KENTON	6-20040	KY 16		13.9	14.9	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/NH	2021	4,000,000	3,200,000	800,000			YES
KENTON	6-20041	KY 16		14.9	15.69	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/NH	2021	75,000	60,000	15,000			YES
KENTON	6-20041	KY 16		14.9	15.69	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/NH	2021	750,000	600,000	150,000			YES
KENTON	6-20042	KY 16		15.69	16.15	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/NH	2021	50,000	40,000	10,000			YES
KENTON	6-20042	KY 16		15.69	16.15	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/NH	2021	500,000	400,000	100,000			YES
KENTON	6-20043	KY 17		16.2	18.4	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/STP	2021	880,000	704,000	176,000			YES
KENTON	6-20043	KY 17		16.2	18.4	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/STP	2021	8,800,000	7,040,000	1,760,000			YES
KENTON	6-20044	KY 236		2.131	2.622	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2021	30,000	24,000	6,000			YES
KENTON	6-20044	KY 236		2.131	2.622	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2021	300,000	240,000	60,000			YES
KENTON	6-20045	KY 1072		2.489	2.83	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/STP	2021	20,000	16,000	4,000			YES
KENTON	6-20045	KY 1072		2.489	2.83	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/STP	2021	200,000	160,000	40,000			YES
KENTON	6-20046	US 25		8.65	10.85	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/STP	2021	325,000	260,000	65,000			YES
KENTON	6-20046	US 25		8.65	10.85	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/STP	2021	3,250,000	2,600,000	650,000			YES
KENTON	6-20051	KY 177	6.82	9.17	15.99	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-177 FROM MILEPOINT 9.17 TO MILEPOINT 15.99	C	PM/STP	2022	893,000	714,400	178,600			YES
KNOTT	12-1116	CR 1008		0	0.04	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON ROCKLICK BRANCH (CR 1008) OVER RIGHT FORK BEAVER CREEK AT JUNCTION WITH SOUTH HIGHWAY 7 (060C00006N).	C	BR/STP	2019	420,000	260,400	159,600			
KNOTT	12-1124	CS 1016	0.012	0.018	0.03	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER RIGHT FORK TROUBLESOME CREEK ON FIELDWOOD DRIVE (CS1016) IN HINDMAN (060C00060N)	D	BR/STP	2019	210,000	130,200	79,800			
KNOTT	12-1124	CS 1016	0.012	0.018	0.03	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER RIGHT FORK TROUBLESOME CREEK ON FIELDWOOD DRIVE (CS1016) IN HINDMAN (060C00060N)	C	BR/STP	2020	455,000	282,100	172,900			
KNOTT	12-8904	KY 3209		0.312	0.328	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BALLS FORK ON KY 3209. (16CCN) 060B00053N	C	BR/STP	2019	700,000	434,000	266,000			
KNOTT	12-10001	KY 1098		0.032	0.044	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1098 BRIDGE OVER LAUREL FK OF QUICKSAND C. (060B00035N)	D	BR/STP	2019	175,000	108,500	66,500			

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KNOTT	12-10001	KY 1098		0.032	0.044	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1098 BRIDGE OVER LAUREL FK OF QUICKSAND C. (060B00035N)	C	BR/STP	2020	680,000	421,600	258,400			
KNOTT	12-10002	CR 1130		0.015	0.021	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF COLLINS BRANCH RD BRIDGE OVER CARR FORK. (060C00029N)	D	BR/STP	2019	157,500	97,650	59,850			
KNOTT	12-10002	CR 1130		0.015	0.021	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF COLLINS BRANCH RD BRIDGE OVER CARR FORK. (060C00029N)	C	BR/STP	2020	398,650	247,163	151,487			
KNOTT	12-10015	CR 1565		0.028	0.034	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF FRANKIE JANE DR BRIDGE OVER CANEY CREEK. (060C00071N)	D	BR/STP	2019	175,000	108,500	66,500			
KNOTT	12-10015	CR 1565		0.028	0.034	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF FRANKIE JANE DR BRIDGE OVER CANEY CREEK. (060C00071N)	C	BR/STP	2020	337,890	209,492	128,398			
KNOX	11-188	US 25E	1.976	24.221	26.197	RELIABILITY	MAJOR WIDENING(O)	IMPROVE SAFETY AND ACCESS MANAGEMENT, AND REDUCE CONGESTION ON US-25E FROM CORBIN BYPASS TO KNOX/LAUREL COUNTY LINE. (12CCR)	C	NH	2020	2,300,000	2,300,000	-			
KNOX	11-188.01	US 25E	1.976	24.221	26.197	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE SAFETY AND ACCESS MANAGEMENT, AND REDUCE CONGESTION ON US-25E FROM CORBIN BYPASS TO KNOX/LAUREL COUNTY LINE. (12CCR)	C	NH	2021	6,920,000	5,536,000	1,384,000			
KNOX	11-1102	CR 1325	0.004	0.191	0.195	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON OLD HWY 25 (CR 1325) JUST WEST OF US 25E. 061C00063N	D	BR/STP	2019	175,000	108,500	66,500			
KNOX	11-1102	CR 1325	0.004	0.191	0.195	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON OLD HWY 25 (CR 1325) JUST WEST OF US 25E. 061C00063N	C	BR/STP	2020	350,000	217,000	133,000			
KNOX	11-10021	CR 1353		0.396	0.406	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF SPIDER CREEK RD BRIDGE OVER EAST FORK LYNN CAMP CREEK. (061C00048N)	D	BR/STP	2019	192,500	119,350	73,150			
KNOX	11-10021	CR 1353		0.396	0.406	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF SPIDER CREEK RD BRIDGE OVER EAST FORK LYNN CAMP CREEK. (061C00048N)	C	BR/STP	2020	469,000	290,780	178,220			
KNOX	11-10022	CR 1162		0.032	0.036	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF DETHERAGE CEMETERY BRIDGE OVER BRUSH CREEK. (061C00056N)	D	BR/STP	2019	157,500	97,650	59,850			
KNOX	11-10022	CR 1162		0.032	0.036	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF DETHERAGE CEMETERY BRIDGE OVER BRUSH CREEK. (061C00056N)	C	BR/STP	2020	367,500	227,850	139,650			
KNOX	11-10023	CR 1065		0.038	0.05	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BURTON BRANCH RD BRIDGE OVER BURTON BRANCH. (061C00086N)	D	BR/STP	2019	175,000	108,500	66,500			
KNOX	11-10023	CR 1065		0.038	0.05	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BURTON BRANCH RD BRIDGE OVER BURTON BRANCH. (061C00086N)	C	BR/STP	2020	360,000	223,200	136,800			
KNOX	11-20007	KY 6		13.714	14.212	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/STP	2020	30,000	24,000	6,000			
KNOX	11-20007	KY 6		13.714	14.212	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/STP	2020	300,000	240,000	60,000			
KNOX	11-20008	US 25E		9.438	11.554	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/NH	2019	125,000	100,000	25,000			
KNOX	11-20008	US 25E		9.438	11.554	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/NH	2019	1,250,000	1,000,000	250,000			
LARUE	4-8911	KY 84	9.033	0	9.033	RELIABILITY	SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS ON KY 84 FROM HODGENVILLE TO I-65. (16CCN)(18CCN)	D	PM/STP	2020	50,000	40,000	10,000			

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LARUE	4-8911	KY 84	9.033	0	9.033	RELIABILITY	SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS ON KY 84 FROM HODGENVILLE TO I-65. (16CCN)(18CCN)	C	PM/STP	2020	450,000	360,000	90,000			
LARUE	4-10002	KY 61		4.045	4.057	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-61 BRIDGE OVER SOUTH FORK BRANCH. (062B00008N)	D	BR/STP	2019	87,500	54,250	33,250			
LARUE	4-10002	KY 61		4.045	4.057	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-61 BRIDGE OVER SOUTH FORK BRANCH. (062B00008N)	C	BR/STP	2020	605,500	375,410	230,090			
LAUREL	11-9.1	I 75	4.3	28.9	33.2	RELIABILITY	MAJOR WIDENING(O)	IMPROVE I-75 FROM US-25E TO THE LITTLE LAUREL RIVER (16CCR)	R	NH	2019	70,000	70,000	-			
LAUREL	11-9.1	I 75	4.3	28.9	33.2	RELIABILITY	MAJOR WIDENING(O)	IMPROVE I-75 FROM US-25E TO THE LITTLE LAUREL RIVER (16CCR)	U	NH	2019	50,000	50,000	-			
LAUREL	11-9.1	I 75	4.3	28.9	33.2	RELIABILITY	MAJOR WIDENING(O)	IMPROVE I-75 FROM US-25E TO THE LITTLE LAUREL RIVER (16CCR)	C	NH	2020	10,000,000	10,000,000	-			
LAUREL	11-9.14	I 75	4.3	28.85	33.162	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE I-75 FROM US-25E TO THE LITTLE LAUREL RIVER (16CCR)	C	NH	2021	20,000,000	16,000,000	4,000,000			
LAUREL	11-9.15	I 75	4.3	28.85	33.162	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE I-75 FROM US-25E TO THE LITTLE LAUREL RIVER (16CCR)	C	NH	2022	18,500,000	14,800,000	3,700,000			
LAUREL	11-11	I 75	7.296	40.704	48	RELIABILITY	MAJOR WIDENING(O)	IMPROVE I-75 FROM KY 80 AT LONDON TO SOUTH OF THE KY-909 UNDERPASS.	C	NH	2022	20,750,000	16,600,000	4,150,000			
LAUREL	11-147	US 25	1.505	9	10.505	RELIABILITY	MAJOR WIDENING(O)	REDUCE CONGESTION ON US-25 FROM KY-1006 TO KY-2069; IMPROVE CONNECTIVITY FROM US-25 NEAR KY-2069 TO KY-229; IMPROVE KY-229 FROM THE NEW CONNECTOR NORTH TO KY-192; AND IMPROVE ACCESS TO THE SCHOOL FROM KY-192 BYPASS. (06CCR)(10CCR)(12CCR)(14CCR)	C	STP	2022	10,000,000	8,000,000	2,000,000			
LAUREL	11-185	US 25E	2.024	0	2.024	RELIABILITY	MAJOR WIDENING(O)	IMPROVE SAFETY, IMPROVE ACCESS MANAGEMENT, AND REDUCE CONGESTION ON US-25E FROM THE KNOX/LAUREL COUNTY LINE TO KY-770 (12CCR)(16CCR)	C	NH	2020	4,580,000	4,580,000	-			
LAUREL	11-185.01	US 25E	2.024	0	2.024	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE SAFETY, IMPROVE ACCESS MANAGEMENT, AND REDUCE CONGESTION ON US-25E FROM THE KNOX/LAUREL COUNTY LINE TO KY-770 (12CCR)(16CCR)	C	NH	2021	6,860,000	5,488,000	1,372,000			
LAUREL	11-187	KY 192	2.07	18.35	20.42	RELIABILITY	MAJOR WIDENING(O)	IMPROVE SAFETY, ACCESS MANAGEMENT, AND FREIGHT MOBILITY; AND REDUCE CONGESTION ON KY-192 NEAR KY-1006 TO US-25 IN LONDON. (12CCR)	C	NH	2022	6,000,000	4,800,000	1,200,000			
LAUREL	11-365	HR 9006	2.788	1.089	3.877	RELIABILITY	MAJOR WIDENING(O)	REDUCE CONGESTION ON THE HAL ROGERS PARKWAY FROM RELOCATED KY-30 TO KY-192. (18CCR)	D	NH	2021	1,870,000	1,496,000	374,000			
LAUREL	11-365	HR 9006	2.788	1.089	3.877	RELIABILITY	MAJOR WIDENING(O)	REDUCE CONGESTION ON THE HAL ROGERS PARKWAY FROM RELOCATED KY-30 TO KY-192. (18CCR)	R	NH	2022	2,080,000	1,664,000	416,000			
LAUREL	11-365	HR 9006	2.788	1.089	3.877	RELIABILITY	MAJOR WIDENING(O)	REDUCE CONGESTION ON THE HAL ROGERS PARKWAY FROM RELOCATED KY-30 TO KY-192. (18CCR)	U	NH	2022	1,250,000	1,000,000	250,000			

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LAUREL	11-1094	CR 1341		1.071	1.111	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON DOG BRANCH SCHOOL RD (CR 1341) OVER SINKING CREEK 0.56 MILE NW OF SINKING CREEK RD (FD 781) 063C00025N	C	BR/STP	2020	770,000	477,400	292,600			
LAUREL	11-1105.01	I 75		30.55	30.65	ASSET MANAGEMENT	AM-BRIDGE (P)	REHAB BRIDGE ON I-75 AT MILEPOST 30.5 OVER LAUREL RIVER (SR 34.1) (B00043R AND B00043L)(SD)	C	BR/NH	2019	2,800,000	1,736,000	1,064,000			
LAUREL	11-8515	US 25		0	10.475	RELIABILITY	DESIGN ENGINEERING(O)	IMPROVE CONNECTIVITY BETWEEN CORBIN AND LONDON FROM KY-1006 TO US-25E. (08CCN)	P	STP	2020	500,000	500,000	-			
LAUREL	11-8515	US 25		0	10.475	RELIABILITY	DESIGN ENGINEERING(O)	IMPROVE CONNECTIVITY BETWEEN CORBIN AND LONDON FROM KY-1006 TO US-25E. (08CCN)	D	STP	2022	3,000,000	2,400,000	600,000			
LAUREL	11-8909	HR 9006	2.716	7.877	10.593	RELIABILITY	RECONSTRUCTION(O)	IMPROVE THE HAL ROGERS PARKWAY TO INTERSTATE STANDARDS FROM 4.0 MI EAST OF KY 192 TO LAUREL/CLAY CO. LINE. (I-75 TO HAZARD) (16CCN)(18CCR)	D	NH	2021	1,000,000	800,000	200,000			
LAUREL	11-10024	KY 1223		1.241	1.245	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1223 BRIDGE OVER HORSE CREEK. (063B00007N)	D	BR/STP	2019	175,000	108,500	66,500			
LAUREL	11-10024	KY 1223		1.241	1.245	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1223 BRIDGE OVER HORSE CREEK. (063B00007N)	C	BR/STP	2020	378,000	234,360	143,640			
LAUREL	11-10025	KY 80		17.706	17.71	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-80 BRIDGE OVER LICK FORK CREEK. (063B00013N)	D	BR/STP	2019	210,000	130,200	79,800			
LAUREL	11-10025	KY 80		17.706	17.71	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-80 BRIDGE OVER LICK FORK CREEK. (063B00013N)	C	BR/STP	2020	525,000	325,500	199,500			
LAUREL	11-10026	KY 80		22.228	22.236	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-80 BRIDGE OVER HOOPPOLE CREEK. (063B00017N)	D	BR/STP	2019	175,000	108,500	66,500			
LAUREL	11-10026	KY 80		22.228	22.236	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-80 BRIDGE OVER HOOPPOLE CREEK. (063B00017N)	C	BR/STP	2020	507,500	314,650	192,850			
LAUREL	11-10042	KY 490		11.502	11.509	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 490 BRIDGE OVER ROCKCASTLE RIVER. (063B00004N)	D	BR/STP	2019	245,000	151,900	93,100			
LAUREL	11-10042	KY 490		11.502	11.509	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 490 BRIDGE OVER ROCKCASTLE RIVER. (063B00004N)	C	BR/STP	2020	2,492,000	1,545,040	946,960			
LAUREL	11-10043	KY 638		7.792	7.814	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 638 BRIDGE OVER BIG RACCOON CREEK. (063B00061N)	D	BR/STP	2019	192,500	119,350	73,150			
LAUREL	11-10043	KY 638		7.792	7.814	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 638 BRIDGE OVER BIG RACCOON CREEK. (063B00061N)	C	BR/STP	2020	829,500	514,290	315,210			
LAUREL	11-20009	HR 9006		0	3.877	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 3.877	D	PM/NH	2019	310,000	248,000	62,000			
LAUREL	11-20009	HR 9006		0	3.877	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF HAL ROGERS DANIEL BOONE PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 3.877	C	PM/NH	2019	3,100,000	2,480,000	620,000			

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LAUREL	11-20011	I 75		32.485	32.9	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION ON PCC PAVEMENT ON I-075 CARDINAL DIRECTION(S) FROM MILEPOINT 32.485 TO MILEPOINT 32.9	D	PM/NH	2019	120,000	96,000	24,000			
LAUREL	11-20011	I 75		32.485	32.9	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION ON PCC PAVEMENT ON I-075 CARDINAL DIRECTION(S) FROM MILEPOINT 32.485 TO MILEPOINT 32.9	C	PM/NH	2019	1,200,000	960,000	240,000			
LAUREL	11-20013	I 75		50.524	50.714	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 50.524 (49.87 NON-CARDINAL) TO MILEPOINT 50.714	D	PM/NH	2019	100,000	80,000	20,000			
LAUREL	11-20013	I 75		50.524	50.714	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 50.524 (49.87 NON-CARDINAL) TO MILEPOINT 50.714	C	PM/NH	2019	1,000,000	800,000	200,000			
LAUREL	11-20023	KY 490	6.14	0	6.14	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-490 FROM MILEPOINT 0.00 TO MILEPOINT 6.14	C	PM/STP	2022	924,000	739,200	184,800			
LAWRENCE	12-10003	CR 1234		0.04	0.052	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MAXIE BRANCH RD BRIDGE OVER RT FORK-BLAINE CREEK. (064C00076N)	D	BR/STP	2019	140,000	86,800	53,200			
LAWRENCE	12-10003	CR 1234		0.04	0.052	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MAXIE BRANCH RD BRIDGE OVER RT FORK-BLAINE CREEK. (064C00076N)	C	BR/STP	2020	478,000	296,360	181,640			
LAWRENCE	12-10016	KY 644		1.468	1.558	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 644 BRIDGE OVER LEVISA FORK OF BIG SANDY. (064B00038N)	D	BR/STP	2019	560,000	347,200	212,800			
LAWRENCE	12-10016	KY 644		1.468	1.558	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 644 BRIDGE OVER LEVISA FORK OF BIG SANDY. (064B00038N)	C	BR/STP	2020	2,880,500	1,785,910	1,094,590			
LEE	10-10013	CR 1124		0	0.013	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF GOOSE CREEK RD BRIDGE OVER CSX RAILROAD. (065R00604N)	D	BR/STP	2019	245,000	151,900	93,100			
LEE	10-10013	CR 1124		0	0.013	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF GOOSE CREEK RD BRIDGE OVER CSX RAILROAD. (065R00604N)	C	BR/STP	2020	770,000	477,400	292,600			
LESLIE	11-1078	US 421	0.1	15.137	15.177	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE AND APPROACHES ON US-421 OVER STINNET CREEK 0.028 MILE SOUTH OF KY-406 NEAR STINNETT(10CCR)(066B00008N)	C	BR/STP	2019	2,128,000	1,319,360	808,640			
LESLIE	11-1095	US 421	0.014	18.423	18.437	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER MUNCY CREEK ON US 421 0.5 MILE SOUTH OF TAYLOR MORGAN ROAD (CR 1090).(066B00006N)	C	BR/STP	2020	612,500	379,750	232,750			
LESLIE	11-1100	CR 1528	0.012	0	0.012	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER WOLF CREEK ON COON CREEK ROAD (CR 1528) AT JCT WITH KY 3427 (066C00039N) (EBRP)	D	BR/STP	2019	123,000	76,260	46,740			
LESLIE	11-1100	CR 1528	0.012	0	0.012	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER WOLF CREEK ON COON CREEK ROAD (CR 1528) AT JCT WITH KY 3427 (066C00039N) (EBRP)	C	BR/STP	2020	445,000	275,900	169,100			

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LESLIE	11-1104	CR 1219	0.012	0.016	0.028	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON MILE BRANCH RD (CR 1219) (MP 0.022) OVER BEECH FORK. 066C00048N	D	BR/STP	2019	245,000	151,900	93,100			
LESLIE	11-1104	CR 1219	0.012	0.016	0.028	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON MILE BRANCH RD (CR 1219) (MP 0.022) OVER BEECH FORK. 066C00048N	C	BR/STP	2020	613,000	380,060	232,940			
LESLIE	11-1106	CR 1207		0.022	0.034	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON WILLIAMS BRANCH RD (CR-1207) (0.028) OVER MIDDLE FORK KENTUCKY RIVER. 066C00020N	D	BR/STP	2019	245,000	151,900	93,100			
LESLIE	11-1106	CR 1207		0.022	0.034	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON WILLIAMS BRANCH RD (CR-1207) (0.028) OVER MIDDLE FORK KENTUCKY RIVER. 066C00020N	C	BR/STP	2020	560,000	347,200	212,800			
LESLIE	11-10027	KY 1780		14.276	14.288	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1780 BRIDGE OVER BEECH FORK. (066B00027N)	D	BR/STP	2019	210,000	130,200	79,800			
LESLIE	11-10027	KY 1780		14.276	14.288	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1780 BRIDGE OVER BEECH FORK. (066B00027N)	C	BR/STP	2020	857,500	531,650	325,850			
LESLIE	11-10028	KY 699		8.134	8.138	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-699 BRIDGE OVER MAGGARDS BRANCH. (066B00031N)	D	BR/STP	2019	175,000	108,500	66,500			
LESLIE	11-10028	KY 699		8.134	8.138	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-699 BRIDGE OVER MAGGARDS BRANCH. (066B00031N)	C	BR/STP	2020	525,000	325,500	199,500			
LESLIE	11-10029	KY 2431		0.008	0.062	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2431 BRIDGE OVER MIDDLE FORK OF KY RIVER. (066B00039N)	D	BR/STP	2021	300,000	186,000	114,000			
LESLIE	11-10029	KY 2431		0.008	0.062	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2431 BRIDGE OVER MIDDLE FORK OF KY RIVER. (066B00039N)	R	BR/STP	2022	75,000	46,500	28,500			
LESLIE	11-10029	KY 2431		0.008	0.062	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2431 BRIDGE OVER MIDDLE FORK OF KY RIVER. (066B00039N)	U	BR/STP	2022	180,000	111,600	68,400			
LESLIE	11-10030	CR 1006		0.006	0.016	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CR-1006 BRIDGE OVER RACCOON CREEK. (066C00002N)	D	BR/STP	2019	192,500	119,350	73,150			
LESLIE	11-10030	CR 1006		0.006	0.016	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CR-1006 BRIDGE OVER RACCOON CREEK. (066C00002N)	C	BR/STP	2020	451,500	279,930	171,570			
LESLIE	11-10031	CR 1271		0.056	0.066	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CR-1271 BRIDGE OVER MIDDLE FK KENTUCKY RVR. (066C00023N)	D	BR/STP	2019	210,000	130,200	79,800			
LESLIE	11-10031	CR 1271		0.056	0.066	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CR-1271 BRIDGE OVER MIDDLE FK KENTUCKY RVR. (066C00023N)	C	BR/STP	2020	525,000	325,500	199,500			
LETCHER	12-199.1	US 119		17.005	19.038	RELIABILITY	RECONSTRUCTION(O)	IMPROVE US-119 FROM NORTH OF KY-15 TO BRASS DRIVE (SOUTH).(16CCN)(18CCR)	R	NH	2021	1,300,000	1,040,000	260,000			
LETCHER	12-199.1	US 119		17.005	19.038	RELIABILITY	RECONSTRUCTION(O)	IMPROVE US-119 FROM NORTH OF KY-15 TO BRASS DRIVE (SOUTH).(16CCN)(18CCR)	U	NH	2021	1,200,000	960,000	240,000			
LETCHER	12-199.15	US 119		17.964	18.826	RELIABILITY	RECONSTRUCTION(O)	IMPROVE US-119 FROM KY 2034/COUGAR DRIVE TO BRASS DRIVE (SOUTH).(16CCN)(SEE 12-199.10 FOR D, R, U)(18CCR)	C	NH	2021	6,000,000	4,800,000	1,200,000			

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LETCHER	12-1113	KY 2034C	0.04	0.006	0.046	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 2034C OVER N FORK KY RIVER 0.02 E OF US 119 067B00121N	C	BR/STP	2019	973,000	603,260	369,740			
LETCHER	12-1120	KY 3404	0.012	0.782	0.794	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER POOR FORK OF CUMBERLAND RIVER ON KY 3404 100 FT SOUTH OF US 119. (067B00114N)	C	BR/STP	2020	420,000	260,400	159,600			
LETCHER	12-1125	CR 1226	0.008	0.006	0.014	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON HAMPTON BRANCH (CR 1226) (MP 0.01) OVER COWAN CREEK. 067C00021N	C	BR/STP	2020	385,000	238,700	146,300			
LETCHER	12-1126	CR 1225		0.03	0.038	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1225 (0.034) OVER COWAN CREEK. 067C00020N	D	BR/STP	2019	420,000	260,400	159,600			
LETCHER	12-1126	CR 1225		0.03	0.038	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1225 (0.034) OVER COWAN CREEK. 067C00020N	C	BR/STP	2020	385,000	238,700	146,300			
LETCHER	12-10004	KY 805		2.989	2.997	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-805 BRIDGE OVER POTTERS FORK. (067B00022N)	D	BR/STP	2019	210,000	130,200	79,800			
LETCHER	12-10004	KY 805		2.989	2.997	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-805 BRIDGE OVER POTTERS FORK. (067B00022N)	C	BR/STP	2020	616,840	382,441	234,399			
LETCHER	12-10005	KY 2034		2.369	2.375	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2034 BRIDGE OVER CRAFTS COLLY CREEK. (067B00069N)	D	BR/STP	2019	140,000	86,800	53,200			
LETCHER	12-10005	KY 2034		2.369	2.375	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2034 BRIDGE OVER CRAFTS COLLY CREEK. (067B00069N)	C	BR/STP	2020	406,105	251,785	154,320			
LETCHER	12-10006	CR 1433		0.005	0.015	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CORNFIELD DR BRIDGE OVER BOONE FORK. (067C00004N)	D	BR/STP	2019	140,000	86,800	53,200			
LETCHER	12-10006	CR 1433		0.005	0.015	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CORNFIELD DR BRIDGE OVER BOONE FORK. (067C00004N)	C	BR/STP	2020	427,840	265,261	162,579			
LETCHER	12-10007	CR 1386		0.003	0.025	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF TURKEY CRK BRIDGE OVER TURKEY CREEK. (067C00050N)(SD)	D	BR/STP	2019	175,000	108,500	66,500			
LETCHER	12-10007	CR 1386		0.003	0.025	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF TURKEY CRK BRIDGE OVER TURKEY CREEK. (067C00050N)(SD)	C	BR/STP	2020	697,000	432,140	264,860			
LETCHER	12-10017	KY 7		2.602	2.68	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 7 BRIDGE OVER CSX RR & N FK KY RIVER. (067B00038N)	D	BR/STP	2019	525,000	325,500	199,500			
LETCHER	12-10017	KY 7		2.602	2.68	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 7 BRIDGE OVER CSX RR & N FK KY RIVER. (067B00038N)	C	BR/STP	2020	4,900,000	3,038,000	1,862,000			
LETCHER	12-10018	KY 343		0.458	0.464	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 343 BRIDGE OVER WRIGHT FORK. (067B00078N)	D	BR/STP	2019	175,000	108,500	66,500			
LETCHER	12-10018	KY 343		0.458	0.464	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 343 BRIDGE OVER WRIGHT FORK. (067B00078N)	C	BR/STP	2020	378,560	234,707	143,853			
LETCHER	12-10019	CS 3000		0.03	0.038	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF E POTTER RD BRIDGE OVER YONTS FORK. (067C00007N)	D	BR/STP	2019	157,500	97,650	59,850			

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LETCHER	12-10019	CS 3000		0.03	0.038	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF E POTTER RD BRIDGE OVER YONTS FORK. (067C00007N)	C	BR/STP	2020	372,400	230,888	141,512			
LETCHER	12-10020	CR 1149		0.049	0.061	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HOLBROOK TOWN BRIDGE OVER N.FK.KENTUCKY RVR. (067C00017N)	D	BR/STP	2019	210,000	130,200	79,800			
LETCHER	12-10020	CR 1149		0.049	0.061	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HOLBROOK TOWN BRIDGE OVER N.FK.KENTUCKY RVR. (067C00017N)	C	BR/STP	2020	516,810	320,422	196,388			
LETCHER	12-10021	CR 1799		0.006	0.012	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PARADISE LN BRIDGE OVER KINGDOM COME CREEK. (067C00051N)	D	BR/STP	2019	140,000	86,800	53,200			
LETCHER	12-10021	CR 1799		0.006	0.012	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PARADISE LN BRIDGE OVER KINGDOM COME CREEK. (067C00051N)	C	BR/STP	2020	269,500	167,090	102,410			
LETCHER	12-10022	CR 1737		0.02	0.034	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF ORCHARD RD BRIDGE OVER NORTH FORK KY RIVER. (067C00065N)	D	BR/STP	2019	210,000	130,200	79,800			
LETCHER	12-10022	CR 1737		0.02	0.034	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF ORCHARD RD BRIDGE OVER NORTH FORK KY RIVER. (067C00065N)	C	BR/STP	2020	655,900	406,658	249,242			
LETCHER	12-20005	US 119	5.63	17	22.63	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-119 FROM MILEPOINT 17.00 TO MILEPOINT 22.63	C	PM/NH	2022	1,477,000	1,181,600	295,400			
LEWIS	9-1090	KY 1068	0.02	1.74	1.76	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER LAUREL FORK ON KY 1068 30 FT S OF DEEP HOLE BRANCH ROAD (CR 1125).(068B00057N)(16CCR)(SD)	R	BR/STP	2019	75,000	46,500	28,500			
LEWIS	9-1090	KY 1068	0.02	1.74	1.76	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER LAUREL FORK ON KY 1068 30 FT S OF DEEP HOLE BRANCH ROAD (CR 1125).(068B00057N)(16CCR)(SD)	U	BR/STP	2019	75,000	46,500	28,500			
LEWIS	9-1090	KY 1068	0.02	1.74	1.76	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER LAUREL FORK ON KY 1068 30 FT S OF DEEP HOLE BRANCH ROAD (CR 1125).(068B00057N)(16CCR)(SD)	C	BR/STP	2019	900,000	558,000	342,000			
LEWIS	9-8507	KY 57		0	0.031	ASSET MANAGEMENT	AM-BRIDGE (P)	CONSTRUCT A NEW BRIDGE CROSSING THE NORTH FORK OF THE LICKING RIVER AT THE LEWIS-FLEMING COUNTY LINE. (08CCN): (068B00027N)	C	BR/STP	2019	3,640,000	2,256,800	1,383,200			
LEWIS	9-10010	KY 344		18.474	18.488	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-344 BRIDGE OVER GRASSY BRANCH. (068B00015N)	D	BR/STP	2019	350,000	217,000	133,000			
LEWIS	9-10010	KY 344		18.474	18.488	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-344 BRIDGE OVER GRASSY BRANCH. (068B00015N)	C	BR/STP	2020	1,540,000	954,800	585,200			
LEWIS	9-10023	KY 1021		3.648	3.654	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1021 BRIDGE OVER BRIERY CREEK. (068B00075N)	D	BR/STP	2019	315,000	195,300	119,700			
LEWIS	9-10023	KY 1021		3.648	3.654	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1021 BRIDGE OVER BRIERY CREEK. (068B00075N)	C	BR/STP	2020	857,500	531,650	325,850			
LEWIS	9-20010	KY 9		21.027	25.532	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	D	PM/NH	2021	210,000	168,000	42,000			

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LEWIS	9-20010	KY 9		21.027	25.532	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	C	PM/NH	2021	2,100,000	1,680,000	420,000			
LEWIS	9-20017	KY 9	5.26	15.77	21.03	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-9 FROM MILEPOINT 15.77 TO MILEPOINT 21.03	C	PM/STP	2022	1,070,000	856,000	214,000			
LINCOLN	8-167	US 27	4.712	11.169	15.881	RELIABILITY	RECONSTRUCTION(O)	US-27 CORRIDOR FROM SOMERSET TO LEXINGTON. IMPROVE SAFETY AND REDUCE CONGESTION ON US-27 FROM KY-1247 TO EDUCATION WAY.	R	NH	2022	4,720,000	3,776,000	944,000			
LINCOLN	8-167	US 27	4.712	11.169	15.881	RELIABILITY	RECONSTRUCTION(O)	US-27 CORRIDOR FROM SOMERSET TO LEXINGTON. IMPROVE SAFETY AND REDUCE CONGESTION ON US-27 FROM KY-1247 TO EDUCATION WAY.	U	NH	2022	3,000,000	2,400,000	600,000			
LINCOLN	8-196	US 27	0.7	18.155	18.865	RELIABILITY	MAJOR WIDENING(O)	IMPROVE US-27 FROM KY-590 TO BELL STREET IN STANFORD. (INCLUDES NEW GOSHEN CUT-OFF ROAD)(2005HPP-KY115)(18CCR)	R	NH	2019	1,400,000	1,400,000	-			
LINCOLN	8-196	US 27	0.7	18.155	18.865	RELIABILITY	MAJOR WIDENING(O)	IMPROVE US-27 FROM KY-590 TO BELL STREET IN STANFORD. (INCLUDES NEW GOSHEN CUT-OFF ROAD)(2005HPP-KY115)(18CCR)	U	NH	2019	1,100,000	1,100,000	-			
LINCOLN	8-196	US 27	0.7	18.155	18.865	RELIABILITY	MAJOR WIDENING(O)	IMPROVE US-27 FROM KY-590 TO BELL STREET IN STANFORD. (INCLUDES NEW GOSHEN CUT-OFF ROAD)(2005HPP-KY115)(18CCR)	C	NH	2020	3,250,000	3,250,000	-			
LINCOLN	8-196.01	US 27	0.7	18.2	18.9	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE US-27 FROM KY-590 TO BELL STREET IN STANFORD. (INCLUDES NEW GOSHEN CUT-OFF ROAD)(2005HPP-KY115)(18CCR)	C	NH	2021	3,250,000	2,600,000	650,000			
LINCOLN	8-1055	KY 1247	0.04	17.67	17.71	ASSET MANAGEMENT	AM-BRIDGE (P)	REPLACE BRIDGE ON KY 1247 OVER ST. ASAPH CREEK 0.044 S OF KY 78(SR 45.4) 069B00055N	C	BR/STP	2019	567,000	351,540	215,460			
LINCOLN	8-1066	CR 1043		0.635	0.651	ASSET MANAGEMENT	AM-BRIDGE (P)	REPLACE BRIDGE ON CR-1043 (0.643) OVER LOGAN CREEK. (SR=20.2) 069C00008N	D	BR/STP	2019	175,000	108,500	66,500			
LINCOLN	8-1066	CR 1043		0.635	0.651	ASSET MANAGEMENT	AM-BRIDGE (P)	REPLACE BRIDGE ON CR-1043 (0.643) OVER LOGAN CREEK. (SR=20.2) 069C00008N	C	BR/STP	2020	497,000	308,140	188,860			
LIVINGSTON	1-330	US 60	3.3	0.891	4.2	RELIABILITY	RELOCATION(O)	PADUCAH-HENDERSON; RELOCATE US-60 FROM EAST OF THE TENNESSEE RIVER BRIDGE TO EAST OF RUDD-SPEES ROAD (00CCR)(12CCR)(14CCR)	R	NH	2021	1,580,000	1,264,000	316,000			
LIVINGSTON	1-330	US 60	3.3	0.891	4.2	RELIABILITY	RELOCATION(O)	PADUCAH-HENDERSON; RELOCATE US-60 FROM EAST OF THE TENNESSEE RIVER BRIDGE TO EAST OF RUDD-SPEES ROAD (00CCR)(12CCR)(14CCR)	U	NH	2021	1,560,000	1,248,000	312,000			
LIVINGSTON	1-1142	US 60	0.344	12.524	12.868	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON US 60 OVER THE CUMBERLAND RIVER 0.27 MILE N OF KY 70 070B00017N.	C	BR/STP	2019	16,000,000	9,920,000	6,080,000			
LIVINGSTON	1-1142.01	US 60	0.344	12.524	12.868	ASSET MANAGEMENT	PREFINANCD CONVRSN(O)	ADDRESS DEFICIENCIES OF BRIDGE ON US 60 OVER THE CUMBERLAND RIVER 0.27 MILE N OF KY 70 (SR 32.7) 070B00017N (ADDITIONAL FUNDING FOR C PHASE)	C	BR/STP	2020	16,000,000	9,920,000	6,080,000			

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LIVINGSTON	1-20030	KY 453	4.57	0	4.57	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-453 FROM MILEPOINT 0.00 TO MILEPOINT 4.57	C	PM/STP	2022	879,000	703,200	175,800			
LOGAN	3-10010	US 79		4.35	4.85	ASSET MANAGEMENT	AM-BRIDGE (P)	IMPROVE SAFETY AND BRIDGE CONDITION ON WHIPPORWILL CREEK BRIDGE NEAR KY-1151. BRIDGE ID 071B00025 (SD)	D	BR/NH	2019	250,000	155,000	95,000			
LOGAN	3-10010	US 79		4.35	4.85	ASSET MANAGEMENT	AM-BRIDGE (P)	IMPROVE SAFETY AND BRIDGE CONDITION ON WHIPPORWILL CREEK BRIDGE NEAR KY-1151. BRIDGE ID 071B00025 (SD)	C	BR/NH	2020	1,715,000	1,063,300	651,700			
LOGAN	3-80050	US 79		0	10.713	RELIABILITY	MINOR WIDENING(O)	WIDEN US-79 TO 3 LANES FROM TODD COUNTY LINE TO INTERSECTION WITH RUSSELLVILLE BYPASS.(18CCN)	D	STP	2021	4,300,000	3,440,000	860,000			
LOGAN	3-80050	US 79		0	10.713	RELIABILITY	MINOR WIDENING(O)	WIDEN US-79 TO 3 LANES FROM TODD COUNTY LINE TO INTERSECTION WITH RUSSELLVILLE BYPASS.(18CCN)	R	STP	2022	6,500,000	5,200,000	1,300,000			
LYON	1-187.5	US 641	4.25	0	4.548	RELIABILITY	RELOCATION(O)	RELOCATE US-641 FROM US-62 NEAR EDDYVILLE TO SOUTH OF THE LYON/CALDWELL COUNTY LINE.	D	NH	2019	2,500,000	2,500,000	-			
LYON	1-187.5	US 641	4.25	0	4.548	RELIABILITY	RELOCATION(O)	RELOCATE US-641 FROM US-62 NEAR EDDYVILLE TO SOUTH OF THE LYON/CALDWELL COUNTY LINE.	R	NH	2020	2,000,000	2,000,000	-			
LYON	1-187.5	US 641	4.25	0	4.548	RELIABILITY	RELOCATION(O)	RELOCATE US-641 FROM US-62 NEAR EDDYVILLE TO SOUTH OF THE LYON/CALDWELL COUNTY LINE.	U	NH	2020	500,000	500,000	-			
LYON	1-187.5	US 641	4.25	0	4.548	RELIABILITY	RELOCATION(O)	RELOCATE US-641 FROM US-62 NEAR EDDYVILLE TO SOUTH OF THE LYON/CALDWELL COUNTY LINE.	C	NH	2022	6,000,000	4,800,000	1,200,000			
LYON	1-187.51	US 641	4.25	0	4.548	RELIABILITY	PREFINANCD CONVRSN(O)	RELOCATE US-641 FROM US-62 NEAR EDDYVILLE TO SOUTH OF THE LYON/CALDWELL COUNTY LINE.	R	NH	2021	2,000,000	1,600,000	400,000			
LYON	1-187.51	US 641	4.25	0	4.548	RELIABILITY	PREFINANCD CONVRSN(O)	RELOCATE US-641 FROM US-62 NEAR EDDYVILLE TO SOUTH OF THE LYON/CALDWELL COUNTY LINE.	U	NH	2021	500,000	400,000	100,000			
LYON	1-187.6	US 641	4.5	4.548	5.715	RELIABILITY	RELOCATION(O)	RELOCATE US-641 FROM SOUTH OF THE LYON/CALDWELL COUNTY LINE TO FREDONIA, 4.5 MILES.	D	NH	2019	1,800,000	1,800,000	-			
LYON	1-187.6	US 641	4.5	4.548	5.715	RELIABILITY	RELOCATION(O)	RELOCATE US-641 FROM SOUTH OF THE LYON/CALDWELL COUNTY LINE TO FREDONIA, 4.5 MILES.	R	NH	2020	2,000,000	2,000,000	-			
LYON	1-187.6	US 641	4.5	4.548	5.715	RELIABILITY	RELOCATION(O)	RELOCATE US-641 FROM SOUTH OF THE LYON/CALDWELL COUNTY LINE TO FREDONIA, 4.5 MILES.	U	NH	2020	800,000	800,000	-			
LYON	1-187.6	US 641	4.5	4.548	5.715	RELIABILITY	RELOCATION(O)	RELOCATE US-641 FROM SOUTH OF THE LYON/CALDWELL COUNTY LINE TO FREDONIA, 4.5 MILES.	C	STP	2022	7,500,000	6,000,000	1,500,000			
LYON	1-187.61	US 641	4.5	4.548	5.715	RELIABILITY	PREFINANCD CONVRSN(O)	RELOCATE US-641 FROM SOUTH OF THE LYON/CALDWELL COUNTY LINE TO FREDONIA, 4.5 MILES.	R	NH	2021	2,000,000	1,600,000	400,000			
LYON	1-187.61	US 641	4.5	4.548	5.715	RELIABILITY	PREFINANCD CONVRSN(O)	RELOCATE US-641 FROM SOUTH OF THE LYON/CALDWELL COUNTY LINE TO FREDONIA, 4.5 MILES.	U	NH	2021	800,000	640,000	160,000			
LYON	1-20009	I 24		45.133	51.886	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-024 CARDINAL DIRECTION(S) FROM MILEPOINT 45.133 TO MILEPOINT 51.886	D	PM/STP	2020	270,000	216,000	54,000			

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LYON	1-20009	I 24		45.133	51.886	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-024 CARDINAL DIRECTION(S) FROM MILEPOINT 45.133 TO MILEPOINT 51.886	C	PM/STP	2020	2,700,000	2,160,000	540,000			
MADISON	7-236	KY 595		2.565	2.665	RELIABILITY	SCOPING STUDY(O)	COMPREHENSIVE TRAFFIC STUDY FOR INTERSECTION OF MAIN STREET AND BERA COLLEGE CAMPUS, BERA. (2005HPP-KY112)(MOA WITH BERA). (16CCR)(LET BY CITY)	C	HPP	2019	266,952	266,952	-			
MADISON	7-251.01	US 25	3.5	11.903	15.442	RELIABILITY	MAJOR WIDENING(O)	WIDEN US-25 FROM US-421 NORTH TO KY-876. STATE TO PROVIDE DESIGN AND PLANS, AND FUNDS FOR THIS PROJECT ARE REQUESTED TO BE PAID TO THE MADISON COUNTY FISCAL COURT, WHICH SHALL COORDINATE THE PROJECT. (2005HPP-KY110)(06CCR)	C	HPP	2019	719,921	719,921	-			
MADISON	7-1130	US 421	0.04	2.443	2.483	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON BATTLEFIELD MEMORIAL HWY (US 421) OVER COWBELL CREEK AT JCT WITH HIGHWAY 21 E (KY 21)076B00021	C	BR/STP	2019	625,000	387,500	237,500			
MADISON	7-1131	CR 1158		0.252	0.292	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON OLD HAYS FORK LN (CR 1158) OVER BRANCH OF HAYS FORK 0.2 MILE SE OF BATTLEFIELD MEMORIAL HWY (US 421) 076C00023N	C	BR/STP	2019	336,000	208,320	127,680			
MADISON	7-1137	KY 3376	0.02	0.279	0.299	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER TERRILL BRANCH ROAD ON KY 3376 IN BERA 200 FT N OF PEACHTREE DRIVE (CS 2072).(076B00085N)	D	BR/STP	2019	210,000	130,200	79,800			
MADISON	7-1137	KY 3376	0.02	0.279	0.299	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER TERRILL BRANCH ROAD ON KY 3376 IN BERA 200 FT N OF PEACHTREE DRIVE (CS 2072).(076B00085N)	C	BR/STP	2020	857,500	531,650	325,850			
MADISON	7-1142	CR 1017		3.397	3.413	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1017 (3.405) OVER MUDDY CREEK. 076C00004N (SD)	D	BR/STP	2019	190,000	117,800	72,200			
MADISON	7-1142	CR 1017		3.397	3.413	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1017 (3.405) OVER MUDDY CREEK. 076C00004N (SD)	C	BR/STP	2020	420,000	260,400	159,600			
MADISON	7-1143	CR 1044		0.003	0.011	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1044 (0.007) OVER BR OF MUDDY CREEK. 076C00066N	D	BR/STP	2019	210,000	130,200	79,800			
MADISON	7-1143	CR 1044		0.003	0.011	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1044 (0.007) OVER BR OF MUDDY CREEK. 076C00066N	C	BR/STP	2020	455,000	282,100	172,900			
MADISON	7-8403	KY 627	0.12	0.073	0.193	RELIABILITY	MAJOR WIDENING(O)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE KY-627 BRIDGE OVER I-75. (INCLUDES 7-8400) (B40)(08CCN)(10CCR)(14CCR)(16CCR) (18CCR)	C	NH	2019	5,000,000	5,000,000	-			

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MADISON	7-8403.01	KY 627	0.12	0.073	0.193	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE KY-627 BRIDGE OVER I-75. (INCLUDES 7-8400) (B40)(08CCN)(10CCR)(14CCR)(16CCR)(18CCR)	C	NH	2019	5,000,000	5,000,000	-			
MADISON	7-10001	KY 1984		2.029	2.041	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1984 BRIDGE OVER TATES CREEK. (076B00071N)	D	BR/STP	2019	210,000	130,200	79,800			
MADISON	7-10001	KY 1984		2.029	2.041	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1984 BRIDGE OVER TATES CREEK. (076B00071N)	C	BR/STP	2020	665,000	412,300	252,700			
MADISON	7-10002	CR 1056		1.775	1.789	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PEACOCK ROAD BRIDGE OVER E. FK. OTTER CREEK. (076C00011N)	D	BR/STP	2019	210,000	130,200	79,800			
MADISON	7-10002	CR 1056		1.775	1.789	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PEACOCK ROAD BRIDGE OVER E. FK. OTTER CREEK. (076C00011N)	C	BR/STP	2020	665,000	412,300	252,700			
MADISON	7-20017	I 75		73.408	83.4	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 73.408 TO MILEPOINT 83.4	D	PM/NH	2021	1,200,000	960,000	240,000			
MADISON	7-20017	I 75		73.408	83.4	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 73.408 TO MILEPOINT 83.4	C	PM/NH	2021	12,000,000	9,600,000	2,400,000			
MAGOFFIN	10-126.4	KY 9009	4.6	65	69.6	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.3MI W OF KY 3047 (65.0) TO 0.7 MI W OF MIDDLE FORK LICKING RIVER BRIDGE (69.6). (2012BOP)(14CCR)(16CCR)	C	NH	2019	15,000,000	15,000,000	-			
MAGOFFIN	10-126.41	KY 9009	4.6	65	69.6	RELIABILITY	PREFINANCD CONVRSN(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.3MI W OF KY 3047 (65.0) TO 0.7 MI W OF MIDDLE FORK LICKING RIVER BRIDGE (69.6). (2012BOP)(14CCR)(16CCN)	C	NH	2020	10,000,000	10,000,000	-			
MAGOFFIN	10-126.42	KY 9009	4.6	65	69.6	RELIABILITY	PREFINANCD CONVRSN(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.3MI W OF KY 3047 (65.0) TO 0.7 MI W OF MIDDLE FORK LICKING RIVER BRIDGE (69.6). (2012BOP)(14CCR)(16CCN)	C	NH	2021	30,000,000	24,000,000	6,000,000			
MAGOFFIN	10-126.43	KY 9009	4.6	65	69.6	RELIABILITY	PREFINANCD CONVRSN(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.3MI W OF KY 3047 (65.0) TO 0.7 MI W OF MIDDLE FORK LICKING RIVER BRIDGE (69.6). (2012BOP)(14CCR)(16CCN)	C	NH	2022	25,000,000	20,000,000	5,000,000			
MAGOFFIN	10-8901	US 460	0.7	10	10.7	RELIABILITY	RECONSTRUCTION(O)	IMPROVE US-460 IN MAGOFFIN COUNTY AT IVY POINT HILL WEST OF SALYERSVILLE. (16CCN)	R	STP	2022	1,660,000	1,328,000	332,000			
MAGOFFIN	10-8901	US 460	0.7	10	10.7	RELIABILITY	RECONSTRUCTION(O)	IMPROVE US-460 IN MAGOFFIN COUNTY AT IVY POINT HILL WEST OF SALYERSVILLE. (16CCN)	U	STP	2022	220,000	176,000	44,000			

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MAGOFFIN	10-10002	KY 1635		5.613	5.621	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1635 BRIDGE OVER OAKLEY CREEK. (077B00029N)	D	BR/STP	2019	140,000	86,800	53,200			
MAGOFFIN	10-10002	KY 1635		5.613	5.621	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1635 BRIDGE OVER OAKLEY CREEK. (077B00029N)	C	BR/STP	2020	595,000	368,900	226,100			
MAGOFFIN	10-10003	KY 30		10.91	10.944	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-30 BRIDGE OVER LICKING RIVER. (077B00059N)	D	BR/STP	2019	175,000	108,500	66,500			
MAGOFFIN	10-10003	KY 30		10.91	10.944	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-30 BRIDGE OVER LICKING RIVER. (077B00059N)	C	BR/STP	2020	945,000	585,900	359,100			
MAGOFFIN	10-10014	KY 3049		0.005	0.009	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 3049 BRIDGE OVER JOHNSON CREEK. (077B00069N)	D	BR/STP	2019	175,000	108,500	66,500			
MAGOFFIN	10-10014	KY 3049		0.005	0.009	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 3049 BRIDGE OVER JOHNSON CREEK. (077B00069N)	C	BR/STP	2020	402,500	249,550	152,950			
MAGOFFIN	10-10015	CR 1032		0.022	0.026	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WHITE BRANCH BRIDGE OVER STATE ROAD FORK. (077C00036N)	D	BR/STP	2019	175,000	108,500	66,500			
MAGOFFIN	10-10015	CR 1032		0.022	0.026	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WHITE BRANCH BRIDGE OVER STATE ROAD FORK. (077C00036N)	C	BR/STP	2020	437,500	271,250	166,250			
MAGOFFIN	10-20000	KY 9009		63.123	69.98	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 63.123 TO MILEPOINT 69.98	D	PM/STP	2020	400,000	320,000	80,000			
MAGOFFIN	10-20000	KY 9009		63.123	69.98	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 63.123 TO MILEPOINT 69.98	C	PM/STP	2020	4,000,000	3,200,000	800,000			
MAGOFFIN	10-20013	US 460	5.8	14.57	20.37	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-460 FROM MILEPOINT 14.57 TO MILEPOINT 20.37	C	PM/NH	2022	1,485,000	1,188,000	297,000			
MARION	4-8914	KY 84		13.176	13.192	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 84 OVER HARDINS CREEK. (16CCN)(078B00025N)	D	BR/STP	2019	94,500	58,590	35,910			
MARION	4-8914	KY 84		13.176	13.192	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 84 OVER HARDINS CREEK. (16CCN)(078B00025N)	C	BR/STP	2019	616,000	381,920	234,080			
MARION	4-8916	KY 55		1.866	4.669	RELIABILITY	RECONSTRUCTION(O)	HEARTLAND PARKWAY: IMPROVE MOBILITY FROM THE LEBANON BYPASS TO BOOKER ROAD (CR 1214) NEAR SPRINGFIELD. (16CCN)	R	NH	2019	350,000	350,000	-			
MARION	4-8916	KY 55		1.866	4.669	RELIABILITY	RECONSTRUCTION(O)	HEARTLAND PARKWAY: IMPROVE MOBILITY FROM THE LEBANON BYPASS TO BOOKER ROAD (CR 1214) NEAR SPRINGFIELD. (16CCN)	U	NH	2019	350,000	350,000	-			
MARION	4-8916	KY 55		1.866	4.669	RELIABILITY	RECONSTRUCTION(O)	HEARTLAND PARKWAY: IMPROVE MOBILITY FROM THE LEBANON BYPASS TO BOOKER ROAD (CR 1214) NEAR SPRINGFIELD. (16CCN)	C	NH	2022	5,000,000	4,000,000	1,000,000			
MARION	4-10003	CR 1127		0.149	0.155	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WHITE OAK CRK RD BRIDGE OVER WHITE OAK CREEK. (078C00035N)	D	BR/STP	2019	98,000	60,760	37,240			

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MARION	4-10003	CR 1127		0.149	0.155	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WHITE OAK CRK RD BRIDGE OVER WHITE OAK CREEK. (078C00035N)	C	BR/STP	2020	217,000	134,540	82,460			
MARSHALL	1-398	US 62		7.2	8.497	RELIABILITY	MAJOR WIDENING(O)	IMPROVE ACCESS AND REDUCE CONGESTION ON US-62 FROM KY-95 TO THE EXISTING FOUR-LANE HIGHWAY AT LONE VALLEY RD NEAR I-24 INTERCHANGE AND FUTURE I-69 CONNECTION.	D	STP	2021	750,000	600,000	150,000			
MARSHALL	1-10003	KY 1949		7.319	7.329	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1949 BRIDGE OVER SMITH CREEK. (079B00110N)	D	BR/STP	2019	250,000	155,000	95,000			
MARSHALL	1-10003	KY 1949		7.319	7.329	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1949 BRIDGE OVER SMITH CREEK. (079B00110N)	C	BR/STP	2021	455,000	282,100	172,900			
MARSHALL	1-20016	US 641		7.981	8.824	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/STP	2019	75,000	60,000	15,000			
MARSHALL	1-20016	US 641		7.981	8.824	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/STP	2019	750,000	600,000	150,000			
MARTIN	12-1092	CR 1324		0	0.028	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE AND APPROACHES ON PR-1015 OVER ROCKCASTLE CREEK (C26) 275 FEET WEST JCT. KY-3 JUST SOUTH OF CROOKED RUN ROAD. (080C00026N)	C	BR/STP	2019	60,000	37,200	22,800			
MARTIN	12-10023	CR 1120		0.091	0.101	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WILLIS DIALS RD BRIDGE OVER PIGEONROOST FORK. (080C00053N)	D	BR/STP	2019	157,500	97,650	59,850			
MARTIN	12-10023	CR 1120		0.091	0.101	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WILLIS DIALS RD BRIDGE OVER PIGEONROOST FORK. (080C00053N)	C	BR/STP	2020	467,880	290,086	177,794			
MARTIN	12-20006	KY 645	6.11	0	6.11	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-645 FROM MILEPOINT 0.00 TO MILEPOINT 6.11	C	PM/STP	2022	2,015,000	1,612,000	403,000			
MASON	9-1095	US 68	0.4	16.8	17.2	ASSET MANAGEMENT	AM-BRIDGE (P)	REPAIR BRIDGE ON US 68 OVER LAWRENCE CREEK 0.13 MI SW OF KY 3056. (081B00067N)(16CCR)	C	BR/NH	2019	1,400,000	868,000	532,000			
MASON	9-8906	KY 3056		3.679	3.685	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 3056 OVER SOUTH FORK LAWRENCE CREEK. (16CCN)(081B00020N)	C	BR/STP	2020	1,120,000	694,400	425,600			
MASON	9-8910	CR 1124		0.007	0.029	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF THE BRIDGE ON DAVIS LANE. (16CCN)(081C00022N)	C	BR/STP	2020	875,000	542,500	332,500			
MASON	9-8911	CR 1019		0.189	0.197	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF THE BRIDGE ON KENNEDY CREEK ROAD. (16CCN)(081C00009N)	C	BR/STP	2020	560,000	347,200	212,800			
MASON	9-8916	CR 1122		1.576	1.594	ASSET MANAGEMENT	AM-BRIDGE (P)	REPAIR BRIDGE (081C00018N) ON DIXIE PIKE. (16CCN)(SD)	C	BR/STP	2019	60,000	37,200	22,800			
MASON	9-10013	US 68		18.045	18.457	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON WILLIAM HARSHA BRIDGE OVER THE OHIO RIVER. JOINT PROJECT WITH OHIO. (081B00069N)(BSBP)(SD)	D	BR/NH	2019	100,000	62,000	38,000			

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MASON	9-10013	US 68		18.045	18.457	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON WILLIAM HARSHA BRIDGE OVER THE OHIO RIVER. JOINT PROJECT WITH OHIO. (081B00069N)(BSBP)(SD)	C	BR/NH	2020	2,800,000	1,736,000	1,064,000			
MASON	9-20011	US 68		0	10.3	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/NH	2020	825,000	660,000	165,000			
MASON	9-20011	US 68		0	10.3	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/NH	2020	8,250,000	6,600,000	1,650,000			
MCCRACKEN	1-2	I 24	1	0	1.067	ASSET MANAGEMENT	AM-BRIDGE (P)	I-24 BRIDGE OVER THE OHIO RIVER @ PADUCAH (B100); JOINT PROJECT WITH ILLINOIS TO MITIGATE SCOUR (073B00100N)(BSBP)(SD)	C	BR/NH	2020	260,000	161,200	98,800			
MCCRACKEN	1-115.1	US 60	1.6	0.4	1.968	RELIABILITY	MAJOR WIDENING(O)	PADUCAH-WICKLIFFE RD: IMPROVE US-60 FROM BETHEL CHURCH ROAD TO KY-1154 (MARTIN MARIETTA) (04CCR) (TO BE LET WITH 1-115.00).(10CCR)(12CCR)(18CCR)	R	NH	2019	1,320,000	1,320,000	-			
MCCRACKEN	1-115.1	US 60	1.6	0.4	1.968	RELIABILITY	MAJOR WIDENING(O)	PADUCAH-WICKLIFFE RD: IMPROVE US-60 FROM BETHEL CHURCH ROAD TO KY-1154 (MARTIN MARIETTA) (04CCR) (TO BE LET WITH 1-115.00).(10CCR)(12CCR)(18CCR)	U	NH	2022	2,710,000	2,168,000	542,000			
MCCRACKEN	1-115.11	US 60	1.6	0.4	1.968	RELIABILITY	PREFINANCD CONVRSN(O)	PADUCAH-WICKLIFFE RD: IMPROVE US-60 FROM BETHEL CHURCH ROAD TO KY-1154 (MARTIN MARIETTA) (04CCR) (TO BE LET WITH 1-115.00).(10CCR)(12CCR)(18CCR)	R	NH	2019	1,320,000	1,320,000	-			
MCCRACKEN	1-154	US 60	0.407	10.484	10.891	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	CONSTRUCT A DOUBLE-CROSSOVER DIAMOND INTERCHANGE ON US-60 AT THE I-24 INTERCHANGE NEAR KENTUCKY OAKS MALL.	C	NH	2019	3,960,000	3,960,000	-			
MCCRACKEN	1-1152	KY 1954	0.022	0.768	0.79	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BOTTOM DITCH ON KY 1954 0.7 MILE NORTH OF KY 348 (073B00096N) .	C	BR/STP	2020	574,000	355,880	218,120			
MCCRACKEN	1-1154	KY 994	0.038	2.27	2.308	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BRANCH OF BOTTOM DITCH ON KY 994 0.8 MI NW OF KY 348 (073B00015N)(EBRP)	D	BR/STP	2019	168,000	104,160	63,840			
MCCRACKEN	1-1154	KY 994	0.038	2.27	2.308	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BRANCH OF BOTTOM DITCH ON KY 994 0.8 MI NW OF KY 348 (073B00015N)(EBRP)	C	BR/STP	2020	791,000	490,420	300,580			
MCCRACKEN	1-10006	I 24		0	1	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES ON I-24 BRIDGE OVER OHIO RIVER. JOINT PROJECT WITH ILLINOIS. (073B00100N)(BSBP)(SD)	C	BR/NH	2020	2,000,000	1,240,000	760,000			
MCCRACKEN	1-10007	I 24		0	1	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES WITH BRIDGE LIGHTING ON I-24 BRIDGE OVER THE OHIO RIVER. JOINT PROJECT WITH ILLINOIS. (073B000100N)(BSBP)(SD)	C	BR/NH	2019	375,000	232,500	142,500			

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MCCRACKEN	1-10012	KY 339		5.387	5.403	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 339 BRIDGE OVER MASSAC CREEK. (073B00058N)	D	BR/STP	2019	210,000	130,200	79,800			
MCCRACKEN	1-10012	KY 339		5.387	5.403	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 339 BRIDGE OVER MASSAC CREEK. (073B00058N)	C	BR/STP	2020	892,500	553,350	339,150			
MCCRACKEN	1-20019	US 45		10.33	10.806	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/NH	2019	100,000	80,000	20,000			
MCCRACKEN	1-20019	US 45		10.33	10.806	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/NH	2019	1,000,000	800,000	200,000			
MCCRACKEN	1-20031	US 60	5.48	2.22	7.7	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-60 FROM MILEPOINT 2.22 TO MILEPOINT 7.70	C	PM/NH	2022	853,000	682,400	170,600			
MCCREARY	8-261.3	KY 92	4.566	20.335	24.835	RELIABILITY	RELOCATION(O)	IMPROVE KY-92 FROM WEST OF KY-592 TO EAST OF THE WHITLEY/MCCREARY COUNTY LINE (SECTION 2).(2014BOP)(SAME AS 11-184.20)	C	STP	2019	8,000,000	8,000,000	-			
MCCREARY	8-261.31	KY 92	4.566	20.335	24.835	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE KY-92 FROM WEST OF KY-592 TO EAST OF THE WHITLEY/MCCREARY COUNTY LINE (SECTION 2).(2014BOP)(SAME AS 11-184.20)	C	STP	2020	7,000,000	7,000,000	-			
MCCREARY	8-261.32	KY 92		20.335	24.835	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE KY-92 FROM WEST OF KY-592 TO EAST OF THE WHITLEY/MCCREARY COUNTY LINE (SECTION 2).(2014BOP)(SAME AS 11-184.20)	C	STP	2021	9,000,000	7,200,000	1,800,000			
MCCREARY	8-1065	CR 1239	0.04	0.25	0.29	RELIABILITY	AM-BRIDGE (P)	BRIDGE OVER ROCK CREEK ON OLD FIDELITY-BELL FARM ROAD (CR 1239) 0.25 MI W OF ROCK CREEK ROAD (CR 1236) (074C00008N)(SR=22)	D	BR/STP	2019	196,000	121,520	74,480			
MCCREARY	8-1065	CR 1239	0.04	0.25	0.29	RELIABILITY	AM-BRIDGE (P)	BRIDGE OVER ROCK CREEK ON OLD FIDELITY-BELL FARM ROAD (CR 1239) 0.25 MI W OF ROCK CREEK ROAD (CR 1236) (074C00008N)(SR=22)	C	BR/STP	2020	448,000	277,760	170,240			
MCCREARY	8-10002	KY 1044		4.385	4.399	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1044 BRIDGE OVER MARSH CREEK. (074B00023N)	D	BR/STP	2019	175,000	108,500	66,500			
MCCREARY	8-10002	KY 1044		4.385	4.399	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1044 BRIDGE OVER MARSH CREEK. (074B00023N)	C	BR/STP	2020	451,500	279,930	171,570			
MCCREARY	8-10003	KY 700		14.059	14.091	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-700 BRIDGE OVER INDIAN CREEK. (074B00026N)	D	BR/STP	2019	210,000	130,200	79,800			
MCCREARY	8-10003	KY 700		14.059	14.091	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-700 BRIDGE OVER INDIAN CREEK. (074B00026N)	C	BR/STP	2020	1,155,000	716,100	438,900			
MCCREARY	8-10004	KY 478		8.388	8.404	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-478 BRIDGE OVER MARSH CREEK. (074B00027N)	D	BR/STP	2019	175,000	108,500	66,500			
MCCREARY	8-10004	KY 478		8.388	8.404	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-478 BRIDGE OVER MARSH CREEK. (074B00027N)	C	BR/STP	2020	521,500	323,330	198,170			
MCLEAN	2-1078	US 431	0.142	0	0.071	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF OVERFLOW STRUCTURE ON US-431 AT THE MUHLENBERG-MCLEAN CO LINE B00056N.	C	BR/STP	2019	2,500,000	1,550,000	950,000			

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MCLEAN	2-1090	KY 2385	0.08	3.5	3.58	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BRANCH OF POND DRAIN CREEK ON KY 2385 0.9 MI SW OF KY 81 (075B00066N)	D	BR/STP	2019	308,000	190,960	117,040			
MCLEAN	2-10007	US 431		0.743	0.837	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US-431 BRIDGE OVER DRAIN TO CYPRESS CREEK. (075B00019N)	D	BR/STP	2019	280,000	173,600	106,400			
MCLEAN	2-10007	US 431		0.743	0.837	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US-431 BRIDGE OVER DRAIN TO CYPRESS CREEK. (075B00019N)	C	BR/STP	2020	3,010,000	1,866,200	1,143,800			
MCLEAN	2-10008	KY 81		5.655	5.661	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-81 BRIDGE OVER SLOUGH. (075B00026N)	D	BR/STP	2019	245,000	151,900	93,100			
MCLEAN	2-10008	KY 81		5.655	5.661	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-81 BRIDGE OVER SLOUGH. (075B00026N)	C	BR/STP	2020	892,500	553,350	339,150			
MEADE	4-1088	KY 823	0.01	0.54	0.55	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CULVERT OVER UNNAMED STREAM ON KY 823 0.5 MILE WEST OF KY 2734.(082B00008N)	D	BR/STP	2019	105,000	65,100	39,900			
MEADE	4-1088	KY 823	0.01	0.54	0.55	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CULVERT OVER UNNAMED STREAM ON KY 823 0.5 MILE WEST OF KY 2734.(082B00008N)	C	BR/STP	2020	560,000	347,200	212,800			
MENIFEE	10-372	KY 1274		6.5	8	RELIABILITY	FOREST HIGHWAY(P)	ROCKFALL/SLOPE IMPROVEMENTS ALONG KY 1274 NORTH OF THE LONG BOW BOAT RAMP IN MENIFEE COUNTY. (2016BOP)	R	FH	2019	100,000	100,000	-			
MENIFEE	10-372	KY 1274		6.5	8	RELIABILITY	FOREST HIGHWAY(P)	ROCKFALL/SLOPE IMPROVEMENTS ALONG KY 1274 NORTH OF THE LONG BOW BOAT RAMP IN MENIFEE COUNTY. (2016BOP)	U	FH	2019	100,000	100,000	-			
MENIFEE	10-372	KY 1274		6.5	8	RELIABILITY	FOREST HIGHWAY(P)	ROCKFALL/SLOPE IMPROVEMENTS ALONG KY 1274 NORTH OF THE LONG BOW BOAT RAMP IN MENIFEE COUNTY. (2016BOP)	C	FH	2019	2,625,000	2,625,000	-			
MENIFEE	10-373	KY 1274		13.28	13.378	RELIABILITY	FOREST HIGHWAY(P)	ROCKFALL/SLOPE IMPROVEMENTS ALONG KY 1274 SOUTH OF THE MENIFEE/ROWAN COUNTY LINE. (2016BOP)	R	FH	2019	250,000	250,000	-			
MENIFEE	10-373	KY 1274		13.28	13.378	RELIABILITY	FOREST HIGHWAY(P)	ROCKFALL/SLOPE IMPROVEMENTS ALONG KY 1274 SOUTH OF THE MENIFEE/ROWAN COUNTY LINE. (2016BOP)	U	FH	2019	250,000	250,000	-			
MENIFEE	10-373	KY 1274		13.28	13.378	RELIABILITY	FOREST HIGHWAY(P)	ROCKFALL/SLOPE IMPROVEMENTS ALONG KY 1274 SOUTH OF THE MENIFEE/ROWAN COUNTY LINE. (2016BOP)	C	FH	2019	4,010,000	4,010,000	-			
MERCER	7-10003	KY 1941		3.515	3.531	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1941 BRIDGE OVER CHAPLIN RIVER. (084B00030N)	D	BR/STP	2019	300,000	186,000	114,000			
MERCER	7-10003	KY 1941		3.515	3.531	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1941 BRIDGE OVER CHAPLIN RIVER. (084B00030N)	C	BR/STP	2020	682,000	422,840	259,160			
MERCER	7-10004	CR 1322		0.247	0.255	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF STRATTON RD BRIDGE OVER BRUSH CREEK. (084C00029N)	D	BR/STP	2019	192,500	119,350	73,150			
MERCER	7-10004	CR 1322		0.247	0.255	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF STRATTON RD BRIDGE OVER BRUSH CREEK. (084C00029N)	C	BR/STP	2020	595,000	368,900	226,100			

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METCALFE	3-1087	KY 496	0.02	11.201	11.221	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER OIL WELL BRANCH ON KY 496 0.5 MILE SE OF KY 533.(085B00025N) EBRP)(SD)	D	BR/STP	2019	175,000	108,500	66,500			
METCALFE	3-1087	KY 496	0.02	11.201	11.221	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER OIL WELL BRANCH ON KY 496 0.5 MILE SE OF KY 533.(085B00025N) EBRP)(SD)	C	BR/STP	2020	287,000	177,940	109,060			
METCALFE	3-8706	US 68	2.191	17.635	20.016	RELIABILITY	SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS ON US-68 FROM THE CUMBERLAND PARKWAY TO THE GREEN/METCALFE COUNTY LINE.(12CCN)(16CCN)(18CCN)	R	STP	2021	775,000	620,000	155,000			
METCALFE	3-8706	US 68	2.191	17.635	20.016	RELIABILITY	SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS ON US-68 FROM THE CUMBERLAND PARKWAY TO THE GREEN/METCALFE COUNTY LINE.(12CCN)(16CCN)(18CCN)	U	STP	2022	970,000	776,000	194,000			
METCALFE	3-10005	KY 1243		7.493	7.497	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1243 BRIDGE OVER KNOB LICK SPRINGS. (085B00034N)	D	BR/STP	2019	157,500	97,650	59,850			
METCALFE	3-10005	KY 1243		7.493	7.497	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1243 BRIDGE OVER KNOB LICK SPRINGS. (085B00034N)	C	BR/STP	2020	262,500	162,750	99,750			
METCALFE	3-10006	CR 1108		0.181	0.209	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MOSBY RIDGE RD BRIDGE OVER E FORK LITTLE BARREN RVR. (085C00005N)	D	BR/STP	2019	210,000	130,200	79,800			
METCALFE	3-10006	CR 1108		0.181	0.209	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MOSBY RIDGE RD BRIDGE OVER E FORK LITTLE BARREN RVR. (085C00005N)	C	BR/STP	2020	896,000	555,520	340,480			
METCALFE	3-20013	LN 9008		22.357	36.16	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 22.357 TO MILEPOINT 36.16	D	PM/NH	2021	1,100,000	880,000	220,000			
METCALFE	3-20013	LN 9008		22.357	36.16	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 22.357 TO MILEPOINT 36.16	C	PM/NH	2021	11,000,000	8,800,000	2,200,000			
MONROE	3-7020.17					RELIABILITY	NEW ROUTE(O)	CONSTRUCT NEW ROUTE FOR THE EAST TOMPKINSVILLE BYPASS "SURFACING ONLY". (98CCN)(02CCR) (2002BOPC)(DESIGN "STP" FUNDING SHALL BE SUPPLEMENTAL TO THE AUTHORIZED AMOUNT ALREADY EXPENDED ON THIS PROJECT). (08CCR)(10CCR)(18CCR)	C	STP	2019	730,000	730,000	-			
MONROE	3-7020.18					RELIABILITY	PREFINANCD CONVRSN(O)	CONSTRUCT NEW ROUTE FOR THE EAST TOMPKINSVILLE BYPASS "SURFACING ONLY". (98CCN)(02CCR) (2002BOPC)(DESIGN "STP" FUNDING SHALL BE SUPPLEMENTAL TO THE AUTHORIZED AMOUNT ALREADY EXPENDED ON THIS PROJECT). (08CCR)(10CCR)(18CCR)	C	STP	2020	6,580,000	6,580,000	-			

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MONTGOMERY	7-240.01	KY 1991	1.768	0	1.768	RELIABILITY	MAJOR WIDENING(O)	WIDEN KY 1991 FROM MAYSVILLE ROAD TO MIDLAND TRAIL INDUSTRIAL PARK, MONTGOMERY COUNTY (SEE 7-8501.00 FOR "SPB" FUNDS)(2005HPP-KY129)	C	HPP	2019	559,899	559,899	-			
MORGAN	10-1111	US 460	0.05	25.74	25.79	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER WHITE OAK CREEK ON US 460 0.5 MILE NW OF KY 1000. (088B00021N)	D	BR/STP	2019	224,000	138,880	85,120			
MORGAN	10-1111	US 460	0.05	25.74	25.79	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER WHITE OAK CREEK ON US 460 0.5 MILE NW OF KY 1000. (088B00021N)	C	BR/STP	2020	1,239,000	768,180	470,820			
MORGAN	10-8902	KY 191	0.04	7.813	7.853	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 191 OVER CANEY CREEK .5 MILES WEST OF KY 1162. (16CCN)(SD)	D	BR/STP	2019	182,000	112,840	69,160			
MORGAN	10-8902	KY 191	0.04	7.813	7.853	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 191 OVER CANEY CREEK .5 MILES WEST OF KY 1162. (16CCN)(SD)	C	BR/STP	2020	756,000	468,720	287,280			
MORGAN	10-10016	US 460		27.809	27.815	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 460 BRIDGE OVER BIG SPRING BRANCH. (088B00022N)	D	BR/NH	2019	175,000	108,500	66,500			
MORGAN	10-10016	US 460		27.809	27.815	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 460 BRIDGE OVER BIG SPRING BRANCH. (088B00022N)	C	BR/NH	2020	472,500	292,950	179,550			
MORGAN	10-20001	KY 9009		57.72	63.08	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 57.72 TO MILEPOINT 63.08	D	PM/STP	2019	210,000	168,000	42,000			
MORGAN	10-20001	KY 9009		57.72	63.08	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 57.72 TO MILEPOINT 63.08	C	PM/STP	2019	2,100,000	1,680,000	420,000			
MORGAN	10-20014	KY 7	4.25	3.9	8.14	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-7 FROM MILEPOINT 3.90 TO MILEPOINT 8.14	C	PM/STP	2022	1,207,000	965,600	241,400			
MUHLENBERG	2-10009	CR 1141		2.415	2.433	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF UNION RIDGE RD BRIDGE OVER ROCKY CREEK. (089C00004N)	D	BR/STP	2019	175,000	108,500	66,500			
MUHLENBERG	2-10009	CR 1141		2.415	2.433	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF UNION RIDGE RD BRIDGE OVER ROCKY CREEK. (089C00004N)	C	BR/STP	2020	647,500	401,450	246,050			
NELSON	4-396.1	US 150	5.474	1.952	7.426	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY, MOBILITY, AND GEOMETRICS ON US-150 FROM THE BLUEGRASS PARKWAY TO THE NELSON/WASHINGTON COUNTY LINE. (2016BOP)(18CCR)	D	STP	2020	600,000	600,000	-			
NELSON	4-396.12	US 150		2.266	7.653	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY, MOBILITY, AND GEOMETRICS ON US-150 FROM THE BLUEGRASS PARKWAY TO THE NELSON/WASHINGTON COUNTY LINE. (18CCN)	D	STP	2021	600,000	480,000	120,000			

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NELSON	4-1078	US 62	0.1	27.278	27.318	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGES ON US 62 (HINKLE CREEK) AND KY 48 IN BLOOMFIELD 090B00096N (SR 28.2) 090B00095N (12CCR)	C	BR/STP	2019	1,260,000	781,200	478,800			
NELSON	4-1089	KY 509	0.018	3.61	3.628	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER FROMAN CREEK ON KY 509 0.9 MI W OF US 31E (090B00068N)	D	BR/STP	2019	105,000	65,100	39,900			
NELSON	4-1089	KY 509	0.018	3.61	3.628	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER FROMAN CREEK ON KY 509 0.9 MI W OF US 31E (090B00068N)	C	BR/STP	2020	756,000	468,720	287,280			
NELSON	4-10004	KY 52		12.591	12.621	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-52 BRIDGE OVER MONKS CREEK. (090B00033N)	D	BR/STP	2019	105,000	65,100	39,900			
NELSON	4-10004	KY 52		12.591	12.621	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-52 BRIDGE OVER MONKS CREEK. (090B00033N)	C	BR/STP	2020	1,015,000	629,300	385,700			
NELSON	4-10005	CS 4003		0.43	0.444	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF DEPOT ST BRIDGE OVER SIMPSON CREEK. (090C00045N)	D	BR/STP	2019	98,000	60,760	37,240			
NELSON	4-10005	CS 4003		0.43	0.444	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF DEPOT ST BRIDGE OVER SIMPSON CREEK. (090C00045N)	C	BR/STP	2020	406,000	251,720	154,280			
NELSON	4-10014	CR 1128		0.027	0.033	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF POTTERSHOP LOOP BRIDGE OVER ROWAN CREEK. (090C00021N)	D	BR/STP	2019	91,000	56,420	34,580			
NELSON	4-10014	CR 1128		0.027	0.033	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF POTTERSHOP LOOP BRIDGE OVER ROWAN CREEK. (090C00021N)	C	BR/STP	2020	227,500	141,050	86,450			
NELSON	4-20022	BG 9002		24.24	35.15	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF MARTHA LAYNE COLLINS BLUEGRASS PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 24.24 TO MILEPOINT 35.15	D	PM/NH	2022	875,000	700,000	175,000			
NELSON	4-20022	BG 9002		24.24	35.15	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF MARTHA LAYNE COLLINS BLUEGRASS PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 24.24 TO MILEPOINT 35.15	C	PM/NH	2022	8,750,000	7,000,000	1,750,000			
NELSON	4-20023	BG 9002		8.837	10.172	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF MARTHA LAYNE COLLINS BLUEGRASS PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 8.837 TO MILEPOINT 10.172	D	PM/NH	2019	110,000	88,000	22,000			
NELSON	4-20023	BG 9002		8.837	10.172	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF MARTHA LAYNE COLLINS BLUEGRASS PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 8.837 TO MILEPOINT 10.172	C	PM/NH	2019	1,100,000	880,000	220,000			
NELSON	4-20030	KY 49	4.52	0	4.52	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-49 FROM MILEPOINT 0.00 TO MILEPOINT 4.52	C	PM/STP	2022	484,000	387,200	96,800			
NICHOLAS	9-8951	CR 1010		2.387	2.414	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON ABNER'S MILL ROAD (CR 1010) 2.4 MILES NORTH OF KY 32. (16CCN)(18CCN)	C	BR/STP	2021	100,000	62,000	38,000			
NICHOLAS	9-10011	KY 36		2.96	2.972	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-36 BRIDGE OVER BRUSHY FORK. (091B00018N)	D	BR/STP	2019	525,000	325,500	199,500			

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NICHOLAS	9-10011	KY 36		2.96	2.972	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-36 BRIDGE OVER BRUSHY FORK. (091B00018N)	C	BR/STP	2020	1,610,000	998,200	611,800			
NICHOLAS	9-10012	CS 1096		0.075	0.085	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF DORSEY AVE BRIDGE OVER BRUSH FORK. (091C00029N)	D	BR/STP	2019	280,000	173,600	106,400			
NICHOLAS	9-10012	CS 1096		0.075	0.085	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF DORSEY AVE BRIDGE OVER BRUSH FORK. (091C00029N)	C	BR/STP	2020	595,000	368,900	226,100			
OHIO	2-1083	US 62	0.04	11.892	11.932	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON US 62 OVER BRANCH OF THREE LICK FORK 0.23 MILE E OF GREEN MEADOWS DR (CS 6068)092B00032 (SD)	C	BR/STP	2019	1,148,000	711,760	436,240			
OHIO	2-1091	US 62	0.074	12	12.074	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER THREE LICK FORK ON US 62 0.4 MILE E OF GREEN MEADOWS DRIVE (CS 6068) IN BEAVER DAM. (092B00033N)	D	BR/STP	2019	308,000	190,960	117,040			
OHIO	2-1091	US 62	0.074	12	12.074	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER THREE LICK FORK ON US 62 0.4 MILE E OF GREEN MEADOWS DRIVE (CS 6068) IN BEAVER DAM. (092B00033N)	C	BR/STP	2020	1,029,000	637,980	391,020			
OHIO	2-2092.2	WN 9007		49.7	50.1	RELIABILITY	I-CHANGE RECONST(O)	I-65 SPUR CORRIDOR; RECONSTRUCT THE EXISTING NATCHER PARKWAY/KY-69 INTERCHANGE (EXIT 50) IN OHIO COUNTY. (2016BOP)	C	NH	2021	8,700,000	6,960,000	1,740,000			
OHIO	2-10010	KY 85		9.614	9.627	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-85 BRIDGE OVER BR OF W FK LEWIS CREEK. (092B00053N)	D	BR/STP	2019	210,000	130,200	79,800			
OHIO	2-10010	KY 85		9.614	9.627	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-85 BRIDGE OVER BR OF W FK LEWIS CREEK. (092B00053N)	C	BR/STP	2020	962,500	596,750	365,750			
OHIO	2-10011	CR 1003		1.331	1.338	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WEST HALLS CREEK R BRIDGE OVER BRANCH OF HALLS CREEK. (092C00001N)	D	BR/STP	2019	175,000	108,500	66,500			
OHIO	2-10011	CR 1003		1.331	1.338	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WEST HALLS CREEK R BRIDGE OVER BRANCH OF HALLS CREEK. (092C00001N)	C	BR/STP	2020	630,000	390,600	239,400			
OHIO	2-10012	CR 1067		2.377	2.386	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF SUNNYDALE RD BRIDGE OVER BRANCH OF ROUGH RIVER. (092C00020N)	D	BR/STP	2019	175,000	108,500	66,500			
OHIO	2-10012	CR 1067		2.377	2.386	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF SUNNYDALE RD BRIDGE OVER BRANCH OF ROUGH RIVER. (092C00020N)	C	BR/STP	2020	630,000	390,600	239,400			
OHIO	2-10013	CR 1036		2.88	2.892	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF RAILROAD BED RD BRIDGE OVER WFK ADAMS CREEK. (092C00067N)	D	BR/STP	2019	210,000	130,200	79,800			
OHIO	2-10013	CR 1036		2.88	2.892	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF RAILROAD BED RD BRIDGE OVER WFK ADAMS CREEK. (092C00067N)	C	BR/STP	2020	735,000	455,700	279,300			

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OHIO	2-10014	CR 1414		4.907	4.92	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF JOHNSON SCHOOL RD BRIDGE OVER BARASS DITCH. (092C00080N)	D	BR/STP	2019	175,000	108,500	66,500			
OHIO	2-10014	CR 1414		4.907	4.92	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF JOHNSON SCHOOL RD BRIDGE OVER BARASS DITCH. (092C00080N)	C	BR/STP	2020	647,500	401,450	246,050			
OHIO	2-10015	CR 1083		0.007	0.012	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF ROCK CREEK LN BRIDGE OVER BR-S.FK PANTHER CK. (092C00097N)	D	BR/STP	2019	210,000	130,200	79,800			
OHIO	2-10015	CR 1083		0.007	0.012	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF ROCK CREEK LN BRIDGE OVER BR-S.FK PANTHER CK. (092C00097N)	C	BR/STP	2020	840,000	520,800	319,200			
OHIO	2-10016	CR 1510		0.256	0.269	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF QUARTERHORSE LN BRIDGE OVER N FK PANTHER CREEK. (092C00133N)	D	BR/STP	2019	245,000	151,900	93,100			
OHIO	2-10016	CR 1510		0.256	0.269	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF QUARTERHORSE LN BRIDGE OVER N FK PANTHER CREEK. (092C00133N)	C	BR/STP	2020	892,500	553,350	339,150			
OHIO	2-20038	US 62		19.797	25.95	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/STP	2022	500,000	400,000	100,000			
OHIO	2-20038	US 62		19.797	25.95	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/STP	2022	5,000,000	4,000,000	1,000,000			
OHIO	2-20039	WK 9001		65.68	83.3	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 65.68 TO MILEPOINT 83.3	C	PM/NH	2020	16,596,000	13,276,800	3,319,200			
OHIO	2-20040	WK 9001		83.3	87.544	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WENDELL H. FORD WESTERN KY PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 83.3 TO MILEPOINT 87.544	C	PM/NH	2020	4,282,000	3,425,600	856,400			
OHIO	2-20041	WN 9007		49.8	59.86	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 49.8 TO MILEPOINT 59.86 (61.553 NON-CARDINAL)	C	PM/NH	2020	11,064,000	8,851,200	2,212,800			
OHIO	2-20049	KY 136	9.6	0	9.6	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-136 FROM MILEPOINT 0.00 TO MILEPOINT 9.60	C	PM/STP	2022	1,177,000	941,600	235,400			
OLDHAM	5-410.01	CR 1203		0	3.391	SAFETY	BIKE/PED FACIL(O)	OLDHAM COUNTY BICYCLE & PEDESTRIAN TRAIL - OLD LAGRANGE RD. CONSTRUCT A BICYCLE AND PEDESTRIAN TRAIL ALONG OLD LAGRANGE ROAD FROM KY 146 TO THE INTERSECTION WITH KY 329 BYPASS. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (14CCR)(18CCR)	D	SLO	2019	250,000	200,000		50,000		

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OLDHAM	5-410.01	CR 1203		0	3.391	SAFETY	BIKE/PED FACIL(O)	OLDHAM COUNTY BICYCLE & PEDESTRIAN TRAIL - OLD LAGRANGE RD. CONSTRUCT A BICYCLE AND PEDESTRIAN TRAIL ALONG OLD LAGRANGE ROAD FROM KY 146 TO THE INTERSECTION WITH KY 329 BYPASS. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (14CCR)(18CCR)	R	SLO	2020	500,000	400,000		100,000		
OLDHAM	5-434	CR 1002	0.75	0	0.747	SAFETY	SAFETY(P)	CONSTRUCT A 4-LANE UNINTERRUPTED RAIL UNDERPASS WEST OF LAGRANGE. (LOCAL MATCH)(ALL WORK BY OLDHAM COUNTY) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (14CCR)	C	SLO	2019	10,000,000	8,000,000		2,000,000		
OLDHAM	5-440.1	KY 1793	0.286	1.542	1.828	SAFETY	SAFETY(P)	CONSTRUCT SIDEWALKS ON KY 1793 FROM RIDGEVIEW DRIVE TO SETTLERS POINT TRAIL.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLO	2019	100,000	80,000		20,000		
OLDHAM	5-441.01	US 42	0.9	0	0.942	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 42 AND WIDEN FROM 2 LANES TO 3 LANES (3RD LANE WILL BE A CENTER TURN LANE) FROM JEFFERSON/OLDHAM COUNTY LINE TO RIDGEMOOR DRIVE. PROJECT WILL INCLUDE THE CONSIDERATION OF IMPROVEMENTS TO THE HAYFIELD WAY INTERSECTION. (2004BOPC)	C	SLO	2019	5,320,000	4,256,000		1,064,000		
OLDHAM	5-468.1	CS 2102	0.041	0	0.041	RELIABILITY	CONGESTION MITIGTN(O)	CONSTRUCTION OF A PARK AND RIDE FACILITY INCLUDING A PARKING LOT, SHELTER, PLAYGROUND, BIKE LOCKERS, WALKWAYS, AND A 1000' ACCESS ROAD LOCATED ON APPLE PATCH WAY OFF OF KY-329 NEAR I-71 EXIT 14 IN CRESTWOOD.(2010BOPC)(ADDITIONAL FUNDING)(14CCN)	C	SLO	2019	1,174,800	939,840		234,960		
OLDHAM	5-483.1	I 71	3.9	14.1	18	RELIABILITY	MAJOR WIDENING(O)	WIDEN I-71 FROM FOUR TO SIX LANES FROM KY-329 (MP 14.1) TO KY-393 (MP 18.0). (16CCN)	D	NH	2019	3,500,000	3,500,000	-			YES
OLDHAM	5-483.1	I 71	3.9	14.1	18	RELIABILITY	MAJOR WIDENING(O)	WIDEN I-71 FROM FOUR TO SIX LANES FROM KY-329 (MP 14.1) TO KY-393 (MP 18.0). (16CCN)	R	NH	2022	1,900,000	1,520,000	380,000			YES
OLDHAM	5-483.1	I 71	3.9	14.1	18	RELIABILITY	MAJOR WIDENING(O)	WIDEN I-71 FROM FOUR TO SIX LANES FROM KY-329 (MP 14.1) TO KY-393 (MP 18.0). (16CCN)	U	NH	2022	1,700,000	1,360,000	340,000			YES
OLDHAM	5-483.3	I 71		20	21	RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT NEW I-71 INTERCHANGE BETWEEN KY-393 AND KY-53 TO RELIEVE CONGESTION IN LAGRANGE.	D	NH	2019	1,500,000	1,500,000	-			YES
OLDHAM	5-483.3	I 71		20	21	RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT NEW I-71 INTERCHANGE BETWEEN KY-393 AND KY-53 TO RELIEVE CONGESTION IN LAGRANGE.	R	NH	2019	3,000,000	3,000,000	-			YES

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OLDHAM	5-483.3	I 71		20	21	RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT NEW I-71 INTERCHANGE BETWEEN KY-393 AND KY-53 TO RELIEVE CONGESTION IN LAGRANGE.	U	NH	2019	1,900,000	1,900,000	-			YES
OLDHAM	5-483.3	I 71		20	21	RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT NEW I-71 INTERCHANGE BETWEEN KY-393 AND KY-53 TO RELIEVE CONGESTION IN LAGRANGE.	C	NH	2020	6,000,000	6,000,000	-			YES
OLDHAM	5-483.31	I 71		20	21	RELIABILITY	PREFINANCD CONVRSN(O)	CONSTRUCT NEW I-71 INTERCHANGE BETWEEN KY-393 AND KY-53 TO RELIEVE CONGESTION IN LAGRANGE.	C	NH	2021	6,000,000	4,800,000	1,200,000			YES
OLDHAM	5-494	CR 1209		1.43	1.44	SAFETY	SAFETY-HAZARD ELIM(P)	OLD FLOYDSBURG ROAD SAFETY IMPROVEMENTS: REPLACE NARROW ONE-LANE CULVERT CROSSING; CLEAR TREES AND VEGETATION OUT OF RIGHT-OF-WAY; ADD SHOULDER TO THE ROAD, AND ADD SIGNAGE FOR SAFETY.	C	SLO	2019	700,000	560,000		140,000		
OLDHAM	5-542	KY 329		7.226		RELIABILITY	RECONSTRUCTION(O)	INTERSECTION REALIGNMENT/RECONSTRUCTION AT KY 329 AND KY 329 BYPASS (2016BOP).	R	SLO	2019	100,000	80,000		20,000		
OLDHAM	5-542	KY 329		7.226		RELIABILITY	RECONSTRUCTION(O)	INTERSECTION REALIGNMENT/RECONSTRUCTION AT KY 329 AND KY 329 BYPASS (2016BOP).	U	SLO	2020	100,000	80,000		20,000		
OLDHAM	5-754					RELIABILITY	NEW ROUTE(O)	CONSTRUCTION OF A NEW CONNECTION FROM OLD LAGRANGE ROAD TO KY 393 AT BUCKNER. LPA CONTRACT. (BOP2012)	U	SLO	2019	228,000	182,400		45,600		
OLDHAM	5-754					RELIABILITY	NEW ROUTE(O)	CONSTRUCTION OF A NEW CONNECTION FROM OLD LAGRANGE ROAD TO KY 393 AT BUCKNER. LPA CONTRACT. (BOP2012)	C	SLO	2019	2,300,000	1,840,000		460,000		
OLDHAM	5-757	CS 2030		0	0.45	SAFETY	BIKE/PED FACIL(O)	CONSTRUCT 5' CONCRETE SIDEWALKS IN THE EXISTING RIGHT-OF-WAY ALONG BOTH SIDES OF SPRING HILL TRACE FROM KY 329 TO THE END OF THE EXISTING SUBDIVISION, SLIGHTLY BEYOND SPRING HILL COURT (2014BOP).	U	SLO	2019	75,000	60,000		15,000		
OLDHAM	5-757	CS 2030		0	0.45	SAFETY	BIKE/PED FACIL(O)	CONSTRUCT 5' CONCRETE SIDEWALKS IN THE EXISTING RIGHT-OF-WAY ALONG BOTH SIDES OF SPRING HILL TRACE FROM KY 329 TO THE END OF THE EXISTING SUBDIVISION, SLIGHTLY BEYOND SPRING HILL COURT (2014BOP).	C	SLO	2019	445,000	356,000		89,000		
OLDHAM	5-10012	KY 1488		2.031	2.037	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1488 BRIDGE OVER ORGAN CREEK. (093B00048N)	D	BR/STP	2019	280,000	173,600	106,400			
OLDHAM	5-10012	KY 1488		2.031	2.037	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1488 BRIDGE OVER ORGAN CREEK. (093B00048N)	C	BR/STP	2020	343,000	212,660	130,340			

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OWEN	6-1088	CR 1214	0.04	0.22	0.26	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER CEDAR CREEK ON SAWDRIDGE CREEK W ROAD (CR 1214) 0.2 MI N OF US 127 (094C00011N)	C	BR/STP	2020	672,000	416,640	255,360			
OWEN	6-10013	KY 3102		3.005	3.017	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 3102 BRIDGE OVER BRUSH CREEK. (094B00034N)	D	BR/STP	2019	280,000	173,600	106,400			
OWEN	6-10013	KY 3102		3.005	3.017	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 3102 BRIDGE OVER BRUSH CREEK. (094B00034N)	C	BR/STP	2020	1,942,500	1,204,350	738,150			
OWEN	6-20052	KY 22	7.23	11.33	18.56	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-22 FROM MILEPOINT 11.33 TO MILEPOINT 18.56	C	PM/STP	2022	947,000	757,600	189,400			
OWSLEY	10-279.61	KY 30	13.562	0	5.166	RELIABILITY	RECONSTRUCTION(O)	IMPROVE KY-30 FROM KY-847 IN OWSLEY COUNTY TO JACKSON COUNTY LINE.(LET W/ JACKSON CO. SECTION UNDER 11-278.30)(SEE 10-279.60 FOR PE & ENVIR)(AR/W)(14CCR)(16CCR)(18CCR)	C	STP	2019	14,500,000	14,500,000	-			
OWSLEY	10-279.62	KY 30	13.562	0	5.166	RELIABILITY	PREFINANCD CONVRSN(P)	IMPROVE KY-30 FROM KY-847 IN OWSLEY COUNTY TO JACKSON COUNTY LINE.(LET W/ JACKSON CO. SECTION UNDER 11-278.30)(SEE 10-279.60 FOR PE & ENVIR)(AR/W)(14CCR)(16CCR)(18CCR)	C	STP	2021	14,500,000	11,600,000	2,900,000			
PENDLETON	6-10004	KY 159		4.658	4.68	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-159 BRIDGE OVER NORTH LITTLE KINCAID CRE. (096B00006N)	D	BR/STP	2019	210,000	130,200	79,800			
PENDLETON	6-10004	KY 159		4.658	4.68	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-159 BRIDGE OVER NORTH LITTLE KINCAID CRE. (096B00006N)	C	BR/STP	2020	490,000	303,800	186,200			
PERRY	10-209	KY 476	0.9	0	0.9	RELIABILITY	RECONSTRUCTION(O)	IMPROVE KY-476 FROM KY-15X IN WALKERTOWN TO NORTH OF WALKER CORNETT ROAD IN WABACO.	D	STP	2021	600,000	480,000	120,000			
PERRY	10-1113	CR 1114	0.047	0.07	0.117	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NORTH FORK KENTUCKY RIVER ON KENMONT ROAD (CR 1114) 380 FT SE OF KY 7 (097C00005N)	D	BR/STP	2019	224,000	138,880	85,120			
PERRY	10-1113	CR 1114	0.047	0.07	0.117	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NORTH FORK KENTUCKY RIVER ON KENMONT ROAD (CR 1114) 380 FT SE OF KY 7 (097C00005N)	C	BR/STP	2020	1,400,000	868,000	532,000			
PERRY	10-1114	CR 1140	0.009	0	0.009	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER STRAIGHT FORK ON LITTLE LEATHERWOOD CREEK ROAD (CR 1140) AT JCT WITH KY 3348 (097C00013N)	D	BR/STP	2019	182,000	112,840	69,160			
PERRY	10-1114	CR 1140	0.009	0	0.009	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER STRAIGHT FORK ON LITTLE LEATHERWOOD CREEK ROAD (CR 1140) AT JCT WITH KY 3348 (097C00013N)	C	BR/STP	2020	504,000	312,480	191,520			

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PERRY	10-8903	HR 9006	0.2	54.9	55.1	RELIABILITY	NEW INTERCHANGE(O)	NEW INTERCHANGE OFF OF A NEW EXIT 55 HAL ROGERS PARKWAY. (16CCN)(18CCN)	R	STP	2019	1,200,000	1,200,000	-			
PERRY	10-8903	HR 9006	0.2	54.9	55.1	RELIABILITY	NEW INTERCHANGE(O)	NEW INTERCHANGE OFF OF A NEW EXIT 55 HAL ROGERS PARKWAY. (16CCN)(18CCN)	U	STP	2020	320,000	320,000	-			
PERRY	10-8903	HR 9006	0.2	54.9	55.1	RELIABILITY	NEW INTERCHANGE(O)	NEW INTERCHANGE OFF OF A NEW EXIT 55 HAL ROGERS PARKWAY. (16CCN)(18CCN)	C	STP	2021	1,632,000	1,305,600	326,400			
PERRY	10-8906	KY 80	4.6	0	4.6	RELIABILITY	SAFETY(P)	SAFETY IMPROVEMENTS ON KY-80 FROM LESLIE COUNTY LINE TO KY-451. (16CCN)	D	STP	2019	700,000	700,000	-			
PERRY	10-8906	KY 80	4.6	0	4.6	RELIABILITY	SAFETY(P)	SAFETY IMPROVEMENTS ON KY-80 FROM LESLIE COUNTY LINE TO KY-451. (16CCN)	R	STP	2020	350,000	350,000	-			
PERRY	10-8906	KY 80	4.6	0	4.6	RELIABILITY	SAFETY(P)	SAFETY IMPROVEMENTS ON KY-80 FROM LESLIE COUNTY LINE TO KY-451. (16CCN)	U	STP	2020	280,000	280,000	-			
PERRY	10-8906	KY 80	4.6	0	4.6	RELIABILITY	SAFETY(P)	SAFETY IMPROVEMENTS ON KY-80 FROM LESLIE COUNTY LINE TO KY-451. (16CCN)	C	STP	2022	5,400,000	4,320,000	1,080,000			
PERRY	10-8910	KY 1166	0.04	0.64	0.648	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY-1166 OVER RT. FK. MACES CREEK. (16CCN) 097B00110N	C	BR/STP	2020	938,000	581,560	356,440			
PERRY	10-8913	KY 1166		4.283	4.291	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 1166 OVER MACES CREEK. (16CCN) 097B00072N (SD)	C	BR/STP	2020	742,000	460,040	281,960			
PERRY	10-8915	CR 1150	0.05	0	0.05	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER LEATHERWOOD CREEK. (16CCN) 097C00021N	C	BR/STP	2020	455,000	282,100	172,900			
PERRY	10-10004	CR 1115		0.32	0.326	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF GEORGES BRANCH RD BRIDGE OVER GEORGES BRANCH. (097C00007N)	D	BR/STP	2019	140,000	86,800	53,200			
PERRY	10-10004	CR 1115		0.32	0.326	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF GEORGES BRANCH RD BRIDGE OVER GEORGES BRANCH. (097C00007N)	C	BR/STP	2020	390,000	241,800	148,200			
PERRY	10-10005	CR 1145		0.121	0.127	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF OWENS BR RD BRIDGE OVER OWENS BRANCH. (097C00018N)	D	BR/STP	2019	140,000	86,800	53,200			
PERRY	10-10005	CR 1145		0.121	0.127	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF OWENS BR RD BRIDGE OVER OWENS BRANCH. (097C00018N)	C	BR/STP	2020	340,000	210,800	129,200			
PERRY	10-10006	CR 1083		0.026	0.044	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HALL OLD HOME PLACE BRIDGE OVER BIG CREEK. (097C00084N)	D	BR/STP	2019	175,000	108,500	66,500			
PERRY	10-10006	CR 1083		0.026	0.044	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HALL OLD HOME PLACE BRIDGE OVER BIG CREEK. (097C00084N)	C	BR/STP	2020	613,000	380,060	232,940			
PERRY	10-10017	KY 476		12.419	12.435	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 476 BRIDGE OVER BALL FORK. (097B00007N)	D	BR/STP	2019	210,000	130,200	79,800			
PERRY	10-10017	KY 476		12.419	12.435	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 476 BRIDGE OVER BALL FORK. (097B00007N)	C	BR/STP	2020	840,000	520,800	319,200			
PERRY	10-20003	KY 80		7.9	8.4	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	D	PM/NH	2019	100,000	80,000	20,000			
PERRY	10-20003	KY 80		7.9	8.4	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF PCC PAVEMENT	C	PM/NH	2019	100,000	80,000	20,000			

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PIKE	12-263.67	US 460	0.4			RELIABILITY	RELOCATION(O)	PIKEVILLE TO VA. STATE LINE: IMPROVE US 460/KY 80 FROM DUNLEARY HOLLOW TO KY 80 AT BEAVER CREEK (SECTION 6C) BRIDGE ONLY.(14CCN)(16CCR)	C	NH	2021	10,000,000	8,000,000	2,000,000			
PIKE	12-263.95	US 460	0.4			RELIABILITY	PREFINANCD CONVRSN(O)	PIKEVILLE TO VA. STATE LINE: IMPROVE US 460/KY 80 FROM DUNLEARY HOLLOW TO KY 80 AT BEAVER CREEK (SECTION 6C) BRIDGE ONLY.(14CCN)(16CCR)(ADDITIONAL FUNDING FOR C PHASE UNDER 12-263.67)	C	NH	2022	10,000,000	8,000,000	2,000,000			
PIKE	12-346	US 460	0.2	2.57	2.77	RELIABILITY	MINOR WIDENING(O)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE US-460 AND KY-1460 INTERSECTION.	D	NH	2021	240,000	192,000	48,000			
PIKE	12-346	US 460	0.2	2.57	2.77	RELIABILITY	MINOR WIDENING(O)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE US-460 AND KY-1460 INTERSECTION.	R	NH	2022	400,000	320,000	80,000			
PIKE	12-346	US 460	0.2	2.57	2.77	RELIABILITY	MINOR WIDENING(O)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE US-460 AND KY-1460 INTERSECTION.	U	NH	2022	160,000	128,000	32,000			
PIKE	12-1115	KY 1441	0.04	10.279	10.319	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON FISHTRAP RD (KY 1441) OVER RACCOON CREEK AT INTERSECTION WITH COON CREEK (CR 1371) 098B00093N	C	BR/STP	2019	665,000	412,300	252,700			
PIKE	12-1122	CR 1181	0.038	0.04	0.078	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER LEVISA FORK ON SOUTH RIVER ROAD CONNECTOR (CR 1181-70) AT JCT WITH US 460 NEAR VIRGINIA STATE LN (098C00088N)	C	BR/STP	2019	980,000	607,600	372,400			
PIKE	12-1123	CR 1801	0.265	0.005	0.027	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BLACKBERRY CREEK ON BIG BLUE SPRINGS ROAD (CR 1801) AT JCT WITH KY 1056 (098C00028N)	C	BR/STP	2019	210,000	130,200	79,800			
PIKE	12-10008	KY 199		8.876	8.882	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-199 BRIDGE OVER PINSONS CREEK. (098B00032N)	D	BR/STP	2019	175,000	108,500	66,500			
PIKE	12-10008	KY 199		8.876	8.882	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-199 BRIDGE OVER PINSONS CREEK. (098B00032N)	C	BR/STP	2020	484,400	300,328	184,072			
PIKE	12-10009	KY 199		6.591	6.597	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-199 BRIDGE OVER POND CREEK. (098B00036N)	D	BR/STP	2019	140,000	86,800	53,200			
PIKE	12-10009	KY 199		6.591	6.597	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-199 BRIDGE OVER POND CREEK. (098B00036N)	C	BR/STP	2020	331,100	205,282	125,818			
PIKE	12-10010	KY 3419		11.321	11.329	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-3419 BRIDGE OVER LEFT FK BLACKBERRY CR. (098B00180N)	D	BR/STP	2019	210,000	130,200	79,800			
PIKE	12-10010	KY 3419		11.321	11.329	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-3419 BRIDGE OVER LEFT FK BLACKBERRY CR. (098B00180N)	C	BR/STP	2020	618,450	383,439	235,011			
PIKE	12-10011	CR 1517		0.083	0.089	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PIGEON ROOST RD BRIDGE OVER BIG CREEK. (098C00005N)	D	BR/STP	2019	157,500	97,650	59,850			
PIKE	12-10011	CR 1517		0.083	0.089	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PIGEON ROOST RD BRIDGE OVER BIG CREEK. (098C00005N)	C	BR/STP	2020	389,200	241,304	147,896			

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PIKE	12-10012	CR 1545		0.004	0.014	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MULLEN FRK BRIDGE OVER POND CREEK. (098C00021N)	D	BR/STP	2019	140,000	86,800	53,200			
PIKE	12-10012	CR 1545		0.004	0.014	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MULLEN FRK BRIDGE OVER POND CREEK. (098C00021N)	C	BR/STP	2020	567,280	351,714	215,566			
PIKE	12-10013	CR 1906		1.424	1.43	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BEEFHIDE CRK BRIDGE OVER BEEFHIDE CREEK. (098C00119N)	D	BR/STP	2019	175,000	108,500	66,500			
PIKE	12-10013	CR 1906		1.424	1.43	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BEEFHIDE CRK BRIDGE OVER BEEFHIDE CREEK. (098C00119N)	C	BR/STP	2020	506,100	313,782	192,318			
PIKE	12-10024	CR 1789		0.024	0.04	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF ELWOOD RD BRIDGE OVER SHELBY CREEK. (098C00080N)	D	BR/STP	2019	192,500	119,350	73,150			
PIKE	12-10024	CR 1789		0.024	0.04	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF ELWOOD RD BRIDGE OVER SHELBY CREEK. (098C00080N)	C	BR/STP	2020	930,580	576,960	353,620			
PIKE	12-10025	CR 1360Q4		0.049	0.057	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF RIGHT FORK OF BRUS BRIDGE OVER LEFT FK.BRUSHY FORK. (098C00091N)	D	BR/STP	2019	157,500	97,650	59,850			
PIKE	12-10025	CR 1360Q4		0.049	0.057	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF RIGHT FORK OF BRUS BRIDGE OVER LEFT FK.BRUSHY FORK. (098C00091N)	C	BR/STP	2020	444,500	275,590	168,910			
PIKE	12-10026	CR 1911		0.309	0.323	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CANEY HWY #1 BRIDGE OVER CANEY CREEK. (098C00113N)	D	BR/STP	2019	140,000	86,800	53,200			
PIKE	12-10026	CR 1911		0.309	0.323	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CANEY HWY #1 BRIDGE OVER CANEY CREEK. (098C00113N)	C	BR/STP	2020	530,250	328,755	201,495			
PIKE	12-10027	CR 1460		0.03	0.058	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF DESKINS RD BRIDGE OVER JOHNS CREEK. (098C00170N)	D	BR/STP	2019	227,500	141,050	86,450			
PIKE	12-10027	CR 1460		0.03	0.058	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF DESKINS RD BRIDGE OVER JOHNS CREEK. (098C00170N)	C	BR/STP	2020	875,000	542,500	332,500			
PIKE	12-20002	US 23		29.5	32.78	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/NH	2020	525,000	420,000	105,000			
PIKE	12-20002	US 23		29.5	32.78	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/NH	2020	5,250,000	4,200,000	1,050,000			
PIKE	12-20003	US 119		10.4	12.4	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/NH	2021	175,000	140,000	35,000			
PIKE	12-20003	US 119		10.4	12.4	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/NH	2021	1,750,000	1,400,000	350,000			
POWELL	10-211	KY 2026	0.336	0	0.381	RELIABILITY	RECONSTRUCTION(O)	CORRECT FLOODING ISSUES ON KY-2026 FROM KY-11 TO THE RED RIVER IN CLAY CITY.	D	STP	2019	500,000	500,000	-			
POWELL	10-211	KY 2026	0.336	0	0.381	RELIABILITY	RECONSTRUCTION(O)	CORRECT FLOODING ISSUES ON KY-2026 FROM KY-11 TO THE RED RIVER IN CLAY CITY.	R	STP	2020	200,000	200,000	-			
POWELL	10-211	KY 2026	0.336	0	0.381	RELIABILITY	RECONSTRUCTION(O)	CORRECT FLOODING ISSUES ON KY-2026 FROM KY-11 TO THE RED RIVER IN CLAY CITY.	U	STP	2020	150,000	150,000	-			
POWELL	10-211	KY 2026	0.336	0	0.381	RELIABILITY	RECONSTRUCTION(O)	CORRECT FLOODING ISSUES ON KY-2026 FROM KY-11 TO THE RED RIVER IN CLAY CITY.	C	STP	2021	1,100,000	880,000	220,000			
POWELL	10-10007	KY 599		0.908	0.926	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-599 BRIDGE OVER CANE CREEK. (099B00069N)	D	BR/STP	2019	175,000	108,500	66,500			

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POWELL	10-10007	KY 599		0.908	0.926	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-599 BRIDGE OVER CANE CREEK. (099B00069N)	C	BR/STP	2020	770,000	477,400	292,600			
POWELL	10-10008	KY 2026		0.381	0.411	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2026 BRIDGE OVER RED RIVER. (099B00090N)	D	BR/STP	2019	210,000	130,200	79,800			
POWELL	10-10008	KY 2026		0.381	0.411	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2026 BRIDGE OVER RED RIVER. (099B00090N)	C	BR/STP	2020	1,120,000	694,400	425,600			
POWELL	10-10018	KY 3354		4.095	4.103	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 3354 BRIDGE OVER CAT CREEK. (099B00081N)	D	BR/STP	2019	175,000	108,500	66,500			
POWELL	10-10018	KY 3354		4.095	4.103	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 3354 BRIDGE OVER CAT CREEK. (099B00081N)	C	BR/STP	2020	560,000	347,200	212,800			
POWELL	10-20004	KY 9000		11.91	19.15	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 11.91 TO MILEPOINT 19.15	D	PM/STP	2022	580,000	464,000	116,000			
POWELL	10-20004	KY 9000		11.91	19.15	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 11.91 TO MILEPOINT 19.15	C	PM/STP	2022	5,800,000	4,640,000	1,160,000			
POWELL	10-20006	KY 9000		22.307	27.376	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 22.307 TO MILEPOINT 27.376	D	PM/NH	2019	410,000	328,000	82,000			
POWELL	10-20006	KY 9000		22.307	27.376	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 22.307 TO MILEPOINT 27.376	C	PM/NH	2019	4,100,000	3,280,000	820,000			
POWELL	10-20007	KY 9000		27.376	32.788	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 27.376 TO MILEPOINT 32.788	C	PM/NH	2020	5,416,000	4,332,800	1,083,200			
PULASKI	8-59.25	KY 461	3.879	0	3.879	RELIABILITY	MAJOR WIDENING(O)	IMPROVE KY-461 FROM KY-80 TO BUCK CREEK BRIDGE, INCLUDING INTERCHANGE AT KY-80. (18CCR)	R	NH	2019	3,000,000	3,000,000	-			
PULASKI	8-59.25	KY 461	3.879	0	3.879	RELIABILITY	MAJOR WIDENING(O)	IMPROVE KY-461 FROM KY-80 TO BUCK CREEK BRIDGE, INCLUDING INTERCHANGE AT KY-80. (18CCR)	U	NH	2020	1,500,000	1,500,000	-			
PULASKI	8-59.25	KY 461	3.879	0	3.879	RELIABILITY	MAJOR WIDENING(O)	IMPROVE KY-461 FROM KY-80 TO BUCK CREEK BRIDGE, INCLUDING INTERCHANGE AT KY-80. (18CCR)	C	NH	2021	13,000,000	10,400,000	2,600,000			
PULASKI	8-59.26	KY 461	3.879	0	3.879	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE KY-461 FROM KY-80 TO BUCK CREEK BRIDGE, INCLUDING INTERCHANGE AT KY-80. (18CCR)	R	NH	2019	3,000,000	3,000,000	-			
PULASKI	8-59.26	KY 461	3.879	0	3.879	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE KY-461 FROM KY-80 TO BUCK CREEK BRIDGE, INCLUDING INTERCHANGE AT KY-80. (18CCR)	U	NH	2020	1,500,000	1,500,000	-			

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PULASKI	8-9010	KY 635	1.286	6.9	8.186	SAFETY	SAFETY-RR SEPARATN(P)	SAFETY PROJECT TO RECONSTRUCT KY 635 TO ELIMINATE AT GRADE RAILROAD CROSSING AND REPLACE WITH RAILROAD SEPARATION CROSSING AT SCIENCE HILL, KENTUCKY IN PULASKI COUNTY. (2016BOP)	R	RRS	2020	1,800,000	1,800,000	-			
PULASKI	8-9010	KY 635	1.286	6.9	8.186	SAFETY	SAFETY-RR SEPARATN(P)	SAFETY PROJECT TO RECONSTRUCT KY 635 TO ELIMINATE AT GRADE RAILROAD CROSSING AND REPLACE WITH RAILROAD SEPARATION CROSSING AT SCIENCE HILL, KENTUCKY IN PULASKI COUNTY. (2016BOP)	U	RRS	2020	1,300,000	1,300,000	-			
PULASKI	8-9010	KY 635	1.286	6.9	8.186	SAFETY	SAFETY-RR SEPARATN(P)	SAFETY PROJECT TO RECONSTRUCT KY 635 TO ELIMINATE AT GRADE RAILROAD CROSSING AND REPLACE WITH RAILROAD SEPARATION CROSSING AT SCIENCE HILL, KENTUCKY IN PULASKI COUNTY. (2016BOP)	C	RRS	2022	6,500,000	5,200,000	1,300,000			
PULASKI	8-20008	US 27	6.78	0	6.78	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-27 FROM MILEPOINT 0.00 TO MILEPOINT 6.78	C	PM/NH	2022	2,708,000	2,166,400	541,600			
ROBERTSON	6-20053	US 62	11	0	11	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-62 FROM MILEPOINT 0.00 TO MILEPOINT 11.00	C	PM/NH	2022	863,000	690,400	172,600			
ROCKCASTLE	8-8952	KY 461		7	9.404	RELIABILITY	RECONSTRUCTION(O)	IMPROVE KY-461 FROM US-150 TO THE EXISTING FOUR LANE APPROACH AT US-25.(16CCN)(18CCR)	D	NH	2019	1,200,000	1,200,000	-			
ROCKCASTLE	8-8952	KY 461		7	9.404	RELIABILITY	RECONSTRUCTION(O)	IMPROVE KY-461 FROM US-150 TO THE EXISTING FOUR LANE APPROACH AT US-25.(16CCN)(18CCR)	R	NH	2020	1,450,000	1,450,000	-			
ROCKCASTLE	8-8952	KY 461		7	9.404	RELIABILITY	RECONSTRUCTION(O)	IMPROVE KY-461 FROM US-150 TO THE EXISTING FOUR LANE APPROACH AT US-25.(16CCN)(18CCR)	U	NH	2021	2,230,000	1,784,000	446,000			
ROCKCASTLE	8-8952.01	KY 461		7	9.404	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE KY-461 FROM US-150 TO THE EXISTING FOUR LANE APPROACH AT US-25.(16CCN)(18CCR)	R	NH	2021	1,450,000	1,160,000	290,000			
ROCKCASTLE	8-8952.01	KY 461		7	9.404	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE KY-461 FROM US-150 TO THE EXISTING FOUR LANE APPROACH AT US-25.(16CCN)(18CCR)	U	NH	2022	1,120,000	896,000	224,000			
ROCKCASTLE	8-10010	KY 1326		3.584	3.588	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1326 BRIDGE OVER LITTLE RENFRO CREEK. (102B00026N)	D	BR/STP	2019	70,000	43,400	26,600			
ROCKCASTLE	8-10010	KY 1326		3.584	3.588	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1326 BRIDGE OVER LITTLE RENFRO CREEK. (102B00026N)	C	BR/STP	2020	210,000	130,200	79,800			
ROCKCASTLE	8-20003	I 75		52.05	55.295	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 52.05 TO MILEPOINT 55.295	D	PM/NH	2019	390,000	312,000	78,000			

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ROCKCASTLE	8-20003	I 75		52.05	55.295	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 52.05 TO MILEPOINT 55.295	C	PM/NH	2019	3,900,000	3,120,000	780,000			
ROCKCASTLE	8-20004	I 75		52.05	55.295	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 71.668 TO MILEPOINT 73.408	D	PM/NH	2020	210,000	168,000	42,000			
ROCKCASTLE	8-20004	I 75		52.05	55.295	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 71.668 TO MILEPOINT 73.408	C	PM/NH	2020	2,100,000	1,680,000	420,000			
ROCKCASTLE	8-20005	US 25		20.404	27.052	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	D	PM/STP	2020	175,000	140,000	35,000			
ROCKCASTLE	8-20005	US 25		20.404	27.052	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION	C	PM/STP	2020	1,750,000	1,400,000	350,000			
ROWAN	9-1093	CR 1140	0.01	0.01	0.02	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BULL FORK ON HORSEMAN CEMETERY ROAD (CR 1140) AT JCT WITH BULLFORK ROAD (CR 1222) (103C00108N)(SR=32.5)(EBRP)(18CCN)	D	BR/STP	2021	350,000	217,000	133,000			
ROWAN	9-1093	CR 1140	0.01	0.01	0.02	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BULL FORK ON HORSEMAN CEMETERY ROAD (CR 1140) AT JCT WITH BULLFORK ROAD (CR 1222) (103C00108N)(SR=32.5)(EBRP)(18CCN)	R	BR/STP	2022	50,000	31,000	19,000			
ROWAN	9-1093	CR 1140	0.01	0.01	0.02	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BULL FORK ON HORSEMAN CEMETERY ROAD (CR 1140) AT JCT WITH BULLFORK ROAD (CR 1222) (103C00108N)(SR=32.5)(EBRP)(18CCN)	U	BR/STP	2022	50,000	31,000	19,000			
ROWAN	9-1093	CR 1140	0.01	0.01	0.02	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BULL FORK ON HORSEMAN CEMETERY ROAD (CR 1140) AT JCT WITH BULLFORK ROAD (CR 1222) (103C00108N)(SR=32.5)(EBRP)(18CCN)	C	BR/STP	2022	400,000	248,000	152,000			
ROWAN	9-8406	KY 377	8.2	0	8.3	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY AND CONNECTIVITY AND REDUCE CONGESTION ON KY-377 FROM KY-32 TO NORTH OF KY-799. (08CCN)(10CCR)(16CCR)(18CCR)	R	STP	2020	2,600,000	2,600,000	-			
ROWAN	9-8406	KY 377	8.2	0	8.3	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY AND CONNECTIVITY AND REDUCE CONGESTION ON KY-377 FROM KY-32 TO NORTH OF KY-799. (08CCN)(10CCR)(16CCR)(18CCR)	U	STP	2021	7,700,000	6,160,000	1,540,000			
ROWAN	9-8406	KY 377	8.2	0	8.3	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY AND CONNECTIVITY AND REDUCE CONGESTION ON KY-377 FROM KY-32 TO NORTH OF KY-799. (08CCN)(10CCR)(16CCR)(18CCR)	C	STP	2022	9,100,000	7,280,000	1,820,000			
ROWAN	9-8914	CR 1025		0.081	0.089	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON LITTLE PERRY ROAD OVER TRIPLETT CREEK.(16CCN)	C	BR/STP	2020	822,500	509,950	312,550			

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ROWAN	9-8915	KY 801		15.61	16.978	RELIABILITY	MAJOR WIDENING(O)	WIDEN KY 801 FROM NEAR MMRC REGIONAL PARK TO KY 158 IN FLEMING CO. (16CCN)(18CCN)	P	STP	2019	100,000	100,000	-			
ROWAN	9-20014	I 64		141.5	147.95	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 141.5 TO MILEPOINT 147.95	D	PM/NH	2022	525,000	420,000	105,000			
ROWAN	9-20014	I 64		141.5	147.95	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 141.5 TO MILEPOINT 147.95	C	PM/NH	2022	5,250,000	4,200,000	1,050,000			
RUSSELL	8-8601.21	US 127	2.52	0	2.5	RELIABILITY	RELOCATION(O)	RELOCATE US-127 FROM EAST OF THE KY-1730 AND MANNTOWN RD INTERSECTION, AND EXTENDING NORTHERLY TO NORTH BANK OF CUMBERLAND RIVER (SEE 8-108&8-115 FOR PE/PH.2)(12CCR)(14CCR)	C	NH	2019	9,320,000	9,320,000	-			
RUSSELL	8-8601.23	US 127	2.52	0	2.5	RELIABILITY	PREFINANCD CONVRSN(O)	RELOCATE US-127 FROM EAST OF THE KY-1730 AND MANNTOWN RD INTERSECTION, AND EXTENDING NORTHERLY TO NORTH BANK OF CUMBERLAND RIVER (SEE 8-108&8-115 FOR PE/PH.2)(12CCR)(14CCR)	C	NH	2020	8,280,000	8,280,000	-			
RUSSELL	8-8601.24	US 127	2.52	0	2.5	RELIABILITY	PREFINANCD CONVRSN(O)	RELOCATE US-127 FROM EAST OF THE KY-1730 AND MANNTOWN RD INTERSECTION, AND EXTENDING NORTHERLY TO NORTH BANK OF CUMBERLAND RIVER (SEE 8-108&8-115 FOR PE/PH.2)(12CCR)(14CCR)	C	NH	2021	8,280,000	6,624,000	1,656,000			
RUSSELL	8-20009	US 127	7.19	19.03	26.21	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON US-127 FROM MILEPOINT 19.03 TO MILEPOINT 26.21	C	PM/NH	2022	1,549,000	1,239,200	309,800			
SCOTT	7-102.5					RELIABILITY	BYPASS(O)	GEORGETOWN NORTHWEST BYPASS: IMPROVE CONNECTIVITY AND MOBILITY NORTHWEST AROUND GEORGETOWN FROM KY-32 TO I-75. (04CCR)(2004BOPC)(SEE 7-102.01 FOR "HPP" COMPONENT)(10CCR)(12CCR)(16CCR)	C	STP	2020	5,000,000	5,000,000	-			
SCOTT	7-102.51					RELIABILITY	PREFINANCD CONVRSN(O)	GEORGETOWN NORTHWEST BYPASS: IMPROVE CONNECTIVITY AND MOBILITY NORTHWEST AROUND GEORGETOWN FROM KY-32 TO I-75. (04CCR)(2004BOPC)(SEE 7-102.01 FOR "HPP" COMPONENT)(10CCR)(12CCR)(16CCR)	C	STP	2021	10,000,000	8,000,000	2,000,000			
SCOTT	7-1139	CR 1022	0.02	1.19	1.21	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NS (CNO&TP)RR ON FIELDS ROAD (CR 1022) AT SCOTT/HARRISON CO LINE (105R00607N) (EBRP)	D	BR/STP	2019	210,000	130,200	79,800			
SCOTT	7-1139	CR 1022	0.02	1.19	1.21	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER NS (CNO&TP)RR ON FIELDS ROAD (CR 1022) AT SCOTT/HARRISON CO LINE (105R00607N) (EBRP)	C	BR/STP	2019	1,120,000	694,400	425,600			

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SCOTT	7-10005	KY 620		15.923	15.939	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-620 BRIDGE OVER ROGERS GAP CREEK. (105B00095N)	D	BR/STP	2019	210,000	130,200	79,800			
SCOTT	7-10005	KY 620		15.923	15.939	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-620 BRIDGE OVER ROGERS GAP CREEK. (105B00095N)	C	BR/STP	2020	665,000	412,300	252,700			
SCOTT	7-10006	CS 1010		0.025	0.045	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF LEMONS MILL RD BRIDGE OVER NS (CNO&TP) SYSTEM. (105C00112N)	D	BR/STP	2019	350,000	217,000	133,000			
SCOTT	7-10006	CS 1010		0.025	0.045	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF LEMONS MILL RD BRIDGE OVER NS (CNO&TP) SYSTEM. (105C00112N)	C	BR/STP	2020	1,295,000	802,900	492,100			
SCOTT	7-10012	KY 1689		2.219	2.227	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1689 BRIDGE OVER LOCUST FORK. (105B00039N)	D	BR/STP	2019	133,000	82,460	50,540			
SCOTT	7-10012	KY 1689		2.219	2.227	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1689 BRIDGE OVER LOCUST FORK. (105B00039N)	C	BR/STP	2020	308,000	190,960	117,040			
SCOTT	7-10013	CR 1020		0	0.021	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HINTON RD BRIDGE OVER NS (CNO&TP) SYSTEM. (105R00605N)	D	BR/STP	2019	238,000	147,560	90,440			
SCOTT	7-10013	CR 1020		0	0.021	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HINTON RD BRIDGE OVER NS (CNO&TP) SYSTEM. (105R00605N)	C	BR/STP	2020	511,000	316,820	194,180			
SCOTT	7-20019	I 75		120.792	121.117	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 120.792 TO MILEPOINT 121.117	D	PM/NH	2020	40,000	32,000	8,000			
SCOTT	7-20019	I 75		120.792	121.117	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 120.792 TO MILEPOINT 121.117	C	PM/NH	2020	400,000	320,000	80,000			
SHELBY	5-65.4	I 64	5.8	32.3	38.1	RELIABILITY	MAJOR WIDENING(O)	WIDEN I-64 TO 6-LANES FROM 0.458 MILE EAST OF THE KY-55 INTERCHANGE TO THE KY-1790 UNDERPASS. (2006BOPC)	D	NH	2019	2,000,000	2,000,000	-			
SHELBY	5-65.4	I 64	5.8	32.3	38.1	RELIABILITY	MAJOR WIDENING(O)	WIDEN I-64 TO 6-LANES FROM 0.458 MILE EAST OF THE KY-55 INTERCHANGE TO THE KY-1790 UNDERPASS. (2006BOPC)	U	NH	2020	2,000,000	2,000,000	-			
SHELBY	5-65.4	I 64	5.8	32.3	38.1	RELIABILITY	MAJOR WIDENING(O)	WIDEN I-64 TO 6-LANES FROM 0.458 MILE EAST OF THE KY-55 INTERCHANGE TO THE KY-1790 UNDERPASS. (2006BOPC)	C	NH	2022	19,800,000	15,840,000	3,960,000			
SHELBY	5-2035.4	I 64	4.37	43.33	46.303	RELIABILITY	MAJOR WIDENING(O)	WIDEN I-64 TO 6 LANES FROM KY-395 TO KY-151. (2004BOPC)(DESIGN FUNDING COVERS 5-2035.70 SECTION ALSO)	R	NH	2021	100,000	80,000	20,000			
SHELBY	5-2035.4	I 64	4.37	43.33	46.303	RELIABILITY	MAJOR WIDENING(O)	WIDEN I-64 TO 6 LANES FROM KY-395 TO KY-151. (2004BOPC)(DESIGN FUNDING COVERS 5-2035.70 SECTION ALSO)	U	NH	2021	100,000	80,000	20,000			
SHELBY	5-8511	KY 53	1.9	6.064	8.006	RELIABILITY	RECONSTRUCTION(O)	WIDEN KY-53 TO FOUR LANES FROM I-64 TO US-60.(08CCN)(10CCN)(12CCR)(14CCR)(16CCR)(18CCR)	C	STP	2019	3,000,000	3,000,000	-			

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SHELBY	5-8511.01	KY 53	1.9	6.064	8.006	RELIABILITY	PREFINANCD CONVRSN(O)	WIDEN KY-53 TO FOUR LANES FROM I-64 TO US-60.(08CCN)(10CCN)(12CCR)(14CCR)(16CCR)(18CCR)	C	STP	2020	7,700,000	7,700,000	-			
SHELBY	5-10024	CR 1007		1.394	1.398	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MOODY PIKE BRIDGE OVER FOX RUN CREEK. (106C00004N)	D	BR/STP	2019	140,000	86,800	53,200			
SHELBY	5-10024	CR 1007		1.394	1.398	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF MOODY PIKE BRIDGE OVER FOX RUN CREEK. (106C00004N)	C	BR/STP	2020	217,000	134,540	82,460			
SHELBY	5-10025	CR 1009		2.738	2.75	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CLORE JACKSON RD BRIDGE OVER FOX RUN CREEK. (106C00007N)	D	BR/STP	2019	140,000	86,800	53,200			
SHELBY	5-10025	CR 1009		2.738	2.75	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF CLORE JACKSON RD BRIDGE OVER FOX RUN CREEK. (106C00007N)	C	BR/STP	2020	406,000	251,720	154,280			
SHELBY	5-20033	I 64		38.18	43.33	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 38.18 (38 NON-CARDINAL) TO MILEPOINT 43.33 (43.892 NON-CARDINAL)	D	PM/NH	2022	775,000	620,000	155,000			
SHELBY	5-20033	I 64		38.18	43.33	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-064 BOTH DIRECTION(S) FROM MILEPOINT 38.18 (38 NON-CARDINAL) TO MILEPOINT 43.33 (43.892 NON-CARDINAL)	C	PM/NH	2022	7,750,000	6,200,000	1,550,000			
SIMPSON	3-8856	US 31W	2.302	8.477	10.799	RELIABILITY	MAJOR WIDENING(O)	IMPROVE US-31W FROM KY-1008 TO KY-621. (14CCN)(16CCR)	D	STP	2021	1,000,000	800,000	200,000			
SIMPSON	3-10007	KY 621		6.68	6.686	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-621 BRIDGE OVER SINKING CREEK. (107B00018N)	D	BR/STP	2019	157,500	97,650	59,850			
SIMPSON	3-10007	KY 621		6.68	6.686	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-621 BRIDGE OVER SINKING CREEK. (107B00018N)	C	BR/STP	2020	332,500	206,150	126,350			
SIMPSON	3-10008	CR 1126		1.453	1.459	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PLEASANT HILL ROAD BRIDGE OVER MAYS BRANCH. (107C00011N)	D	BR/STP	2019	157,500	97,650	59,850			
SIMPSON	3-10008	CR 1126		1.453	1.459	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF PLEASANT HILL ROAD BRIDGE OVER MAYS BRANCH. (107C00011N)	C	BR/STP	2020	280,000	173,600	106,400			
SPENCER	5-1076	KY 1169		8.53	8.552	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BUCK CREEK ON KY 1169 75 FT EAST OF YODER TIPTON ROAD (CR 1142). (108B00022N)(EBRP)	D	BR/STP	2019	245,000	151,900	93,100			
SPENCER	5-1076	KY 1169		8.53	8.552	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE OVER BUCK CREEK ON KY 1169 75 FT EAST OF YODER TIPTON ROAD (CR 1142). (108B00022N)(EBRP)	C	BR/STP	2020	497,000	308,140	188,860			
SPENCER	5-8955	KY 44	0.16	0.28	0.44	SAFETY	SAFETY(P)	IMPROVE SAFETY AND ADDRESS GEOMETRIC DEFICIENCIES ALONG KY-44 NEAR DUTCHMAN CREEK ROAD. (16CCN)	D	STP	2022	230,000	184,000	46,000			
SPENCER	5-10013	KY 1169		4.639	4.655	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1169 BRIDGE OVER ELK CREEK. (108B00040N)	D	BR/STP	2019	210,000	130,200	79,800			
SPENCER	5-10013	KY 1169		4.639	4.655	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1169 BRIDGE OVER ELK CREEK. (108B00040N)	C	BR/STP	2020	490,000	303,800	186,200			

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SPENCER	5-10014	CR 1128		0.025	0.033	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WASHBURN LANE BRIDGE OVER ELK CREEK. (108B00017N)(SD)	D	BR/STP	2019	192,500	119,350	73,150			
SPENCER	5-10014	CR 1128		0.025	0.033	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WASHBURN LANE BRIDGE OVER ELK CREEK. (108B00017N)(SD)	C	BR/STP	2020	248,500	154,070	94,430			
SPENCER	5-10026	CR 1155		0.088	0.112	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF FEATHERBED HOLW RD BRIDGE OVER LITTLE PLUM CREEK. (108C00019N)(18CCR)	D	BR/STP	2019	210,000	130,200	79,800			
SPENCER	5-10026	CR 1155		0.088	0.112	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF FEATHERBED HOLW RD BRIDGE OVER LITTLE PLUM CREEK. (108C00019N)(18CCR)	C	BR/STP	2019	567,000	351,540	215,460			
TAYLOR	4-142.2	KY 555				RELIABILITY	NEW ROUTE(O)	HEARTLAND PARKWAY: IMPROVE MOBILITY AND CONNECTIVITY VIA NEW CAMPBELLSVILLE BYPASS FROM KY-55 SOUTH OF CAMPBELLSVILLE TO KY-70. SECTION 1. (2010BOP)(14CCR)(16CCR)	C	NH	2022	7,600,000	6,080,000	1,520,000			
TAYLOR	4-142.21	KY 555				RELIABILITY	PREFINANCD CONVRSN(O)	HEARTLAND PARKWAY: IMPROVE MOBILITY AND CONNECTIVITY VIA NEW CAMPBELLSVILLE BYPASS FROM KY-55 SOUTH OF CAMPBELLSVILLE TO KY-70. SECTION 1. (2010BOP)(14CCR)(16CCR)(18CCR)	C	NH	2020	7,600,000	7,600,000	-			
TAYLOR	4-142.3	KY 555				RELIABILITY	NEW ROUTE(O)	HEARTLAND PARKWAY: IMPROVE MOBILITY AND CONNECTIVITY VIA NEW CAMPBELLSVILLE BYPASS FROM KY-70 TO US-68 EAST OF CAMPBELLSVILLE. SECTION 2. (2010BOP)(16CCR)	U	NH	2019	1,000,000	1,000,000	-			
TAYLOR	4-8920	KY 55		0	8.003	RELIABILITY	RECONSTRUCTION(O)	HEARTLAND PARKWAY: IMPROVE MOBILITY ON KY-55 FROM SOUTH OF THE TAYLOR/ADAIR COUNTY LINE TO THE CAMPBELLSVILLE BYPASS. (16CCN)	R	NH	2019	500,000	500,000	-			
TAYLOR	4-8920	KY 55		0	8.003	RELIABILITY	RECONSTRUCTION(O)	HEARTLAND PARKWAY: IMPROVE MOBILITY ON KY-55 FROM SOUTH OF THE TAYLOR/ADAIR COUNTY LINE TO THE CAMPBELLSVILLE BYPASS. (16CCN)	U	NH	2019	1,000,000	1,000,000	-			
TAYLOR	4-8920	KY 55		0	8.003	RELIABILITY	RECONSTRUCTION(O)	HEARTLAND PARKWAY: IMPROVE MOBILITY ON KY-55 FROM SOUTH OF THE TAYLOR/ADAIR COUNTY LINE TO THE CAMPBELLSVILLE BYPASS. (16CCN)	C	NH	2020	1,000,000	1,000,000	-			
TAYLOR	4-8920.01	KY 55		0	8.003	RELIABILITY	PREFINANCD CONVRSN(O)	HEARTLAND PARKWAY: IMPROVE MOBILITY ON KY-55 FROM SOUTH OF THE TAYLOR/ADAIR COUNTY LINE TO THE CAMPBELLSVILLE BYPASS. (16CCN)(18CCR)	C	NH	2020	7,000,000	7,000,000	-			
TAYLOR	4-10006	KY 323		8.731	8.737	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WEST MAIN STREET BRIDGE OVER BUCKHORN CRK.. (109B00051N)	D	BR/STP	2019	157,500	97,650	59,850			
TAYLOR	4-10006	KY 323		8.731	8.737	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF WEST MAIN STREET BRIDGE OVER BUCKHORN CRK.. (109B00051N)	C	BR/STP	2020	805,000	499,100	305,900			

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TAYLOR	4-10007	CS 1241		0.077	0.083	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF SOUTH JACKSON ST BRIDGE OVER BUCKHORN CREEK. (109C00028N)	D	BR/STP	2019	105,000	65,100	39,900			
TAYLOR	4-10007	CS 1241		0.077	0.083	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF SOUTH JACKSON ST BRIDGE OVER BUCKHORN CREEK. (109C00028N)	C	BR/STP	2020	367,500	227,850	139,650			
TODD	3-10009	CR 1333		1.471	1.475	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF RATTLESNAKE RD BRIDGE OVER BUCK FORK. (110C00059N)	D	BR/STP	2019	192,500	119,350	73,150			
TODD	3-10009	CR 1333		1.471	1.475	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF RATTLESNAKE RD BRIDGE OVER BUCK FORK. (110C00059N)	C	BR/STP	2020	294,000	182,280	111,720			
TODD	3-10013	CR 1233		0.028	0.032	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF ROGER Q MILL RD. BRIDGE OVER RED RIVER W FORK BRANCH. (110C00061N)	D	BR/STP	2019	157,500	97,650	59,850			
TODD	3-10013	CR 1233		0.028	0.032	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF ROGER Q MILL RD. BRIDGE OVER RED RIVER W FORK BRANCH. (110C00061N)	C	BR/STP	2020	385,000	238,700	146,300			
TRIGG	1-1160	CR 1380		0.011	0.017	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1380 (0.014) OVER DYERS CREEK 111C00027N	D	BR/STP	2019	140,000	86,800	53,200			
TRIGG	1-1160	CR 1380		0.011	0.017	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1380 (0.014) OVER DYERS CREEK 111C00027N	C	BR/STP	2020	381,500	236,530	144,970			
TRIGG	1-2039	I 24		66.5	66.53	ASSET MANAGEMENT	AM-BRIDGE (P)	OVERLAY BRIDGE DECK AND ADDRESS DEFICIENCIES OF EXPANSION JOINTS ON EASTBOUND I-24 BRIDGE OVER TRW RAILROAD EAST OF US 68 AT (MP 66.515). (111B00027R) (2012BOP)(SD)	C	BR/NH	2019	250,000	155,000	95,000			
TRIGG	1-10005	KY 139		13.386	13.422	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-139 BRIDGE OVER BURGE CREEK. (111B00012N)	D	BR/STP	2019	280,000	173,600	106,400			
TRIGG	1-10005	KY 139		13.386	13.422	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-139 BRIDGE OVER BURGE CREEK. (111B00012N)	C	BR/STP	2020	997,500	618,450	379,050			
UNION	2-10017	KY 359		6.147	6.166	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-359 BRIDGE OVER LITTLE MASON CREEK. (113B00008N)	D	BR/STP	2019	210,000	130,200	79,800			
UNION	2-10017	KY 359		6.147	6.166	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-359 BRIDGE OVER LITTLE MASON CREEK. (113B00008N)	C	BR/STP	2020	682,500	423,150	259,350			
UNION	2-10026	KY 492		6.096	6.104	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 492 BRIDGE OVER WASH CREEK. (113B00054N)	D	BR/STP	2019	70,000	43,400	26,600			
UNION	2-10026	KY 492		6.096	6.104	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 492 BRIDGE OVER WASH CREEK. (113B00054N)	C	BR/STP	2020	350,000	217,000	133,000			
WARREN	3-110	KY 185	5.623	6.29	11.913	RELIABILITY	RECONSTRUCTION(O)	IMPROVE KY-185 FROM NORTH OF THE JUNCTION WITH KY-263 NEAR RICHARDSVILLE TO THE BUTLER COUNTY LINE. (02CCR)(04CCR)(06CCR)(10CCR)(14CCR)(18CCR)	C	STP	2020	5,000,000	5,000,000	-			

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WARREN	3-110.01	KY 185	5.623	6.29	11.913	RELIABILITY	PREFINANCD CONVRSN(P)	IMPROVE KY-185 FROM NORTH OF THE JUNCTION WITH KY-263 NEAR RICHARDSVILLE TO THE BUTLER COUNTY LINE. (02CCR)(04CCR)(06CCR)(10CCR)(14CCR)(18CCR)	C	STP	2021	5,000,000	4,000,000	1,000,000			
WARREN	3-199.99	US 31W		4.1	4.258	SAFETY	BIKE/PED FACIL(O)	CONSTRUCT A PEDESTRIAN UNDERPASS UNDER US-31W CONNECTING BUCHANON PARK TRAIL TO CHANEY'S DAIRY BARN.(16CCN)	D	STP	2022	50,000	40,000	10,000			YES
WARREN	3-2042.11	WN 9007	70.185	2.473	20.246	ECONOMIC DEVELOPMENT	SIGNING(P)	I-65 SPUR CORRIDOR SIGNING; EXISTING NATCHER PARKWAY FROM I-65 INTERCHANGE (EXIT 2) IN WARREN CO. EXTENDING NORTH TO THE US 60 INTERCHANGE IN DAVIESS CO. TO MEET INTERSTATE STANDARDS. (2016BOP)	C	NH	2019	2,150,000	2,150,000	-			
WARREN	3-2042.2	WN 9007		9.4	9.6	RELIABILITY	I-CHANGE RECONST(O)	I-65 SPUR CORRIDOR: IMPROVE THE NATCHER PARKWAY/US-231 INTERCHANGE (EXIT 9) ON THE WEST SIDE OF BOWLING GREEN. (SEE ITEM NO. 3-202 FOR DESIGN) (2016BOP)	C	NH	2021	8,200,000	6,560,000	1,640,000			
WARREN	3-8702	US 231	0.998	9.455	10.453	RELIABILITY	MAJOR WIDENING(O)	IMPROVE US-231 FROM PASCOE BLVD. TO NORTH OF CAVE MILL ROAD. (12CCN)	U	NH	2019	2,500,000	2,500,000	-			
WARREN	3-8702	US 231	0.998	9.455	10.453	RELIABILITY	MAJOR WIDENING(O)	IMPROVE US-231 FROM PASCOE BLVD. TO NORTH OF CAVE MILL ROAD. (12CCN)	C	NH	2019	2,600,000	2,600,000	-			
WARREN	3-8702.01	US 231	0.998	9.455	10.453	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE US-231 FROM PASCOE BLVD. TO NORTH OF CAVE MILL ROAD. (12CCN)	C	NH	2021	870,000	696,000	174,000			
WARREN	3-8904.1	US 31W	0.971	13.698	14.669	RELIABILITY	MINOR WIDENING(O)	WIDEN US 31W FROM PARK AVENUE TO FAIRVIEW AVENUE MP 13.7-14.25. (18CCN)	D	STP	2019	500,000	500,000	-			
WARREN	3-8904.1	US 31W	0.971	13.698	14.669	RELIABILITY	MINOR WIDENING(O)	WIDEN US 31W FROM PARK AVENUE TO FAIRVIEW AVENUE MP 13.7-14.25. (18CCN)	R	STP	2020	1,500,000	1,500,000	-			
WARREN	3-8904.1	US 31W	0.971	13.698	14.669	RELIABILITY	MINOR WIDENING(O)	WIDEN US 31W FROM PARK AVENUE TO FAIRVIEW AVENUE MP 13.7-14.25. (18CCN)	U	STP	2020	1,750,000	1,750,000	-			
WARREN	3-8904.1	US 31W	0.971	13.698	14.669	RELIABILITY	MINOR WIDENING(O)	WIDEN US 31W FROM PARK AVENUE TO FAIRVIEW AVENUE MP 13.7-14.25. (18CCN)	C	STP	2021	4,500,000	3,600,000	900,000			YES
WARREN	3-8905	US 31W	1.586	20.904	22.49	RELIABILITY	RECONSTRUCTION(O)	IMPROVE MOBILITY AND REDUCE CONGESTION ON US-31W FROM US-68 TO MIZPAH. (16CCN)	D	STP	2020	800,000	800,000	-			
WARREN	3-8905	US 31W	1.586	20.904	22.49	RELIABILITY	RECONSTRUCTION(O)	IMPROVE MOBILITY AND REDUCE CONGESTION ON US-31W FROM US-68 TO MIZPAH. (16CCN)	R	STP	2020	900,000	900,000	-			
WARREN	3-8905	US 31W	1.586	20.904	22.49	RELIABILITY	RECONSTRUCTION(O)	IMPROVE MOBILITY AND REDUCE CONGESTION ON US-31W FROM US-68 TO MIZPAH. (16CCN)	U	STP	2020	400,000	400,000	-			
WARREN	3-8905	US 31W	1.586	20.904	22.49	RELIABILITY	RECONSTRUCTION(O)	IMPROVE MOBILITY AND REDUCE CONGESTION ON US-31W FROM US-68 TO MIZPAH. (16CCN)	C	STP	2022	2,800,000	2,240,000	560,000			YES

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WARREN	3-10014	KY 2632		4.96	4.966	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HAMMET HILL ROAD BRIDGE OVER SALT LICK CREEK. (114B00071N)	D	BR/STP	2019	157,500	97,650	59,850			
WARREN	3-10014	KY 2632		4.96	4.966	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF HAMMET HILL ROAD BRIDGE OVER SALT LICK CREEK. (114B00071N)	C	BR/STP	2020	350,000	217,000	133,000			
WARREN	3-10015	KY 1435	0.36	9.445	9.481	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1435 BRIDGE OVER GASPER RIVER. (114B00074N)	D	BR/STP	2019	280,000	173,600	106,400			
WARREN	3-10015	KY 1435	0.36	9.445	9.481	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1435 BRIDGE OVER GASPER RIVER. (114B00074N)	C	BR/STP	2020	1,172,500	726,950	445,550			
WARREN	3-20017	I 65		35.616	42.89	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-065 BOTH DIRECTION(S) FROM MILEPOINT 35.616 TO MILEPOINT 42.89	D	PM/NH	2019	870,000	696,000	174,000			
WARREN	3-20017	I 65		35.616	42.89	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-065 BOTH DIRECTION(S) FROM MILEPOINT 35.616 TO MILEPOINT 42.89	C	PM/NH	2019	8,700,000	6,960,000	1,740,000			
WARREN	3-20018	WN 9007		0	2.473	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 2.473	D	PM/STP	2019	200,000	160,000	40,000			
WARREN	3-20018	WN 9007		0	2.473	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 2.473	C	PM/STP	2020	2,000,000	1,600,000	400,000			
WARREN	3-20019	WN 9007		9.2	20.246	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF WILLIAM H. NATCHER PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 9.2 TO MILEPOINT 20.246	C	PM/NH	2020	11,083,000	8,866,400	2,216,600			
WASHINGTON	4-396	US 150	12.178	0	6.557	SAFETY	RECONSTRUCTION(O)	IMPROVE US-150 FROM SPRINGFIELD TO BARDSTOWN.	D	STP	2020	3,000,000	3,000,000	-			
WASHINGTON	4-396.2	US 150	2.074	0.426	2.5	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY, MOBILITY, AND GEOMETRICS ALONG US-150 FROM WEST OF OLD FREDERICKTOWN-BARDSTOWN ROAD (KY-1872) THROUGH GRUNDY HOME CURVE TO MAYFIELD LN (CR-1336). (2016BOP)	D	STP	2021	500,000	400,000	100,000			
WASHINGTON	4-396.2	US 150	2.074	0.426	2.5	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY, MOBILITY, AND GEOMETRICS ALONG US-150 FROM WEST OF OLD FREDERICKTOWN-BARDSTOWN ROAD (KY-1872) THROUGH GRUNDY HOME CURVE TO MAYFIELD LN (CR-1336). (2016BOP)	R	STP	2022	500,000	400,000	100,000			
WASHINGTON	4-396.2	US 150	2.074	0.426	2.5	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY, MOBILITY, AND GEOMETRICS ALONG US-150 FROM WEST OF OLD FREDERICKTOWN-BARDSTOWN ROAD (KY-1872) THROUGH GRUNDY HOME CURVE TO MAYFIELD LN (CR-1336). (2016BOP)	U	STP	2022	750,000	600,000	150,000			

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WASHINGTON	4-1094	KY 528		1.433	1.441	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 528 (MP 1.437) OVER ROAD RUN BRANCH.(115B00043N)	D	BR/STP	2019	175,000	108,500	66,500			
WASHINGTON	4-1094	KY 528		1.433	1.441	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON KY 528 (MP 1.437) OVER ROAD RUN BRANCH.(115B00043N)	C	BR/STP	2020	1,302,000	807,240	494,760			
WASHINGTON	4-8957	CR 1140		0.344	0.354	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON TEXAS-MACKVILLE ROAD (CR 1140) AT MP 0.349 OVER LONG LICK CREEK.(115C00039) (16CCN)(SD)	C	BR/STP	2020	175,000	108,500	66,500			
WASHINGTON	4-10008	KY 55		8.669	8.679	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-55 BRIDGE OVER SEIBERT CREEK. (115B00026N)	D	BR/STP	2019	87,500	54,250	33,250			
WASHINGTON	4-10008	KY 55		8.669	8.679	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-55 BRIDGE OVER SEIBERT CREEK. (115B00026N)	C	BR/STP	2020	511,000	316,820	194,180			
WASHINGTON	4-10015	KY 1920		0.017	0.025	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1920 BRIDGE OVER DEEP CREEK. (115B00061N)	D	BR/STP	2019	87,500	54,250	33,250			
WASHINGTON	4-10015	KY 1920		0.017	0.025	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 1920 BRIDGE OVER DEEP CREEK. (115B00061N)	C	BR/STP	2020	262,500	162,750	99,750			
WAYNE	8-1050	CR 1136	0.1	0.175	0.275	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BRIDGE ON CR-1136 (MP 0.225) OVER LITTLE SOUTH FORK RIVER; 0.25 MI SE OF JCT CR-5137; 116C00007N	C	BR/STP	2019	455,000	282,100	172,900			
WAYNE	8-10005	CR 1016		0.216	0.224	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF DODSON HOLLOW RD BRIDGE OVER MEADOW CREEK. (116C00028N)	D	BR/STP	2019	175,000	108,500	66,500			
WAYNE	8-10005	CR 1016		0.216	0.224	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF DODSON HOLLOW RD BRIDGE OVER MEADOW CREEK. (116C00028N)	C	BR/STP	2020	466,000	288,920	177,080			
WEBSTER	2-10018	KY 1835		0.385	0.406	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1835 BRIDGE OVER SUGAR CAMP CREEK. (117B00023N)	D	BR/STP	2019	210,000	130,200	79,800			
WEBSTER	2-10018	KY 1835		0.385	0.406	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-1835 BRIDGE OVER SUGAR CAMP CREEK. (117B00023N)	C	BR/STP	2020	665,000	412,300	252,700			
WEBSTER	2-10019	KY 132		12.304	12.314	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-132 BRIDGE OVER NALL DITCH. (117B00064N)	D	BR/STP	2019	245,000	151,900	93,100			
WEBSTER	2-10019	KY 132		12.304	12.314	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-132 BRIDGE OVER NALL DITCH. (117B00064N)	C	BR/STP	2020	1,102,500	683,550	418,950			
WHITLEY	11-14.8	I 75	8.65	20.2	27.943	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-LEXINGTON; WIDEN I-75 TO 8 LANES FROM MP 20.2 IN WHITLEY COUNTY TO MP 28.85, US-25E NORTH OF CORBIN. (C-COST=\$87,500,000)(18CCR)	R	NH	2019	500,000	500,000	-			
WHITLEY	11-14.8	I 75	8.65	20.2	27.943	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-LEXINGTON; WIDEN I-75 TO 8 LANES FROM MP 20.2 IN WHITLEY COUNTY TO MP 28.85, US-25E NORTH OF CORBIN. (C-COST=\$87,500,000)(18CCR)	U	NH	2019	500,000	500,000	-			

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WHITLEY	11-14.8	I 75	8.65	20.2	27.943	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-LEXINGTON; WIDEN I-75 TO 8 LANES FROM MP 20.2 IN WHITLEY COUNTY TO MP 28.85, US-25E NORTH OF CORBIN. (C- COST=\$87,500,000)(18CCR)	C	NH	2020	10,000,000	10,000,000	-			
WHITLEY	11-14.81	I 75	8.65	20.2	27.943	RELIABILITY	PREFINANCD CONVRSN(O)	TENN. STATE LINE-LEXINGTON; WIDEN I-75 TO 8 LANES FROM MP 20.2 IN WHITLEY COUNTY TO MP 28.85, US-25E NORTH OF CORBIN. (18CCR)	C	NH	2021	25,000,000	20,000,000	5,000,000			
WHITLEY	11-14.83	I 75		20.2	27.943	RELIABILITY	PREFINANCD CONVRSN(O)	TENN. STATE LINE-LEXINGTON; WIDEN I-75 TO 8 LANES FROM MP 20.2 IN WHITLEY COUNTY TO MP 28.85, US-25E NORTH OF CORBIN(ADDITIONAL CONSTRUCTION FUNDING FOR 11- 14.80)(18CCN)	C	NH	2022	25,000,000	20,000,000	5,000,000			
WHITLEY	11-184.1	KY 92	4.172	0	4.172	RELIABILITY	RELOCATION(O)	RECONSTRUCT KY-92 FROM 500 FT WEST OF THE WHITLEY/MCCREARY COUNTY LINE TO 1200 FT EAST OF OLD JELICO CREEK ROAD. (SECTION 1)(14CCR)	C	STP	2019	10,000,000	10,000,000	-			
WHITLEY	11-184.11	KY 92	4.172	0	4.172	RELIABILITY	PREFINANCD CONVRSN(O)	RECONSTRUCT KY-92 FROM 500 FT WEST OF THE WHITLEY/MCCREARY COUNTY LINE TO 1200 FT EAST OF OLD JELICO CREEK ROAD. (SECTION 1) (ADDITIONAL FUNDING FOR 11- 184.10)	C	STP	2021	6,000,000	4,800,000	1,200,000			
WHITLEY	11-186	US 25W	2.325	28.1	30.425	RELIABILITY	MAJOR WIDENING(O)	IMPROVE FREIGHT MOBILITY AND REDUCE CONGESTION ON US-25W FROM KY-727 TO KY-3041. (12CCR)(16CCR)	R	NH	2021	2,770,000	2,216,000	554,000			
WHITLEY	11-186	US 25W	2.325	28.1	30.425	RELIABILITY	MAJOR WIDENING(O)	IMPROVE FREIGHT MOBILITY AND REDUCE CONGESTION ON US-25W FROM KY-727 TO KY-3041. (12CCR)(16CCR)	U	NH	2021	4,160,000	3,328,000	832,000			
WHITLEY	11-186	US 25W	2.325	28.1	30.425	RELIABILITY	MAJOR WIDENING(O)	IMPROVE FREIGHT MOBILITY AND REDUCE CONGESTION ON US-25W FROM KY-727 TO KY-3041. (12CCR)(16CCR)	C	NH	2022	3,330,000	2,664,000	666,000			
WHITLEY	11-1105	I 75		27.85	27.943	ASSET MANAGEMENT	AM-BRIDGE (P)	REHAB BRIDGE ON I-75 AT MILEPOINT 27.9 OVER LYNN CAMP CREEK (SR 34.1) (B00063R AND B00063L)(SD)	C	BR/NH	2019	2,800,000	1,736,000	1,064,000			
WHITLEY	11-10032	KY 904		8.153	8.157	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-904 BRIDGE OVER TYES FK OF BENNETTS BR. (118B00070N)	D	BR/STP	2019	175,000	108,500	66,500			
WHITLEY	11-10032	KY 904		8.153	8.157	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-904 BRIDGE OVER TYES FK OF BENNETTS BR. (118B00070N)	C	BR/STP	2020	493,500	305,970	187,530			
WHITLEY	11-10033	KY 779		2.342	2.346	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-779 BRIDGE OVER BROWNS CREEK. (118B00079N)	D	BR/STP	2019	175,000	108,500	66,500			
WHITLEY	11-10033	KY 779		2.342	2.346	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-779 BRIDGE OVER BROWNS CREEK. (118B00079N)	C	BR/STP	2020	448,000	277,760	170,240			
WHITLEY	11-10034	KY 204		10.146	10.156	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-204 BRIDGE OVER YOUNGS CREEK. (118B00084N)	D	BR/STP	2019	262,500	162,750	99,750			

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WHITLEY	11-10034	KY 204		10.146	10.156	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-204 BRIDGE OVER YOUNGS CREEK. (118B00084N)	C	BR/STP	2020	910,000	564,200	345,800			
WHITLEY	11-10035	KY 2996		3.548	3.554	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2996 BRIDGE OVER WOLF CREEK. (118B00101N)	D	BR/STP	2019	175,000	108,500	66,500			
WHITLEY	11-10035	KY 2996		3.548	3.554	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-2996 BRIDGE OVER WOLF CREEK. (118B00101N)	C	BR/STP	2020	455,000	282,100	172,900			
WHITLEY	11-10036	CR 1275		0.479	0.487	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BETHEL ROAD BRIDGE OVER PATTERSON CREEK. (118C00029N)	D	BR/STP	2019	140,000	86,800	53,200			
WHITLEY	11-10036	CR 1275		0.479	0.487	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF BETHEL ROAD BRIDGE OVER PATTERSON CREEK. (118C00029N)	C	BR/STP	2020	315,000	195,300	119,700			
WHITLEY	11-10037	CR 1461		0.091	0.097	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF RIVER ROAD BRIDGE OVER SANDERS CREEK. (118C00039N)	D	BR/STP	2019	175,000	108,500	66,500			
WHITLEY	11-10037	CR 1461		0.091	0.097	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF RIVER ROAD BRIDGE OVER SANDERS CREEK. (118C00039N)	C	BR/STP	2020	406,000	251,720	154,280			
WHITLEY	11-10044	US 25W		5.045	5.117	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 25W BRIDGE OVER CLEAR FORK RVR. (118B00041N)	D	BR/NH	2019	245,000	151,900	93,100			
WHITLEY	11-10044	US 25W		5.045	5.117	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 25W BRIDGE OVER CLEAR FORK RVR. (118B00041N)	C	BR/NH	2020	1,890,000	1,171,800	718,200			
WHITLEY	11-10045	US 25W		6.205	6.277	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 25W BRIDGE OVER CLEAR FORK RIVER. (118B00042N)	D	BR/NH	2019	245,000	151,900	93,100			
WHITLEY	11-10045	US 25W		6.205	6.277	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF US 25W BRIDGE OVER CLEAR FORK RIVER. (118B00042N)	C	BR/NH	2020	1,645,000	1,019,900	625,100			
WHITLEY	11-20015	I 75		0	11.27	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 11.27	D	PM/NH	2022	900,000	720,000	180,000			
WHITLEY	11-20015	I 75		0	11.27	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 0 TO MILEPOINT 11.27	C	PM/NH	2022	9,000,000	7,200,000	1,800,000			
WHITLEY	11-20018	I 75		20.2	24.645	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 CARDINAL DIRECTION(S) FROM MILEPOINT 20.2 TO MILEPOINT 24.645	D	PM/NH	2022	200,000	160,000	40,000			
WHITLEY	11-20018	I 75		20.2	24.645	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 CARDINAL DIRECTION(S) FROM MILEPOINT 20.2 TO MILEPOINT 24.645	C	PM/NH	2022	2,000,000	1,600,000	400,000			
WHITLEY	11-20019	I 75		23	28.872	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 23.0 (25.26 NON-CARDINAL) TO MILEPOINT 28.872	D	PM/NH	2019	340,000	272,000	68,000			
WHITLEY	11-20019	I 75		23	28.872	ASSET MANAGEMENT	AM-PAVEMENT (INT)(P)	ADDRESS PAVEMENT CONDITION OF I-075 BOTH DIRECTION(S) FROM MILEPOINT 23.0 (25.26 NON-CARDINAL) TO MILEPOINT 28.872	C	PM/NH	2019	3,400,000	2,720,000	680,000			
WHITLEY	11-20024	KY 26	7.87	5.46	13.33	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-26 FROM MILEPOINT 5.46 TO MILEPOINT 13.33	C	PM/STP	2022	1,313,000	1,050,400	262,600			

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WHITLEY	11-20025	KY 90	5.55	2.78	8.33	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-90 FROM MILEPOINT 2.78 TO MILEPOINT 8.33	C	PM/STP	2022	926,000	740,800	185,200			
WOLFE	10-10009	KY 191		9.456	9.47	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-191 BRIDGE OVER LACEY CREEK. (119B00001N)	D	BR/NH	2019	150,000	93,000	57,000			
WOLFE	10-10009	KY 191		9.456	9.47	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY-191 BRIDGE OVER LACEY CREEK. (119B00001N)	C	BR/NH	2020	564,000	349,680	214,320			
WOLFE	10-10019	KY 2491		4.899	4.905	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 2491 BRIDGE OVER SWANGO FORK. (119B00058N)	D	BR/STP	2019	175,000	108,500	66,500			
WOLFE	10-10019	KY 2491		4.899	4.905	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF KY 2491 BRIDGE OVER SWANGO FORK. (119B00058N)	C	BR/STP	2020	525,000	325,500	199,500			
WOLFE	10-20009	KY 9000		36	41.373	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 36 TO MILEPOINT 42.85	D	PM/NH	2021	550,000	440,000	110,000			
WOLFE	10-20009	KY 9000		36	41.373	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 36 TO MILEPOINT 42.85	C	PM/NH	2021	5,500,000	4,400,000	1,100,000			
WOLFE	10-20010	KY 9009		42.853	46.208	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 42.853 TO MILEPOINT 46.208	D	PM/STP	2022	275,000	220,000	55,000			
WOLFE	10-20010	KY 9009		42.853	46.208	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 42.853 TO MILEPOINT 46.208	C	PM/STP	2022	2,750,000	2,200,000	550,000			
WOLFE	10-20011	KY 9009		46.208	55.434	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 46.208 TO MILEPOINT 55.434	D	PM/STP	2021	370,000	296,000	74,000			
WOLFE	10-20011	KY 9009		46.208	55.434	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 46.208 TO MILEPOINT 55.434	C	PM/STP	2021	3,700,000	2,960,000	740,000			
WOLFE	10-20012	KY 9009		55.434	57.72	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 55.434 TO MILEPOINT 57.72	D	PM/STP	2019	90,000	72,000	18,000			
WOLFE	10-20012	KY 9009		55.434	57.72	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 55.434 TO MILEPOINT 57.72	C	PM/STP	2019	900,000	720,000	180,000			
WOLFE	10-20016	KY 15S	0.93	0	0.93	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION ON KY-15S FROM MILEPOINT 0.00 TO MILEPOINT 0.93	C	PM/STP	2022	896,000	716,800	179,200			

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WOODFORD	7-8642	CR 1015	0.023	2.499	2.522	ASSET MANAGEMENT	AM-BRIDGE (P)	ADDRESS DEFICIENCIES OF THE WEISENBURG MILL ROAD BRIDGE AT THE WOODFORD/SCOTT COUNTY LINE. (10CCN)(120C00006N)	C	BR/STP	2020	966,000	598,920	367,080			
WOODFORD	7-20022	BG 9002		61.95	70.7	ASSET MANAGEMENT	AM-PAVEMENT (PKY)(P)	ADDRESS PAVEMENT CONDITION OF MARTHA LAYNE COLLINS BLUEGRASS PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 61.95 (62.05 NON-CARDINAL) TO MILEPOINT 70.70 (70.91 NON-CARDINAL)	D	PM/NH	2019	700,000	560,000	140,000			
WOODFORD	7-20023	US 60		7.345	9.305	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	D	PM/NH	2020	350,000	280,000	70,000			
WOODFORD	7-20023	US 60		7.345	9.305	ASSET MANAGEMENT	AM-PAVEMENT (PRI)(P)	ADDRESS PAVEMENT CONDITION OF AC PAVEMENT	C	PM/NH	2020	3,500,000	2,800,000	700,000			

**B. Federally-funded ZVarious
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**2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
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ZVARIOUS	99-65.16					ASSET MANAGEMENT	AM-BRIDGE (P)	BRIDGE REPAIRS ON VARIOUS BRIDGES FOR FY 2019.	C	BR/NH	2019	2,000,000	1,240,000	760,000		
ZVARIOUS	99-65.17					ASSET MANAGEMENT	AM-BRIDGE (P)	BRIDGE REPAIRS ON VARIOUS BRIDGES FOR FY 2020.	C	BR/NH	2020	2,000,000	1,240,000	760,000		
ZVARIOUS	99-65.18					ASSET MANAGEMENT	AM-BRIDGE (P)	BRIDGE REPAIRS ON VARIOUS BRIDGES FOR FY 2021.	C	BR/NH	2021	30,000,000	18,600,000	11,400,000		
ZVARIOUS	99-65.19					ASSET MANAGEMENT	AM-BRIDGE (P)	BRIDGE REPAIRS ON VARIOUS BRIDGES FOR FY 2022.	C	BR/NH	2022	30,000,000	18,600,000	11,400,000		
ZVARIOUS	99-66.14					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2019.	C	NH	2019	2,000,000	2,000,000	-		
ZVARIOUS	99-66.15					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2020.	C	NH	2020	2,000,000	2,000,000	-		
ZVARIOUS	99-66.16					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2021.	C	NH	2021	2,000,000	1,600,000	400,000		
ZVARIOUS	99-66.17					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2022.	C	NH	2022	2,000,000	1,600,000	400,000		
ZVARIOUS	99-195.15					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2019. (98CCR)	C	TE	2019	13,700,000	10,960,000		2,740,000	
ZVARIOUS	99-195.16					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2020 (98CCR)	C	TE	2020	13,700,000	10,960,000		2,740,000	
ZVARIOUS	99-195.17					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2021.	C	TE	2021	12,800,000	10,240,000		2,560,000	
ZVARIOUS	99-195.18					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2022.	C	TE	2022	12,800,000	10,240,000		2,560,000	
ZVARIOUS	99-219.17					RELIABILITY	CONGESTION MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2019.	C	CM	2019	13,100,000	10,480,000		2,620,000	
ZVARIOUS	99-219.18					RELIABILITY	CONGESTION MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2020.	C	CM	2020	13,100,000	10,480,000		2,620,000	
ZVARIOUS	99-219.19					RELIABILITY	CONGESTION MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2021.	C	CM	2021	17,800,000	14,240,000		3,560,000	
ZVARIOUS	99-219.2					RELIABILITY	CONGESTION MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2022.	C	CM	2022	17,800,000	14,240,000		3,560,000	
ZVARIOUS	99-224.13					RELIABILITY	AM-PAVEMENT (PRI)(P)	PAVEMENT REHAB ON STATE (NON RS) SYSTEM ROUTES IN KENTUCKY FOR FY 2019.	C	PM/STP	2019	2,000,000	1,600,000	400,000		
ZVARIOUS	99-224.14					RELIABILITY	AM-PAVEMENT (PRI)(P)	PAVEMENT REHAB ON STATE (NON RS) SYSTEM ROUTES IN KENTUCKY FOR FY 2021.	C	PM/STP	2021	9,000,000	7,200,000	1,800,000		
ZVARIOUS	99-327.15					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2019.	C	BR/STP	2019	2,600,000	1,612,000	988,000		

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ZVARIOUS	99-327.16					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2020.	C	BR/STP	2020	2,600,000	1,612,000	988,000		
ZVARIOUS	99-327.17					RELIABILITY	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2021.	C	BR/STP	2021	2,600,000	1,612,000	988,000		
ZVARIOUS	99-327.18					RELIABILITY	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2022.	C	BR/STP	2022	2,600,000	1,612,000	988,000		
ZVARIOUS	99-333.15					RELIABILITY	FOREST HIGHWAY(P)	STATEWIDE FEDERAL LANDS ACCESS PROGRAM FEDERAL HIGHWAY FUNDS FOR FY 2019.	C	FH	2022	1,641,000	1,312,800	328,200		
ZVARIOUS	99-337.14					RELIABILITY	AM-PAVEMENT (INT)(P)	STATEWIDE I-STATE ROUTES FOR FY 2019.(14CCR)	C	PM/NH	2019	2,000,000	1,600,000	400,000		
ZVARIOUS	99-337.15					RELIABILITY	AM-PAVEMENT (INT)(P)	STATEWIDE I-STATE ROUTES FOR FY 2021.(14CCR)	C	PM/NH	2021	9,000,000	7,200,000	1,800,000		
ZVARIOUS	99-346.15					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2019.	C	BR/STP	2019	1,100,000	682,000	418,000		
ZVARIOUS	99-346.16					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2020.	C	BR/STP	2020	1,100,000	682,000	418,000		
ZVARIOUS	99-346.17					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2021.	C	BR/STP	2021	1,100,000	682,000	418,000		
ZVARIOUS	99-346.18					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2022.	C	BR/STP	2022	1,100,000	682,000	418,000		
ZVARIOUS	99-352.15					SAFETY	SAFETY-RR PROTECTN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2019.	C	RRP	2019	3,600,000	3,600,000	-		
ZVARIOUS	99-352.16					SAFETY	SAFETY-RR PROTECTN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2020.	C	RRP	2020	3,600,000	3,600,000	-		
ZVARIOUS	99-352.17					RELIABILITY	SAFETY-RR PROTECTN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2021.	C	RRP	2021	4,400,000	3,520,000	880,000		
ZVARIOUS	99-352.18					RELIABILITY	SAFETY-RR PROTECTN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2022.	C	RRP	2022	4,400,000	3,520,000	880,000		
ZVARIOUS	99-369.09					RELIABILITY	AM-PAVEMENT (PRI)(P)	PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2019.	C	PM/NH	2019	2,000,000	1,600,000	400,000		
ZVARIOUS	99-369.1					RELIABILITY	AM-PAVEMENT (PRI)(P)	PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2021.	C	PM/NH	2021	9,000,000	7,200,000	1,800,000		
ZVARIOUS	99-388.09					SAFETY	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2019.	C	BR/STP	2019	1,600,000	992,000	608,000		
ZVARIOUS	99-388.1					SAFETY	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2020.	C	BR/STP	2020	1,600,000	992,000	608,000		
ZVARIOUS	99-388.11					RELIABILITY	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2021.	C	BR/STP	2021	1,600,000	992,000	608,000		
ZVARIOUS	99-388.12					RELIABILITY	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2022.	C	BR/STP	2022	1,600,000	992,000	608,000		

**2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
ZVARIOUS LISTING OF PROJECT PHASES
FY 2019 - FY 2022**

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT
ZVARIOUS	99-391.04					RELIABILITY	DESIGN ENGINEERING(O)	STATEWIDE STP HIGHWAY PROJECT ACTIVITIES.	D	STP	2019	2,000,000	2,000,000	-		
ZVARIOUS	99-391.06					RELIABILITY	DESIGN ENGINEERING(O)	STATEWIDE HIGHWAY PROJECT DESIGN ACTIVITIES.	D	STP	2021	1,000,000	800,000	200,000		
ZVARIOUS	99-395.07					RELIABILITY	AM-PAVEMENT (INT)(P)	PAVEMENT REPAIR AT INTERSECTIONS FOR VARIOUS ROADWAYS FOR FY 2019.(12CCR)	C	PM/STP	2019	2,000,000	1,600,000	400,000		
ZVARIOUS	99-395.08					RELIABILITY	AM-PAVEMENT (INT)(P)	PAVEMENT REPAIR AT INTERSECTIONS FOR VARIOUS ROADWAYS FOR FY 2021.(12CCR)	C	PM/STP	2021	5,000,000	4,000,000	1,000,000		
ZVARIOUS	99-510.03					RELIABILITY	AM-BRIDGE (P)	HONORING BORDER STATES COMMITMENTS FOR EXISTING BRIDGES(CANNOT BE MOVED).	C	BR/STP	2019	3,500,000	2,170,000	1,330,000		
ZVARIOUS	99-510.05					RELIABILITY	AM-BRIDGE (P)	HONORING BORDER STATES COMMITMENTS FOR EXISTING BRIDGES(CANNOT BE MOVED).	C	BR/STP	2021	15,000,000	9,300,000	5,700,000		
ZVARIOUS	99-510.06					RELIABILITY	AM-BRIDGE (P)	HONORING BORDER STATES COMMITMENTS FOR EXISTING BRIDGES(CANNOT BE MOVED).	C	BR/STP	2022	15,000,000	9,300,000	5,700,000		
ZVARIOUS	99-511.03					RELIABILITY	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCK FALL OR EMBANKMENT STABILIZATION FOR FY 2019.	C	STP	2019	2,000,000	2,000,000	-		
ZVARIOUS	99-511.04					RELIABILITY	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCK FALL OR EMBANKMENT STABILIZATION FOR FY 2020.	C	STP	2020	1,000,000	1,000,000	-		
ZVARIOUS	99-511.05					RELIABILITY	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCK FALL OR EMBANKMENT STABILIZATION FOR FY 2021.	C	STP	2021	1,000,000	800,000	200,000		
ZVARIOUS	99-511.06					RELIABILITY	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCK FALL OR EMBANKMENT STABILIZATION FOR FY 2022.	C	STP	2022	2,000,000	1,600,000	400,000		
ZVARIOUS	99-514					RELIABILITY	AM-BRIDGE (P)	PREVENTATIVE MAINTENANCE FOR BRIDGE STRUCTURES FOR FY 2019.	C	BR/STP	2019	3,000,000	1,860,000	1,140,000		
ZVARIOUS	99-514.01					RELIABILITY	AM-BRIDGE (P)	PREVENTATIVE MAINTENANCE FOR BRIDGE STRUCTURES FOR FY 2021.	C	BR/STP	2021	10,000,000	6,200,000	3,800,000		
ZVARIOUS	99-518					RELIABILITY	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCKFALL OR EMBANKMENT STABILIZATION ON NH ROUTES FOR FY 2019.	C	NH	2019	6,000,000	4,800,000	1,200,000		
ZVARIOUS	99-518.01					RELIABILITY	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCKFALL OR EMBANKMENT STABILIZATION ON NH ROUTES FOR FY 2020.	C	NH	2020	1,000,000	800,000	200,000		
ZVARIOUS	99-518.02					RELIABILITY	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCKFALL OR EMBANKMENT STABILIZATION ON NH ROUTES FOR FY 2021.	C	NH	2021	6,000,000	4,800,000	1,200,000		
ZVARIOUS	99-518.03					RELIABILITY	LANDSLIDE REPAIR(P)	STATEWIDE CORRECTIONS OF ROCKFALL OR EMBANKMENT STABILIZATION ON NH ROUTES FOR FY 2022.	C	NH	2022	7,000,000	5,600,000	1,400,000		
ZVARIOUS	99-911.08					SAFETY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2019.(HSIP)	C	SAF	2019	38,500,000	30,800,000	7,700,000		
ZVARIOUS	99-911.09					SAFETY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2020. (HSIP)	C	SAF	2020	38,500,000	30,800,000	7,700,000		

**2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
ZVARIOUS LISTING OF PROJECT PHASES
FY 2019 - FY 2022**

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT
ZVARIOUS	99-911.1					RELIABILITY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2021. (HSIP)	C	SAF	2021	47,500,000	38,000,000	9,500,000		
ZVARIOUS	99-911.11					RELIABILITY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2022. (HSIP)	C	SAF	2022	47,500,000	38,000,000	9,500,000		
ZVARIOUS	99-1063.15					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2019.	C	BR/STP	2019	500,000	310,000	190,000		
ZVARIOUS	99-1063.16					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2020.	C	BR/STP	2020	500,000	310,000	190,000		
ZVARIOUS	99-1063.17					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2021.	C	BR/STP	2021	500,000	310,000	190,000		
ZVARIOUS	99-1063.18					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2022.	C	BR/STP	2022	500,000	310,000	190,000		
ZVARIOUS	99-1074.07					ASSET MANAGEMENT	AM-BRIDGE (P)	STATEWIDE BRIDGE REPLACEMENT PROGRAM FOR FY 2019.	C	BR/STP	2019	3,000,000	1,860,000	1,140,000		
ZVARIOUS	99-1074.08					ASSET MANAGEMENT	AM-BRIDGE (P)	STATEWIDE BRIDGE REPLACEMENT PROGRAM FOR FY 2021.	C	BR/STP	2021	18,000,000	11,160,000	6,840,000		
ZVARIOUS	99-1074.09					ASSET MANAGEMENT	AM-BRIDGE (P)	STATEWIDE BRIDGE REPLACEMENT PROGRAM FOR FY 2022.	C	BR/STP	2022	20,000,000	12,400,000	7,600,000		
ZVARIOUS	99-2700.13					RELIABILITY	AM-PAVEMENT (PRI)(P)	PAVEMENT PREVENTATIVE MAINTENANCE PROGRAM FOR FY 2019.	C	PM/STP	2019	2,000,000	1,600,000	400,000		
ZVARIOUS	99-2700.14					RELIABILITY	AM-PAVEMENT (PRI)(P)	PAVEMENT PREVENTATIVE MAINTENANCE PROGRAM FOR FY 2020.	C	PM/STP	2020	2,000,000	1,600,000	400,000		
ZVARIOUS	99-2700.15					RELIABILITY	AM-PAVEMENT (PRI)(P)	PAVEMENT PREVENTATIVE MAINTENANCE PROGRAM FOR FY 2021.	C	PM/STP	2021	5,000,000	4,000,000	1,000,000		
ZVARIOUS	99-2700.16					RELIABILITY	AM-PAVEMENT (PRI)(P)	PAVEMENT PREVENTATIVE MAINTENANCE PROGRAM FOR FY 2022.	C	PM/STP	2022	5,000,000	4,000,000	1,000,000		
ZVARIOUS	99-3011					SAFETY	SAFETY(P)	AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN IMPLEMENTATION PROJECTS.	C	STP	2019	1,000,000	1,000,000	-		
ZVARIOUS	99-3011.01					SAFETY	SAFETY(P)	AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN IMPLEMENTATION PROJECTS.	C	STP	2020	1,000,000	1,000,000	-		
ZVARIOUS	99-3011.02					SAFETY	SAFETY(P)	AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN IMPLEMENTATION PROJECTS.	C	STP	2021	1,000,000	800,000	200,000		
ZVARIOUS	99-3011.03					SAFETY	SAFETY(P)	AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN IMPLEMENTATION PROJECTS.	C	STP	2022	1,000,000	800,000	200,000		
ZVARIOUS	99-9050.1					RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65; I-75; AND I-64 FOR FY 2019. (JM03-FD53 "IM" COMPONENT)	C	NH	2019	44,500,000	44,500,000	-		
ZVARIOUS	99-9068.05	US 68				RELIABILITY	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (NH) FOR FY 2019. (079B00023N, 111B00020N)	C	NH	2019	9,100,000	9,100,000	-		

**2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
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FY 2019 - FY 2022**

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION	STATE MATCH	LOCAL MATCH	ILLUSTRATIVE PROJECT
ZVARIOUS	99-9068.61	US 68				RELIABILITY	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (NH) FOR FY 2020. (12CCR)	C	NH	2020	9,100,000	9,100,000	-		
ZVARIOUS	99-9068.65	US 68				RELIABILITY	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (STP) FOR FY 2019.	C	STP	2019	9,100,000	9,100,000	-		
ZVARIOUS	99-9068.66	US 68				RELIABILITY	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (STP) FOR FY 2020.	C	STP	2020	9,100,000	9,100,000	-		
ZVARIOUS	99-9068.67	US 68				RELIABILITY	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (STP) FOR FY 2021.	C	STP	2021	9,100,000	7,280,000	1,820,000		
ZVARIOUS	99-9068.68	US 68				RELIABILITY	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (STP) FOR FY 2022.	C	STP	2022	9,100,000	7,280,000	1,820,000		
ZVARIOUS	99-9068.69	US 68				RELIABILITY	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (NH) FOR FY 2021.	C	NH	2021	9,100,000	7,280,000	1,820,000		
ZVARIOUS	99-9068.7	US 68				RELIABILITY	AM-BRIDGE (P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (NH) FOR FY 2022.	C	NH	2022	9,100,000	7,280,000	1,820,000		
ZVARIOUS	99-9659.21					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2019. (JZ1-FD53 "NH" COMPONENT)	C	NH	2019	34,300,000	34,300,000	-		
ZVARIOUS	99-9659.23					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2020. (JZ1-FD53 "NH" COMPONENT)	C	NH	2020	62,800,000	62,800,000	-		
ZVARIOUS	99-9659.25					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2021. (JZ1-FD53 "NH" COMPONENT)	C	NH	2021	62,800,000	50,240,000	12,560,000		
ZVARIOUS	99-9659.27					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2022. (JZ1-FD53 "NH" COMPONENT)	C	NH	2022	62,800,000	50,240,000	12,560,000		

**C. State-funded regionally significant
air quality “Non-Exempt” Projects
(Pages 1 - 5)**

**2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
STATE FUNDED REGIONAL SIGNIFICANT PROJECT PHASES
FY 2019 - FY 2022**

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FUND CODE	FISYEAR	AMOUNT
BARREN	3-80002	LN 9008		12.8	13	RELIABILITY	NEW INTERCHANGE(O)	NEW INTERCHANGE ON THE LOUIE NUNN CUMBERLAND PARKWAY AT KY-249 IN GLASGOW(18CCN)	D	SPP	2020	1,500,000.00
BARREN	3-80002	LN 9008		12.8	13	RELIABILITY	NEW INTERCHANGE(O)	NEW INTERCHANGE ON THE LOUIE NUNN CUMBERLAND PARKWAY AT KY-249 IN GLASGOW(18CCN)	R	SPP	2021	2,000,000.00
BARREN	3-80002	LN 9008		12.8	13	RELIABILITY	NEW INTERCHANGE(O)	NEW INTERCHANGE ON THE LOUIE NUNN CUMBERLAND PARKWAY AT KY-249 IN GLASGOW(18CCN)	U	SPP	2022	750,000.00
BOONE	6-80003	US 42		13.802	14.16	RELIABILITY	RECONSTRUCTION(O)	INCREASE CAPACITY AND REDUCE CONGESTION ON US 42 AT I 71/75(18CCN)	D	SPP	2019	650,000.00
BULLITT	5-150.5	KY 44	0.5	22.8	23.25	SAFETY	RECONSTRUCTION(O)	SECTION 5 - FROM US-31EX TO US-31E BYPASS. (2008BOPC).	D	SPP	2019	1,000,000.00
GARRARD	7-196.3	US 27	5.132	5.199	10.331	RELIABILITY	RELOCATION(O)	IMPROVE US-27 FROM WEST LANCASTER BYPASS TO KY-34. (2006BOPC) (16CCN)(18CCR)	D	SPP	2019	500,000.00
GARRARD	7-196.3	US 27	5.132	5.199	10.331	RELIABILITY	RELOCATION(O)	IMPROVE US-27 FROM WEST LANCASTER BYPASS TO KY-34. (2006BOPC) (16CCN)(18CCR)	R	SPP	2020	10,000,000.00
GARRARD	7-196.3	US 27	5.132	5.199	10.331	RELIABILITY	RELOCATION(O)	IMPROVE US-27 FROM WEST LANCASTER BYPASS TO KY-34. (2006BOPC) (16CCN)(18CCR)	U	SPP	2021	9,000,000.00
GARRARD	7-196.3	US 27	5.132	5.199	10.331	RELIABILITY	RELOCATION(O)	IMPROVE US-27 FROM WEST LANCASTER BYPASS TO KY-34. (2006BOPC) (16CCN)(18CCR)	C	SPP	2022	38,000,000.00
GRAVES	1-181.5	KY 80	2.8			RELIABILITY	NEW ROUTE(O)	MURRAY-MAYFIELD RD; EXTEND MAYFIELD SOUTHERN BYPASS FROM KY-303 SOUTH OF MAYFIELD, NORTHWEST TO JULIAN M. CARROLL PARKWAY (PURCHASE PARKWAY). (EXTENSION OF 1-181.30)(00CCR)(12CCR)(14CCR)(18CCR)	C	SPP	2020	7,280,000.00

**2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
STATE FUNDED REGIONAL SIGNIFICANT PROJECT PHASES
FY 2019 - FY 2022**

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FUND CODE	FISYEAR	AMOUNT
GRAVES	1-181.51	KY 80	2.8			RELIABILITY	PREFINANCD CONVRSN(O)	MURRAY-MAYFIELD RD; EXTEND MAYFIELD SOUTHERN BYPASS FROM KY-303 SOUTH OF MAYFIELD, NORTHWEST TO JULIAN M. CARROLL PARKWAY (PURCHASE PARKWAY). (EXTENSION OF 1-181.30)(00CCR)(12CCR)(14CCR)(18CCR)	C	SPP	2021	7,280,000.00
GRAYSON	4-8954	KY 3155				NEW ROUTES	NEW ROUTE(O)	EXTEND THE WILLIAM THOMASON BYWAY (KY 3155) FROM THE SOUTHERN INTERSECTION AT KY 259 WESTERLY TO KY 54. (16CCN)(18CCN)	R	SPP	2021	2,500,000.00
GRAYSON	4-8954	KY 3155				NEW ROUTES	NEW ROUTE(O)	EXTEND THE WILLIAM THOMASON BYWAY (KY 3155) FROM THE SOUTHERN INTERSECTION AT KY 259 WESTERLY TO KY 54. (16CCN)(18CCN)	U	SPP	2021	1,500,000.00
GRAYSON	4-8954	KY 3155				NEW ROUTES	NEW ROUTE(O)	EXTEND THE WILLIAM THOMASON BYWAY (KY 3155) FROM THE SOUTHERN INTERSECTION AT KY 259 WESTERLY TO KY 54. (16CCN)(18CCN)	C	SPP	2022	14,500,000.00
JEFFERSON	5-323.01	KY 1931	2.6	0.54	3.148	RELIABILITY	MAJOR WIDENING(O)	WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DIXIE HWY (US-31W) (3-LANE IMPROVEMENT) FROM MP 0.54 TO MP 3.148. (98CCR)(R-04DEOB)(04CCR)(BOP2006P)(10CCR)(12CCR)	C	SPP	2022	4,860,000.00
JEFFERSON	5-8908	KY 155		4.4	5.75	RELIABILITY	MINOR WIDENING(O)	WIDEN TAYLORSVILLE ROAD TO 3 LANES FROM I-265 TO KY-148. (18CCN)	P	SPP	2019	915,000.00
JEFFERSON	5-8908	KY 155		4.4	5.75	RELIABILITY	MINOR WIDENING(O)	WIDEN TAYLORSVILLE ROAD TO 3 LANES FROM I-265 TO KY-148. (18CCN)	D	SPP	2020	1,495,000.00
JEFFERSON	5-8908	KY 155		4.4	5.75	RELIABILITY	MINOR WIDENING(O)	WIDEN TAYLORSVILLE ROAD TO 3 LANES FROM I-265 TO KY-148. (18CCN)	R	SPP	2022	1,000,000.00

**2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
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COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FUND CODE	FISYEAR	AMOUNT
JEFFERSON	5-8908	KY 155		4.4	5.75	RELIABILITY	MINOR WIDENING(O)	WIDEN TAYLORSVILLE ROAD TO 3 LANES FROM I-265 TO KY-148. (18CCN)	U	SPP	2022	500,000.00
JEFFERSON	5-8952	US 60	0.396	14.718	15.114	RELIABILITY	MINOR WIDENING(O)	WIDEN US-60 TO THREE LANES FROM EASTWOOD CUTOFF (MP 14.7) TO ROCKCREST WAY (MP 15.1). (LOCALS WILL DO DESIGN FOR \$330,000). (16CCN)(18CCR)	R	SPP	2019	410,000.00
JEFFERSON	5-8952	US 60	0.396	14.718	15.114	RELIABILITY	MINOR WIDENING(O)	WIDEN US-60 TO THREE LANES FROM EASTWOOD CUTOFF (MP 14.7) TO ROCKCREST WAY (MP 15.1). (LOCALS WILL DO DESIGN FOR \$330,000). (16CCN)(18CCR)	U	SPP	2020	460,000.00
JEFFERSON	5-8952	US 60	0.396	14.718	15.114	RELIABILITY	MINOR WIDENING(O)	WIDEN US-60 TO THREE LANES FROM EASTWOOD CUTOFF (MP 14.7) TO ROCKCREST WAY (MP 15.1). (LOCALS WILL DO DESIGN FOR \$330,000). (16CCN)(18CCR)	C	SPP	2021	1,000,000.00
JEFFERSON	5-80000	KY 1531	0.2	8.1	8.3	RELIABILITY	NEW INTERCHANGE(O)	EASTWOOD FISHERSVILLE CONNECTOR TO I-64 (18CCN)	P	SPP	2019	750,000.00
JEFFERSON	5-80001	US 60	0.591	11.093	11.684	RELIABILITY	MAJOR WIDENING(O)	WIDEN US-60 TO 6 LANES FROM OLD SHELBYVILLE RD. TO NORTH ENGLISH STATION RD.(18CCN)	D	SPP	2019	1,255,000.00
JEFFERSON	5-80001	US 60	0.591	11.093	11.684	RELIABILITY	MAJOR WIDENING(O)	WIDEN US-60 TO 6 LANES FROM OLD SHELBYVILLE RD. TO NORTH ENGLISH STATION RD.(18CCN)	R	SPP	2021	550,000.00
JEFFERSON	5-80001	US 60	0.591	11.093	11.684	RELIABILITY	MAJOR WIDENING(O)	WIDEN US-60 TO 6 LANES FROM OLD SHELBYVILLE RD. TO NORTH ENGLISH STATION RD.(18CCN)	U	SPP	2022	720,000.00
JEFFERSON	5-80003					NEW ROUTES	NEW ROUTE(O)	EXTEND PLANTSIDE DRIVE FROM REHL ROAD TO TAYLORSVILLE ROAD(18CCN)	D	SPP	2020	750,000.00
JEFFERSON	5-80006	KY 841	0.5	9.1	9.6	RELIABILITY	SPOT IMPROVEMENTS(O)	CONSTRUCT NEW INTERCHANGE ON KY-841 AT THE RENAISSANCE SOUTH BUSINESS PARK(18CCN)	C	SPP	2021	12,500,000.00
KENTON	6-162.3	KY 536	1.481	1.061	2.542	RELIABILITY	AIR QUALITY(P)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-536 FROM KY 1303 TO WILLIAMSWOOD ROAD/CALVARY DRIVE (PRIORITY SECTION 2). DESIGN PHASE UNDER PARENT NO. 6-162.01. (2012BOP)(18CCN)	R	SPP	2020	3,000,000.00

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COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FUND CODE	FISYEAR	AMOUNT
KENTON	6-162.3	KY 536	1.481	1.061	2.542	RELIABILITY	AIR QUALITY(P)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-536 FROM KY 1303 TO WILLIAMSWOOD ROAD/CALVARY DRIVE (PRIORITY SECTION 2). DESIGN PHASE UNDER PARENT NO. 6-162.01. (2012BOP)(18CCN)	U	SPP	2020	1,500,000.00
KENTON	6-162.3	KY 536	1.481	1.061	2.542	RELIABILITY	AIR QUALITY(P)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-536 FROM KY 1303 TO WILLIAMSWOOD ROAD/CALVARY DRIVE (PRIORITY SECTION 2). DESIGN PHASE UNDER PARENT NO. 6-162.01. (2012BOP)(18CCN)	C	SPP	2022	13,500,000.00
KENTON	6-162.4	KY 536	1.934	2.542	4.476	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY AND REDUCE CONGESTION ON KY-536 FROM WILLIAMSWOOD ROAD/CALVARY DRIVE TO KY-17 (PRIORITY SECTION 3). DESIGN PHASE UNDER PARENT NO. 6-162.01. (2012BOP)(18CCR)	R	SPP	2022	12,080,000.00
LINCOLN	8-80009	US 27		18.521	20.8	RELIABILITY	MINOR WIDENING(O)	EXPAND US-27 TO FOUR LANES FROM THE WALMART IN STANFORD TO THE DIX RIVER(18CCN)	D	SPP	2021	2,100,000.00
LINCOLN	8-80009	US 27		18.521	20.8	RELIABILITY	MINOR WIDENING(O)	EXPAND US-27 TO FOUR LANES FROM THE WALMART IN STANFORD TO THE DIX RIVER(18CCN)	R	SPP	2022	7,500,000.00
MASON	9-147.2	US 68	2.7			RELIABILITY	NEW ROUTE(O)	NEW FULLY CONTROLLED ACCESS ROUTE FROM US 68 NEAR WASHINGTON EAST TO KY 11 INCLUDING A NEW I-CHNG AT KY 11. (PRIORITY SECTION)(2004BOPC)(06CCR)(18CCN)	D	SPP	2021	780,000.00
MASON	9-147.6	US 68	2.9			RELIABILITY	NEW ROUTE(O)	NEW FULLY CONTROLLED ACCESS ROUTE FROM KY 11 NORTHEAST TO KY 9 (AA HWY) INCLUDING NEW I-CHNG AT KY 9. (2004BOPC)(06CCR)(18CCN)	D	SPP	2021	780,000.00

**2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
STATE FUNDED REGIONAL SIGNIFICANT PROJECT PHASES
FY 2019 - FY 2022**

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FUND CODE	FISYEAR	AMOUNT
MASON	9-147.6	US 68	2.9			RELIABILITY	NEW ROUTE(O)	NEW FULLY CONTROLLED ACCESS ROUTE FROM KY 11 NORTHEAST TO KY 9 (AA HWY) INCLUDING NEW I-CHNG AT KY 9. (2004BOPC)(06CCR)(18CCN)	R	SPP	2022	1,580,000.00
MASON	9-147.6	US 68	2.9			RELIABILITY	NEW ROUTE(O)	NEW FULLY CONTROLLED ACCESS ROUTE FROM KY 11 NORTHEAST TO KY 9 (AA HWY) INCLUDING NEW I-CHNG AT KY 9. (2004BOPC)(06CCR)(18CCN)	U	SPP	2022	1,820,000.00
OLDHAM	5-367.2		2.2			NEW ROUTES	NEW ROUTE(O)	EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR)(18CCN)	C	SPP	2021	10,000,000.00
OLDHAM	5-367.21					RELIABILITY	PREFINANCD CONVRSN(O)	EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362).(18CCN)	C	SPP	2022	8,500,000.00
OLDHAM	5-8852	KY 53	2.617	3.068	5.685	RELIABILITY	DESIGN ENGINEERING(O)	DESIGN FOR IMPROVING KY-53 FROM ZHALE SMITH ROAD TO KY-22 (TOTAL 3.2 MILES). (14CCN)(18CCN)	D	SPP	2021	2,000,000.00
OLDHAM	5-80005	KY 329		6.8	7	SAFETY	SAFETY(P)	IMPROVE THE INTERCHANGE OF I 71 AND KY 329. (18CCN)	D	SPP	2019	250,000.00
TODD	3-80001	US 79		0	3	RELIABILITY	MINOR WIDENING(O)	US 79 WIDENING FROM MP 0 TO MP 3. (18CCN)	D	SPP	2019	1,200,000.00
TODD	3-80001	US 79		0	3	RELIABILITY	MINOR WIDENING(O)	US 79 WIDENING FROM MP 0 TO MP 3. (18CCN)	R	SPP	2021	2,000,000.00
TODD	3-80001	US 79		0	3	RELIABILITY	MINOR WIDENING(O)	US 79 WIDENING FROM MP 0 TO MP 3. (18CCN)	U	SPP	2021	3,000,000.00
TODD	3-80001	US 79		0	3	RELIABILITY	MINOR WIDENING(O)	US 79 WIDENING FROM MP 0 TO MP 3. (18CCN)	C	SPP	2022	8,000,000.00
WARREN	3-199	US 31W	2.6	4.1	6.7	RELIABILITY	MAJOR WIDENING(O)	IMPROVE US-31W FROM SOUTH OF KY-242 TO DILLARD ROAD.(12CCR)	C	SPP	2022	2,880,000.00
WARREN	3-8857	US 31W	1.256	10.561	11.817	RELIABILITY	MAJOR WIDENING(O)	IMPROVE US-31W FROM CAMPBELL LANE (US-231) TO UNIVERSITY BOULEVARD (US-231X). (14CCN)(16CCR)(18CCR)	R	SPP	2019	1,750,000.00
WARREN	3-8857	US 31W	1.256	10.561	11.817	RELIABILITY	MAJOR WIDENING(O)	IMPROVE US-31W FROM CAMPBELL LANE (US-231) TO UNIVERSITY BOULEVARD (US-231X). (14CCN)(16CCR)(18CCR)	U	SPP	2019	2,000,000.00
WARREN	3-8857	US 31W	1.256	10.561	11.817	RELIABILITY	MAJOR WIDENING(O)	IMPROVE US-31W FROM CAMPBELL LANE (US-231) TO UNIVERSITY BOULEVARD (US-231X). (14CCN)(16CCR)(18CCR)	C	SPP	2022	4,250,000.00

EXHIBIT A – 6

CONGESTION MITIGATION AND AIR QUALITY PROJECTS

**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT
PROGRAM PROJECTS
AS OF JUNE 2018**

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>	<u>State Forces</u>	<u>Total Federal Funds</u>
Boone	Boone County Fiscal Court	Limaburg Intersection	Redefine southbound lanes of Limaburg Road on the north side of the KY 18 intersection to increase the dedicated left turn lane capacity.	U	\$12,000	\$1,200.00	\$13,200.00
Boone	Boone County Fiscal Court	Limaburg Intersection	Redefine southbound lanes of Limaburg Road on the north side of the KY 18 intersection to increase the dedicated left turn lane capacity.	C	\$228,370	\$22,837.00	\$251,207.00
Fayette	LFUCG	4th Street Corridor (Transy)	Improvements to the corridor on 4th Street between Jefferson and Upper Street. Will include curb and gutter, sidewalks, drainage improvements, wayfinding and signage, lighting, traffic calming measures.	U	\$64,000.00	\$6,400.00	\$70,400.00
Fayette	LFUCG	4th Street Corridor (Transy)	Improvements to the corridor on 4th Street between Jefferson and Upper Street. Will include curb and gutter, sidewalks, drainage improvements, wayfinding and signage, lighting, traffic calming measures.	C	\$856,000.00	\$10,000.00	\$866,000.00
Fayette	LFUCG	Armstrong Mill Sidewalks	Construct sidewalks along the north and south sides of Armstrong Mill Road between Tates Creek Road and Greentree Road, then on to the intersection of Armstrong Mill side roads.	U	20000	\$2,000.00	\$22,000.00
Fayette	LFUCG	Armstrong Mill Sidewalks	Construct sidewalks along the north and south sides of Armstrong Mill Road between Tates Creek Road and Greentree Road, then on to the intersection of Armstrong Mill side roads.	C	893360	\$89,336.00	\$982,696.00
Fayette	LFUCG	Brighton Rail Trail Bridge Phase IV	Construction of a 160 foot bridge and trail connections across Man O' War Blvd Between Helmsdale Place and Pink Pigeon Pkwy.	R	\$76,400.00	\$7,640.00	\$84,040.00
Fayette	LFUCG	Brighton Rail Trail Bridge Phase IV	Construction of a 160 foot bridge and trail connections across Man O' War Blvd Between Helmsdale Place and Pink Pigeon Pkwy.	U	\$489,600.00	\$48,960.00	\$538,560.00

**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT
PROGRAM PROJECTS
AS OF JUNE 2018**

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>	<u>State Forces</u>	<u>Total Federal Funds</u>
Fayette	LFUCG	Brighton Rail Trail Bridge Phase IV	Construction of a 160 foot bridge and trail connections across Man O' War Blvd Between Helmsdale Place and Pink Pigeon Pkwy.	C	\$1,580,302.00	\$158,030.20	\$1,738,332.20
Fayette	LFUCG	Mercer Road	Widen both sides of Mercer Rd.along the westbound approach to Greendale Rd. intersection to provide separate lanes for left, right, and through traffic. This includes sidewalks, bike lanes, and modification of signals to support the lane use change.	R	60000	\$6,000.00	\$66,000.00
Fayette	LFUCG	Mercer Road	Widen both sides of Mercer Rd.along the westbound approach to Greendale Rd. intersection to provide separate lanes for left, right, and through traffic. This includes sidewalks, bike lanes, and modification of signals to support the lane use change.	U	48000	\$4,800.00	\$52,800.00
Fayette	LFUCG	Mercer Road	Widen both sides of Mercer Rd.along the westbound approach to Greendale Rd. intersection to provide separate lanes for left, right, and through traffic. This includes sidewalks, bike lanes, and modification of signals to support the lane use change.	C	617840	\$61,784.00	\$679,624.00
Fayette	LFUCG	Oxford Circle Sidewalks	Construct approximately 410 feet of sidewalk along Oxford Circle to connect Cambridge Drive to Versailles Road, providing a pedestrian connection between Cardinal Valley and the Versailles Road commercial corridor and transit line.	D	\$12,000.00	\$1,200.00	\$13,200.00
Fayette	LFUCG	Oxford Circle Sidewalks	Construct approximately 410 feet of sidewalk along Oxford Circle to connect Cambridge Drive to Versailles Road, providing a pedestrian connection between Cardinal Valley and the Versailles Road commercial corridor and transit line.	U	\$2,400.00	\$240.00	\$2,640.00
Fayette	LFUCG	Oxford Circle Sidewalks	Construct approximately 410 feet of sidewalk along Oxford Circle to connect Cambridge Drive to Versailles Road, providing a pedestrian connection between Cardinal Valley and the Versailles Road commercial corridor and transit line.	C	\$48,974.61	\$4,897.46	\$53,872.07

**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT
PROGRAM PROJECTS
AS OF JUNE 2018**

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>	<u>State Forces</u>	<u>Total Federal Funds</u>
Fayette	LFUCG	Squires Road Sidewalk	PE, design and construction of a new sidewalk, curb and gutter on the north side of the 200 block of Squires Road. Includes drainage and roadway milling and paving related to the curb and gutter.	R	\$5,000.00	\$500.00	\$5,500.00
Fayette	LFUCG	Squires Road Sidewalk	PE, design and construction of a new sidewalk, curb and gutter on the north side of the 200 block of Squires Road. Includes drainage and roadway milling and paving related to the curb and gutter.	U	\$7,000.00	\$700.00	\$7,700.00
Fayette	LFUCG	Squires Road Sidewalk	PE, design and construction of a new sidewalk, curb and gutter on the north side of the 200 block of Squires Road. Includes drainage and roadway milling and paving related to the curb and gutter.	C	\$145,000.00	\$14,500.00	\$159,500.00
Fayette	LFUCG	Town Branch Commons-Midland Section	Construction of the Midland Avenue Section of the Town Branch Commons Bike/Ped facilities. Includes reduction of lanes to four 11 foot lanes, a 12 foot wide multi-use trail beginning at Thoroughbred Park, located at Main Street and Midland Avenue and run north along the west side of Midland up to Third Street where it will connect to the Legacy Trail at the Isaac Murphy Memorial Art Garden.	C	\$1,891,060.00	\$189,106.00	\$2,080,166.00
Fayette	LFUCG	Town Branch Trail Ph IV	Construction of a shared use path from Bizzell Drive to Townley Shopping Center (New Circle Road) connecting to Town Branch Trail Phase V in Lexington.	U	\$57,000.00	\$5,700.00	\$62,700.00
Fayette	LFUCG	Town Branch Trail Ph IV	Utilities for the construction of a shared use path from Bizzell Drive to Townley Shopping Center (New Circle Road) connecting to Town Branch Trail Phase V in Lexington.	C	\$772,000.00	\$772,000.00	\$8,492,000.00
Fayette	LFUCG	Town Branch Trail Phase V	R/W for the construction of a shared use path from New Circle Road (connecting to Town Branch Trail Phase IV) to McConnell Springs Park in Lexington.	R	\$275,764.46	\$27,576.45	\$303,340.91
Fayette	LFUCG	Town Branch Trail Phase V	Utilities for the construction of a shared use path from New Circle Road (connecting to Town Branch Trail Phase IV) to McConnell Springs Park in Lexington.	U	\$115,000.00	\$11,500.00	\$126,500.00

**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT
PROGRAM PROJECTS
AS OF JUNE 2018**

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>	<u>State Forces</u>	<u>Total Federal Funds</u>
Fayette	LFUCG	Town Branch Trail Phase V	Construction for the construction of a shared use path from New Circle Road (connecting to Town Branch Trail Phase IV) to McConnell Springs Park in	C	\$2,545,144.17	\$254,514.42	\$2,799,658.59
Fayette	LFUCG	Turn Lanes @ Manchester and Forbes	Widening of east and westbound approaches of Manchester Street at the South Forbes Road intersection to provide dedicated left turn lanes from Manchester Street to northbound and southbound South Forbes Road.	R	\$180,000.00	\$18,000.00	\$198,000.00
Fayette	LFUCG	Turn Lanes @ Manchester and Forbes	Widening of east and westbound approaches of Manchester Street at the South Forbes Road intersection to provide dedicated left turn lanes from Manchester Street to northbound and southbound South Forbes Road.	U	\$8,000.00	\$800.00	\$8,800.00
Fayette	LFUCG	Turn Lanes @ Manchester and Forbes	Widening of east and westbound approaches of Manchester Street at the South Forbes Road intersection to provide dedicated left turn lanes from Manchester Street to northbound and southbound South Forbes Road.	C	\$454,400.00	\$45,440.00	\$499,840.00
Fayette	LFUCG	West Hickman Trail	Construction of a 4,000 ft. shared use trail within Veterans Park. The trail will be an extension of an existing trail within the park that connects to an elementary school.	R	\$10,000.00	\$1,000.00	\$11,000.00
Fayette	LFUCG	West Hickman Trail	Construction of a 4,000 ft. shared use trail within Veterans Park. The trail will be an extension of an existing trail within the park that connects to an elementary school.	U	\$46,000.00	\$4,600.00	\$50,600.00
Fayette	LFUCG	West Hickman Trail	Construction of a 4,000 ft. shared use trail within Veterans Park. The trail will be an extension of an existing trail within the park that connects to an elementary school.	C	\$533,124.00	\$53,312.40	\$586,436.40
Jefferson	City of Jeffersontown	Watterson Trail	Construction of an extension of the Watterson Trail between Stonybrook Drive and Mulberry Row Way.	C	\$1,056,000.00	\$105,600.00	\$1,161,600.00
Jefferson	Louisville Metro	KY 53 Access and Congestion Management	Decrease congestion and improve safety on KY 53 from I71 to Crystal Drive, including the I71 southbound off-ramp.	R	\$750,000.00	\$75,000.00	\$825,000.00
Jefferson	Louisville Metro	KY 53 Access and Congestion Management	Decrease congestion and improve safety on KY 53 from I71 to Crystal Drive, including the I71 southbound off-ramp.	U	\$318,181.82	\$31,818.18	\$350,000.00

**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT
PROGRAM PROJECTS
AS OF JUNE 2018**

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost	State Forces	Total Federal Funds
Jefferson	Louisville Metro	KY 53 Access and Congestion Management	Decrease congestion and improve safety on KY 53 from I71 to Crystal Drive, including the I71 southbound off-ramp.	C	\$1,025,642.25	\$102,564.23	\$1,128,206.48
Jefferson	Louisville Metro	Louisville Loop Ohio River Valley Northeast Bike/Ped Facilities	R/W for the construction of bike/ped facilities along a path starting at the East End Bridge and ending at the City of Prospect.	R	\$64,000.00	\$6,400.00	\$70,400.00
Jefferson	Louisville Metro	Louisville Loop Ohio River Valley Northeast Bike/Ped Facilities	Utilities for the construction of bike/ped facilities along a path starting at the East End Bridge and ending at the City of Prospect.	U	\$72,000.00	\$7,200.00	\$79,200.00
Jefferson	Louisville Metro	Louisville Loop Ohio River Valley Northeast Bike/Ped Facilities	Construction of bike/ped facilities along a path starting at the East End Bridge and ending at the City of Prospect.	C	\$976,838.00	\$97,683.80	\$1,074,521.80
Oldham	Oldham County Fiscal Court	The Park and Ride at Apple Patch	A park and ride facility with 126 car lot on 3.59 acres and a 1000' access road on 1.37 acres. The project includes a shelter, playground, bike lockers, and walkways. The project is located off Hwy 329 near exit 14 off of I-71.	C	\$601,968.00	\$60,196.80	\$662,164.80

EXHIBIT A – 7

- **TRANSPORTATION
ALTERNATIVES PROGRAM
PROJECTS**

- **TRANSPORTATION
ENHANCEMENT PROJECTS**

**TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JUNE 2018**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Adair	City of Columbia	Lindsey Wilson Sidewalk & Crosswalk Project	Construct sidewalks along various streets to connect Lindsey Wilson College to Jamestown Rd & Lindsey Wilson College Sports Park. Streets include Young Street, Lowes Lane, College Park, Wright Drive, KY 80, Carrie Bolin Drive, and Hanley Lane. Install crosswalks & signage along various streets near Lindsey Wilson College in the City of Columbia.	C	\$140,800	\$5,000	\$145,800	Bicycle and Pedestrian Facilities
Allen	Scottsville	Scottsville North Court Street	Upgrade 190 linear ft of sidewalk on both sides of North Court Street in Scottsville.	U	\$70,000	\$7,000	\$77,000	Bicycle and Pedestrian Facilities
Allen	Scottsville	Scottsville North Court Street	Upgrade 190 linear ft of sidewalk on both sides of North Court Street in Scottsville.	R	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities
Allen	Scottsville	Scottsville North Court Street	Upgrade 190 linear ft of sidewalk on both sides of North Court Street in Scottsville.	C	\$442,124	\$44,212	\$486,336	Bicycle and Pedestrian Facilities
Allen	Scottsville	Scottsville Streetscape - South Court St	Upgrade sidewalks on both east & west sides of Court Street from mp 14.777 to mp 14.81. This also includes bump outs and lighting.	R	\$164,400	\$5,000	\$169,400	Bicycle and Pedestrian Facilities
Allen	Scottsville	Scottsville Streetscape - South Court St	Upgrade sidewalks on both east & west sides of Court Street from mp 14.777 to mp 14.81. This also includes bump outs and lighting.	C	\$344,038	\$10,000	\$354,038	Bicycle and Pedestrian Facilities
Anderson	Lawrenceburg	Downtown Sidewalk Upgrade	Upgrade sidewalks on both sides of the 100 block of S Main Street between Court and Woodford Streets in Lawrenceburg.	R	\$20,000	\$2,000	\$22,000	Bicycle and Pedestrian Facilities
Anderson	Lawrenceburg	Downtown Sidewalk Upgrade	Upgrade sidewalks on both sides of the 100 block of S Main Street between Court and Woodford Streets in Lawrenceburg.	C	\$332,000	\$33,200	\$365,200	Bicycle and Pedestrian Facilities
Barren	City of Glasgow	Glasgow Shared Use Path & Residential Sidewalk	Construct sidewalks along Carnation Dr from Mill St to E. Main St (includes pedestrian bridge over South Fork Creek); along Bowen St; along May St; and along Humble Ave from Eastview Dr to E. Main St. Construct shared use path from Gorin Park to Twyman Park.	C	\$646,418	\$10,000	\$656,418	Bicycle and Pedestrian Facilities
Barren	Glasgow	Trojan Trail Path	10' Trojan Trail multi-use path from Bunche Ave/Hwy249 west to 31E connecting multiple schools & businesses; includes on ped bridge and will connect to South Fork Path.	R	\$40,000	\$5,000	\$45,000	Bicycle and Pedestrian Facilities
Barren	Glasgow	Trojan Trail Path	10' Trojan Trail multi-use path from Bunche Ave/Hwy249 west to 31E connecting multiple schools & businesses; includes on ped bridge and will connect to South Fork Path.	C	\$868,328	\$10,000	\$878,328	Bicycle and Pedestrian Facilities
Bath	Owingsville	Sidewalk Upgrade	Upgrade 320 ft of sidewalk to ADA compliance on KY 36 from MP 11.995 to MP 12.055 in Owingsville.	C	\$6,000	\$600	\$6,600	Bicycle and Pedestrian Facilities

**TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JUNE 2018**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Boone	Boone CFC	Burlington Multi-Use Path	Construct 5,450 ft of new 10 ft multi-use path along KY 18 connecting to an existing path at KY 237 then to Limaburg Rd continuing until it ends at KY 1017 and Oakbrook Drive.	U	\$25,000	\$2,500	\$27,500	Bicycle and Pedestrian Facilities
Boone	Boone CFC	Burlington Multi-Use Path	Construct 5,450 ft of new 10 ft multi-use path along KY 18 connecting to an existing path at KY 237 then to Limaburg Rd continuing until it ends at KY 1017 and Oakbrook Drive.	C	\$929,836	\$92,984	\$1,022,820	Bicycle and Pedestrian Facilities
Boone	Boone CFC	Frogtown Road Sidewalk	Construct new sidewalks along the south side of Frogtown Road from US42 to War Admiral Drive.	C	\$257,333	\$10,000	\$267,333	Bicycle and Pedestrian Facilities
Boone	Boone County Fiscal Court	Litton Lane Sidewalks	Install sidewalks along the north side of Litton Lane in Hebron.	C	\$116,760	\$5,000	\$121,760	Bicycle and Pedestrian Facilities
Boone	Florence	Florence Weaver Road Sidewalks	Install a curb and gutter with 5' sidewalk along 2,100 feet along the north and east side of Weaver Road from Tamarack Drive to Saddlebrook Lane.	C	\$250,000	\$50,000	\$300,000	Bicycle and Pedestrian Facilities
Boone	Walton	Walton Pedestrian Bridge	Install a pedestrian bridge and multi-modal pathway connecting two sections of High Street in Walton.	U	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Boone	Walton	Walton Pedestrian Bridge	Install a pedestrian bridge and multi-modal pathway connecting two sections of High Street in Walton.	C	\$240,000	\$5,000	\$245,000	Bicycle and Pedestrian Facilities
Bourbon	Paris	Project Walk to School South Main Street & Clintonville Road	Construct new sidewalks along south side of US-68 (S. Main St) from Ridgeway Dr to KY-1678 (Clintonville Road/E. 20th St) and along west side of KY-1678 (Clintonville Road/E. 20th St) from US-68 (S. Main St) to Kristen Lane in Paris.	C	\$265,350	\$66,338	\$331,688	Bicycle and Pedestrian Facilities
Boyle	Boyle County	Trail Alliance 2168 Connector	10' path connecting KY 2168 to US 127.	R	\$20,000	\$1,000	\$21,000	Bicycle and Pedestrian Facilities
Boyle	Boyle County	Trail Alliance 2168 Connector	10' path connecting KY 2168 to US 127.	U	\$40,000	\$1,000	\$41,000	Bicycle and Pedestrian Facilities
Boyle	Boyle County	Trail Alliance 2168 Connector	10' path connecting KY 2168 to US 127.	C	\$149,860	\$10,000	\$159,860	Bicycle and Pedestrian Facilities
Bullitt	City of Mt. Washington	Historic Multi-use Trail (Segment C)	Construct 12 ft multi-use path, 6 ft sidewalk and multiple trail/sidewalk safety improvements and trail amenities along North Bardstown Road in Mt. Washington.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Bullitt	City of Mt. Washington	Historic Multi-use Trail (Segment C)	Construct 12 ft multi-use path, 6 ft sidewalk and multiple trail/sidewalk safety improvements and trail amenities along North Bardstown Road in Mt. Washington.	U	\$250,000	\$25,000	\$275,000	Bicycle and Pedestrian Facilities

**TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JUNE 2018**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Bullitt	City of Mt. Washington	Historic Multi-use Trail (Segment C)	Construct 12 ft multi-use path, 6 ft sidewalk and multiple trail/sidewalk safety improvements and trail amenities along North Bardstown Road in Mt. Washington.	C	\$80,000	\$8,000	\$88,000	Bicycle and Pedestrian Facilities
Calloway	City of Murray	US 641 Sidewalk (North 12th Street)	Construct new 5 ft sidewalk along US 641 (North 12th Street) from intersection of US 641 and KY 121 to Stadium View Dr and Diuguid Drive including a 100 ft single span pedestrian bridge over Bee Creek in Murray.	U	\$40,000	\$4,000	\$44,000	Bicycle and Pedestrian Facilities
Calloway	City of Murray	US 641 Sidewalk (North 12th Street)	Construct new 5 ft sidewalk along US 641 (North 12th Street) from intersection of US 641 and KY 121 to Stadium View Dr and Diuguid Drive including a 100 ft single span pedestrian bridge over Bee Creek in Murray.	R	\$40,000	\$4,000	\$44,000	Bicycle and Pedestrian Facilities
Calloway	City of Murray	US 641 Sidewalk (North 12th Street)	Construct new 5 ft sidewalk along US 641 (North 12th Street) from intersection of US 641 and KY 121 to Stadium View Dr and Diuguid Drive including a 100 ft single span pedestrian bridge over Bee Creek in Murray.	C	\$600,000	\$60,000	\$660,000	Bicycle and Pedestrian Facilities
Campbell	City of Dayton	Dayton Safe Routes to School	Construct new sidewalks and roadway markings along Dayton Pike and 6th Street to Dayton Pike and Chateau Dr. and along Belmont Rd to Ervin Terrace.	C	\$118,400	\$5,000	\$123,400	Bicycle and Pedestrian Facilities
Campbell	City of Fort Thomas	North Fort Thomas Ave Sidewalk	Construction of 4,000 linear ft of 5 ft sidewalk parallel to North Fort Thomas Avenue (CS 4169 MP 1.433 to MP 2.16) from Covert Run to Northridge Lane in Fort Thomas.	R	\$20,000	\$2,000	\$22,000	Bicycle and Pedestrian Facilities
Campbell	City of Fort Thomas	North Fort Thomas Ave Sidewalk	Construction of 4,000 linear ft of 5 ft sidewalk parallel to North Fort Thomas Avenue (CS 4169 MP 1.433 to MP 2.16) from Covert Run to Northridge Lane in Fort Thomas.	C	\$492,300	\$49,230	\$541,530	Bicycle and Pedestrian Facilities
Campbell	Newport	Newport Red Bike	Expand Red Bike into the City of Newport.	C	\$90,387	\$5,000	\$95,387	Bicycle and Pedestrian Facilities
Campbell	City of Silver Grove	KY-8 Sidewalk Phase 2	Upgrade 1,400 linear feet of sidewalk to 5 ft ADA compliant sidewalks and replace noncompliant 5 ft sidewalks on the south side of KY8 from KY 8 to KY 547 in Silver Grove.	R	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities
Campbell	City of Silver Grove	KY-8 Sidewalk Phase 2	Upgrade 1,400 linear feet of sidewalk to 5 ft ADA compliant sidewalks and replace noncompliant 5 ft sidewalks on the south side of KY8 from KY 8 to KY 547 in Silver Grove.	C	\$133,417	\$13,342	\$146,759	Bicycle and Pedestrian Facilities
Christian	City of Hopkinsville	Greenway System, Phase 2	Construct new 8 ft trail where previous project terminated through Pardue Ln, County Club Ln (KY 380), Lafayette Rd (KY 107), rail corridor and terminate at Foston Chapel Rd in Hopkinsville.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Christian	City of Hopkinsville	Greenway System, Phase 2	Construct new 8 ft trail where previous project terminated through Pardue Ln, County Club Ln (KY 380), Lafayette Rd (KY 107), rail corridor and terminate at Foston Chapel Rd in Hopkinsville.	C	\$626,000	\$62,600	\$688,600	Bicycle and Pedestrian Facilities

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County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Crittenden	City of Marion	Marion Sidewalk Project	Upgrade sidewalks to ADA compliance along West Carlisle Street and South Main Street in the City of Marion.	R	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities
Crittenden	City of Marion	Marion Sidewalk Project	Upgrade sidewalks to ADA compliance along West Carlisle Street and South Main Street in the City of Marion.	C	\$109,560	\$10,956	\$120,516	Bicycle and Pedestrian Facilities
Fayette	LFUCG	Fayette County Elementary School Zone Enhancements	Improve school zone signage and pavement markings, flash beacons, speed signs and enhanced crosswalk markings at schools in Fayette County.	C	\$272,000	\$5,000	\$277,000	Bicycle and Pedestrian Facilities
Fayette	LFUCG	Town Branch Commons-Vine Street Section	Construct bike/ped facilities from Limestone to Quality St. Length =0.3 mi.	C	\$3,119,000	\$50,000	\$3,169,000	Bicycle and Pedestrian Facilities
Fayette	LFUCG	West Loudon Improvements	Complete sidewalk gaps, install bike lanes, delineate parking and walkways from S. Broadway to Limestone.	R	\$16,000	\$5,000	\$21,000	Bicycle and Pedestrian Facilities
Fayette	LFUCG	West Loudon Improvements	Complete sidewalk gaps, install bike lanes, delineate parking and walkways from S. Broadway to Limestone.	U	\$8,000	\$1,000	\$9,000	Bicycle and Pedestrian Facilities
Fayette	LFUCG	West Loudon Improvements	Complete sidewalk gaps, install bike lanes, delineate parking and walkways from S. Broadway to Limestone.	C	\$311,251	\$50,000	\$361,251	Bicycle and Pedestrian Facilities
Fleming	Flemingsburg	Streetscape Phase 2	Construct sidewalks along Elizaville Ave to the entrance of Fleming County Hospital in Flemingsburg.	C	\$256,400	\$10,000	\$266,400	Bicycle and Pedestrian Facilities
Franklin	City of Frankfort	Pinsly Trail	Construct 5,000 feet of bike/ped trail beginning at West Clinton Street, following the old Pinsley railroad bed, through KSU campus, and ending at East Main Street in Frankfort.	C	\$366,833	\$10,000	\$376,833	Bicycle and Pedestrian Facilities
Franklin	Frankfort	Frankfort Wayfinding Signage	New wayfinding signage throughout downtown to enact Master Wayfinding Plan including directional, parking, ped, interpretive & street identification signage.	C	\$289,863	\$10,000	\$299,863	Bicycle and Pedestrian Facilities
Grant	City of Dry Ridge	Warsaw Road Sidewalk	Construct 1,745 ft of missing sidewalk between 31 Warsaw Rd and 61 Warsaw Rd servicing Grant County High School and Technical Center in Dry Ridge.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Grant	City of Dry Ridge	Warsaw Road Sidewalk	Construct 1,745 ft of missing sidewalk between 31 Warsaw Rd and 61 Warsaw Rd servicing Grant County High School and Technical Center in Dry Ridge.	U	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Grant	City of Dry Ridge	Warsaw Road Sidewalk	Construct 1,745 ft of missing sidewalk between 31 Warsaw Rd and 61 Warsaw Rd servicing Grant County High School and Technical Center in Dry Ridge.	C	\$178,000	\$17,800	\$195,800	Bicycle and Pedestrian Facilities

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County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Graves	City of Mayfield	Mayfield Bike/Ped Path	Construct 700 linear ft of an 8 ft shared-use path on west side of 17th St from KY 121 to Park Dr; 600 linear ft of an 8 ft shared-use path on Park Dr from 17th St to north side of Senior Center at N 15 St; and 100 linear ft of an 8 ft shared-use path on west side of 15th St from Senior Ctr to Maple Ave in Mayfield.	R	\$50,000	\$5,000	\$55,000	Bicycle and Pedestrian Facilities
Graves	City of Mayfield	Mayfield Bike/Ped Path	Construct 700 linear ft of an 8 ft shared-use path on west side of 17th St from KY 121 to Park Dr; 600 linear ft of an 8 ft shared-use path on Park Dr from 17th St to north side of Senior Center at N 15 St; and 100 linear ft of an 8 ft shared-use path on west side of 15th St from Senior Ctr to Maple Ave in Mayfield.	C	\$376,000	\$37,600	\$413,600	Bicycle and Pedestrian Facilities
Green	City of Greensburg	Greensburg Greenway Belt	Construct trailhead in historic district, construct new trail, add new bike and pedestrian lanes to existing roadways, and install trail amenities and signage in Greensburg.	R	\$20,000	\$2,000	\$22,000	Bicycle and Pedestrian Facilities
Green	City of Greensburg	Greensburg Greenway Belt	Construct trailhead in historic district, construct new trail, add new bike and pedestrian lanes to existing roadways, and install trail amenities and signage in Greensburg.	U	\$20,000	\$2,000	\$22,000	Bicycle and Pedestrian Facilities
Green	City of Greensburg	Greensburg Greenway Belt	Construct trailhead in historic district, construct new trail, add new bike and pedestrian lanes to existing roadways, and install trail amenities and signage in Greensburg.	C	\$255,009	\$5,000	\$260,009	Bicycle and Pedestrian Facilities
Greenup	City of Worthington	Stewart Avenue Sidewalk	Construct sidewalk along Stewart Avenue in the City of Worthington.	C	\$90,400	\$9,040	\$99,440	Bicycle and Pedestrian Facilities
Hancock	Hancock CFC	Hancock County Museum	Construct repairs to local depot building at 116 River Street, including drainage, damage to walls, exterior repairs, and window weatherization.	R	\$10,000	\$1,000	\$11,000	Historic Preservation
Hancock	Hancock CFC	Hancock County Museum	Construct repairs to local depot building at 116 River Street, including drainage, damage to walls, exterior repairs, and window weatherization.	C	\$107,930	\$10,793	\$118,723	Historic Preservation
Henderson	City of Henderson	Henderson Bike Routes Phase 2 - Construction Only	Roadway signage and pavement markings at various locations as described in the Greater Henderson Bicycle and Pedestrian Plan.	C	\$36,480	\$1,000	\$37,480	Bicycle and Pedestrian Facilities
Henderson	City of Henderson	North Green River Road sidewalk construction	North Green River Road: sidewalk construction from Bend Gate Road to Osage Drive.	R	\$8,000	\$800	\$8,800	Bicycle and Pedestrian Facilities
Henderson	City of Henderson	North Green River Road sidewalk construction	North Green River Road: sidewalk construction from Bend Gate Road to Osage Drive.	U	\$8,000	\$800	\$8,800	Bicycle and Pedestrian Facilities
Henderson	City of Henderson	North Green River Road sidewalk construction	North Green River Road: sidewalk construction from Bend Gate Road to Osage Drive.	C	\$102,320	\$5,000	\$107,320	Bicycle and Pedestrian Facilities

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County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Hopkins	Dawson Springs	Dawson Springs Pedestrian Enhancement	Rehab & upgrade existing sidewalks from the intersection of Munn & US 62 to Meadows Hill for safety & ADA compliance.	C	\$217,281	\$10,000	\$227,281	Bicycle and Pedestrian Facilities
Hopkins	Dawson Springs	Pennyrite Bicycling Trail	Install striping and signage for a bicycle route along various streets from the Dawson Springs Trailhead to Old Hospital Road in Dawson Springs.	C	\$68,231	\$5,000	\$73,231	Safe Routes for Non-Drivers
Hopkins	City of Morton's Gap	Morton's Gap Multiple Sidewalks	Construct multiple sidewalk upgrades and additions throughout the City of Morton's Gap.	R	\$22,500	\$2,250	\$24,750	Bicycle and Pedestrian Facilities
Hopkins	City of Morton's Gap	Morton's Gap Multiple Sidewalks	Construct multiple sidewalk upgrades and additions throughout the City of Morton's Gap.	C	\$59,900	\$5,990	\$65,890	Bicycle and Pedestrian Facilities
Jackson	McKee Sidewalk	McKee Sidewalk Project	Construct 1,690 linear ft of new 6 ft sidewalk and pedestrian bridge along US 421 (MP 13.694 - MP 14.797) and KY 89 (MP 15.317 - MP 15.638) in the City of McKee.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Jackson	McKee Sidewalk	McKee Sidewalk Project	Construct 1,690 linear ft of new 6 ft sidewalk and pedestrian bridge along US 421 (MP 13.694 - MP 14.797) and KY 89 (MP 15.317 - MP 15.638) in the City of McKee.	C	\$190,740	\$19,074	\$209,814	Bicycle and Pedestrian Facilities
Jefferson	City of Middletown	Bliss Avenue	Construct sidewalk on Bliss Ave. from Shelbyville Road to Wetherby Avenue, to include ADA improvements and drainage improvements.	C	\$131,023	\$5,000	\$136,023	Bicycle and Pedestrian Facilities
Jefferson	City of Middletown	Wetherby Avenue	Construct sidewalk on Wetherby Ave. from North Madison Avenue to Evergreen Road, to include ADA improvements and drainage improvements.	C	\$344,421	\$50,000	\$394,421	Bicycle and Pedestrian Facilities
Jefferson	City of Shively	Shively Sidewalks	Construction of various sidewalks on Farnsley Road, Mary Catherine Drive and Garris Lane.	U	\$16,000	\$1,000	\$17,000	Bicycle and Pedestrian Facilities
Jefferson	City of Shively	Shively Sidewalks	Construction of various sidewalks on Farnsley Road, Mary Catherine Drive and Garris Lane.	C	\$981,986	\$50,000	\$1,031,986	Bicycle and Pedestrian Facilities
Jefferson	Jeffersontown	Miscellaneous Sidewalk and Handicap Ramps	Construct and replace various sidewalks and handicap ramps throughout the city.	D	\$35,280	\$1,000	\$36,280	Bicycle and Pedestrian Facilities
Jefferson	Jeffersontown	Miscellaneous Sidewalk and Handicap Ramps	Construct and replace various sidewalks and handicap ramps throughout the city.	C	\$569,120	\$50,000	\$619,120	Bicycle and Pedestrian Facilities
Jefferson	Jeffersontown	Olmsted Stone Arch Bridge Rehabilitation and Trail Project Phase 2	Rehabilitate the Olmsted Stone Arch Bridge and construct Phase 2 of the Veterans Memorial Park Bicycle/Pedestrian Trail.	C	\$100,000	\$5,000	\$105,000	Bicycle and Pedestrian Facilities

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County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Jefferson	Louisville Metro Gov.	4th Street Streetscape	Sidewalk and pedestrian improvements on 4th St. from Chestnut St. to Broadway.	C	\$1,260,948	\$50,000	\$1,310,948	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro Parks	Rundill Road Multi-Use Path	Reduce the lanes on Rundill Rd to 10' for vehicular traffic and designate a 10' lane for bicycle and pedestrian traffic, and add 10 rest stations.	C	\$86,400	\$5,000	\$91,400	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro	River Road Multi-Modal Improvement Plan	River Road Multimodal improvements-improve safety and comfort of pedestrians and bicyclists along River Road between 3rd Street and 7th Streets.	U	\$121,500	\$13,500	\$135,000	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro	River Road Multi-Modal Improvement Plan	River Road Multimodal improvements-improve safety and comfort of pedestrians and bicyclists along River Road between 3rd Street and 7th Streets.	C	\$372,337	\$41,371	\$413,708	Bicycle and Pedestrian Facilities
Jefferson	University of Louisville	University of Louisville Pedestrian Improvements	Pedestrian pathway improvements on the Belknap Campus including lighting, curb cut ramps, and sidewalk improvements.	C	\$630,462	\$50,000	\$680,462	Bicycle and Pedestrian Facilities
Johnson	City of Paintsville	Paintsville Sidewalk Improvements Phase 2	Construct sidewalks on both sides of Main Street from the intersection with Euclid Ave proceeding west to West Street in Paintsville.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Johnson	City of Paintsville	Paintsville Sidewalk Improvements Phase 2	Construct sidewalks on both sides of Main Street from the intersection with Euclid Ave proceeding west to West Street in Paintsville.	C	\$310,000	\$31,000	\$341,000	Bicycle and Pedestrian Facilities
Kenton	City of Covington	Electric Alley Pedestrian Improvements	Construct pedestrian improvements along Electric Alley between 5th and 6th Streets in Covington. Project includes closing alley to vehicle traffic, installing lighting, constructing a bike/ped path and relocating utilities underground.	U	\$200,000	\$50,000	\$250,000	Bicycle and Pedestrian Facilities
Kenton	City of Covington	Electric Alley Pedestrian Improvements	Construct pedestrian improvements along Electric Alley between 5th and 6th Streets in Covington. Project includes closing alley to vehicle traffic, installing lighting, constructing a bike/ped path and relocating utilities underground.	C	\$560,000	\$50,000	\$610,000	Bicycle and Pedestrian Facilities
Kenton	City of Covington	Riverfront Commons	Construct a shared use trail along West Maple Street (KY39) from Central Ave. to the proposed Eastern Bypass Trail. The project will include 500 linear feet of on road bike lanes, 3,000 linear feet of 12' wide shared use trail, intersection improvements at the Miles Road Intersection and 1,800 linear feet of sidewalk connections to the trail.	C	\$800,000	\$80,000	\$880,000	Bicycle and Pedestrian Facilities
Kenton	Independence	Independence Madison Sidewalks	Construct sidewalks on both sides of Madison Pike from just north of McCullum Road to Locust Lane.	C	\$250,000	\$50,000	\$300,000	Bicycle and Pedestrian Facilities
Kenton	Kenton CFC	Amsterdam Rd Connection	Construct 5 ft sidewalk for 1 mile on south side of Amsterdam Rd from Highwater Rd to Bromley-Crescent Springs Rd. Final section connecting Crescent Springs & Villa Hills.	R	\$20,000	\$2,000	\$22,000	Bicycle and Pedestrian Facilities

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County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Kenton	Kenton CFC	Amsterdam Rd Connection	Construct 5 ft sidewalk for 1 mile on south side of Amsterdam Rd from Highwater Rd to Bromley-Crescent Springs Rd. Final section connecting Crescent Springs & Villa Hills.	U	\$20,000	\$2,000	\$22,000	Bicycle and Pedestrian Facilities
Kenton	Kenton CFC	Amsterdam Rd Connection	Construct 5 ft sidewalk for 1 mile on south side of Amsterdam Rd from Highwater Rd to Bromley-Crescent Springs Rd. Final section connecting Crescent Springs & Villa Hills.	C	\$580,299	\$58,030	\$638,329	Bicycle and Pedestrian Facilities
Laurel	City of London	South Mill Street Sidewalk	Construct new 5 ft sidewalk on north side of South Mill St starting at W 4th Street in London.	R	\$16,000	\$1,600	\$17,600	Bicycle and Pedestrian Facilities
Laurel	City of London	South Mill Street Sidewalk	Construct new 5 ft sidewalk on north side of South Mill St starting at W 4th Street in London.	C	\$313,482	\$31,348	\$344,830	Bicycle and Pedestrian Facilities
Laurel	City of London	West Dixie Streetscape	Construct 300 ft of new sidewalk on the south side of West Dixie Street to connect to existing sidewalk and add crosswalk in London.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Laurel	City of London	West Dixie Streetscape	Construct 300 ft of new sidewalk on the south side of West Dixie Street to connect to existing sidewalk and add crosswalk in London.	C	\$7,350	\$735	\$8,085	Bicycle and Pedestrian Facilities
Lawrence	City of Louisa	Rediscover Louisa Riverwalk	Construct 8 ft pedestrian path along KY 2566 beginning 0.6 mile from 800 N Lock Ave connecting at Ft. Gay bridge and ending at Madison St (KY 3) in the City of Louisa.	R	\$20,000	\$2,000	\$22,000	Bicycle and Pedestrian Facilities
Lawrence	City of Louisa	Rediscover Louisa Riverwalk	Construct 8 ft pedestrian path along KY 2566 beginning 0.6 mile from 800 N Lock Ave connecting at Ft. Gay bridge and ending at Madison St (KY 3) in the City of Louisa.	C	\$217,200	\$21,720	\$238,920	Bicycle and Pedestrian Facilities
Lyon	City of Kuttawa	Kuttawa Bike/Ped Trail Ph III	Continuation of multi-use trail system and viewing overlook along Lake Barkley on KY 295 from MP 1.258 to MP 1.428 in Kuttawa.	C	\$289,300	\$5,000	\$294,300	Bicycle and Pedestrian Facilities
Madison	Richmond	W Main US 25 Streetscape	New multi-use path & sidewalks for access between downtown & neighborhoods.	U	\$23,440	\$1,000	\$24,440	Bicycle and Pedestrian Facilities
Madison	Richmond	W Main US 25 Streetscape	New multi-use path & sidewalks for access between downtown & neighborhoods.	C	\$844,240	\$10,000	\$854,240	Bicycle and Pedestrian Facilities
Mason	Maysville	Maysville Depot & Sidewalk Rehabilitation	New 5' sidewalk from W Second to Rosemary Clooney St.	C	\$552,000	\$10,000	\$562,000	Bicycle and Pedestrian Facilities
McCracken	Paducah	Paducah Greenway Trail Phase V	Construct extension from Phase I of trail along Paducah Riverfront from Madison Street to Jefferson Street.	U	\$96,960	\$5,000	\$101,960	Safe Routes for Non-Drivers
McCracken	Paducah	Paducah Greenway Trail Phase V	Construct extension from Phase I of trail along Paducah Riverfront from Madison Street to Jefferson Street.	C	\$306,196	\$10,000	\$316,196	Safe Routes for Non-Drivers
Meade	City of Brandenburg	Downtown Sidewalk Connections	Construct 1,750 ft of 5 ft sidewalk along Main Street to KY 448 (Broadway Street) in Brandenburg.	R	\$10,000	\$1,000	\$11,000	Safe Routes for Non-Drivers

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Meade	City of Brandenburg	Downtown Sidewalk Connections	Construct 1,750 ft of 5 ft sidewalk along Main Street to KY 448 (Broadway Street) in Brandenburg.	C	\$162,240	\$16,224	\$178,464	Safe Routes for Non-Drivers
Mercer	Harrodsburg	Sidewalk Project	Construct sidewalks, crosswalks, drainage improvements, and install signage along US 68 from US 127 to Evan Harlow Elementary School in Harrodsburg.	C	\$259,100	\$25,910	\$285,010	Bicycle and Pedestrian Facilities
Montgomery	City of Jeffersonville	Jeffersonville Sidewalk Extension	Construct new 5 ft sidewalk along KY 213 connecting US 460 and KY 213 and providing bike/pedestrian access to City Hall and Park Complex in the City of Jeffersonville.	R	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities
Montgomery	City of Mt. Sterling	City of Mount Sterling Transportation and Revitalization Project	Construct road improvements to make the walking and cycling populations safer. Drainage issues will be addressed and bike lanes will be added. Upgraded sidewalks, lighting, benches, trash receptacles & other eligible amenities may be added. Work will occur at various locations around North and South Maysville Streets in Mount Sterling.	R	\$100,000	\$10,000	\$110,000	Bicycle and Pedestrian Facilities
Montgomery	City of Mt. Sterling	City of Mount Sterling Transportation and Revitalization Project	Construct road improvements to make the walking and cycling populations safer. Drainage issues will be addressed and bike lanes will be added. Upgraded sidewalks, lighting, benches, trash receptacles & other eligible amenities may be added. Work will occur at various locations around North and South Maysville Streets in Mount Sterling.	U	\$100,000	\$10,000	\$110,000	Bicycle and Pedestrian Facilities
Montgomery	City of Mt. Sterling	City of Mount Sterling Transportation and Revitalization Project	Construct road improvements to make the walking and cycling populations safer. Drainage issues will be addressed and bike lanes will be added. Upgraded sidewalks, lighting, benches, trash receptacles & other eligible amenities may be added. Work will occur at various locations around North and South Maysville Streets in Mount Sterling.	C	\$200,000	\$20,000	\$220,000	Bicycle and Pedestrian Facilities
Montgomery	City of Jeffersonville	Jeffersonville Sidewalk Extension	Construct new 5 ft sidewalk along KY 213 connecting US 460 and KY 213 and providing bike/pedestrian access to City Hall and Park Complex in the City of Jeffersonville.	C	\$91,813	\$9,181	\$100,994	Bicycle and Pedestrian Facilities
Nelson	City of Bardstown	John Rowan Boulevard & Connection Multi-use Path	Construct 10,124 ft extension of an existing 10 ft shared-use path in the John Rowan Boulevard Corridor from the Bloomfield Rd intersection across US 31E and connecting to the Templin Avenue corridor (KY 1430) in Bardstown.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Nelson	City of Bardstown	John Rowan Boulevard & Connection Multi-use Path	Construct 10,124 ft extension of an existing 10 ft shared-use path in the John Rowan Boulevard Corridor from the Bloomfield Rd intersection across US 31E and connecting to the Templin Avenue corridor (KY 1430) in Bardstown.	U	\$20,000	\$2,000	\$22,000	Bicycle and Pedestrian Facilities
Nelson	City of Bardstown	John Rowan Boulevard & Connection Multi-use Path	Construct 10,124 ft extension of an existing 10 ft shared-use path in the John Rowan Boulevard Corridor from the Bloomfield Rd intersection across US 31E and connecting to the Templin Avenue corridor (KY 1430) in Bardstown.	C	\$442,000	\$44,200	\$486,200	Bicycle and Pedestrian Facilities

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Owsley	Booneville	Sidewalk Project	Construct new sidewalks and crosswalks along KY 28 and Amburgey Road (CR-1004) to the Owsley County Elementary school in Booneville.	C	\$164,026	\$0	\$164,026	Bicycle and Pedestrian Facilities
Perry	Perry County	Perry Park Trail	Trail connecting multiple areas within a park near high school.	U	\$3,500	\$1,000	\$4,500	Bicycle and Pedestrian Facilities
Perry	Perry County	Perry Park Trail	Trail connecting multiple areas within a park near high school.	C	\$272,393	\$10,000	\$282,393	Bicycle and Pedestrian Facilities
Pike	Elkhorn City	Elkhorn City Sidewalks	New sidewalks and drainage	R	\$1,000	\$500	\$1,500	Bicycle and Pedestrian Facilities
Pike	Elkhorn City	Elkhorn City Sidewalks	New sidewalks and drainage	C	\$240,520	\$10,000	\$250,520	Bicycle and Pedestrian Facilities
Pike	Pikeville	Downtown Pikeville Bikeway Project	Designate shared roadways and created bicycle lanes throughout downtown.	C	\$393,200	\$10,000	\$403,200	Bicycle and Pedestrian Facilities
Pulaski	City of Burnside	Burnside Sidewalks 2017	Construct 1,460 linear ft of 5 ft sidewalk on the east side of US 27 (MP 8.632 - MP 9.1) through Burnside.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Pulaski	City of Burnside	Burnside Sidewalks 2017	Construct 1,460 linear ft of 5 ft sidewalk on the east side of US 27 (MP 8.632 - MP 9.1) through Burnside.	C	\$23,113	\$2,311	\$25,424	Bicycle and Pedestrian Facilities
Rowan	Morehead	Morehead Streetscape Improvements	Construct streetscape improvements along First St from Wilson Ave to Flemingsburg Rd in Morehead. Improvements include new & upgraded sidewalks, drainage improvements, lighting, pedestrian bridge and signage.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Rowan	Morehead	Morehead Streetscape Improvements	Construct streetscape improvements along First St from Wilson Ave to Flemingsburg Rd in Morehead. Improvements include new & upgraded sidewalks, drainage improvements, lighting, pedestrian bridge and signage.	U	\$50,000	\$5,000	\$205,000	Bicycle and Pedestrian Facilities
Rowan	Morehead	Morehead Streetscape Improvements	Construct streetscape improvements along First St from Wilson Ave to Flemingsburg Rd in Morehead. Improvements include new & upgraded sidewalks, drainage improvements, lighting, pedestrian bridge and signage.	C	\$603,898	\$15,000	\$618,898	Bicycle and Pedestrian Facilities
Scott	City of Georgetown	West Main Street (US 460)	Construct new sidewalks and urban roadway improvements on West Main Street between Water Street and Elizabeth Street in Georgetown.	R	\$52,000	\$5,200	\$57,200	Bicycle and Pedestrian Facilities
Scott	City of Georgetown	West Main Street (US 460)	Construct new sidewalks and urban roadway improvements on West Main Street between Water Street and Elizabeth Street in Georgetown.	U	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities

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Scott	City of Georgetown	West Main Street (US 460)	Construct new sidewalks and urban roadway improvements on West Main Street between Water Street and Elizabeth Street in Georgetown.	C	\$354,000	\$35,400	\$389,400	Bicycle and Pedestrian Facilities
Scott	City of Stamping Ground	Main Street Sidewalks	Construct 1,215 ft of new 5 ft sidewalk on the south side of KY 227 (MP 6.43 to MP 6.78).	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Scott	City of Stamping Ground	Main Street Sidewalks	Construct 1,215 ft of new 5 ft sidewalk on the south side of KY 227 (MP 6.43 to MP 6.78).	C	\$88,040	\$8,804	\$96,844	Bicycle and Pedestrian Facilities
Taylor	City of Campbellsville	Old Lebanon Road Sidewalk	Construct new 5 ft sidewalk on KY 289 (MP 1.14 to MP 1.59) to connect downtown to the Trace-Pittman Greenway and Medical Center Drive in Campbellsville.	R	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities
Taylor	City of Campbellsville	Old Lebanon Road Sidewalk	Construct new 5 ft sidewalk on KY 289 (MP 1.14 to MP 1.59) to connect downtown to the Trace-Pittman Greenway and Medical Center Drive in Campbellsville.	C	\$68,618	\$6,862	\$75,480	Bicycle and Pedestrian Facilities
Todd	City of Guthrie	Guthrie Sidewalks 2017	Construct new 5 ft sidewalks on both sides of East Park St from Nelson Rd to Morris St on the north and from Railroad St to Tower St on the south in Guthrie.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Todd	City of Guthrie	Guthrie Sidewalks 2017	Construct new 5 ft sidewalks on both sides of East Park St from Nelson Rd to Morris St on the north and from Railroad St to Tower St on the south in Guthrie.	C	\$130,000	\$13,000	\$143,000	Bicycle and Pedestrian Facilities
Warren	City of Bowling Green	Moss Middle School Trail	Construction of a new greenway path connecting Moss Middle School to an existing greenway on Creekwood Drive. The project will include a bridge over Jennings Creek, lighting, benches and a trailhead marker. \$44,000 of total cost is local match.	C	\$160,974	\$5,000	\$165,974	Bicycle and Pedestrian Facilities
Warren	City of Bowling Green	West End Greenways Connection & Intersection	Construct 10 ft bike/ped trail to close the gap between downtown and the west end from Roland Bland Park to Hobson Grove Park in Bowling Green.	R	\$40,000	\$4,000	\$44,000	Bicycle and Pedestrian Facilities
Warren	City of Bowling Green	West End Greenways Connection & Intersection	Construct 10 ft bike/ped trail to close the gap between downtown and the west end from Roland Bland Park to Hobson Grove Park in Bowling Green.	C	\$360,000	\$36,000	\$396,000	Bicycle and Pedestrian Facilities
Warren	City of Woodburn	KY 240 Pedestrian Improvements	Construct new 5 ft sidewalk on KY 240 from Fletcher to Main St including curb and gutter and drainage in Woodburn.	R	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities
Warren	City of Woodburn	KY 240 Pedestrian Improvements	Construct new 5 ft sidewalk on KY 240 from Fletcher to Main St including curb and gutter and drainage in Woodburn.	C	\$104,552	\$10,455	\$115,007	Bicycle and Pedestrian Facilities
Woodford	Woodford County	Huntertown Rd Sidewalk	5' sidewalk for 1.45 miles along Huntertown Rd.	C	\$230,044	\$10,000	\$240,044	Bicycle and Pedestrian Facilities

**TRANSPORTATION
ENHANCEMENT PROJECTS**

**TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS
AS OF JUNE 2018**

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost	State Forces	Total Federal Cost	Category
Breckinridge	Breckinridge County Fiscal Court	Holt House Rehabilitation Ph2	Continued from Ph1 and to be completed in Ph2 including roof repair, HVAC, electricity, plumbing, plaster, carpentry and interior finishes.	C	\$436,000.00	\$43,600.00	\$479,600.00	Historic Preservation
Fayette	LFUCG	Legacy Trail Ph III	Construction of trail and amenities for Legacy Trail at Jefferson St, 3rd St, 4th St, and ending at Isaac Murphy Memorial Gardens at Midland Ave in Lexington.	C	\$1,964,855.00	\$196,485.50	\$2,161,340.50	Pedestrian and bicycle facilities
Jefferson	Louisville Metro	I-64 Beautification	R/W funds for the landscaping and irrigation of I-64 interchanges from Cannons Lane to Grinstead Dr.	R	\$8,000.00	\$800.00	\$8,800.00	Landscaping and Scenic Beautification
Jefferson	Louisville Metro	I-64 Beautification	Utility funds for the landscaping and irrigation of I-64 interchanges from Cannons Lane to Grinstead Dr.	U	\$4,000.00	\$400.00	\$4,400.00	Landscaping and Scenic Beautification
Jefferson	Louisville Metro	I-64 Beautification	Construction funds for the landscaping and irrigation of I-64 interchanges from Cannons Lane to Grinstead Dr.	C	\$620,634.00	\$62,063.40	\$682,697.40	Landscaping and Scenic Beautification
Jefferson	Louisville Metro	LaGrange Road Pedestrian Facilities	Construction of sidewalks, bike lanes, and intersection improvements on LaGrange Road between Lyndon and Whipps Mill Road and on KY 146 between Lyndon and Whipps Mill.	C	\$768,850.00	\$76,885.00	\$845,735.00	Pedestrian and Bicycle Facilities
Letcher	City of Jenkins	Jenkins Safe Routes to School Project Phase II	Construct new sidewalks near the high school at the intersection of KY 3086 and KY 2550 extending approximately 583 feet.	C	\$119,300.00	\$11,930.00	\$131,230.00	Pedestrian and bicycle facilities
Lincoln	Lincoln County Fiscal Court	Veterans Memorial Park Trail	Construction for the installation of a walking path and bicycle path, fencing and drainage at the intersection of Herndon and Danville Avenue, following Herndon Avenue East to Lancaster Street and onto US 27, crossing US 27 and continuing to the Veteran's Memorial Park off US 150.	C	\$607,200.00	\$60,720.00	\$667,920.00	Pedestrian and Bicycle Facilities
Marshall	Calvert City	US 62 Multi-use Path	Construct roadway improvements and multi-use path on US 62 between I-24 and Kentucky Dam Village State Resort Park in Calvert City.	C	\$4,500,000.00	\$450,000.00	\$4,950,000.00	Pedestrian and Bicycle Facilities
Martin	City of Inez	Rockcastle Creek Pedway Project	Design & construction of pedestrian bridge near the middle fork of the Rockcastle Creek; beginning at the Skeeze Ward Manor Housing Complex crossing Rockcastle Creek & ending at Boardwalk St.	C	\$274,000.00	\$27,400.00	\$301,400.00	Pedestrian and bicycle facilities

**TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS
AS OF JUNE 2018**

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost	State Forces	Total Federal Cost	Category
McCracken	City of Paducah	Paducah Greenway Trail Phase IV - Schultz Park	Construct 5,760-ft trail beginning at 6th & Burnett Streets and ending at 2nd & Jefferson Streets. Trail will connect Shultz Park to Noble Park and Stuart Nelson Park in Paducah.	C	\$477,040.00	\$47,704.00	\$524,744.00	Pedestrian and Bicycle Facilities
Todd	Guthrie	Guthrie Transportation Museum Phase 3	Conduct Phase 3 of construction for rehabilitation of the facility to use as a transportation museum and welcome center in the city of Guthrie. Work will occur at 214 and 218 S. Ewing Street.	C	\$268,488.00	\$26,848.80	\$295,336.80	Transportation Museum
Washington	Springfield	Mike Haydon Trail	Trail connecting multiple areas in Springfield.	U	\$8,000.00	\$800.00	\$8,800.00	Pedestrian and bicycle facilities
Washington	Springfield	Mike Haydon Trail	Trail connecting multiple areas in Springfield.	C	\$426,240.00	\$42,624.00	\$468,864.00	Pedestrian and bicycle facilities
Wayne	City of Monticello	Monticello Sidewalks	Installation of sidewalks within the right of way on various streets in Monticello. Safe Routes to School Project.	C	\$197,883.00	\$19,788.30	\$217,671.30	Pedestrian and bicycle facilities

EXHIBIT A - 8

**SAFE ROUTES TO SCHOOL
PROJECTS**

**SAFE ROUTES TO SCHOOL PROGRAM PROJECTS
AS OF JUNE 2018**

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>
Bourbon	Paris	Project Walk to School South Main Street & Clintonville Road	Construct new sidewalks along south side of US-68 (S. Main St) from Ridgeway Dr. to KY-1678 (Clintonville Road/E. 20th St) and along west side of KY-1678 (Clintonville Road/E. 20th St) from US-68 (S. Main St) to Kristen Lane in Paris.	R	\$50,000.00
Bourbon	Paris	Project Walk to School South Main Street & Clintonville Road	Construct new sidewalks along south side of US-68 (S. Main St) from Ridgeway Dr. to KY-1678 (Clintonville Road/E. 20th St) and along west side of KY-1678 (Clintonville Road/E. 20th St) from US-68 (S. Main St) to Kristen Lane in Paris.	C	\$135,000.00
Campbell	City of Dayton	Dayton Safe Routes to School	Construct new sidewalks and roadway markings along Dayton Pike and 7th St to Dayton Pike and Chateau Dr and along Belmont Rd to Ervin Terrace and widen portions of sidewalks along 6th Ave in intervals along two blocks in Dayton.	R	\$50,000.00
Campbell	City of Dayton	Dayton Safe Routes to School	Construct new sidewalks and roadway markings along Dayton Pike and 7th St to Dayton Pike and Chateau Dr and along Belmont Rd to Ervin Terrace and widen portions of sidewalks along 6th Ave in intervals along two blocks in Dayton.	U	\$24,200.00
Campbell	City of Silver Grove	Silver Grove SRTS	Construction of 1000 feet of sidewalk along Four Mile Road, from 3rd Street to Mary Ingles Highway and 30 feet of sidewalk and 400 feet of trail near Providence Trace Drive.	C	\$204,000.00
Casey	City of Liberty	Liberty SRTS	Construction of sidewalks on both sides of Montgomery Street from Foster Street to Beldon Avenue and on the south side of Whipp Avenue from Allen Street to Montgomery Street.	C	\$118,743.00
Greenup	Greenup County Fiscal Court	Lloyd Sidewalks	Construct 3,580 feet of sidewalk along the east side of KY 3116, crossing 9 subdivision streets and reaching Graysbranch Elementary and Greenup County High School.	C	\$210,000.00

**SAFE ROUTES TO SCHOOL PROGRAM PROJECTS
AS OF JUNE 2018**

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>
Jefferson	Louisville-Jefferson County Metro Government	4th Street Sidewalks	Construct 1,200 feet of new sidewalk along the south side of Third Street Road between Clayborne Road and Bruce Avenue in Louisville	C	\$163,000.00
Leslie	City of Hyden	Hyden SRTS	Construct 1800 ft of new and replacement sidewalks along Maple St, Elm St, and Hickory St in Hyden.	U	\$10,000.00
Leslie	City of Hyden	Hyden SRTS	Construct 1800 ft of new and replacement sidewalks along Maple St, Elm St, and Hickory St in Hyden.	C	\$160,000.00
Lincoln	Lincoln County Fiscal Court	Crab Orchard SRTS	Construction of sidewalks along KY 643.	C	\$30,665.00
Lincoln	Lincoln County Fiscal Court	Waynesburg SRTS	Construction of sidewalk beginning at the intersection of KY 328 and US 27 and ending at the intersection of North Railroad Street and KY 328.	C	\$110,500.00
Mercer	Harrodsburg	Sidewalk Project	Construct sidewalks, crosswalks, drainage improvements, and install signage along US 68 from US 127 to Evan Harlow Elementary School in Harrodsburg.	U	\$135,000.00
Mercer	Harrodsburg	Sidewalk Project	Construct sidewalks, crosswalks, drainage improvements, and install signage along US 68 from US 127 to Evan Harlow Elementary School in Harrodsburg.	C	\$40,000.00
Owsley	Booneville	Sidewalk Project	Construct new sidewalks and crosswalks along KY 28 and Amburgey Road (CR-1004) to the Owsley County Elementary school in Booneville.	C	\$200,000.00
Statewide	KYTC-OLP SRTS Program	Statewide Training/Education Initiatives	Development of SRTS Program to provide safety and educational activities for walking and biking to school.	N	\$250,000.00
Webster	Webster County Fiscal Court	Providence Elementary SRTS	Construction of new sidewalks along South Green Street, Maple Street, Locust Street, and Finley Street in Providence.	R	\$70,000
Webster	Webster County Fiscal Court	Providence Elementary SRTS	Construction of new sidewalks along South Green Street, Maple Street, Locust Street, and Finley Street in Providence.	U	\$48,000
Webster	Webster County Fiscal Court	Providence Elementary SRTS	Construction of new sidewalks along South Green Street, Maple Street, Locust Street, and Finley Street in Providence.	C	\$176,000

**SAFE ROUTES TO SCHOOL PROGRAM PROJECTS
AS OF JUNE 2018**

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>
Wolfe	City of Campton	Campton SRTS	Construct 4700 ft of new and replacement sidewalks along KY 2491 from KY 191 to Little Wolfe Drive and along Little Wolfe Drive to Campton Elementary School.	C	\$220,000.00

EXHIBIT A - 9

**RECREATIONAL TRAILS
PROJECTS**

RECREATIONAL TRAILS PROGRAM PROJECTS AS OF JUNE 2018

County	Project No	Project Name	Applicant	ADD	CD	Project Description	RTP Request	Local Match
Allen	79	Dugas Community Park Phase II Perimeter Trail	City of Scottsville	Barren River	1	Construct 1.10 mile gravel trail, 8 ft. wide for walking, biking. Will need to obtain a permanent easement. Project includes a wooden foot bridge across a creek. Will connect to 4 miles of the Dumont Hill Park trail system. Signage is included.	\$40,000.00	\$10,000.00
Breathitt	24	Breathitt/Knott OHV Connector Trail	Breathitt County Fiscal Court	Kentucky River	5	Construct 20 miles of ATV trail 4-6 ft wide with crushed rock surface beginning at the Arrowhead Campground/Trailhead in Breathitt Co to nearly 100 miles of OHV trails in Knott Co. Need to obtain permanent easements from Willard Landowners.	\$100,000.00	\$25,000.00
Campbell		Fort Thomas Ohio River Riverfront Trail	Fort Thomas	Northern Kentucky	4	Construct a 5,800 ft. trail, 4-6 ft. wide natural surface for walking, biking, access to canoeing.	\$49,286.00	\$12,286.00
Carter	32	Olive Hill Downtown Trail	City of Olive Hill	FIVCO	5	Extend dirt trail and purchase and install a foot bridge.	\$12,500.00	\$12,500.00
Daviess	29	Adkisson Green Belt East Trail Extension	City of Owensboro	Green River	2	Construct 4,700 ft. of asphalt trail, 10-12 ft. wide for walking, biking and skating. This would extend the existing Adkisson Greenbelt ending to KY Hwy	\$50,000.00	\$519,025.00
Estill	19	Kentucky River Park & Recreation Center Phase III Trails Project	Estill County Fiscal Court	Bluegrass	6	Construct 1500 ft of asphalt trail, 9 ft wide. There is 2.7 miles of existing trail in the park. Trail uses are for walking and biking. Project includes 2 pedestrian bridges and paving existing trails and a 68x108 trailhead parking	\$50,520.00	\$50,520.00
Fleming	62	Fleming County Recreational Trail	Fleming County Fiscal Court	Buffalo Trace	6	Construct 1/2 mile asphalt trail, 8 ft. wide for walking located in the Industrial Park. They will use force account labor, equipment. Project includes a bridge. Land for trail will be donated.	\$50,000.00	\$143,552.00
Floyd	74	Prestonsburg Downtown Enhancements	City of Prestonsburg	Big Sandy	5	Install 20 wayfinding signs, 2 information kiosks, 10 benches, and 15 trash cans along trails in Prestonsburg for walking, biking equestrian, skating, access to canoeing to support 26 miles of trails.	\$20,000.00	\$5,000.00
Grayson	82	Taylor Fork Trail	Grayson County Fiscal Court	Lincoln Trail	2	Construct 4 miles of nature trail 6-8 ft. wide for walking, biking. Signage is included. Donated labor, equipment will be the match.	\$20,000.00	\$4,000.00
Green	28	Greensburg Greenway Belt	City of Greensburg	Lake Cumberland	2	Construct asphalt trail, 5 feet wide for walking, biking, and access to	\$65,675.00	\$108,901.00
Harlan	78	Pumey-Great Eastern/Pine Mountain Equestrian Connector Trail	Harlan County Fiscal Court	Cumberland Valley	5	Construct 1 mile, 8 ft. wide natural loop trail for equestrian use to connect to the Great Eastern Trail and Pine Mountain Trail. Restructure approximately 8 miles of existing trails. Project includes trailside facilities: kiosk, signage, water stations, picnic tables.	\$95,783.20	\$23,945.82
Harlan		Harlan County RTP Motorized Equipment Project	Harlan County	Cumberland Valley	5	Harlan County will purchase equipment to maintain ATV Trails.	\$240,000.00	\$65,267.50
Leslie	15	River Front Park Walking Trail	City of Hyden	Kentucky River	5	Construct a 1 mile trail, 5 ft. wide, asphalt trail for walking that connects to an existing 1/4 mile walking trail at the City of Hyden's Riverside Park.	\$100,000.00	\$144,000.00
Lewis	61	Lewis County Industrial Park Trail	Lewis County Fiscal Court	Buffalo Trace	4	Construct a 1.25 mile asphalt trail, 5 ft. wide for walking and will circle around the property in the Industrial Park. Project includes signage. They will use force account labor and equipment. A permanent easement will be obtained by the Industrial Authority.	\$50,000.00	\$100,000.00
Lincoln	81	Logan's Fort Trail Extension Project	Lincoln County Fiscal Court	Bluegrass	5	Construct 11,560 ft. of crushed stone trail, 10 ft. wide extending existing trail for walking and biking located in the Logan's Fort, L&N Depot vicinity. Signage, benches, trash cans are included in the project. Force account labor/equipment will be some of the match.	\$85,750.00	\$85,750.00
Madison	6	Battle of Richmond Recreation & Interpretive Trail Project	Madison County Fiscal Court	Bluegrass	9	Construct 1.5 miles of asphalted trails, 10 feet wide for walking and biking located at the Battle of Richmond Site. The project includes trailside facilities (signage/interpretive/rules, benches, trashcans).	\$75,000.00	\$75,000.00
Madison	14	Camp Catalpa Trail Renovation	City of Richmond	Bluegrass	6	Construct .5 of a mile with gravel, 6 ft wide to connect to existing .5 mile of trail for walking and access to canoeing. The project includes trailside facilities (benches, trash cans, pet waste stations).	\$26,650.00	\$26,650.00
Monroe	18	Tompkinsville City Park Walking Trail	City of Tompkinsville	Barren River	1	Construct a paved 1.1 mile trail, 8 ft wide for walking biking and access to canoeing. The project includes signage and benches located in the City Park.	\$100,000.00	\$106,260.60
Ohio	76	Ohio County Trail Town Task Force Trail Extension	Ohio County Fiscal Court	Green River	1	Construct 5,980 ft. of new trail, 2 ft. wide dirt trail for access to canoeing, walking. Project includes trailhead signage, kiosk and trailside signage, benches, trash cans. Donated labor and materials will be part of the match.	\$65,000.00	\$20,000.00

RECREATIONAL TRAILS PROGRAM PROJECTS AS OF JUNE 2018

County	Project No	Project Name	Applicant	ADD	CD	Project Description	RTP Request	Local Match
Perry	76	Perry County Buckhorn Lake - Lake Shore Trail Project	Perry County Fiscal Court	Kentucky River	5	Construct 8 miles of gravel trail, 2 ft. wide for walking, backpacking for a Shoreline Trail along the Buckhorn Lake beginning at Eagles Landing RV Park and ending at Buckhorn Lodge land owned by the Corps. Project includes trail equipment, maps, bike rack, and signage.	\$63,359.00	\$63,359.00
Perry	28	Rowdy OHV Looped Trail System	Perry County Fiscal Court	Kentucky River	5	Construct 20 mile looped OHV trail system that will be part of a four county initiative between Breathitt, Knott, Perry, and Magoffin Co. motorized trail system that will be known as the Breathitt - Knott Connector Trail, Phase 2.	\$96,000.00	\$24,000.00
Pike	1	Pike County ATV/UTV Trails	Pike County Fiscal Court	Big Sandy	5	This is Phase II and III of the Pike County Off Highway Trail System. Phase II: Construct 20.8 miles of new ATV Trails, 6-8 ft wide. The project includes Safety and Education, Trailside Facilities (signage, parking, and restrooms), maintenance of existing trails.	\$100,000.00	\$34,620.00
Powell	25	Judy Creek Trail	City of Stanton	Bluegrass	6	Construct .80 of a asphalted trail, 10 ft wide to be near the future Senior Citizen Center. Project includes signage.	\$73,289.25	\$73,289.25
Taylor	15	Green River Agrarian Trail	Taylor County Fiscal Court	Lake Cumberland	5	Construct 3 miles of new trail 4-8 ft wide with grave/natural surface for walking, biking, access to canoeing. The new 3 mile trail is a large loop and connect to existing 6.5 miles of trails. Project includes benches, signage, and maintenance on existing 6.5 miles of trails.	\$88,350.00	\$88,350.00

EXHIBIT A - 10

**PUBLIC TRANSPORTATION
(TRANSIT) PROJECTS**

Kentucky Transportation
Office of Transportation Delivery
Kentucky Section 5303 & 5304 - Projected Federal Transit Apportionments
STIP FY 2019-2022
Contact: Eric Perez or Tabitha Martin

PROJECTED FEDERAL TRANSIT APPORTIONMENTS FOR SECTION 5303 AND 5304 STATEWIDE AND METROPOLITAN TRANSIT PLANNING

July 1, 2018 to June 30, 2019

SECTION 5303 AND 5304 STATEWIDE AND METROPOLITAN TRANSIT PLANNING

		Federal Share
SECTION 5303	KYTC/OTD - METROPOLITAN PLANNING PROGRAM (OKI, KIPDA, LFUCG, EMPO, CUAMPO, GRADD, LTADD, KYOVA & BG-WC MPO)	\$ 737,708.00
SECTION 5304	KYTC/Office of Transportation Delivery - STATEWIDE AND NON-METROPOLITAN PLANNING AND RESEARCH PROGRAM	\$ 178,279.00
TOTALS		\$ 915,987.00

July 1, 2019 to June 30, 2020

SECTION 5303 AND 5304 STATEWIDE AND METROPOLITAN TRANSIT PLANNING

		Federal Share
SECTION 5303	KYTC/OTD - METROPOLITAN PLANNING PROGRAM (OKI, KIPDA, LFUCG, EMPO, CUAMPO, GRADD, LTADD, KYOVA & BG-WC MPO)	\$ 774,593.40
SECTION 5304	KYTC/Office of Transportation Delivery - STATEWIDE AND NON-METROPOLITAN PLANNING AND RESEARCH PROGRAM	\$ 178,279.00
TOTALS		\$ 952,872.40

July 1, 2020 to June 30, 2021

SECTION 5303 AND 5304 STATEWIDE AND METROPOLITAN TRANSIT PLANNING

		Federal Share
SECTION 5303	KYTC/OTD - METROPOLITAN PLANNING PROGRAM (OKI, KIPDA, LFUCG, EMPO, CUAMPO, GRADD, LTADD, KYOVA & BG-WC MPO)	\$ 813,323.07
SECTION 5304	KYTC/Office of Transportation Delivery - STATEWIDE AND NON-METROPOLITAN PLANNING AND RESEARCH PROGRAM	\$ 178,279.00
TOTALS		\$ 991,602.07

July 1, 2021 to June 30, 2022

SECTION 5303 AND 5304 STATEWIDE AND METROPOLITAN TRANSIT PLANNING

		Federal Share
SECTION 5303	KYTC/OTD - METROPOLITAN PLANNING PROGRAM (OKI, KIPDA, LFUCG, EMPO, CUAMPO, GRADD, LTADD, KYOVA & BG-WC MPO)	\$ 853,989.22
SECTION 5304	KYTC/Office of Transportation Delivery - STATEWIDE AND NON-METROPOLITAN PLANNING AND RESEARCH PROGRAM	\$ 178,279.00
TOTALS		\$ 1,032,268.22

Kentucky Transportation
Office of Transportation Delivery
Kentucky Section 5307 - Projected Federal Transit Apportionments
STIP FY 2019-2022
Contact: Eric Perez or Tabitha Martin

FY 2019 Urbanized Area	FY 2019 Operating	FY 2019 Capital	FY 2019 Planning	Total Federal
Ashland	\$ 617,639.00	\$ -	\$ -	\$ 617,639.00
Bowling Green	\$ 643,114.00	\$ 502,199.00	\$ 10,000.00	\$ 1,155,313.00
Clarksville	\$ 310,000.00	\$ -	\$ -	\$ 310,000.00
Henderson	\$ 327,128.00	\$ -	\$ -	\$ 327,128.00
Lextran	\$ -	\$ 4,591,766.00	\$ -	\$ 4,591,766.00
Owensboro	\$ 912,769.00	\$ 563,857.00	\$ 14,400.00	\$ 1,491,026.00
Radcliff/E'Town	\$ 1,363,386.00	\$ -	\$ -	\$ 1,363,386.00
TANK	\$ -	\$ 3,885,196.00	\$ -	\$ 3,885,196.00
TARC	\$ -	\$ 12,467,720.00	\$ -	\$ 12,467,720.00
	\$ 4,174,036.00	\$ 22,010,738.00	\$ 24,400.00	\$ 26,209,174.00

FY 2020 Urbanized Area	FY 2020 Operating	FY 2020 Capital	FY 2020 Planning	Total Federal
Ashland	\$ 648,520.95	\$ -	\$ -	\$ 648,520.95
Bowling Green	\$ 675,269.70	\$ 527,308.95	\$ 10,500.00	\$ 1,213,078.65
Clarksville	\$ 325,500.00	\$ -	\$ -	\$ 325,500.00
Henderson	\$ 343,484.40	\$ -	\$ -	\$ 343,484.40
Lextran	\$ -	\$ 4,821,354.30	\$ -	\$ 4,821,354.30
Owensboro	\$ 958,407.45	\$ 592,049.85	\$ 15,120.00	\$ 1,565,577.30
Radcliff/E'Town	\$ 1,431,555.30	\$ -	\$ -	\$ 1,431,555.30
TANK	\$ -	\$ 4,079,455.80	\$ -	\$ 4,079,455.80
TARC	\$ -	\$ 13,091,106.00	\$ -	\$ 13,091,106.00
	\$ 4,382,737.80	\$ 23,111,274.90	\$ 25,620.00	\$ 27,519,632.70

FY 2021 Urbanized Area	FY 2021 Operating	FY 2021 Capital	FY 2021 Planning	Total Federal
Ashland	\$ 680,947.00	\$ -	\$ -	\$ 680,947.00
Bowling Green	\$ 709,033.19	\$ 553,674.40	\$ 11,025.00	\$ 1,273,732.58
Clarksville	\$ 341,775.00	\$ -	\$ -	\$ 341,775.00
Henderson	\$ 360,658.62	\$ -	\$ -	\$ 360,658.62
Lextran	\$ -	\$ 5,062,422.02	\$ -	\$ 5,062,422.02
Owensboro	\$ 1,006,327.82	\$ 621,652.34	\$ 15,876.00	\$ 1,643,856.17
Radcliff/E'Town	\$ 1,503,133.07	\$ -	\$ -	\$ 1,503,133.07
TANK	\$ -	\$ 4,283,428.59	\$ -	\$ 4,283,428.59
TARC	\$ -	\$ 13,745,661.30	\$ -	\$ 13,745,661.30
	\$ 4,601,874.69	\$ 24,266,838.65	\$ 26,901.00	\$ 28,895,614.34

FY 2022 Urbanized Area	FY 2022 Operating	FY 2022 Capital	FY 2022 Planning	Total Federal
Ashland	\$ 714,994.35	\$ -	\$ -	\$ 714,994.35
Bowling Green	\$ 744,484.84	\$ 581,358.12	\$ 11,576.25	\$ 1,337,419.21
Clarksville	\$ 358,863.75	\$ -	\$ -	\$ 358,863.75
Henderson	\$ 378,691.55	\$ -	\$ -	\$ 378,691.55
Lextran	\$ -	\$ 5,315,543.12	\$ -	\$ 5,315,543.12
Owensboro	\$ 1,056,644.21	\$ 652,734.96	\$ 16,669.80	\$ 1,726,048.97
Radcliff/E'Town	\$ 1,578,289.72	\$ -	\$ -	\$ 1,578,289.72
TANK	\$ -	\$ 4,497,600.02	\$ -	\$ 4,497,600.02
TARC	\$ -	\$ 14,432,944.37	\$ -	\$ 14,432,944.37
	\$ 4,831,968.42	\$ 25,480,180.58	\$ 28,246.05	\$ 30,340,395.05

**Kentucky Transportation
Office of Transportation Delivery
Kentucky Section 5310 - Projected Federal Transit Apportionments
STIP FY 2019-2022
Contact: Eric Perez or Tabitha Martin**

**PROJECTED FEDERAL TRANSIT APPORTIONMENTS FOR SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
July 1, 2018 to June 30, 2019**

5310 Bus and Bus Facility Program		Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation for Nonurbanized Areas Less than 50,000 in Population	\$ 1,716,298.00	\$ 429,074.50	\$ 2,145,372.50
Capital	KYTC/Office of Transportation Delivery - KY Small Urbanized Areas 50,000 to 199,999 in Population	\$ 420,279.00	\$ 105,069.75	\$ 525,348.75
Capital	TANK/OKI - Cincinnati, OH--KY--IN	\$ 1,407,052.00	\$ 351,763.00	\$ 1,758,815.00
Capital	HART - Evansville, IN--KY	\$ 233,922.00	\$ 58,480.50	\$ 292,402.50
Capital	ABS - Huntington, WV--KY--OH	\$ 247,955.00	\$ 61,988.75	\$ 309,943.75
Capital	KYTC/LEXTRAN - Lexington-Fayette, KY	\$ 232,799.00	\$ 58,199.75	\$ 290,998.75
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 949,798.00	\$ 237,449.50	\$ 1,187,247.50
TOTALS		\$ 5,208,103.00	\$ 1,302,025.75	\$ 6,510,128.75

July 1, 2019 to June 30, 2020

5310 Bus and Bus Facility Program		Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation for Nonurbanized Areas Less than 50,000 in Population	\$ 1,802,112.90	\$ 450,528.23	\$ 2,252,641.13
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	\$ 441,292.95	\$ 110,323.24	\$ 551,616.19
Capital	TANK - Cincinnati, OH--KY--IN	\$ 1,477,404.60	\$ 369,351.15	\$ 1,846,755.75
Capital	HART - Evansville, IN--KY	\$ 245,618.10	\$ 61,404.53	\$ 307,022.63
Capital	ABS - Huntington, WV--KY--OH	\$ 260,352.75	\$ 65,088.19	\$ 325,440.94
Capital	LEXTRAN - Lexington-Fayette, KY	\$ 244,438.95	\$ 61,109.74	\$ 305,548.69
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 997,287.90	\$ 249,321.98	\$ 1,246,609.88
TOTALS		\$ 5,468,508.15	\$ 1,367,127.04	\$ 6,835,635.19

July 1, 2020 to June 30, 2021

5310 Bus and Bus Facility Program		Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation for Nonurbanized Areas Less than 50,000 in Population	\$ 1,892,218.55	\$ 473,054.64	\$ 2,365,273.18
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	\$ 463,357.60	\$ 115,839.40	\$ 579,197.00
Capital	TANK - Cincinnati, OH--KY--IN	\$ 1,551,274.83	\$ 387,818.71	\$ 1,939,093.54
Capital	HART - Evansville, IN--KY	\$ 257,899.01	\$ 64,474.75	\$ 322,373.76
Capital	ABS - Huntington, WV--KY--OH	\$ 273,370.39	\$ 68,342.60	\$ 341,712.98
Capital	LEXTRAN - Lexington-Fayette, KY	\$ 256,660.90	\$ 64,165.22	\$ 320,826.12
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 1,047,152.30	\$ 261,788.07	\$ 1,308,940.37
TOTALS		\$ 5,741,933.56	\$ 1,435,483.39	\$ 7,177,416.95

July 1, 2021 to June 30, 2022

5310 Bus and Bus Facility Program		Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation for Nonurbanized Areas Less than 50,000 in Population	\$ 1,986,829.47	\$ 496,707.37	\$ 2,483,536.84
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	\$ 486,525.48	\$ 121,631.37	\$ 608,156.85
Capital	TANK - Cincinnati, OH--KY--IN	\$ 1,628,838.57	\$ 407,209.64	\$ 2,036,048.21
Capital	HART - Evansville, IN--KY	\$ 270,793.96	\$ 67,698.49	\$ 338,492.44
Capital	ABS - Huntington, WV--KY--OH	\$ 287,038.91	\$ 71,759.73	\$ 358,798.63
Capital	LEXTRAN - Lexington-Fayette, KY	\$ 269,493.94	\$ 67,373.49	\$ 336,867.43
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 1,099,509.91	\$ 274,877.48	\$ 1,374,387.39
TOTALS		\$ 6,029,030.24	\$ 1,507,257.56	\$ 7,536,287.79

Kentucky Transportation
Office of Transportation Delivery
Kentucky Section 5311 - Projected Federal Transit Apportionments
STIP FY 2019-2022
Contact: Eric Perez or Tabitha Martin

PROJECTED FEDERAL TRANSIT APPORTIONMENTS FOR SECTION 5311 RURAL AREA FORMULA, RTAP, & APPALACHIAN DEVELOPMENT PUBLIC ASSISTANCE PROGRAM

		July 1, 2018 to June 30, 2019	
5311	Bus and Bus Facility Program		Federal Share
	Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Rural Area Formula Apportionments - Various Public Transit Systems (Includes Jobs & Intercity)	\$ 17,771,944.00
	Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Appalachian Development Public Transportation Assistance Program - Various Public Transit Systems	\$ 1,764,000.00
	Training	KYTC/Office of Transportation Delivery - Rural Transportation Assistance Program (RTAP) - Various Public Transit Systems	\$ 284,138.00
		TOTALS	\$ 19,820,082.00

		July 1, 2019 to June 30, 2020	
5311	Bus and Bus Facility Program		Federal Share
	Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Rural Area Formula Apportionments - Various Public Transit Systems (Includes Jobs & Intercity)	\$ 18,660,541.20
	Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Appalachian Development Public Transportation Assistance Program - Various Public Transit Systems	\$ 1,764,000.00
	Training	KYTC/Office of Transportation Delivery - Rural Transportation Assistance Program (RTAP) - Various Public Transit Systems	\$ 298,344.90
		TOTALS	\$ 20,722,886.10

		July 1, 2020 to June 30, 2021	
5311	Bus and Bus Facility Program		Federal Share
	Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Rural Area Formula Apportionments - Various Public Transit Systems (Includes Jobs & Intercity)	\$ 19,593,568.26
	Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Appalachian Development Public Transportation Assistance Program - Various Public Transit Systems	\$ 1,764,000.00
	Training	KYTC/Office of Transportation Delivery - Rural Transportation Assistance Program (RTAP) - Various Public Transit Systems	\$ 313,262.15
		TOTALS	\$ 21,670,830.41

		July 1, 2021 to June 30, 2022	
5311	Bus and Bus Facility Program		Federal Share
	Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Rural Area Formula Apportionments - Various Public Transit Systems (Includes Jobs & Intercity)	\$ 20,573,246.67
	Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Appalachian Development Public Transportation Assistance Program - Various Public Transit Systems	\$ 1,764,000.00
	Training	KYTC/Office of Transportation Delivery - Rural Transportation Assistance Program (RTAP) - Various Public Transit Systems	\$ 328,925.25
		TOTALS	\$ 22,666,171.93

**Kentucky Transportation
Office of Transportation Delivery
Kentucky Section 5339 - Projected Federal Transit Apportionments
STIP FY 2019-2022
Contact: Eric Perez or Tabitha Martin**

**PROJECTED FEDERAL TRANSIT APPORTIONMENTS FOR SECTION 5339 BUS AND BUS FACILITIES FORMULA GRANTS
July 1, 2018 to June 30, 2019**

5339 Bus and Bus Facility Program		Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation	\$ 3,500,000.00	\$ 875,000.00	\$ 4,375,000.00
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	\$ 453,615.00	\$ 113,403.75	\$ 567,018.75
Capital	TANK - Cincinnati, OH--KY--IN	\$ 2,559,927.00	\$ 639,981.75	\$ 3,199,908.75
Capital	HART - Evansville, IN--KY	\$ 345,169.00	\$ 86,292.25	\$ 431,461.25
Capital	ABS - Huntington, WV--KY--OH	\$ 287,472.00	\$ 71,868.00	\$ 359,340.00
Capital	LEXTRAN - Lexington-Fayette, KY	\$ 627,785.00	\$ 156,946.25	\$ 784,731.25
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 1,993,922.00	\$ 498,480.50	\$ 2,492,402.50
TOTALS		\$ 9,767,890.00	\$ 2,441,972.50	\$ 12,209,862.50

July 1, 2019 to June 30, 2020

5339 Bus and Bus Facility Program		Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation	\$ 3,675,000.00	\$ 918,750.00	\$ 4,593,750.00
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	\$ 476,295.75	\$ 119,073.94	\$ 595,369.69
Capital	TANK - Cincinnati, OH--KY--IN	\$ 2,687,923.35	\$ 671,980.84	\$ 3,359,904.19
Capital	HART - Evansville, IN--KY	\$ 362,427.45	\$ 90,606.86	\$ 453,034.31
Capital	ABS - Huntington, WV--KY--OH	\$ 301,845.60	\$ 75,461.40	\$ 377,307.00
Capital	LEXTRAN - Lexington-Fayette, KY	\$ 659,174.25	\$ 164,793.56	\$ 823,967.81
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 2,093,618.10	\$ 523,404.53	\$ 2,617,022.63
TOTALS		\$ 10,256,284.50	\$ 2,564,071.13	\$ 12,820,355.63

July 1, 2020 to June 30, 2021

5339 Bus and Bus Facility Program		Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation	\$ 3,858,750.00	\$ 964,687.50	\$ 4,823,437.50
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	\$ 500,110.54	\$ 125,027.63	\$ 625,138.17
Capital	TANK - Cincinnati, OH--KY--IN	\$ 2,822,319.52	\$ 705,579.88	\$ 3,527,899.40
Capital	HART - Evansville, IN--KY	\$ 380,548.82	\$ 95,137.21	\$ 475,686.03
Capital	ABS - Huntington, WV--KY--OH	\$ 316,937.88	\$ 79,234.47	\$ 396,172.35
Capital	LEXTRAN - Lexington-Fayette, KY	\$ 692,132.96	\$ 173,033.24	\$ 865,166.20
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 2,198,299.01	\$ 549,574.75	\$ 2,747,873.76
TOTALS		\$ 10,769,098.73	\$ 2,692,274.68	\$ 13,461,373.41

July 1, 2021 to June 30, 2022

5339 Bus and Bus Facility Program		Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation	\$ 4,051,687.50	\$ 1,012,921.88	\$ 5,064,609.38
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	\$ 525,116.06	\$ 131,279.02	\$ 656,395.08
Capital	TANK - Cincinnati, OH--KY--IN	\$ 2,963,435.49	\$ 740,858.87	\$ 3,704,294.37
Capital	HART - Evansville, IN--KY	\$ 399,576.26	\$ 99,894.07	\$ 499,470.33
Capital	ABS - Huntington, WV--KY--OH	\$ 332,784.77	\$ 83,196.19	\$ 415,980.97
Capital	LEXTRAN - Lexington-Fayette, KY	\$ 726,739.61	\$ 181,684.90	\$ 908,424.51
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 2,308,213.96	\$ 577,053.49	\$ 2,885,267.44
TOTALS		\$ 11,307,553.66	\$ 2,826,888.42	\$ 14,134,442.08

EXHIBIT A - 11

AVIATION IMPROVEMENTS

AVIATION PROGRAM PROJECTS AS OF JUNE 2018

COUNTY	ASSOCIATED CITY	AIRPORT NAME	PROPERTY DESCRIPTION	AMOUNT
Wayne	Monticello	WAYNE COUNTY AIRPORT BOARD	Design 10 Unit T Hanger	\$4,167.00
Pike	Pikeville	HATCHER FIELD PIKEVILLE PIKE COUNTY	Rehabilitate Runway Lighting	\$28,618.00
Montgomery	Mt. Sterling	MT. STERLING-MONTGOMERY COUNTY AIRPORT	Runway Rehabilitation	\$14,167.00
Hancock	Lewisport	HANCOCK COUNTY AIRPORT	Env. Assessment Runway Ext & Obstruction	\$11,975.00
Henderson	Henderson	HENDERSON CITY-COUNTY AIRPORT	Runway 09 Extension	\$57,099.00
Fulton	Fulton	FULTON AIRPORT	AGIS Obstruction Survey and Analysis	\$6,239.00
Calloway	Murray	MURRAY CALLOWAY COUNTY AIRPORT BOARD	Runway Overlay, Edge Lighting Replacement	\$120,187.00
Laurel	London	LONDON CORBIN AIRPORT BOARD	Construct Hanger Building	\$64,920.00
Bell	Middlesboro	MIDDLESBORO BELL COUNTY AIRPORT BOARD	Env. Study for Tree Obstructions	\$4,087.00
Hardin	Elizabethtown	ELIZABETHTOWN HARDIN COUNTY AIRPORT (Addington	T Hanger Apron	\$12,490.00
Harrison	Cynthiana	CYNTHIANA HARRISON COUNTY AIRPORT	Runway Obstruction Removal Phase I	\$12,500.00
Monroe	Tompkinsville	TOMPKINSVILLE-MONROE COUNTY AIRPORT	Remove Obstructions & Design T Hanger Building	\$14,282.00
Grayson	Leitchfield	LEITCHFIELD-GRAYSON COUNTY AIRPORT	Airfield Rehabilitation	\$19,360.00
Whitley	Williamsburg	WILLIAMSBURG-WHITLEY COUNTY AIRPORT BOARD	ALP & Exhibit A Updates	\$10,443.00
Washington	Springfield	LEBANON SPRINGFIELD AIRPORT	Land Acquisition for Approaches	\$20,250.00
Logan	Russellville	RUSSELLVILLE LOGAN COUNTY AIRPORT	Apron Expansion and fencing	\$2,824.00
Boyd	Ashland	ASHLAND REGIONAL AIRPORT	Construct Parallel Taxiway Relocation	\$188,302.00
Bell	Middlesboro	MIDDLESBORO BELL COUNTY AIRPORT BOARD	Env. Assessment for Tree Removal	\$10,234.00
Ohio	Hartford	OHIO COUNTY AIRPORT	10 Unit T Hanger	\$4,672.00
Harlan	Harlan	TUCKER GUTHRIE MEMORIAL AIRPORT	Install Perimeter Fencing	\$3,553.00
TOTAL				\$610,369.00

APPENDIX B

METROPOLITAN PLANNING ORGANIZATION (MPO) FINANCIAL PLANS

**Operations and Maintenance Costs
MPO Areas**

**Bowling Green FY 2016-2020 TIP;
Financial Plan**

**Cincinnati-Northern KY FY 2018-2021 TIP;
Financial Plan**

**Clarksville-Oak Grove FY 2014-2017 TIP;
Financial Plan**

**Evansville-Henderson FY 2016-2019 TIP;
Financial Plan**

**Huntington-Ashland-Ironton FY 2018-2021 TIP
Financial Plan**

**Lexington FY 2017-2020 TIP;
Financial Plan**

**Louisville FY 2018-2021 TIP;
Financial Plan**

**Owensboro FY 2014-2019 TIP;
Financial Plan**

**Radcliff/Elizabethtown FY 2018-2022 TIP;
Financial Plan**

Operations and Maintenance Costs

MPO Areas

**Bowling Green FY 2016-2020 TIP
Financial Plan**

TABLE 1												
SUMMARY OF HIGHWAY FUNDING TYPES												
Bowling Green-Warren County MPO												
Transportation Improvement Program FY 2016-2020												
Funding Type	FY 2016		FY 2017		FY 2018		FY 2019		FY 2020		TIP Total	
	Est. Cost	Revenue	Est. Cost	Revenue								
BR*					\$ 437,500	\$ 437,500	\$ 1,522,500	\$ 1,522,500	\$ 1,960,000	\$ 1,960,000	\$ 1,960,000	\$ 1,960,000
BRO												\$ 5,850,000
BRZ	\$635,000	\$635,000				\$5,850,000					\$635,000	\$635,000
FTA	\$1,384,000	\$1,384,000	\$1,987,000	\$1,987,000	\$1,550,000	\$1,550,000	\$1,613,000	\$1,613,000	\$1,688,000	\$1,688,000	\$8,222,000	\$8,222,000
IM	\$18,000,000	\$18,000,000									\$18,000,000	\$18,000,000
NH	\$800,000	\$800,000	\$14,150,000	\$14,150,000	\$2,700,000	\$2,700,000	\$26,920,000	\$26,920,000			\$44,570,000	\$44,570,000
PM*							\$9,770,000	\$9,770,000	\$13,083,000	\$13,083,000	\$22,853,000	\$22,853,000
SAF	\$555,000	\$555,000			\$410,000	\$410,000					\$965,000	\$965,000
SP	\$17,390,000	\$17,390,000	\$889,000	\$889,000	\$2,758,000	\$2,758,000	\$5,423,000	\$5,423,000	\$5,500,000	\$5,500,000	\$31,960,000	\$31,960,000
SPP	\$2,540,000	\$2,540,000	\$1,000,000	\$1,000,000	\$3,800,000	\$3,800,000	\$19,900,000	\$19,900,000	\$14,435,000	\$14,435,000	\$41,675,000	\$41,675,000
STP			\$200,000	\$200,000	\$800,000	\$800,000	\$500,000	\$500,000	\$15,350,000	\$15,350,000	\$16,850,000	\$16,850,000
TAP	\$177,474	\$177,474	\$132,000	\$132,000	\$566,000	\$566,000					\$875,474	\$875,474
TOTAL	\$41,481,474	\$41,481,474	\$18,358,000	\$18,358,000	\$18,434,000	\$18,434,000	\$64,563,500	\$64,563,500	\$51,578,500	\$51,578,500	\$192,265,474	\$192,265,474

Quality Standards (NAAQS) for wide-spread pollutants from numerous and diverse sources considered harmful to public health and the environment. The Clean Air Act established two types of national air quality standards. Primary standards set limits to protect public health, including the health of at-risk populations such as people with pre-existing heart or lung disease (such as asthmatics), children, and older adults. Secondary standards set limits to protect public welfare, including protection against visibility impairment, damage to animals, crops, vegetation, and buildings. The Clean Air Act requires periodic review of the science upon which the standards are based and the standards themselves (<http://www.epa.gov/ttn/naaqs/>).

In November 2014, EPA recommended strengthening the National Ambient Air Quality Standards (NAAQS) for ground-level ozone, based on extensive scientific evidence about ozone's effects. EPA proposes to lower the standard from the current value of 0.075 ppm to a value within the range of 0.060 ppm to 0.070 ppm.

Areas will have two years after official designations are made to show conformity. It is also proposed that the designations be based on data collected during the three-year period 2014 - 2016. Based on 2012 - 2014 data for the Bowling Green area (the most current three-year period for which data is available), if the standard is set at 0.070 ppm, the area would have no air quality conformity issues. If the standard is set at 0.065 ppm, then Warren and Edmonson Counties may be designated as nonattainment. If the standard is set at 0.060 ppm, then Warren, Edmonson, and Simpson Counties may be designated as nonattainment.

Financial Constraint

Transportation planning regulations require that Transportation Improvement Programs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. Additionally, only those projects for which a current or proposed revenue source can be identified may be listed, thus ensuring a balance between total project costs and revenues. This requirement helps the MPO and State develop a deliverable program of projects.

Although the Bowling Green – Warren County MPO has significant input in the identification of needs and the determination of project funding priorities, it should be understood that the MPO does not have direct control over any source of funding identified herein. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the KYTC and the State Legislature. The roadway projects included in this TIP have been coordinated with the projects included in the KYTC 2014 Highway Plan as approved by the 2014 Kentucky General Assembly. All projects included in the TIP are also a part of the MTP. Thus, the 2016-2020 TIP projects have undergone the same prioritization process used to rank projects in the MTP.

In order to address the full range of transportation needs, on a statewide level and within the Bowling Green – Warren County urbanized area, KYTC makes use of a variety of available revenue sources (or funding types). The revenue sources eligible and currently allocated for use within the Bowling Green – Warren County area are identified on **page 6**.

The specific projects shown in the Project Listing tables beginning on **page 13** have been identified by KYTC, along with associated programmed or planned revenue source and schedule

in the KYTC Statewide Transportation Improvement Plan (STIP) and/or the Kentucky Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to the adjustments that must be made to balance costs and revenues (or maintain financial constraint) at the statewide level, and also due to various project related delays. These changes will be initiated by KYTC and will be reflected in this document by TIP Administrative Modifications or Amendments.

This plan is financially constrained, including only projects with designated federal or state funding. Timetables shown on these projects are estimated based upon available funds and were developed cooperatively with the MPO, KYTC, and Public Transit Agencies. Funding is allocated across program years for each TIP project. Funding years are consistent with MPO priorities. The table on **page 7** provides a summary of costs and revenues by funding type and year (all costs and revenues here and elsewhere in this document are shown in Year-of-Expenditure dollar values).

Project Types and Project Funds Classification

The type of funds to be utilized for the projects involving federal and state funds are in accordance with the Moving Ahead for Progress in the 21st Century Act (*MAP-21*) and are abbreviated as follows:

Federal Transit Programs

FTA – Federal Transit Administration

Section 5307 – Capital Projects and Operating Assistance for Transit Systems

Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities

Section 5339 – Bus and Bus Facilities Program

Federal Highway Programs

BRO – Federal Bridge Replacement on Federal System

BRX – Federal Bridge Replacement off Federal System

BRZ – Federal Bridge Replacement Local System

HES – Hazard Elimination System

HPP – High Priority Projects

HSIP – Highway Safety Improvement Program

IM – Interstate Maintenance

KYD – Demonstration Funds to Kentucky

NH – Federal National Highway System

NHPP – National Highway Performance Program

RRP – Safety – Railroad Protection

RRS – Safety – Railroad Separation

SAF – Federal Safety Funds

STP – Surface Transportation Program

TAP – Transportation Alternatives Program

State Programs

SP – State Construction Funds

SPB – State Bonds

SPP – State Construction High Priority

**Cincinnati-Northern KY FY 2018-2021 TIP
Financial Plan**

CHAPTER 3: FINANCIAL

Fiscal Constraint for Federal Funds Allocated to the OKI Region

An additional feature of the TIP is that the projects listed in the document are financially constrained. All highway and transit programs list associated funding sources and amounts that are needed to complete the projects. These sources include federal, state and local funds that have been committed to a project in a specific fiscal year. In some cases, matching funds may be available only in certain fiscal years and OKI works with sponsors to match the needed federal funds with local funds in a required fiscal year.

In Ohio, ODOT allocates Surface Transportation Program (STP) and Transportation Alternatives (TA) federal funds to OKI for the fiscal years covered by the current TIP. Table 3-1 illustrates the federal funding, by type, allocated from ODOT to OKI for fiscal years 2018 through 2021 and the associated programmed amounts.

The Ohio fiscal analysis shows that the OKI budget is fiscally constrained in Ohio during the period fiscal year 2018 through 2021. Transfers between OKI STP and TA funds are completed during the period with all original amounts of funding returned to their respective funding levels. The Ohio CMAQ program is a statewide program for the MPO's and fiscal constraint is demonstrated on a statewide level rather than on an individual MPO level.

Table 3-2 provides information on the fiscal constraint analysis for Northern Kentucky. The Kentucky Transportation Cabinet sub-allocates Surface Transportation Program for Northern Kentucky (SNK) and TA federal funds; the Cabinet does not pass through CMAQ funding to the MPO's, nor does it require constraint against a pass-through obligation ceiling. The comments listed in the table provide information on the specific highway or planning projects that are utilizing the sub-allocated SNK federal funds for each fiscal year covered with the current TIP. The table documents that the Kentucky portion of the region has achieved fiscal constraint for pass-through funds with the FY 2018 – 2021 TIP.

Table 3-3 provides information on the fiscal constraint analysis for the Indiana portion of the region. The Indiana Department of Transportation (INDOT) sub-allocates STP, CMAQ, HSIP and TA federal funds to the MPO's in Indiana. The table demonstrates that the Indiana portion of the region has achieved fiscal constraint with pass-through funds between FY 2018 – 2021.

Table 3-2 Kentucky OKI Sub-allocated Funds
 FY 2018-FY 2021 TIP Fiscal Constraint (SNK)

FY	2017	2018	2019	2020	2021
Estimated Apportionment for Federal Fiscal Year	\$6,600,000	\$6,600,000	\$6,600,000	\$6,600,000	\$6,600,000
Carry Over from previous year	\$26,914,507	\$5,140,151	\$942,972	-\$6,586,928	-\$4,208,819
Available Budget	\$33,514,507	\$11,740,151	\$7,542,972	\$13,072	\$2,391,181
Estimated Obligated/Outstanding Project Costs for Fiscal Year	\$28,374,356	\$10,797,179	\$14,129,900	\$4,221,891	\$1,510,691
Projected Carry Over	\$5,140,151	\$942,972	-\$6,586,928	-\$4,208,819	\$880,490

Table 3-3 Indiana OKI Sub-allocated Funds: FY 2018-FY2021 TIP Fiscal Constraint

Fiscal Year 2018					
CA	STP	CMAQ	HSIP	TE/TA	Total
Allocation	\$ 207,017	\$ 47,987	\$ 48,172	\$ 16,680	\$ 319,856
<u>CA Commitments</u>					
1400675 State Line Rd Realign (RW)	\$ 80,321		\$ 48,172		
1601916 Orthophoto	\$ 14,733				
CMAQ1 Lawrenceburg Trail	\$ 86,963	\$ 47,987		\$ 16,680	
UPWP Supplemental Planning	\$ 25,000				
CA Commitments Total	\$ 207,017	\$ 47,987	\$ 48,172	\$ 16,680	\$ 319,856
Expected End of Year CA Remaining	\$ -	\$ -	\$ -	\$ -	\$ -
PYB	STP	CMAQ	HSIP	TE/TA	Total
Carryover	\$ 223,322	\$ 590,593	\$ 41,467	\$ 25,168	\$ 880,550
<u>PYB Commitments</u>					
1400675 State Line Rd Realign (RW)			\$ 41,467		
CMAQ1 Lawrenceburg Trail		\$ 212,950		\$ 25,168	
Total PYB Commitments	\$ -	\$ 212,950	\$ 41,467	\$ 25,168	\$ 279,585
Expected End of Year Balance	\$ 223,322	\$ 377,643	\$ 0	\$ 0	\$ 600,965
Fiscal Year 2019					
CA	STP	CMAQ	HSIP	TE/TA	Total
Allocation	\$ 207,017	\$ 47,987	\$ 48,172	\$ 16,680	\$ 319,856
<u>CA Commitments</u>					
1400675 State Line Rd Realign (UT)	\$ 182,017		\$ 48,172		
CMAQ2 SR1 Intersections	\$ -	\$ 47,987	\$ -	\$ -	
UPWP Supplemental Planning	\$ 25,000	\$ -		\$ -	
CA Commitments Total	\$ 207,017	\$ 47,987	\$ 48,172	\$ -	\$ 303,176
Expected End of Year CA Remaining	\$ -	\$ -	\$ -	\$ 16,680	\$ 16,680
PYB	STP	CMAQ	HSIP	TE/TA	Total
Carryover	\$ 223,322	\$ 377,643	\$ 0	\$ 0	\$ 600,965
<u>PYB Commitments</u>					
CMAQ2 SR1 Intersections	\$ -	\$ 202,013			
Total PYB Commitments	\$ -	\$ 202,013	\$ -	\$ -	\$ 202,013
Expected End of Year Balance	\$ 223,322	\$ 175,630	\$ 0	\$ 0	\$ 398,952
Fiscal Year 2020					
CA	STP	CMAQ	HSIP	TE/TA	Total
Allocation	\$ 207,017	\$ 47,987	\$ 48,172	\$ 16,680	\$ 319,856
<u>CA Commitments</u>					
1400675 State Line Rd Realign (CON)	\$ 182,017		\$ 48,172		
UPWP Supplemental Planning	\$ 25,000				
CA Commitments Total	\$ 207,017	\$ -	\$ 48,172	\$ -	\$ 255,189
Expected End of Year CA Remaining	\$ -	\$ 47,987	\$ -	\$ 16,680	\$ 64,667
PYB	STP	CMAQ	HSIP	TE/TA	Total
Carryover	\$ 223,322	\$ 175,630	\$ 0	\$ 0	\$ 398,952
<u>PYB Commitments</u>					
1400675 State Line Rd Realign (CON)	\$ 223,322		\$ -		
Total PYB Commitments	\$ 223,322	\$ -	\$ -	\$ -	\$ 223,322
Expected End of Year Balance	\$ (0)	\$ 175,630	\$ 0	\$ 0	\$ 175,630
Fiscal Year 2021					
CA	STP	CMAQ	HSIP	TE/TA	Total
Allocation	\$ 207,017	\$ 47,987	\$ 48,172	\$ 16,680	\$ 319,856
<u>CA Commitments</u>					
1600706 Market Street (PE)	\$ 103,320			\$ 16,680	
UPWP Supplemental Planning	\$ 25,000				
CA Commitments Total	\$ 128,320	\$ -	\$ -	\$ 16,680	\$ 145,000
Expected End of Year CA Remaining	\$ 78,697	\$ 47,987	\$ 48,172	\$ -	\$ 174,856
PYB	STP	CMAQ	HSIP	TE/TA	Total
Carryover	\$ (0)	\$ 175,630	\$ 0	\$ 0	\$ 175,630
<u>PYB Commitments</u>					
Total PYB Commitments	\$ -	\$ -	\$ -	\$ -	\$ -
Expected End of Year Balance	\$ (0)	\$ 175,630	\$ 0	\$ 0	\$ 175,630

Fiscal Constraint for Federal Funds Allocated to the States

The majority of projects shown in the highway section of the TIP are financed through ODOT, KYTC and INDOT managed funding sources. The fiscal constraint analyses for these projects are recorded in the State Transportation Improvement Program (STIP) for each of these states.

Tables 3-4 through 3-6 provide a summary programmed highway funds by funding category for all the highway projects in the Ohio, Kentucky and Indiana portions of the region using federal funds for any phase of the development during the four year period 2018 - 2021.

Table 3-4: Ohio Total Funding By State and Fiscal Year

	FY 18	FY 19	FY 20	FY 21	Total Funding:
Bonds	\$3,119,968	\$7,614,750	\$0	\$0	\$10,734,718
BR	\$1,973,692	\$0	\$0	\$0	\$1,973,692
Fed Bonds	\$30,144,000	\$0	\$0	\$0	\$30,144,000
Federal	\$64,412,897	\$55,179,867	\$28,741,276	\$44,795,245	\$193,129,285
Federal-Discr	\$2,399,952	\$0	\$0	\$0	\$2,399,952
GARVEE	\$62,169,032	\$0	\$0	\$0	\$62,169,032
IM	\$1,518,300	\$14,976,020	\$0	\$0	\$16,494,320
Local	\$25,978,585	\$19,835,522	\$15,207,527	\$38,110,287	\$99,131,921
Local Match	\$9,124,300	\$4,370,573	\$1,827,294	\$2,930,986	\$18,253,153
Major New	\$142,683,860	\$3,360,000	\$0	\$0	\$146,043,860
NHPP	\$9,000,000	\$0	\$0	\$0	\$9,000,000
NHS	\$8,938,640	\$0	\$0	\$0	\$8,938,640
OKI-CMAQ	\$11,591,096	\$2,960,000	\$12,921,140	\$10,906,250	\$38,378,486
OKI-CMAQ Planning	\$364,730	\$364,730	\$510,233	\$510,233	\$1,749,926
OKI-STP	\$25,526,812	\$24,826,339	\$15,147,343	\$22,276,475	\$87,776,969
OKI-STP Planning	\$428,774	\$428,774	\$406,630	\$406,630	\$1,670,808
OKI-TA	\$2,394,976	\$2,240,440	\$2,751,475	\$1,618,901	\$9,005,792
Preservation	\$0	\$4,252,352	\$0	\$0	\$4,252,352
SAF	\$14,681,983	\$11,097,152	\$600,188	\$10,060,848	\$36,440,171
State	\$75,431,766	\$35,621,692	\$30,705,695	\$13,917,060	\$155,676,213
State Bonds	\$39,000,000	\$0	\$0	\$0	\$39,000,000
STP	\$14,899,180	\$6,388,264	\$77,336,000	\$0	\$98,623,444
TRAC	\$0	\$2,400,000	\$5,000,000	\$2,080,000	\$9,480,000
Ohio Total:	\$545,782,543	\$195,916,475	\$191,154,801	\$147,612,915	\$1,080,466,734

Table 3-) : Kentucky Total Funding By State and Fiscal Year

	FY 18	FY 19	FY 20	FY 21	Total Funding:
BR	\$4,610,000	\$7,412,500	\$12,898,500	\$3,150,000	\$28,071,000
BRX	\$1,320,000	\$0	\$0	\$0	\$1,320,000
CMAQ	\$581,987	\$1,100,000	\$0	\$0	\$1,681,987
Contrib Svcs	\$19,325	\$19,325	\$19,325	\$19,325	\$77,300
Fed Disc	\$0	\$133,150,000	\$10,000,000	\$0	\$143,150,000
Federal	\$11,921	\$0	\$0	\$0	\$11,921
HPP	\$2,939,840	\$0	\$0	\$0	\$2,939,840
HSIP	\$1,868,000	\$0	\$0	\$0	\$1,868,000
IM	\$7,000,000	\$0	\$0	\$13,700,000	\$20,700,000
Local	\$8,392,645	\$3,099,720	\$1,314,359	\$3,300,875	\$16,107,599
NH	\$1,535,000	\$5,000,000	\$12,500,000	\$4,000,000	\$23,035,000
OKI-TA	\$1,970,580	\$0	\$0	\$0	\$1,970,580
RTP	\$84,286	\$0	\$0	\$0	\$84,286
SAF	\$1,925,000	\$0	\$0	\$0	\$1,925,000
SB2	\$0	\$30,000,000	\$0	\$0	\$30,000,000
SNK	\$28,163,258	\$11,940,452	\$4,586,400	\$8,752,800	\$53,442,910
SPP	\$1,600,000	\$8,010,000	\$5,000,000	\$0	\$14,610,000
SRTS	\$385,200	\$0	\$0	\$0	\$385,200
State Forces	\$325,245	\$21,000	\$202,000	\$0	\$548,245
STP	\$25,680,000	\$17,000,000	\$12,510,000	\$19,770,000	\$74,960,000
TA	\$4,602,505	\$0	\$0	\$0	\$4,602,505
TAP	\$1,950,000	\$0	\$0	\$0	\$1,950,000
Kentucky Total:	\$94,964,792	\$216,752,997	\$59,030,584	\$52,693,000	\$423,441,373

Table 3-* : Indiana Total Funding By State and Fiscal Year

	FY 18	FY 19	FY 20	FY 21	Total Funding:
BR	\$961,160	\$932,256	\$12,480	\$2,252,256	\$4,158,152
HSIP	\$0	\$112,500	\$540,000	\$1,300,500	\$1,953,000
IM	\$404,500	\$1,451,700	\$0	\$0	\$1,856,200
Local	\$335,369	\$1,654,235	\$618,307	\$1,037,364	\$3,645,275
NHPP	\$4,773,091	\$12,426,409	\$0	\$1,292,940	\$18,492,440
NHS	\$16,000,000	\$0	\$292,160	\$0	\$16,292,160
OKI-CMAQ	\$0	\$389,748	\$250,000	\$0	\$639,748
OKI-HSIP	\$89,639	\$51,306	\$48,172	\$0	\$189,117
OKI-STP	\$217,503	\$328,883	\$550,339	\$145,000	\$1,241,725
PL	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
SAF	\$2,855,000	\$320,000	\$0	\$0	\$3,175,000
State	\$8,083,371	\$2,717,675	\$3,932,272	\$698,909	\$15,432,227
STP	\$14,119,643	\$5,015,805	\$10,740,225	\$3,370,196	\$33,245,869
Indiana Total:	\$47,864,276	\$25,425,517	\$17,008,955	\$10,122,165	\$100,420,913

Fiscal Constraint for Funds Allocated to Transit Agencies

There are five transit agencies in the OKI region: Butler County RTA, Clermont Transportation Connection, SORTA, TANK and Warren County Transit System. In addition, OKI acts as the designated recipient for the Section 5310 program. These funds have been awarded to various private non-profit agencies in the region. Administration of these projects, in conjunction with SORTA, will continue until the programs are completed and the federal funds have been depleted.

All of the transit agencies in the region have transit tables that illustrate anticipated funds and projects from FY 2018-2021.

Table 3-7 demonstrates fiscal conformity for FTA Section 5307 funds for all five transit agencies in the OKI region. Table 3-8 shows the Cincinnati Urbanized Area apportionment to the five transit providers in the region.

**Table 3-7
FY2018-FY2021 OKI STIP Fiscal Analysis Template**

Transit Funding by Line Item															
5307 - Urban Formula Program															
5307 - Urban Formula Program	\$18,942,758	\$0	\$18,942,758	\$20,617,962	\$0	\$20,617,962	\$18,866,610	\$0	\$18,866,610	\$18,551,610	\$0	\$18,551,610	\$76,078,940	\$0	\$76,078,940
5309 Bus & Bus Facil															
5309 / 0003 - New Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5309 / 0004 - Small Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5309 - Capital Investment Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 - Enhanced Mobility															
5310 - Enhanced Mobility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 - Enhanced Mobility Small Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 - Enhanced Mobility Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 - Enhanced Mobility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311 - Rural Transit Program															
5311 - Rural Transit Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5312 - Natl Res & Techlgy Prgm															
5312 - Natl Res & Techlgy Prgm	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5329 - "State Safety Security Oversight"															
5329 State Safety Security Ovr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5337 - "Fixed Guideway Modernization"															
5337 / 0001 - Fixed Guidewy Mbd	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5337 / 0003-High Int Ltr Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5337 / 0001-State of Good Rpr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5337 - "State of Good Repair"	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339 - "Bus & Bus Facilities"															
5339 / 0002 - Bus & Bus Facil	\$1,366,032	\$0	\$1,366,032	\$1,512,749	\$0	\$1,512,749	\$2,075,504	\$0	\$2,075,504	\$1,334,960	\$0	\$1,334,960	\$6,289,245	\$0	\$6,289,245
5339 - Bus & Bus Fac Sim Urb	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339 - Bus & Bus Fac Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-Totals	\$1,366,032	\$0	\$1,366,032	\$1,512,749	\$0	\$1,512,749	\$2,075,504	\$0	\$2,075,504	\$1,334,960	\$0	\$1,334,960	\$6,289,245	\$0	\$6,289,245
Transit State/Local Match															
Local Match-0001-Fairbx Rev-Lcl	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Match-0002-Local Ded-Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Match - 0003 - Local Oth	\$2,996,920	\$0	\$2,996,920	\$3,489,461	\$0	\$3,489,461	\$8,812,528	\$0	\$8,812,528	\$86,880,601	\$0	\$86,880,601	\$340,618,997	\$0	\$340,618,997
Local Match	\$82,823,594	\$0	\$82,823,594	\$84,102,274	\$0	\$84,102,274	\$86,812,528	\$0	\$86,812,528	\$470,644	\$0	\$470,644	\$1,482,576	\$0	\$1,482,576
GRF	\$270,644	\$0	\$270,644	\$270,644	\$0	\$270,644	\$470,644	\$0	\$470,644	\$470,644	\$0	\$470,644	\$1,482,576	\$0	\$1,482,576
Transit Local Match	\$86,091,158	\$0	\$86,091,158	\$87,862,378	\$0	\$87,862,378	\$87,283,172	\$0	\$87,283,172	\$87,351,245	\$0	\$87,351,245	\$346,587,953	\$0	\$346,587,953
Sub-Totals	\$106,399,948	\$0	\$106,399,948	\$109,993,089	\$0	\$109,993,089	\$108,225,286	\$0	\$108,225,286	\$107,237,815	\$0	\$107,237,815	\$431,856,139	\$0	\$431,856,139

Table 3-8
Cincinnati Urbanized Area Apportionment to Transit Providers

FEDERAL TRANSIT ADMINISTRATION						
FY 2017 Apportionments ¹						
SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS						
FY 2017 Section 5307/ 5340 Allocations Disaggregated into Component Programs						
URBANIZED AREA/STATE	UZA Name	Section 5307	STIC	Growing States	High Density	Total
<i>Amounts Apportioned to Urbanized Areas over 1 million in Population</i>						
Indiana ²	Cincinnati, OH-KY-IN	62,293	0	4,912	0	67,205
Kentucky	Cincinnati, OH-KY-IN	1,998,614	0	157,407	0	2,156,021
Ohio	Cincinnati, OH-KY-IN	7,837,899	0	594,294	0	8,432,193
TOTALS		9,898,806	0	756,613	0	10,655,419

Apportionment by Formula³

Provider	Section 5307	Section 5339	Section 5337	Total
BCRTA	\$1,084,769	\$101,277	\$0	\$1,186,046
CTC	\$718,547	\$68,702	\$0	\$787,249
SORTA	\$6,219,866	\$674,881	\$6,343	\$6,901,090
TANK	\$2,195,279	\$219,885	\$0	\$2,415,164
WCTS	\$436,958	\$0	\$0	\$436,958

¹Reflects partial year (7/12th) apportionment only

²No transit provider in Indiana. Allocated to remainder of UZA.

³Apportionment by formula, as agreed by the five transit providers

**Clarksville-Oak Grove FY 2014-2017 TIP
Financial Plan**

SECTION 2. FINANCIAL PLAN

The TIP is required to include a financial plan that demonstrates how the program of projects can be implemented. TDOT, the KYTC, local jurisdictions and transit operators and agencies with projects in the TIP have indicated that they have the financial resources to provide the necessary matching funds to complete their projects. In addition, these agencies have determined that funding is available for the maintenance of all existing transportation systems.

Detailed financial breakdowns are included in Table 2.1, Table 2.2 and Table 2.3 below in this section. The funding tables are tabulated from the funding amounts given on the individual TIP sheets for each project. The total amount of money available in each funding category is shown, as well as the total amount programmed for various projects. These tables indicate available funds, programmed funds, and remaining funds by funding source by year. The tables show that programmed expenditures are within the balance of expected fund allocations and therefore demonstrate fiscal constraint.

The projects included in this TIP have been funded in accordance with current and proposed revenue sources. The inflation rate of 2.0% for TN and 2.0% for KY projects was used to project expenditure dollars for each year. Annual federal allocations and adopted state and local budgets substantiates that anticipated funding will be available to implement the projects in the TIP. The same inflation rates were used for future year revenues by the MPO staff to estimate anticipated L-STBG annual allocations and by the CTS staff to estimate the Section 5307, 5339, 5310 and UROP annual allocations. If the appropriated funds are less than the authorized amounts or there is a significant shift of projects within the years, then the MPO will develop a revised list in coordination with the State and CTS staff.

FY2017-FY2020 Transportation Improvement Program

2.1 REASONABLY AVAILABLE L-STBG FUNDS: (Allocated through TDOT)

Table 1 Summary of L-STBG Funds Federal Share Only	New as of 10/1/2016
--	------------------------

L-STBG Funding Table (TDOT)		
Balance 10-1-16		\$12,446,907
FY2017 Allocation	+	\$1,789,000
Available to Spend	=	\$14,235,907
Projects Programmed	-	\$9,260,000
Remaining 2017	=	\$4,975,907
2018		
FY2018 Allocation	+	\$1,825,000
Available to Spend	=	\$6,800,907
Projects Programmed	-	\$0
Remaining 2018	=	\$6,800,907
2019		
FY2019 Allocation	+	\$1,861,500
Available to Spend	=	\$8,662,407
Projects Programmed	-	\$0
Remaining 2019	=	\$8,662,407
2020		
FY2020 Allocation	+	\$1,898,000
Available to Spend	=	\$10,560,407
Projects Programmed	-	\$0
Remaining 2020	=	\$10,560,407

FY2017-FY2020 Transportation Improvement Program

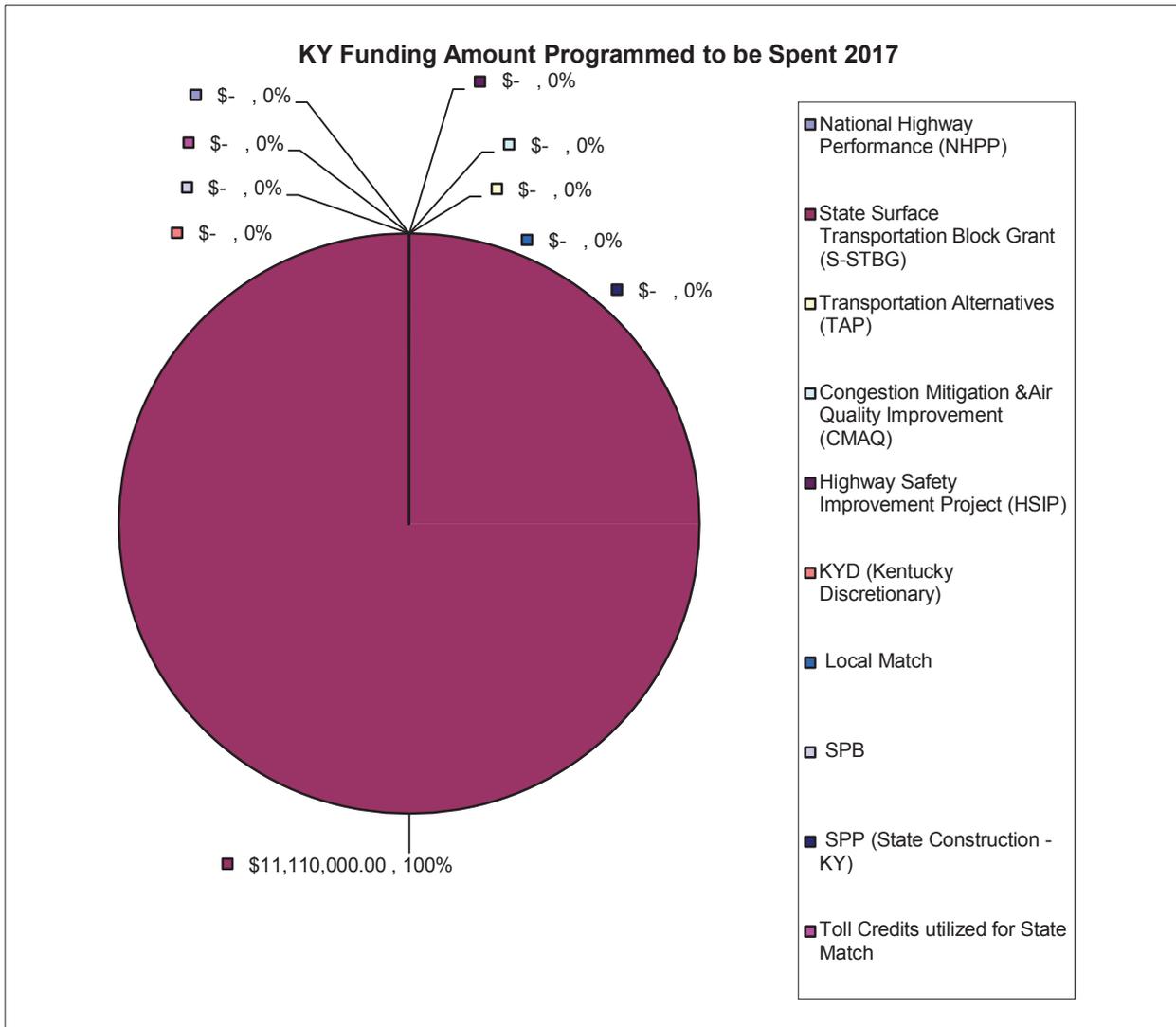
2.2 FISCALLY CONSTRAINED PROGRAMMED REVENUE AND COSTS:

**Kentucky Funding Table 2
As of 10/1/2016 (By Year of Expenditure)**

Funding Source	FY2017	FY2018	FY2019	FY2020
	Available	Available	Available	Available
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (STBG)	\$ 11,110,000.00	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ -	\$ -	\$ -	\$ -
Total	\$ 11,110,000.00	\$ -	\$ -	\$ -
Amount Programmed to be Spent				
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (STBG)	\$ 11,110,000.00	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ -	\$ -	\$ -	\$ -
Total Programmed	\$ 11,110,000.00	\$ -	\$ -	\$ -
Amount Remaining				
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ -	\$ -	\$ -	\$ -
Total Remaining	\$ -	\$ -	\$ -	\$ -

FY2017-FY2020 Transportation Improvement Program

Figure 7. Kentucky Funding Amount Programmed For FY2017 - Pie Chart



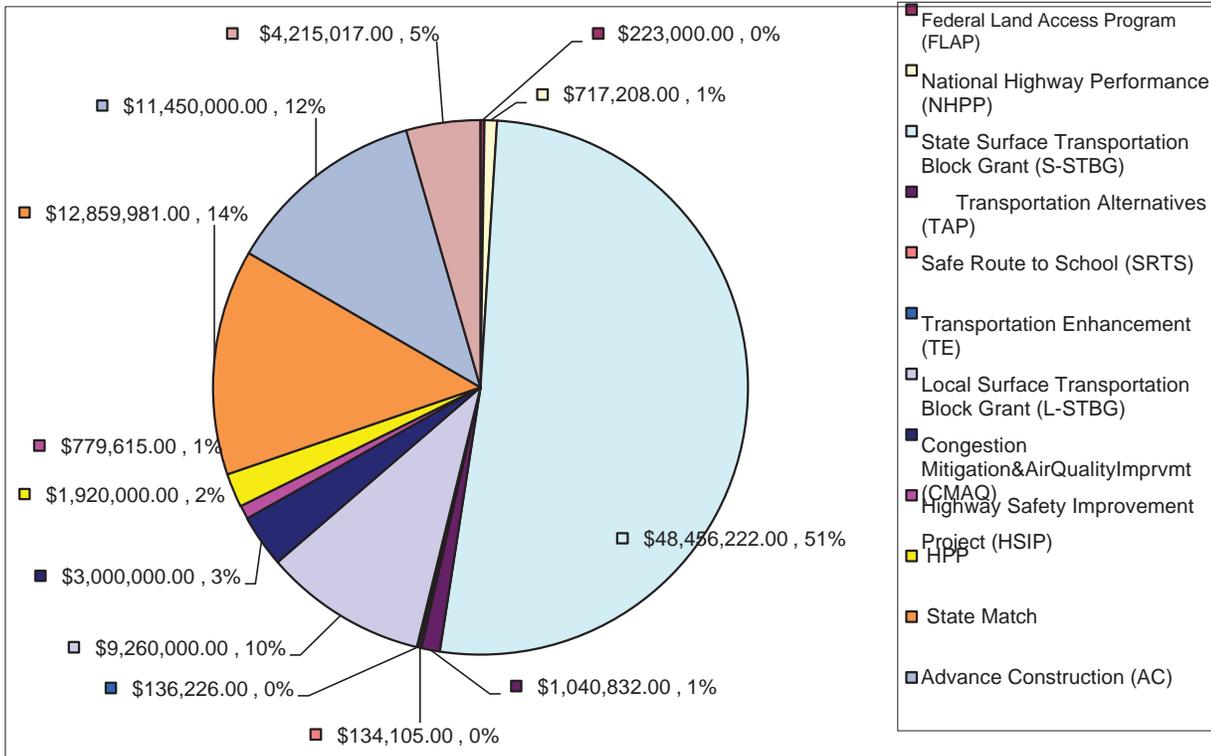
FY2017-FY2020 Transportation Improvement Program

Tennessee Funding Table 3

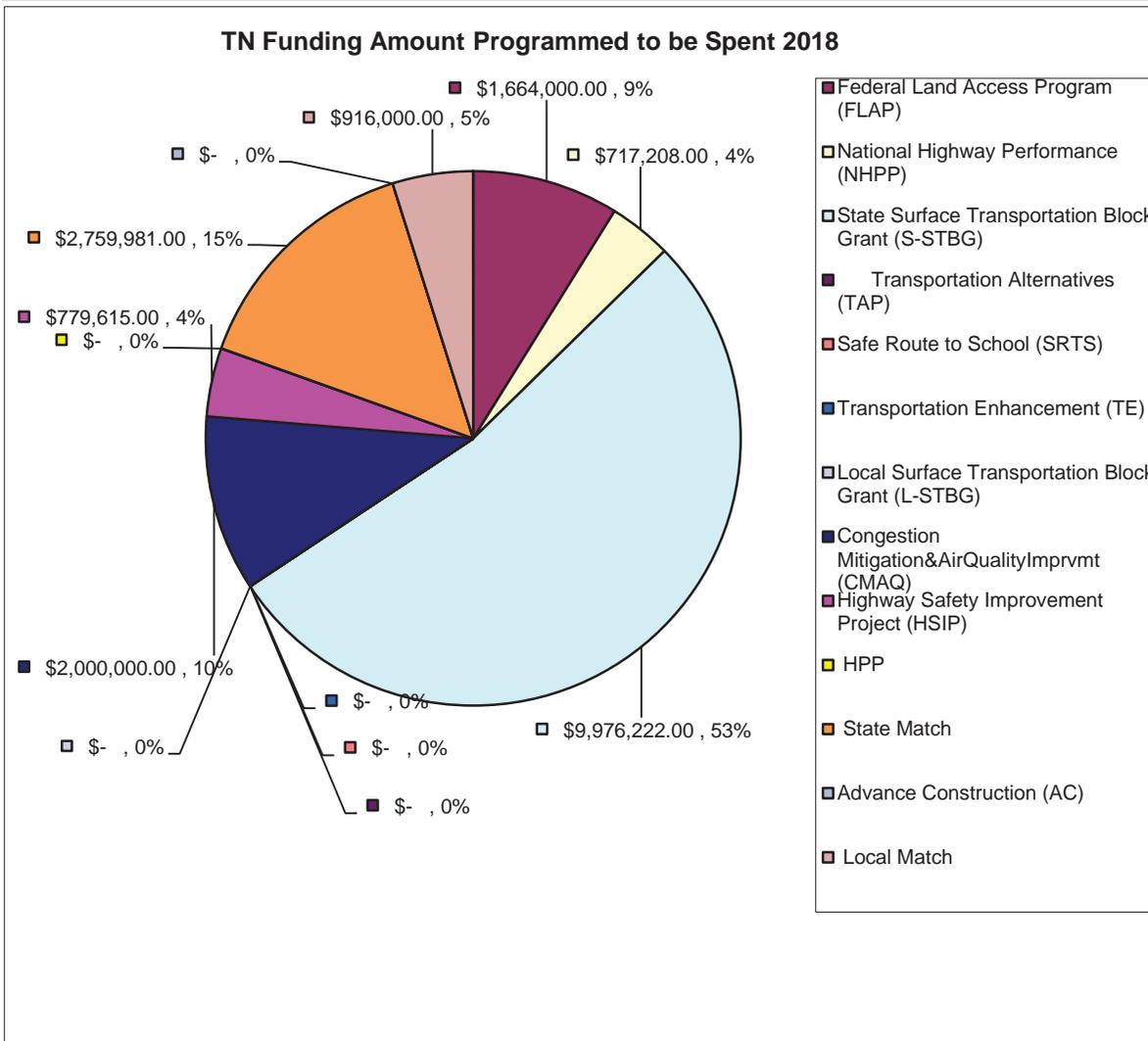
(By Year of Expenditure)	As of 10/1/2016			
	FY2017	FY2018	FY2019	FY2020
Funding Source	Available	Available	Available	Available
Federal Land Access Program (FLAP)	\$ 223,000.00	\$ 1,664,000.00	\$ -	\$ -
National Highway Performance (NHPP)	\$ 717,208.00	\$ 717,208.00	\$ 717,208.00	\$ 717,208.00
State Surface Transportation Block Grant (S-STBG)	\$ 48,456,222.00	\$ 9,976,222.00	\$ 29,176,222.00	\$ 1,176,222.00
Transportation Alternatives (TAP)	\$ 1,040,832.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 134,105.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ 136,226.00	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 14,235,907.00	\$ 6,800,907.00	\$ 8,662,407.00	\$ 10,560,407.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 3,000,000.00	\$ 2,000,000.00	\$ 1,000,000.00	\$ -
Highway Safety Improvement Project (HSIP)	\$ 779,615.00	\$ 779,615.00	\$ 779,615.00	\$ 779,615.00
HPP	\$ 1,920,000.00	\$ -	\$ -	\$ -
State Match	\$ 12,859,981.00	\$ 2,759,981.00	\$ 7,559,981.00	\$ 559,981.00
Advance Construction (AC)	\$ 11,450,000.00	\$ -	\$ -	\$ -
Local Match	\$ 5,458,994.00	\$ 2,846,227.00	\$ 2,645,602.00	\$ 2,870,102.00
Total	\$ 100,412,090.00	\$ 27,544,160.00	\$ 50,541,035.00	\$ 16,663,535.00
Amount Programmed to be Spent				
Federal Land Access Program (FLAP)	\$ 223,000.00	\$ 1,664,000.00	\$ -	\$ -
National Highway Performance (NHPP)	\$ 717,208.00	\$ 717,208.00	\$ 717,208.00	\$ 717,208.00
State Surface Transportation Block Grant (S-STBG)	\$ 48,456,222.00	\$ 9,976,222.00	\$ 29,176,222.00	\$ 1,176,222.00
Transportation Alternatives (TAP)	\$ 1,040,832.00	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ 134,105.00	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ 136,226.00	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 9,260,000.00	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt (CMAQ)	\$ 3,000,000.00	\$ 2,000,000.00	\$ 1,000,000.00	\$ -
Highway Safety Improvement Project (HSIP)	\$ 779,615.00	\$ 779,615.00	\$ 779,615.00	\$ 779,615.00
HPP	\$ 1,920,000.00	\$ -	\$ -	\$ -
State Match	\$ 12,859,981.00	\$ 2,759,981.00	\$ 7,559,981.00	\$ 559,981.00
Advance Construction (AC)	\$ 11,450,000.00	\$ -	\$ -	\$ -
Local Match	\$ 4,215,017.00	\$ 916,000.00	\$ 250,000.00	\$ -
Total	\$ 94,192,206.00	\$ 18,813,026.00	\$ 39,483,026.00	\$ 3,233,026.00
Amount Remaining				
Federal Land Access Program (FLAP)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Block Grant (S-STBG)	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
Safe Route to School (SRTS)	\$ -	\$ -	\$ -	\$ -
Transportation Enhancement (TE)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Block Grant (L-STBG)	\$ 4,975,907.00	\$ 6,800,907.00	\$ 8,662,407.00	\$ 10,560,407.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
HPP	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -
Advance Construction (AC)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ 1,243,977.00	\$ 1,930,227.00	\$ 2,395,602.00	\$ 2,870,102.00
Total	\$ 6,219,884.00	\$ 8,731,134.00	\$ 11,058,009.00	\$ 13,430,509.00

FY2017-FY2020 Transportation Improvement Program

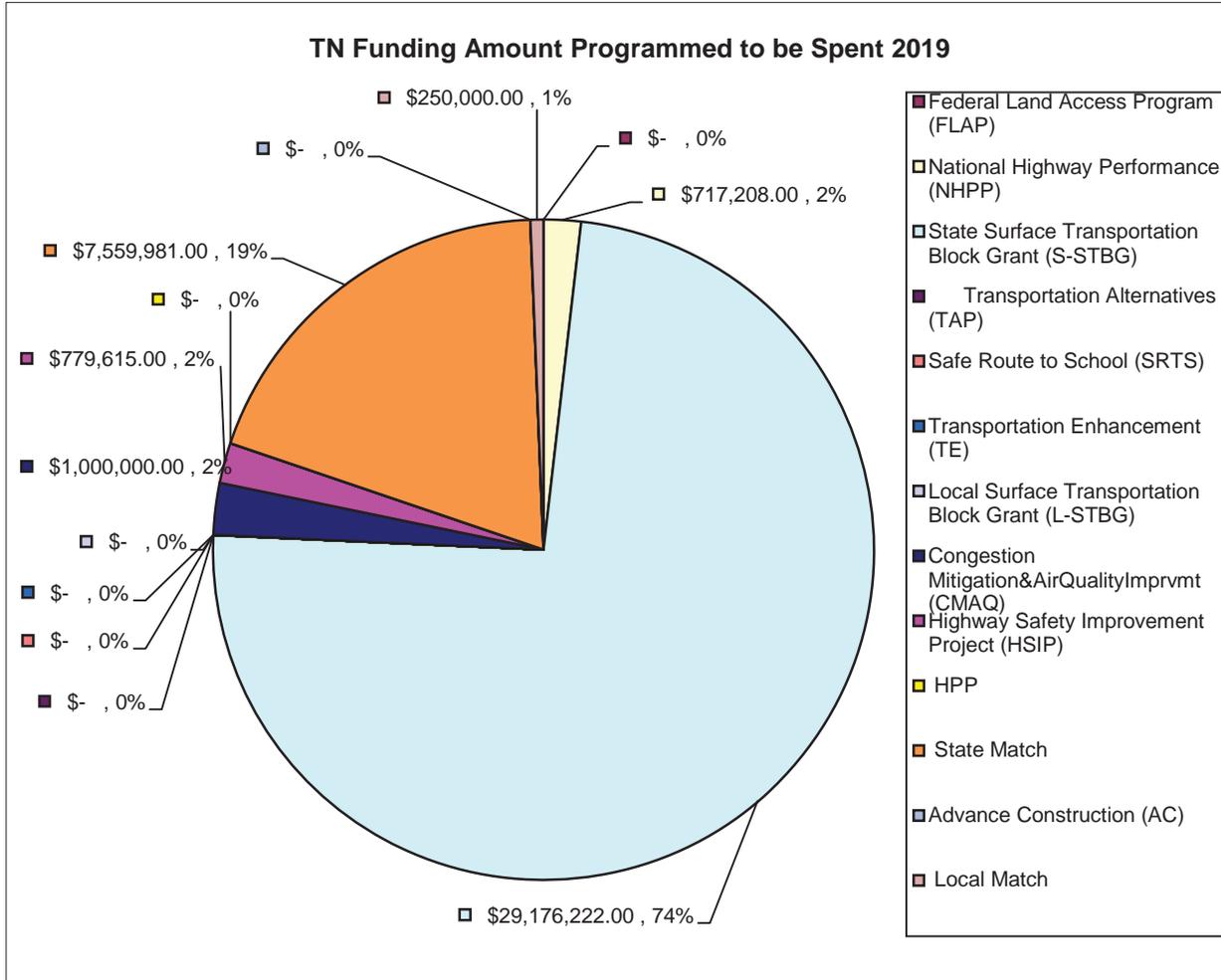
TN Funding Amount Programmed to be Spent FY2017



FY2017-FY2020 Transportation Improvement Program



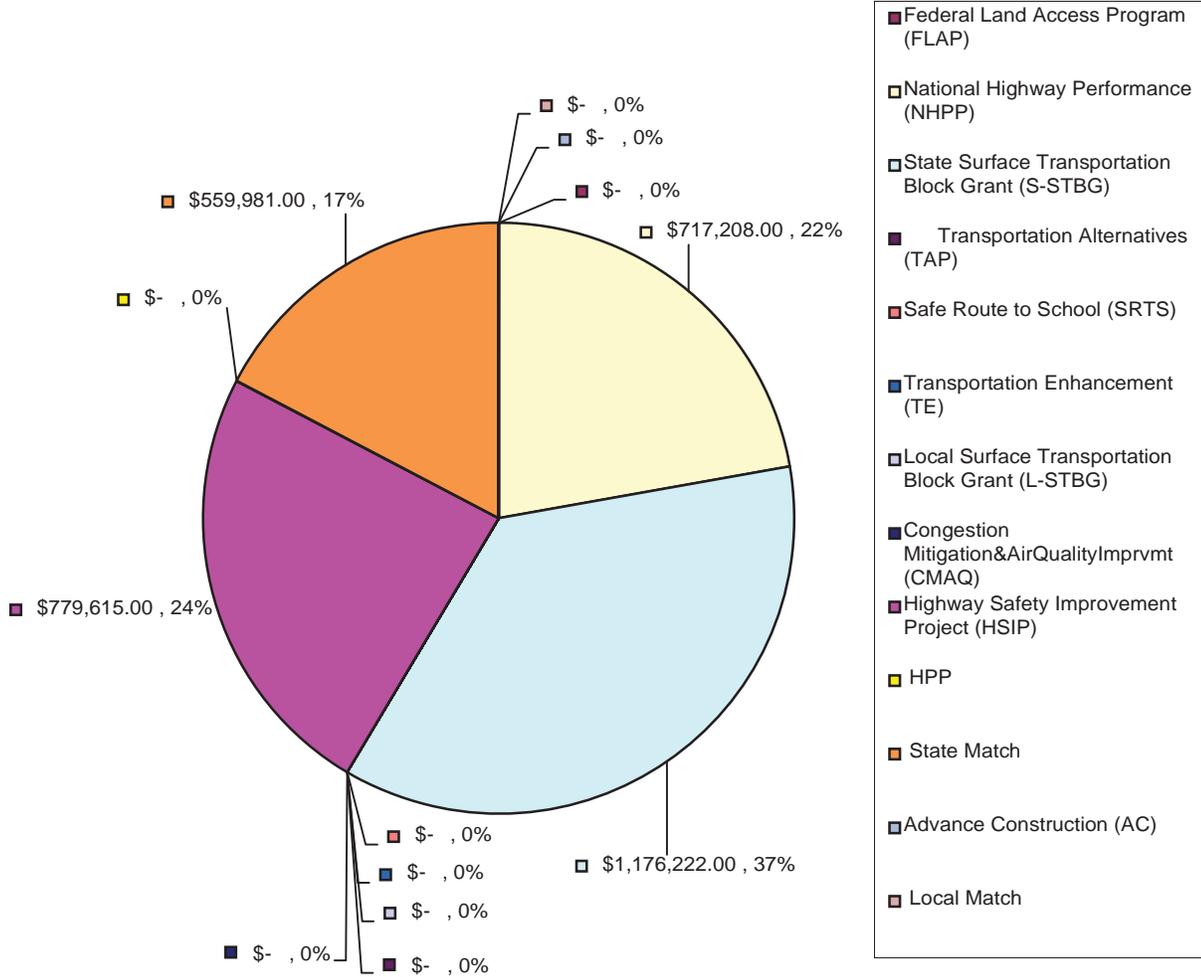
FY2017-FY2020 Transportation Improvement Program



- Federal Land Access Program (FLAP)
- National Highway Performance (NHPP)
- State Surface Transportation Block Grant (S-STBG)
- Transportation Alternatives (TAP)
- Safe Route to School (SRTS)
- Transportation Enhancement (TE)
- Local Surface Transportation Block Grant (L-STBG)
- Congestion Mitigation & Air Quality Improvement (CMAQ)
- Highway Safety Improvement Project (HSIP)
- HPP
- State Match
- Advance Construction (AC)
- Local Match

FY2017-FY2020 Transportation Improvement Program

TN Funding Amount Programmed to be Spent 2020



- Federal Land Access Program (FLAP)
- National Highway Performance (NHPP)
- State Surface Transportation Block Grant (S-STBG)
- Transportation Alternatives (TAP)
- Safe Route to School (SRTS)
- Transportation Enhancement (TE)
- Local Surface Transportation Block Grant (L-STBG)
- Congestion Mitigation & Air Quality Improvement (CMAQ)
- Highway Safety Improvement Project (HSIP)
- HPP
- State Match
- Advance Construction (AC)
- Local Match

FY2017-FY2020 Transportation Improvement Program

Clarksville Transit System

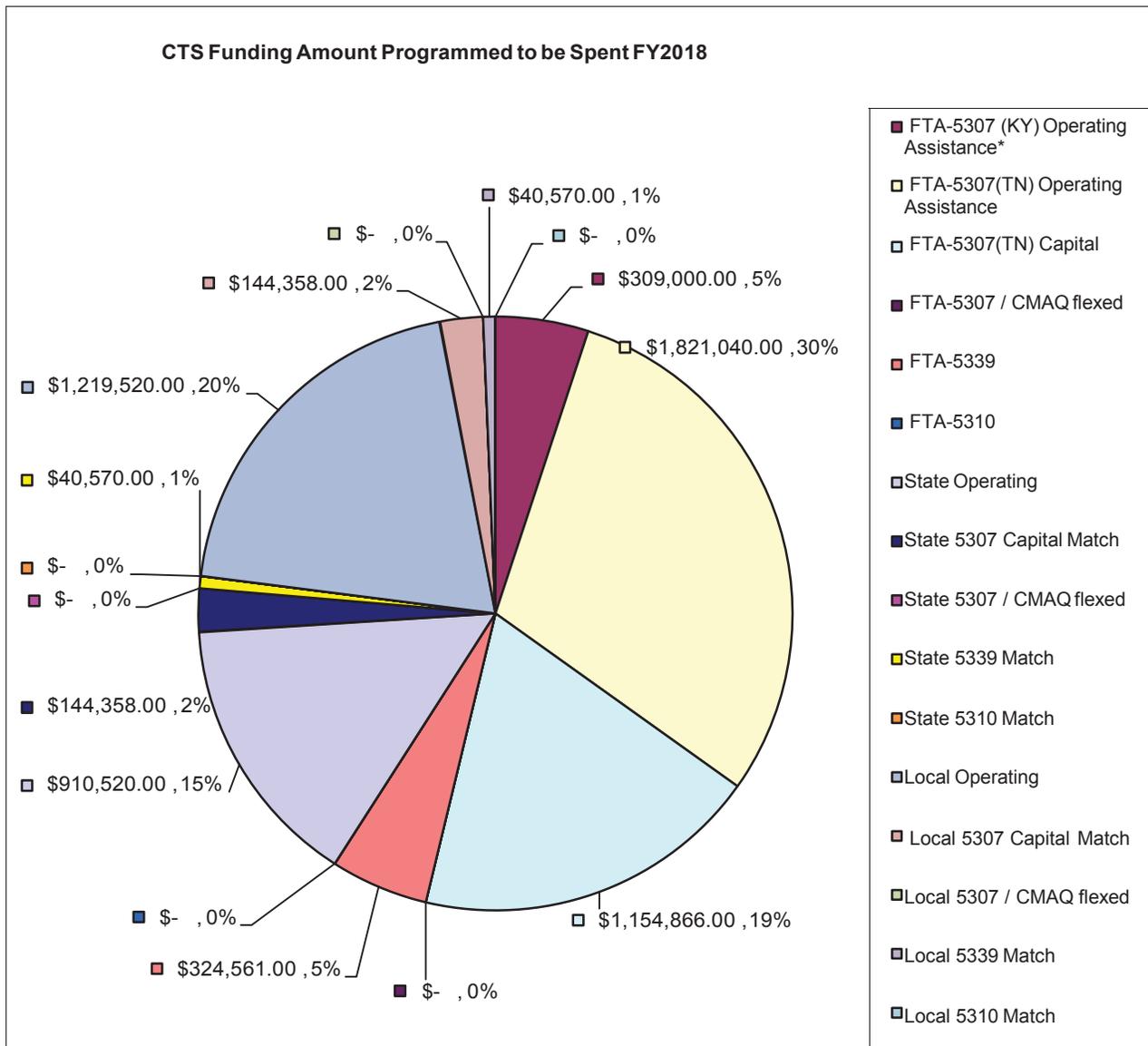
Table 4

New - 10/1/2016

Funding Source	FY2017 Available	FY2018 Available	FY2019 Available	FY2020 Available
FTA-5307 (KY) Operating Assistance*	\$ 309,000.00	\$ 309,000.00	\$ 309,000.00	\$ 309,000.00
FTA-5307(TN) Operating Assistance	\$ 1,768,000.00	\$ 1,821,040.00	\$ 1,875,671.00	\$ 1,931,941.00
FTA-5307(TN) Capital	\$ 1,013,625.00	\$ 1,154,866.00	\$ 1,020,259.00	\$ 1,032,078.00
FTA-5307 / CMAQ flexed	\$ 4,463,756.00	\$ -	\$ -	\$ -
FTA-5339	\$ 600,000.00	\$ 324,561.00	\$ 140,000.00	\$ -
FTA-5310	\$ -	\$ -	\$ -	\$ 40,000.00
State Operating	\$ 884,000.00	\$ 910,520.00	\$ 937,836.00	\$ 965,971.00
State 5307 Capital Match	\$ 126,703.00	\$ 144,358.00	\$ 127,533.00	\$ 129,009.00
State 5307 / CMAQ flexed	\$ 557,970.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 75,000.00	\$ 40,570.00	\$ 17,500.00	\$ -
State 5310 Match	\$ -	\$ -	\$ -	\$ 5,000.00
Local Operating	\$ 1,193,000.00	\$ 1,219,520.00	\$ 1,246,836.00	\$ 1,274,971.00
Local 5307 Capital Match	\$ 126,703.00	\$ 144,358.00	\$ 127,533.00	\$ 129,009.00
Local 5307 / CMAQ flexed	\$ 557,970.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 75,000.00	\$ 40,570.00	\$ 17,500.00	\$ -
Local 5310 Match	\$ -	\$ -	\$ -	\$ 5,000.00
Total	\$ 11,750,727.00	\$ 6,109,363.00	\$ 5,819,668.00	\$ 5,821,979.00
Amount Programmed to be Spent				
FTA-5307 (KY) Operating Assistance*	\$ 309,000.00	\$ 309,000.00	\$ 309,000.00	\$ 309,000.00
FTA-5307(TN) Operating Assistance	\$ 1,768,000.00	\$ 1,821,040.00	\$ 1,875,671.00	\$ 1,931,941.00
FTA-5307(TN) Capital	\$ 1,013,625.00	\$ 1,154,866.00	\$ 1,020,259.00	\$ 1,032,078.00
FTA-5307 / CMAQ flexed	\$ 4,463,756.00	\$ -	\$ -	\$ -
FTA-5339	\$ 600,000.00	\$ 324,561.00	\$ 140,000.00	\$ -
FTA-5310	\$ -	\$ -	\$ -	\$ 40,000.00
State Operating	\$ 884,000.00	\$ 910,520.00	\$ 937,836.00	\$ 965,971.00
State 5307 Capital Match	\$ 126,703.00	\$ 144,358.00	\$ 127,533.00	\$ 129,009.00
State 5307 / CMAQ flexed	\$ 557,970.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 75,000.00	\$ 40,570.00	\$ 17,500.00	\$ -
State 5310 Match	\$ -	\$ -	\$ -	\$ 5,000.00
Local Operating	\$ 1,193,000.00	\$ 1,219,520.00	\$ 1,246,836.00	\$ 1,274,971.00
Local 5307 Capital Match	\$ 126,703.00	\$ 144,358.00	\$ 127,533.00	\$ 129,009.00
Local 5307 / CMAQ flexed	\$ 557,970.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 75,000.00	\$ 40,570.00	\$ 17,500.00	\$ -
Local 5310 Match	\$ -	\$ -	\$ -	\$ 5,000.00
Total	\$ 11,750,727.00	\$ 6,109,363.00	\$ 5,819,668.00	\$ 5,821,979.00
Amount Remaining				
FTA-5307 (KY) Operating Assistance*	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Operating Assistance	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Capital	\$ -	\$ -	\$ -	\$ -
FTA-5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
FTA-5339	\$ -	\$ -	\$ -	\$ -
FTA-5310	\$ -	\$ -	\$ -	\$ -
State Operating	\$ -	\$ -	\$ -	\$ -
State 5307 Capital Match	\$ -	\$ -	\$ -	\$ -
State 5307 / CMAQ flexed	\$ -	\$ -	\$ -	\$ -
State 5339 Match	\$ -	\$ -	\$ -	\$ -
State 5310 Match	\$ -	\$ -	\$ -	\$ -
Local Operating	\$ -	\$ -	\$ -	\$ -

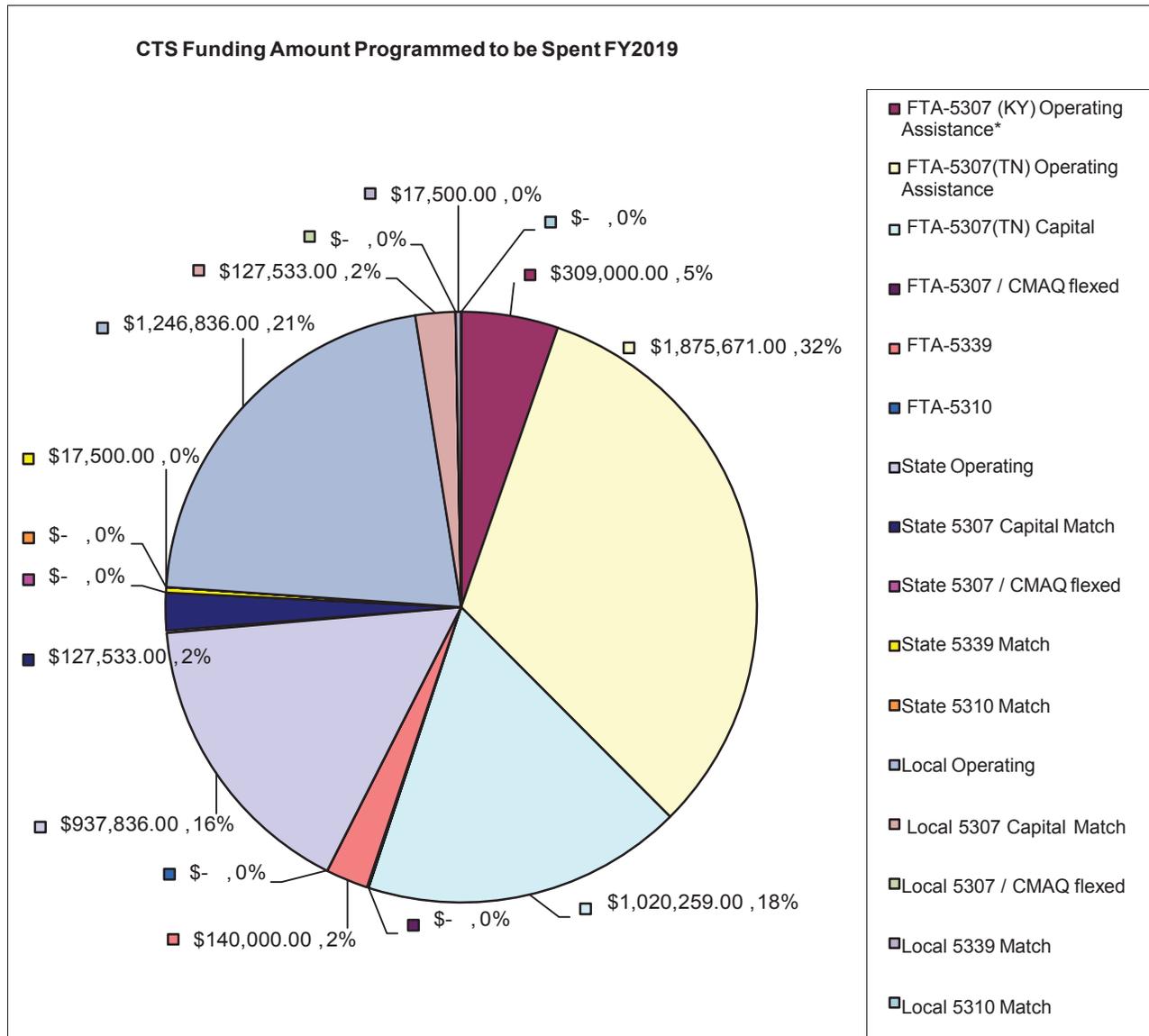
FY2017-FY2020 Transportation Improvement Program

Figure 13: CTS Funding Amount Programmed for FY2018



FY2017-FY2020 Transportation Improvement Program

Figure 14: CTS Funding Amount Programmed for FY2019



FY2017-FY2020 Transportation Improvement Program

2.3 MAINTENANCE AND OPERATIONS:

Figure 16 represents the estimated costs for FY2017 to be incurred by each MPO jurisdictions for the operations and maintenance of transportation infrastructure on an annual basis.

Montgomery County, Tennessee expends approximately \$1.6 million annually to operate and maintain existing roadways. Annual funds in the form of state-shared revenue sources and property taxes provide funding for Montgomery County's operations and maintenance expenditures.

The City of Clarksville, Tennessee expends approximately \$13.3 million annually to operate and maintain the existing road network. State-shared revenue sources, sales taxes and property taxes provide funding for the City of Clarksville's operations and maintenance expenditures.

The City of Oak Grove, Kentucky expends approximately \$191,650 annually to operate and maintain the existing road network. State-shared revenue sources, payroll taxes, sales taxes and property taxes provide funding for the City of Oak Grove's operations and maintenance expenditures.

Christian County, Kentucky expends approximately \$99,900 annually to operate and maintain the existing roadways. Annual funds in the form of state-shared revenue sources and payroll taxes, sales taxes and property taxes provide funding for Christian County's operations and maintenance expenditures.

The Clarksville Transit System (CTS) provides fixed route and paratransit service in the urbanized area. Funds for transit operations and maintenance are provided through FTA Section 5307 funds for operating assistance through TDOT and local funds are contributed by the City of Clarksville. The commuter service is funded through CMAQ until June 2017, moving forward from then it is planned to be funded by the City, County, State and RTA.

Figure 16. Operations and Maintenance Cost Estimates

Maintenance and Operations	\$ Annual Cost
City of Clarksville, TN	\$ 13,300,000.00
Montgomery County, TN	\$ 1,634,900.00
City of Oak Grove, KY	\$ 190,650.00
Christian County, KY*	\$ 99,934.00
Clarksville Transit System (CTS)	\$ 1,790,175.00
Total Maintenance and Operations	\$ 17,015,659.00

*The local match to the KYTC maintenance funds for 25% of the Christian County area that is within the MPO area. KYTC provided \$499,668.00 in Transportation maintenance funds for the MPO area.

**Evansville-Henderson FY 2016-2019 TIP
Financial Plan**



Federal regulations require the programming of state & local transportation programs & projects into a Transportation Improvement Program (TIP). This section will provide descriptions and sources of the varied federal, state, & local transportation funds supporting the TIP program of projects. Current and projected funding & revenue levels in the Evansville MPO Planning Area is also reviewed.

FUND TYPES

There are a variety of funding options available for programmed improvements in the TIP. The majority of transportation projects programmed in the TIP involve a combination of federal, state, and local funding sources.

CHAPTER 3: FUNDING THE TIP

FEDERAL FUNDS

Federal transportation funding is authorized through the federal transportation funding bill (FAST Act), as described in Section 1. The first long-term surface transportation authorization in a decade, the FAST Act builds on the changes instituted with its predecessor MAP-21, which restructured the core highway formula programs. FAST Act core programs are: National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP) (including Railway-Highway Crossings), Metropolitan Planning and a new National Highway Freight Program (NHFP). Activities carried out under some earlier formula programs – the National Highway System Program, the Interstate Maintenance Program, Highway Bridge Program, Transportation Alternatives (TA), and Recreational Trails (RTP) are preserved through eligibility or set-asides within the remaining core programs.

Federal fiscal constraint for the FY 2018-2021 TIP is demonstrated in Table 4. Federal funds are within the anticipated Federal funding levels, indicating fiscal constraint for local federal-aid projects. The various federal surface transportation funds available to the Evansville-Henderson Urbanized Area include:

1. National Highway Performance Program (NHPP)

The FAST Act continues the National Highway Performance Program, which was established under MAP-21. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The federal share is up to 90% for projects on the Interstate System and up to 80% for all other projects.

2. Surface Transportation Block Grant Program (STBG)

The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program, acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered this reimbursement program. The STBG program provides funds which States and localities may use for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities. The STBG program under the FAST Act continues all prior STP eligibilities and adds several new ones. Activities of some programs that are not separately funded are incorporated as funding set-asides, including transportation alternatives and recreational trails. A portion of STP funds (equal to 15 percent of the State's FY 2009 Highway Bridge Program apportionment) is to be set aside for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines the State has insufficient needs to justify this amount. For public understanding purposes, various bridge programming codes (BR, BRO, BRX) are used to refer to STBG eligible bridge projects both on and off the federal-aid system.

Funding priority within the urbanized area is determined by the MPO, while projects in rural areas must compete for statewide STBG funds. STBG funds can qualify to be used for interstate construction & maintenance, which receive 90% federal obligation, while all other STBG funds receive 80% obligation.

3. Congestion Mitigation and Air Quality (CMAQ)

Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that

Table 4: Local Program Federal Fiscal Constraint

Funding Source	All amounts in thousands				TIP Total
	2018	2019	2020	2021	
Indiana LPA Program of Projects					
MPO Attributable					
STBG	\$ 3,618	\$ 3,618	\$ 3,618	\$ 3,618	\$ 14,472
HSIP	\$ 945	\$ 945	\$ 945	\$ 945	\$ 3,780
CMAQ	\$ 1,390	\$ 1,390	\$ 1,390	\$ 1,390	\$ 5,560
TAP	\$ 328	\$ 328	\$ 328	\$ 328	\$ 1,312
Prior Year Balance	\$ 263	\$ 6,550	\$ 9,375	\$ 1,377	\$ 17,565
Subtotal	\$ 6,544	\$ 12,831	\$ 15,656	\$ 7,658	\$ 42,689
State Attributable					
SIP-R	\$ 923	\$ 152	\$ 158	\$ 118	\$ 1,352
INDOT TAP	\$ 1,129	\$ 502	\$ -	\$ -	\$ 1,631
Subtotal	\$ 2,052	\$ 654	\$ 158	\$ 118	\$ 2,983
Note: Indiana HSIP includes \$200,000 annual STP penalty funding.					
METS Transit					
Sec 5307	\$ 1,921	\$ 1,952	\$ 1,982	\$ 2,013	\$ 7,868
Sec 5339	\$ -	\$ /6	\$ -	\$ -	\$ /6
Sec 5310	\$ 88	\$ 88	\$ 88	\$ 88	\$ 352
Subtotal	\$ 2,009	\$ 2,116	\$ 2,070	\$ 2,101	\$ 8,296
Private Non-profit Transit Providers (includes MPO program administration)					
Sec 5310	\$ 135	\$ 98	\$ 98	\$ 98	\$ 429
Subtotal	\$ 135	\$ 98	\$ 98	\$ 98	\$ 429
Kentucky LPA program of projects					
MPO Attributable					
STBG	\$ 629	\$ 629	\$ 629	\$ 629	\$ 2,516
TAP	\$ 39	\$ 39	\$ 39	\$ 39	\$ 156
Prior Year Balance	\$ 1,763	\$ 471	\$ 999	\$ -	\$ 3,233
Subtotal	\$ 2,431	\$ 1,139	\$ 668	\$ 668	\$ 5,905
State Attributable					
RTP	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
HART Transit					
Sec 5307	\$ 709	\$ 721	\$ 732	\$ 744	\$ 2,906
Sec 5339	\$ -	\$ 200	\$ -	\$ 100	\$ 300
Sec 5310	\$ -	\$ -	\$ 109	\$ -	\$ 109
Subtotal	\$ 709	\$ 921	\$ 732	\$ 844	\$ 3,206
Local Project Federal Funding (Indiana & Kentucky)					
Source	2018	2019	2020	2021	total
Available Federal	\$ 13,880	\$ 17,769	\$ 10,382	\$ 11,487	\$ 63,508
Programmed Federal	\$ 13,481	\$ 17,991	\$ 16,547	\$ 10,464	\$ 58,483

transportation improvement program 2018-2021

are now in compliance (maintenance areas). Projects or programs which demonstrate air quality benefits, such as reductions in ozone or carbon monoxide levels, are eligible to receive CMAQ funds. Projects may include traffic flow improvements, transit strategies, and other demand management techniques. However, projects which result in expanded capacity for single-occupant vehicles (such as added travel lanes) are ineligible for CMAQ funds. The federal obligation for CMAQ projects and programs is 80% reimbursement.

4. Highway Safety Improvement Program

FAST Act continues the successful HSIP, established with SAFETEA-LU, for safety improvement projects to reduce traffic fatalities and serious injuries on all public roads. The Act also clarifies the range of eligible HSIP projects, limiting eligibility to activities listed in statute (mostly infrastructure safety-related). The Railway-Highway Crossings Program continues as a set-aside from HSIP funding. The federal participation for HSIP projects is 90-100% reimbursement.

5. National Highway Freight Program (NHFP)

The NHFP is focused on improving the efficient movement of freight on the National Highway Freight Network (NHFN). Funds are distributed to States by formula for eligible activities, such as construction, operational improvements, freight planning, and performance measurement. Although the program is highway-focused, each State may use up to 10 percent of its NHFP funds for each fiscal year for public or private freight rail, water facilities (including ports), and intermodal facilities. Beginning December 4, 2017, a State must have a State Freight Plan (compliant with 49 U.S.C. 70202 and approved by DOT) in order to obligate NHFP funds. The federal share is 90% for projects on the Interstate system and 80% for any other project.

STATE FUNDS

State funds can be used as the sole funding instrument for a project or as matching funds to the federal assistance for state-initiated highway projects or programs.

LOCAL FUNDS

There are a variety of transportation funding mechanisms available to local governments. Although many options are available, not all revenue sources may be used to fund or serve as a match to federal funds for improvement projects. Portions of some revenue sources are allocated to fund routine maintenance of transportation facilities, pay employee wages, and maintain equipment. Table 5 summarizes local revenues and federal fund matching costs for the first four years of the TIP. Revenue sources differ by state. For purposes of Indiana local fiscal constraint, revenue from the Motor Vehicle Highway, Local Road and Street, Local Option Highway User Tax and Cumulative Bridge accounts is considered. Kentucky revenues include Municipal and County Road Aid, Local Government Economic Assistance, and Rural Secondary Program. Local fiscal constraint is verified by positive balances for regional LPAs. Operations and maintenance efforts are sustainable based on funds available in excess of TIP costs.

1. Local Road and Street funds

Local Road and Street funds provide revenue to both city and county highway departments in Indiana. These funds may be used for various improvements to the local transportation systems, including right of way acquisition, preliminary engineering, construction, or reconstruction activities. They may also be used for bond repayment.

Table 5: Local Fiscal Constraint and Operations/Maintenance

	Projected Local Revenues 2018-2021	Programmed Local Matching Costs 2018-2021	Revenues Available for Operations/Maintenance
<i>Indiana</i>			
Vanderburgh County	\$ 34,090,266	\$ 2,362,200	\$ 31,728,066
City of Evansville	\$ 28,420,797	\$ 4,335,100	\$ 24,085,697
METS	\$ 21,110,421	\$ 20,740,501	N/A - Operations and Maintenance included in programmed costs
Warrick County	\$ 17,601,628	\$ 2,986,600	\$ 14,615,028
Town of Newburgh	\$ 753,637	\$ 200,000	\$ 553,637
City of Boonville	\$ 1,399,011	\$ 139,200	\$ 1,259,811
<i>Kentucky</i>			
Henderson County	\$ 8,454,798	\$ -	\$ 8,454,798
City of Henderson	\$ 2,777,492	\$ 190,500	\$ 2,586,992
HART	\$ 2,984,652	\$ 2,792,000	N/A - Operations and Maintenance included in programmed costs

2. Motor Vehicle Highway Account

This is the principal source of revenue for operation of the county highway departments. This fund is used for the purchase of materials, equipment, and labor for the maintenance and construction of county transportation facilities.

3. Cumulative Bridge Fund

The Cumulative Bridge Fund may be used to finance the construction or repair of county-wide bridges and grade separations.

4. Local Option Auto Excise and Wheel Tax

The State of Indiana also provides for a local option auto excise and wheel tax. Both Vanderburgh and Warrick Counties exercise this taxing option. Revenue must be distributed evenly between the county and the municipalities based upon the ratio of city miles to total county miles.

5. Municipal Road Aid and County Road Aid

Local governments in Kentucky may receive Municipal Road Aid (applicable to cities and unincorporated urban places) or County Road Aid (applicable to counties) to construct, reconstruct or maintain roads and streets.

6. Local Government Economic Assistance Fund

The Kentucky Local Government Economic Assistance Fund is disbursed to coal producing and coal impact counties. 30% must be spend on the coal haul road system, while the remaining 70% can be used for anything except administrative costs.

7. Rural Secondary Program

The Kentucky Rural Secondary Program allocates funds to the counties for the construction, reconstruction and maintenance of secondary and rural roads.

TRANSIT FUNDS

During the four year period of this TIP, both METS and HART will continue to rely mainly on federal, state and local funds for operations, maintenance and capital expenses. Maintenance of existing services as well as scheduled capital equipment replacement will require revenue beyond the means of the City of Evansville and Henderson, requiring the need for multiple revenue sources.

The FTA has several funding sources for operating, maintenance and capital expenses. Section 5307 funds can cover up to 50% of annual operating costs and 80% of annual capital and planning costs, after excluding projected annual fare box revenue from fixed routes and mobility service. Section 5339 funds can cover up to 80% of capital costs to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Section 5310 funds are used for the transportation needs of seniors and persons with disabilities and can cover up to 80% of capital costs to replace, rehabilitate, and purchase paratransit buses and related equipment. Congestion Mitigation & Air Quality Funds (CMAQ) can also be transferred from FHWA to FTA for use in transit projects that will help improve air quality. Do note that CMAQ funds are only available to the Indiana portion of the MPO planning area.

METS also receives funding from INDOT through the Public Mass Transit Fund (PMTF). These funds assist in the financing of operating costs. All other METS funding is from the City of Evansville. Table 6 shows total METS expenses and revenues for 2016 and 2017, as well as forecasted expenses and revenues for 2018 through 2021. Expenses are broken down by type and revenue is broken down by source.

Table 6: METS Expenses and Revenues

Table 7: HART Expenses and Revenues

transportation improvement program 2018-2021

HART receives 10% matching funds from KYTC for capital projects. These funds assist in the financing of maintenance costs, bus purchases, paratransit service, and other capital needs. All other HART funding is from the City of Henderson. Table 7 shows total HART expenses and revenues for 2016 and 2017, as well as forecasted expenses and revenues for 2018 through 2021. Expenses are broken down by type and revenue is broken down by source.

In compliance with FTA Circular 7008.1, it has been determined that financial capacity exists to fund the METS and HART programmed projects during fiscal years 2018 through 2021.

FTA funding programs employed to fund local public transit include:

1. Section 5303 Metropolitan Planning

Section 5303 funds are available for multimodal transportation planning resulting in long-range plans and short-range programs of transportation investment priorities. The program is jointly administered by FTA and FHWA.

2. Section 5307 Urbanized Area Formula Funding Program

These funds are available for transit capital projects, operating assistance and planning activities. Funding is based on the Evansville-Henderson Urbanized Area's population and population density, and the revenue miles and passenger miles of METS and HART. The program covers up to 80% of capital project costs and 50% of operating assistance (up to a predetermined operating cap). The City of Evansville or City of Henderson must provide the local match.

3. Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Section 5310 funds are available to improve mobility for seniors and individuals with disabilities. This fund is also a formula program based on the Urbanized Area's population of seniors and individuals with disabilities. Eligible projects include bus or van purchases for paratransit services (METS and HART) or for non-profits that provide client transportation. At least 55% of a region's funding must be used for vehicle purchases. The remaining funds, up to 45% of the Urbanized Area's total, may be used for other projects that provide access to transportation, such as ADA ramps and sidewalks. The program covers up to 80% of capital project costs. A 20% local match is required from the City of Evansville, City of Henderson or non-profit organization.

4. Section 5339 Bus and Bus Facilities Formula Funding Program

These funds are available to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. These funds are allocated using the same formula as the Section 5307 program. The program covers up to 80% of capital project costs. The City of Evansville or City of Henderson must provide the local match.

5. State Transit Funding

State transit funding is provided by INDOT for METS. The State of Indiana Public Mass Transportation Fund (PMTF) provides grant funds to public transit systems throughout Indiana that receive federal funds under the Federal Transit Act. Capital and operating funds are allocated through a performance based formula. Operating and capital projects require a 50% local match.

KYTC provides State transit funding for HART. The Commonwealth of Kentucky matches capital funds at 10% of the total cost of projects under Section 5307 and 5339, leaving just a 10% local match for the City of Henderson. Toll Credits, or excess toll revenues, may be used as a credit toward the non-Federal matching share of federally assisted transit projects. Toll Credits do not provide cash to the project to which they are applied, but their use effectively raises the federal share up to 100 percent on projects receiving Toll Credits. Kentucky does not provide funding for planning and operating costs.

Huntington-Ashland-Ironton FY 2018-2021 TIP Financial Plan

TRANSIT-ALLOCATED FUNDS

Each of the transit agencies in the urbanized area provides KYOVA Interstate Planning Commission with a Fiscally Constrained projected budget for the years the document will cover.

Funds for the Specialized Transportation Program (FTA Section 5310) are programmed into the TIP by Tri-State Transit Authority, the Designated 5310 recipient for the Huntington, WV-KY-OH Urbanized Area. Ohio continues to program a portion of the 5310 allocation into their numbers for the TIP. The TIP tables reflect Ohio's projects, but with the caveat that the portion they project for 5310 is a part of the entire allocation for the TMA area, and is not counted towards totals for the TMA. Any eligible agencies may apply for these funds as a subrecipient.

Funds for Section 5307 and Section 5339 (Bus and Bus Facilities) are equitably split between the three Urban Transit Agencies in a split letter, a copy of which is then sent to each FTA region involved. The transit agencies may then apply to FTA for the portion of the 5307 or 5339 funds to which they agreed.

MATCHING FUNDS FOR TIP PROJECTS

Some Projects included in the TIP are funded up to 95% federal funds. However, other TIP projects are not federally funded at this level. This fact requires that matching state or local funds be committed to these other projects. The typical local match is 20% but varies from 5% to 50% of the total project cost for certain fund types.

FINANCIAL ASSESSMENT

This section summarizes highway and transit revenues anticipated to be available and compares them to the project costs identified as needed to implement the FY 2018-2021 TIP. Projects listed in the four years of the TIP are limited to those for which funds are available or committed.

Project cost estimates in the TIP were developed by individual project sponsors and are using updated WVDOT, KYTC, and ODOT cost inflation factors that account for year of expenditure dollars. That is, the year in which a project is programmed in the TIP reflects the cost of that project for that particular year.

FISCALLY CONSTRAINED TIP

As mandated by federal and state agencies the TIP must be fiscally constrained. It must be developed with the recognition of anticipated local and state revenue and authorized federal funding levels.

FINANCIAL FEASIBILITY

Based on presently known federal-aid obligation limitations, all projects appearing in the TIP have been programmed by WVDOT, KYTC, and ODOT and can be expected to be funded as programmed within the time frame of the TIP. Transit projects are based on future section 5307 funding at current levels and section 5339 funding which can be

reasonably anticipated. Tables 1-3 display the Financial Plan for West Virginia, Kentucky, and Ohio.

FISCAL CONSTRAINT ANALYSIS FY 2018-2021

The KYOVA Interstate Planning Commission has developed the TIP in cooperation with the West Virginia DOT, Kentucky Transportation Cabinet and Ohio DOT. Based on information provided by the respective state Departments of Transportation concerning funding availability, KYOVA has concluded that the projects identified in the TIP are financially feasible.

TABLE 1: TIP FINANCIAL PLAN FOR WEST VIRGINIA

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR WEST VIRGINIA PER FISCAL YEAR BY FUNDING CATEGORY (FY 2018 - 2021)					
Type of Federal Funds	Federal Fund Usage FY 2018	Federal Fund Usage FY 2019	Federal Fund Usage FY 2020	Federal Fund Usage FY 2021	TOTAL
STP URBAN	\$805,000	\$1,220,000	\$0	\$0	\$2,025,000
STP NON-URBAN	\$840,628	\$840,628	\$840,628	\$960,628	\$3,482,512
NHPP	\$8,190,000	\$4,500,000	\$0	\$22,500,000	\$35,190,000
TAP	\$795,015	\$0	\$0	\$0	\$795,015
TOTAL	\$10,630,643	\$6,560,628	\$840,628	\$23,460,628	\$41,492,527
Section 5310 Specialized Transportation Program Total FTA Allocation to the Huntington Urbanized Area = \$243,469					\$243,469
Section 5307 & SECTION 5340	\$1,291,892	\$1,330,649	\$1,370,568	\$1,411,685	\$5,404,794
Section 5339	\$160,894	\$165,721	\$170,692	\$175,813	\$673,120
TOTAL	\$1,452,786	\$1,496,370	\$1,541,260	\$1,587,498	\$6,321,383

NOTE: FUNDS REFLECT PROJECTS WITHIN TABLE 14 AND 15 PROVIDED BY WVDOH

TABLE 2: TIP FINANCIAL PLAN FOR KENTUCKY

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR KENTUCKY PER FISCAL YEAR BY FUNDING CATEGORY (FY 2018-2021)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2018	FEDERAL FUND USAGE FY 2019	FEDERAL FUND USAGE FY 2020	FEDERAL FUND USAGE FY 2021	TOTAL
BRX	\$14,110,000	\$0	\$0	\$0	\$14,110,000
BRZ	\$0	\$350,000	\$0	\$850,000	\$1,200,000
STP (Dedicated by MPO)	\$0	\$0	\$0	\$0	\$0
STP (State)	\$6,750,000	\$0	\$26,000,000	\$0	\$32,750,000
HSIP	\$0	\$0	\$0	\$0	\$0
SRTS	\$70,400	\$0	\$0	\$0	\$70,400
TOTAL	\$20,930,400	\$350,000	\$26,000,000	\$850,000	\$48,130,400
Section 5310 (Total for TMA each year)	\$243,469	\$243,469	\$243,469	\$243,469	\$973,876
Section 5307 & SECTION 5340	\$654,719	\$674,360	\$694,591	\$715,429	\$2,739,099
Section 5339	\$36,050	\$37,132	\$38,246	\$39,393	\$150,821
TOTAL	\$690,769	\$711,492	\$732,837	\$754,822	\$2,889,920

NOTE: FUNDS REFLECT PROJECTS WITHIN TABLE 16 PROVIDED BY KYTC

TABLE 3: TIP FINANCIAL PLAN FOR OHIO

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR OHIO PER FISCAL YEAR BY FUNDING CATEGORY (FY 2018-2021)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2018	FEDERAL FUND USAGE FY 2019	FEDERAL FUND USAGE FY 2020	FEDERAL FUND USAGE FY 2021	TOTAL
CSTP	\$1,833,955	\$918,400	\$428,000	\$0	\$3,180,355
OSTP	\$0	\$0	\$0	\$1,041,560	\$1,041,560
MSTP	\$846,999	\$291,200	\$0	\$348,000	\$1,486,199
TAP	\$110,000	\$0	\$0	\$0	\$110,000
HSIP	\$48,000	\$0	\$0	\$0	\$48,000
CMAQ	\$189,619	\$0	\$428,000	\$0	\$617,619
TOTAL	\$3,028,573	\$1,209,600	\$856,000	\$1,389,560	\$6,483,733
Section 5310 (Total for TMA each year)	\$243,469	\$243,469	\$243,469	\$243,469	\$973,876
Section 5307 & SECTION 5340	\$389,625	\$401,314	\$413,353	\$425,754	\$1,630,046
Section 5339	\$31,700	\$32,651	\$33,630	\$34,639	\$132,620
TOTAL	\$421,325	\$433,965	\$446,983	\$460,393	\$1,762,666

NOTE: FUNDS REFLECT PROJECTS WITHIN TABLE 13 PROVIDED BY ODOT

**Lexington FY 2017-2020 TIP
Financial Plan**

Chapter 3 FINANCIAL PLAN

The following information summarizes the Lexington Area MPO's FHWA and FTA program funding. Fundamental features of the TIP are: (1) a listing of the financial resources that are available to carry out TIP programs and projects which demonstrates financial constraint by balancing the estimated cost of projects and the expected revenue (an important aspect of financial constraint is to ensure costs are listed in an estimate of "year of expenditure dollars"); and (2) the inclusion of highway and transit operations and maintenance costs and revenues. All funding estimates have been developed together with the MPO, KYTC and public transit providers.

3.1 Financial Resources

The FAST Act identifies federal funding sources for road, highway, transit and other transportation related improvements. The key aspect of the FAST Act is its flexibility of funds, empowerment of local jurisdictions in assigning project priorities, public participation to a greater extent in planning and decision making, and fiscal constraint.

Most all federal transportation funding programs require a local match commitment for projects. This local match may come from a variety of state or local fund sources; however, the match cannot come from any federally allocated source.

Major FAST Act programs that provide funding are:

- Surface Transportation Program (STP).
- Surface Transportation Program – dedicated to Lexington (SLX)
- National Highway Performance Program (NHPP) – incorporates NHS, IM, and Bridge programs.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ).
- Highway Safety Improvement Program (HSIP/SAF).
- Surface Transportation Block Grant (STBG) – formerly Transportation Alternatives Program (TAP)
- FTA Section 5307 transit urbanized area formula funds.
- FTA Section 5309 transit capital investment funds
- FTA Section 5310 elderly and disabled transportation funds
- FTA Section 5311 formula grants for rural areas
- FTA Section 5337 state of good repair
- FTA Section 5339 busses and bus facilities

3.1.1 Highway Fiscal Considerations

Highway programs and projects are listed in the project tables beginning on [page 23](#) with various funding categories identified.

The funding is shown by fiscal year and includes: a "pre FY 2017" cost column; the required FY 2017 through FY 2020 activities; and a "Future" cost column. The TIP provides programming information on planned future-year funded projects to give a current and accurate total cost estimate. However,

cost estimates can be subject to change as more detailed information is gathered through the project development process.

The MPO works closely with its federal and state transportation partners when planning, selecting, and prioritizing Surface Transportation Program funds dedicated to the Lexington MPO area (SLX). The SLX program consists of federal funds matched with state or local program funds. The MPO has decision authority over the SLX funds and is responsible for selecting and prioritizing SLX projects within the fiscal constraints of the current SLX allocation (see Table 1 for SLX projects). The MPO currently receives an allocation of approximately \$8.0 million in SLX funds (\$6.4 million federal funds matched with \$1.6 million local funds) each fiscal year.

Although the Lexington Area MPO has significant input in identifying local needs and in determining project funding priorities (the MPO has complete control for SLX projects), it should be understood that the MPO does not have direct control over many sources of funding identified herein. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet (KYTC) and the KY State Legislature. In order to address the full range of transportation needs on a statewide level and within the Lexington urbanized area, the Cabinet and Legislature make use of a variety of available revenue sources (or funding types).

3.1.2 Transit Fiscal Considerations

The transit financial element is listed in [Figure 3.2](#) which identifies the various Federal Transit Administration (FTA) funding categories. The MPO coordinates with Lextran and other transit/paratransit service providers to ensure FTA funding obligations and forecasts are current and accurate. The transit financial forecast was compiled from existing financial data, financial trends and projections. Local share funding for Lextran comes from property tax revenue and is used as the source for local match of federal funds and operating expenditures.

The transit financial element is estimated to average \$34 million per year in funding over the TIP's four fiscal year period, totaling \$137 million from FY 2017 through 2020 as shown in [Figure 3.2](#).

3.1.3 Financial Constraint

Federal law requires that TIPs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. Additionally, only those projects for which a current or proposed revenue source can be identified may be listed, thus ensuring a balance between total project costs and revenues. This requirement helps the MPO and the State develop a deliverable program of projects.

As indicated in the figure below, the estimated ratio of revenues to expenditures for all funding sources for FY 2017-2020 is 1.0, which means our planned expenditures balance with our anticipated revenues. A complete summary by program and fiscal year is provided in TIP Summary Table ([Table 7](#)).

HIGHWAY ELEMENT	FY 2017 – FY 2020 TOTALS
Total Programmed Expenditures	\$297,314,000
Total Anticipated Revenues	\$297,314,000
Ratio of Expenditures to Revenue	1.0

Figure 3.1 Anticipated Highway Revenue and Expenditures

TRANSIT ELEMENT	FY 2017 – FY 2020 TOTALS
Expenditures	
Total Operating Expenditures	\$ 109,692,000
Total Capital Outlays	\$ 27,446,000
Total	\$ 137,138,000
Revenue	
FTA 5307	\$ 23,230,000
FTA 5310	\$ 836,000
FTA 5311	\$ 699,000
FTA 5337	\$0
FTA 5339	\$ 2,540,000
State Funding	\$ 840,000
Local Tax Levy	\$ 66,000,000
Passenger Fares & Other Operating Revenue	\$ 42,993,000
Total	\$ 137,138,000
Ratio of Expenditures to Revenue	1.0
Note: These totals are for Lextran and Bluegrass Community Action BUS. Lextran receives and expends a majority of transit funding.	

Figure 3.2 Anticipated Transit Revenue and Expenditures

The specific projects and the program or planned revenue source and schedule shown in Project Tables 1-7 (beginning on [page 23](#)) have been identified by the KYTC in the [Statewide Transportation Improvement Program](#) and/or the Kentucky State Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules or planned revenue source due to adjustments that must be made to balance costs and revenues at the statewide level, and also due to various project-related delays. These changes will be initiated by the Cabinet and will be reflected in this document by TIP Administrative Modifications or Amendments.

To show fiscal balance, the MPO has made the distinction in our project tables (see [Chapter 4](#)) to separate the region's federally funded projects ([Tables 1 and 2](#)) and state funded projects ([Tables 3 and 4](#)). Federally funded projects are identified in the fiscally constrained STIP. State-funded projects are included in the KY State Highway Plan. The Highway Plan is approved by the State Legislature every two years and outlines the state's construction program over the next six years for both state and federal funding programs; however, the Highway Plan is not always fiscally balanced. In recent years, the Highway Plan has been fiscally balanced for federal funds but state-funded projects have been over-programmed. Thus, the programming for state-funded projects for the Lexington Area includes some level of uncertainty.

[Table 7](#) of the TIP provides a summary of project/program costs and revenues by funding source and year for the Lexington Area from FY 2017-2020. A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

Future Year programming information is also included in project tables (outside of the fiscally constrained 4-yr period) to provide an early glimpse of anticipated TIP program/project allocations needed to complete the project.

3.1.4 Year of Expenditure

The FAST Act requires inflationary cost factors to be used to provide a better assessment of future transportation project costs. The KYTC provided the MPO with the following Year of Expenditures (YOE) factors and adjustments to the cost of project phases:

- DESIGN PHASE (four-percent per year)
- RIGHT-OF-WAY PHASE (five-percent per year)
- UTILITIES PHASE (four-percent per year)
- CONSTRUCTION PHASE (four-percent per year)

Project cost estimate adjustments should be expected due to variation in economic conditions. YOE financial planning ensures that inflation has been accounted for when demonstrating fiscal constraint so that adequate funding will be available to construct, operate and maintain the transportation improvements and existing transportation system.

3.2 Operations, Maintenance and Preservation

One of the key goals of the TIP is to operate and maintain a high quality transportation network, and to preserve the significant investment that has been made in transportation facilities throughout the Lexington MPO area.

3.2.1 State Role

Kentucky's current [Statewide Transportation Improvement Program \(STIP\)](#) continues its emphasis on operating and maintaining existing transportation facilities. The KYTC is primary agency tasked with ensuring the National Highway System and the State Road System is operated and maintained

to greatest degree possible for safety and system reliability. The goal of local funding is to supplement, not supplant, the federal-level revenues that KYTC dedicates to maintenance and preservation in the Lexington MPO area.

The KYTC is organized to provide services in four key areas to ensure routine maintenance and operation of the regional freeway/highway network including: roadway maintenance; bridge maintenance; rest area maintenance; and traffic operations. Example activities include:

- maintenance of pavement,
- guard rails and median cable barriers,
- drainage channels, tunnels, retention basins, and sound walls,
- maintenance and restoration of landscaping,
- roadway lighting,
- traffic signals,
- signing and striping,
- freeway management system support,
- utility locating services,
- encroachment permits,
- crash clearing,
- repair of damaged safety features,
- litter pickup,
- snow and ice removal.

3.2.2 Role of Other Agencies

Lexington MPO member agencies (Lexington-Fayette Urban County Government, Nicholasville, Wilmore and Jessamine County) work to maintain and operate the transportation system in a way that preserves past investments and maximizes the safety and efficiency of existing facilities. To achieve this goal, agencies apply state and local funds and their share of state highway user revenue funds (municipal and county-aid funds) towards maintenance and operation activities similar to those listed above.

Regional transit and paratransit providers must also operate and maintain service, with operating costs being the primary financial need for these transit services. For instance, Lextran has estimated they will spend over \$109 million to operate and maintain transit service over the four year period of the TIP.

3.2.3 Funding

The TIP and 2040 MTP identify existing and proposed revenues for anticipated capital needs, operating expenses and maintenance costs. In order to preserve, protect and maintain an evolving transportation system, the MPO will continue to coordinate with operational and maintenance agencies to ensure adequate funding.

Total maintenance expenditures estimated for major operation and maintenance agencies in FY-2016-2020 are just over \$204 million, split nearly even between roadways and transit (see [Figure 3.3](#)).

Maintenance/Operations Funding 2017 – 2020	
Major O/M Funding Sources	O/M Funding Estimate
State Funding (KYTC)	\$32,800,000
Local Funding	\$61,600,000
Lextran	\$109,692,000
Total	\$204,092,000
Source: KYTC (audited expenditures), LFUCG (Traffic Engineering + Streets & Roads + audited expenditures), Lextran (operations)	

Figure 3.3 Maintenance/Operations Funding Estimates

APPENDIX B - Resolutions

RESOLUTION OF THE POLICY COMMITTEE OF THE LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION ADOPTION OF THE FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, Section 134, Title 23, USC requires a continuing comprehensive transportation planning process be carried out cooperatively in areas of more than 50,000 population; and

WHEREAS, Section 134, Title 23, USC further requires that the urban transportation planning process shall include development of a Transportation Improvement Program (TIP) which shall be a staged multi-year program of transportation improvement projects consistent with the Metropolitan Transportation Plan (MTP) plan; and

WHEREAS, the Lexington Area Metropolitan Planning Organization (MPO) is the officially designated agency for transportation planning in the Lexington Urbanized area and is responsible for developing the TIP; and

WHEREAS, the fiscally-constrained FY 2017–FY 2020 TIP is the short-range element and a subset of the Year 2040 Metropolitan Transportation Plan;

THEREFORE BE IT RESOLVED, that the MPO Policy Committee at its regular public meeting of August 24, 2016, adopts the FY 2017–FY 2020 TIP for the Lexington Urbanized Area.



Judge David West, Chair;
Lexington Area Metropolitan Planning Organization

August 24, 2016
DATE



Barry House, MPO Policy Committee Representative for
Kentucky Transportation Cabinet - Governor's Designee

August 24, 2016
DATE

RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE
OF THE
LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION
CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING
PROCESS

WHEREAS, the Lexington Area Metropolitan Planning Organization (MPO) is the officially designated agency for transportation planning in the Lexington Urbanized area; and

WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO and the Kentucky Transportation Cabinet (KYTC) to certify that the transportation planning process be carried on cooperatively in conformance with the regulations; and

WHEREAS, the federal regulations also require that the metropolitan transportation planning process be carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C 5303;
- (2) Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the "FAST-ACT (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, the U.S Department of Transportation conducted an on-site certification review at the Lexington Area MPO offices in June, 2015, and issued a subsequent finding that the Lexington Area MPO was fully certified as meeting all pertinent requirements; and

THEREFORE BE IT RESOLVED, that the Lexington Area MPO Policy Committee at its regular public meeting of August 24, 2016 certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all the applicable federal requirements.



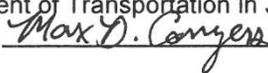
Judge David West, TPC Chair;
Lexington Area Metropolitan Planning Organization

August 24, 2016
DATE



Barry House, MPO Policy Committee Representative for
Kentucky Transportation Cabinet

August 24, 2016
DATE

I hereby certify that the foregoing legal requirements have been met as certified by the U.S. Department of Transportation in June of 2015. Max D. Conyers, Lexington Area MPO Director  August 24, 2016

**Louisville FY 2018-2021 TIP
Financial Plan**

Funding

The FAST Act continues the commitment to funding programs for highways, transit, bicycle and pedestrian programs that were established in previous transportation acts. The Fast Act, along with MAP-21, creates a streamlined, performance-based program and provides the funds necessary to maintain and improve our nation's transportation infrastructure.

Highway

These acts are focused on the transportation investment in highways. They focus on strengthening America's highways, establish a performance-based program, create jobs and support economic growth, support the Department of Transportation's safety agenda, streamline transportation programs, and accelerate project delivery and promote innovation. Funding for highways is provided for projects through several core highway formula programs.

National Highway Performance Program (NHPP)

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

States must set aside the following amounts from their NHPP apportionment:

- A proportionate share of funds for the Transportation Alternatives (TA) program.
- 2% for State Planning and Research

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

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets.
- Training of bridge and tunnel inspectors.
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches that connect road segments of the NHS.
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and

construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.

- Bicycle transportation and pedestrian walkways.
- Highway safety improvements on the NHS.
- Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs.
- Development and implementation of a State Asset Management Plan for the NHS including data collection, maintenance and integration, software costs, and equipment costs.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Environmental mitigation related to NHPP projects.
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.

Additional eligible uses of NHPP funds are workforce development, training, and education activities.

The typical federal share of NHPP funds for a project is 80%, but that share is reduced to 65% as a penalty, if a state has not implemented an asset management plan within the established timeframe.

Surface Transportation Program (STP)

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

From the federal money allocated to a state for distribution through STP, a proportionate share of funds is set aside for the State's Transportation Alternatives program, as well as 2% for state planning and research, and not less than 15% of the State's FY 2009 Highway Bridge Program apportionment for off-system bridges.

Fifty percent of the apportionment is suballocated and obligated as follows:

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

The remaining 50% may be used in any area of the state.

STP money, allocated to the Louisville urbanized area, is to be obligated on a priority basis that is determined by the MPO in consultation with the state's respective Department of Transportation, in this case either the Kentucky Transportation Cabinet or the Indiana Department of Transportation. Under MAP-21, each state is to abide by the funding program for STP dollars designated to the urbanized area. STP monies obligated to the areas outside a TMA are to be spent at the discretion of the state department of transportation.

All STP monies other than those used for interstate completion or interstate maintenance projects receive an 80% federal obligation toward the cost of each project. STP monies used for interstate completion and interstate maintenance receive a 90% federal match.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

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

In Kentucky, the MPO recommends priorities for their non-attainment/maintenance area and the responsibility for determining final priorities for funding rests with the state. In Indiana, the responsibility for setting priority for CMAQ funds sub-allocated to the non-attainment/maintenance areas rests with the MPO. CMAQ monies typically receive an 80% federal obligation toward the cost of each project.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program provides funding dedicated to highway safety. These are federal funds aimed at reducing traffic fatalities and serious injuries on all public roads. Responsibility for setting priority for Highway Safety Improvement Program projects in Kentucky rests with the state, and in Indiana, INDOT sub-allocates funds to the MPOs. The federal share of all Highway Safety Improvement Program projects is typically 90%.

Railway-Highway Crossings

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

Transportation Alternatives (TA)

The Transportation Alternatives Program has been established by MAP-21 to fund alternative transportation projects. Fifty percent of the state's TA apportionment is suballocated to MPOs based on their relative share of the total state population.

TA funds can be used for the following eligible activities:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
 - inventory, control, or removal of outdoor advertising;
 - historic preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition, the following activities can be funded using Transportation Alternatives funds:

- The recreational trails program under 23 USC 206.
- The safe routes to school program under §1404 of SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Transit

MAP-21 enhances safety in public transportation and emphasizes restoring and replacing our country's aging public transportation infrastructure.

Section 5307: Urbanized Area Formula Grants

The Section 5307 program provides grants to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Eligible activities include capital projects, planning, job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers, operating costs in areas with

fewer than 200,000 in population, and operating costs up to certain limits for grantees in areas with populations greater than 200,000 and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

The federal share is 80% for capital assistance, 50% for operating assistance, and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service using up to 10% of a recipient's apportionment.

Section 5309: Fixed Guideway Capital Investment Grants (“New Starts”)

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

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities

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

- At least 55% of program funds must be used on capital projects that are:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - Alternatives to public transportation that assist seniors and individuals with disabilities.

The federal share for capital projects (including acquisition of public transportation services) is 80% and the federal share for operating assistance is 50%.

Section 5311: Formula Grants for Rural Areas

The FTA Section 5311 program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000,

where many residents often rely on public transit to reach their destinations. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

The federal share is 80% for capital projects, 50% for operating assistance, and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service using up to 10% of a recipient's apportionment.

Section 5337: State of Good Repair Grants

The FTA Section 5337 program is a formula-based State of Good Repair program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit. Eligible activities include the following:

- Capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software.
- Transit Asset Management Plan development and implementation.

The maximum federal share is 80%.

Section 5339: Bus and Bus Facilities

The FTA Section 5339 program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. This program replaces the Section 5309 Bus and Bus Facilities Program. Eligible activities include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. The maximum federal share is 80% with a 20% local match.

Other Funds

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

The Indiana Department of Transportation provides funds from the Public Mass Transportation Fund to match federal transit grants. Created in 1980, the fund is derived from a dedication of .76 percent of the state's 5 percent general sales and use taxes. The state helps provide up to two-thirds of the nonfederal share required to match a federal capital or operating grant by matching up to 100 percent of locally derived income up to the

allocation amount. State funds are allocated each calendar year by a performance-based formula. Awards are limited to an amount equal to 100 percent of the projects' locally derived income or the system's formula allocation, whichever is less.

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

Federal Funds for Fiscal Years 2018 Through 2021

Federal funds are available for programming in the TIP in two basic formats. The first are those funds that are sub-allocated to the Louisville urbanized area; and the second are those funds that are utilized on a statewide level and are competitive between projects and jurisdictions throughout the state. Both Kentucky and Indiana receive federal funds for their respective states, some of which are sub-allocated to the Louisville urbanized area and others are available statewide.

The transportation act requires that all plan documents, including the Transportation Improvement Program be fiscally constrained. There should not be more dollars scheduled for programming in the Transportation Improvement Program than there are dollars available. KIPDA is responsible for programming all federal projects in the TIP. For those federal funds that are not sub-allocated to the Louisville urbanized area, a reasonable estimate of funds that may be obligated is to be made by the states.

Most of the federal funding categories used for funding projects operate at the state's discretion. The projects requesting these funding sources originate from the states, but still require final approval for use through the Transportation Policy Committee's TIP approval process.

Surface Transportation Program-Urban

In the project listings of the TIP, Surface Transportation Program-Urban funds for Kentucky and Indiana are identified as "STP-Urban". In accordance with SAFETEA-LU, MAP-21, and the FAST Act each urbanized area with a population greater than 200,000 is classified as a Transportation Management Area (TMA). TMAs are allocated a portion of the state's allocation of Surface Transportation Program dollars. Each area's portion is determined by a formula based on a population factor. The MPO designates how these funds will be used. KIPDA is a bi-state MPO and each state's portion of the urbanized area provides STP-Urban dollars for their respective state.

Indiana

The Indiana Department of Transportation has estimated that \$2,492,293 will be allocated to the urbanized area for each of FY 2018, FY 2019, FY 2020, and FY 2021. The financial plan in Table 2 shows the amount of STP-Urban funds programmed for Clark and Floyd counties.

Table 2 Financial Plan of Indiana STP-Urban Funds				
Surface Transportation Program				
	FY 2018	FY 2019	FY 2020	FY 2021
Annual Allocation	\$2,492,293	\$2,492,293	\$2,492,293	\$2,492,293
Carryover From Previous Year	\$0	\$0	\$0	\$0
Balance of Funds Available	\$2,492,293	\$2,492,293	\$2,492,293	\$2,492,293
Dollars Programmed	\$2,447,105	\$2,440,752	\$2,345,596	\$1,770,520
Balance Remaining	\$45,188	\$51,541	\$146,697	\$721,773

Kentucky

The Kentucky Transportation Cabinet has estimated that \$17,700,000 will be allocated to the urbanized area for each of FY 2018, FY 2019, FY 2020, and FY 2021. Table 3 shows the financial plan for the Kentucky STP-Urban dollars in the TIP.

Table 3 Financial Plan of Kentucky STP-Urban Funds				
Surface Transportation Program				
	FY 2018	FY 2019	FY 2020	FY 2021
Annual Allocation	\$17,700,000	\$17,700,000	\$17,700,000	\$17,700,000
Carryover From Previous Year	\$49,838,510	\$31,581,410	\$3,171,935	\$220,876
Cost Increase Reserve - set-aside for programming project cost increases in FY 2019, FY 2020, and FY 2021	\$0	-\$3,540,000	-\$3,540,000	-\$3,540,000
Balance of Funds Available	\$67,538,510	\$45,741,410	\$17,331,935	\$14,380,876
Dollars Programmed	\$35,957,100	\$42,569,475	\$17,111,059	\$11,084,861
Balance Remaining	\$31,581,410	\$3,171,935	\$220,876	\$3,296,015

Congestion Mitigation and Air Quality

In the project listing of the TIP, Congestion Mitigation and Air Quality (CMAQ) funds are identified as "CMAQ". The CMAQ dollars are intended solely for projects and programs that will improve air quality in those areas designated as non-attainment or as maintenance areas for air pollutants. These dollars are intended to work closely with the Clean Air Act Amendments of 1990, and can be used only on projects that are able to demonstrate positive air quality benefits and do not add capacity for single-occupant-vehicles.

Indiana

The state of Indiana sub-allocates the CMAQ dollars it receives to each non-attainment or maintenance area. The southern Indiana area is sub-allocated approximately \$1,042,187 each year. The financial plan of Indiana CMAQ funds is shown in Table 4.

Table 4 Financial Plan of Indiana CMAQ Funds				
Congestion Mitigation and Air Quality				
	FY 2018	FY 2019	FY 2020	FY 2021
Annual Allocation	\$1,042,187	\$1,042,187	\$1,042,187	\$1,042,187
Carryover From Previous Year	\$0	\$0	\$0	\$0
Balance of Funds Available	\$1,042,187	\$1,042,187	\$1,042,187	\$1,042,187
Dollars Programmed	\$1,008,461	\$1,000,000	\$1,000,000	\$1,000,000
Balance Remaining	\$33,726	\$42,187	\$42,187	\$42,187

Kentucky

The state of Kentucky does not sub-allocate CMAQ dollars to non-attainment or maintenance areas. Projects from all of these areas in the state compete with each other to receive funds. KIPDA submits applications to the Kentucky Transportation Cabinet for review. Once projects are selected for funding by the Kentucky Transportation Cabinet, those projects will be added to the Transportation Improvement Program.

Transportation Alternatives Program

Transportation Alternatives Program (TAP) dollars are to be used on projects that are transportation related, and do not necessarily impact the flow of travel on roadways. The FAST Act has identified many categories of uses ranging from on-road and off-road trail facilities for pedestrians and bicyclists, projects and systems that provide safe routes for non-drivers, conversion of abandoned rail corridors for trails, and environmental mitigation activities. TAP funds are sub-allocated to KIPDA by KYTC and INDOT and the MPO ranks and selects projects for funding.

Indiana

The state of Indiana sub-allocates the TAP dollars it receives to each MPO over 200,000. KIPDA is sub-allocated approximately \$231,194 each year for use in Clark and Floyd counties. The financial plan of Indiana TAP funds is shown in Table 5.

Table 5 Financial Plan of Indiana TAP Funds				
Transportation Alternatives Program				
	FY 2018	FY 2019	FY 2020	FY 2021
Annual Allocation	\$231,194	\$231,194	\$231,194	\$231,194
Carryover From Previous Year	\$0	\$0	\$0	\$0
Balance of Funds Available	\$231,194	\$231,194	\$231,194	\$231,194
Dollars Programmed	\$226,805	\$0	\$0	\$0
Balance Remaining	\$4,389	\$231,194	\$231,194	\$231,194

Kentucky

The state of Kentucky also sub-allocates the TAP dollars it receives to MPOs. KIPDA receives approximately \$1,138,984 each year for use in Bullitt, Jefferson, and Oldham counties. KIPDA issues a call for applications annually. Applications for the FY 2018 TAP funds were still under review at the time of this publication. New projects chosen to be funded will be added to the TIP. The financial plan of Kentucky TAP funds is shown in Table 6.

Table 6 Financial Plan of Kentucky TAP Funds				
Transportation Alternatives Program				
	FY 2018	FY 2019	FY 2020	FY 2021
Annual Allocation	\$1,138,984	\$1,138,984	\$1,138,984	\$1,138,984
Carryover From Previous Year	\$708,195	\$0	\$0	\$0
Balance of Funds Available	\$1,847,179	\$1,138,984	\$1,138,984	\$1,138,984
Dollars Programmed	\$0	\$0	\$0	\$0
Balance Remaining	\$1,847,179	\$1,138,984	\$1,138,984	\$1,138,984

Highway Safety Improvement Program – Indiana

Beginning in FY 2010, the Indiana Department of Transportation sub-allocates Highway Safety Improvement Program (HSIP) funds to the Clark and Floyd counties. These are federal funds to be used for safety improvements on local public roads maintained by counties, cities, and towns. The program is designed to fund projects that reduce the number and severity of highway related crashes and to decrease the potential for crashes on all highways. KIPDA receives approximately \$667,698 annually for this program.

KIPDA issues an annual call for applications for this funding. Applications from Clark and Floyd counties are submitted to KIPDA and then forwarded to the Indiana Department of Transportation for an eligibility finding. After projects are determined to be eligible for the funds, they are prioritized and reviewed for inclusion in the Transportation Improvement Program. Table 7 shows the financial plan for the Indiana HSIP funds dollars in the TIP.

Table 7 Financial Plan of Indiana HSIP Funds				
Highway Safety Improvement Program				
	FY 2018	FY 2019	FY 2020	FY 2021
Annual Allocation	\$667,698	\$667,698	\$667,698	\$667,698
Carryover From Previous Year	\$0	\$0	\$0	\$0
Balance of Funds Available	\$667,698	\$667,698	\$667,698	\$667,698
Dollars Programmed	\$649,011	\$0	\$0	\$0
Balance Remaining	\$18,687	\$667,698	\$667,698	\$667,698

Financial Plan of Funds

The Transportation Improvement Program is required to be fiscally constrained. The Indiana Department of Transportation and the Kentucky Transportation Cabinet submit projects to KIPDA for inclusion in the TIP based on their fiscally constrained Statewide Transportation Improvement Programs (STIP).

A financial plan of federal funds that are programmed in the TIP for FY 2018 through FY 2021 is shown in Table 8. These estimates of funds are based on the project costs, which are supplied by the Kentucky Transportation Cabinet, Indiana Department of Transportation, TARC, and other project sponsors. Not all state funded projects are required to be included in the TIP; therefore state funds are not included in this table.

A requirement of MAP-21 is to reflect the Transportation Improvement Program in Year of Expenditure. As the term implies, Year of Expenditure involves adjusting project costs and revenues in the TIP so that they reflect anticipated dollar amounts in the year in which they are scheduled to be expended. Projects in the *FY 2018 – FY 2021 Transportation Improvement Program* have been adjusted for Year of Expenditure by project sponsors or by using adjustment factors developed in consultation with the Indiana Department of Transportation and the Kentucky Transportation Cabinet.

Table 8
FY 2018 - FY 2021 Transportation Improvement Program
Financial Plan of Federal Funds
Indiana

FY 2018				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$1,019,163	\$815,330	\$203,833	\$1,019,163
CMAQ-State	\$1,000,000	\$900,000	\$100,000	\$1,000,000
CMAQ-Urban	\$1,677,476	\$1,315,000	\$328,750	\$1,643,750
HSIP-Urban	\$928,618	\$818,938	\$90,993	\$909,931
IM	\$4,968,600	\$4,480,740	\$487,860	\$4,968,600
NHPP	\$43,784,627	\$39,333,859	\$4,450,768	\$43,784,627
NHS	\$15,000	\$13,500	\$1,500	\$15,000
Safety	\$1,970,000	\$1,698,000	\$272,000	\$1,970,000
SMFR	\$2,150,000	\$1,720,000	\$430,000	\$2,150,000
STP-State	\$18,793,204	\$15,034,563	\$3,758,641	\$18,793,204
STP-Urban	\$8,341,251	\$6,636,850	\$1,659,213	\$8,296,063
TAP-Urban	\$287,895	\$226,805	\$56,701	\$283,506
TIGER	\$12,248,331	\$9,013,325	\$3,235,006	\$12,248,331
Total	\$97,184,165	\$82,006,910	\$15,075,265	\$97,082,175

FY 2019				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$760,011	\$608,008	\$152,003	\$760,011
CMAQ-Urban *	\$1,292,187	\$1,000,000	\$250,000	\$1,250,000
HSIP-Urban *	\$667,698	\$0	\$0	\$0
HSIP-State	\$300,000	\$270,000	\$30,000	\$300,000
IM	\$3,011,504	\$2,701,354	\$310,150	\$3,011,504
NHPP	\$48,933,505	\$43,965,154	\$4,968,351	\$48,933,505
NHS	\$2,139,000	\$1,711,200	\$427,800	\$2,139,000
Safety	\$1,230,000	\$1,032,000	\$198,000	\$1,230,000
STP-State	\$6,455,500	\$5,164,400	\$1,291,100	\$6,455,500
STP-Urban	\$2,987,443	\$1,980,600	\$495,150	\$2,475,750
TAP-Urban *	\$231,194	\$0	\$0	\$0
TIGER	\$2,550,099	\$1,618,312	\$931,787	\$2,550,099
Total	\$68,008,042	\$58,432,716	\$8,122,554	\$66,555,270

FY 2020				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$147,964	\$118,371	\$29,593	\$147,964
CMAQ-Urban *	\$1,292,187	\$1,000,000	\$250,000	\$1,250,000
HSIP-Urban *	\$667,698	\$0	\$0	\$0
IM	\$44,279,100	\$39,851,190	\$4,427,910	\$44,279,100
NHPP	\$42,952,985	\$38,582,686	\$4,370,299	\$42,952,985
NHS	\$1,392,501	\$1,191,151	\$201,350	\$1,392,501
Safety	\$750,000	\$600,000	\$150,000	\$750,000
STP-State	\$4,217,000	\$3,373,600	\$843,400	\$4,217,000
STP-Urban	\$3,078,692	\$2,345,596	\$586,399	\$2,931,995
TAP-Urban *	\$231,194	\$0	\$0	\$0
TIGER	\$2,550,000	\$1,618,213	\$931,787	\$2,550,000
Total	\$101,559,321	\$88,680,807	\$11,790,738	\$100,471,545

FY 2021				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$773,163	\$618,530	\$154,633	\$773,163
CMAQ-Urban *	\$1,292,187	\$1,000,000	\$250,000	\$1,250,000
HSIP-Urban *	\$667,698	\$0	\$0	\$0
IM	\$1,902,905	\$1,712,614	\$190,291	\$1,902,905
NHPP	\$40,933,060	\$36,764,754	\$4,168,306	\$40,933,060
Safety	\$750,000	\$600,000	\$150,000	\$750,000
STP-State	\$3,279,812	\$2,623,850	\$655,962	\$3,279,812
STP-Urban	\$2,934,923	\$1,770,520	\$442,630	\$2,213,150
TAP *	\$231,194	\$0	\$0	\$0
Total	\$52,533,748	\$45,090,268	\$6,011,822	\$51,102,090

* These funds are programmed annually, therefore, projected revenue and project costs are not known at this time. Additional projects could be programmed

Table 8 (cont'd)				
FY 2018 - FY 2021 Transportation Improvement Program				
Financial Plan of Federal Funds				
Kentucky				
FY 2018				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
CMAQ	\$2,331,047	\$1,874,838	\$456,209	\$2,331,047
NHPP	\$3,650,000	\$3,650,000	\$0	\$3,650,000
NHS	\$48,580,000	\$48,580,000	\$0	\$48,580,000
Recreational Trails	\$66,000	\$33,000	\$33,000	\$66,000
Safe Routes to Schools	\$203,000	\$203,000	\$0	\$203,000
Safety	\$1,350,000	\$1,350,000	\$0	\$1,350,000
Section 5307	\$17,352,703	\$13,882,162	\$3,470,541	\$17,352,703
Section 5310	\$1,207,213	\$965,770	\$241,443	\$1,207,213
Section 5339	\$1,874,089	\$1,499,271	\$374,818	\$1,874,089
STP-State	\$9,180,000	\$9,180,000	\$0	\$9,180,000
STP-Urban	\$67,538,510	\$35,957,100	\$3,718,311	\$39,675,411
TAP-State	\$650,000	\$650,000	\$0	\$650,000
TAP-Urban*	\$1,847,179	\$0	\$0	\$0
Total	\$155,829,741	\$117,825,141	\$8,294,322	\$126,119,463
FY 2019				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$670,000	\$670,000	\$0	\$670,000
CMAQ	\$898,000	\$898,000	\$0	\$898,000
IM	\$24,000,000	\$24,000,000	\$0	\$24,000,000
NHPP	\$3,650,000	\$3,650,000	\$0	\$3,650,000
NHS	\$9,020,000	\$9,020,000	\$0	\$9,020,000
Safety	\$750,000	\$750,000	\$0	\$750,000
Section 5307	\$17,699,758	\$14,159,805	\$3,539,953	\$17,699,758
Section 5310	\$1,255,984	\$1,004,787	\$251,197	\$1,255,984
Section 5339	\$1,911,572	\$1,529,256	\$382,316	\$1,911,572
STP-State	\$3,100,000	\$3,100,000	\$0	\$3,100,000
STP-Urban	\$49,520,303	\$42,589,475	\$3,778,893	\$46,368,368
TAP-State	\$650,000	\$650,000	\$0	\$650,000
TAP-Urban*	\$1,138,984	\$0	\$0	\$0
Total	\$114,264,601	\$102,021,323	\$7,952,359	\$109,973,682
FY 2020				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$850,000	\$850,000	\$0	\$850,000
CMAQ	\$1,110,000	\$898,000	\$212,000	\$1,110,000
IM	\$10,000,000	\$10,000,000	\$0	\$10,000,000
NHPP	\$3,650,000	\$3,650,000	\$0	\$3,650,000
NHS	\$74,970,000	\$74,970,000	\$0	\$74,970,000
Safety	\$750,000	\$750,000	\$0	\$750,000
Section 5307	\$18,053,752	\$14,443,001	\$3,610,751	\$18,053,752
Section 5310	\$1,255,984	\$1,004,787	\$251,197	\$1,255,984
Section 5339	\$1,949,803	\$1,559,842	\$389,961	\$1,949,803
STP-State	\$3,100,000	\$3,100,000	\$0	\$3,100,000
STP-Urban	\$23,446,102	\$17,111,059	\$2,574,167	\$19,685,226
TAP-State	\$650,000	\$650,000	\$0	\$650,000
TAP-Urban*	\$1,138,984	\$0	\$0	\$0
Total	\$140,924,625	\$128,986,689	\$7,038,076	\$136,024,765
FY 2021				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
CMAQ	\$50,000	\$50,000	\$0	\$50,000
IM	\$23,760,000	\$23,760,000	\$0	\$23,760,000
NHPP	\$3,650,000	\$3,650,000	\$0	\$3,650,000
NHS	\$63,000,000	\$63,000,000	\$0	\$63,000,000
Safety	\$750,000	\$750,000	\$0	\$750,000
Section 5307	\$18,414,828	\$14,731,862	\$3,682,966	\$18,414,828
Section 5310	\$1,255,984	\$1,004,787	\$251,197	\$1,255,984
Section 5339	\$1,988,798	\$1,591,038	\$397,760	\$1,988,798
STP-State	\$3,100,000	\$3,100,000	\$0	\$3,100,000
STP-Urban	\$20,354,397	\$11,084,861	\$2,654,397	\$13,739,258
TAP-State	\$650,000	\$650,000	\$0	\$650,000
TAP-Urban*	\$1,138,984	\$0	\$0	\$0
Total	\$136,974,007	\$123,372,548	\$6,986,320	\$130,358,868

* These funds are programmed annually, therefore projected revenue and project costs are not known at this time. Additional projects could be programmed

** Some projects in Kentucky are using Kentucky Toll Credits for state/local match.

Endorsed Transportation Improvements

As required by the FAST Act, all projects requesting the use of federal transportation funds and all regionally significant projects must be included in the TIP and be endorsed by the Transportation Policy Committee. The list of Endorsed Transportation Improvements includes those projects. A complete listing of endorsed projects and projects requesting other funds, including funding from the past TIP, can be found in the Comprehensive List of Projects.

Transit Improvements/Program of Projects

Transit projects requesting federal funds must be included in the TIP and endorsed by KIPDA. The Transit Authority of River City (TARC) is the public transit agency in the region. TARC receives the majority of Federal Transit Administration (FTA) formula funding through the Urbanized Area Formula Grants (Section 5307) and Bus and Bus Facilities Program (Section 5339), however, there are several small, traditionally non-profit and/or private agencies that may be awarded funding through the competitive Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). FTA Section 5310 grants are available to private non-profit groups to assist them in providing transportation services to elderly and disabled persons for whom mass transit services are unavailable, insufficient, or inappropriate. TARC is also eligible to apply for Federal Highway Administration (FHWA) funds through the Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Program (STP) and Transportation Alternatives Set-Aside Program funds.

TARC's proposed Fiscal Year 2017 – 2021 Program of Projects for FTA Sections 5307 and 5339 can be found in Table 9. FTA Section 5310 projects are usually added to the TIP by amendment because the funds are awarded competitively on an annual basis. For now, only those projects awarded funding for FY 2017 and 2018 are currently included in Table 10. As additional FTA Section 5310 funds are awarded, the TIP will be amended to add the newly awarded transit projects. Any FHWA funds that a transit agency receives will be listed in the Surface Transportation Improvements section of the TIP.

Lastly, TARC has provided additional financial information for incorporation in the TIP. TARC provides statements of capital and operating expenditures and revenues, contribution sources and subsidy amounts, use of the local Mass Transit Trust Fund, and a projected operating statement as depicted in Tables 11 and 12. TARC's five-year Capital Improvement Program is shown in Table 13. These statements are included in the TIP as required by the Federal Transit Administration and to provide the public an opportunity to review the financial plans of TARC.

Table 9							
Urbanized Area Formula Grants (5307) and Bus and Bus Facilities Program (5339)							
Fiscal Year 2017 – 2021 TARC's Proposed Program of Projects							
Funding Program	KIPDA ID	Project Name	Description	Project Sponsor	Federal Funds	Local Funds	Total Cost
Fiscal Year 2017							
Sect 5307	2359	Oldham Public Bus - Operating Assistance	Operating funds for transit service in Oldham County.	TARC	\$34,285.00	\$34,285.00	\$68,570.00
Sect 5307	2360	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	TARC	\$77,577.00	\$19,394.00	\$96,971.00
Sect 5307	2361	TARC Capital Cost of Contracting	Contracting for paratransit operations and maintenance.	TARC	\$3,392,964.00	\$848,241.00	\$4,241,205.00
Sect 5307	2363	TARC Management Information System - Hardware	Purchase new and replacement computer hardware to support operations and administration.	TARC	\$68,050.00	\$17,012.00	\$85,062.00
Sect 5307	2362	TARC Management Information System - Software	Purchase new and replacement computer software to support operations and administration.	TARC	\$68,050.00	\$17,012.00	\$85,062.00
Sect 5307	2364	TARC Preventive Maintenance Program	Maintenance of transit vehicles, support vehicles, and transit facilities.	TARC	\$9,799,173.00	\$2,449,794.00	\$12,248,967.00
Sect 5307	2365	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance to vehicles.	TARC	\$68,050.00	\$17,012.00	\$85,062.00
Sect 5307	2366	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	TARC	\$136,100.00	\$34,025.00	\$170,125.00
Sect 5307	585	TARC Capital Improvement Program	Annual formula funding allocations to TARC that provide revenue for vehicle maintenance, contracted service, facility rehabilitation, equipment, and for replacement of vehicles.	TARC	\$13,958,022.00	\$3,489,506.00	\$17,447,528.00
Sect 5339	2461	TARC Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing energy consumption and operating costs.	TARC	\$1,438,252.00	\$359,564.00	\$1,797,816.00
Sect 5339	585	TARC Capital Improvement Program	Annual formula funding allocations to TARC that provide revenue for vehicle maintenance, contracted service, facility rehabilitation, equipment, and for replacement of vehicles.	TARC	\$1,559,842.00	\$389,961.00	\$1,949,803.00
Fiscal Year 2018							
Sect 5307	2432	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	TARC	\$79,128.00	\$19,782.00	\$98,910.00
Sect 5307	2420	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial	TARC	\$19,584.00	\$4,896.00	\$24,480.00
Sect 5307	2440	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	TARC	\$69,411.00	\$17,353.00	\$86,764.00
Sect 5307	2444	TARC Management Information System	Purchase computer software to support operations and administration.	TARC	\$69,411.00	\$17,353.00	\$86,764.00
Sect 5307	2424	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	TARC	\$3,391,412.00	\$847,853.00	\$4,239,265.00
Sect 5307	2428	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	TARC	\$10,044,983.00	\$2,511,246.00	\$12,556,229.00
Sect 5307	2448	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	TARC	\$69,411.00	\$17,353.00	\$86,764.00
Sect 5307	2436	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	TARC	\$138,822.00	\$34,705.00	\$173,527.00
Sect 5339	2460	TARC Purchase Five (5) Electric Bus Shop Chargers	Purchase five (5) shop chargers for extended range electric buses.	TARC	\$160,000.00	\$40,000.00	\$200,000.00
Sect 5339	2459	TARC Purchase Five (5) Extended Range Electric Buses	Purchase five (5) extended range fully electric transit buses.	TARC	\$1,339,271.00	\$334,818.00	\$1,674,089.00

Table 9 (continued)							
Urbanized Area Formula Grants (5307) and Bus and Bus Facilities Program (5339)							
Fiscal Year 2017 – 2021 TARC's Proposed Program of Projects							
Funding Program	KIPDA ID	Project Name	Description	Project Sponsor	Federal Funds	Local Funds	Total Cost
Fiscal Year 2019							
Sect 5307	2433	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	TARC	\$80,711.00	\$20,178.00	\$100,889.00
Sect 5307	2421	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	TARC	\$19,976.00	\$4,994.00	\$24,970.00
Sect 5307	2441	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	TARC	\$70,799.00	\$17,700.00	\$88,499.00
Sect 5307	2445	TARC Management Information System Software	Purchase computer software to support operations and administration.	TARC	\$70,799.00	\$17,700.00	\$88,499.00
Sect 5307	2425	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	TARC	\$3,459,240.00	\$864,810.00	\$4,324,050.00
Sect 5307	2429	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	TARC	\$10,245,883.00	\$2,561,471.00	\$12,807,354.00
Sect 5307	2449	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance to vehicles.	TARC	\$70,799.00	\$17,700.00	\$88,499.00
Sect 5307	2437	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	TARC	\$141,598.00	\$35,400.00	\$176,998.00
Sect 5339	2452	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	TARC	\$764,628.00	\$191,158.00	\$955,786.00
Sect 5339	2456	TARC Rehab Maintenance Facility	Rehabilitate a maintenance facility with the goals of improving safety and efficiency and reducing operating costs.	TARC	\$764,628.00	\$191,158.00	\$955,786.00
Fiscal Year 2020							
Sect 5307	2434	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	TARC	\$82,325.00	\$20,581.00	\$102,906.00
Sect 5307	2422	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	TARC	\$20,375.00	\$5,094.00	\$25,469.00
Sect 5307	2446	TARC Management Information System Software	Purchase computer software to support operations and administration.	TARC	\$72,215.00	\$18,054.00	\$90,269.00
Sect 5307	2426	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	TARC	\$3,528,425.00	\$882,106.00	\$4,410,531.00
Sect 5307	2430	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	TARC	\$10,450,801.00	\$2,612,700.00	\$13,063,501.00
Sect 5307	2450	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	TARC	\$72,215.00	\$18,054.00	\$90,269.00
Sect 5307	2438	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	TARC	\$144,430.00	\$36,108.00	\$180,538.00
Sect 5339	2457	TARC Purchase Support Vehicles	Purchase replacement support vehicles.	TARC	\$219,920.00	\$54,981.00	\$274,901.00
Sect 5339	2453	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	TARC	\$779,920.00	\$194,981.00	\$974,901.00
Sect 5339	2455	TARC Rehab Administrative Facility	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	TARC	\$560,000.00	\$140,000.00	\$700,000.00
Fiscal Year 2021							
Sect 5307	2435	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	TARC	\$83,972.00	\$20,993.00	\$104,965.00
Sect 5307	2423	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	TARC	\$20,783.00	\$5,196.00	\$25,979.00
Sect 5307	2443	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	TARC	\$73,659.00	\$18,415.00	\$92,074.00
Sect 5307	2447	TARC Management Information System Software	Purchase computer software to support operations and administration.	TARC	\$73,659.00	\$18,415.00	\$92,074.00
Sect 5307	2427	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	TARC	\$3,598,994.00	\$899,748.00	\$4,498,742.00
Sect 5307	2431	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	TARC	\$10,659,817.00	\$2,664,954.00	\$13,324,771.00
Sect 5307	2451	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	TARC	\$73,659.00	\$18,415.00	\$92,074.00
Sect 5307	2439	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	TARC	\$147,319.00	\$36,830.00	\$184,149.00
Sect 5339	2458	TARC Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	TARC	\$395,519.00	\$98,880.00	\$494,399.00
Sect 5339	2454	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	TARC	\$795,519.00	\$198,880.00	\$994,399.00
Sect 5339	2462	TARC Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	TARC	\$400,000.00	\$100,000.00	\$500,000.00

TIP Approval Process

The TIP, once approved by the MPO Policy Committee, is the official document that directs the flow of transportation improvements in the MPO planning area. Following approval by the Policy Committee, the TIP is submitted to the Kentucky Transportation Cabinet (KYTC) who in turn submits it to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). KYTC uses the TIP as a basis for preparing its request for federal funding through their Statewide Transportation Improvement Program (STIP). The TIP is used by KYTC in the preparation of the commonwealth's Highway Plan, which is approved by the state legislature every two (2) years and outlines KYTC's construction program over the next six (6) years for both state and federal funding.

Financial Constraint

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that Transportation Improvement Programs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. Additionally, only those projects for which a current or proposed revenue source can be identified may be listed, thus ensuring a balance between total project costs and revenues. This requirement helps the MPO and the State develop a deliverable program of projects.

Although the Owensboro – Daviess County MPO has significant input in the identification of needs and the determination of project funding priorities, it should be understood that the MPO does not have direct control over any source of funding identified herein. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet and the Kentucky State Legislature. In order to address the full range of transportation needs, on a statewide level and within the Owensboro – Daviess County urbanized area, the Cabinet makes use of a variety of available revenue sources (or funding types). The revenue sources eligible and currently allocated for use within the Owensboro – Daviess County area are identified on page 8.

The specific projects shown in the Project Listing tables beginning on Appendix A have been identified by the Transportation Cabinet, along with the associated programmed or planned revenue source and schedule, in the Cabinet's Statewide Transportation Improvement Program and/or the Six Year Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to adjustments that must be made

to balance costs and revenues (or maintain financial constraint) at the statewide level, and also due to various project related delays. These changes will be initiated by the Cabinet and will be reflected in this document by TIP Administrative Modifications or Amendments.

The table on page 10 provides a summary of costs and revenues by funding type and year (all costs and revenues here and elsewhere in this document are shown in Year-of Expenditure dollar values). A balance between costs and revenues is indicated; financial constraint is demonstrated.

Project Types and Project Funding Categories

The type of funds to be utilized for the projects involving Federal and State funds are in accordance with the Moving Ahead in the 21st Century Act (MAP-21) and are abbreviated as follows:

Federal Transit Programs

FTA – Federal Transit Administration

Section 5307

Section 5310

Section 5339

Federal Highway Programs

BR2 – JP2 BRAC Bond Projects Second Program

BRO – Federal Bridge Replacement – On-System

BRX – Federal Bridge Replacement – On/Off System

BRZ – Federal Bridge Replacement – Off System

HES – Hazard Elimination System

HPP – High Priority Projects

HSIP – Safety – Highway Safety Improvement Program

IF – Innovative Financing

IM – Interstate Maintenance

KYD – Demonstration funds Allocated to Kentucky

NH – National Highway System

NHPP – National Highway Performance Program

HUD – Housing and Urban Development

SRTS – Safe Routes to School

STP – Surface Transportation Program

TAP – Federal Transportation Alternatives Program

CMAQ – Congestion Mitigation Air Quality
TCSP – Transportation & Community System Preservation Funds

State Programs

SB2 – State Bonds
SP – State Construction Projects
SPB – State Bonds
SPP – State Construction High Priority

Table 1
 Summary of Funding
 Owensboro - Daviess County MPO
 Transportation Improvement Program FY 2014 - 2019

Funding Type	FY 2014		FY 2015		FY 2016		FY 2017		FY 2018		FY 2019		TOTAL	
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue
FTA - OTS	\$0	\$0	\$2,372,250	\$2,372,250	\$2,490,250	\$2,490,250	\$2,598,500	\$2,598,500	\$2,710,750	\$2,710,750	\$2,830,500	\$2,830,500	\$13,002,250	\$13,002,250
FTA - GRITS	\$0	\$0	\$11,197,391	\$11,197,391	\$930,560	\$930,560	\$1,872,088	\$1,872,088	\$915,692	\$915,692	\$1,073,075	\$1,073,075	\$15,988,806	\$15,988,806
BRX							\$675,000	\$675,000					\$675,000	\$675,000
BRZ	\$0	\$0	\$485,000	\$485,000	\$870,000	\$870,000							\$1,355,000	\$1,355,000
HPP			\$3,404,040	\$3,404,040									\$3,404,040	\$3,404,040
STP	\$0	\$0	\$1,250,000	\$1,250,000	\$2,000,000	\$2,000,000							\$3,250,000	\$3,250,000
SB2													\$0	\$0
SPP			\$12,080,000	\$12,080,000	\$4,075,000	\$4,075,000	\$29,890,000	\$29,890,000	\$10,600,000	\$10,600,000			\$56,645,000	\$56,645,000
NH									\$1,200,000	\$1,200,000			\$1,200,000	\$1,200,000
TOTAL	\$0	\$0	\$30,788,681	\$30,788,681	\$10,365,810	\$10,365,810	\$35,035,588	\$35,035,588	\$14,226,442	\$14,226,442	\$3,903,575	\$3,903,575	\$95,520,096	\$95,520,096

**Radcliff/Elizabethtown FY 2018-2022 TIP
Financial Plan**

Table 11
 Summary of Funding
 Radcliff/Elizabethtown MPO
 Transportation Improvement Program FY 2018-2022*

Funding Type	Carryover from Previous TIP FY 2016-2017		FY 2018		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL	
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue
BR**					\$462,000	\$462,000	\$1,393,000	\$1,393,000					\$1,855,000	\$1,855,000
BR2			\$12,750,000	\$12,750,000	\$950,000	\$950,000			\$190,000	\$190,000	\$5,440,000	\$5,440,000	\$6,580,000	\$6,580,000
BRZ					\$1,505,000	\$1,505,000	\$1,578,000	\$1,578,000	\$1,578,000	\$1,578,000	\$1,578,000	\$1,578,000	\$10,659,957	\$10,659,957
FTA	\$1,698,345	\$1,698,345	\$2,722,612	\$2,722,612	\$2,110,000	\$2,110,000					\$15,690,000	\$15,690,000	\$17,800,000	\$17,800,000
IM														
NHPP/NH			\$14,350,000	\$14,350,000									\$47,110,000	\$47,110,000
PM**					\$13,690,000	\$13,690,000	\$275,000	\$275,000					\$13,965,000	\$13,965,000
SPP			\$19,000,000	\$19,000,000	\$4,500,000	\$4,500,000							\$23,500,000	\$23,500,000
STP					\$9,230,000	\$9,230,000							\$9,230,000	\$9,230,000
NRT	\$69,310	\$69,310	\$104,980	\$104,980									\$174,290	\$174,290
TAP	\$277,800	\$277,800											\$277,800	\$277,800
TOTAL	\$2,045,455	\$2,045,455	\$48,822,612	\$48,822,612	\$31,985,000	\$31,985,000	\$1,853,000	\$1,853,000	\$1,768,000	\$1,768,000	\$55,468,000	\$55,468,000	\$142,047,047	\$142,047,047

*The Kentucky Transportation Cabinet's Statewide Transportation Improvement Program (STIP) covers the years 2017-2020. The additional years in the Radcliff/Elizabethtown MPO TIP will be considered information only by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

**BR (Bridge Replacement) and PM (Pavement Management) are new funding types utilized by the Kentucky Transportation Cabinet and the Kentucky General Assembly for the 2018 Highway Plan. These funding types include a mix of federal and state funding, but for the purposes of this TIP Administrative Modification, it is assumed that TIP public notice procedures applicable to federally funded projects will apply.

APPENDIX C

**GLOSSARY OF
TRANSPORTATION TERMS AND
ABBREVIATIONS**

GLOSSARY OF TRANSPORTATION TERMS AND ABBREVIATIONS

Access Control Codes

- 1 Full control of access
- 2 Partial control of access
- 3 No access control or access by permit

ADA – Americans with Disabilities Act of 1990 - The ADA requires accessible public transportation services and facilities for persons with disabilities, including supplemental service in areas where fixed route transit service is operated.

ADD – Area Development District - One of 15 regional planning organizations covering the state. See: <http://www.kcadd.org> for more information.

Adequacy Rating – A numerical score from 0 to 100 evaluating the current condition of a roadway segment based on congestion, safety, and pavement condition. See: http://www.e-archives.ky.gov/pubs/transportation/TC_Rpt/KTC_02_30_SPR_256_01_1F.pdf

ADHS – Appalachian Development Highway System - An administrative designation of a highway system in the ARC region of Kentucky.

ADT – Average Daily Traffic Volume (sometimes referred to as AADT, Average Annual Daily Traffic).

AASHTO – American Association of State Highway and Transportation Officials - An organization of state Departments of Transportation. See: <http://www.transportation.org>

ASTM – American Society for Testing and Materials - One of the largest voluntary standards development organizations in the world; produces for technical standards for materials, products, systems, and services. See: <http://www.astm.org>

APD – Appalachian Development Highway Program - Geographically targeted matching funds, at an 80/20 ratio, for eligible roads (US 460 and US 119 are the only remaining eligible corridors).

Bike – Designated Kentucky bicycle system routes. Information is available in HIS. See also: <http://bikewalk.ky.gov/>

BR – Various Federal Bridge Replacement programs, including “on system” (BRO), “off system” (BRZ), and “on or off system” (BRX) which are, respectively, 65%, 15%, and 20% of the state’s total BR program. These categorical funds are matched 80/20 and are used to repair or replace bridges on state systems (BRO), local streets and roads (BRZ), and on the Rural Secondary system (BRX) based on an analysis of bridge condition. MAP-21 eliminated the designated allocations for the BR program, and combined the previously funded BR program within the NHPP and STP federal-aid highway funding programs.

BR2 – BRAC Bond Projects Second Program

BRC – BRAC Bond Projects

BTS – Bureau of Transportation Statistics - An agency of USDOT.

See: <http://www.bts.gov/>

C – for Construction Phase of project

CAA – Clean Air Act - The CAA was amended in 1990 (often referred to as the Clean Air Act Amendment) and imposes more stringent requirements for State Implementation Plans to improve air quality. The Environmental Protection Agency published the Transportation Conformity Rule in the Federal Register on November 24, 1994 (40 CFR 51). This rule established the criteria and procedures for determining that transportation plans, programs, and projects, which are approved in 23 United States Code or the Federal Transit Act, conform to the state or federal air quality implementation plans.

CBD – Central Business District - Generally considered being the downtown area of a metropolitan area.

CE – Categorical Exclusion - One possible result of an environmental assessment (EA). See EA below and also: <http://www.environment.fhwa.dot.gov/projdev/docuce.asp>

CIA – Community Impact Assessment - A process for evaluating the effects of proposed transportation projects on a community and its quality of life. The assessment should include all items of importance to people, such as mobility, safety, employment effects, relocation, isolation, and other community issues.

CMAQ – Congestion Mitigation and Air Quality - A category of federal-aid highway funds that may be used only to support projects in air quality nonattainment areas of Kentucky. Such projects must demonstrate an air quality improvement as a result of their use.
See: <http://www.fhwa.dot.gov/environment/cmaqpgs/>

Coal Haul - Those routes over which coal was reported transported by truck during the previous calendar year. This database is updated in July of each year; therefore, the previous calendar year's data will become available in July of each year. Number of tons is reported separately for each direction of travel for state-maintained roads. Information is available in HIS.

Conformity Determination – The Long-Range Plan and TIP/STIP must demonstrate that the projects and program, as a whole, emit less pollution than baseline or are less than a given budget as designated in the SIP (40 CFR 51). This is achieved through project and program evaluation using transportation Models (Mobile Model Analysis).

If the Long-Range Plan and/or the Transportation Improvement Program (TIP) do not conform according to the transportation conformity regulations (Federal Register; November 24, 1994 40 CFR 51), the subject document cannot be approved by the metropolitan planning organization. If this is the case, projects cannot be authorized for federal-aid funding.

Context Sensitive Design – A process through which the design of a transportation facility addresses safety, mobility, the preservation of scenic, aesthetic, historic, and environmental issues, and community values in a balanced manner to achieve design excellence.

See: <http://www.ktc.uky.edu/csd.html>

CRF - Critical Crash Rate Factor - The quotient showing the ratio of the crash rate for a roadway spot or segment divided by the critical crash rate for that roadway spot or segment based on roadway type, number of lanes, and median type. The critical rate for a roadway type is determined annually by the Kentucky Transportation Center.

See: http://www.ktc.uky.edu/Reports/KTC_09_16_KSP2_09_1F.pdf

D – for Design Phase of project

Defense - This network contains the routes and bridges to be used for defense material shipments, troop movements during a national defense emergency, and/or for evacuation of the general public from disaster areas. Information is available in HIS.

EA – Environmental Assessment - The general term used to describe the assessment of environmental impacts of a transportation development project. An EA may result in increasing order of level of detailed analysis in either (a) a CE (categorical exclusion) from formal assessment, (b) a FONSI (finding of no significant impact), or (c) the development of a formal EIS (environmental impact statement).

See: <http://www.epa.gov/compliance/resources/faqs/nepa/index.html>

EIS – Environmental Impact Statement - One possible result of an environmental assessment (EA); see EA above and also: <http://www.epa.gov/compliance/nepa/eisdata.html>

EJ – Environmental Justice - A term used to encapsulate the requirements of Federal Executive Order 12898 which state, in part, that “...each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations...” and hence to ensure equal environmental protection to all groups potentially impacted by a transportation development project.

See: http://www.fhwa.dot.gov/environment/environmental_justice/index.cfm

Extended Weight – A designated highway network over which certain vehicular weight limits are relaxed for coal haul vehicles.

See: http://apps.transportation.ky.gov/HIS_EWBridge/

FAF – Freight Analysis Framework - A federal database that integrates data from a variety of sources to estimate commodity flows and related freight transportation activity among states, regions, and major international gateways.

See: http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/index.htm

FAST Act – Fixing America’s Surface Transportation Act. This Act was signed into law by President Barack Obama on December 4, 2015. This Act funds surface transportation programs, including, but not limited to, Federal-aid highways at over \$305 billion over fiscal years 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation.

FONSI – Finding of No Significant Impact - One possible result of an environmental assessment (EA). See: <http://www.environment.fhwa.dot.gov/projdev/docuFONSI.asp>

Forest - Routes that are officially recognized jointly by the U.S. Forest Service and the KYTC as forest highway routes. The U.S. Forest Service assigns the ‘Road Number.’ Other U.S. Forest Service routes exist that are not included in this database. Information is available in HIS. FH or Federal Forest Highway Funding (annual amount for Kentucky is about \$400,000) is available solely for improvements on the system.

Functional Class Codes

- 1 Rural Interstate
- 2 Rural Other Principal Arterial
- 6 Rural Minor Arterial
- 7 Rural Major Collector
- 8 Rural Minor Collector
- 9 Rural Local
- 11 Urban Interstate
- 12 Urban Interstate Other Freeway or Expressway
- 14 Urban Other Principal Arterial
- 16 Urban Minor Arterial
- 17 Urban Collector
- 19 Urban Local

GARVEE – Grant Anticipation Revenue Vehicles - An innovative financing technique permitted by federal law and involves the commitment of future federal-aid appropriations as leveraging for current year highway improvements.

GIS – Geographic Information System - Refers to databases and/or software routines that store and graphically depict electronic data.

HCM/HCS – Highway Capacity Manual/Highway Capacity Software - A set of analytical tools that attempts to quantify the quality of service provided by a highway facility as perceived by the users of that facility. A common measure of that quality of service is the “Level of Service” provided, described as A through F.

HERS - FHWA's Highway Economic Requirements System - Software that evaluates the relationship between highway investment and system condition, performance, and user cost levels.

HES - Federal Hazard Elimination and Safety Program - Categorical funding matched at an 80/20 ratio for safety projects selected from among those with benefit/cost ratios >1.0.

Highway Plan - The Kentucky Transportation Cabinet’s legislatively mandated program (costs and schedule) of highway project development phases submitted biennially to the General Assembly in even numbered years.

See: <http://transportation.ky.gov/Program-Management/Pages/2016-Highway-Plan.aspx>

HIS – Highway Information System - A comprehensive database of highway inventory information maintained by, and in many cases collected by, the Division of Planning. See: www.transportation.ky.gov/planning

Horizontal Alignment Adequacy Codes:

- 0 No curve data on urban segments
- 1 All curves meet design standards
- 2 While some curves may not meet current design standards, all can be safely and comfortably negotiated at prevailing speed
- 3 Infrequent curves with reduced speed necessary for safety
- 4. Frequent curves with reduced speed necessary for safety

HOV – High Occupancy Vehicle - A vehicle with at least a predefined number of occupants, generally two or more.

HPMS – Highway Performance Monitoring System - A data extract, in Kentucky’s case from the HIS database, that is submitted annually to FHWA as a part of that agency’s periodic reporting to Congress on the condition and performance of the nation’s highway system.

HPP – Federal High Priority Program - Projects earmarked by Congress for Congressional High Priorities; funding is 80/20 match ratio.

IM – Federal Interstate Maintenance Program - Federal match monies at a 90/10 ratio dedicated to maintenance of Kentucky’s interstate highways.

IRI - International Roughness Index - A measure of pavement roughness. IRI values less than 100 generally indicate smooth pavements; between 100 and 150 somewhat rough pavements, and greater than 150 very rough pavements.

ITS – Intelligent Transportation Systems - A generic description of signal systems, traffic monitoring devices, and other traffic operations projects to improve capacity and safety (or ‘TOPICS’ projects as they were known in the 1960’s) without major capital investment in facility reconstruction. See: <http://www.its.dot.gov/>

KYD – Kentucky Demonstration Program - Represents Congressional earmarks, usually at an 80/20 ratio, for projects identified through the annual federal appropriations process.

Management Systems - These include a pavement management system (PMS), bridge management system (BMS), safety management system (SMS), congestion management system (CMS), public transportation facilities and equipment management system (PTMS), intermodal facilities and systems management system (IMS), and traffic monitoring system for highways (TMS/H). Current guidelines for setting up or revising these systems were issued on December 1, 1993 in the Federal Register, 23 CFR 500.

Management Systems is a systematic process designed to assist decision-makers in selecting cost-effective strategies/actions to improve the efficiency and safety of, and protect the investment in the nation’s infrastructure. A management system includes performance measures, data collection and analysis, determination of needs, evaluation and selection of strategies/actions to address the needs, and evaluation of the effectiveness of the implemented strategies/actions. A management system is only one of the decision support tools available to the governing bodies of the region.

MAP-21 - Moving Ahead for Progress in the 21st Century Act. This Act was signed into law on July 6, 2012, and is the first multi-year transportation authorization enacted since 2005. This Act funds surface transportation programs for FY 2013 and 2014 and expired October 1, 2014.

Median Type Codes

- 1 Curbed
- 2 Positive Barrier
- 3 Unprotected
- 4 None

Metropolitan Planning Area Boundary – This boundary must enclose at least the existing urban area and the contiguous area expected to become urban in the next twenty years. This boundary establishes the area covered by the Transportation Improvement Program and is eligible for urban STP funds.

MP – Mile point - Used, along with county and route number, to identify location of a highway segment.

MPO – Metropolitan Transportation Planning Organization - A KYTC designated, FHWA approved organization to conduct ongoing transportation planning activities in areas with population greater than 50,000 persons.

See: <http://www.transportation.ky.gov/planning/pages/metropolitan-planning.aspx>

MUTCD – Manual of Uniform Traffic Control Devices - Defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets and highways.

See: <http://mutcd.fhwa.dot.gov/>

NCHRP – National Cooperative Highway Research Program - Along with the Transit Cooperative Research Program (TCRP) and the new Airport Cooperative Research Program (ACRP), are applied, contract research programs that develop near-term, practical solutions to problems facing transportation agencies.

See: <http://www.trb.org/NCHRP/Public/NCHRP.aspx>

NH – National Highway System projects - Federal match monies at an 80/20 ratio to support projects on Kentucky's 3,294-mile portion of the National Highway System.

National Highway Freight Program – This program was established by the FAST Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN).

NN – National Truck Network - Those routes on the state-maintained road system which have been specifically designated by the KYTC and approved by FHWA for use by motor vehicles (trucks) with increased dimensions (e.g., 102 inches wide, 13'-6" high, semi-trailers up to 53 feet long, trailers 28 feet long - not to exceed two (2) trailers per truck). Information is available in HIS.

Nonattainment Area – A nonattainment area is one where air quality monitors show that the area exceeds the level of toxic emissions (ozone or carbon monoxide) permitted by the Clean Air Act. The boundary of the area is determined by the Environmental Protection Agency. All nonattainment areas must demonstrate conformity, as required in the transportation conformity rule, before federal-aid funds may be authorized in the given area.

Nonexempt – A project that adds capacity to an existing roadway system, and the project is located within a designated “nonattainment” or “maintenance” area for air quality standards pursuant to the Federal Clean Air Act.

NR Properties – National Register of Historic Places Properties - An environmental concern that triggers a special analysis and/or treatment. Avoidance of such properties is almost always mandatory. See: <http://www.cr.nps.gov/nr/>

P – for Preliminary Engineering and Environmental Phase of project

PLH - Public Lands Highways Program - Originally established in 1930; intent of the program is to improve access to and within the federal lands of the nation.

See: <http://www.fhwa.dot.gov/discretionary/012304a3.htm>

PM 2.5 - Particulate matter that is 2.5 micrometers or smaller in size; an air quality issue.

See: <http://www.epa.gov/region4/sesd/pm25/p1.html>

P & N - Purpose and Need - A brief statement of the problem a potential transportation project is to address. In later project development phases, a concise purpose and need statement is essential in establishing a basis for the development of reasonable alternatives to be evaluated in accordance with a project’s EIS.

PUBLIC INVOLVEMENT PROCESS – The process that the KYTC uses to be compliant with 23 CFR 450.210 (a) which states that “In carrying out the statewide transportation planning process, including development of the long-range statewide transportation plan and the STIP, the State shall develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.”

R – for Right-of-Way acquisition phase of project

ROD – Record of Decision - A formal decision published in the federal register of a federal agency’s decision on a federally-funded project on which an EIS was prepared. See 23 CFR 771.127, 40 CFR 1505.2, 40 CFR 1506, et al. An example of a ROD for a Kentucky transportation project may be found at: <http://www.kyinbridges.com/pdfs/rod.pdf>.

RRP – Federal Railroad Protection Program - Match monies at an 80/20 ratio dedicated to installing protective devices at rail/highway crossings.

RRS - Federal Railroad Separation Protection Program - Federal match monies at an 80/20 ratio dedicated to replacing at-grade rail/highway crossings with a grade separation (overpass or underpass).

RSE – An identifier for GIS purposes consisting of county and route number.

RTPO – Regional Transportation Planning Organization – Added in the language of the FAST Act. A policy board that may be established by the Governor that consists of nonmetropolitan local officials or their designees created to carry out the regional transportation planning process.

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. This Act authorized the Federal Surface Transportation Programs for highways, highway safety, and transit for the 5-year period 2005-2009.

SB2 – State Bonds 2010

SC – State Contingency Account - A discretionary account available to the Secretary of the Kentucky Transportation Cabinet for emergency or economic development projects.

Scenic Byway - These routes are nominated by local support groups and designated by the Transportation Cabinet because they are deemed to have roadside or view sheds of aesthetic, historical, cultural, natural, archaeological, and/or recreational value worthy of preservation, restoration, protection, and/or enhancement. Information is available in HIS.

SIP – State Implementation Plan - A plan that provides for implementation, maintenance, and enforcement of primary and secondary air quality standards. It requires the development of a comprehensive emissions inventory and it includes enforceable emission limitations and other control measures, means, or techniques as well as schedules and timetables for compliance. www.air.ky.gov/

SP – State Funded Projects - Monies dedicated to a 100% state-funded project development program. Funding in this program is the “balancing account” within the transportation development program, and hence is subject to cash availability. Projects in this category are subject to substantial delay should cash not be available to support planned expenditures.

SPB – State Bonds 2009

SPP – State Funded Projects – High Priority Projects

STBG – Surface Transportation Block Grant Program – A program established with the FAST Act which was previously the Surface Transportation Program (STP). States and localities may use these funds for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities.

STP – Federal Surface Transportation Program – The FAST Act converted this long-standing program into the Surface Transportation Block Grant Program (STBG). (See STBG definition above). The STBG program under the FAST Act continues all prior STP eligibilities. Subcategories include:

- SAH – dedicated to Ashland Metro Area
- SHN – dedicated to Henderson Metro Area
- SLO – dedicated to Louisville Metro Area
- SLX – dedicated to Lexington Metro Area
- SNK – dedicated to Northern Kentucky Metro Area

STRAHNET – Strategic Highway Network - A designated system of public highways that provides access, continuity, and emergency transportation of personnel and equipment in times of peace and war. The 61,000-mile nationwide system, designated by the Federal Highway

Administration in partnership with the Department of Defense and the state DOTs, comprises about 45,400 miles of interstate and defense highways and 15,600 miles of other public highways. STRAHNET is complemented by about 1,700 miles of connectors - additional highway routes linking more than 200 military installations and ports to the network.

SUA – Small Urban Area - Population centers of between 5,000 and 50,000 persons.

TAP – Transportation Alternatives Program – This program was established by MAP-21 and eliminated by the FAST Act. The FAST Act replaces it with a set-aside of Surface Transportation Block Grant (STBG) funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, Recreational Trails, Safe Routes to School projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

TCM – Transportation Control Measure - Transportation control measures may be identified in the State Implementation Plan as a means of controlling air quality and may consist of such projects as vehicle emissions testing program, ridesharing, transit improvements, etc.

TCSP – Transportation and Community and System Preservation (TCSP) Program - TCSP provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation and community and system preservation, and to identify private sector-based initiatives. Projects eligible for TCSP funding include any project eligible for funding under Title 23 or Chapter 53 of Title 49 U.S.C. or any other activity relating to the purposes of this section determined appropriate by the Secretary. This includes corridor preservation activities necessary to implement transit oriented development plans, traffic calming measures, or other coordinated preservation practices. MAP-21 eliminated the TCSP Program.

TDM – Transportation Demand Management - TDM consists of techniques to control demand on roadways, such as offering incentives to use transit, raising parking costs in the CBD, and telecommuting.

TE – FHWA Transportation Enhancement Program - A category of federal highway funds, with strict eligibility requirements that exists to support non-traditional transportation-related projects. In Kentucky, this funding source has traditionally supported Renaissance Kentucky and other historic preservation projects. MAP-21 eliminated the TE Program, however, the states are permitted to use the remainder of allocated TE funding for projects.

TIP/STIP – Transportation Improvement Program/State Transportation Improvement Program - A fiscally balanced project listing that constitutes an agencies transportation project development schedule for a certain time period.

TMA – Transportation Management Area - An urbanized area over 200,000 in population as defined by ISTEA. A TMA is given responsibility, through the MPO, for making decisions as to how some categories of federal transportation funds will be spent.

TPC – Transportation Policy Committee - The TPC is the MPO committee responsible for deciding how local federal transportation dollars will be spent and for determining local transportation planning policy.

Transportation Study Area/Transportation Planning Area – This federally mandated area includes the urban area, the contiguous area expected to become urban in the next 20 years, and the nonattainment area.

Travel Forecasting Model – A travel model developed for use with a computer. This model utilizes a geographic and mathematical simulation of area travel which estimates traffic volume on the existing system, and projects future traffic volumes. Congestion problems may be located, and traffic impacts of a particular project can be evaluated.

TSM – Transportation System Management -TSM techniques are designed to improve the level of efficiency at which the existing transportation system works. A project to synchronize traffic signals along corridors, for instance, will improve traffic flow and the efficiency of the road.

U – for Utility relocation phase of project

UNL – Unscheduled Needs List (formerly Unscheduled Projects List, or UPL) - A list maintained by the Division of Planning, of potential transportation projects with project data derived from the KYTC Project Identification Form.

Urban Area – Defined as a place of 5,000 or more in population, including the urbanized area as defined by the Bureau of Census. An urban area boundary, which encircles the urbanized areas in a region, may be developed by states in cooperation with local officials. This boundary is the line of demarcation for rural/urban functional classification of roadways.

VMT – Vehicle Miles of Travel - VMT is a measure of the level of travel activity in an area. The figure is generally found by multiplying the average length of trip by the total number of trips. As vehicle miles of travel increase, congestion and auto emissions that degrade air quality may be expected to increase (see PMT).

V/SF – Volume to Service Flow ratio - A quotient showing the ratio of a facility's actual vehicular traffic volume to its theoretical maximum potential vehicular traffic volume. A ratio higher than about 0.6 indicates traffic volumes are approaching congested conditions. This is also referred to V/C or Volume to Capacity ratio.

APPENDIX D

IMPORTANT ADDRESSES AND PHONE NUMBERS

KYTC EXECUTIVE MANAGEMENT PERSONNEL LISTING

(Locations in Transportation Cabinet Office Building unless indicated otherwise)

EXECUTIVE OFFICES

SECRETARY, OFFICE OF THE

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
SECRETARY	GREG THOMAS	564-5102	564-9540	6
DEPUTY SECRETARY	PAUL LOONEY			
CHIEF OF STAFF – POLICY ADVISOR	ASA JAMES SWAN			

BUDGET & FISCAL MANAGEMENT, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	ROBIN BREWER	564-4550	564-9454	6
DEPUTY EXECUTIVE DIRECTOR	JESSICA CASTENIR			
ACCOUNTS, DIRECTOR	(VACANT)	564-7334	564-5621	4
PURCHASES, DIRECTOR	JODYI HALL	564-4630	564-7069	4

CIVIL RIGHTS & SMALL BUSINESS DEVELOPMENT, OFFICE FOR

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	JAMIR DAVIS	564-3601	564-1491	6
DEPUTY EXECUTIVE DIRECTOR	(VACANT)		564-2114	

INFORMATION TECHNOLOGY, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	HEATHER STOUT	564-8900	564-3174	4
DEPUTY EXECUTIVE DIRECTOR	KENNETH JONES			

INSPECTOR GENERAL, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	BEN MCKOWN	564-0501	564-6862	700 LOUISVILLE RD (BERRY MANSION)
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			

LEGAL SERVICES, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	KEVIN MOORE	564-7650	564-5238	6
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			

HUMAN RESOURCE MANAGEMENT, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	LANA JOLENE PARRIS	564-4610	564-0845 564-6683	6
DEPUTY EXECUTIVE DIRECTOR	J R DOBNER			
PERSONNEL ADMINISTRATION, DIRECTOR	(VACANT)			
EMPLOYEE MANAGEMENT, DIRECTOR	(VACANT)			
PROFESSIONAL DEVELOPMENT & ORGANIZATIONAL MANAGEMENT, DIRECTOR	(VACANT)			

PUBLIC AFFAIRS, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	NAITORE DJIGBENOU	564-3419	564-4809	6
DEPUTY EXECUTIVE DIRECTOR	JORDAN SMITH	564-3419	564-4809	6

*Acting
**Detailed to Special Duty

KYTC EXECUTIVE MANAGEMENT PERSONNEL LISTING

(Locations in Transportation Cabinet Office Building unless indicated otherwise)

SUPPORT SERVICES, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	TERRY DENNY	564-2326	564-6754	1219 WILKINSON
DEPUTY EXECUTIVE DIRECTOR	(VACANT)	564-7740		
FACILITIES SUPPORT, DIRECTOR	(VACANT)	564-3274		
GRAPHIC DESIGN & PRINTING, DIRECTOR	(VACANT)	564-3880	564-6849	1

TRANSPORTATION DELIVERY, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	ERIC PEREZ	564-7433	564-2058	3
Deputy Executive Director	(VACANT)			

AUDITS, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	RANDALL ROYER	564-6760	564-6766	4
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			
ROAD FUND AUDITS, DIRECTOR	(VACANT)			
AUDIT SERVICES, DIRECTOR	(VACANT)			

DEPARTMENTS

AVIATION, DEPARTMENT OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
COMMISSIONER	STEVE PARKER	564-4480	564-7953	90 AIRPORT RD
DEPUTY COMMISSIONER	TODD BLOCH			
KENTUCKY AIRPORT ZONING COMMISSION, ADMINISTRATORS	JOHN HOULIHAN (VACANT)	564-0099	564-0172	
CAPITAL CITY AIRPORT, DIRECTOR	(VACANT)			
GREATER COMMONWEALTH AVIATION, DIRECTOR	(VACANT)			

VEHICLE REGULATION, DEPARTMENT OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
COMMISSIONER	MATTHEW HENDERSON	564-7000	564-6403	2
DEPUTY COMMISSIONER	(VACANT)			
DRIVER LICENSING, DIRECTOR	MATTHEW COLE	564-1257	564-0839	
MOTOR CARRIERS, DIRECTOR	BRIAN BEAVEN		564-2132	
MOTOR VEHICLE LICENSING, DIRECTOR	(VACANT)		696-3948	
CUSTOMER SERVICE, DIRECTOR	MARTY GREER		564-1485	

RURAL & MUNICIPAL AID, DEPARTMENT OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
COMMISSIONER	GRAY TOMBLYN II	564-2060	564-6615	6
DEPUTY COMMISSIONER	(VACANT)			
LOCAL PROGRAMS, EXECUTIVE DIRECTOR	(VACANT)			
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			
RURAL & SEC ROADS, EXECUTIVE DIRECTOR	(VACANT)			
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			

*Acting
**Detailed to Special Duty

Organizational Management Branch
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KYTC EXECUTIVE MANAGEMENT PERSONNEL LISTING

(Locations in Transportation Cabinet Office Building unless indicated otherwise)

HIGHWAYS, DEPARTMENT OF -----

OFFICE OF COMMISSIONER

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
COMMISSIONER	(VACANT)			
STATE HIGHWAY ENGINEER	JOHN ANDY BARBER			
ASSISTANT STATE HIGHWAY ENGINEER -INNOVATION	JASON SIWULA			
ASSISTANT STATE HIGHWAY ENGINEER (LOUISVILLE)	ROBERT HARRIS			
ASSISTANT STATE HIGHWAY ENGINEER (PROJECT DEVELOPMENT)	JOHN MOORE	502-564-3730	502-564-2277	6
ASSISTANT STATE HIGHWAY ENGINEER (PROJECT DELIVERY AND PRESERVATION)	JON WILCOXSON			
PROJECT MANAGER	MARSHALL CARRIER			
EXECUTIVE ADVISOR (OFFICE OF PROJECT DELIVERY & PRESERVATION)	BRYAN SUNDERLAND	502-564-2611	502-564-2277	700 CAPITAL AVENUE
PROGRAM MANAGEMENT, TE DIRECTOR	RON RIGNEY	502-564-3388	502-564-4809	6

HIGHWAYS, DEPARTMENT OF -----

OFFICE OF PROJECT DEVELOPMENT

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
PLANNING, TE DIRECTOR	AMANDA RATLIFF SPENCER	564-7183	564-2865	5
HIGHWAY DESIGN, TE DIRECTOR	WILLIAM GULICK	564-3280	564-3324	
ENVIRONMENTAL ANALYSIS, TE DIRECTOR	DANNY PEAKE	564-7250	564-5655	
RIGHT OF WAY & UTILITIES, TE DIRECTOR	DEAN LOY	564-3210	564-0505	
STRUCTURAL DESIGN, TE DIRECTOR	BART ASHER	564-4560	564-2581	3
PROFESSIONAL SERVICES, TE DIRECTOR	ERIC PELFREY	564-4555	564-4422	

HIGHWAYS, DEPARTMENT OF -----

OFFICE OF PROJECT DELIVERY & PRESERVATION

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
CONSTRUCTION, TE DIRECTOR	RYAN GRIFFITH	564-4780	564-8388	3
CONSTRUCTION PROCUREMENT, TE DIRECTOR	RACHEL MILLS	564-3500	564-8961	
TRAFFIC OPERATIONS, TE DIRECTOR	JEFF WOLFE	564-3020	564-3532	
MAINTENANCE, TE DIRECTOR	TRACY NOWACZYK	564-4556	564-3532	
MATERIALS, TE DIRECTOR	ALLEN MYERS	564-3160	564-7034	1227 WILKINSON
EQUIPMENT, TE DIRECTOR	RICHARD DURHAM	564-3916	564-3198	1234 WILKINSON

HIGHWAYS, DEPARTMENT OF -----

OFFICE OF HIGHWAY SAFETY

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
HIGHWAY SAFETY, EXECUTIVE DIRECTOR	NOELLE HUNTER	564-1438	564-2629	4
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			
HIGHWAY SAFETY PROGRAMS, DIRECTOR	(VACANT)			
INCIDENT MANAGEMENT, DIRECTOR	NOELLE HUNTER*	564-2080	564-2978	1

*Acting

**Detailed to Special Duty

Organizational Management Branch
Effective 07/2018

KYTC EXECUTIVE MANAGEMENT PERSONNEL LISTING

HIGHWAY DISTRICT OFFICES

DISTRICT 1 – PADUCAH

EXECUTIVE DIRECTOR MIKE MCGREGOR 5501 KENTUCKY DAM ROAD PH: **(270) 898-2431**
ADMINISTRATIVE COORDINATOR (VACANT) PADUCAH, KY 42003-9322 FX: (270) 898-7457

DISTRICT 2 – MADISONVILLE

EXECUTIVE DIRECTOR DENEATRA HENDERSON 1840 NORTH MAIN STREET PH: **(270) 824-7080**
ADMINISTRATIVE COORDINATOR (VACANT) MADISONVILLE, KY 42431 FX: (270) 824-7091

DISTRICT 3 – BOWLING GREEN

EXECUTIVE DIRECTOR JOE PLUNK 900 MORGANTOWN ROAD PH: **(270) 746-7898**
ADMINISTRATIVE COORDINATOR JILL HARMON BOWLING GREEN, KY 42101 FX: (270) 746-7643

DISTRICT 4 – ELIZABETHTOWN

EXECUTIVE DIRECTOR PAUL SANDERS 634 EAST DIXIE HIGHWAY PH: **(270) 766-5066**
ADMINISTRATIVE COORDINATOR (VACANT) POST OFFICE BOX 309 **1-800-459-3566**
ELIZABETHTOWN, KY 42702-0309 FX: (270) 766-5069

DISTRICT 5 – LOUISVILLE

EXECUTIVE DIRECTOR MATT BULLOCK 8310 WESTPORT ROAD PH: **(502) 210-5400**
ADMINISTRATIVE COORDINATOR (VACANT) POST OFFICE BOX 22129 **1-800-903-5844**
LOUISVILLE, KY 40242-3042 FX: (502) 210-5494

DISTRICT 6 – COVINGTON

EXECUTIVE DIRECTOR BOB YEAGER 421 BUTTERMILK PIKE PH: **(859) 341-2700**
ADMINISTRATIVE COORDINATOR (VACANT) FT. MITCHELL, KY 41017 FX: (859) 341-3661

DISTRICT 7 – LEXINGTON

EXECUTIVE DIRECTOR KELLY BAKER 800 NEWTOWN COURT PH: **(859) 246-2355**
ADMINISTRATIVE COORDINATOR (VACANT) POST OFFICE BOX 11127 FX: (859) 246-2354
LEXINGTON, KY 40512-0127

DISTRICT 8 – SOMERSET

EXECUTIVE DIRECTOR TAMRA WILSON 1660 SOUTH HIGHWAY 27 PH: **(606) 677-4017**
ADMINISTRATIVE COORDINATOR (VACANT) POST OFFICE BOX 780 FX: (606) 677-4013
SOMERSET, KY 42502-0780

DISTRICT 9 – FLEMINGSBURG

EXECUTIVE DIRECTOR BART BRYANT 822 ELIZAVILLE AVENUE PH: **(606) 845-2551**
ADMINISTRATIVE COORDINATOR TROY SHROUT POST OFFICE BOX 347 FX: (606) 849-2286
FLEMINGSBURG, KY 41041-0347

DISTRICT 10 – JACKSON

EXECUTIVE DIRECTOR CORBETT CAUDILL 473 HIGHWAY 15 SOUTH PH: **(606) 666-8841**
ADMINISTRATIVE COORDINATOR (VACANT) POST OFFICE BOX 621 FX: (606) 666-7074
JACKSON, KY 41339-0621

DISTRICT 11 – MANCHESTER

EXECUTIVE DIRECTOR MICHAEL CALEBS 603 RAILROAD AVENUE PH: **(606) 598-2145**
ADMINISTRATIVE COORDINATOR (VACANT) MANCHESTER, KY 40962 FX: (606) 598-8269

DISTRICT 12 – PIKEVILLE

EXECUTIVE DIRECTOR MARY WESTFALL-HOLBROOK 109 LORAIN STREET PH: **(606) 433-7791**
ADMINISTRATIVE COORDINATOR (VACANT) PIKEVILLE, KY 41501-2486 FX: (606) 433-7765

**Acting*

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*Organizational Management Branch
Effective 07/ 2018*

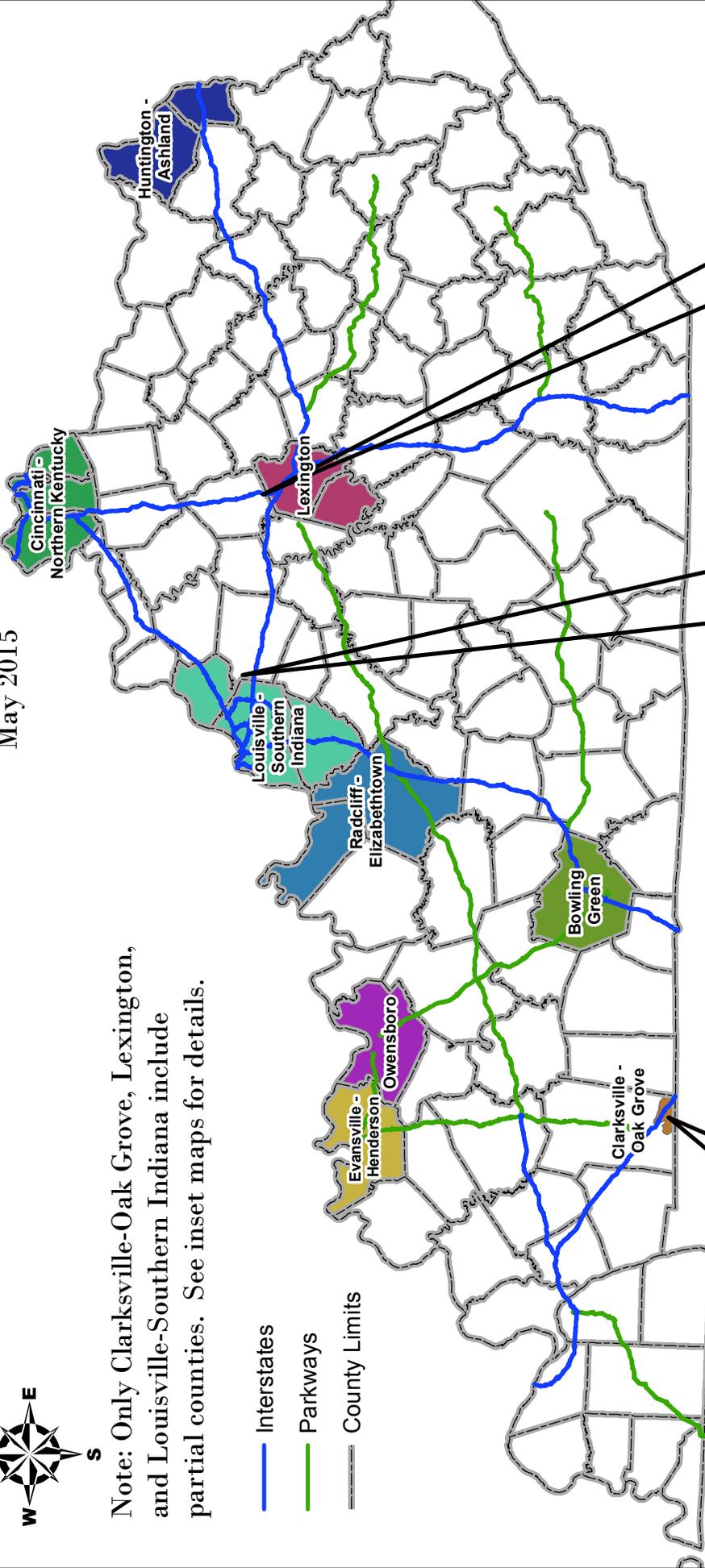
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May 2015

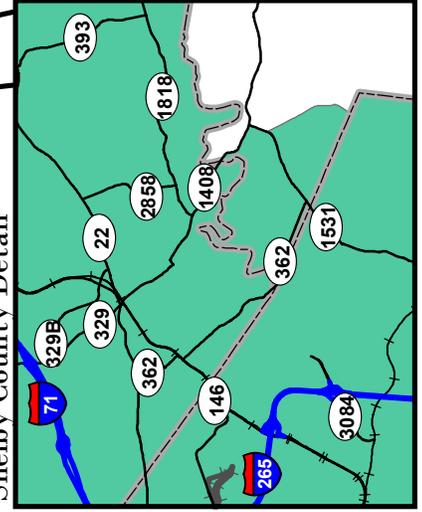


Note: Only Clarksville-Oak Grove, Lexington, and Louisville-Southern Indiana include partial counties. See inset maps for details.

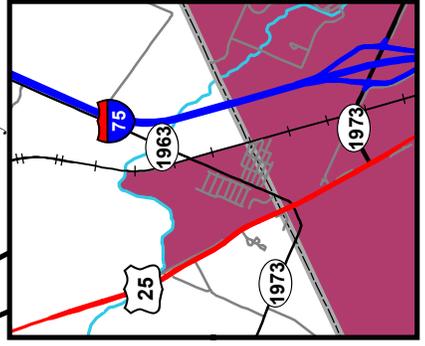
-  Interstates
-  Parkways
-  County Limits



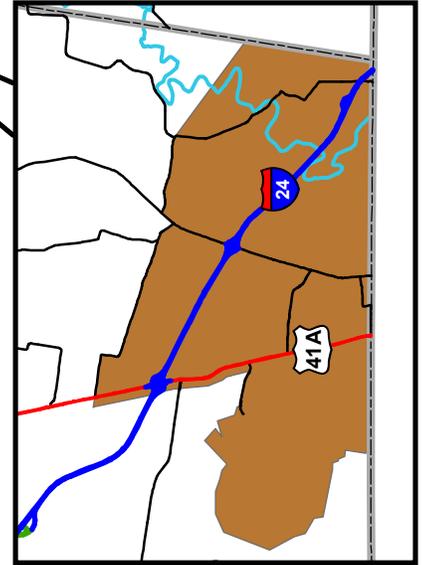
Louisville-Southern Indiana:
Shelby County Detail



Lexington: Scott
County Detail



Clarksville-Oak Grove



MPO Responsibilities

5/18/2018

Urbanized Area	Planning Area Counties	Hwy. Dist.:	Staff Agency	Agency Staff	KYTC Technical Representatives	KYTC Policy Representatives	FHWA Representatives	MPO/Project Coordinator
Bowling Green	KY-Warren	3	City-County Planning Commission of Warren County warrenpc.org/mpo 1141 State Street Bowling Green, KY 42101 P: 270-842-1953 F: 270-842-1282	Mr. Benjamin Peterson Director Ben.Peterson@bgky.org Ms. Karissa Lemon MPO Director Karissa.Lemon@bgky.org	MPO Coordinator (M)* District Planner (M)*	Chief District Engineer (M)* MPO Coordinator (A)* District Planner (A)*	KY-Bernadette Dupont	Primary: Barry House Backup: Thomas Witt
Notes: Miranda Clements (Miranda.Clements@bgky.org) is the Greenways Coordinator. *KYTC committee members are designated ex-officio. Any authorized KYTC employee may vote without making a formal change.								
Cincinnati-Northern Kentucky	KY-Boone, Kenton, Campbell; OH-Butler, Clermont, Hamilton, Warren; IN-Warren; IN-Deerborn	6	Ohio-Kentucky-Indiana Reg. Council of Govts. www.oki.org 720 East Pete Rose Way Suite 420 Cincinnati, OH 45202 P: 513-621-6300 F: 513-621-9325	Mr. Mark Policinski Executive Director mpolicinski@oki.org Mr. Bob Koehler Deputy Executive Director rkoehler@oki.org	Tonya Higdon (M-CO) Carol Callan-Ramler (M-D6) Thomas Witt (A-CO)	Bob Yeager (M-D6) Mike Bezold (A-D6) Steve Ross (A-CO)	KY-Bernadette Dupont OH-Andy Johns	Primary: Tonya Higdon Backup: Thomas Witt
Notes: Contact Andy Reser (areser@oki.org) for TIP issues. Send contract-related documents to Purcy Nance (pnance@oki.org).								
Clarksville-Oak Grove	KY-Christian *, TN-Montgomery	2	Clarksville-Montgomery Co. Regional Planning Commission www.cuammpo.com 329 Main Street Clarksville, TN 37040 P: 931-645-7448 F: 931-645-7481	Mr. Jeffrey Tyndall Director of Planning jeffrey.tyndall@cityofclarksville.com Mr. Stan Williams Transportation Planner stan.williams@cityofclarksville.com	MPO Coordinator (M)* District Planner (A)*	Secretary (M)* Chief District Engineer (A)* MPO Coordinator (A)* District Planner (A)*	KY-Bernadette Dupont	Primary: Mardely Loyselle Backup: Thomas Witt
Notes: *KYTC committee members are designated ex-officio. Any authorized KYTC employee may vote without making a formal change.								
Elizabethtown-Radcliff	KY-Hardin, Meade	4	Lincoln Trail ADD http://radcliff-elizabethtown-mpo.org 613 College Street Road Elizabethtown, KY 42702-0604 P: 270-769-2393 F: 270-769-2993	Mr. Wendell Lawrence Executive Director wendell@ltadd.org Mr. Mike Skaggs Senior Transportation Planner mskaggs@ltadd.org	MPO Coordinator (M-CO)* District Planner (M-D4)*	Chief District Engineer (M-D) MPO Coordinator (A-CO)* District Planner (A-D4)*	KY-Bernadette Dupont	Primary: Barry House Backup: Thomas Witt
Notes: *KYTC committee members are designated ex-officio. Any authorized KYTC employee may vote without making a formal change.								

*Partial County

M=Member; A=Alternate

Urbanized Area	Planning Area Counties	Hwy. Dist.:	Staff Agency	Agency Staff	KYTC Technical Representatives	KYTC Policy Representatives	FHWA Representatives	MPO/Project Coordinator
Evansville-Henderson	KY-Henderson; IN-Vanderburg, Gibson, Posey, Warrick	2	Evansville Metropolitan Planning Organization www.evansvillempo.com 1 N.W. Martin Luther King Jr. Blvd. Civic Center Complex, Rm. 316 Evansville, IN 47708 P: 812-436-7833 F: 812-436-7834	Mr. Seyed Shokouhzadeh Executive Director sshokouhzadeh@evansvillempo.com Ms. Pamela Drach Deputy Director pdrach@evansvillempo.com	MPO Coordinator* District Planner*	Deneatra Henderson (M) Thomas Witt (A) Steve Ross (A) Nick Hall (A) Jason Orange (A)	KY-Bernadette Dupont	Primary: Thomas Witt Backup: Maridely Loyselle
Notes: Contact Craig Luebke (cluebke@evansvillempo.com) for TIP issues. E-mail Kari Akin with name changes for the Policy Committee. * Any authorized KYTC employee may vote at the Technical Committee, the positions listed are those that normally attend.								

Huntington-Ashland-Ironton	KY-Boyd, Greenup; OH-Lawrence; WV-Cabell, Wayne	9	KYOVA Interstate Planning Commission http://www.kyovaipc.org/ 400 Third Avenue P.O. Box 939 Huntington, WV 25712 P: 304-523-7434 F: 304-529-7229	Mr. Chris Chiles Executive Director cchiles@kyovaipc.org Dr. Saleem A. Salameh Technical Study Director ssalameh@kyovaipc.org	Thomas Witt (M-CO) Steve Ross (A-CO) Bart Bryant (M-D9) Joe Callahan (M-D9)	Greg Thomas (M-CO) Bart Bryant (A-D9) John Moore (A-CO) Darrin Eldridge (A-D9) Steve Ross (A-CO) Thomas Witt (A-CO) Joe Callahan (A-D9)	KY-Bernadette Dupont WV-Kevin Burgess OH-Carmen Stemen	Primary: Thomas Witt Backup: Maridely Loyselle
Notes: Other alternates may be used with advance notification by an official member/alternate to the committee. Also include Terri Sicking (tsicking@kyovaipc.org) on e-mails.								

Lexington	KY-Fayette, Jessamine, Scott*	7	Lexington-Fayette Urban County Govt. www.lexareampco.org 101 E. Vine St., 7th Floor Lexington, KY 40507 P: 859-258-3160 F: 859-258-3163	Mr. James Duncan Director of Planning jduncan3@lexingtonky.gov Mr. Max Conyers Transportation Planning Manager maxc2@lexingtonky.gov	MPO Coordinator (M)* District Planner (M)*	MPO Coordinator (M)* SPAC Branch Manager (M)*	KY-Bernadette Dupont	Primary: Barry House Backup: Thomas Witt
Notes: Send contract-related documents to Suzie Loveday, Lexington-Fayette Urban County Government, 200 East Main St., Lexington, KY 40507. Copy the MPO Planner. *KYTC committee members are designated ex-officio. Any authorized KYTC employee may vote without making a formal change.								

Louisville-Southern Indiana		5	Transit Authority of River City www.ridetarc.org 1000 West Broadway Louisville, KY 40203 P: 502-585-1234 F:	Mr. Barry Barker Executive Director jbarrybarker@ridetarc.org Ms. Aida Copic Director of Planning acopic@ridetarc.org				Primary: Tonya Higdon Backup:
Notes:								

* Partial County

M=Member; A=Alternate

Urbanized Area	Planning Area Counties	Hwy. Dist.:	Staff Agency	Agency Staff	KYTC Technical Representatives	KYTC Policy Representatives	FHWA Representatives	MPO/Project Coordinator
Louisville-Southern Indiana		5	Louisville/Jefferson County Metro Government https://louisvilleky.gov/ KYTC Contracts Office of Management and Budget 611 W. Jefferson St. Louisville, KY 40202 P: 502-574-3542 F:	Mr. Nick Borho Grant Accountant Nick.Borho@louisvilleky.gov Mr. Rolf Eisinger Bicycle and Pedestrian Coordinator JohnRolf.Eisinger@louisvilleky.gov				Primary: Tonya Higdon Backup:
Notes: Nick Borho is not actually the agency director, but contract-related information should be sent to him.								
Louisville-Southern Indiana	KY-Jefferson, Bullitt, Oldham, Shelby*; IN-Clark, Floyd, Harrison*	5	Kentuckiana Regional Planning and Development Agency www.kipda.org 11520 Commonwealth Drive Louisville, KY 40299 P: 502-266-6084 F: 502-266-5047	Mr. Jack Couch Executive Director jack.couch@kipda.org Mr. Larry Chaney Transportation Director larry.chaney@kipda.org	Tonya Higdon (M-CO) Thomas Witt (A-CO) Tom Hall (M-D5) Travis Thompson (A-D5)	Greg Thomas (M) Matt Bullock (A) John Moore (A) Travis Thompson (A) Steve Ross (A) Tonya Higdon (A) Thomas Witt (A)	KY-Eric Rothermel	Primary: Tonya Higdon Backup: Thomas Witt
Notes: Contact Nick Vail (Nick.Vail@kipda.org) for TIP issues. Tom Hall is also an alternate for the Policy Committee. E-mail KYTC representative changes to Larry Chaney.								
Owensboro	KY-Daviess	2	Green River ADD www.gradd.com 300 GRADD Way Owensboro, KY 42301 P: 270-926-4433 F: 270-684-0714	Mr. Jiten Shah Executive Director jitenshah@gradd.com Mr. Tom Lovett TomLovett@gradd.com	MPO Coordinator (M-CO)* District Planner (M-D2)*	Chief District Engineer (M-D) MPO Coordinator (A-CO)* District Planner (A-D2)*	KY-Bernadette Dupont	Primary: Barry House Backup: Thomas Witt
Notes: *KYTC committee members are designated ex-officio. Any authorized KYTC employee may vote without making a formal change.								

* Partial County

M=Member; A=Alternate

KENTUCKY AREA DEVELOPMENT DISTRICTS

ADD	Executive Director	Executive Director Email Address	Telephone #	Address	City	Zip Code
Barren River ADD Eric Sexton, Executive Director	Eric Sexton	eric.sexton@bradd.org	270-781-2381	177 Graham Avenue	Bowling Green	42102-9005
Big Sandy ADD Sandy Runyon, Executive Director	Sandy Runyon	sandy.runyon@bigsandy.org	606-886-2374	110 Resource Court	Prestonsburg	41653
Bluegrass ADD David Duttlinger, Executive Director	David Duttlinger	dduttlinger@bgadd.org	859-269-8021	699 Perimeter Drive	Lexington	40517
Buffalo Trace ADD Amy Kennedy, Executive Director	Amy Kennedy	akennedy@btadd.com	606-564-6894	P.O. Box 460	Maysville	41056
Cumberland Valley ADD Whitney Chesnut, Executive Director	Whitney Chesnut	cvadd@cvadd.org	606-864-7391	P.O. Box 1740	London	40743-1740
FIVCO ADD Sherry R. McDavid, Executive Director	Sherry R. McDavid	sherry@fivco.org	606-929-1366	32 FIVCO Court	Grayson	41143
Gateway ADD Gail K. Wright, Executive Director	Gail K. Wright	gailk.wright@ky.gov	606-780-0090	110 Lake Park Dr.	Morehead	40351-7985
Green River ADD Jiten Shah, Executive Director	Jiten Shah	jitenshah@gradd.com	270-926-4433	300 GRADD Way	Owensboro	42301-0200
KIPDA ADD Jack Couch, Executive Director	Jack Couch	jack.couch@ky.gov	502-266-6084	11520 Commonwealth Dr.	Louisville	40299
Kentucky River ADD Mike Miller, Executive Director	Mike Miller	mike@kradd.org	606-436-3158	941 N. Main Street	Hazard	41701

KENTUCKY AREA DEVELOPMENT DISTRICTS

ADD	Executive Director	Executive Director Email Address	Telephone #	Address	City	Zip Code
Lake Cumberland ADD	Darryl McGaha	darryl@lcadd.org	270-866-4200	P.O. Box 1570	Russell Springs	42642
Lincoln Trail ADD	Wendell C. Lawrence	wendell@ltadd.org	270-769-2393	P.O. Box 604	Elizabethtown	42702-0604
Northern KY ADD	Lisa Cooper	lisa.cooper@nkadd.org	859-283-1885	22 Spiral Drive	Florence	41042
Pennyrile ADD	Jason Vincent	jason.vincent@ky.gov	270-886-9484	300 Hammond Drive	Hopkinsville	42240
Jennifer Beck-Walker, Executive Director	Jennifer Beck-Walker	jifer.beckwalker@purchaseadd	270-247-7171	P.O. Box 588	Mayfield	42066-0588
KY Council of ADDs	Darrell Link	dlink@kcadd.org	502-875-2515	501 Capital Avenue	Frankfort	40601

U.S. Department of Transportation

Federal Highway Administration1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000**Kentucky Division****Staff Directory****Kentucky Division
Federal Highway Administration**John C. Watts Federal Building
330 West Broadway
Frankfort, Kentucky 40601

Phone: (502) 223-6720

FAX: (502) 223-6735

Kentucky.FHWA@dot.gov**Office Of Division Administrator**

Thomas L. Nelson, Jr.	thomas.nelson@dot.gov	Division Administrator	(502) 223-6720
David Whitworth	david.whitworth@dot.gov	Acting Assistant Division Administrator (thru 5/31/18)	(502) 223-6741
Steve Mills	steve.mills@dot.gov	Assistant Division Administrator	(502) 223-6723
VACANT		Administrative Assistant	(502) 223-6760
Camille Robinson	camille.robinson@dot.gov	Equal Opportunity Specialist	(502) 223-6743
Andrea Kirk	andrea.kirk@dot.gov	Program Management Analyst	(502) 223-6759

Project Delivery Team

Michael Loyselle	michael.loyselle@dot.gov	Acting Team Lead (thru 5/31/18)	(502) 223-6748
Dana Robbins	dana.robbins@dot.gov	Civil Engineer - Highway	(502) 223-6757
Ryan Tenges	ryan.tenges@dot.gov	Civil Engineer - Highway	(502) 223-6750
VACANT		Civil Engineer - Highway	(502) 223-6749
Evan Dick	evan.dick@dot.gov	Civil Engineer - Structures	(502) 223-9763

Program Delivery Team

John Ballantyne	john.ballantyne@dot.gov	Transportation Specialist - Team Leader	(502) 223-6747
Darrin Grenfell	darrin.grenfell@dot.gov	Pavement & Materials Engineer	(502) 223-6727
Bernadette Dupont	bernadette.dupont@dot.gov	Transportation Specialist	(502) 223-6729
Eric Rothermel	eric.rothermel@dot.gov	Environmental Protection Specialist	(502) 223-6742
Tony Young	tony.young@dot.gov	Highway Safety Specialist	(502) 223-6751

Financial Management Team

Steven Jacobs	steven.jacobs@dot.gov	Finance Manager	(502) 223-6731
Keenan Clarke	keenan.clarke@dot.gov	Financial Specialist	(502) 223-6752
VACANT		Financial Specialist	(502) 223-6730

On Special Assignment

Steve Mills (ADA)	steve.mills@dot.gov	Major Projects Team, HQ - thru 5/31/18	(502)223-6723
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Page last modified on April 30, 2018

June 1, 2018

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

330 W. Broadway, Suite 124

Frankfort, Kentucky

<u>Employee, Title</u>	<u>Email Address</u>	<u>Office Phone</u>	<u>Cell Phone</u>
Linda Goodman, Division Administrator	linda.goodman@dot.gov	502-223-6768	502-330-6974
Sean Anderson, Federal Program Specialist	sean.anderson@dot.gov	502-223-6766	502-330-6973
Vacant State Program Specialist			
Lolita Kendrick, Safety Investigator	Lolita.Kendrick@dot.gov	502-223-6774	502-631-3927
William Rein, Safety Investigator	william.rein@dot.gov	502-223-6776	502-395-1129
P. Michael Stewart, Safety Investigator	paul.stewart@dot.gov	502-223-6772	502-395-2648
Serena Shelton, Transportation Assistant	serena.shelton@dot.gov	502-223-6769	

APPENDIX E

EASTERN FEDERAL LANDS PROJECTS



FY2018-FY2021 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 18-Dec-17

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Kentucky													
KY_ERFO_FS_2016-1(1)	2019	KY	Menfee	Daniel Boone National Forest	ERFO landslide and drainage repairs on Daniel Boone National Forest.	LSR	ERFO	\$491,332.00	Title 23	EFLHD	Planned	KY-06	USFS_R8
MACA_15(3)	2019	KY	Edmonson	Mammoth Cave National Park	Reconstruct Brownsville Rd RT 015 Sloan's Crossing	3RH	FLTP	\$2,712,498.00	Title 23	EFLHD	Planned	KY-02	NPS_SE
NP_MACA_13(1)_14(2)	2019	KY	Shelby	Mammoth Cave National Park	Parks western Boundary Green River Ferry Crossing Roads.	MISC	REIMB	\$340,000.00	Other	EFLHD	Planned	KY-02	NPS_SE
NP_MACA_PMS_FY20(1)	2020	KY	Shelby	Mammoth Cave National Park	Preventive Maintenance to the Traffic Surface of the Mammoth Cave Parkway and Parking Locations	1R	FLTP	\$548,210.00	Title 23	EFLHD	Planned	KY-02	NPS_SE

