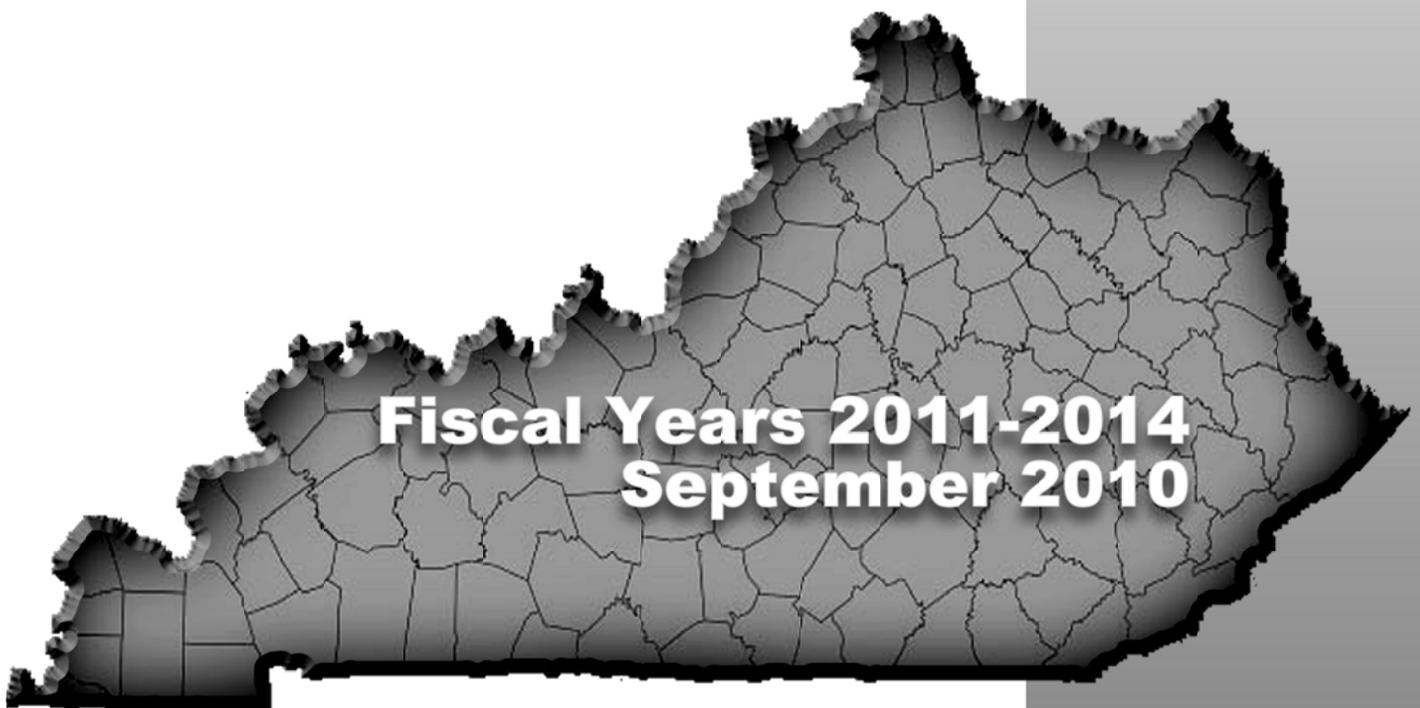


# KENTUCKY

## Statewide Transportation Improvement Program

# (STIP)



**Fiscal Years 2011-2014**  
**September 2010**



**Steven L. Beshear**  
**Governor**

Commonwealth of Kentucky

**Michael W. Hancock**  
**Secretary**

Kentucky Transportation Cabinet



**U.S. Department of Transportation**

**Federal Highway Administration**  
Kentucky Division  
330 W. Broadway  
Frankfort, KY 40601

**Federal Transit Administration**  
Region IV  
61 Forsyth St., SW, Suite 17T50  
Atlanta, GA 30303

September 9, 2010

Mr. Michael W. Hancock, PE  
Secretary  
Kentucky Transportation Cabinet  
200 Mero Street, Room 613  
Frankfort, Kentucky 40622

Dear Mr. Hancock:

**Subject: 2011-2014 Statewide Transportation Improvement Program (STIP) Approval and Planning Finding**

In accordance with 23 CFR 450.220, the Federal Highway Administration and the Federal Transit Administration have reviewed the FY 2011-2014 Statewide Transportation Improvement Program (STIP). We would like to take this opportunity to comment on the State's transportation planning process. These observations form the basis for this STIP approval.

- The Transportation Cabinet uses 15 Area Development Districts (ADDs) very effectively in acquiring public input into the planning process. The ADDs assure that people in the rural areas of the State have an opportunity to voice their opinions on transportation matters. This includes extensive public involvement efforts to reach minority and underserved population.
- The Cabinet organized regular meetings with the Metropolitan Planning Organizations (MPOs) and ADDs. We think that these meetings provide an excellent forum for the exchange of information and to insure appropriate coordination of planning efforts.
- The Transportation Cabinet has published a Statewide Transportation Planning Program Rural Consultation Report that outlines the planning process and the interaction of the ADDs, MPOs and statewide local officials. This document outlines in detail the ongoing concentrated effort in soliciting input from mayors, county judge executives, and other local officials to develop the Six Year Plan and the resulting Statewide Transportation Plan (STP) and the STIP.
- The Cabinet has regular meetings with the State Air Quality Planning Agency. These meetings have proved to be invaluable in assisting both agencies in understanding each other's position in dealing with the complexities of transportation air quality conformity issues.



- The STIP is fiscally constrained based on reasonable estimates of federal funding. The STIP recognizes that there are several mega-projects that require detailed financial plans prior to advancement. Several efforts are commendable including an improved Apportionments Versus Planned Obligations table that helps explain the Kentucky planned federal-aid program. A tracking table of all STIP projects with approval dates will be maintained and improve stakeholder understanding of the connection between project planning and implementation.

Because of the above comments, our certification reviews, your self-certification statements, and our regular contacts with the MPO and Cabinet planning activities we find that the STIP was developed through a planning process that substantially meets the requirements of 23 USC 134 and 135 and 49 USC 5303-5305.



Yvette G. Taylor  
Regional Administrator  
Federal Transit Administration



José M. Sepúlveda  
Division Administrator  
Federal Highway Administration



## TRANSPORTATION CABINET

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

**Steven L. Beshear**  
Governor

**Michael W. Hancock, P.E.**  
Secretary

September 2, 2010

Mr. Jose Sepulveda  
FHWA Division Administrator  
330 West Broadway  
Frankfort, KY 40601

Dear Mr. Sepulveda:

As per our September 1, 2010, meeting with FHWA, we have finalized the Kentucky Transportation Cabinet's Fiscal Years 2011-2014 Statewide Transportation Improvement Program (STIP) for your approval. The STIP is mandated by the federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Congressional Act authorizing ongoing federal-aid transportation programs.

The STIP contains listings of projects within the 120 Kentucky counties and the District 99 ZVarious funding categories. The identified STIP projects located within Metropolitan Planning Organizations (MPO) areas provides the entire listing of statewide and MPO transportation projects within the Commonwealth of Kentucky. However, the projects located within a MPO designated area and not identified within the current MPO's TIP will be processed through the corresponding MPO's TIP amendment process. Upon completion of the MPO TIP amendment, the amendment will be amended into the STIP 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 2011-2014 Statewide Transportation Improvement Program (STIP).

Sincerely,

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

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

RBR:SLC

c: Mike Hancock, Secretary  
Steve Waddle, State Highway Engineer



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# **Kentucky's**

## **Statewide Transportation Improvement Program for FY 2011-2014**

The Kentucky General Assembly approved the enactment of House Bill 3 and House Bill 4 during the May 2010 Extraordinary Session of the 2010 General Assembly. House Bill 3 is the approval of the Kentucky Transportation Cabinet's FY 2011 – FY 2012 Biennial Operating Budget and House Bill 4 is the approval of the 2010 Enacted Biennial Highway Plan. The Transportation Cabinet's overall transportation program contained within the FY 2011-2014 STIP is consistent with the state and federal revenue estimates and assumptions, and contains projects as identified within the 2010 Enacted Biennial Highway Plan.

<http://transportation.ky.gov/progmgmt/stip/stip2010.htm>

**CONTACT PERSON:** *Steve Waddle, P.E.*  
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*Department of Highways*  
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# Statewide Transportation Improvement Program for FY 2011-2014

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# STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM for FY 2011-2014

## I. Introduction

Section 6001 "Transportation Planning" of the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU) amended Section 134 "Metropolitan Transportation Planning" and Section 135 "Statewide Transportation Planning" of Title 23, United States Code. The amended language includes specific details pertaining to the development of transportation plans and transportation improvement programs within Metropolitan Planning Organization (MPO) areas, being an urbanized area with a population of more than 50,000 individuals, and development of the Statewide Transportation Plan (STP) and Statewide Transportation Improvement Program (STIP). In general, Congress continued the basic theme of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) that "it is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems, that will serve the mobility needs of people and freight and foster economic growth and development within and between states and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes." In an effort to ensure the development of effective and efficient transportation systems, SAFETEA-LU reemphasized the commitments within TEA-21 and ISTEA, and that each state undertakes a continuous planning process that considers all modes of transportation (including accessible pedestrian walkways and bicycle transportation facilities), integrates statewide and metropolitan planning initiatives, and utilizes management systems, comprehensive planning, and innovative financing mechanisms to the maximum extent possible to encourage and promote the safe and efficient management, operation, and development of surface transportation systems, that will serve the mobility needs of people and freight and foster economic growth and development within and between states and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes.

As required by SAFETEA-LU Section 6001, subsection 135, paragraph (g) (1), the STIP is to be submitted for approval by the states to the Secretary, USDOT, that covers a period of four years and to be updated every four 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 metropolitan planning organizations 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.

Kentucky submitted its first formal STIP document in 1992, only nine months after ISTEA became a law. Since that time, the Kentucky Transportation Cabinet (KYTC) has been working with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Metropolitan Planning Organizations (MPOs), Area Development Districts (ADDs), and local governmental units to define and strengthen the cooperative processes put into practice by ISTEA,

promoted in TEA-21, and further advocated in SAFETEA-LU. 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.

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 actually line-itemed into the state's enacted biennial budget. The STIP covers a period of four years (FY 2011-2014). The STIP contains federally-funded projects and state-funded projects that are regionally significant to meet air quality conformity requirements. These regionally significant projects will be state-funded priority projects.

As noted, the FY 2011-2014 STIP contains all the federally-funded scheduled projects, including projects within the MPO areas. The projects identified in the STIP that are located within the designated MPO areas for Louisville, Lexington, Northern Kentucky, Fort Campbell, Henderson, Owensboro, Ashland, Bowling Green, and Radcliff/Elizabethtown require MPO approval and inclusion in the respective Transportation Improvement Program (TIP) prior to project funding authorization. Projects not in the current TIP will be subject to approval and subsequent amendments or administrative modifications within the respective MPO TIP for each of these MPO areas.

The FY 2011-2014 STIP relies heavily upon the local MPO's efforts for the Louisville, Lexington, Northern Kentucky, Fort Campbell, Henderson, Owensboro, Ashland, Bowling Green, and Radcliff/Elizabethtown areas. The following TIPs are incorporated by reference into this document:

- Ashland FY 2009-2013 TIP; approved March 2009
- Henderson/Evansville FY 2010-2013 TIP; approved February 2010
- Oak Grove/Clarksville FY 2008-2011 TIP; approved January 2008
- Lexington FY 2010-2013 TIP; approved May 2009
- Louisville FY 2007-2011 TIP; approved July 2007
- Northern KY FY 2008-2011 TIP; approved July 2007
- Owensboro FY 2008-2013 TIP; approved July 2007
- Bowling Green FY 2007-2012 TIP; approved October 2007
- Radcliff/Elizabethtown FY 2009-2014 TIP; approved July 2009

When new TIPs are finalized or amended, they will individually be incorporated into the STIP document through the STIP amendment process by reference. 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 Section 307 of Title 23, United States Code, 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 of the Department. The KCTRP 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).

In addition to research developed in cooperation with the FHWA, the KCTRP performs other services for the KYTC on a nonparticipating basis. 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, was amended by SAFETEA-LU Section 6001; subsection 135, to include a number of elements which must be considered within a state's continuous transportation planning process. These elements were identified as factors which, when properly addressed, would 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 are 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. Antiharassment/Antidiscrimination
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

### 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. 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 the 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.

### 2. 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 at key decision points.

#### ADDs Public Involvement Process

The ADDs public involvement process is centered on the following major points.

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 World Wide Web as well as being 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 may be posted on the Internet. 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 different opinions and interests are continually incorporated into the transportation planning process.

### MPO Public Involvement Process

The MPO public involvement process is centered on the following major points.

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.

### KYTC Public Involvement Process

The KYTC public involvement process is centered on the following major points.

In carrying out the statewide transportation planning process, including development of the STP 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. As citizen concentrations are identified, the KYTC will include a process for seeking out and considering the needs of those traditionally underserved. The notices for public review and comments may be advertised within statewide, significant regional and demographically targeted newspapers as appropriate.

The notices for public review and comments may be advertised within statewide newspapers including the:

- Lexington-Herald Leader
- Louisville Courier-Journal
- Kentucky Enquirer
- Paducah Sun, and others as appropriate

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

Minority Newspapers

- Cincinnati Herald
- Key News Journal – Lexington
- Louisville Defender, and others as appropriate

Spanish Newspapers

- Al Día en America – Louisville
- La Jornada Latina – Cincinnati
- La Voz de Kentucky – Lexington, and 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.

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

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

KYTC Interested Parties, Public Involvement & Consultation Process Document

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 web site as part of the Cabinet’s commitment to the use of visualization techniques.

## New Statewide Transportation Plan (STP) or STIP

The formal STP document will cover a minimum 20-year planning horizon, and periodically the KYTC will evaluate, revise, and update the STP as appropriate. The MPOs Metropolitan Plans will be incorporated into the STP by reference. The formal STIP document 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. The MPOs TIPs will be incorporated into the STIP by reference to their specific federally-required documents.

To ensure that the public has ample opportunity to review and comment on the STP and STIP documents, the KYTC will allow a minimum of 30 calendar days for public review and written comments for each proposed new STP 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.

The Draft STP 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. A letter providing information on document availability 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 populations
- Any individuals who ask to be included on an official mailing list maintained by the KYTC

Public outreach will be considered in those instances where the complexity of the STP and STIP, or magnitude of public response indicates to the KYTC the need for additional public information.

The Draft STP or Draft STIP document will be posted to the KYTC web site. An electronically accessible format of the Draft STP and Draft STIP will be available to search and print as appropriate. An electronic process will be established for those reviewing the Draft STP and Draft STIP to submit electronically their comments and questions to the KYTC.

In reviewing a Draft STP or Draft STIP, the KYTC may 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 II – STIP Development, KYTC Interested Parties; the various state, federal, and local agencies are involved in the development process of the STP and STIP at key decision points throughout the entire process.

Review of the Draft STP 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 STP 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 STP 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.

For the STP, the following apply:

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

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 document will be made available to transit providers, FTA, USDA Forest Service, FHWA Eastern Federal Lands Highway Division, and other federal, regional, and state agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, and to any individuals who ask to be included on an official mailing list maintained by the KYTC. Also, the STIP final approved document will be posted on the KYTC web site.

### 3. Air Quality Considerations

#### Conformity

Projects contained in the FY 2011-2014 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 Environmental and Public Protection Cabinet’s Division for Air Quality (DAQ) pursuant to the Federal Clean Air Act. In the absence of a SIP, conformity requirements still apply. Transportation plans involving areas designated as “nonattainment” and “maintenance” are subject to a conformity analysis 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 urbanized areas, this conformity analysis is performed during the development and amendment processes of the urbanized area's metropolitan transportation plan. If found acceptable in this document, the project list of the shorter-range metropolitan area TIP must also be determined to be a subset of the transportation plan and in conformance with the SIP. STIP projects for rural "nonattainment" and "maintenance" areas must also be evaluated to demonstrate conformity. All plans, TIPs, and projects are evaluated as required for transportation conformity in each area. Once conformity has been evaluated, USDOT is able to make a conformity finding for each area and, ultimately, is able to approve the STIP. Additionally, project level conformity must be demonstrated (where "as needed" or "as required") to ensure that the project does not create, or contribute to, an air quality standard violation.

## Designations

The Kentucky counties of Boone, Kenton, and Campbell, are designated as "nonattainment" status for the 8-hour ozone standard. The Kentucky counties of Bullitt, Jefferson, Oldham, Boyd, and Christian Counties have been redesignated by EPA as "attainment with a maintenance plan" status for the 8-hour ozone standard. Additionally, Boyd, a portion of Lawrence, Boone, Kenton, Campbell, Jefferson, and Bullitt Counties are all designated as "nonattainment" for the fine particulate (PM 2.5) NAAQS. Muhlenberg County and a portion of Boyd County are designated as "attainment with a maintenance plan" status for SO<sub>2</sub>. As required, regional conformity for ozone and PM 2.5 has been demonstrated for the metropolitan planning areas of Clarksville-Hopkinsville (Christian County), Louisville (Bullitt, Jefferson, and Oldham Counties), Cincinnati-Hamilton (Boone, Campbell, and Kenton Counties), and Huntington-Ashland (Boyd County). The KYTC has shown conformity for these areas as required for the current 8-hour ozone standard and for the existing PM 2.5 standard, and through subsequent MPO TIP/LRTP amendments and updates.

## Responsibilities

A conformity determination is required for the long-range transportation plans from each of these designated areas prior to the authorization of any federally-funded projects to ensure that air quality will not be adversely affected for the criteria pollutants (i.e., no increase in carbon monoxide, volatile organic compounds (VOCs), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), or particulate matter (PM)). For nonattainment or maintenance areas within or including an MPO area, the MPO is responsible for the conformity analysis. Currently, all these areas in Kentucky have a conforming long-range plan. For rural nonattainment or maintenance areas, the KYTC Division of Planning is responsible for the conformity analysis. The Jefferson County Air Pollution Control District performs the air quality evaluation of the Louisville MPO Metropolitan Plan. The Division of Air Quality and U.S. Environmental Protection Agency evaluate each conformity analysis and the U.S. Department of Transportation makes the conformity determination. SIP conformity documentation is incorporated by reference into the STIP as the individual TIP updates are amended into the STIP. (See Appendix A, Exhibit A-4 for air quality conformity letters). Project level conformity is the responsibility of the KYTC's Division of Environmental Analysis.

#### 4. Congestion Mitigation and Air Quality Improvement Program

The FY 2011-2014 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. The FHWA and the FTA have set 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. If the proposed project is located within an urbanized area, the sponsor submits applications to the MPO for their prioritization. The sponsor forwards the applications to the KYTC's Office of Local Programs. The KYTC forwards proposed project applications to the Kentucky Division for Air Quality for review and comment, and selects projects to be funded as CMAQ funding is available. The FHWA reviews the projects for an eligibility determination and the KYTC is responsible for the disbursement and management of the CMAQ funds. Applications are accepted February 1 through March 31 and project announcements are made from June 1 through July 1. However, this schedule may vary depending upon the availability of federal CMAQ funding. CMAQ projects are listed in Appendix A, Exhibit A-8.

#### 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. The FY 2011-2014 STIP Fiscal Balance Worksheets (Table 1, pages 16 and 17) show anticipated funding levels (existing and projected federal fund apportionments) and compares them against planned outlays (obligations) for each of the next four fiscal years. The FY 2011-2014 STIP federal funding level forecasts are based on SAFETEA-LU and continuing resolutions enacted by Congress for extending the current Transportation Act. SAFETEA-LU was enacted by the United States Congress in 2005 and provided identified levels of funding dedicated to each state through 2009, and have been extended through December 31, 2010. These state-specific levels of funding are broken down into individual program funding categories as determined by SAFETEA-LU's application to Federal Highway Trust Fund formulas. For the purposes of this edition of the 2010 STIP, the funding levels for FY 2011 through FY 2014 are straight-line projections equivalent to those for FY 2010, as per the Congressional resolutions for extending SAFETEA-LU.

Kentucky's federal highway program will be largely matched with "toll credits" with the only exception being the Appalachian Development Program (APD). The APD funding requires 20 percent state matching funds, and the use of toll credits is not eligible for providing the required matching funds associated with the APD 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 "SP" projects, yielding increased cash management controls.

The federal funding target amounts used to fiscally balance the FY 2011-2014 STIP, based upon projected estimated apportionments of category-by-category federal funding expectations of total federal-aid dollars available during Fiscal Years 2011 through 2014, is anticipated to be approximately \$2.5 billion. Adding the carry-over federal funding from FY 2010, the total revenue expectation that supports projects in this edition of the 2010 STIP is approximately \$3.1 billion. 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 Cabinet to deliver planned federal-aid highway projects. Therefore, end of fiscal year "fiscal constraint" recalculations are conducted within each of the STIP funding programs to compare the federal funding obligations to the planned obligations for the current fiscal year, to assure that the federal program is "fiscally-constrained."

It is important to note that Kentucky oftentimes utilizes federal prefinancing provisions in programming federal funding through the FHWA, defined as Advance Construction (AC). The federal prefinancing 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 obligation of current apportionments and obligation authority of federal-aid highway funds. By using the AC funding mechanism, Kentucky has maximized its ability to return federal dollars to the state more quickly, while at the same time accelerating many federal highway projects. Federal AC prefinancing requires that the state Road Fund keep approximately \$50 million on hand to cover the advance state fund outlays in support of the federal program acceleration. Kentucky's current AC total is approximately \$56 million. Kentucky's goal is to maintain the federal-aid highway funding prefinancing AC totals to less than \$350 million in federally-funded projects. Prefinancing AC totals range between \$50 million to \$350 million in federally-funded projects, supported by funding from the state Road Fund cash for associated project billings until the federal share of these costs can be billed to the federal government. The Cabinet continually monitors the "net cash balance" of these federal AC prefinanced projects, and these results are included within the month-to-month consideration of this federal program's flexibility in the overall cash flow management procedures of the state and federally-funded programs.

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 (2) US 68/KY 80 bridges

over Kentucky Lake and Lake Barkley was made available within House Bill 3. Thus, 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 project is shown under the "ZVarious" County item numbers as follows:

| <b>"PROJECTED DEBT SERVICE ( in millions)"</b>                                   |                |                |                |                |              |
|----------------------------------------------------------------------------------|----------------|----------------|----------------|----------------|--------------|
| <b>GARVEE PROJECT</b>                                                            | <b>FY 2011</b> | <b>FY 2012</b> | <b>FY 2013</b> | <b>FY 2014</b> | <b>TOTAL</b> |
| Interstate 65 Widening<br>ZVarious 99-9065 Series                                | 21             | 21             | 21             | 21             | 84           |
| Interstate 75 Widening<br>ZVarious 99-9075 Series                                | 20             | 20             | 20             | 20             | 80           |
| Interstate 64 Widening<br>ZVarious 99-9064 Series                                | 4              | 4              | 4              | 4              | 16           |
| Louisville Bridges Project<br>ZVarious 99-9659 Series                            | 4              | 21             | 21             | 21             | 67           |
| US 68/KY 80 Lake Barkley<br>and Kentucky Lake Bridges<br>ZVarious 99-9068 Series | 0              | 0              | 35             | 35             | 70           |
| <b>TOTALS</b>                                                                    | <b>49</b>      | <b>66</b>      | <b>101</b>     | <b>101</b>     | <b>317</b>   |

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 the 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 the 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 IM, NH, STP, and Bridge 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 debt service funding will be matched with toll credits.

As noted, the list of projects within the 2010 STIP includes federally-funded projects and only the state-funded projects that are regionally significant to meet 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 Transportation Improvement Program (TIP) and subsequent amendments for each of these MPO areas. In addition, like the 2010 STIP, in accordance with 23 CFR 450.324(e), the 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 MPOs 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.

Included within the listing of STIP projects are various phases of work for the Louisville Ohio River Bridges project. The Louisville Ohio River Bridges project has progressed to the point that substantial capital outlays will be required if the project is to continue forward to completion. The 2009 General Assembly, in special session, provided for the creation of a bi-state authority whose purpose is to develop a reasonable funding concept for the Louisville Ohio River Bridges project. The bi-state authority was created under Kentucky Revised Statute (KRS) 175B.030 and on March 25, 2010, Kentucky Governor Steve Beshear signed into law Senate Joint Resolution 169, pursuant to which the Kentucky General Assembly ratified the formation of the bi-state bridges authority. An Executive Order was issued by Indiana Governor Mitch Daniels for Indiana's participation in the bi-state authority for the Louisville Ohio River Bridges project.

In general terms, the Louisville and Southern Indiana Bridges Authority is an independent, bi-state governmental agency organized by the Commonwealth of Kentucky and the state of Indiana for the purpose of financing and constructing the Louisville Ohio River Bridges project. The authority's primary task at present is to develop an updated financial plan for the project. The authority operates in consultation with, but separately from, the project's bi-state management team. The authority is not charged with changing

the project's scope, which has already been established in a Federal Highways Record of Decision. The 2003 Record of Decision calls for building two bridges in the Louisville-Southern Indiana metro area and reconstructing the Kennedy Interchange (a.k.a. Spaghetti Junction) where interstates 64, 65, and 71 merge near downtown Louisville. The authority consists of 14 members from Indiana and Kentucky, with an equal number from each state. The seven Hoosier members were appointed by Indiana Governor Mitch Daniels, and three of the seven members from Kentucky were appointed by Kentucky Governor Steve Beshear. Louisville Mayor Jerry Abramson appointed the remaining four Kentucky members. These individuals come from diverse backgrounds and were selected for their leadership skills, experience, and community service. Each member serves without compensation for a term of two, three, or four years, depending on what was established at the time of his or her appointment.

As with any federally-funded project with total estimated cost exceeding \$100 million, federal-aid highway funding regulations requires the preparation of a financial plan for completion of the proposed project. The initial financial plan for the Louisville Ohio River Bridges project was approved by FHWA in 2008, but it is currently in the process of being updated. The bi-state authority statute contemplates the delivery of a financial plan that will specify the construction and financing parameters of the Louisville Ohio River Bridges project. The bridges authority is working on an updated financial plan that meets federal-aid highway funding regulations and is expected to make a submission of the updated financial plan before the end of calendar year 2010.

Upon completion and approval of the updated financial plan by FHWA, the updated financial plan will be submitted to the Kentucky Public Transportation Infrastructure Authority for approval. Upon approval by the Kentucky Public Transportation Infrastructure Authority, the bi-state authority statute contemplates that a development agreement may be entered into in order to establish the terms and conditions under which the Louisville Ohio River Bridges project will be completed and to define the responsibilities for the project's construction and operation. However, at this time, the bi-state authority's primary function is to deliver an updated financial plan for the Louisville Ohio River Bridges project in accordance with federal-aid highway funding regulations.

Much work is to be done to take advantage of this opportunity as the bi-state authority looks for innovative ways to generate the \$4.1 billion necessary to fund the Louisville Ohio River Bridges project. Kentucky's breakdown of the STIP funding for the Louisville Ohio River Bridges project phases includes traditional federal-aid funding, GARVEE bond funding, and "Innovative Financing" funding. The Innovative Financing funding for the Louisville Ohio River Bridges project is expected to be provided through funding concepts developed by the aforementioned bi-state authority.

As evidenced by Table 1, Kentucky's STIP is fiscally-constrained for the next four years. For informational purposes, the STIP also contains several state-funded (SP) projects, shown in Appendix A, Exhibit A-5 C, which are critical for SIP compliance and conformity determinations. Each of these SP projects will be given priority as future allocations of state highway program dollars are allocated.

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, or moneys 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 2010 Enacted Biennial Highway Plan as approved by the 2010 Kentucky General Assembly, unless Congress and the 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 2011-2014 STIP are federally-funded system preservation projects. In addition to the federally-funded system preservation projects, Table 1 contains a line-item outlining the FY 2011-2014 scheduled state funding 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 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**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET**  
**FY 2011-2014 PLANNED FEDERAL-AID PROGRAM**  
**APPORTIONMENTS VERSUS PLANNED OBLIGATIONS**

| ESTIMATED APPOINTMENTS (IN MILLIONS)                                                                       |                                                    |                                     |                                                                 |                   |                   |                        |                   |                        |                   |                        |                   |                         |
|------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-------------------------------------|-----------------------------------------------------------------|-------------------|-------------------|------------------------|-------------------|------------------------|-------------------|------------------------|-------------------|-------------------------|
| PROGRAM                                                                                                    | 2010 AVAILABLE CARRYOVER APPOINTMENTS (SEE NOTE 1) | 2010 CARRYOVER OBLIGATION AUTHORITY | ESTIMATED FY 2011 THRU FY 2014 YEARLY APPOINTMENTS (SEE NOTE 2) | FY 2011 CARRYOVER | FY 2011 CARRYOVER | FY 2012 PLUS CARRYOVER | FY 2012 CARRYOVER | FY 2013 PLUS CARRYOVER | FY 2013 CARRYOVER | FY 2014 PLUS CARRYOVER | FY 2014 CARRYOVER | TOTAL STIP APPOINTMENTS |
| <b>I. HIGHWAY FEDERAL FUNDS (Based on TEA.2.1)</b>                                                         |                                                    |                                     |                                                                 |                   |                   |                        |                   |                        |                   |                        |                   |                         |
| BRIDGE REPLACEMENT (BR)                                                                                    | 7                                                  | 0                                   | 78                                                              | 85                | 0                 | 78                     | 6                 | 83                     | 19                | 97                     | 36                | 317                     |
| CONGESTION MITIGATION (CM)                                                                                 | 29                                                 | 0                                   | 13                                                              | 42                | 3                 | 16                     | 3                 | 16                     | 3                 | 16                     | 3                 | 80                      |
| PLANNING (SPRPL)                                                                                           | 5                                                  | 0                                   | 10                                                              | 15                | 5                 | 15                     | 5                 | 15                     | 5                 | 15                     | 5                 | 45                      |
| INTERSTATE-INTERSTATE MAINTENANCE (IM)                                                                     | 0                                                  | 0                                   | 124                                                             | 124               | 0                 | 124                    | 33                | 157                    | 12                | 136                    | 45                | 494                     |
| NATIONAL HIGHWAYS (NH)                                                                                     | 0                                                  | 0                                   | 141                                                             | 141               | 0                 | 141                    | 0                 | 141                    | 0                 | 141                    | 72                | 563                     |
| SAFETY (SAF) PROGRAM                                                                                       | 39                                                 | 0                                   | 26                                                              | 65                | 12                | 38                     | 14                | 40                     | 15                | 41                     | 17                | 142                     |
| SURFACE TRANSPORTATION                                                                                     |                                                    |                                     |                                                                 |                   |                   |                        |                   |                        |                   |                        |                   |                         |
| (Include Statewide STP, Dedicated STP within MPO Areas, and Transportation Enhancement (TE), (SEE NOTE 3)) |                                                    |                                     |                                                                 |                   |                   |                        |                   |                        |                   |                        |                   |                         |
| FEDERAL DEMONSTRATION PROJECTS                                                                             | 172                                                | 0                                   | 185                                                             | 357               | 0                 | 185                    | 0                 | 185                    | 0                 | 185                    | 67                | 910                     |
| FEDERAL DISCRETIONARY PROJECTS (K70)                                                                       | 135                                                | 135                                 | 0                                                               | 135               | 1                 | 1                      | 0                 | 0                      | 0                 | 0                      | 0                 | 135                     |
| FOREST HIGHWAY PUBLIC LANDS (FH)                                                                           | 1                                                  | 0                                   | 1                                                               | 1                 | 0                 | 1                      | 0                 | 1                      | 0                 | 1                      | 0                 | 3                       |
| APPALACHIAN DEVELOPMENT (ADP) (20% State Match Required)                                                   | 243                                                | 186                                 | 39                                                              | 287               | 92                | 131                    | 72                | 111                    | 84                | 123                    | 60                | 405                     |
| <b>SUBTOTALS - HIGHWAY FEDERAL FUNDS*</b>                                                                  | <b>684</b>                                         | <b>365</b>                          | <b>615</b>                                                      | <b>1,299</b>      | <b>113</b>        | <b>728</b>             | <b>132</b>        | <b>747</b>             | <b>168</b>        | <b>753</b>             | <b>305</b>        | <b>3,143</b>            |
| II. GARVEE BONDS (GVI, GVA, GVR) AND INNOVATIVE FINANCE (IF)                                               |                                                    |                                     |                                                                 |                   |                   |                        |                   |                        |                   |                        |                   |                         |
| GARVEE BONDS (GVI, GVA, GVR)                                                                               | 0                                                  | 0                                   | 0                                                               | 561               | 266               | 266                    | 61                | 61                     | 0                 | 0                      | 0                 | 561                     |
| INNOVATIVE FINANCE (IF)                                                                                    | 0                                                  | 0                                   | 0                                                               | 0                 | 0                 | 133                    | 0                 | 0                      | 0                 | 0                      | 0                 | 133                     |
| <b>SUBTOTALS GARVEE BONDS AND INNOVATIVE FINANCE</b>                                                       | <b>0</b>                                           | <b>0</b>                            | <b>0</b>                                                        | <b>561</b>        | <b>266</b>        | <b>399</b>             | <b>61</b>         | <b>61</b>              | <b>0</b>          | <b>0</b>               | <b>0</b>          | <b>694</b>              |
| III. STATE FUNDS (SP OR BP)                                                                                |                                                    |                                     |                                                                 |                   |                   |                        |                   |                        |                   |                        |                   |                         |
| STATE CONSTRUCTION FUNDS (SP or BP)                                                                        | 0                                                  | 0                                   | 0                                                               | 612               | 0                 | 325                    | 0                 | 0                      | 0                 | 0                      | 0                 | 837                     |
| STATE MATCHING FUNDS (SEE NOTE 4)                                                                          | 0                                                  | 0                                   | 0                                                               | 7                 | 0                 | 15                     | 0                 | 7                      | 0                 | 16                     | 0                 | 87                      |
| STATE FUNDED OPERATIONS AND MAINTENANCE PROGRAM                                                            | 0                                                  | 0                                   | 0                                                               | 323               | 0                 | 323                    | 0                 | 323                    | 0                 | 323                    | 0                 | 1,292                   |
| <b>SUBTOTALS STATE FUNDS TOTALS</b>                                                                        | <b>0</b>                                           | <b>0</b>                            | <b>0</b>                                                        | <b>884</b>        | <b>0</b>          | <b>663</b>             | <b>0</b>          | <b>330</b>             | <b>0</b>          | <b>339</b>             | <b>0</b>          | <b>2,216</b>            |
| <b>HIGHWAY FUNDING TOTALS</b>                                                                              | <b>684</b>                                         |                                     | <b>615</b>                                                      | <b>2,744</b>      |                   | <b>1,789</b>           |                   | <b>1,138</b>           |                   | <b>1,092</b>           |                   | <b>6,052</b>            |
| <b>IV. FEDERAL TRANSIT STATE ASSISTANCE</b>                                                                |                                                    |                                     |                                                                 |                   |                   |                        |                   |                        |                   |                        |                   |                         |
| SECTION 5311 RURAL TRANSPORTATION                                                                          |                                                    |                                     |                                                                 | 13                |                   | 14                     |                   | 14                     |                   | 15                     |                   | 56                      |
| SECTION 5310 SPECIALIZED PROGRAMS                                                                          |                                                    |                                     |                                                                 | 2                 |                   | 2                      |                   | 2                      |                   | 3                      |                   | 9                       |
| KENTUCKY SECTION 5307                                                                                      |                                                    |                                     |                                                                 | 40                |                   | 42                     |                   | 44                     |                   | 46                     |                   | 173                     |
| PUBLIC TRANSIT CAPITAL DISCRETIONARY                                                                       |                                                    |                                     |                                                                 | 18                |                   | 0                      |                   | 0                      |                   | 0                      |                   | 18                      |
| <b>SUBTOTALS "TRANSIT FEDERAL FUNDS"</b>                                                                   |                                                    |                                     |                                                                 | <b>73</b>         |                   | <b>58</b>              |                   | <b>61</b>              |                   | <b>64</b>              |                   | <b>256</b>              |
| SECTION 5311 (STATE FUNDING)                                                                               |                                                    |                                     |                                                                 | 0                 |                   | 0                      |                   | 0                      |                   | 0                      |                   | 0                       |
| SECTION 5311 (LOCAL FUNDING)                                                                               |                                                    |                                     |                                                                 | 12                |                   | 13                     |                   | 13                     |                   | 14                     |                   | 52                      |
| SECTION 5311 (CONREV & FAREBOX FUNDING)                                                                    |                                                    |                                     |                                                                 | 63                |                   | 67                     |                   | 70                     |                   | 73                     |                   | 273                     |
| SECTION 5310 (STATE FUNDING)                                                                               |                                                    |                                     |                                                                 | 0.3               |                   | 0.3                    |                   | 0.3                    |                   | 0.3                    |                   | 1                       |
| SECTION 5310 (LOCAL FUNDING)                                                                               |                                                    |                                     |                                                                 | 0.3               |                   | 0.3                    |                   | 0.3                    |                   | 0.3                    |                   | 1                       |
| SECTION 5307 (LOCAL FUNDING)                                                                               |                                                    |                                     |                                                                 | 10                |                   | 11                     |                   | 11                     |                   | 12                     |                   | 43                      |
| PUBLIC TRANSIT CAPITAL DISCRETIONARY (STATE MATCH)                                                         |                                                    |                                     |                                                                 | 0                 |                   | 0                      |                   | 0                      |                   | 0                      |                   | 0                       |
| PUBLIC TRANSIT CAPITAL DISCRETIONARY (LOCAL MATCH)                                                         |                                                    |                                     |                                                                 | 5                 |                   | 5                      |                   | 5                      |                   | 5                      |                   | 5                       |
| <b>SUBTOTALS "NON-FEDERAL TRANSIT FUNDS"</b>                                                               |                                                    |                                     |                                                                 | <b>91</b>         |                   | <b>90</b>              |                   | <b>95</b>              |                   | <b>100</b>             |                   | <b>375</b>              |
| <b>TRANSIT FUNDING TOTALS</b>                                                                              |                                                    |                                     |                                                                 | <b>164</b>        |                   | <b>148</b>             |                   | <b>156</b>             |                   | <b>164</b>             |                   | <b>632</b>              |

TABLE 1

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET  
 FY 2011-2014 PLANNED FEDERAL-AID PROGRAM  
 APPORTIONMENTS VERSUS PLANNED OBLIGATIONS

| PROGRAM                                                                                            | PROJECTED END OF<br>CONSTRUCTION<br>OBLIGATIONS<br>(SEE NOTES) | FY 2011<br>PLANNED<br>OBLIGATIONS | END OF FY<br>2011<br>PROJECTED<br>AC | FY 2012<br>PLANNED<br>OBLIGATIONS | END OF FY 2012<br>PROJECTED AC | FY 2013<br>PLANNED<br>OBLIGATIONS | END OF FY 2013<br>PROJECTED AC | FY 2014<br>PLANNED<br>OBLIGATIONS | END OF FY 2014<br>PROJECTED AC | COMBINED AC TOTALS<br>FY 2010 THRU<br>FY 2014 | COMBINED<br>APPORTIONMENTS<br>AVAILABLE FOR AC<br>CONVERSION<br>FY 2010 THRU FY 2014 | PROJECTED AC TOTALS<br>AT END OF FY 2014 | PLANNED STIP<br>OBLIGATIONS | END OF<br>OBLIGATIONS TO<br>APPORTIONMENTS |
|----------------------------------------------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------|--------------------------------------|-----------------------------------|--------------------------------|-----------------------------------|--------------------------------|-----------------------------------|--------------------------------|-----------------------------------------------|--------------------------------------------------------------------------------------|------------------------------------------|-----------------------------|--------------------------------------------|
|                                                                                                    |                                                                |                                   |                                      |                                   |                                |                                   |                                |                                   |                                |                                               |                                                                                      |                                          |                             |                                            |
| II HIGHWAY FEDERAL FUNDS                                                                           | (60)                                                           | 155                               | 60                                   | 72                                | 0                              | 63                                | 0                              | 61                                | 0                              | 60                                            | 35                                                                                   | (24)                                     | 231                         | 1.00                                       |
| CONSTRUCTION INITIATION (COV)                                                                      | 0                                                              | 39                                | 0                                    | 43                                | 0                              | 43                                | 0                              | 43                                | 0                              | 0                                             | 0                                                                                    | 0                                        | 78                          | 0.97                                       |
| PLANNING (SPRAL)                                                                                   | (4)                                                            | 40                                | 0                                    | 40                                | 0                              | 40                                | 0                              | 40                                | 0                              | 44                                            | 5                                                                                    | 0                                        | 40                          | 0.88                                       |
| INTERSTATE MAINTENANCE (IM)                                                                        | (46)                                                           | 213                               | (69)                                 | 90                                | 0                              | 145                               | 0                              | 91                                | 0                              | (137)                                         | 45                                                                                   | (82)                                     | 538                         | 1.09                                       |
| NATIONAL HIGHWAYS (NH)                                                                             | (14)                                                           | 288                               | (147)                                | 185                               | (44)                           | 175                               | (34)                           | 69                                | 0                              | (239)                                         | 72                                                                                   | (167)                                    | 746                         | 1.27                                       |
| SAFETY (SAP) PROGRAM                                                                               | (2)                                                            | 53                                | 0                                    | 24                                | 0                              | 24                                | 0                              | 24                                | 0                              | (2)                                           | 17                                                                                   | 0                                        | 425                         | 0.88                                       |
| (Includes State STIP, Included STIP, MPO Awar, and Transportation Enhancement (LEIS) (SEE NOTE 3)) | (28)                                                           | 302                               | (30)                                 | 191                               | (6)                            | 256                               | (71)                           | 118                               | 0                              | (141)                                         | 67                                                                                   | (74)                                     | 957                         | 1.05                                       |
| DEMO PROJECTS (DP)                                                                                 | 0                                                              | 134                               | 0                                    | 0                                 | 0                              | 0                                 | 0                              | 0                                 | 0                              | 0                                             | 0                                                                                    | 0                                        | 134                         | 0.99                                       |
| DEVELOPMENT (DEV)                                                                                  | 0                                                              | 4                                 | 0                                    | 0                                 | 0                              | 0                                 | 0                              | 0                                 | 0                              | 0                                             | 0                                                                                    | 0                                        | 4                           | 1.00                                       |
| FOREST HIGHWAY PUBLIC LANDS (FL)                                                                   | 0                                                              | 4                                 | 0                                    | 0                                 | 0                              | 0                                 | 0                              | 0                                 | 0                              | 0                                             | 0                                                                                    | 0                                        | 4                           | 1.00                                       |
| ALPACACHUA DEVELOPMENT (APD)                                                                       | 0                                                              | 105                               | 0                                    | 0                                 | 0                              | 27                                | 0                              | 63                                | 0                              | 0                                             | 60                                                                                   | 0                                        | 345                         | 0.83                                       |
| SUBTOTALS "HIGHWAY FEDERAL FUNDS"                                                                  | (105)                                                          | 1,508                             | (322)                                | 645                               | (50)                           | 713                               | (105)                          | 448                               | 0                              | (833)                                         | 305                                                                                  | (357)                                    | 3,314                       | 1.03                                       |
| III LARGE EMPLOYERS AND INNOVATIVE FINANCE (I)                                                     | 0                                                              | 295                               | 0                                    | 205                               | 0                              | 61                                | 0                              | 0                                 | 0                              | 0                                             | 0                                                                                    | 0                                        | 64                          | 1.00                                       |
| CHANGE CONTRACTORS (CC)                                                                            | 0                                                              | 0                                 | 0                                    | 133                               | 0                              | 0                                 | 0                              | 0                                 | 0                              | 0                                             | 0                                                                                    | 0                                        | 133                         | 1.00                                       |
| INNOVATIVE FINANCE (IF)                                                                            | 0                                                              | 295                               | 0                                    | 72                                | 0                              | 61                                | 0                              | 0                                 | 0                              | 0                                             | 0                                                                                    | 0                                        | 64                          | 1.00                                       |
| SUBTOTALS "LARGE EMPLOYERS AND INNOVATIVE FINANCE"                                                 | 0                                                              | 295                               | 0                                    | 330                               | 0                              | 61                                | 0                              | 0                                 | 0                              | 0                                             | 0                                                                                    | 0                                        | 64                          | 1.00                                       |
| IV STATE FUNDS (S)                                                                                 | 0                                                              | 437                               | 0                                    | 356                               | 0                              | 0                                 | 0                              | 0                                 | 0                              | 0                                             | 0                                                                                    | 0                                        | 751                         | 0.95                                       |
| NON-EMPH STATE FUNDED PROJECTS                                                                     | 0                                                              | 49                                | 0                                    | 15                                | 0                              | 7                                 | 0                              | 16                                | 0                              | 0                                             | 0                                                                                    | 0                                        | 87                          | 1.00                                       |
| STATE MATCHING FUNDS                                                                               | 0                                                              | 323                               | 0                                    | 323                               | 0                              | 300                               | 0                              | 338                               | 0                              | 0                                             | 0                                                                                    | 0                                        | 1,292                       | 1.00                                       |
| STATE FUNDED OPERATIONS AND MAINTENANCE PROGRAM                                                    | 0                                                              | 869                               | 0                                    | 684                               | 0                              | 500                               | 0                              | 338                               | 0                              | 0                                             | 0                                                                                    | 0                                        | 2,472                       | 0.98                                       |
| SUBTOTALS "STATE FUNDS"                                                                            | 0                                                              | 869                               | 0                                    | 684                               | 0                              | 500                               | 0                              | 338                               | 0                              | 0                                             | 0                                                                                    | 0                                        | 2,472                       | 0.98                                       |
| HIGHWAY FUNDING OBLIGATION TOTALS                                                                  | (105)                                                          | 2,317                             | 4,330                                | 1,033                             | 1,033                          | 787                               | 787                            | 787                               | 1,033                          | 6,100                                         | 6,100                                                                                | 6,100                                    | 6,100                       | 1.00                                       |
| IV FEDERAL TRANSIT/STATE ASSISTANCE                                                                |                                                                |                                   |                                      |                                   |                                |                                   |                                |                                   |                                |                                               |                                                                                      |                                          |                             |                                            |
| SECTION 5311 RURAL TRANSPORTATION                                                                  |                                                                | 13.0                              |                                      | 13.7                              |                                | 14.3                              |                                | 15.1                              |                                | 13.7                                          |                                                                                      |                                          | 56.1                        | 1.00                                       |
| SECTION 5310 SPECIAL REE PROGRAMS                                                                  |                                                                | 2.0                               |                                      | 2.3                               |                                | 2.4                               |                                | 2.5                               |                                | 2.4                                           |                                                                                      |                                          | 9.2                         | 1.00                                       |
| KENTUCKY SECTION 5307                                                                              |                                                                | 40.1                              |                                      | 42.1                              |                                | 44.2                              |                                | 46.4                              |                                | 44.2                                          |                                                                                      |                                          | 172.8                       | 1.00                                       |
| PUBLIC TRANSIT CAPITAL DISCRETIONARY                                                               |                                                                | 82.2                              |                                      | 0.0                               |                                | 0.0                               |                                | 0.0                               |                                | 0.0                                           |                                                                                      |                                          | 82.2                        | 1.00                                       |
| SUBTOTALS "TRANSIT FEDERAL FUNDING OBLIGATIONS"                                                    |                                                                | 74.3                              |                                      | 58.1                              |                                | 60.9                              |                                | 64.0                              |                                | 60.3                                          |                                                                                      |                                          | 266.3                       | 1.00                                       |
| SECTION 5311 (STATE FUNDING)                                                                       |                                                                | 0.0                               |                                      | 0.0                               |                                | 0.0                               |                                | 0.0                               |                                | 0.0                                           |                                                                                      |                                          | 0.0                         | 0.00                                       |
| SECTION 5311 (LOCAL FUNDING)                                                                       |                                                                | 12.1                              |                                      | 12.7                              |                                | 13.4                              |                                | 14.0                              |                                | 12.7                                          |                                                                                      |                                          | 52.2                        | 1.00                                       |
| SECTION 5311 (CONREY & PARBOK FUNDING)                                                             |                                                                | 63.3                              |                                      | 68.5                              |                                | 69.8                              |                                | 73.3                              |                                | 64.1                                          |                                                                                      |                                          | 222.9                       | 1.00                                       |
| SECTION 5310 (STATE FUNDING)                                                                       |                                                                | 0.3                               |                                      | 0.3                               |                                | 0.3                               |                                | 0.3                               |                                | 0.3                                           |                                                                                      |                                          | 1.2                         | 1.00                                       |
| SECTION 5310 (LOCAL FUNDING)                                                                       |                                                                | 0.3                               |                                      | 0.3                               |                                | 0.3                               |                                | 0.3                               |                                | 0.3                                           |                                                                                      |                                          | 1.2                         | 1.00                                       |
| SECTION 5307 (STATE FUNDING)                                                                       |                                                                | 10.0                              |                                      | 8.5                               |                                | 11.0                              |                                | 11.6                              |                                | 10.0                                          |                                                                                      |                                          | 45.1                        | 1.00                                       |
| SECTION 5307 (LOCAL FUNDING)                                                                       |                                                                | 0.0                               |                                      | 0.0                               |                                | 0.0                               |                                | 0.0                               |                                | 0.0                                           |                                                                                      |                                          | 0.0                         | 0.00                                       |
| PUBLIC TRANSIT CAPITAL DISCRETIONARY (STATE ASSISTANCE)                                            |                                                                | 0.0                               |                                      | 0.0                               |                                | 0.0                               |                                | 0.0                               |                                | 0.0                                           |                                                                                      |                                          | 0.0                         | 0.00                                       |
| SUBTOTALS "NEW FEDERAL TRANSIT FUNDING OBLIGATIONS"                                                |                                                                | 74.3                              |                                      | 60.3                              |                                | 61.9                              |                                | 64.6                              |                                | 60.3                                          |                                                                                      |                                          | 266.2                       | 1.00                                       |
| TRANSIT FUNDING OBLIGATION TOTALS                                                                  |                                                                | 183.9                             |                                      | 188.4                             |                                | 165.7                             |                                | 183.5                             |                                | 183.5                                         |                                                                                      |                                          | 631.5                       | 1.00                                       |

NOTES FOR ITEMS WITHIN FY 2011 - 2014 STIP FISCAL BALANCE SHEET

- (1) THE APPORTIONMENT BALANCES SHOWN ARE NOT INDICATIVE OF ACTUAL OBLIGATION AUTHORITY BALANCES. DUE TO FEDERAL LIMITATIONS, THE ACTUAL TOTAL OBLIGATION AUTHORITY BALANCE ENTERING FY 2011 FOR THE FEDERAL "FORMULA FUNDING PROGRAMS" WILL BE ZERO.
- (2) FEDERAL FUNDS FOR FY 2011, FY 2012, FY 2013, AND FY 2014 ARE BASED ON STRAIGHT LINE PROJECTION OF FY 2010 SAFETEA-LU'S APPORTIONMENT TABLES.
- (3) SURFACE TRANSPORTATION PROGRAM BALANCES INCLUDE MINIMUM GUARANTEE AND EQUITY BONUS LIMITATION ADJUSTMENT FUNDING. THE DEDICATED STIP FUNDING FOR SHM, 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 REQUIRED MATCHING FUNDS FOR FY 2011 THROUGH FY 2014 FUNDING, EXCEPT THE APD DESIGNATED FUNDING WHICH WILL BE MATCHED WITH 20 PERCENT STATE FUNDING. THE USE OF TOLL CREDITS INCREASES THE USE OF FEDERAL FUNDING CONTRIBUTION FROM 80/80 PERCENT TO 100 PERCENT OF PROGRAMMED COST. THIS, REDUCING THE AVAILABLE FEDERAL FUNDING ACCORDINGLY.
- (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. WHILE THE GOAL OF THE KYTC IS TO MAINTAIN A YEARLY TOTAL OF LESS THAN \$350 MILLION EACH FISCAL YEAR FOR "ADVANCE CONSTRUCTION", HOWEVER, THIS DEPENDS UPON SEVERAL FACTORS INCLUDING THE TIMING OF THE ACTUAL RELEASE OF FEDERAL FUNDED PROJECTS NEAR THE END OF THE FEDERAL FISCAL YEAR.

## 6. Revisions to the Statewide Transportation Plan (STP) or STIP

On various occasions revisions may be required to the STP or STIP. Revisions to a STP 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. The KYTC, FHWA, and FTA will utilize the applicable requirements and classifications of projects 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" to group projects 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.
- Program placeholders which include:
  - Congestion Mitigation and Air Quality (CMAQ) projects
  - Transportation Enhancement (TE) projects
  - High Cost Safety Improvement (HSIP-HCS) projects
  - Safe Routes to School (SRTS) projects

An administrative modification is a revision that does not require:

- Public review and comment.
- Redemonstration 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).
- The addition or deletion of projects, except those types of projects 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.

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. 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

ISTEA put into practice, TEA-21 promoted, and SAFETEA-LU further advocates that transportation-planning processes be broadened to include the intermodal aspects of the nation's transportation system. Each state is to (1) establish a statewide transportation planning process that considers all modes of transportation including the intermodal movement of people and goods, and (2) develop an intermodal management system that addresses the connections, choices, and cooperation between the various modes of transportation. 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 goods.

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 and MPOs, identifying and discussing intermodal issues through the statewide transportation planning meetings, the identification of intermodal access projects in the Unscheduled Projects List, 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. TEA-21 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.

SAFETEA-LU also mandated the specific listing of pedestrian walkways and bicycle transportation facilities for all projects using federal funds as well as adding a new stand-alone planning factor to “increase the security of the transportation system for motorized and non-motorized users.” The Cabinet is attempting to be “pre-compliant” with these SAFETEA-LU regulations to the extent practicable.

SAFETEA-LU outlines that each state carry out a statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will promote efficient system management and operation, and emphasize the preservation of the existing transportation system. In keeping with SAFETEA-LU, the KYTC mission is “to provide a safe, secure, and reliable highway system that ensures the efficient mobility of people and goods, 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 2010 Enacted Biennial Highway Plan and FY 2011-2014 STIP have been developed to support that goal.

## 1. Planned Highway Improvements

In developing the highway element of the FY 2011-2014 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 and produced the development of the Recommended FY 2010-2016 Highway Plan submitted to the Kentucky General Assembly in January 2010, and they approved Kentucky’s FY 2010-2012 Enacted Biennial Highway Plan in May 2010. The 2010 Enacted Biennial Highway Plan constitutes the primary basis for the federal-aid highway element of the FY 2011-2014 STIP; however, some STIP projects scheduled in FY 2013 and FY 2014 are projects that were scheduled in the 2009 Highway Plan as approved by the Kentucky General Assembly. Included within the 2010 Enacted Biennial 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 2010 Enacted Biennial Highway Plan are projects that are scheduled to use GARVEE Bond funding and Innovative Financing funding as described within STIP Development; Section 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 through MPO TIPs and long-range transportation plans, input from non-urban local officials and ADD transportation committees, small urban area transportation studies, consideration of comments from the general public, and 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 and highway programs.

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 on our highway system far outweigh our ability to meet them all. The KYTC is working to improve the evaluation of all 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 pulled from the Statewide Transportation Plan (STP) and from the MPO Metropolitan Transportation Plans (MTPs), to fill in gaps where federal and state funding could reasonably be expected during FY 2011-2014. By following this continuing process, the Cabinet's long-range planning efforts have served 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 2011-2014 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 2011-2014 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 6: Revisions to the STP or STIP, along with the STIP end of fiscal year "fiscal constraint" recalculations.

The listing of FY 2011-2014 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, or Economic Development as defined by the following definitions:

Safety: Providing for the safety and security of the motorists who travel Kentucky's highways is the KYTC's highest priority. The FY 2011-2014 STIP includes several programs of projects that serve to address the safety needs on Kentucky's highways. In accordance with SAFETEA-LU, 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 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 with which the public has entrusted to us.

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 2011-2014 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 2011-2014 STIP. Again, 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 71% of Kentucky's bridges are performing the function that they were designed to fulfill without presenting any particular problems. Of the remainder, 6% are classified as "structurally deficient" and 23% 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 handled 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 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: The economic development and highway congestion 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 choke the traffic-carrying capacity of our major roadways, and create safety issues and driver frustrations. 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 2011-2014 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.

## Highway Safety Improvement Program (HSIP)

### Hazard Elimination Program

The purpose of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in traffic fatalities and serious injuries on public roads. The HSIP will be conducted in accordance with regulations as outlined in the corresponding sections of SAFETEA-LU, Title 23.

Projects may be selected based on:

- (1) High collision locations
- (2) Scheduled resurfacing
- (3) Emphasis areas
- (4) Safety Corridors

High collision projects are evaluated for locations that have a documented crash history and have identified low-cost corrective countermeasures. Roads that are scheduled to be resurfaced are appraised for potential safety modification or safety improvements. Specific treatments, identified areas of interest, and other recognized programs are processed as emphasis area measures. Safety improvements, enhancements, or modifications can be identified on routes selected as safety corridors based on criteria developed by the Kentucky Transportation Center.

Projects meeting the program's requirements are submitted to the FHWA for review and approval into the program. Upon approval of the identified projects, funding for the projects are initiated based upon statewide priorities 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.

### High Risk Rural Roads Program

High Risk Rural Roads Program (HRRRP) is a set-aside provision of SAFETEA-LU Section 1401, which addresses the need to reduce fatalities on our rural roads. Roadways classified as rural major or minor collector or a rural local road on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway, or that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway are eligible for funding under the HRRRP. This program will follow the same processes as the Hazard Elimination Program.

## 2. 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 the Federal Highway Administration (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 SAFETEA-LU. Program areas are as follows:

- a. Impaired Driving
- b. Occupant Protection
- c. Police Traffic Services
- d. Planning and Administration
- e. Community Traffic Safety
- f. Motorcycle Safety
- g. Safety Communities
- h. Pedestrian and Bicycle Safety
- i. Crash Investigation
- j. Roadway Safety
- k. Traffic Records
- l. 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. The NHTSA provides federal funding that is then dispersed to various agencies based upon the identified problem areas. Two 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" and "Drunk Driving. Over the Limit. Under Arrest."

### Education – Drive Smart Kentucky!

The Drive Smart Kentucky Program was created in 1994 as the educational arm of the Cabinet's Drive Smart Safety Corridor Program. The Safety Corridor Program is a cooperative of the 4 Es of highway safety – engineering, education, enforcement, and emergency response. Funding for these programs has come primarily from FHWA. Drive Smart Kentucky 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. Vince and Larry (the crash dummies)
- b. Drive Smart Kentucky Bear
- c. Guest Speakers
- d. Ghost Out
- e. Mock Crash
- f. Judgement Day
- g. Fatal Vision Goggles
- h. D2 Distracted Driving Simulator
- i. 3D Drunk and Drugged Driving Simulator

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.

## Safe Routes to School Program

This program is a set-aside provision of SAFETEA-LU Section 1404, designed to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make bicycling and walking to school a safer and more appealing transportation alternative; and to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Safe Routes to School (SRTS) projects should incorporate the five “E’s”: engineering, education, enforcement, encouragement, and evaluation.

Infrastructure projects may include the planning, design, and construction of projects that will improve the ability of students to walk and bicycle to school. Examples of infrastructure improvements include: sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools. Non-infrastructure projects may include public awareness campaigns, educational materials, traffic education and enforcement in the vicinity of the school, student sessions on bicycle safety, health, and the environment, and training for volunteers and managers of SRTS programs. Not less than 10% and not more than 30% of the amount apportioned to the state program each fiscal year should be used for non-infrastructure related activities.

The Kentucky SRTS Program traditionally holds an annual application cycle. Safe Routes to School Projects are listed in Appendix A, Exhibit A-6.

## 4. 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 (ARTIMIS) and Metro Louisville (TRIMARC). The Cumberland Gap Tunnel (CGT) Center provides traffic management, as well as other tunnel-related services. The Transportation Operations Center (TOC) in Frankfort provides support to those facilities, and also provides traffic management services to the rural areas of Kentucky. The KYTC partners with the Lexington Fayette Urban County Government Traffic Management Center through the TOC. NorPass, referred to as Advantage CVO, covers all eleven weigh stations in 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. Provision has been made to allow the respective affected Highway Districts to control the DMS and cameras for traffic, maintenance, and construction purposes. The KYTC has also been able to utilize four older, obsolete DMS to provide two DMS and cameras on US 119 on either side of Pine Mountain. Obsolete DMS and cameras have been replaced within the ARTIMIS area, and a contract to provide Speed Data services is in-place within that same region. The obsolete Video Wall Monitors have been replaced within the TOC.

The TRIMARC system has been expanded with ITS additions on I-71 and I-264 within the Louisville Metro area. Plans are currently under development for an ITS project to provide additional instrumentation within the Elizabethtown, Louisville, Oldham County, and Boone County areas. 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. The KYTC has implemented the Condition Acquisition and Reporting System (CARS) and associated 511 systems. This allows data entered into the CARS database to be translated into a text-to-voice system with interactive voice recognition to provide automated, up-to-date traffic and road information by dialing the three digit telephone number 511. The KYTC has accomplished this in an efficient and cost-effective manner as a member of the CARS-511 multi-state consortium. This system provides the ability to gather and share with the traveling public the road and weather conditions along National Highway System routes. The partnership with the Cabinet's District Offices, the Transportation Operations Center in Frankfort, Division of Traffic Operations, Kentucky Vehicle Enforcement, and the Kentucky State Police ensures the highest level of information provided to the traveling public through the use of the common software. The KYTC has invested additional funds into the CARS-511 system within the current biennium to upgrade the various systems components and to provide more timely and accurate incident data to the public. For example, motorists will soon be able to get customized trip data on a regular basis (e.g., daily rush hour routing) through the CARS Messenger service. The KYTC also provides a 511 transfer for live 511 Tourism Information in southern and eastern Kentucky.

## 5. Transportation Enhancement Projects

TEA-21 continued the ISTEA set aside of 10% of a state's annual Surface Transportation Program (STP) funding for "Transportation Enhancement" (TE) projects. The use of TE monies is strictly limited to projects that qualify under at least one of twelve eligible activities and have a surface transportation relationship. Eligible activities may include bikeways or pedestrian facilities, preservation of historic transportation facilities, beautification of the roadway environment, or other such specified improvements. Intent to apply applications will be accepted June 1 through July 31 and project announcements are made from December 1 through January 1. As new TE project selections are made, the new projects will be incorporated into the STIP thru the STIP Administrative Modification process.

Transportation Enhancement Projects are listed in Appendix A, Exhibit A-7.

## 6. Transportation, Community, and System Preservation Program

SAFETEA-LU, Section 1117; Transportation, Community, and System Preservation Program (TCSP) provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between

transportation, community, and system preservation, and to identify private sector-based initiatives.

Section 1117 of SAFETEA-LU defines the TCSP program. 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 of the U.S. Department of Transportation, including corridor preservation activities necessary to implement transit-oriented development plans, traffic-calming measures, or other coordinated preservation practices. Projects should address one or more of the following: (1) improve the efficiency of the transportation system of the United States; (2) reduce the impacts of transportation on the environment; (3) reduce the need for costly future investments in public infrastructure; (4) provide efficient access to jobs, services, and centers of trade; and (5) examine community development patterns and identify strategies to encourage private sector development. Projects receiving TCSP federal discretionary funding are generally earmarked by Congress through yearly allocations, and the projects will be added to the FY 2011-2014 STIP through the STIP Administrative Modification process.

## 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 for the rural and small urban portion of the state (Section 5311), for the urbanized portion of the state (Section 5307), for the elderly and disabled persons in the state (Section 5310), for technical assistance and transit planning (Section 5303), training for transit operators (RTAP), and discretionary capital (Section 5309) are allocated on a formula basis. Other program funds include the transit New Freedom Initiative (Section 5317) and the formula grant for Job Access and Reverse Commute (Section 5316). Local 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 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 5303 funds.

Section 5309 is a discretionary capital program that provides capital for three primary activities: new and replacement bus and facilities, modernization of existing rail systems, and new fixed guide way systems. Funds are allocated on a discretionary basis. Any future Section 5309 funding must be added to the STIP thru an administrative modification or amendment.

Section 5310 program funds are used for capital purposes only. Vans and other equipment critical to providing transportation services for elderly and persons with disabilities are purchased through this program. The Rural Transit Assistance Program (RTAP) is designed to provide training, technical assistance, research, and other related support services for rural transit operators. Section 5309 funds are for capital purposes and may be utilized for both rural and urban areas. Program funds are used extensively throughout the state. The Section 5310 will be required to have a local plan before funds can be programmed.

Section 5316, Job Access and Reverse Commute Program (JARC): The purpose of the JARC Program is to provide financial assistance for projects benefiting low-income individuals to access work and work-related opportunities and to transport residents of urbanized areas and nonurbanized areas, regardless of income, to suburban employment opportunities. The KYTC Office of Transportation Delivery (OTD) is the designated recipient of an annual apportionment by formula from FTA for the Section 5316 program in the small urban and nonurbanized areas of the state. All projects funded with Section 5316 must be derived from a locally developed coordinated public transit-human service transportation plan.

Section 5317, New Freedom Initiative: The New Freedom Program provides financial assistance for projects that support new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA) of 1990. The OTD is the designated recipient for an annual apportionment by formula from FTA for Section 5317 programs in the small urban (populations greater than 50,000 and less than 200,000) and rural areas of the state. All projects funded with Section 5317 must be derived from a locally developed coordinated public transit-human service transportation plan.

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. Monthly reports, 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, 5316, and 5317 in newspapers of statewide circulation, as well as relying heavily upon past experience to develop the transit element of the FY 2011-2014 STIP. Since the passage of TEA-21 and SAFETEA-LU, 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 the problems of urban congestion.

Planned transit improvements are listed in Appendix A, Exhibit A-9.

## 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 ten 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/provider per region who must provide needed transportation or will be responsible for securing transportation from other providers. The KYTC will contract with the transportation brokers on behalf of all the programs. 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/provider 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/providers to meet safety standards, and the other was getting emergency regulations signed so this initiative can actually begin operation. This legislation has been passed and the emergency regulations are signed.

### HUMAN SERVICE TRANSPORTATION DELIVERY PROCESS

The Kentucky Transportation Cabinet/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 reimburses the transportation broker at the local level and 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. Ridership is over 2,800,000 annually.

## 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 levels for Kentucky for FY 2010 through FY 2011 are \$3.9 million annually. At present, there is no way to estimate the level of federal discretionary funding that may be made available during the upcoming biennium.

FY 2010 current projects are identified in Appendix A, Exhibit A-10.

## 10. Maintenance and Traffic Operations

The KYTC is responsible for ensuring that the State Primary 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 1 contains a line-item outlining the FY 2011-2014 scheduled state funding for the KYTC's operations and maintenance program, and Appendix B contains the Metropolitan Planning Organization (MPO) 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 Maintenance, and Traffic Operations. The Roadway Maintenance unit is responsible for maintenance of the highways in the State Primary Road System. This unit handles routine upkeep such as surface repairs, ditch cleaning, mowing, litter pickup, snow and ice removal, and maintenance relating to drainage, shoulders, signs, markings, delineation, and guardrails on the approximately 27,579 miles of highways in Kentucky.

The Bridge Maintenance Program performs activities on bridges such as painting, deck repair, and structural work on the Commonwealth's 8,971 total state-maintained bridges. The Rest Area Maintenance Program provides upkeep and janitorial services at 24 rest area facilities and 4 truck rest havens across the state. All of these sites are maintained by contract.

The Traffic Operations Program is responsible for the installation and maintenance of traffic signals, beacons, and roadway lighting on approximately 27,579 miles of highways. It also includes administration of the Highway Safety Improvement Program (HSIP). It is also responsible for the efficient movement of traffic through the development and coordination of traffic signal systems and support of intelligent transportation systems.

In addition to the ongoing highway maintenance and traffic operations programs, the state legislature budgets an annual funding level 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.

## 11. 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 Section 1103(f) (2) of TEA-21 (23 U.S.C. 206). 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.

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 for Local Development.

Planned Recreational Trails Projects are included in Appendix A, Exhibit A-11.

## 12. Kentucky's Mega-Projects

As the 2010 Enacted Biennial Highway Plan was developed, strong consideration was given to the funding needs associated with four "Mega-Projects" located in Kentucky. The term "Mega-Project," as defined in SAFETEA-LU, Title 23 is a project having a total estimated cost of greater than \$500 million. In addition, as per Title 23, "Mega-Projects" require the preparation of financial plans on projects funded with federal funding. The four Mega-Projects in Kentucky are (1) the Louisville Bridges project, (2) the Interstate 71/75 Brent Spence Bridge congestion relief project in northern Kentucky, (3) the proposed Interstate 66 in southeastern Kentucky, and (4) the proposed Interstate 69 in far western Kentucky. Each of these projects would be an expensive, but welcome, addition to Kentucky's highway system.

In addition, SAFETEA-LU, Title 23 requires an annual financial plan for projects having a cost between \$100 million to \$500 million. For all new projects or projects that are currently underway, and the construction phase funding has not been authorized, the annual financial plan will be completed in accordance with Title 23 guidelines, outlining the project cost estimates, implementation plan, funding resources, cash flow, environmental, and legal status. The financial plan will not be required for a project in this category that is currently under construction.

Each of the four “Mega-Projects” is underway, with varying levels of progress achieved. The following information provides a description, an approximate total cost, and a brief report on the progress to-date for each project.

### The Louisville Bridges

The Louisville Bridges project is located in the Louisville metropolitan area and involves a two-part approach to resolving traffic congestion problems in the region. The existing highway network features a myriad of interstate highway facilities (Interstates 64, 65, and 71) that all meet in a tangled maze of ramps known locally as “Spaghetti Junction” in downtown Louisville. Immediately associated with Spaghetti Junction is the Interstate 65 Kennedy Bridge, which links downtown Louisville with Jeffersonville, Indiana. Since there are no true outer beltways linking the Kentucky and Indiana portions of the Greater Louisville Area, virtually all north-south and east-west traffic is forced through Spaghetti Junction. This creates traffic delays of major proportions during peak morning and afternoon rush hours.

While Spaghetti Junction and the Kennedy Bridge certainly need to be modernized, transportation professionals understand that a major culprit in downtown Louisville’s traffic congestion is the absence of a “relief valve.” To truly accommodate future traffic in the Louisville area, it is essential to connect together the dangling ends of Interstate 265 east of Louisville. This can be accomplished by building a new bridge over the Ohio River in the vicinity of Prospect, Kentucky, and Utica, Indiana. This new “East End Bridge” would provide an alternative route to Spaghetti Junction and would work in concert with the “Downtown Bridge” to move traffic efficiently through the region.

Much work has been done over the past few years to complete an Environmental Impact Statement for the Louisville Bridges project, and design work is now fully underway. The costs for this project over the multi-year project life are expected to approach \$4.1 billion. Recognizing the dependence of each bridge on the other, a careful balance has been crafted to pursue both new bridges in a harmonious manner. Kentucky and Indiana will jointly develop an updated financial plan for this project under the scrutiny of the FHWA. Of principal concern to the FHWA is the manner in which each state will deliver funds to the continuing project development effort. To address these concerns Kentucky and Indiana have established a bi-state bridges authority as discussed in Section 5, Fiscal Constraint.

### The Interstate 71/75 Brent Spence Bridge

The Interstate 71/75 Brent Spence Bridge is the focal point for some of the heaviest traffic volumes in Kentucky as these two major north-south interstates cross the Ohio River

between Covington, Kentucky, and Cincinnati, Ohio. This bridge not only serves traffic between two major urban centers, but it also connects the downtown areas with one of the world's busiest airports, the Greater Cincinnati/Northern Kentucky Airport, located in Boone County, Kentucky. In recent years, the existing double-deck bridge has been "restriped" to carry additional lanes of traffic and, although the bridge is still structurally strong as indicated by its sufficiency rating of 64.0 out of a possible 100 points, it is functionally outdated.

Recognizing the old bridge's inability to meet today's traffic demands, and knowing that the situation will only worsen in the years ahead; metropolitan transportation planners are working with the KYTC and the Ohio Department of Transportation (ODOT) to craft a reasonable solution. Design studies are currently underway to narrow the options for a new Ohio River bridge, from which further project development work can determine the most desirable means of solving the traffic problems at this location. There are environmental issues, downtown redevelopment concerns, and physical alignment constraints that work together to make this a very challenging project. Accordingly, one of the most challenging considerations will be the project cost, which is estimated at \$2.8 billion. Kentucky's share of the project cost is estimated to be approximately \$1.8 billion.

### Proposed Interstate 66

The proposed Interstate 66 (TransAmerica) Corridor in southeastern Kentucky extends from Interstate 65 near Bowling Green along the Cumberland Parkway to west of Somerset, from which it departs and extends north and east around Somerset, then along KY 80 and south to Interstate 75 south of London. From Interstate 75, the corridor extends eastward along the Hal Rogers Parkway to Hazard before heading east to US 23 south of Pikeville. From US 23 south of Pikeville, the proposed Interstate 66 would extend across the rugged mountainous terrain of Pike County to existing US 52 (proposed Interstate 74 Corridor) near Matewan, West Virginia. Along this course, the proposed Interstate 66 would pass through some of the most severely economically distressed Appalachian counties.

At the present time, there are three independent segments of the proposed Interstate 66 that are involved in some degree of highway project development. The first of these segments is the north bypass of Somerset, which will serve to provide a high speed connection from the Cumberland Parkway to KY 80 east of Somerset. Preliminary engineering and environmental studies have been completed, with design and right-of-way activity scheduled to proceed in the very near future. The Cumberland Parkway to US 27 segment of this project is expected to be completed first to coincide with the construction of the Somerset southwest bypass. These two projects together would offer a US 27 west bypass of Somerset. The full north bypass of Somerset is expected to cost approximately \$250 million.

The second active proposed Interstate 66 project in southeastern Kentucky is the connector between KY 80 east of Somerset and Interstate 75 south of London. Preliminary engineering and environmental work are underway for this section. There are many environmental issues associated with this project including involvement with the Daniel Boone National Forest, a wild and scenic stretch of the Rockcastle River, and numerous

cliff lines, cave, and cultural/historic concerns. There has been, and will continue to be, considerable public involvement and coordination with resource agencies to minimize the environmental effects of this project. The total estimated cost of the Somerset to London section of the proposed Interstate 66 is \$1.5 billion.

The third section of the proposed Interstate 66 that is being developed is the portion of the route between US 23 south of Pikeville and US 52 (proposed Interstate 74) in West Virginia. An Environmental Impact Statement for this segment of Interstate 66 was completed in October 2003. While environmental issues have proven to be minimal in the Pike County area, the rugged terrain makes this one of the most expensive sections of the proposed Interstate 66 to build. It is expected that it will cost more than \$2 billion to complete this connection between US 23 and US 52.

### Proposed Interstate 69

The proposed Interstate 69 is being pursued in some manner by every state it traverses, from south Texas to the Michigan border with Canada. The impetus for Interstate 69 is Latin American trade, and the overland transportation need to link Latin America with Canada and the northeastern United States. The states involved in this project are Texas, Louisiana, Arkansas, Mississippi, Tennessee, Kentucky, Indiana, and Michigan. An Environmental Impact Statement has been prepared for the entire route, with the "purpose and need" of the project focused squarely on freight movement.

In Kentucky, Interstate 69 will follow the existing Purchase Parkway from the Tennessee state line to Interstate 24, then Interstate 24 to the Western Kentucky Parkway, then the Western Kentucky Parkway to the Pennyryle Parkway, then the Pennyryle Parkway north to Henderson. At Henderson, a new route (including a new Ohio River bridge) will be required to connect to Interstate 64 in southern Indiana. Both Tennessee and Indiana are actively engaged in pursuing their own segments of Interstate 69, and each state has cooperated in studies to assess connections at the state lines.

For Interstate 69 to become fully functional in Kentucky, it is expected that the existing parkway system will have to be upgraded. The Purchase, Western Kentucky, and Pennyryle Parkways all have limited access, four-lane divided highways, but there are spot locations where access control would have to be tightened and shoulder widths, clear zones, and bridge dimensions addressed before interstate highway design standards are achieved in full. It is expected that such upgrades may cost \$700 million or more to accomplish. At Henderson, the new route and its new Ohio River Bridge will likely cost an additional \$800 million to complete. The KYTC has recently completed a study of the parkway upgrade needs from Interstate 24 to Henderson, and has worked with Indiana to develop a Draft Environmental Impact Statement for the new Ohio River crossing at Henderson. Continuing work on Interstate 69 in Kentucky will depend upon the financial support that can be garnered for the project through federal reauthorization and appropriations processes. The 2010 STIP contains approximately \$21 million of scheduled projects along the I-69 Corridor.

# **APPENDIX A**

## **EXHIBITS A-1 THROUGH A-11**

**EXHIBIT A – 1**

**STATE CERTIFICATION LETTERS**



## TRANSPORTATION CABINET

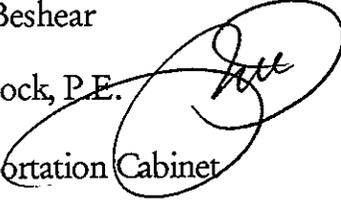
Frankfort, Kentucky 40622  
www.transportation.ky.gov/

**Steven L. Beshear**  
Governor

**Michael W. Hancock, P.E.**  
Acting Secretary

### MEMORANDUM

**TO:** Governor Steve Beshear

**FROM:** Michael W. Hancock, P.E.  
Acting Secretary  
Kentucky Transportation Cabinet 

**DATE:** July 7, 2010

**SUBJECT:** Delegation of Transportation Planning Approvals

Under federal law, the Governor of the Commonwealth of Kentucky is required to routinely certify and approve that a number of statewide, regional, and metropolitan area transportation planning requirements are met. Examples of these approvals are as follows:

- 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

The purpose of this memo is to request that you delegate the approval authority for such actions to this office, so that I may act on your behalf to ensure that Kentucky's transportation planning efforts are accomplished as directed by federal transportation law. If you concur in the delegation of this authority, please sign the attached memo and return it to this office for inclusion in the Statewide Transportation Improvement Program (STIP).

MWHERBR:SLC

Attachment



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COMMONWEALTH OF KENTUCKY  
OFFICE OF THE GOVERNOR

2010 JUL -8 P 12: 22

STEVEN L. BESHEAR  
GOVERNOR

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

July 2, 2010

Acting Secretary Michael W. Hancock  
Transportation Cabinet  
200 Mero Street  
Frankfort, Kentucky 40622

RE: Delegation of Transportation Planning Approvals

Dear Secretary Hancock:

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,

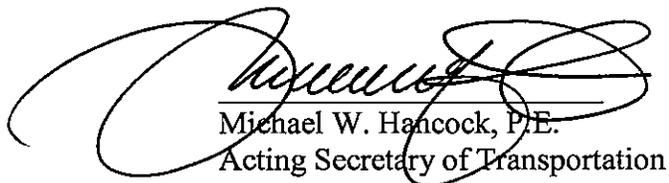
Steven L. Beshear

# KENTUCKY

## Transportation Planning Process Certification

In accordance with 23 CFR 450.218 (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 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 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) 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.

  
Michael W. Hancock, P.E.  
Acting Secretary of Transportation

7/1/10

\_\_\_\_\_  
Date



## TRANSPORTATION CABINET

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

**Steven L. Beshear**  
Governor

**Michael W. Hancock, P.E.**  
Acting Secretary

July 7, 2010

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

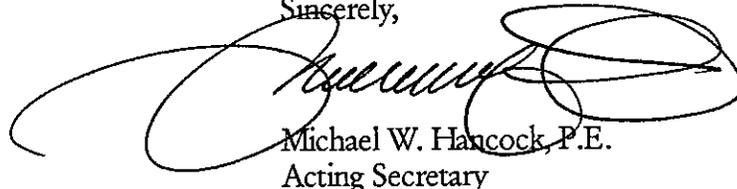
Dear Mr. Sepulveda:

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,



Michael W. Hancock, P.E.  
Acting Secretary

MWHRBR:SLC

c: Steve Waddle, Acting State Highway Engineer  
Ron Rigney, Director, Program Management



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## TRANSPORTATION CABINET

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

**Steven L. Beshear**  
Governor

**Michael W. Hancock, P.E.**  
Acting Secretary

July 7, 2010

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

Dear Mr. Sepulveda:

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,

Michael W. Hancock, P.E.  
Acting Secretary

MWHRBR:SLC

c: Steve Waddle, Acting 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 Office  
José M. Sepúlveda, Division Administrator

330 West Broadway  
Frankfort, KY 40601  
PH. (502) 223-6720  
FAX (502) 223-6735

June 10, 2010

Mr. Michael W. Hancock, PE  
Acting Secretary  
Kentucky Transportation Cabinet  
200 Mero Street, Room 613  
Frankfort, Kentucky 40622

Dear Mr. Hancock:

We have reviewed the June 2, 2010, submittal of the following document:

**Planning Work Program  
SP 0011 (001)  
June 16, 2010 - June 15, 2011  
(20011 SPR Work Program - Subpart A)**

**The activities in the 2009 Planning Work Program were found eligible under 23 U.S.C. 134, 135, 505 or 49 U.S.C. 5303-5305, 5313(b) and the provisions of 23 CFR 420 and 23 CFR 450. The work program should be administered in accordance with the provisions of 49 CFR Part 18 and 23 CFR Part 420. The effective time period for funding is from June 16, 2010 – June 15, 2011. 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 line 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 originals work program), and/or
- Capital expenditures including purchase of equipment.

**RECEIVED**

JUN 14 2010

**Div. of Planning**



There are two additional requirements associated with the SPR Work Program, an

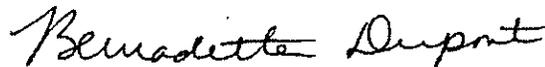
- independent audit and an
- annual performance and expenditure report.

The Single Audit Act Amendment of 1996 requires 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 that ends after December 31, 2003. [49 CFR 18.26, OMB Circular A-133].

An annual performance and expenditure report is required to be submitted within 90 days (3 months) after the end of the report period. The report may be more frequent if deemed necessary by Federal Highway Administration. [23 CFR 420.117(c)].

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

Sincerely yours,



Bernadette Dupont  
Transportation Specialist

cc: Keith Damron, KYTC - Planning





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

Kentucky Division Office  
José M. Sepúlveda, Division Administrator

May 24, 2010

330 West Broadway  
Frankfort, KY 40601  
PH. (502) 223-6720  
FAX (502) 223-6735

Mr. Michael W. Hancock, Acting Secretary  
Kentucky Transportation Cabinet  
200 Mero Street, Room 613  
Frankfort, KY 40622

Dear Mr. Hancock:

The Kentucky Division of the Federal Highway Administration, in consultation with Region 4 of the Federal Transit Administration, has reviewed the FY 2010 Unified Planning Work Programs (UPWPs) for the following Metropolitan Planning Organizations (MPOs) and found the proposed activities eligible for federal planning funds.

- Ashland Area MPO
- Bowling Green-Warren County MPO
- Cincinnati Area MPO
- Evansville MPO
- Lexington Area MPO
- Louisville Area MPO
- Owensboro-Daviess County MPO
- Radcliff/Elizabethtown MPO

The Clarksville Urbanized Area MPO follows the Federal Fiscal Year and is required to submit their UPWP by September 30, 2010. A separate eligibility letter will be written once the Clarksville UPWP is received.

Sincerely,

Bernadette Dupont  
Transportation Specialist

c: Keith Damron, KYTC – Planning





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

Kentucky Division Office  
José M. Sepúlveda, Division Administrator

**330 West Broadway  
Frankfort, KY 40601  
PH. (502) 223-6720  
FAX (502) 223-6735**

September 22, 2009

Mr. Joseph W. Prather, Secretary  
Kentucky Transportation Cabinet  
200 Mero Street, Room 613  
Frankfort, Kentucky 40622

Dear Mr. Prather:

The Kentucky Division of the Federal Highway Administration (FHWA), in consultation with Region 4 of the Federal Transit Administration (FTA), has reviewed the following document:

**FY 2010 Unified Planning Work Program (UPWP) for the  
Clarksville Area Metropolitan Planning Organization (MPO)  
(MPO resolution approval date of August 12, 2009)**

and found the proposed activities eligible for federal planning funds (23 U.S.C. 134).

Sincerely,

Bernadette Dupont  
Transportation Specialist

c: Mr. Robert Buckley, FTA-R4  
Mr. Ron Rigney, KYTC – Program Management  
Mr. Keith Damron, KYTC – Planning



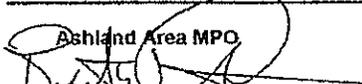
**METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION  
FOR  
THE ASHLAND AREA MPO PLANNING PROCESS**

In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and the Ashland Area Metropolitan Planning Organization for the Ashland, Kentucky 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 Titles 23 and 46 USC, including:

- I. 23 USC 134, 49 USC 5303 and this subset
- II. In nonattainment and maintenance areas, section 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93).
- III. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000 d-1) and 49 CFR part 21.
- IV. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or in business opportunities.
- V. 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
- 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 American with Disabilities Act of 1990 (42 USC 12101 Et. seq) and 49 CFR parts 27, 37, and 38.
- VIII. The Older Americans Act as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- IX. Section 324 of the 23 USC regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

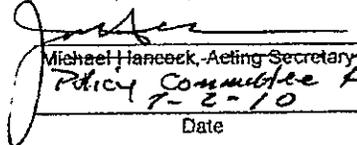
In December 2006, the United States Department of Transportation conducted an on-site triennial certification review at the Ashland MPO and issued a subsequent finding that the Ashland Area MPO was fully certified as meeting all pertinent requirements.

**SIGNATURES**

  
Ashland Area MPO  
Robert W. Carpenter, Chairman

March 25, 2010  
Date

Kentucky Transportation Cabinet

  
Michael Hanceek, Acting Secretary  
Policy Committee Representative

7-2-10  
Date

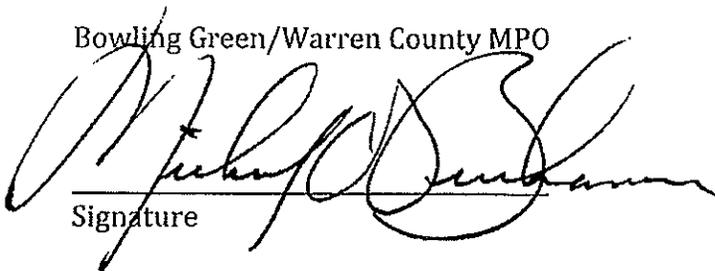
**METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION**

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 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;
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





Signature

Signature

MPO Chairman  
Title

Planning Section Supervisor  
Title

April 19, 2010  
Date

4/27/2010  
Date

---

## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and the Evansville Metropolitan Planning Organization for the Evansville 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 Titles 23 and 49 USC, specifically:

- I. 23 U.S.C. 134, 49 U.S.C. Section 5303 and this subpart;
- II. In nonattainment and maintenance area, section 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 in business opportunities;
- V. 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;
- 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 prohibition or 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.

In December 2008, the United States Department of Transportation conducted an on-site certification review of the Evansville MPO urban transportation planning process. The USDOT issued a subsequent finding that the Evansville MPO was fully certified as meeting all pertinent requirements.

Evansville Metropolitan Planning Organization

Kentucky Transportation Cabinet

  
Signature

Executive Director  
Title

Date

2-4-10

  
Signature

MPO Executive  
Title

Date

2-4-2010

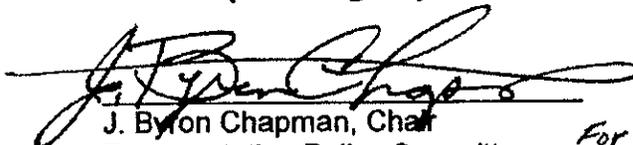
## Metropolitan Transportation Planning Process Certification

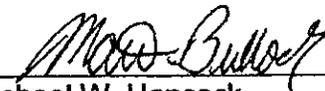
In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and the Kentuckiana Regional Planning & Development Agency (KIPDA), Metropolitan Planning Organization for the Louisville, KY-IN Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements, including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. 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;
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 SAFETEA-LU (Pub. L. 109-59) 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**

**Kentucky Transportation Cabinet**

  
 J. Byron Chapman, Chair  
 Transportation Policy Committee

  
 Michael W. Hancock CDE, Dist. 5  
 For Acting Secretary

Date

4/22/10

Date

6-30-10

**RESOLUTION OF THE 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

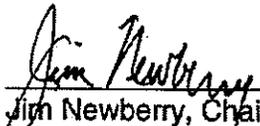
WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO and the Kentucky Transportation Cabinet to certify that the transportation planning process be carried on cooperatively in conformance with the regulations; and

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

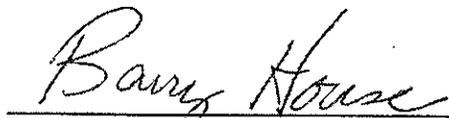
- (1) 23 U.S.C. 134, 49 U.S.C 5303;
- (2) Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) 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 December, 2007, 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 June 23, 2010, 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.

  
\_\_\_\_\_  
Jim Newberry, Chair,  
Lexington Area Metropolitan Planning Organization

June 23, 2010  
DATE

  
\_\_\_\_\_  
MPO Policy Committee Representative for  
Kentucky Transportation Cabinet

June 23, 2010  
DATE

I hereby certify that the foregoing legal requirements have been met to date and as certified by the U.S. Department of Transportation in December 2007. Max D. Conyers, Lexington Area MPO Director  Date: June 23, 2010

**RESOLUTION**  
**OF THE EXECUTIVE COMMITTEE OF THE**  
**OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS**  
**CONCERNING**  
**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 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 SAFETEA- LU (Pub. L. 109-59) 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 United States Department of Transportation conducted an on-site certification review at the Ohio-Kentucky-Indiana Regional Council of Governments offices in December, 2008, 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;

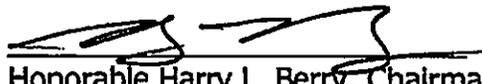
**NOW, THEREFORE, BE IT RESOLVED** that the Executive Committee of the Ohio-Kentucky-Indiana Regional Council of Governments, at its public meeting of May 13, 2010 certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all the applicable federal requirements.

  
\_\_\_\_\_  
**STEVE PENDERY, PRESIDENT**

**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

25 July 2009  
DATE



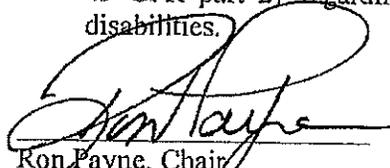
MPO Policy Committee Representative for  
Kentucky Transportation Cabinet – Governor’s Designee

7-23-09  
DATE

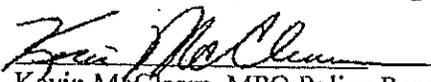
**OWENSBORO METROPOLITAN PLANNING ORGANIZATION  
METROPOLITAN TRANSPORTATION PLANNING PROCESS  
CERTIFICATION**

In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and the Owensboro 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 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.

  
Ron Payne, Chair  
Owensboro Metropolitan Planning Organization

7/2/10  
Date

  
Kevin McClearn, MPO Policy Representative for  
Kentucky Transportation Cabinet

6-30-10  
Date

## 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 of:

(a) The MPO and state shall certify the metropolitan planning process every 4 years is in accordance with:

- (1) 23 USC 134, 49 USC 5303 (Highways and Transit)
- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the clean Air Act, as amended 942 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, creed, national origin, sex or age in employment or business opportunity
- (5) 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
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts
- (7) Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. Seq.
- (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
- (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

Clarksville Metropolitan  
Organization

  
Mayor Carolyn P. Bowers  
Chairman Executive Board

## **EXHIBIT A – 2**

# **PUBLIC PARTICIPATION PROCESS FOR STIP AND STATEWIDE TRANSPORTATION PLAN (STP)**

# KENTUCKY TRANSPORTATION CABINET

## STATEWIDE TRANSPORTATION PLANNING

### Interested Parties, Public Involvement, and Consultation Process

The Kentucky Transportation Cabinet (KYTC) has established procedures for the development of the Statewide Transportation Plan (STP) 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), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 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. The KYTC has established the following processes to cover both the STP and the STIP.

### 1. INTERESTED PARTIES

The KYTC STP 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 Highway District Offices, city mayors, county judges, MPOs, ADDs, state legislators, and through written comments and requests from:

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

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 Highway District Office and Central Office staff to needs district-wide and statewide, respectively. 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 process is repeated every two years to ensure that the KYTC keeps the transportation needs current and properly prioritized. This biennial update process assures a continuing and proactive planning process.

## 2. 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 at key decision points.

### 2.1. ADD PUBLIC INVOLVEMENT PROCESS

The ADD public involvement is centered on the following major points.

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 World Wide Web as well as being 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 may be posted on the Internet. 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.

## 2.2. MPO PUBLIC INVOLVEMENT PROCESS

The MPO public involvement process is centered on the following major points.

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.

## 2.3. KYTC PUBLIC INVOLVEMENT PROCESS

The KYTC public involvement process is centered on the following major points.

In carrying out the statewide transportation planning process, including development of the STP 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 for public review and comments may be advertised within statewide, significant regional and demographically targeted newspapers as appropriate.

The notices for public review and comments may be advertised within statewide newspapers including the:

- Lexington-Herald Leader
- Louisville Courier-Journal
- Kentucky Enquirer
- Paducah Sun, and others as appropriate

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

Minority Newspapers

- Cincinnati Herald
- Key News Journal – Lexington
- Louisville Defender, and others as appropriate

Spanish Newspapers

- Al Día en America – Louisville
- La Jornada Latina – Cincinnati
- La Voz de Kentucky – Lexington, and 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.

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

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

2.3.1. KYTC Interested Parties, Public Involvement & Consultation Process Document

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 web site as part of the Cabinet’s commitment to the use of visualization techniques.

### 2.3.2. New STP or STIP

The formal STP document will cover a minimum 20-year planning horizon, and periodically the KYTC will evaluate, revise, and update the STP as appropriate. The MPOs Metropolitan Transportation Plans will be incorporated into the STP by reference. The formal STIP document 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. The MPOs TIPs will be incorporated into the STIP by reference to their specific federally-required documents.

To ensure that the public has ample opportunity to review and comment on the STP and STIP documents, the KYTC will allow a minimum of 30 calendar days for public review and written comments for each proposed new STP 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.

The Draft STP 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. A letter providing information on document availability 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 population.
- Any individuals who ask to be included on an official mailing list maintained by the KYTC.

Public outreach will be considered in those instances where the complexity of the STP and STIP, or magnitude of public response indicates to the KYTC the need for additional public information.

The Draft STP or Draft STIP document will be posted to the KYTC web site. An electronically accessible format of the Draft STP and Draft STIP will be available to search and print as appropriate. An electronic process will be established for those reviewing the Draft STP and Draft STIP to submit electronically their comments and questions to the KYTC.

In reviewing a Draft STP or Draft STIP, the KYTC may 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, the various state, federal, and local agencies are involved in the development process of the STP and STIP at key decision points throughout the entire process.

Review of the Draft STP 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 STP 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 STP 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. 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 STP and STIP at key decision points throughout the entire process.

For the STP, the following apply:

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

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 document will be made available to transit providers, FTA, USDA Forest Service, FHWA Eastern Federal Lands Highway Division, and other federal, regional, and state agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, and to any individuals who ask to be included on an official mailing list maintained by the KYTC. Also, the STIP final approved document will be posted on the KYTC web site.

### 2.3.3. Revisions to the STP or STIP

On various occasions revisions may be required to the STP or STIP. Revisions to a STP 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. The KYTC, FHWA, and FTA will utilize the applicable requirements and classifications of projects 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" to group projects into the ZVarious programs and other program placeholders to determine if a STIP revision is required.

### 2.3.4. 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.
- Program placeholders which include:
  - Congestion Mitigation and Air Quality (CMAQ) projects
  - Transportation Enhancement (TE) projects
  - High Cost Safety Improvement (HSIP-HCS) projects
  - Safe Routes to School (SRTS) projects

An administrative modification is a revision that does not require:

- Public review and comment.
- Redemonstration 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.

### 2.3.5. 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 addition or deletion of projects, except those types of projects 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.

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. 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.

### 3. CONSULTATION PROCESS

To achieve these goals, the STP and STIP are developed as appropriate in consultation with state and local agencies responsible for:

- Land use management.
- Natural resources.
- Environmental protection.
- Conservation.
- Historic preservation.

This consultation involves comparison of transportation plans to state conservation plans or maps, if available, and comparison of transportation plans to inventories of natural or historic resources, if available.

The KYTC has established guidelines in place for ADDs, MPOs, local city and county elected officials, and other interested parties located throughout the Commonwealth of Kentucky to identify and recommend new projects. The KYTC maintains an "Unscheduled Projects List (UPL)," 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 KYTC District Office. Each suggested project will be checked against the current STIP, Highway Plan, and UPL 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 UPL project:

- Route number or "new route"
- A thorough description of the project and location (including road or street names, if applicable)
- Beginning and ending termini
- Milepoints, using HIS Route Log (accessible on the Internet) for 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
- 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
- Provide a problem statement that describes the need for the project in terms that can be verified by data analysis or from professional studies

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 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 Highway Plan Issues database file along with maintaining hard copies of project requests and corresponding project information.

As required by the Kentucky Revised Statutes, Chapter 176, the KYTC submits the recommended Highway Plan to the Kentucky General Assembly in February of even-number years for their review and approval. 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 Highway Plan by the middle of April of even-number 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.

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. 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 and final 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.

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.

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. 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.

### 3.1 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.

#### 4. CONTACT INFORMATION

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

Steve Waddle, P.E.  
State Highway Engineer  
Department of Highways  
Transportation Cabinet Office Building, 6th Floor  
200 Mero Street  
Frankfort, Kentucky 40622  
Phone (502) 564-3730  
Fax (502) 564-2277

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

- **New Projects** may include: Highway, Bikeway, Pedway, Intermodal Access, and Intelligent Transportation System (ITS) Projects.
- 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 Projects List (UPL) process or referred through another program.
- Check any NEW Project against the current Highway Plan and Unscheduled Projects 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) for 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
  - 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.
- **Problem Statement** - Provide a problem 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 problem statement should focus on the need for a project instead of possible solutions to solve the problems.
- **Project Description** - 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 problem 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 tenth. 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 UPL Listing. 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.kentucky.gov

**Ernie Fletcher**  
Governor

**Bill Nighbert**  
Secretary

**Marc Williams**  
Commissioner of Highways

May 16, 2007

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

Dear Mr. Sepulveda:

Subject: 2006 Long-Range Statewide Transportation Plan for Kentucky

In accordance with 23 CFR 450.210 and 23 CFR 450.214, the Kentucky Transportation Cabinet has finalized and hereby certifies the 2006 Update of the Long-Range Statewide Transportation Plan for the twenty-five year period of 2006 through 2031 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 2006. Please note that the subject Plan supersedes the first Statewide Transportation Plan for Kentucky submitted to FHWA in 1995 and the Update submitted to FHWA in 1999.

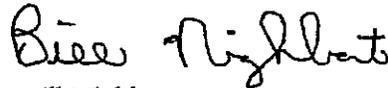
In accordance with the Cabinet's "Public Participation Process for Statewide Transportation Planning," the draft STP was available for public review for a period of thirty days (October 16, 2006 - November 14, 2006) with copies made available at the offices of the state's fifteen Area Development Districts, twelve Highway District Offices, nine Metropolitan Planning Organizations, and in three locations in the Transportation Office Building in Frankfort. A separate document, entitled "Public Involvement for the 2006 Long-Range Statewide Transportation Plan" will be provided which fully documents the Cabinet's extensive efforts to provide the public full and complete opportunities to provide input and comments at key decision points on the 2006 Long-Range Statewide Transportation Plan. We have revised the 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.

Mr. Jose Sepulveda  
Page 2  
May 16, 2007

Please note that the final rule revising the regulations governing the development of the state transportation plans as a result of the passage of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was not effective until March 16, 2007, several months following the close of the public review period of the Draft Plan. The Kentucky Transportation Cabinet was not able to fully address some of the additional provisions of this final rule prior to the public review period. Therefore, the KYTC will prepare and provide Amendment 1 to this Plan to your office prior to July 1, 2007, which will address any additional components required to fully comply with SAFETEA-LU.

We have enclosed five copies of the subject plan for your office. The Plan has also been posted on the KYTC web site as a final approved document and notification of the final Plan has been provided to over 600 agencies or individuals throughout Kentucky. If you have any questions or should need additional copies, please contact Daryl Greer at (502) 564-7183.

Sincerely,



Bill Nighbert  
Secretary

Enclosures

c: Marc Williams, Commissioner of Highways  
Ray Polly, Deputy State Highway Engineer for Project Development  
Daryl Greer, Director— Division of Planning



## TRANSPORTATION CABINET

Frankfort, Kentucky 40622  
www.kentucky.gov

**Ernie Fletcher**  
Governor

**Bill Nighbert**  
Secretary

**Marc Williams**  
Commissioner of Highways

May 16, 2007

Ms. Yvette G. Taylor  
Regional Administrator  
Federal Transit Administration, Region IV  
# 61 Forysth Street, SW, Suite 17T50  
Atlanta GA 30303

Dear Ms. Taylor:

Subject: 2006 Long-Range Statewide Transportation Plan for Kentucky

In accordance with 23 CFR 450.210 and 23 CFR 450.214, the Kentucky Transportation Cabinet has finalized and hereby certifies the 2006 Update of the Long-Range Statewide Transportation Plan for the twenty-five year period of 2006 through 2031 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 2006. Please note that the subject Plan supersedes the first Statewide Transportation Plan for Kentucky submitted to FHWA in 1995 and the Update submitted to FHWA in 1999.

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Ms. Yvette G. Taylor

Page 2

May 16, 2007

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Sincerely,



Bill Nighbert  
Secretary

Enclosures

c: Marc Williams, Commissioner of Highways  
Ray Polly, Deputy State Highway Engineer for Project Development  
Daryl Greer, Director— Division of Planning

# **EXHIBIT A - 3**

## **PUBLIC PARTICIPATION 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 2011-2014 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. In addition, the “Draft” FY 2011-2014 STIP was available for public review via the KYTC web site, with email capabilities for sending review comments and questions concerning the “Draft” FY 2011-2014 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 2011-2014 STIP.

Lexington-Herald Leader  
Louisville Courier Journal  
Kentucky Enquirer  
Paducah Sun

Minority Newspapers  
Cincinnati Herald  
Louisville Defender

Spanish Newspapers  
Al Dia en America – Louisville  
La Voz de Kentucky – Lexington

### **PUBLIC NOTICE OF PERIOD FOR REVIEW AND COMMENT ON THE DRAFT FY 2011-2014 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR KENTUCKY**

**The Kentucky Transportation Cabinet (KYTC), in accordance with its established “Statewide Transportation Planning Interested Parties, Public Involvement, and Consultation Process,” hereby provides notice of the availability of the Draft FY 2011-2014 Statewide Transportation Improvement Program for public inspection, review, and comment for a 30-day period beginning August 2, 2010, and ending August 31, 2010.**

**The Draft FY 2011-2014 Statewide Transportation Improvement Program will be displayed 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/progmgmt/stip/stip2010.htm>**

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

**MR. STEVE WADDLE, P.E.  
ACTING STATE HIGHWAY ENGINEER  
DEPARTMENT OF HIGHWAYS  
KENTUCKY TRANSPORTATION CABINET  
200 MERO STREET  
6TH FLOOR  
FRANKFORT, KENTUCKY 40622  
PHONE: (502) 564-3730**

The 30-day public participation process for the "Draft" FY 2011-2014 STIP ended on August 31, 2010. The KYTC did not receive any review comments or questions concerning the "Draft" FY 2011-2014 STIP.

In addition to the above items, each of the MPOs and ADDs has extensive public awareness processes to reach minority and underserved populations within their respective area of the state. Also, the 2010 Enacted Biennial Highway Plan, which constitutes the primary basis for the federal-aid highway element of the FY 2011-2014 STIP, is submitted to the Kentucky State Clearinghouse for Intergovernmental Reviews.

**EXHIBIT A – 4**

**AIR QUALITY CONFORMITY  
DETERMINATIONS  
FOR  
MAINTENANCE AREAS**



U.S. Department of Transportation

Federal Highway Administration  
Kentucky Division  
330 W. Broadway  
Frankfort, KY 40601

Federal Transit Administration  
Region IV  
61 Forsyth St., SW, Suite 17T50  
Atlanta, GA 30303

June 11, 2009

Ms. Sherry McDavid, Executive Director  
Ashland Area Metropolitan Planning Organization  
c/o FIVCO Area Development District  
32 FIVCO Court  
Grayson, KY 41143

Ms. Michelle Craig, Director  
KYOVA Interstate Planning Commission  
720 Fourth Avenue  
Huntington, WV 25701

Dear Madams:

The Kentucky Division of the Federal Highway Administration (FHWA), and Region 4 of the Federal Transit Administration (FTA), in consultation with the Ohio and West Virginia Divisions of FHWA, Regions 3 and 5 of FTA, and Regions 3, 4, and 5 of the United States Environmental Protection Agency (EPA), have reviewed the following documents for air quality conformity to the *8-hr Ozone standard*.

**2009 - 2013 Transportation Improvement Program (TIP) and the  
2009 - 2035 Metropolitan Transportation Plan (MTP) for the  
Ashland Area Metropolitan Planning Organization  
(MPO Policy Board Resolution approval date of March 19, 2009)**

The following documents were also reviewed for air quality conformity to the *PM<sub>2.5</sub> standard*.

**2009 - 2013 Transportation Improvement Program (TIP) and the  
2009 - 2035 Metropolitan Transportation Plan (MTP) for the  
Ashland Area Metropolitan Planning Organization  
(MPO Policy Board Resolution approval date of March 19, 2009)**

and

**2010 - 2013 Transportation Improvement Program (TIP) and the  
2010 - 2035 Metropolitan Transportation Plan (MTP) for the  
KYOVA Interstate Planning Commission  
(MPO Policy Board Resolution approval date of March 6, 2009)**



The Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the West Virginia Department of Environmental Protection, the Ohio EPA, the Kentucky Transportation Cabinet's Division of Planning, the West Virginia Department of Transportation, the Ohio Department of Transportation, the Kentucky Transportation Cabinet's Office of Transportation Delivery, the West Virginia Division of Public Transit, the Ohio Office of Transit, the Ashland Bus System, and the TriState Transit Authority also had an opportunity to review and comment on the above-mentioned documents.

We found that these documents met the primary criteria of the Transportation Conformity Rule (40 CFR 93 / 62 FR 43779, August 15, 1997)

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

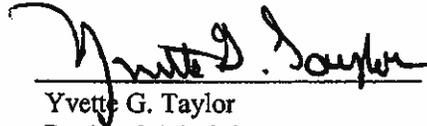
We also found that these documents met the criteria outlined in the

- Transportation Conformity Rule Revision for the 8-hour Ozone and PM<sub>2.5</sub> Standards (69 FR 40004, July 1, 2004) and
- Transportation Conformity Rule Revision for PM<sub>2.5</sub> (70 FR 24280, May 6, 2005).

**We find that the aforementioned documents conform to NAAQS standards as described and therefore make a positive conformity determination.**



José M. Sepúlveda  
Division Administrator  
Federal Highway Administration



Yvette G. Taylor  
Regional Administrator  
Federal Transit Administration

c: Terri Sicking, Ashland Area MPO  
Saleem Salameh, KYOVA

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Patrick Bauer, FHWA-OH  
Thomas Smith, FHWA-WV  
Joe Prather, KYTC-Administration  
Ron Rigney, KYTC-Program Management  
Keith Damron, KYTC-Planning  
James Beasley, ODOT  
Paul Mattox, WVDOT

Richard Schutt, EPA-R4  
Jay Bortzer, EPA-R5  
Judith Katz, EPA-R3  
John Lyons, KYDAQ  
Robert Hodanbosi, OHEPA  
W. Fred Durham, WVDEP

Marisol Simon, FTA-R5  
Letitia Thompson, FTA-R3  
Vickie Bourne, KY Office of Transportation Delivery  
Juana Hostin, OH Office of Transit  
Susan O'Connell, WV Division of Public Transit  
Michael Rogers, ABS  
Paul Davis, TTA



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

Ohio Division Office  
200 North High Street  
Columbus, Ohio 43215

June 28, 2007

Director James Beasley, P.E., P.S.,  
Ohio Department of Transportation  
1980 West Broad Street  
Columbus, OH 43223

In Reply Refer To:  
HPD-OH

Dear Director Beasley:

On May 15, 2005 you requested we make a conformity determination for the Cincinnati 8-hour ozone and PM 2.5 nonattainment area. Your request included documentation of the appropriate public involvement activities, the air quality conformity analyses for State Fiscal Year (SFY) 2008-2011 TIP, the amended 2030 Transportation Plan, and the appropriate MPO Board conformity determination resolution.

The Cincinnati area includes the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) which is the MPO for this ozone nonattainment area. On April 15, 2004 the Ohio counties of Butler, Warren, Clinton, Hamilton, and Clermont, the Kentucky counties of Boone, Campbell, and Kenton, and a portion of Dearborn County in Indiana were designated as a basic ozone nonattainment area under the 8-hour national ambient air quality standard. On January 5, 2005 Butler, Clermont, Clinton, Hamilton and Warren Counties in Ohio; Boone, Campbell, and Kenton Counties in Kentucky; and a portion of Dearborn County in Indiana were designated a PM 2.5 nonattainment area.

There are five primary criteria of the conformity rule (62 FR 43779) and the Transportation Conformity Rule Amendments (69 FR 40004), which must be met. These criteria include: use of the latest planning assumptions, use of the latest emissions model, use of appropriate consultation procedures, consistency with the mobile source emissions budget in the State Implementation Plan (SIP), and provisions for timely implementation of transportation control measures in the SIP.

We have reviewed the Air Quality Conformity documentation and coordinated with the US Environmental Protection. Please reference your copy of USEPA's March 8, 2006 comment letter. The review was consistent with the August 15, 1997 rule and subsequent July 1, 2004 conformity rule revision entitled, "Transportation Conformity Rule Amendments: Conformity Amendments for New 8-hour Ozone and PM2.5 National Ambient Air Quality Standards,

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Response to March 1999, Court Decision and Additional Rule Changes," (69 FR 40004) and the May 6, 2005, final PM2.5 precursor rule (70 FR 24280). Accordingly, FHWA and FTA find that the Cincinnati nonattainment area's SFY 2008-2011 TIP and amended 2030 TP conform to the 1990 Clean Air Act and the current State Implementation Plan for PM 2.5, oxides of nitrogen as a precursor to PM 2.5 and the 8-hour ozone as required by the conformity rule, effective July 1, 2007.

In June of 2004 FTA Region V and FHWA-OH signed a Memorandum of Agreement (MOA) covering each agency's roles and responsibilities concerning transportation conformity findings. In accordance with that MOA, FHWA-OH has conferred with FTA-V with regard to the conformity determination for the Cincinnati 8-hour ozone and PM2.5 nonattainment area and is issuing this finding on behalf of both Agencies.

If you have any questions or comments, please contact Mr. Frank Burkett, Air Quality Specialist, at (614) 280-6838, or frank.burkett@fhwa.dot.gov.

Sincerely,



For: Dennis A. Decker  
Division Administrator

cc: Jennifer Townley, ODOT  
Dave Moore, ODOT  
David Werner, FTA  
Patricia Morris, USEPA

File: 8-G-1



U.S. Department  
of Transportation

Federal Highway Administration  
Tennessee Division Office  
640 Grassmere Park, Suite 112  
Nashville, TN 37211

Federal Transit Administration  
Region 4  
61 Forsyth Street, S.W., Suite 17T50  
Atlanta, GA 30303

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February 04, 2008

Mr. Gerald Nicely, Commissioner  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
Nashville, Tennessee 37243-0349

Honorable John E. Piper  
City of Clarksville  
One Public Square  
Clarksville, TN 37364

Dear Messers. Nicely, and Piper:

The Tennessee Division of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA) in coordination with Region 4 of the Environmental Protection Agency (EPA), have reviewed the amended Conformity Determination and the Fiscal Year (FY) 2008-2011 Transportation Improvement Program (TIP), and Long Range Transportation Plan amendment adopted on January 09, 2008. The Tennessee Department of Environment and Conservation, the Tennessee Department of Transportation, and the Metro Transit System, also had an opportunity to review and comment on the above-mentioned documents.

The Conformity Determination must be based on a Long Range Transportation Plan that meets the Federal Planning Regulations listed under 23 CFR 450.322. FHWA and FTA have reviewed the Clarksville Area MPO's 2030 LRTP for consistency with the Federal requirements, and have determined consistency.

FHWA and FTA found that the Conformity Document for the Clarksville Area MPO meets the five primary criteria of the Transportation Conformity Rule (69 FR 40004, July 1, 2004):

- 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.

We also found that these documents met the criteria outlined in the Transportation Conformity Rule for the 8-hour ozone standard.



Therefore, the FHWA and the FTA approve the Conformity Determination for the 8-hour ozone standard for the adopted Clarksville Area 2030 Long Range Transportation Plan.

If you have any questions regarding this approval, please contact Tameka Macon at 615-781-5767 or Tony Dittmeier (FTA) at 440-865-5612.

Sincerely,



Bobby W. Blackmon  
Division Administrator  
Federal Highway Administration, Tennessee Division

cc: Ed Cole, TDOT - Planning  
Angie Midgett, TDOT - Planning  
Stan Williams, MPO  
Tony Dittmeier, FTA Region 4  
Tameka Macon, FHWA  
Bernadette Dupont, FHWA-KY  
Lynorae Benjamin, EPA Region 4



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

Indiana Division

575 North Pennsylvania Street, Room 254  
Indianapolis, Indiana 46204

March 09, 2010

In Reply Refer To:  
HDA-IN

Mr. Joseph Gustin  
Deputy Commissioner of Planning  
Office of Commissioner  
Indiana Department of Transportation  
IGCN 758  
100 N. Senate Ave.  
Indianapolis, IN 46204

Dear Mr. Gustin:

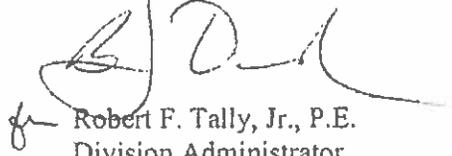
The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) have completed our review of the Evansville Metropolitan Planning Organization (EMPO) 2010-2013 Transportation Improvement Program and their associated conformity analysis adopted by EMPO on February 4, 2010. Our review has concluded that the criteria of the conformity rule have been met. The review was completed based on the July 1, 2004 conformity rule revision, (69 FR 40004). The EMPO certified that the 2010-2013 Transportation Improvement Program are in conformance with the Vanderburgh/Warrick County 8-hour ozone maintenance area and with the annual PM<sub>2.5</sub> standard for the Southwest Indiana nonattainment area and has completed the Clean Air Act Amendments (CAAA) requirements as they pertain to the development and conformity of the Transportation Plan.

The Indiana Department of Environmental Management, the Indiana Department of Transportation, and the US Environmental Protection Agency have completed their reviews and recommended that we find that the 2010-2013 Transportation Improvement Program for Evansville, IN, 8-hour ozone maintenance area and the annual PM<sub>2.5</sub> standard for the Southwest Indiana nonattainment area conforms to the applicable requirements. Appropriate consultation and public involvement on the conformity analyses was completed.

Therefore we find that the fiscal year 2010-2013 Transportation Improvement Program is a subset of and consistent with the 2035 Transportation Plan and demonstrates conformity for volatile organic compounds and oxides of nitrogen as well as PM<sub>2.5</sub>. If you have any questions regarding this, please contact Janice Osadcuk at 317 226-7486 or by e-mail at [Janice.osadcuk@dot.gov](mailto:Janice.osadcuk@dot.gov).



Sincerely,



Robert F. Tally, Jr., P.E.  
Division Administrator

- Cc: transmitted by e-mail
- Pat Morris, EPA
- John Mooney, EPA
- Steve Smith, INDOT
- Jay Mitchell, INDOT
- Lawrence Brown, INDOT
- Pam Drach, INDOT
- Emmanuel Nsonwu, INDOT
- Gale Ferris, IDEM
- Shawn Seals, IDEM
- Marisol Simon, FTA
- Andy Minyo, FTA
- Reginald Arkell, FTA
- Craig Luebke, EMPO
- Brad Mills, EMPO
- Seyed Shokouhzadeh, EMPO
- Bernadette Dupont, FHWA
- Larry Heil, FHWA
- Jay DuMontelle, FHWA
- Edward Merryman, KYTC, District 2



U.S. Department of Transportation

Federal Highway Administration  
Kentucky Division  
330 W. Broadway  
Frankfort, KY 40601

|                                |                                 |
|--------------------------------|---------------------------------|
| RECEIVED                       |                                 |
| JUN 05 2007                    |                                 |
| Federal Transit Administration | Region IV                       |
| HDA                            | 61 Forsyth St., SW, Suite 17150 |
| ADA                            | Atlanta, GA 30303               |
| HFA                            |                                 |
| HPO                            |                                 |
| HPE                            |                                 |
| HTS                            |                                 |

June 4, 2007

Mr. Jack L. Scriber, Executive Director  
Kentuckiana Regional Planning and Development Agency  
11520 Commonwealth Drive  
Louisville, KY 40299

Dear Mr. Scriber:

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:

**2007-2011 Transportation Improvement Program (TIP) and  
Amendment 9 to the 2030 Transportation Plan (LRTP)  
for the Louisville Area Metropolitan Planning Organization (MPO)  
(MPO resolution approval date of April 26, 2007)**

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 above-mentioned documents.

We found that these documents met the five primary criteria of the Transportation Conformity Rule (62 FR 43779, August 15, 1997):

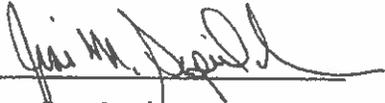
- use of the latest planning assumptions,
- use of the latest emissions model,
- use of appropriate consultation procedures,
- consistency with the mobile source emission budgets in the State Implementation Plan (SIP), and
- provisions for timely implementation of transportation control measures in the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

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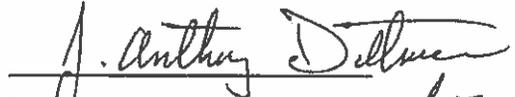


We also found that these documents met the criteria outlined in the Transportation Conformity Rule Revision for the 8-hour Ozone and PM<sub>2.5</sub> Standards (69 FR 40004, July 1, 2004) and the Transportation Conformity Rule Revision for PM<sub>2.5</sub> (70 FR 24280, May 6, 2005).

**We therefore find that the aforementioned documents conform to the 8-hour Ozone and PM<sub>2.5</sub> standards.**



Jose Sepulveda  
Division Administrator  
Federal Highway Administration



Yvette Taylor  
Regional Administrator  
Federal Transit Administration

c: Robert Talley, FHWA-IN  
Kay Prince, EPA-R4  
John Lyons, DAQ  
Art Williams, Louisville APCD  
Barry Barker, TARC  
William Nighbert, KYTC--Administration  
Ray Polly, KYTC-Administration  
Ron Rigney, KYTC-Program Management  
Daryl Greer, KYTC-Planning

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**ECONOMY**



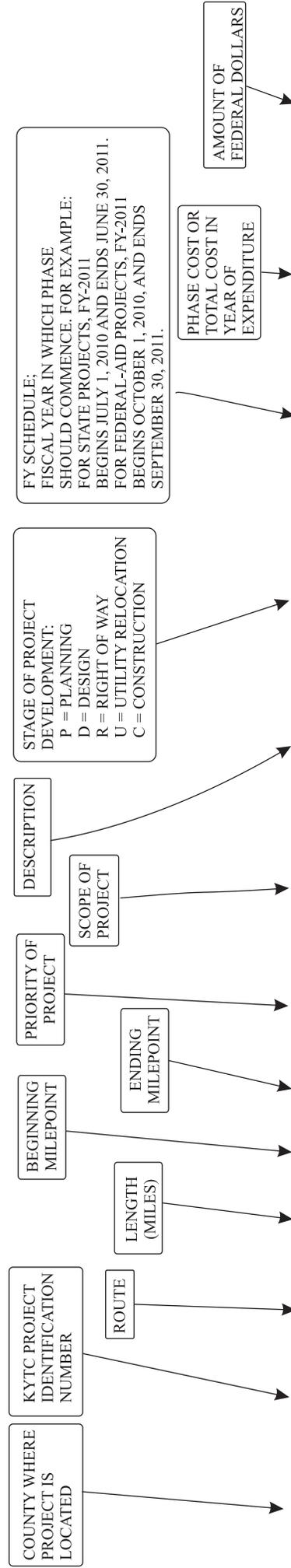
# **EXHIBIT A – 5**

## **STIP PROJECTS**

- A. Federally-funded projects sorted alphabetically by county  
(Pages 1 - 100)**
  
- B. Federally-funded ZVarious  
(Pages 1 - 10)**
  
- C. State-funded regionally significant air quality “Non-Exempt” Projects  
(Pages 1 - 17)**

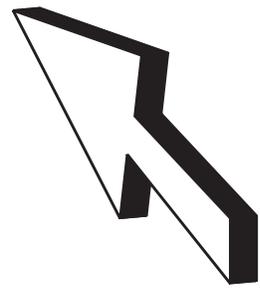
**The projects and funding identified under the county name as “ZVarious” are for projects that are determined on an annual basis for various types of work.**

# KEY TO INTERPRETING INFORMATION PRESENTED FOR FY 2011- FY 2014 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 |
|------------------|----------|--------|-----|-----|----------|--------------|-------------|-------|--------------|----------------------|------------------|-----------------|
|------------------|----------|--------|-----|-----|----------|--------------|-------------|-------|--------------|----------------------|------------------|-----------------|

ADAIR 8-8505 KY 206 0.1 0.75 0.85 SAFETY SAFETY- HAZARD ELIM(P) IMPROVE SIGHT DISTANCE ON KY-206 NEAR KY-3491. (08CCN) (10CCR) R STP 2011 50,000 50,000



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

|     |   |                                                               |     |   |                                                             |
|-----|---|---------------------------------------------------------------|-----|---|-------------------------------------------------------------|
| APD | — | FEDERAL APPALACHIAN DEVELOPMENT HIGHWAYS                      | IMG | — | IM FUNDS REDISTRIBUTED FROM LSIORB (RELEASED DUE TO GARVEE) |
| BR2 | — | JP2 BRAC BOND PROJECTS SECOND PROGRAM                         | KVD | — | FEDERAL DEMONSTRATION FUNDS ALLOCATED TO KENTUCKY           |
| BRC | — | JP1 BRAC BOND PROJECTS                                        | NH  | — | FEDERAL NATIONAL HIGHWAY SYSTEM FUNDS                       |
| BRO | — | FEDERAL BRIDGE REPLACEMENT - ON SYSTEM                        | NHG | — | NH RELEASED DUE TO GARVEE                                   |
| BRX | — | FEDERAL BRIDGE REPLACEMENT - ON/OFF SYSTEM                    | RRP | — | SAFETY-RAILROAD PROTECTION                                  |
| BRZ | — | FEDERAL BRIDGE REPLACEMENT - OFF SYSTEM                       | RRS | — | SAFETY-RAILROAD SEPARATION                                  |
| CM  | — | FEDERAL CONGESTION MITIGATION FUNDS                           | SB2 | — | STATE BONDS 2010                                            |
| FH  | — | FEDERAL FOREST HIGHWAY FUNDS                                  | SHN | — | FEDERAL STP FUNDS DEDICATED TO HENDERSON                    |
| FS  | — | ARRA FEDERAL STIMULUS                                         | SLO | — | FEDERAL STP FUNDS DEDICATED TO LOUISVILLE                   |
| FSM | — | ARRA FEDERAL STIMULUS MPO AREAS                               | SLX | — | FEDERAL STP FUNDS DEDICATED TO LEXINGTON                    |
| GV1 | — | JZ1 LOUISVILLE BRIDGES GARVEE BONDS \$100 MILLION             | SNK | — | FEDERAL STP FUNDS DEDICATED TO NORTHERN KENTUCKY            |
| GV2 | — | JZ2 LOUISVILLE BRIDGES GARVEE BONDS \$131 MILLION             | SP  | — | STATE CONSTRUCTION FUNDS                                    |
| GVR | — | JM5 GARVEE BONDS US-68/KY-80 LAKE BARKLEY AND KY LAKE BRIDGES | SPB | — | SP BONDS 2009                                               |
| HES | — | SAFETY-HAZARD ELIMINATION                                     | SPP | — | STATE CONSTRUCTION HIGH PRIORITY PROJECTS                   |
| HPP | — | HIGH PRIORITY PROJECTS                                        | STG | — | STP RELEASED DUE TO GARVEE                                  |
| IF  | — | INNOVATIVE FINANCING                                          | STP | — | FEDERAL STATEWIDE TRANSPORTATION PROGRAM FUNDS              |
| IM  | — | FEDERAL INTERSTATE MAINTENANCE FUNDS                          | TE  | — | FEDERAL TRANSPORTATION ENHANCEMENT PROGRAM FUNDS            |

**EXAMPLE:**

**A. Federally-funded projects sorted  
alphabetically by county  
(Pages 1 - 100)**

2010 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
COUNTY LISTING OF PROJECT PHASES  
FY 2011 - FY 2014

| 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 |
|----------|-----------|-----------|--------|-------|-------|-------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| ADAIR    | 8-8505    | KY 206    |        | 0.75  | 0.85  | SAFETY      | SAFETY-HAZARD ELIM(P) | IMPROVE SIGHT DISTANCE ON KY-206 NEAR KY 3491. (08CCN) (10CCR)                                                                                   | R     | STP          | 2011                 | 50,000           | 50,000          |
| ADAIR    | 8-8505    | KY 206    |        | 0.75  | 0.85  | SAFETY      | SAFETY-HAZARD ELIM(P) | IMPROVE SIGHT DISTANCE ON KY-206 NEAR KY 3491. (08CCN) (10CCR)                                                                                   | U     | STP          | 2011                 | 330,000          | 330,000         |
| ADAIR    | 8-8505    | KY 206    |        | 0.75  | 0.85  | SAFETY      | SAFETY-HAZARD ELIM(P) | IMPROVE SIGHT DISTANCE ON KY-206 NEAR KY 3491. (08CCN) (10CCR)                                                                                   | C     | STP          | 2012                 | 500,000          | 500,000         |
| ALLEN    | 3-1071    | KY 98     | 0.1    | 1.785 | 1.885 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-98 (MP 1.835) OVER EAST FORK OF BAYS FORK C; 1.5 MI EAST OF JCT US 31E; (FUNCTIONALLY OBSOLETE, SR=49.9) 002B00023N (10CCR) | D     | BRO          | 2011                 | 100,000          | 100,000         |
| ALLEN    | 3-1071    | KY 98     | 0.1    | 1.785 | 1.885 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-98 (MP 1.835) OVER EAST FORK OF BAYS FORK C; 1.5 MI EAST OF JCT US 31E; (FUNCTIONALLY OBSOLETE, SR=49.9) 002B00023N (10CCR) | R     | BRO          | 2011                 | 75,000           | 75,000          |
| ALLEN    | 3-1071    | KY 98     | 0.1    | 1.785 | 1.885 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-98 (MP 1.835) OVER EAST FORK OF BAYS FORK C; 1.5 MI EAST OF JCT US 31E; (FUNCTIONALLY OBSOLETE, SR=49.9) 002B00023N (10CCR) | U     | BRO          | 2011                 | 75,000           | 75,000          |
| ALLEN    | 3-1071    | KY 98     | 0.1    | 1.785 | 1.885 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-98 (MP 1.835) OVER EAST FORK OF BAYS FORK C; 1.5 MI EAST OF JCT US 31E; (FUNCTIONALLY OBSOLETE, SR=49.9) 002B00023N (10CCR) | C     | BRO          | 2012                 | 650,000          | 650,000         |
| ALLEN    | 3-1074    | CR 1372   | 0.1    | 1.338 | 1.438 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1372 (MP 1.388) OVER LANCASTER BRANCH; 1.4 MI SW OF JCT US 231; (STRUCTURALLY DEFICIENT, SR=32.9) 002C00025N                | D     | BRZ          | 2012                 | 140,000          | 140,000         |
| ANDERSON | 7-1123    | CR 1020   | 0.1    | 1.496 | 1.596 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1020 (MP 1.546) OVER LITTLE BENSON(GREASY) CR; @FRANKLIN CO.LN.; (STRUCTURALLY DEFICIENT, SR=16.7) 003C00001N               | D     | BRZ          | 2012                 | 130,000          | 130,000         |

2010 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
COUNTY LISTING OF PROJECT PHASES  
FY 2011 - FY 2014

| 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 |
|--------|-----------|-----------|--------|-----|--------|-------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| BARREN | 3-13      | 165       | 5      | 48  | 53     | RELIABILITY | MAJOR WIDENING(O) | TENN. STATE LINE-ELIZABETHTOWN;<br>WIDEN TO 6-LANES FROM 0.6MI N<br>OF THE KY 255 I-CHNG (B48) TO 1.0<br>MIS OF THE HART CO. LINE. (10CCR)                                                       | R     | IM           | 2011                 | 2,000,000        | 2,000,000       |
| BARREN | 3-13.1    | 165       | 5      | 48  | 53     | RELIABILITY | MAJOR WIDENING(O) | WIDEN I-65 TO 6 LANES FROM PARK<br>CITY EXIT (MP 48.00) TO CAVE CITY<br>EXIT (MP 53.00). (10CCR)                                                                                                 | C     | IM           | 2012                 | 13,100,000       | 13,100,000      |
| BARREN | 3-13.11   | 165       | 5      | 48  | 53     | RELIABILITY | MAJOR WIDENING(O) | WIDEN I-65 TO 6 LANES FROM PARK<br>CITY EXIT (MP 48.00) TO CAVE CITY<br>EXIT (MP 53.00). (10CCN)                                                                                                 | D     | NH           | 2011                 | 1,000,000        | 1,000,000       |
| BARREN | 3-13.11   | 165       | 5      | 48  | 53     | RELIABILITY | MAJOR WIDENING(O) | WIDEN I-65 TO 6 LANES FROM PARK<br>CITY EXIT (MP 48.00) TO CAVE CITY<br>EXIT (MP 53.00). (10CCN)                                                                                                 | R     | NH           | 2011                 | 2,500,000        | 2,500,000       |
| BARREN | 3-13.11   | 165       | 5      | 48  | 53     | RELIABILITY | MAJOR WIDENING(O) | WIDEN I-65 TO 6 LANES FROM PARK<br>CITY EXIT (MP 48.00) TO CAVE CITY<br>EXIT (MP 53.00). (10CCN)                                                                                                 | U     | NH           | 2011                 | 2,000,000        | 2,000,000       |
| BARREN | 3-13.11   | 165       | 5      | 48  | 53     | RELIABILITY | MAJOR WIDENING(O) | WIDEN I-65 TO 6 LANES FROM PARK<br>CITY EXIT (MP 48.00) TO CAVE CITY<br>EXIT (MP 53.00). (10CCN)                                                                                                 | C     | NH           | 2012                 | 16,000,000       | 16,000,000      |
| BARREN | 3-14      | 165       | 5      | 53  | 53,956 | RELIABILITY | MAJOR WIDENING(O) | TENN. STATE LINE-ELIZABETHTOWN;<br>WIDEN TO 6-LANES FROM 1.0MI S<br>OF THE HART CO. LINE TO 0.4MI N<br>OF THE KY 218 I-CHNG.(10CCR)                                                              | R     | NH           | 2011                 | 2,000,000        | 2,000,000       |
| BARREN | 3-143     | US 68     | 0.5    | 9.8 | 9.9    | SAFETY      | SAFETY(P)         | US 68 AT HIGHLAND GLEN<br>INDUSTRIAL PARK, BARREN COUNTY.<br>(2006KYD)(2006BOPC) (SEE 03-8600<br>FOR ADDITIONAL FUNDING). (10CCR)                                                                | C     | KYD          | 2011                 | 172,260          | 172,260         |
| BARREN | 3-185.01  | KY 70     | 5.5    | 0   | 5.246  | RELIABILITY | RECONSTRUCTION(O) | KY 70 FROM I-65 IN CAVE CITY TO<br>THE PARK ENTRANCE AT CHAUMONT<br>(SPECIAL FEDERAL APPROPRIATION<br>OF PUBLIC LANDS FUNDS REQUIRED;<br>FUNDS NOT CURRENTLY AVAILABLE<br>FOR R, U & C). (98KYD) | C     | HPP          | 2011                 | 403,451          | 403,451         |

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| 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 |
|--------|-----------|-----------|--------|---------|---------|----------------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| BELL   | 11-1063   | US 25E    | 0.1    | 15.994  | 15.999  | RELIABILITY          | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON US-25E OVER TURKEY CREEK SLOUGH (B02). (SR=29.5); (007B00002N)                                                     | R     | BRO          | 2011                 | 290,000          | 290,000         |
| BELL   | 11-1063   | US 25E    | 0.1    | 15.994  | 15.999  | RELIABILITY          | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON US-25E OVER TURKEY CREEK SLOUGH (B02). (SR=29.5); (007B00002N)                                                     | U     | BRO          | 2011                 | 220,000          | 220,000         |
| BELL   | 11-1063   | US 25E    | 0.1    | 15.994  | 15.999  | RELIABILITY          | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON US-25E OVER TURKEY CREEK SLOUGH (B02). (SR=29.5); (007B00002N)                                                     | C     | BRO          | 2011                 | 680,000          | 680,000         |
| BELL   | 11-1079   | KY 2011   | 0.1    | 8.448   | 8.548   | RELIABILITY          | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-2011 (MP 8.498) OVER RED BIRD CREEK; .55 MI SOU. OF JCT KY 66; (NOT DEFICIENT, SR=3.5) 007B00074N                              | D     | BRX          | 2012                 | 150,000          | 150,000         |
| BELL   | 11-1083   | CR 1327   | 0.1    | 0       | 0.1     | RELIABILITY          | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1327 (MP 0.014) OVER LEFT FORK STRAIGHT CREEK; .10 MI W OF JCT KY 66; (STRUCTURALLY DEFICIENT, SR=2) 007C00048N                | D     | BRZ          | 2012                 | 250,000          | 250,000         |
| BOONE  | 6-9       | I 275     | 0.6    | 13.275  | 13.892  | SAFETY               | BRIDGE INSPECTION(P)  | I-275 BRIDGE OVER THE OHIO RIVER NEAR LAWRENCEBURG, INDIANA (B52); JOINT PROJECT WITH INDIANA TO PERFORM FRACTURE CRITICAL INSPECTION. (008B00052N) | C     | IM           | 2011                 | 20,000           | 20,000          |
| BOONE  | 6-14      | I 75      | 0.1    | 177.659 | 178.345 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)   | RECONSTRUCT THE KY-536 (MT. ZION ROAD) INTERCHANGE.                                                                                                 | R     | IM           | 2011                 | 3,940,000        | 3,940,000       |
| BOONE  | 6-14      | I 75      | 0.1    | 177.659 | 178.345 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)   | RECONSTRUCT THE KY-536 (MT. ZION ROAD) INTERCHANGE.                                                                                                 | U     | IM           | 2013                 | 2,480,000        | 2,480,000       |
| BOONE  | 6-14      | I 75      | 0.1    | 177.659 | 178.345 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)   | RECONSTRUCT THE KY-536 (MT. ZION ROAD) INTERCHANGE.                                                                                                 | C     | IM           | 2014                 | 8,000,000        | 8,000,000       |
| BOONE  | 6-14.5    | I 75      | 4.8    | 175.314 | 180.106 | RELIABILITY          | MAJOR WIDENING(O)     | ADD AUXILIARY LANES ON I-71/75 FROM KY-338 TO US-42 (NB & SB) AS PER THE INTERCHANGE MODIFICATION REPORT (IMR).(10CCR)                              | D     | IM           | 2011                 | 1,500,000        | 1,500,000       |
| BOONE  | 6-14.5    | I 75      | 4.8    | 175.314 | 180.106 | RELIABILITY          | MAJOR WIDENING(O)     | ADD AUXILIARY LANES ON I-71/75 FROM KY-338 TO US-42 (NB & SB) AS PER THE INTERCHANGE MODIFICATION REPORT (IMR).(10CCR)                              | R     | IM           | 2012                 | 6,300,000        | 6,300,000       |

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| 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 |
|--------|-----------|-----------|--------|---------|---------|----------------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| BOONE  | 6-14.5    | 175       | 4.8    | 175.314 | 180.106 | RELIABILITY          | MAJOR WIDENING(O)     | ADD AUXILIARY LANES ON I-71/75 FROM KY-338 TO US-42 (NB & SB) AS PER THE INTERCHANGE MODIFICATION REPORT (IMR). (10CCR)                                                                                                                                          | U     | IM           | 2012                 | 800,000          | 800,000         |
| BOONE  | 6-14.5    | 175       | 4.8    | 175.314 | 180.106 | RELIABILITY          | MAJOR WIDENING(O)     | ADD AUXILIARY LANES ON I-71/75 FROM KY-338 TO US-42 (NB & SB) AS PER THE INTERCHANGE MODIFICATION REPORT (IMR).                                                                                                                                                  | C     | IM           | 2013                 | 17,600,000       | 17,600,000      |
| BOONE  | 6-18      | 175       | 0.1    | 175.217 | 175.622 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)   | RECONSTRUCT THE KY-338 (RICHWOOD ROAD) INTERCHANGE. (FUNDING FOR IMR SHOWN UNDER 6-14.01) (10CCR)                                                                                                                                                                | R     | IM           | 2011                 | 2,850,000        | 2,850,000       |
| BOONE  | 6-18      | 175       | 0.1    | 175.217 | 175.622 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)   | RECONSTRUCT THE KY-338 (RICHWOOD ROAD) INTERCHANGE. (FUNDING FOR IMR SHOWN UNDER 6-14.01) (10CCR)                                                                                                                                                                | U     | IM           | 2011                 | 1,800,000        | 1,800,000       |
| BOONE  | 6-18      | 175       | 0.1    | 175.217 | 175.622 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)   | RECONSTRUCT THE KY-338 (RICHWOOD ROAD) INTERCHANGE. (FUNDING FOR IMR SHOWN UNDER 6-14.01) (10CCR)                                                                                                                                                                | C     | IM           | 2013                 | 10,000,000       | 10,000,000      |
| BOONE  | 6-18.01   | 175       | 0.1    | 175.314 | 175.414 | ECONOMIC DEVELOPMENT | PREFINANCD CONVRSN(O) | RECONSTRUCT THE KY-338 (RICHWOOD ROAD) INTERCHANGE. (ADDITIONAL FUNDING FOR C PHASE) (10CCN)                                                                                                                                                                     | C     | IM           | 2011                 | 10,530,000       | 10,530,000      |
| BOONE  | 6-193     |           |        |         |         | RELIABILITY          | NEW ROUTE(O)          | CONSTRUCT SOUTH AIRFIELD RD (AKA SOUTH AIRFIELD BYPASS),BOONE COUNTY,KENTUCKY. (2005HPP-KY140)(ALL WORK BY CO. PER AGREEMENT. LOCAL FUNDS (\$10.43M) AND "SNK" FUNDS (\$5.0M) SHOWN UNDER 6-193.02 & 6-193.03. TOTAL PROJECT COST=\$17.83 AS PER OKI TIP)(08CCR) | C     | HPP          | 2011                 | 2,084,760        | 2,084,760       |

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| 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 |
|--------|-----------|-----------|--------|-----|-----|-------------|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| BOONE  | 6-193.02  |           |        |     |     | RELIABILITY | NEW ROUTE(O)         | CONSTRUCT SOUTH AIRFIELD ROAD (AKA SOUTH AIRFIELD BYPASS), BOONE COUNTY, KENTUCKY. (INITIAL "SNK" FUNDING FOR C PHASE. "HPP" FUNDING SHOWN UNDER 193.00)(SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)(08CCR)                                  | C     | SNK          | 2011                 | 9,600,000        | 9,600,000       |
| BOONE  | 6-193.03  |           |        |     |     | RELIABILITY | NEW ROUTE(O)         | CONSTRUCT SOUTH AIRFIELD ROAD (AKA SOUTH AIRFIELD BYPASS), BOONE COUNTY, KENTUCKY. (ADDITIONAL "SNK" FUNDING FOR C PHASE)(SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                                                                        | C     | SNK          | 2011                 | 2,500,000        | 2,500,000       |
| BOONE  | 6-319     |           |        |     |     | RELIABILITY | BIKE/PED FACIL(O)    | BOONE COUNTY GUNPOWDER CREEK TRAIL SYSTEM. FUNDING TO BE USED FOR THE PURCHASE OF APPROXIMATELY 85 ACRES OF PROPERTY ADJACENT TO GUNPOWDER CREEK AND IMPROVEMENTS. THE SITE WILL BE USED FOR FUTURE CONSTRUCTION OF A TRAIL SYSTEM. (2008BOPC) | C     | KYD          | 2011                 | 427,500          | 427,500         |
| BOONE  | 6-400.03  |           |        |     |     | RELIABILITY | MATCHED FED FUNDS(O) | NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                                                                                                                                                    | C     | SNK          | 2011                 | 50,000           | 50,000          |
| BOONE  | 6-400.05  |           |        |     |     | RELIABILITY | MATCHED FED FUNDS(O) | NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                                                                                                                                                    | C     | SNK          | 2011                 | 50,000           | 50,000          |
| BOONE  | 6-400.06  |           |        |     |     | RELIABILITY | MATCHED FED FUNDS(O) | NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                                                                                                                                                    | C     | SNK          | 2011                 | 50,000           | 50,000          |
| BOONE  | 6-400.07  |           |        |     |     | RELIABILITY | MATCHED FED FUNDS(O) | NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                                                                                                                                                    | C     | SNK          | 2012                 | 50,000           | 50,000          |

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| 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 |
|--------|-----------|-----------|--------|-------|-------|----------------------|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| BOONE  | 6-400.08  |           |        |       |       | RELIABILITY          | MATCHED FED FUNDS(O) | NORTHERN KENTUCKY RIDESHARE PROGRAM.                                                                                                                | C     | SNK          | 2013                 | 44,000           | 44,000          |
| BOONE  | 6-400.09  |           |        |       |       | RELIABILITY          | MATCHED FED FUNDS(O) | NORTHERN KENTUCKY RIDESHARE PROGRAM.                                                                                                                | C     | SNK          | 2014                 | 44,000           | 44,000          |
| BOONE  | 6-401.05  |           |        |       |       | RELIABILITY          | MATCHED FED FUNDS(O) | OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                                                        | C     | SNK          | 2011                 | 70,000           | 70,000          |
| BOONE  | 6-401.06  |           |        |       |       | RELIABILITY          | MATCHED FED FUNDS(O) | OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                                                        | C     | SNK          | 2011                 | 70,000           | 70,000          |
| BOONE  | 6-401.07  |           |        |       |       | RELIABILITY          | MATCHED FED FUNDS(O) | OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                                                        | C     | SNK          | 2012                 | 70,000           | 70,000          |
| BOONE  | 6-401.08  |           |        |       |       | RELIABILITY          | MATCHED FED FUNDS(O) | OKI REGIONAL TRANSPORTATION PLANNING.                                                                                                               | C     | SNK          | 2013                 | 56,000           | 56,000          |
| BOONE  | 6-401.09  |           |        |       |       | RELIABILITY          | MATCHED FED FUNDS(O) | OKI REGIONAL TRANSPORTATION PLANNING.                                                                                                               | C     | SNK          | 2014                 | 56,000           | 56,000          |
| BOONE  | 6-906     |           |        |       |       | RELIABILITY          | PLANNING-OKI(O)      | REPLACEMENT FOR TANK BUSES.                                                                                                                         | C     | SNK          | 2011                 | 1,386,000        | 1,386,000       |
| BOONE  | 6-966     |           |        |       |       | RELIABILITY          | MATCHED FED FUNDS(O) | DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) | C     | SNK          | 2012                 | 3,750,000        | 3,750,000       |
| BOONE  | 6-966.05  |           |        |       |       | RELIABILITY          | MATCHED FED FUNDS(O) | DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL                                                         | C     | SNK          | 2013                 | 3,000,000        | 3,000,000       |
| BOONE  | 6-966.06  |           |        |       |       | RELIABILITY          | MATCHED FED FUNDS(O) | DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL                                                         | C     | SNK          | 2014                 | 4,400,000        | 4,400,000       |
| BOONE  | 6-8000.5  | 1275      |        | 4.842 | 4.942 | ECONOMIC DEVELOPMENT | NEW INTERCHANGE(O)   | CONSTRUCT AN ENTRANCE RAMP FROM KY-20 TO EASTBOUND I-275 AND WIDENING ON KY-20 AND I-275. (2004BOPC)(KYTC SHARE @ 100%)                             | C     | NH           | 2014                 | 11,000,000       | 11,000,000      |

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|---------|-----------|-----------|--------|------|-------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| BOONE   | 6-8001.25 | KY 237    | 0.85   | 5.37 | 6.262 | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT AND WIDEN KY-237 FROM ROGERS LANE TO KY-18 (PRIORITY SECTION). (00CCN)(2004BOPC)(08CCR) (10CCR)                         | C     | STP          | 2011                 | 18,320,000       | 18,320,000      |
| BOURBON | 7-310.1   | US 68     | 6.14   | 2.36 | 8.5   | RELIABILITY | MAJOR WIDENING(O)     | PARIS-MAYSVILLE ROAD; RECONSTRUCT FR PARIS BYPASS TO MILLERSBURG (SECTION 1). (08CCR)                                               | C     | NHG          | 2011                 | 24,720,000       | 24,720,000      |
| BOURBON | 7-310.2   | US 68     | 4.4    |      |       | RELIABILITY | MAJOR WIDENING(O)     | PARIS-MAYSVILLE ROAD; CONSTRUCT MILLERSBURG BYPASS (SECTION 2)(08CCR)                                                               | R     | NHG          | 2011                 | 2,480,000        | 2,480,000       |
| BOURBON | 7-310.2   | US 68     | 4.4    |      |       | RELIABILITY | MAJOR WIDENING(O)     | PARIS-MAYSVILLE ROAD; CONSTRUCT MILLERSBURG BYPASS (SECTION 2)(08CCR)                                                               | U     | NHG          | 2011                 | 2,400,000        | 2,400,000       |
| BOURBON | 7-310.2   | US 68     | 4.4    |      |       | RELIABILITY | MAJOR WIDENING(O)     | PARIS-MAYSVILLE ROAD; CONSTRUCT MILLERSBURG BYPASS (SECTION 2)(08CCR)                                                               | C     | NH           | 2012                 | 18,500,000       | 18,500,000      |
| BOURBON | 7-310.2   | US 68     | 4.4    |      |       | RELIABILITY | PREFINANCD CONVRSN(O) | PARIS-MAYSVILLE ROAD; CONSTRUCT MILLERSBURG BYPASS (SECTION 2)(08CCR)                                                               | C     | NH           | 2013                 | 12,970,000       | 12,970,000      |
| BOURBON | 7-1119    | CR 1308   | 0.1    | 1.64 | 1.657 | SAFETY      | BRIDGE REPLACEMENT(P) | TOWNSEND VALLEY ROAD; REPLACE BRIDGE AND APPROACHES OVER TOWNSEND CREEK (C42) 1.6 MILES WEST OF ICT. US-27. (SR=32.0); (009C00042N) | D     | BRZ          | 2011                 | 90,000           | 90,000          |
| BOURBON | 7-1119    | CR 1308   | 0.1    | 1.64 | 1.657 | SAFETY      | BRIDGE REPLACEMENT(P) | TOWNSEND VALLEY ROAD; REPLACE BRIDGE AND APPROACHES OVER TOWNSEND CREEK (C42) 1.6 MILES WEST OF ICT. US-27. (SR=32.0); (009C00042N) | R     | BRZ          | 2012                 | 135,000          | 135,000         |
| BOURBON | 7-1119    | CR 1308   | 0.1    | 1.64 | 1.657 | SAFETY      | BRIDGE REPLACEMENT(P) | TOWNSEND VALLEY ROAD; REPLACE BRIDGE AND APPROACHES OVER TOWNSEND CREEK (C42) 1.6 MILES WEST OF ICT. US-27. (SR=32.0); (009C00042N) | U     | BRZ          | 2012                 | 115,000          | 115,000         |

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| 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 |
|---------|-----------|-----------|--------|---------|---------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| BOURBON | 7-1119    | CR 1308   | 0.1    | 1.64    | 1.657   | RELIABILITY | BRIDGE REPLACEMENT(P) | TOWNSEND VALLEY ROAD; REPLACE BRIDGE AND APPROACHES OVER TOWNSEND CREEK (C42) 1.6 MILES WEST OF JCT. US-27. (SR=32.0)                                       | C     | BRZ          | 2014                 | 450,000          | 450,000         |
| BOURBON | 7-1124    | CR 1308   | 0.1    | 3.538   | 3.638   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1308 (MP 3.588) OVER TOWNSEND CREEK; .9 MI E OF JCT KY 353; (STRUCTURALLY DEFICIENT, SR=33.2) 009C00043N                               | D     | BRZ          | 2012                 | 150,000          | 150,000         |
| BOYD    | 9-191.03  |           |        |         |         | RELIABILITY | TRANSP ENHANCEMENT(P) | ASHLAND RIVERFRONT DEVELOPMENT PROJECT IN ASHLAND. (2005HPP-KY152)                                                                                          | C     | HPP          | 2011                 | 85,000           | 85,000          |
| BOYD    | 9-993     | US 60     | 0.4    | 10.2    | 10.6    | SAFETY      | SAFETY-HAZARD ELIM(P) | US60 @ HIGHLAND AVE, CONSTRUCT LEFT TURN LANES. INSTALL TRAFFIC SIGNAL, & REALIGN INTERSECTION (B/C=2.6) (D-CONSULT, C-CONTRACTOR) (2002BOP)                | C     | HES          | 2013                 | 420,000          | 420,000         |
| BOYD    | 9-1054    | KY 168    | 0.1    | 2.657   | 2.664   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER KEYS CREEK (B14) 2.5 MI NW OF JCT. US-23. (SR=35.1); (010B00014N)                                                                       | R     | BRO          | 2011                 | 210,000          | 210,000         |
| BOYD    | 9-1054    | KY 168    | 0.1    | 2.657   | 2.664   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER KEYS CREEK (B14) 2.5 MI NW OF JCT. US-23. (SR=35.1); (010B00014N)                                                                       | U     | BRO          | 2011                 | 130,000          | 130,000         |
| BOYD    | 9-1054    | KY 168    | 0.1    | 2.657   | 2.664   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER KEYS CREEK (B14) 2.5 MI NW OF JCT. US-23. (SR=35.1); (010B00014N)                                                                       | C     | BRO          | 2011                 | 680,000          | 680,000         |
| BOYD    | 9-8605    | 164       | 10.695 | 180.812 | 191.507 | RELIABILITY | PAVEMENT REHAB-INT(P) | REHAB AND PROVIDE PAVEMENT IMPROVEMENTS ALONG I-64. (10CCN)                                                                                                 | C     | IM           | 2011                 | 5,000,000        | 5,000,000       |
| BOYLE   | 7-242     | US 68     |        | 6.4     | 6.418   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE US 68 AND US 150 BRIDGE OVER CHAPLIN RIVER, PERRYVILLE. (2005HPP-KY134) (EARMARK DOES NOT COVER TOTAL CONSTRUCTION COST OF \$600,000); (011B00042N) | C     | HPP          | 2011                 | 364,940          | 364,940         |
| BRACKEN | 6-1068    | CR 1023   | 0.1    | 0.476   | 0.488   | SAFETY      | BRIDGE REPLACEMENT(P) | LONG STRETCH ROAD; REPLACE BRIDGE AND APPROACHES OVER TURTLE CREEK 400 FEET NORTH OF KY-8 (C03). (SR=17.7); (012C00003N)(10CCR)                             | D     | BRZ          | 2011                 | 125,000          | 125,000         |

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| 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 |
|-----------|-----------|-----------|--------|-------|-------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| BRACKEN   | 6-1068    | CR 1023   | 0.1    | 0.476 | 0.488 | SAFETY      | BRIDGE REPLACEMENT(P) | LONG STRETCH ROAD; REPLACE BRIDGE AND APPROACHES OVER TURTLE CREEK 400 FEET NORTH OF KY-8 (C03). (SR=17.7); (012C00003N)(10CCR)                            | R     | BRZ          | 2011                 | 25,000           | 25,000          |
| BRACKEN   | 6-1068    | CR 1023   | 0.1    | 0.476 | 0.488 | SAFETY      | BRIDGE REPLACEMENT(P) | LONG STRETCH ROAD; REPLACE BRIDGE AND APPROACHES OVER TURTLE CREEK 400 FEET NORTH OF KY-8 (C03). (SR=17.7); (012C00003N)(10CCR)                            | U     | BRZ          | 2012                 | 5,000            | 5,000           |
| BRACKEN   | 6-1068    | CR 1023   | 0.1    | 0.476 | 0.488 | SAFETY      | BRIDGE REPLACEMENT(P) | LONG STRETCH ROAD; REPLACE BRIDGE AND APPROACHES OVER TURTLE CREEK 400 FEET NORTH OF KY-8 (C03). (SR=17.7); (012C00003N)(10CCR)                            | C     | BRZ          | 2012                 | 175,000          | 175,000         |
| BRACKEN   | 6-1074    | KY 8      | 0.1    | 4.171 | 4.271 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-8 (MP 4.221) OVER SNAG CREEK; 1 MI W OF JCT KY 1109; (STRUCTURALLY DEFICIENT, SR=48.3) 012B00005N                                     | D     | BRO          | 2012                 | 320,000          | 320,000         |
| BREATHITT | 10-270.67 | KY 15     | 0.43   |       |       | RELIABILITY | SURFACE(O)            | JACKSON-CAMPTON (SURFACING); FROM KY-15 AT JACKSON TO A POINT 0.43 MI N OF KY 15. (TO BE LET WITH 10-270.77)                                               | C     | NH           | 2011                 | 6,190,000        | 6,190,000       |
| BREATHITT | 10-270.77 | KY 15     | 1.7    |       |       | RELIABILITY | SURFACE(O)            | JACKSON-CAMPTON (SURFACING); FROM 0.43 MI N OF KY 15 AT JACKSON TO 0.31 MI S OF STILL HOUSE HOLLOW. (TO BE LET WITH 10-270.67)                             | C     | NH           | 2011                 | 4,730,000        | 4,730,000       |
| BREATHITT | 10-1089   | KY 3193   | 0.1    | 3.984 | 4.084 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-3193 (MP 4.034) OVER NORTH FORK OF KENTUCKY RIVER; ON CR 5318.4 MILE SOUTHWEST OF KY 15 (STRUCTURALLY DEFICIENT, SR=35.3) 013B000041N | D     | BRX          | 2012                 | 350,000          | 350,000         |
| BULLITT   | 5-1056    | KY 61     | 0.1    | 7.559 | 7.659 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-61 (MP 7.609) OVER BARLEY CREEK; .10 MI NORTH OF JCT KY 251; (STRUCTURALLY DEFICIENT, SR=49) 015B000013N                              | D     | BRO          | 2012                 | 120,000          | 120,000         |
| BULLITT   | 5-8509    | KY 245    |        | 4.2   | 6.297 | RELIABILITY | MINOR WIDENING(O)     | WIDEN KY-245 FROM BURNHEIM FOREST TO THE COMMUNITY COLLEGE. (08CCN)(10CCR)                                                                                 | C     | STP          | 2012                 | 4,000,000        | 4,000,000       |

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| 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 |
|----------|-----------|-----------|--------|--------|--------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| BUTLER   | 3-115     | US 231    | 1.7    | 8.947  | 10.683 | RELIABILITY | MAJOR WIDENING(O)     | CONSTRUCT 5-LANE CURB AND GUTTER ALONG US-231 FROM THE WATCHER PARKWAY TO BELL STREET IN DOWNTOWN MORGANTOWN. (04CCR)(06CCR)                    | R     | STP          | 2013                 | 3,630,000        | 3,630,000       |
| BUTLER   | 3-115     | US 231    | 1.7    | 8.947  | 10.683 | RELIABILITY | MAJOR WIDENING(O)     | CONSTRUCT 5-LANE CURB AND GUTTER ALONG US-231 FROM THE WATCHER PARKWAY TO BELL STREET IN DOWNTOWN MORGANTOWN. (04CCR)(06CCR)                    | U     | STP          | 2013                 | 2,200,000        | 2,200,000       |
| BUTLER   | 3-157     | KY 269    |        | 1.544  | 1.644  | RELIABILITY | FERRY OPERATION(P)    | REEDS FERRY BARGE REPLACEMENT - CONSTRUCT NEW FERRY BOAT.                                                                                       | C     | FS           | 2011                 | 300,000          | 300,000         |
| BUTLER   | 3-1072    | KY 340    | 0.1    | 7.07   | 7.17   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-340 (MP 7-120) OVER BR OF E PRONG INDIAN CAM; 1.0 MI NORTH OF JCT KY 79; (STRUCTURALLY DEFICIENT, SR=44.3) 016B00041N      | D     | BRX          | 2012                 | 120,000          | 120,000         |
| BUTLER   | 3-8503    | US 231    |        | 11.336 | 11.52  | SAFETY      | SAFETY-HAZARD ELIM(P) | CONSTRUCT TURN LANES IN BOTH DIRECTIONS AND INSTALL PROPER LIGHTING AT THE INTERSECTION OF US-231/KY-70 ON TO BOAT FACTORY ROAD. (08CCN)(10CCR) | R     | STP          | 2011                 | 650,000          | 650,000         |
| BUTLER   | 3-8503    | US 231    |        | 11.336 | 11.52  | SAFETY      | SAFETY-HAZARD ELIM(P) | CONSTRUCT TURN LANES IN BOTH DIRECTIONS AND INSTALL PROPER LIGHTING AT THE INTERSECTION OF US-231/KY-70 ON TO BOAT FACTORY ROAD. (08CCN)(10CCR) | U     | STP          | 2011                 | 650,000          | 650,000         |
| BUTLER   | 3-8503    | US 231    |        | 11.336 | 11.52  | SAFETY      | SAFETY-HAZARD ELIM(P) | CONSTRUCT TURN LANES IN BOTH DIRECTIONS AND INSTALL PROPER LIGHTING AT THE INTERSECTION OF US-231/KY-70 ON TO BOAT FACTORY ROAD. (08CCN)(10CCR) | C     | STP          | 2011                 | 1,000,000        | 1,000,000       |
| CALDWELL | 2-193     |           |        |        |        | RELIABILITY | NEW ROUTE(O)          | SOUTHERN CONNECTOR FROM KY 139 TO KY 91, CALDWELL COUNTY. (TO BE LET WITH 2-153.00)(2005HPP-KY162)                                              | C     | HPP          | 2011                 | 899,900          | 899,900         |

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| 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 |
|----------|-----------|-----------|--------|--------|--------|-------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| CALDWELL | 2-901     | US 641    | 0.1    | 3.15   | 3.3    | SAFETY      | SAFETY-HAZARD ELIM(P) | MODIFY HORIZONTAL AND VERTICAL ALIGNMENT ON US-641 0.1MI NORTH JCT. KY-902 AT FREDONIA. (2004BOPC)                                                                                    | R     | HES          | 2011                 | 60,000           | 60,000          |
| CALDWELL | 2-901     | US 641    | 0.1    | 3.15   | 3.3    | SAFETY      | SAFETY-HAZARD ELIM(P) | MODIFY HORIZONTAL AND VERTICAL ALIGNMENT ON US-641 0.1MI NORTH JCT. KY-902 AT FREDONIA. (2004BOPC)                                                                                    | U     | HES          | 2011                 | 50,000           | 50,000          |
| CALDWELL | 2-901     | US 641    | 0.1    | 3.15   | 3.3    | SAFETY      | SAFETY-HAZARD ELIM(P) | MODIFY HORIZONTAL AND VERTICAL ALIGNMENT ON US-641 0.1MI NORTH JCT. KY-902 AT FREDONIA. (2004BOPC)                                                                                    | C     | HES          | 2011                 | 300,000          | 300,000         |
| CALDWELL | 2-1063    | KY 139    | 0.1    | 19.856 | 20.305 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE 3 BRIDGES AND APPROACHES ON KY-139 NORTH OF KY-70 OVER FORK OF DONALDSON CREEK (B04)(B05) AND OVER DONALDSON CREEK (B06). (SR = 25.5, 25.5 & 24.1 RESPECTIVELY): (017B00004N) | C     | BRO          | 2011                 | 3,200,000        | 3,200,000       |
| CALLOWAY | 1-1061    | KY 1536   | 0.1    | 0.299  | 0.309  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY 1536 OVER EAST FORK CLAYTON CREEK (B108) 0.3 MILE SOUTH OF KY 280. (SR=27.7)(08CCR)                                                               | R     | BRX          | 2013                 | 500,000          | 500,000         |
| CALLOWAY | 1-1061    | KY 1536   | 0.1    | 0.299  | 0.309  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY 1536 OVER EAST FORK CLAYTON CREEK (B108) 0.3 MILE SOUTH OF KY 280. (SR=27.7)(08CCR)                                                               | U     | BRX          | 2013                 | 400,000          | 400,000         |
| CALLOWAY | 1-1132    | KY 893    | 0.1    | 22.865 | 22.965 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-893 (MP 22.915) OVER MCCULLOUGH FORK; 4.0 MI EAST OF JCT US 641; (STRUCTURALLY DEFICIENT, SR=11.9) 018B000080N                                                   | D     | BRX          | 2012                 | 120,000          | 120,000         |
| CALLOWAY | 1-1136    | CR 1464   | 0.1    | 0.088  | 0.188  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1464 (MP 0.138) OVER BRANCH- CANEY CREEK; 15 MIN OF JCT CR 5412; (STRUCTURALLY DEFICIENT, SR=37.9) 018C00107N                                                    | D     | BRZ          | 2012                 | 200,000          | 200,000         |
| CALLOWAY | 1-8502    |           |        |        |        | RELIABILITY | NEW ROUTE(O)          | CITY OF MURRAY BUSINESS LOOP FROM GLENDALE TO INDUSTRIAL ROAD. (08CCN)(10CCR)                                                                                                         | R     | STP          | 2011                 | 1,110,000        | 1,110,000       |

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|----------|-----------|-----------|--------|-------|-------|-------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| CALLOWAY | 1-8502    |           |        |       |       | RELIABILITY | NEW ROUTE(O)          | CITY OF MURRAY BUSINESS LOOP FROM GLENDALE TO INDUSTRIAL ROAD. (08CCN)(10CCR)                                                                | U     | STP          | 2011                 | 1,690,000        | 1,690,000       |
| CAMPBELL | 6-183     | I 471     |        | 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          | 2011                 | 1,439,839        | 1,439,839       |
| CAMPBELL | 6-1072    | KY 1996   | 0.1    | 0.209 | 0.309 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-1996 (MP 0.259) OVER STEVENS BRANCH; .75 MI WEST OF JCT KY 10; (STRUCTURALLY DEFICIENT, SR=19.9) 019B00013N             | D     | BRX          | 2012                 | 120,000          | 120,000         |
| CAMPBELL | 6-1076    | CS 1193   | 0.1    | 0.733 | 0.833 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CS-1193 (MP 0.783) OVER TAYLOR CREEK; 1.0 MI N.JCT KY 1120; (STRUCTURALLY DEFICIENT, SR=31.7) 019C00063N                   | D     | BRZ          | 2012                 | 140,000          | 140,000         |
| CAMPBELL | 6-8101.02 | KY 9      |        |       |       | RELIABILITY | NEW ROUTE(O)          | KY 9 EXTENSION, CAMPBELL COUNTY. (2006KYD)(SEE 6-8101.01 FOR "SP" COMPONENT)                                                                 | C     | KYD          | 2012                 | 344,520          | 344,520         |
| 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          | 2011                 | 5,399,401        | 5,399,401       |
| CAMPBELL | 6-8105.02 | I 275     |        |       |       | RELIABILITY | NEW ROUTE(O)          | TRANSPORTATION IMPROVEMENTS TO AA-I-275 CONNECTOR, CAMPBELL COUNTY. (2005HPP-KY166)(SEE 6-8105.00 FOR "KYD" COMPONENT)                       | C     | HPP          | 2011                 | 7,249,112        | 7,249,112       |
| CAMPBELL | 6-8105.03 |           |        |       |       | RELIABILITY | NEW ROUTE(O)          | CONSTRUCT NEW TECHNOLOGY TRIANGLE ACCESS ROAD, CAMPBELL COUNTY, KENTUCKY. (2005HPP-KY126)(2006BOPC)(10CCR)                                   | C     | HPP          | 2011                 | 1,439,839        | 1,439,839       |
| CARROLL  | 6-990     | KY 47     | 0.2    | 0     | 0.1   | SAFETY      | SAFETY-HAZARD ELIM(P) | KY 47 FROM MP 0.0 TO MP 0.1 @ KY 36 & KY 467, RECONSTRUCT RR CROSSING & IMPROVE SIGHT DISTANCE (B/C=2.5) (D-DISTRICT,C-CONTRACTOR) (2002BOP) | R     | HES          | 2011                 | 160,000          | 160,000         |

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|-----------|-----------|-----------|--------|--------|--------|-------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| CARROLL   | 6-990     | KY 47     | 0.2    | 0      | 0.1    | SAFETY      | SAFETY-HAZARD ELIM(P) | KY 47 FROM MP 0.0 TO MP 0.1 @ KY 36 & KY 467, RECONSTRUCT RR CROSSING & IMPROVE SIGHT DISTANCE (B/C=2.5) (D-DISTRICT,C-CONTRACTOR) (2002BOP)                                                           | U     | HES          | 2011                 | 110,000          | 110,000         |
| CARROLL   | 6-990     | KY 47     | 0.2    | 0      | 0.1    | SAFETY      | SAFETY-HAZARD ELIM(P) | KY 47 FROM MP 0.0 TO MP 0.1 @ KY 36 & KY 467, RECONSTRUCT RR CROSSING & IMPROVE SIGHT DISTANCE (B/C=2.5) (D-DISTRICT,C-CONTRACTOR) (2002BOP)                                                           | C     | HES          | 2011                 | 280,000          | 280,000         |
| CARTER    | 9-1072    | US 60     | 0.1    | 26.262 | 26.362 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-60 (MP 26.312) OVER UPPER STINSON CREEK: 1.5 MI E OF E-JCT KY 1; (STRUCTURALLY DEFICIENT, SR=29.6) 022B00064N                                                                     | D     | BRO          | 2011                 | 210,000          | 210,000         |
| CARTER    | 9-1072    | US 60     | 0.1    | 26.262 | 26.362 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-60 (MP 26.312) OVER UPPER STINSON CREEK: 1.5 MI E OF E-JCT KY 1; (STRUCTURALLY DEFICIENT, SR=29.6) 022B00064N                                                                     | R     | BRO          | 2012                 | 200,000          | 200,000         |
| CARTER    | 9-1072    | US 60     | 0.1    | 26.262 | 26.362 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-60 (MP 26.312) OVER UPPER STINSON CREEK: 1.5 MI E OF E-JCT KY 1; (STRUCTURALLY DEFICIENT, SR=29.6) 022B00064N                                                                     | U     | BRO          | 2012                 | 100,000          | 100,000         |
| CARTER    | 9-1075    | US 60     | 0.1    | 4.061  | 4.161  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-60 (MP 4.111) OVER TYGARTS CREEK: .75 MI E OF JCT KY 1662: (STRUCTURALLY DEFICIENT, SR=47) 022B00037N                                                                             | D     | BRO          | 2012                 | 150,000          | 150,000         |
| CHRISTIAN | 2-100.2   | US 41A    |        | 13.19  | 13.668 | RELIABILITY | NEW ROUTE(O)          | E.T. BREATHITT (PENNYRILLE) PARKWAY EXTENSION SECTION 1A; RECONSTRUCT US-41A FROM CLINIC DRIVE (INCLUDING CLINIC DRIVE RECONSTRUCTION) TO NORTH ENTRANCE OF THE MALL. (2004BOPC)(CONSTRUCT SEQUENCE 3) | C     | NH           | 2012                 | 8,660,000        | 8,660,000       |

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|-----------|-----------|-----------|--------|--------|--------|----------------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| CHRISTIAN | 2-156     | KY 115    | 0.1    | 1.2    | 1.3    | SAFETY               | SAFETY(P)             | RECONSTRUCT THE KY 115/KY 911 INTERSECTION IN OAK GROVE. (03KYDN)(04KYD-KY074)(05KYD) ("KYD" FUNDS NOT AVAILABLE FOR TOTAL CONSTRUCTION COST OF 2.7 MILLION)(10CCR) | C     | STP          | 2012                 | 3,000,000        | 3,000,000       |
| CHRISTIAN | 2-174.01  | CR 1150   | 1.1    | 0      | 0.884  | RELIABILITY          | RECONSTRUCTION(O)     | FORT CAMPBELL COLE ROAD WIDENING, KENTUCKY. (ADDITIONAL AMOUNT NEEDED TO SUPPLEMENT "KYD" FUNDS TO COVER COST)(10CCR)                                               | C     | STP          | 2011                 | 3,000,000        | 3,000,000       |
| CHRISTIAN | 2-203     | KY 107    |        | 16.9   | 17     | RELIABILITY          | CONGESTION MITIGTN(O) | INTERSECTION IMPROVEMENT AT KY-107 AND KOFFMAN DRIVE JUST SOUTH OF COUNTRY CLUB LANE IN HOPKINSVILLE. (2006BOPC)                                                    | R     | CM           | 2011                 | 240,000          | 240,000         |
| CHRISTIAN | 2-203     | KY 107    |        | 16.9   | 17     | RELIABILITY          | CONGESTION MITIGTN(O) | INTERSECTION IMPROVEMENT AT KY-107 AND KOFFMAN DRIVE JUST SOUTH OF COUNTRY CLUB LANE IN HOPKINSVILLE. (2006BOPC)                                                    | U     | CM           | 2011                 | 550,000          | 550,000         |
| CHRISTIAN | 2-203     | KY 107    |        | 16.9   | 17     | RELIABILITY          | CONGESTION MITIGTN(O) | INTERSECTION IMPROVEMENT AT KY-107 AND KOFFMAN DRIVE JUST SOUTH OF COUNTRY CLUB LANE IN HOPKINSVILLE. (2006BOPC)                                                    | C     | CM           | 2011                 | 650,000          | 650,000         |
| CHRISTIAN | 2-213     | I 24      | 0.1    | 85.183 | 85.902 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)   | MODIFY I-24/US-41A INTERCHANGE @ FORT CAMPBELL (PE & ENV SHOWN UNDER 2-311.00)                                                                                      | R     | IM           | 2011                 | 450,000          | 450,000         |
| CHRISTIAN | 2-213     | I 24      | 0.1    | 85.183 | 85.902 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)   | MODIFY I-24/US-41A INTERCHANGE @ FORT CAMPBELL (PE & ENV SHOWN UNDER 2-311.00)                                                                                      | U     | IM           | 2011                 | 170,000          | 170,000         |
| CHRISTIAN | 2-213     | I 24      | 0.1    | 85.183 | 85.902 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)   | MODIFY I-24/US-41A INTERCHANGE @ FORT CAMPBELL (PE & ENV SHOWN UNDER 2-311.00)                                                                                      | C     | IM           | 2011                 | 1,630,000        | 1,630,000       |
| CHRISTIAN | 2-8505    |           |        |        |        | RELIABILITY          | NEW ROUTE(O)          | EXTEND LOVERS LANE AND MAKE SAFETY IMPROVEMENTS. (08CCN)(10CCR)                                                                                                     | C     | STP          | 2011                 | 3,300,000        | 3,300,000       |

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|--------|-----------|-----------|--------|--------|--------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| CLARK  | 7-1121    | KY 974    | 0.1    | 10.874 | 10.974 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-974 (MP 10.924) OVER DRY FORK; .05 MI E-CR 1124 @ALLNSVL; (STRUCTURALLY DEFICIENT, SR=23.1) 025B00090N                                                              | D     | BRX          | 2012                 | 140,000          | 140,000         |
| CLARK  | 7-8101.01 | KY 9000   | 0.1    | 10.531 | 10.631 | RELIABILITY | NEW INTERCHANGE(O)    | CONSTRUCT KIDVILLE ROAD (KY 974) INTERCHANGE AT THE MOUNTAIN PARKWAY, CLARK COUNTY. (2005HPP-KY145)(SEE 7-8101.02 FOR SUPPLEMENTAL FUNDING COMPONENTS)                                   | C     | HPP          | 2011                 | 563,863          | 563,863         |
| CLARK  | 7-8101.02 | KY 9000   | 0.1    | 10.531 | 10.631 | RELIABILITY | NEW INTERCHANGE(O)    | INTERCHANGE AT MOUNTAIN PARKWAY AND KY-974 (KIDDDVILLE RD). (04CCN)(SEE 7-8101.01 FOR 2005HPP COMPONENT)(08CCR)                                                                          | R     | NHG          | 2011                 | 530,000          | 530,000         |
| CLARK  | 7-8101.02 | KY 9000   | 0.1    | 10.531 | 10.631 | RELIABILITY | NEW INTERCHANGE(O)    | INTERCHANGE AT MOUNTAIN PARKWAY AND KY-974 (KIDDDVILLE RD). (04CCN)(SEE 7-8101.01 FOR 2005HPP COMPONENT)(08CCR)(10CCR)                                                                   | C     | NHG          | 2011                 | 11,140,000       | 11,140,000      |
| CLARK  | 7-8506.01 | 164       |        | 95.1   | 97.675 | RELIABILITY | MAJOR WIDENING(O)     | EVALUATE THE EXISTING I-64/MOUNTAIN PARKWAY (KY9000) INTERCHANGE AND DETERMINE ANY NECESSARY UPGRADES OR RECONSTRUCTION TO ACCOMMODATE THE EXISTING AND FUTURE TRAFFIC MOVEMENTS.(10CCR) | D     | NH           | 2011                 | 2,500,000        | 2,500,000       |
| CLAY   | 11-1069   | CR 1113A  | 0.1    | 0.013  | 0.031  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1113A OVER BIG CREEK (C63). (SR=4.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE)                                                      | D     | BRZ          | 2013                 | 240,000          | 240,000         |
| CLAY   | 11-1069   | CR 1113A  | 0.1    | 0.013  | 0.031  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1113A OVER BIG CREEK (C63). (SR=4.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (026C00063N)(10CCR)                                 | R     | BRZ          | 2011                 | 270,000          | 270,000         |

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|------------|------------|-----------|--------|--------|--------|-------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| CLAY       | 11-1069    | CR 1113A  | 0.1    | 0.013  | 0.031  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1113A OVER BIG CREEK (C63). (SR=4.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (026C00063N)(10CCR)                                                              | U     | BRZ          | 2011                 | 210,000          | 210,000         |
| CLAY       | 11-1069    | CR 1113A  | 0.1    | 0.013  | 0.031  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1113A OVER BIG CREEK (C63). (SR=4.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (026C00063N)(10CCR)                                                              | C     | BRZ          | 2012                 | 850,000          | 850,000         |
| CLAY       | 11-8002.01 |           |        |        |        | RELIABILITY | NEW ROUTE(O)          | ACCESS FROM THE HAL ROGERS PARKWAY TO THE NEW CLAY COUNTY INDUSTRIAL PARK. (GRADE, DRAIN & INC. SURFACE) (01KYD)(02KYD)(03KYD)(2006BOPP) ("KYD" FUNDS NOT AVAILABLE FOR TOTAL CONSTRUCTION COST OF 20 MILLION)(10CCN) | C     | KYD          | 2011                 | 4,500,000        | 4,500,000       |
| CLAY       | 11-8002.03 |           |        |        |        | RELIABILITY | NEW ROUTE(O)          | ACCESS FROM THE HAL ROGERS PARKWAY TO THE NEW CLAY COUNTY INDUSTRIAL PARK.(10CCR)                                                                                                                                     | C     | STP          | 2011                 | 15,900,000       | 15,900,000      |
| CLINTON    | 8-260.03   | US 127    | 4.3    |        |        | RELIABILITY | BYPASS(O)             | US-127 ALBANY BYPASS, GRADE, DRAIN AND SURFACING SECTION. SEE 8-260.15 FOR BRIDGE AND CULVERT SECTION . (02CCR)(04CCR)(08CCR)(10CCN)                                                                                  | C     | STP          | 2011                 | 20,800,000       | 20,800,000      |
| CLINTON    | 8-260.1    | US 127    | 4.1    |        |        | RELIABILITY | RELOCATION(O)         | RECONSTRUCT US-127 FROM THE TENN STATE LINE TO ALBANY BYPASS. (98KYD)(02CCR) (PE & ENV. UNDER 8-260.00)(04CCR)(08CCR)(10CCR)                                                                                          | C     | NH           | 2012                 | 6,550,000        | 6,550,000       |
| CRITTENDEN | 1-138      | KY 91     |        | 11.162 | 11.262 | RELIABILITY | FERRY OPERATION(P)    | CAVE IN ROCK FERRY LANDING IMPROVEMENT PROJECT - CONSTRUCTION AND REHABILITATION OF FERRY LANDING TO REDUCE SERVICE DELAYS                                                                                            | C     | FS           | 2011                 | 90,000           | 90,000          |

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|--------|-----------|-----------|--------|--------|--------|-------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| DAVISS | 2-167     | KY 56     | 0.1    | 13.966 | 14.105 | RELIABILITY | CONGESTION MITIGTN(O) | CONSTRUCT A ROUND-ABOUT AT THE INTERSECTION OF KY-56/KY-81 AND WORTHINGTON ROAD WEST OF OWENSBORO. (2004BOPC)                           | R     | CM           | 2011                 | 320,000          | 320,000         |
| DAVISS | 2-167     | KY 56     | 0.1    | 13.966 | 14.105 | RELIABILITY | CONGESTION MITIGTN(O) | CONSTRUCT A ROUND-ABOUT AT THE INTERSECTION OF KY-56/KY-81 AND WORTHINGTON ROAD WEST OF OWENSBORO. (2004BOPC)                           | U     | CM           | 2011                 | 420,000          | 420,000         |
| DAVISS | 2-167     | KY 56     | 0.1    | 13.966 | 14.105 | RELIABILITY | CONGESTION MITIGTN(O) | CONSTRUCT A ROUND-ABOUT AT THE INTERSECTION OF KY-56/KY-81 AND WORTHINGTON ROAD WEST OF OWENSBORO. (2004BOPC)                           | C     | CM           | 2011                 | 1,950,000        | 1,950,000       |
| DAVISS | 2-224     | KY 2155   |        | 3.585  | 4.427  | RELIABILITY | BRIDGE REHAB(P)       | DAVISS COUNTY GROVER CARY BRIDGE OVER THE OHIO RIVER. (KY-010)                                                                          | C     | KYD          | 2011                 | 1,540,600        | 1,540,600       |
| DAVISS | 2-287.1   | US 60     | 2.7    |        |        | RELIABILITY | RELOCATION(O)         | RELOCATE US-60 BYPASS EAST OF OWENSBORO (EAST COUNTY CORRIDOR): FROM THE US-60B/KY-54 INTERCHANGE, EXTENDING EAST TO REID ROAD. (98KYD) | C     | STP          | 2011                 | 15,000,000       | 15,000,000      |
| DAVISS | 2-287.1   | US 60     | 2.7    |        |        | RELIABILITY | PREFINANCD CONVRSN(O) | RELOCATE US-60 BYPASS EAST OF OWENSBORO (EAST COUNTY CORRIDOR): FROM THE US-60B/KY-54 INTERCHANGE, EXTENDING EAST TO REID ROAD. (98KYD) | C     | STP          | 2012                 | 10,000,000       | 10,000,000      |
| DAVISS | 2-287.1   | US 60     | 2.7    |        |        | RELIABILITY | PREFINANCD CONVRSN(O) | RELOCATE US-60 BYPASS EAST OF OWENSBORO (EAST COUNTY CORRIDOR): FROM THE US-60B/KY-54 INTERCHANGE, EXTENDING EAST TO REID ROAD. (98KYD) | C     | STP          | 2013                 | 9,620,000        | 9,620,000       |
| DAVISS | 2-287.52  | US 60     | 2.2    |        |        | RELIABILITY | RELOCATION(O)         | TRANSPORTATION IMPROVEMENTS TO US 60 OWENSBORO. DAVISS COUNTY. (2005HPP-KY167)(SEE 2-287.51 FOR "FS" COMPONENT)                         | C     | HPP          | 2011                 | 1,812,278        | 1,812,278       |

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|----------|-----------|-----------|--------|--------|--------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| DAVISS   | 2-1065    | KY 279    | 0.1    | 2.37   | 2.41   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-279 OVER BRANCH OF PANTHER CREEK (B120). (SR=49.5); (030B00120N)                                                                         | C     | BRX          | 2011                 | 630,000          | 630,000         |
| DAVISS   | 2-1066    | CR 1060   | 0.1    | 1.893  | 1.911  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1060 OVER BLACKFORD CREEK (C18). (SR=19.9)(08CCR); (030C00018N)                                                                          | R     | BRZ          | 2011                 | 110,000          | 110,000         |
| DAVISS   | 2-1066    | CR 1060   | 0.1    | 1.893  | 1.911  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1060 OVER BLACKFORD CREEK (C18). (SR=19.9)(08CCR); (030C00018N)                                                                          | U     | BRZ          | 2011                 | 110,000          | 110,000         |
| DAVISS   | 2-1066    | CR 1060   | 0.1    | 1.893  | 1.911  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1060 OVER BLACKFORD CREEK (C18). (SR=19.9)(08CCR); (030C00018N)                                                                          | C     | BRZ          | 2011                 | 1,060,000        | 1,060,000       |
| DAVISS   | 2-1075    | PR 1212   | 0.1    | 0.675  | 0.775  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON PR-1212 (MP 0.725) OVER TRIB-PANTHER CK. 4 MI E KY 279; (STRUCTURALLY DEFICIENT, SR=16.8) 030C00168N                                                       | D     | BRZ          | 2012                 | 130,000          | 130,000         |
| EDMONSON | 3-149     | KY 70     | 0.36   | 10.401 | 10.761 | RELIABILITY | SPOT IMPROVEMENTS(O)  | RECONSTRUCT KY-70/KY-259 FROM 0.36 MILE NORTH GREEN RIVER BRIDGE AT BROWNSVILLE TO 0.42 MILE NORTH OF THE KY-70/KY-259 INTERSECTION. (2005HPP-KY118) (10CCR)                 | C     | HPP          | 2011                 | 1,079,880        | 1,079,880       |
| EDMONSON | 3-8508    | 165       | 43.75  | 45.935 | 45.935 | RELIABILITY | MAJOR WIDENING(O)     | TENN STATE LINE-ELIZABETHTOWN; WIDEN TO 6-LANES FROM KY-1339 TO 0.6 MILES NORTH OF THE KY-255 I-CHANGE (B48). (SUPPLEMENTAL "STP" FUNDING FOR 03-12 PROJECT). (08CCN)(10CCN) | C     | STP          | 2011                 | 6,483,000        | 6,483,000       |
| EDMONSON | 3-8509    | 165       | 43.789 | 45.935 | 45.935 | RELIABILITY | MAJOR WIDENING(O)     | TENN STATE LINE-ELIZABETHTOWN; WIDEN TO 6-LANES FROM KY-1339 TO 0.6 MILES NORTH OF THE KY-255 I-CHANGE (B48). (SUPPLEMENTAL "NHG" FUNDING FOR 3-12 PROJECT). (08CCN)(10CCN)  | C     | NHG          | 2011                 | 23,817,000       | 23,817,000      |

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| 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 |
|---------|-----------|-----------|--------|--------|--------|-------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| ELLIOTT | 9-126.51  | KY 7      | 5.2    | 13.47  | 18.48  | RELIABILITY | RECONSTRUCTION(O)     | SANDY HOOK - I-64- RECONSTRUCT KY-7 FROM 0.4 MI NORTH OF KY-706 TO THE CARTER COUNTY LINE. (2004BOPC)(08CCR)                                                               | C     | STP          | 2011                 | 27,500,000       | 27,500,000      |
| ELLIOTT | 9-1077    | CR 1122   | 0.1    | 0.029  | 0.129  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1122 (MP 0.079) OVER LICK FK NEWCOMBE CREEK; .05 M I S OF JCT KY 32; (STRUCTURALLY DEFICIENT, SR=2) 032C00006N                                        | D     | BRZ          | 2012                 | 120,000          | 120,000         |
| ESTILL  | 10-363.21 | KY 89     | 1.7    | 12.881 | 14.578 | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT KY 89 FROM IRVINE BYPASS TO 2000 FEET NORTH OF ESTILL COUNTY HIGH SCHOOL. ESTILL COUNTY (PRIORITY SECTION). (2005HPP-KY117)(SEE 10-363.20 FOR "SPB" COMPONENT) | C     | HPP          | 2011                 | 539,940          | 539,940         |
| FAYETTE | 7-113     | KY 4      | 1.28   | 8.731  | 10.015 | RELIABILITY | MAJOR WIDENING(O)     | NEW CIRCLE ROAD REHAB AND WIDENING FROM VERSAILLES ROAD TO NEAR GEORGETOWN ROAD.(10CCN)                                                                                    | R     | NH           | 2013                 | 15,230,000       | 15,230,000      |
| FAYETTE | 7-113     | KY 4      | 1.28   | 8.731  | 10.015 | RELIABILITY | MAJOR WIDENING(O)     | NEW CIRCLE ROAD REHAB AND WIDENING FROM VERSAILLES ROAD TO NEAR GEORGETOWN ROAD.(10CCN)                                                                                    | U     | NH           | 2013                 | 5,200,000        | 5,200,000       |
| FAYETTE | 7-144.01  | US 68     | 1.4    | 2.882  | 3.296  | RELIABILITY | MAJOR WIDENING(O)     | WIDEN HARRODSBURG ROAD AT NEW CIRCLE ROAD FROM CORPORATE DRIVE TO ALEXANDRIA DRIVE BY INCREASING CAPACITY UNDER THE NCR BRIDGES AND INTERSECTION IMPROVEMENTS. (06CCR)     | R     | NH           | 2011                 | 110,000          | 110,000         |
| FAYETTE | 7-144.01  | US 68     | 1.4    | 2.882  | 3.296  | RELIABILITY | MAJOR WIDENING(O)     | WIDEN HARRODSBURG ROAD AT NEW CIRCLE ROAD FROM CORPORATE DRIVE TO ALEXANDRIA DRIVE BY INCREASING CAPACITY UNDER THE NCR BRIDGES AND INTERSECTION IMPROVEMENTS. (06CCR)     | U     | NH           | 2011                 | 840,000          | 840,000         |

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|---------|-----------|-----------|--------|-------|-------|-------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| FAYETTE | 7-144.01  | US 68     | 1.4    | 2.882 | 3.296 | RELIABILITY | MAJOR WIDENING(O) | WIDEN HARRODSBURG ROAD AT NEW CIRCLE ROAD FROM CORPORATE DRIVE TO ALEXANDRIA DRIVE BY INCREASING CAPACITY UNDER THE NCR BRIDGES AND INTERSECTION IMPROVEMENTS. (06CCR)                                                | C     | NH           | 2011                 | 2,170,000        | 2,170,000       |
| FAYETTE | 7-220     | US 25     | 1      | 8.4   | 9.55  | SAFETY      | BIKE/PED FACIL(O) | RICHMOND ROAD MULTIUSE PATH IN LEXINGTON BETWEEN EAGLE CREEK DRIVE AND JACOBSON PARK. (LOCAL MATCH) (ALL WORK BY LFUCG) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                                               | C     | SLX          | 2011                 | 638,000          | 638,000         |
| FAYETTE | 7-223     | US 421    | 1.5    | 2.296 | 3.842 | RELIABILITY | MAJOR WIDENING(O) | LEESTOWN ROAD: WIDEN TO 4 LANES FROM EXISTING 4-LANE NEAR NEW CIRCLE ROAD TO MASTERSON PARK (LFUCG T.I.P.). (SEE 7-223.02 FOR "SLX" COMPONENT)(08CCR)(10CCR)                                                          | C     | STP          | 2011                 | 14,070,000       | 14,070,000      |
| FAYETTE | 7-223.02  | US 421    | 1.5    | 2.296 | 3.842 | RELIABILITY | MAJOR WIDENING(O) | LEESTOWN ROAD: WIDEN TO 4 LANES FROM EXISTING 4-LANE NEAR NEW CIRCLE ROAD TO MASTERSON PARK. (ADDITIONAL "SLX" FUNDING FOR C PHASE)(SEE 7-223.00 FOR "STP" COMPONENT) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | C     | SLX          | 2011                 | 4,856,384        | 4,856,384       |
| FAYETTE | 7-224.51  | CS 4174   |        | 2.684 | 3.593 | RELIABILITY | MINOR WIDENING(O) | CLAYS MILL ROAD (SECTION 2A); WIDEN FROM KEITHSHIRE WAY TO HIGBEE MILL ROAD. (LOCAL MATCH) (ALL WORK BY LFUCG)(PRIORITY SECTION) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                                      | C     | SLX          | 2011                 | 4,759,040        | 4,759,040       |
| FAYETTE | 7-224.53  | CS 4174   | 1.8    | 3.593 | 3.883 | RELIABILITY | MINOR WIDENING(O) | CLAYS MILL ROAD (SECTION 2B); WIDEN FROM HIGBEE MILL ROAD TO TWAIN RIDGE DRIVE. (LOCAL MATCH) (ALL WORK BY LFUCG) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                                                     | C     | SLX          | 2012                 | 5,353,920        | 5,353,920       |

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|---------|-----------|-----------|--------|------|-------|-------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| FAYETTE | 7-224.55  | CS 4174   |        | 2.01 | 2.684 | RELIABILITY | MINOR WIDENING(O)    | CLAYS MILL ROAD (SECTION 2C); WIDEN FROM NEW CIRCLE ROAD TO KEITHSHIRE WAY. (LOCAL MATCH) (ALL WORK BY LFUCG) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                                                | C     | SLX          | 2011                 | 4,689,558        | 4,689,558       |
| FAYETTE | 7-225     | KY 1927   | 1      | 2.7  | 3.95  | RELIABILITY | MAJOR WIDENING(O)    | LIBERTY ROAD/TODD'S ROAD; WIDEN FROM 0.2 M I S OF ANDOVER FOREST DRIVE/FOREST HILL DRIVE TO I-75 (SECTION 2) (ALL WORK BY LFUCG)(SEE 7-590.00 FOR SECTION 1) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | R     | SLX          | 2011                 | 3,208,937        | 3,208,937       |
| FAYETTE | 7-225     | KY 1927   | 1      | 2.7  | 3.95  | RELIABILITY | MAJOR WIDENING(O)    | LIBERTY ROAD/TODD'S ROAD; WIDEN FROM 0.2 M I S OF ANDOVER FOREST DRIVE/FOREST HILL DRIVE TO I-75 (SECTION 2) (ALL WORK BY LFUCG)(SEE 7-590.00 FOR SECTION 1) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | U     | SLX          | 2013                 | 1,953,945        | 1,953,945       |
| FAYETTE | 7-225     | KY 1927   | 1      | 2.7  | 3.95  | RELIABILITY | MAJOR WIDENING(O)    | LIBERTY ROAD/TODD'S ROAD; WIDEN FROM 0.2 M I S OF ANDOVER FOREST DRIVE/FOREST HILL DRIVE TO I-75 (SECTION 2) (ALL WORK BY LFUCG)(SEE 7-590.00 FOR SECTION 1) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | C     | SLX          | 2014                 | 5,224,588        | 5,224,588       |
| FAYETTE | 7-227.07  |           |        |      |       | RELIABILITY | MATCHED FED FUNDS(O) | VARIOUS 'SLX' CONTINUING PROGRAM PROJECTS (RIDESHARE/MOBILITY, AIR QUALITY PLANNING, TRAFFIC SIGNAL) (LOCAL MATCH) (ALL WORK BY LFUCG) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                       | C     | SLX          | 2011                 | 650,000          | 650,000         |

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|---------|-----------|-----------|--------|-------|-------|-------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| FAVETTE | 7-227.08  |           |        |       |       | RELIABILITY | MATCHED FED FUNDS(O) | VARIOUS 'SLX' CONTINUING PROGRAM PROJECTS (RIDESHARE/MOBILITY, AIR QUALITY PLANNING, TRAFFIC SIGNAL) (LOCAL MATCH) (ALL WORK BY LFUCG) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                                                     | C     | SLX          | 2011                 | 650,000          | 650,000         |
| FAVETTE | 7-227.09  |           |        |       |       | RELIABILITY | MATCHED FED FUNDS(O) | VARIOUS 'SLX' CONTINUING PROGRAM PROJECTS (RIDESHARE/MOBILITY, AIR QUALITY PLANNING, TRAFFIC SIGNAL) (LOCAL MATCH) (ALL WORK BY LFUCG) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                                                     | C     | SLX          | 2011                 | 650,000          | 650,000         |
| FAVETTE | 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). (TOTAL COST = \$266,250) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).            | C     | SLX          | 2011                 | 286,000          | 286,000         |
| FAVETTE | 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)(SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | C     | SLX          | 2011                 | 511,597          | 511,597         |
| FAVETTE | 7-231     | CS 3817   |        | 0.504 | 0.591 | RELIABILITY | MATCHED FED FUNDS(O) | ADD BIKE LANE ON ROSE STREET FROM ROSE LANE TO EUCLID. (LFUCG T.I.P.) (LOCAL MATCH)(ALL WORK BY LFUCG) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                                                                                     | R     | SLX          | 2011                 | 34,650           | 34,650          |

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| 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 |
|---------|-----------|-----------|--------|-------|--------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| FAYETTE | 7-231     | CS 3817   |        | 0.504 | 0.591  | RELIABILITY | MATCHED FED FUNDS(O)  | ADD BIKE LANE ON ROSE STREET FROM ROSE LANE TO EUCLID. (LFUCG T.I.P.) (LOCAL MATCH)(ALL WORK BY LFUCG) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                              | C     | SLX          | 2011                 | 160,160          | 160,160         |
| FAYETTE | 7-366     | KY 4      | 1.3    | 8.731 | 10.015 | RELIABILITY | PE & ENVIRONMENTAL(O) | WIDEN NEW CIRCLE ROAD IN LEXINGTON FROM GEORGETOWN ROAD TO BOARDWALK AVENUE INCLUDING INTERCHANGE RECONSTRUCTION AT NEWTOWN PIKE. (2002BOPC)(2004BOPP)(PHASE I DESIGN ONLY)(10CCR) | R     | NH           | 2011                 | 15,230,000       | 15,230,000      |
| FAYETTE | 7-366     | KY 4      | 1.3    | 8.731 | 10.015 | RELIABILITY | PE & ENVIRONMENTAL(O) | WIDEN NEW CIRCLE ROAD IN LEXINGTON FROM GEORGETOWN ROAD TO BOARDWALK AVENUE INCLUDING INTERCHANGE RECONSTRUCTION AT NEWTOWN PIKE. (2002BOPC)(2004BOPP)(PHASE I DESIGN ONLY)(10CCR) | U     | NH           | 2011                 | 5,200,000        | 5,200,000       |
| FAYETTE | 7-366     | KY 4      | 1.3    | 8.731 | 10.015 | RELIABILITY | PE & ENVIRONMENTAL(O) | WIDEN NEW CIRCLE ROAD IN LEXINGTON FROM GEORGETOWN ROAD TO BOARDWALK AVENUE INCLUDING INTERCHANGE RECONSTRUCTION AT NEWTOWN PIKE. (2002BOPC)(2004BOPP)(PHASE I DESIGN ONLY)(10CCR) | C     | NH           | 2012                 | 17,650,000       | 17,650,000      |
| FAYETTE | 7-593.04  |           |        |       |        | RELIABILITY | NEW ROUTE(O)          | NEWTOWN PIKE EXTENSION FROM WEST MAIN ST. TO SOUTH LIMESTONE STREET IN LEXINGTON. (ADDITIONAL FUNDING FOR DESIGN FOR CLT)(10CCR)                                                   | D     | STP          | 2012                 | 5,241,000        | 5,241,000       |

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|---------|-----------|-----------|--------|-------|-------|-------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| FAYETTE | 7-593.1   |           |        |       |       | RELIABILITY | NEW ROUTE(O)          | NEWTOWN PIKE EXTENSION - PRIORITY 2: REDEVELOPMENT OF SOUTHEAST PARK NEIGHBORHOOD (MITIGATION AREA). (PHASE I) (2005HPP-KY114)                   | U     | HPP          | 2011                 | 520,000          | 520,000         |
| FAYETTE | 7-593.1   |           |        |       |       | RELIABILITY | NEW ROUTE(O)          | NEWTOWN PIKE EXTENSION - PRIORITY 2: REDEVELOPMENT OF SOUTHEAST PARK NEIGHBORHOOD (MITIGATION AREA). (PHASE I) (2005HPP-KY114)                   | C     | HPP          | 2011                 | 2,137,000        | 2,137,000       |
| FAYETTE | 7-593.11  |           |        |       |       | RELIABILITY | NEW ROUTE(O)          | NEWTOWN PIKE EXTENSION - PRIORITY 2A: CONSTRUCT A SOUND BARRIER WALL ALONG THE RAILROAD YARD FROM VERSAILLES ROAD TO BROADWAY. (2008BOPC)(10CCR) | C     | STP          | 2011                 | 2,436,500        | 2,436,500       |
| FAYETTE | 7-593.12  |           |        |       |       | RELIABILITY | NEW ROUTE(O)          | NEWTOWN PIKE EXTENSION - PRIORITY 2: REDEVELOPMENT OF SOUTHEAST PARK NEIGHBORHOOD (MITIGATION AREA). (PHASE I) (2005HPP-KY114)(10CCR)            | C     | STP          | 2012                 | 6,106,000        | 6,106,000       |
| FAYETTE | 7-1111    | CR 1122   | 0.1    | 1.729 | 1.739 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER BOONE CREEK (C10) @ THE CLARK COUNTY LINE. (SR=9.2)(ALL WORK BY LFUCG): (034C00010N)                                         | C     | BRX          | 2011                 | 810,000          | 810,000         |
| 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)     | D     | SLX          | 2011                 | 165,000          | 165,000         |
| 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)     | R     | SLX          | 2011                 | 36,383           | 36,383          |
| FLOYD   | 12-1071   | KY 1428   | 0.1    | 8.694 | 8.716 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER COW CREEK (B03) 0.02 MI S.JCT. KY-194. (SR=31.5). (036B00003N)                                                               | C     | BRX          | 2011                 | 1,520,000        | 1,520,000       |

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| 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 |
|--------|-----------|-----------|--------|--------|--------|-------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| FLOYD  | 12-1074   | CR 1962   | 0.1    | 0.039  | 0.079  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER RIGHT FORK BEAVER CREEK (C59) 300' WEST JCT. KY-7. (SR=37.2)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (036C00059N) | C     | BRZ          | 2012                 | 900,000          | 900,000         |
| FLOYD  | 12-1075   | KY 194    | 0.1    | 12.105 | 12.155 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-194 OVER BRUSHY CREEK (B65) AT THE FLOYD/PIKE COUNTY LINE. (SR=46.5): (036B00065N)                                    | C     | BRZ          | 2011                 | 730,000          | 730,000         |
| FLOYD  | 12-1084   | KY 466    | 0.1    | 3.575  | 3.583  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-466 OVER LEFT FORK BEAVER CREEK (B30). (SR=37.5): (036B00030N)                                                        | R     | BRX          | 2011                 | 280,000          | 280,000         |
| FLOYD  | 12-1084   | KY 466    | 0.1    | 3.575  | 3.583  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-466 OVER LEFT FORK BEAVER CREEK (B30). (SR=37.5): (036B00030N)                                                        | U     | BRX          | 2011                 | 280,000          | 280,000         |
| FLOYD  | 12-1084   | KY 466    | 0.1    | 3.575  | 3.583  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-466 OVER LEFT FORK BEAVER CREEK (B30). (SR=37.5): (036B00030N)                                                        | C     | BRX          | 2011                 | 1,170,000        | 1,170,000       |
| FLOYD  | 12-1085   | KY 777    | 0.1    | 0.186  | 0.205  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-777 OVER RIGHT FORK BEAVER CREEK (B76). (SR=3.0): (036B00076N)                                                        | R     | BRX          | 2011                 | 280,000          | 280,000         |
| FLOYD  | 12-1085   | KY 777    | 0.1    | 0.186  | 0.205  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-777 OVER RIGHT FORK BEAVER CREEK (B76). (SR=3.0): (036B00076N)                                                        | U     | BRX          | 2011                 | 330,000          | 330,000         |
| FLOYD  | 12-1085   | KY 777    | 0.1    | 0.186  | 0.205  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-777 OVER RIGHT FORK BEAVER CREEK (B76). (SR=3.0): (036B00076N)                                                        | C     | BRX          | 2011                 | 1,290,000        | 1,290,000       |
| FLOYD  | 12-1093   | CR 1350   | 0.1    | 0.064  | 0.07   | SAFETY      | BRIDGE REPLACEMENT(P) | MEADE BRANCH ROAD: REPLACE BRIDGE AND APPROACHES OVER ABBOTT CREEK (C31) 0.06 MILE SOUTH OF KY-1427. (SR=3.0): (036C00031N)                               | D     | BRZ          | 2011                 | 225,000          | 225,000         |

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|----------|-----------|-----------|--------|-------|-------|-------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| FLOYD    | 12-1093   | CR 1350   | 0.1    | 0.064 | 0.07  | RELIABILITY | BRIDGE REPLACEMENT(P) | MEADE BRANCH ROAD: REPLACE BRIDGE AND APPROACHES OVER ABBOTT CREEK (C31) 0.06 MILE SOUTH OF KY-1427. (SR=3.0)                                                                                | R     | BRZ          | 2014                 | 175,000          | 175,000         |
| FLOYD    | 12-1093   | CR 1350   | 0.1    | 0.064 | 0.07  | RELIABILITY | BRIDGE REPLACEMENT(P) | MEADE BRANCH ROAD: REPLACE BRIDGE AND APPROACHES OVER ABBOTT CREEK (C31) 0.06 MILE SOUTH OF KY-1427. (SR=3.0)                                                                                | U     | BRZ          | 2014                 | 200,000          | 200,000         |
| FRANKLIN | 5-466     | KY 2919   |        | 0.001 | 0.002 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACEMENT OF BRIDGE ON INDIAN GAP ROAD (KY-2919) OVER CAMP PLEASANT BRANCH USING SELF CONSOLIDATING CONCRETE AND PRECAST BRIDGE COMPONENTS (FY09 IBRD DISCRETIONARY PROJECT). (037B00082N) | C     | KYD          | 2011                 | 255,000          | 255,000         |
| FRANKLIN | 5-963     | KY 151    | 0.4    | 1.8   | 2.2   | SAFETY      | SAFETY-HAZARD ELIM(P) | CORRECT SIGHT DISTANCE ISSUES ON KY-151 S OF I-64, IMPROVE SAFETY AND OPERATION OF I-64/KY-151 I-CHNG AND WIDEN KY-151 TO ACCOMMODATE LEFT TURN LANES. (2000BOP)                             | R     | HES          | 2011                 | 290,000          | 290,000         |
| FRANKLIN | 5-963     | KY 151    | 0.4    | 1.8   | 2.2   | SAFETY      | SAFETY-HAZARD ELIM(P) | CORRECT SIGHT DISTANCE ISSUES ON KY-151 S OF I-64, IMPROVE SAFETY AND OPERATION OF I-64/KY-151 I-CHNG AND WIDEN KY-151 TO ACCOMMODATE LEFT TURN LANES. (2000BOP)                             | U     | HES          | 2011                 | 70,000           | 70,000          |
| FRANKLIN | 5-963     | KY 151    | 0.4    | 1.8   | 2.2   | SAFETY      | SAFETY-HAZARD ELIM(P) | CORRECT SIGHT DISTANCE ISSUES ON KY-151 S OF I-64, IMPROVE SAFETY AND OPERATION OF I-64/KY-151 I-CHNG AND WIDEN KY-151 TO ACCOMMODATE LEFT TURN LANES. (2000BOP)                             | C     | HES          | 2011                 | 1,250,000        | 1,250,000       |
| FRANKLIN | 5-1057    | US 421    | 0.1    | 13.04 | 13.14 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-421 (MP 13.09) OVER FLAT CREEK; 2.0 MI NORTH OF JCT KY 12; (STRUCTURALLY DEFICIENT, SR=46.8) (037B00023N)                                                               | D     | BRO          | 2012                 | 170,000          | 170,000         |

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|----------|-----------|-----------|--------|--------|--------|-------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| FRANKLIN | 5-1058    | US 421    | 0.1    | 14.009 | 14.109 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-421 (MP 14.059) OVER HUDSON CREEK; 2.8 MI NORTH OF JCT KY 12; (STRUCTURALLY DEFICIENT, SR=48.9) 037B00024N       | D     | BRO          | 2012                 | 120,000          | 120,000         |
| FRANKLIN | 5-1059    | US 421    | 0.1    | 15.041 | 15.141 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-421 (MP 15.091) OVER LITTLE FLAT CREEK; 3.8 MI NORTH OF JCT KY 12; (STRUCTURALLY DEFICIENT, SR=48.7) 037B00025N  | D     | BRO          | 2012                 | 140,000          | 140,000         |
| FRANKLIN | 5-2035.7  | 164       | 5.42   | 47.7   | 53.75  | RELIABILITY | PAVEMENT REHAB-INT(P) | PAVEMENT REHAB AND BRIDGE WIDENING ON I-64 FROM MP 47.70 TO MP 53.75. (2004BOPC)(DESIGN FUNDED UNDER 5-2035.40)                       | R     | IM           | 2012                 | 120,000          | 120,000         |
| FRANKLIN | 5-2035.7  | 164       | 5.42   | 47.7   | 53.75  | RELIABILITY | PAVEMENT REHAB-INT(P) | PAVEMENT REHAB AND BRIDGE WIDENING ON I-64 FROM MP 47.70 TO MP 53.75. (2004BOPC)(DESIGN FUNDED UNDER 5-2035.40)                       | U     | IM           | 2012                 | 110,000          | 110,000         |
| GARRARD  | 7-196.01  | US 27     | 14.2   | 0      | 10.331 | RELIABILITY | RELOCATION(O)         | WIDEN US 27 FROM KY 34 TO US 150 BYPASS, GARRARD COUNTY AND LINCOLN COUNTY. (2005HPP-KY115)(2006BOPP)                                 | D     | HPP          | 2011                 | 1,439,839        | 1,439,839       |
| GARRARD  | 7-201.01  | KY 52     | 4.5    | 13.28  | 16.624 | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT KY-52 FROM KY-954 IN GARRARD COUNTY TO WALLACE MILL ROAD IN MADISON COUNTY. (00CCR)(02CCR)(06CCR)(2004BOPC)(08CCR)(10CCR) | R     | STP          | 2011                 | 4,410,000        | 4,410,000       |
| GARRARD  | 7-201.01  | KY 52     | 4.5    | 13.28  | 16.624 | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT KY-52 FROM KY-954 IN GARRARD COUNTY TO WALLACE MILL ROAD IN MADISON COUNTY. (00CCR)(02CCR)(06CCR)(2004BOPC)(08CCR)(10CCR) | U     | STP          | 2011                 | 6,530,000        | 6,530,000       |
| GARRARD  | 7-201.01  | KY 52     | 4.5    | 13.28  | 16.624 | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT KY-52 FROM KY-954 IN GARRARD COUNTY TO WALLACE MILL ROAD IN MADISON COUNTY. (00CCR)(02CCR)(06CCR)(2004BOPC)(08CCR)(10CCR) | C     | STP          | 2013                 | 14,850,000       | 14,850,000      |

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|---------|-----------|-----------|--------|-------|-------|-------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| GARRARD | 7-1120    | KY 1972   | 0.1    | 0.613 | 0.713 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-1972 (MP 0.663) OVER BR OF TURKEY CREEK; .50 MI EAST OF JCT KY 39; (STRUCTURALLY DEFICIENT, SR=19.4) 040B00023N                      | D     | BRX          | 2012                 | 120,000          | 120,000         |
| GARRARD | 7-1122    | KY 563    | 0.1    | 3.84  | 3.94  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-563 (MP 3.89) OVER SUGAR CREEK; E-@ JCT KY 39; (STRUCTURALLY DEFICIENT, SR=21.7) 040B00034N                                          | D     | BRX          | 2012                 | 140,000          | 140,000         |
| GRANT   | 6-1059    | CS 4009   | 0.1    | 0.037 | 0.063 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON STRINGTOWN ROAD IN CORINTH OVER NORFOLK SOUTHERN RAILROAD (C11) 0.1 MILE EAST JCT. US-25. (SR=32.9)(08CCR); (041C00011N) | C     | BRZ          | 2011                 | 2,110,000        | 2,110,000       |
| GRAVES  | 1-1041    | CR 1430   | 0.1    | 0.725 | 0.759 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER P&L RAILWAY (C179) 0.2MI E OF JCT. CR-5485. (SR=36.8); (042C00179N)                                                                   | R     | BRZ          | 2011                 | 320,000          | 320,000         |
| GRAVES  | 1-1041    | CR 1430   | 0.1    | 0.725 | 0.759 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER P&L RAILWAY (C179) 0.2MI E OF JCT. CR-5485. (SR=36.8); (042C00179N)                                                                   | U     | BRZ          | 2011                 | 190,000          | 190,000         |
| GRAVES  | 1-1041    | CR 1430   | 0.1    | 0.725 | 0.759 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER P&L RAILWAY (C179) 0.2MI E OF JCT. CR-5485. (SR=36.8); (042C00179N)                                                                   | C     | BRZ          | 2012                 | 1,690,000        | 1,690,000       |
| GRAVES  | 1-1056    | KY 97     | 0.1    | 8.111 | 8.118 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-97 OVER LEACH CREEK (B52) 0.13 MILE NORTH OF FRANKS ROAD. (SR=18.8); (042B00052N)                                     | R     | BRX          | 2012                 | 150,000          | 150,000         |
| GRAVES  | 1-1056    | KY 97     | 0.1    | 8.111 | 8.118 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-97 OVER LEACH CREEK (B52) 0.13 MILE NORTH OF FRANKS ROAD. (SR=18.8); (042B00052N)                                     | U     | BRX          | 2012                 | 150,000          | 150,000         |
| GRAVES  | 1-1056    | KY 97     | 0.1    | 8.111 | 8.118 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-97 OVER LEACH CREEK (B52) 0.13 MILE NORTH OF FRANKS ROAD. (SR=18.8)                                                   | C     | BRX          | 2013                 | 600,000          | 600,000         |

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|--------|-----------|-----------|--------|--------|--------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| GRAVES | 1-1058    | KY 945    | 0.1    | 5.013  | 5.035  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-945 OVER WILSONS CREEK (B187) 0.13 MILE SOUTH OF WILSON CREEK ROAD. (SR=20.6)(08CCR)           | R     | BRX          | 2013                 | 150,000          | 150,000         |
| GRAVES | 1-1058    | KY 945    | 0.1    | 5.013  | 5.035  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-945 OVER WILSONS CREEK (B187) 0.13 MILE SOUTH OF WILSON CREEK ROAD. (SR=20.6)(08CCR)           | U     | BRX          | 2013                 | 225,000          | 225,000         |
| GRAVES | 1-1058    | KY 945    | 0.1    | 5.013  | 5.035  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-945 OVER WILSONS CREEK (B187) 0.13 MILE SOUTH OF WILSON CREEK ROAD. (SR=20.6)(08CCR)           | C     | BRX          | 2014                 | 475,000          | 475,000         |
| GRAVES | 1-1060    | KY 97     | 0.1    | 16.612 | 16.621 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-97 OVER TORIAN CREEK (B46) 0.5 MILE SOUTH OF EAST TUCKER ROAD. (SR=21.3)(08CCR)                | R     | BRX          | 2013                 | 200,000          | 200,000         |
| GRAVES | 1-1060    | KY 97     | 0.1    | 16.612 | 16.621 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-97 OVER TORIAN CREEK (B46) 0.5 MILE SOUTH OF EAST TUCKER ROAD. (SR=21.3)(08CCR)                | U     | BRX          | 2013                 | 300,000          | 300,000         |
| GRAVES | 1-1060    | KY 97     | 0.1    | 16.612 | 16.621 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-97 OVER TORIAN CREEK (B46) 0.5 MILE SOUTH OF EAST TUCKER ROAD. (SR=21.3)(08CCR)                | C     | BRX          | 2014                 | 800,000          | 800,000         |
| GRAVES | 1-1134    | KY 1748   | 0.1    | 3.805  | 3.905  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-1748 (MP 3.855) OVER BRANCH OBION CREEK; .3 MILE OF JCT CR 5289; (STRUCTURALLY DEFICIENT, SR=20.2) 042B00236N | D     | BRX          | 2012                 | 150,000          | 150,000         |
| GRAVES | 1-1137    | CR 1194   | 0.1    | 0.62   | 0.72   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1194 (MP 0.67) OVER CALDWELL CREEK; .6 MILE OF JCT CR 5221; (STRUCTURALLY DEFICIENT, SR=23.5) 042C00252N      | D     | BRZ          | 2012                 | 200,000          | 200,000         |

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|---------|-----------|-----------|--------|--------|--------|-------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| GRAYSON | 4-1067    | KY 88     | 0.1    | 2.435  | 2.535  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-88 OVER BEAR CREEK; AT JCTS KY 1214 E & W; (STRUCTURALLY DEFICIENT, SR=49.7) 043B00007N                                                       | D     | BRO          | 2011                 | 170,000          | 170,000         |
| GRAYSON | 4-1067    | KY 88     | 0.1    | 2.435  | 2.535  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-88 OVER BEAR CREEK; AT JCTS KY 1214 E & W; (STRUCTURALLY DEFICIENT, SR=49.7) 043B00007N                                                       | R     | BRO          | 2012                 | 75,000           | 75,000          |
| GRAYSON | 4-1067    | KY 88     | 0.1    | 2.435  | 2.535  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-88 OVER BEAR CREEK; AT JCTS KY 1214 E & W; (STRUCTURALLY DEFICIENT, SR=49.7) 043B00007N                                                       | U     | BRO          | 2012                 | 125,000          | 125,000         |
| GRAYSON | 4-1070    | CR 1531   | 0.1    | 1.628  | 1.728  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1531 (MP 1.678) OVER MISTAKEN CREEK; 1.6 MI W OF JCT KY 736; (STRUCTURALLY DEFICIENT, SR=18.7) 043C00023N                                     | D     | BRZ          | 2012                 | 130,000          | 130,000         |
| GRAYSON | 4-1071    | CR 1561   | 0.1    | 1.742  | 1.842  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1561 (MP 1.792) OVER SPRING FORK; .7 MI SW OF JCT KY 54; (STRUCTURALLY DEFICIENT, SR=16.8) 043C00024N                                         | D     | BRZ          | 2012                 | 120,000          | 120,000         |
| GRAYSON | 4-8502    | US 62     |        | 22.786 | 25.249 | RELIABILITY | MINOR WIDENING(O)     | WIDEN PORTIONS OF US-62 FROM LEITCHFIELD TO CLARKSON. (08CCN)(10CCR)                                                                                               | D     | STP          | 2011                 | 1,500,000        | 1,500,000       |
| GREEN   | 8-128.11  | KY 61     | 5.1    |        |        | RELIABILITY | RECONSTRUCTION(O)     | COLUMBIA TO GREENSBURG PRIORITY SECTION 1B; KY-61 FROM KY-487 AT GRESHAM, NW TO 5000' SE OF US-68 IN GREENSBURG. (2005HPP-KY125)(2005HPP-KY161). (2006BOPC)(10CCR) | R     | HPP          | 2011                 | 1,469,625        | 1,469,625       |
| GREEN   | 8-128.11  | KY 61     | 5.1    |        |        | RELIABILITY | RECONSTRUCTION(O)     | COLUMBIA TO GREENSBURG PRIORITY SECTION 1B; KY-61 FROM KY-487 AT GRESHAM, NW TO 5000' SE OF US-68 IN GREENSBURG. (2005HPP-KY125)(2005HPP-KY161). (2006BOPC)(10CCR) | U     | STP          | 2011                 | 1,090,000        | 1,090,000       |
| GREENUP | 9-1038    | KY 2541   | 0.1    | 1.196  | 1.296  | RELIABILITY | BRIDGE REPLACEMENT(P) | MAIN STREET BR & APPRS AT LITTLE SANDY RIVER (B42) 0.20 S OF US-23 (SR=11.7) (08CCR). (045B00042N)(10CCR)                                                          | C     | BRX          | 2011                 | 2,710,000        | 2,710,000       |

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|---------|-----------|-----------|--------|--------|--------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| GREENUP | 9-1071    | CR 1283   | 0.1    | 7.406  | 7.433  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1283 OVER TYGARTS CREEK (C20)(08CCR). (045C00020N)                                                               | R     | BRZ          | 2011                 | 80,000           | 80,000          |
| GREENUP | 9-1071    | CR 1283   | 0.1    | 7.406  | 7.433  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1283 OVER TYGARTS CREEK (C20)(08CCR). (045C00020N)                                                               | U     | BRZ          | 2011                 | 40,000           | 40,000          |
| GREENUP | 9-1071    | CR 1283   | 0.1    | 7.406  | 7.433  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1283 OVER TYGARTS CREEK (C20)(08CCR). (045C00020N)                                                               | C     | BRZ          | 2011                 | 1,130,000        | 1,130,000       |
| GREENUP | 9-1073    | KY 244    | 0.1    | 0.053  | 0.153  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-244 (MP 0.103) OVER CSX RAILROAD. 05 MI N.E. OF JCT US 23; (STRUCTURALLY DEFICIENT, SR=47.9) 045B000039N                        | D     | BRX          | 2011                 | 230,000          | 230,000         |
| GREENUP | 9-1078    | CS 1023   | 0.1    | 0.071  | 0.171  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CS-1023 (MP 0.121) OVER TOWN BRANCH; 100' S. JCT KY 2541; (STRUCTURALLY DEFICIENT, SR=16.5) 045C000051N                            | D     | BRZ          | 2012                 | 110,000          | 110,000         |
| HANCOCK | 2-1076    | CR 1324   | 0.1    | 0.935  | 1.035  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1324 (MP 0.985) OVER BLACKFORD CREEK; 0.1 MI NW JCT US 60; (STRUCTURALLY DEFICIENT, SR=17) 046C000028N                          | D     | BRZ          | 2012                 | 130,000          | 130,000         |
| HARDIN  | 4-20.01   | I 65      |        | 85.313 | 86.064 | RELIABILITY | I-CHANGE RECONST(O)   | IMPROVE THE SAFETY AND INCREASE THE CAPACITY OF THE I-65/KY-222 INTERCHANGE BASED ON EXISTING AND FUTURE NEEDS OF THE AREA. (2006BOPC)(08CCR)(10CCR) | R     | NH           | 2011                 | 3,970,000        | 3,970,000       |
| HARDIN  | 4-20.01   | I 65      |        | 85.313 | 86.064 | RELIABILITY | I-CHANGE RECONST(O)   | IMPROVE THE SAFETY AND INCREASE THE CAPACITY OF THE I-65/KY-222 INTERCHANGE BASED ON EXISTING AND FUTURE NEEDS OF THE AREA. (2006BOPC)(08CCR)(10CCR) | U     | NH           | 2011                 | 920,000          | 920,000         |

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|--------|-----------|-----------|--------|--------|--------|----------------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| HARDIN | 4-20.01   | I 65      |        | 85.313 | 86.064 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)   | IMPROVE THE SAFETY AND INCREASE THE CAPACITY OF THE I-65/KY-222 INTERCHANGE BASED ON EXISTING AND FUTURE NEEDS OF THE AREA. (2006BOPC)(08CCR)                                                                                     | C     | NH           | 2013                 | 43,870,000       | 43,870,000      |
| HARDIN | 4-100     |           |        |        |        | RELIABILITY          | NEW ROUTE(O)          | CONSTRUCT NEW ACCESS ROAD FROM KY-313 TO NORTH WILSON ROAD EAST OF RADCLIFF, KENTUCKY. (FUNDING NOT CURRENTLY AVAILABLE; REQUIRES ALLOCATION OF DEPARTMENT OF DEFENSE ACCESS ROAD FUNDING OR CONGRESSIONAL DISCRETIONARY FUNDING) | D     | KYD          | 2011                 | 1,100,000        | 1,100,000       |
| HARDIN | 4-286.1   | I 65      | 0.1    | 81.95  | 82.05  | RELIABILITY          | WEIGH STA REHAB(P)    | I-65 SOUTHBOUND PORT OF ENTRY FOR A COMMERCIAL VEHICLE MONITORING STATION.(10CCR)                                                                                                                                                 | D     | IM           | 2011                 | 370,000          | 370,000         |
| HARDIN | 4-286.1   | I 65      | 0.1    | 81.95  | 82.05  | RELIABILITY          | WEIGH STA REHAB(P)    | I-65 SOUTHBOUND PORT OF ENTRY FOR A COMMERCIAL VEHICLE MONITORING STATION.                                                                                                                                                        | R     | IM           | 2013                 | 90,000           | 90,000          |
| HARDIN | 4-286.1   | I 65      | 0.1    | 81.95  | 82.05  | RELIABILITY          | WEIGH STA REHAB(P)    | I-65 SOUTHBOUND PORT OF ENTRY FOR A COMMERCIAL VEHICLE MONITORING STATION.                                                                                                                                                        | U     | IM           | 2013                 | 110,000          | 110,000         |
| HARDIN | 4-286.1   | I 65      | 0.1    | 81.95  | 82.05  | RELIABILITY          | WEIGH STA REHAB(P)    | I-65 SOUTHBOUND PORT OF ENTRY FOR A COMMERCIAL VEHICLE MONITORING STATION.                                                                                                                                                        | C     | IM           | 2014                 | 9,570,000        | 9,570,000       |
| HARLAN | 11-1061   | KY 413    | 0.1    | 0.027  | 0.071  | RELIABILITY          | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER CUMBERLAND RIVER (B89) 0.1MI N JCT. KY-840. (SR=27.3); (048B00089N)                                                                                                                                           | R     | BRX          | 2011                 | 80,000           | 80,000          |
| HARLAN | 11-1061   | KY 413    | 0.1    | 0.027  | 0.071  | RELIABILITY          | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER CUMBERLAND RIVER (B89) 0.1MI N JCT. KY-840. (SR=27.3); (048B00089N)                                                                                                                                           | U     | BRX          | 2011                 | 160,000          | 160,000         |
| HARLAN | 11-1061   | KY 413    | 0.1    | 0.027  | 0.071  | RELIABILITY          | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER CUMBERLAND RIVER (B89) 0.1MI N JCT. KY-840. (SR=27.3); (048B00089N)                                                                                                                                           | C     | BRX          | 2011                 | 1,040,000        | 1,040,000       |

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|--------|-----------|-----------|--------|-------|-------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| HARLAN | 11-1064   | CR 1125   | 0.1    | 0.003 | 0.022 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR- 1125 OVER CLOVER FORK OF CUMBERLAND RIVER (C30). (SR=2.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (048C00030N) | R     | BRZ          | 2011                 | 230,000          | 230,000         |
| HARLAN | 11-1064   | CR 1125   | 0.1    | 0.003 | 0.022 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1125 OVER CLOVER FORK OF CUMBERLAND RIVER (C30). (SR=2.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (048C00030N)  | U     | BRZ          | 2011                 | 120,000          | 120,000         |
| HARLAN | 11-1064   | CR 1125   | 0.1    | 0.003 | 0.022 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR- 1125 OVER CLOVER FORK OF CUMBERLAND RIVER (C30). (SR=2.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (048C00030N) | C     | BRZ          | 2011                 | 810,000          | 810,000         |
| HARLAN | 11-1065   | PV 1000   | 0.1    | 0.016 | 0.035 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON PV-1000 OVER CLOVER FORK OF CUMBERLAND RIVER (C29). (SR=3.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (048C00029N)  | R     | BRZ          | 2011                 | 340,000          | 340,000         |
| HARLAN | 11-1065   | PV 1000   | 0.1    | 0.016 | 0.035 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON PV-1000 OVER CLOVER FORK OF CUMBERLAND RIVER (C29). (SR=3.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (048C00029N)  | U     | BRZ          | 2011                 | 170,000          | 170,000         |
| HARLAN | 11-1065   | PV 1000   | 0.1    | 0.016 | 0.035 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON PV-1000 OVER CLOVER FORK OF CUMBERLAND RIVER (C29). (SR=3.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (048C00029N)  | C     | BRZ          | 2011                 | 1,110,000        | 1,110,000       |

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|----------|-----------|-----------|--------|--------|--------|-------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| HARLAN   | 11-1074   | KY 3459   | 0.1    | 0.059  | 0.095  | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-3459 OVER MARTINS FORK CUMBERLAND RIVER (B143) 0.1 MILE WEST JCT. US-421 NEAR DRESSEN. (SR=14.6); (048B00143N)                        | R     | BRX          | 2011                 | 250,000          | 250,000         |
| HARLAN   | 11-1074   | KY 3459   | 0.1    | 0.059  | 0.095  | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-3459 OVER MARTINS FORK CUMBERLAND RIVER (B143) 0.1 MILE WEST JCT. US-421 NEAR DRESSEN. (SR=14.6); (048B00143N)                        | U     | BRX          | 2011                 | 150,000          | 150,000         |
| HARLAN   | 11-1074   | KY 3459   | 0.1    | 0.059  | 0.095  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-3459 OVER MARTINS FORK CUMBERLAND RIVER (B143) 0.1 MILE WEST JCT. US-421 NEAR DRESSEN. (SR=14.6)                                      | C     | BRX          | 2014                 | 445,000          | 445,000         |
| HARRISON | 6-1052    | KY 356    | 0.1    | 12.038 | 12.066 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER MILL CREEK (B30) 2.5 MI W OF JCT. KY-36. (SR=33.5); (049B00030N)                                                                                      | C     | BRX          | 2011                 | 940,000          | 940,000         |
| HART     | 4-15      | 165       | 6.7    | 64.3   | 71     | RELIABILITY | MAJOR WIDENING(O)     | TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.1 MI N OF THE US 31W BRIDGE (B27) TO 0.6 MI N OF THE KY 728 BRIDGE. (PE & ENV UNDER 4-10.05)(04CCN)(08CCR)(10CCR) | R     | NHG          | 2011                 | 500,000          | 500,000         |
| HART     | 4-15      | 165       | 6.7    | 64.3   | 71     | RELIABILITY | MAJOR WIDENING(O)     | TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.1 MI N OF THE US 31W BRIDGE (B27) TO 0.6 MI N OF THE KY 728 BRIDGE. (PE & ENV UNDER 4-10.05)(04CCN)(08CCR)(10CCR) | U     | NH           | 2011                 | 550,000          | 550,000         |
| HART     | 4-16      | 165       | 5      | 71     | 74.622 | RELIABILITY | MAJOR WIDENING(O)     | TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.6 MI N OF THE KY 728 BRIDGE TO 0.1 MI N OF KY 224. (PE & ENV UNDER 4-10.05)(04CCN)                                | R     | NH           | 2011                 | 530,000          | 530,000         |

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|-----------|-----------|-----------|--------|--------|--------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| HART      | 4-16      | 165       | 5      | 71     | 74.622 | RELIABILITY | MAJOR WIDENING(O)     | TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.6 MI N OF THE KY 728 BRIDGE TO 0.1 MI N OF KY 224. (PE & ENV UNDER 4-10.05)(04CCN)           | U     | NH           | 2011                 | 520,000          | 520,000         |
| HART      | 4-1065    | US 31W    | 0.1    | 10.051 | 10.329 | SAFETY      | BRIDGE PAINTING(P)    | STEEL REPAIR AND PAINT DECK TRUSS ON US-31W BRIDGE OVER GREEN RIVER SOUTHEAST OF MUNFORDVILLE (B4). (050B00004N)                                     | D     | BRO          | 2011                 | 100,000          | 100,000         |
| HART      | 4-1065    | US 31W    | 0.1    | 10.051 | 10.329 | SAFETY      | BRIDGE PAINTING(P)    | STEEL REPAIR AND PAINT DECK TRUSS ON US-31W BRIDGE OVER GREEN RIVER SOUTHEAST OF MUNFORDVILLE (B4). (050B00004N)                                     | C     | BRO          | 2011                 | 3,000,000        | 3,000,000       |
| HENDERSON | 2-152.02  |           |        |        |        | RELIABILITY | TRANSP ENHANCEMENT(P) | HENDERSON RIVERFRONT DEVELOPMENT PROJECT IN HENDERSON. (2005HPP-KY153)                                                                               | C     | HPP          | 2011                 | 8,948,901        | 8,948,901       |
| HENDERSON | 2-700.05  |           |        |        |        | RELIABILITY | MATCHED FED FUNDS(O)  | FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                                                   | C     | SHN          | 2011                 | 400,000          | 400,000         |
| HENDERSON | 2-700.07  |           |        |        |        | RELIABILITY | MATCHED FED FUNDS(O)  | FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                                                   | C     | SHN          | 2012                 | 400,000          | 400,000         |
| HENDERSON | 2-700.08  |           |        |        |        | RELIABILITY | MATCHED FED FUNDS(O)  | FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON.                                                                                                          | C     | SHN          | 2013                 | 400,000          | 400,000         |
| HENDERSON | 2-700.09  |           |        |        |        | RELIABILITY | MATCHED FED FUNDS(O)  | FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON.                                                                                                          | C     | SHN          | 2014                 | 400,000          | 400,000         |
| HENDERSON | 2-966.02  | US 41A    | 0.1    | 14.48  | 14.68  | SAFETY      | PREFINANCD CONVRSN(P) | WIDENING OF US-41A AT KY-136 IN HENDERSON TO CONSTRUCT LEFT TURN LANE (ADDITIONAL FUNDING FOR C PHASE)(SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) | C     | SHN          | 2011                 | 450,000          | 450,000         |
| HENDERSON | 2-968     | KY 351    | 0.6    | 4.7    | 5.3    | SAFETY      | SAFETY-HAZARD ELIM(P) | KY-351 NEAR ZION, HORIZONTAL & VERTICAL REALIGNMENT, SHOULDER WIDENING, AND INSTALL GUARDRAIL (B/C=2.5) (D-DISTRICT, C-CONTRACTOR) (2002BOP)         | R     | HES          | 2011                 | 90,000           | 90,000          |

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|-----------|-----------|-----------|--------|--------|--------|-------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| HENDERSON | 2-968     | KY 351    | 0.6    | 4.7    | 5.3    | SAFETY      | SAFETY-HAZARD ELIM(P) | KY-351 NEAR ZION, HORIZONTAL & VERTICAL REALIGNMENT, SHOULDER WIDENING, AND INSTALL GUARDRAIL (B/C=2.5) (D-DISTRICT, C-CONTRACTOR) (2002BOP) | U     | HES          | 2011                 | 170,000          | 170,000         |
| HENDERSON | 2-968     | KY 351    | 0.6    | 4.7    | 5.3    | SAFETY      | SAFETY-HAZARD ELIM(P) | KY-351 NEAR ZION, HORIZONTAL & VERTICAL REALIGNMENT, SHOULDER WIDENING, AND INSTALL GUARDRAIL (B/C=2.5) (D-DISTRICT, C-CONTRACTOR) (2002BOP) | C     | HES          | 2011                 | 1,170,000        | 1,170,000       |
| HENDERSON | 2-1069    | KY 136    | 0.1    | 24.607 | 24.612 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-136 OVER EAST FORK CANOE CREEK DITCH .6 MILE SOUTH OF KY 520 (B24)(SR=23.3)(08CCR): (051B00024N)         | D     | BRX          | 2011                 | 150,000          | 150,000         |
| HENDERSON | 2-1069    | KY 136    | 0.1    | 24.607 | 24.612 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-136 OVER EAST FORK CANOE CREEK DITCH .6 MILE SOUTH OF KY 520 (B24)(SR=23.3)(08CCR).                      | R     | BRX          | 2013                 | 75,000           | 75,000          |
| HENDERSON | 2-1069    | KY 136    | 0.1    | 24.607 | 24.612 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-136 OVER EAST FORK CANOE CREEK DITCH .6 MILE SOUTH OF KY 520 (B24)(SR=23.3)(08CCR).                      | U     | BRX          | 2013                 | 75,000           | 75,000          |
| HENDERSON | 2-1069    | KY 136    | 0.1    | 24.607 | 24.612 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-136 OVER EAST FORK CANOE CREEK DITCH .6 MILE SOUTH OF KY 520 (B24)(SR=23.3)(08CCR).                      | C     | BRX          | 2014                 | 450,000          | 450,000         |
| HENDERSON | 2-8304    | EB 9004   |        | 68.25  | 68.75  | RELIABILITY | I-CHANGE RECONST(O)   | RECONSTRUCT/COMPLETE THE HALF INTERCHANGE AT EXIT 68 ON THE BREATHITT PARKWAY. (I-69 CORRIDOR IMPROVEMENT)(06CCN)(08CCR)                     | D     | NHG          | 2011                 | 360,000          | 360,000         |
| HENDERSON | 2-8304    | EB 9004   |        | 68.25  | 68.75  | RELIABILITY | I-CHANGE RECONST(O)   | RECONSTRUCT/COMPLETE THE HALF INTERCHANGE AT EXIT 68 ON THE BREATHITT PARKWAY. (I-69 CORRIDOR IMPROVEMENT)(06CCN)(08CCR)                     | R     | NHG          | 2011                 | 730,000          | 730,000         |

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|-----------|-----------|-----------|--------|--------|--------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| HENDERSON | 2-8304    | EB 9004   |        | 68.25  | 68.75  | RELIABILITY | I-CHANGE RECONST(O)   | RECONSTRUCT/COMPLETE THE HALF INTERCHANGE AT EXIT 68 ON THE BREATHTH PARKWAY. (I-69 CORRIDOR IMPROVEMENT)(06CCN)(08CCR)                        | U     | NHG          | 2011                 | 400,000          | 400,000         |
| HENDERSON | 2-8304    | EB 9004   |        | 68.25  | 68.75  | RELIABILITY | I-CHANGE RECONST(O)   | RECONSTRUCT/COMPLETE THE HALF INTERCHANGE AT EXIT 68 ON THE BREATHTH PARKWAY. (I-69 CORRIDOR IMPROVEMENT)(06CCN)(08CCR)                        | C     | NH           | 2012                 | 4,680,000        | 4,680,000       |
| HENRY     | 5-1031.01 | KY 22     | 0.1    | 22.473 | 22.522 | RELIABILITY | PREFINANCD CONVRSN(P) | REPLACE BRIDGE & APPROACHES OVER KENTUCKY RIVER AT GRATZ ON THE OWEN-HENRY COUNTY LINE (B15). (ADDITIONAL FUNDING FOR C PHASE) AWARDED (10CCN) | C     | BRO          | 2011                 | 5,000,000        | 5,000,000       |
| HENRY     | 5-1054    | KY 193    | 0.1    | 2.408  | 2.508  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-193 (MP 2.458) OVER EMILY RUN CREEK; 2.5 MI N. OF JCT US 421; (STRUCTURALLY DEFICIENT, SR=47.4) 052B00007N                | D     | BRO          | 2011                 | 130,000          | 130,000         |
| HENRY     | 5-1054    | KY 193    | 0.1    | 2.408  | 2.508  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-193 (MP 2.458) OVER EMILY RUN CREEK; 2.5 MI N. OF JCT US 421; (STRUCTURALLY DEFICIENT, SR=47.4) 052B00007N                | R     | BRO          | 2012                 | 100,000          | 100,000         |
| HENRY     | 5-1054    | KY 193    | 0.1    | 2.408  | 2.508  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-193 (MP 2.458) OVER EMILY RUN CREEK; 2.5 MI N. OF JCT US 421; (STRUCTURALLY DEFICIENT, SR=47.4) 052B00007N                | U     | BRO          | 2012                 | 30,000           | 30,000          |
| HICKMAN   | 1-1007    | CS 1035   | 0.1    | 0.086  | 0.09   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE & APPROACHES AT BRANCH OF CANE CREEK ON WATER ST 300' S OF DEPOT STREET IN CLINTON (C39). (SR=20.3); (053C00039N)(10CCR)        | C     | BRZ          | 2011                 | 440,000          | 440,000         |

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| 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 |
|---------|-----------|-----------|--------|-------|-------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| HICKMAN | 1-1018    | KY 307    | 0.2    | 4.582 | 4.847 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE 3 BRIDGES ON KY-307 OVER UNNAMED STREAM 0.95 MI AND 0.84 MI S OF JCT. KY-944 (B15)(B16). (SR=15.4)(INCLUDES R, U & C PHASES FOR B14 SHOWN UNDER 1-1005.00 IN THE 2004 HIGHWAY PLAN): (053B00015N)(10CCR) | R     | BRO          | 2011                 | 400,000          | 400,000         |
| HICKMAN | 1-1018    | KY 307    | 0.2    | 4.582 | 4.847 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE 3 BRIDGES ON KY-307 OVER UNNAMED STREAM 0.95 MI AND 0.84 MI S OF JCT. KY-944 (B15)(B16). (SR=15.4)(INCLUDES R, U & C PHASES FOR B14 SHOWN UNDER 1-1005.00 IN THE 2004 HIGHWAY PLAN): (053B00015N)(10CCR) | U     | BRO          | 2011                 | 370,000          | 370,000         |
| HICKMAN | 1-1018    | KY 307    | 0.2    | 4.582 | 4.847 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE 3 BRIDGES ON KY-307 OVER UNNAMED STREAM 0.95 MI AND 0.84 MI S OF JCT. KY-944 (B15)(B16). (SR=15.4)(INCLUDES R, U & C PHASES FOR B14 SHOWN UNDER 1-1005.00 IN THE 2004 HIGHWAY PLAN): (053B00015N)(10CCR) | C     | BRO          | 2011                 | 3,250,000        | 3,250,000       |
| HICKMAN | 1-1057    | KY 1037   | 0.1    | 0.466 | 0.496 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-1037 OVER SOUTHERN RAILROAD (RR615) BETWEEN KY-123 AND KY-780. (SR=18.9): (053R000615N)                                                                                      | R     | BRX          | 2012                 | 150,000          | 150,000         |
| HICKMAN | 1-1057    | KY 1037   | 0.1    | 0.466 | 0.496 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-1037 OVER SOUTHERN RAILROAD (RR615) BETWEEN KY-123 AND KY-780. (SR=18.9): (053R000615N)                                                                                      | U     | BRX          | 2012                 | 225,000          | 225,000         |
| HICKMAN | 1-1057    | KY 1037   | 0.1    | 0.466 | 0.496 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-1037 OVER SOUTHERN RAILROAD (RR615) BETWEEN KY-123 AND KY-780. (SR=18.9)                                                                                                     | C     | BRX          | 2013                 | 1,100,000        | 1,100,000       |
| HICKMAN | 1-1062    | KY 1826   | 0.1    | 4.945 | 4.951 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-1826 OVER TOWN CREEK (B79) IN CLINTON. (SR=24.4): (053B000079N)                                                                                                              | D     | BRX          | 2011                 | 500,000          | 500,000         |

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| 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 |
|---------|-----------|-----------|--------|-------|-------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| 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          | 2011                 | 2,879,680        | 2,879,680       |
| HOPKINS | 2-137.03  | US 41A    | 3.6    | 0     | 3.426 | RELIABILITY | MAJOR WIDENING(O)     | US HIGHWAY 41A HOPKINS COUNTY, KENTUCKY. (05KYD-KY103)(SEE 2-137.02 FOR 2005HPP COMPONENT)                                          | C     | KYD          | 2011                 | 983,928          | 983,928         |
| HOPKINS | 2-1067    | CR 1092   | 0.1    | 1.857 | 1.873 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1092 OVER CSX RAILROAD (C04). (SR=48.9): (054C00004IN)                                          | C     | BRZ          | 2011                 | 2,350,000        | 2,350,000       |
| HOPKINS | 2-1070    | KY 502    | 0.1    | 3.231 | 3.261 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-502 OVER CLEAR CREEK 1.58 MILES SOUTH OF JOHN LANSDEN ROAD (B125) (SR=25.4): (054B00125N)       | D     | BRX          | 2011                 | 225,000          | 225,000         |
| HOPKINS | 2-1070    | KY 502    | 0.1    | 3.231 | 3.261 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-502 OVER CLEAR CREEK 1.58 MILES SOUTH OF JOHN LANSDEN ROAD (B125) (SR=25.4).                    | R     | BRX          | 2013                 | 75,000           | 75,000          |
| HOPKINS | 2-1070    | KY 502    | 0.1    | 3.231 | 3.261 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-502 OVER CLEAR CREEK 1.58 MILES SOUTH OF JOHN LANSDEN ROAD (B125) (SR=25.4).                    | U     | BRX          | 2013                 | 25,000           | 25,000          |
| HOPKINS | 2-1070    | KY 502    | 0.1    | 3.231 | 3.261 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-502 OVER CLEAR CREEK 1.58 MILES SOUTH OF JOHN LANSDEN ROAD (B125) (SR=25.4).                    | C     | BRX          | 2014                 | 1,000,000        | 1,000,000       |
| HOPKINS | 2-1072    | KY 260    | 0.1    | 2.09  | 2.19  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-260 (MP 2.14) OVER OTTER CREEK. .20 MI EAST OF PENNYRILLE PARKWAY. (FUNCTIONALLY OBSOLETE, SR=49.9) 054B00022N | D     | BRX          | 2012                 | 140,000          | 140,000         |
| HOPKINS | 2-2055    | EB 9004   |        | 36.7  | 37.2  | RELIABILITY | I-CHANGE RECONST(O)   | UPGRADE MORTON'S GAP INTERCHANGE (MP 37.07) TO INTERSTATE STANDARDS. (I-69 CORRIDOR IMPROVEMENT)                                    | D     | NH           | 2012                 | 1,000,000        | 1,000,000       |

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| 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 |
|-----------|-----------|-----------|--------|-------|------|----------------------|---------------------|---------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| HOPKINS   | 2-8500    | WK 9001   |        | 24.3  | 24.5 | RELIABILITY          | I-CHANGE RECONST(O) | WESTERN KENTUCKY PARKWAY/KY109 INTERCHANGE IMPROVEMENTS. (I-69 CORRIDOR IMPROVEMENT) (08CCN)                        | R     | NHG          | 2011                 | 500,000          | 500,000         |
| HOPKINS   | 2-8500    | WK 9001   |        | 24.3  | 24.5 | RELIABILITY          | I-CHANGE RECONST(O) | WESTERN KENTUCKY PARKWAY/KY109 INTERCHANGE IMPROVEMENTS. (I-69 CORRIDOR IMPROVEMENT) (08CCN)                        | U     | NHG          | 2011                 | 300,000          | 300,000         |
| HOPKINS   | 2-8500    | WK 9001   |        | 24.3  | 24.5 | RELIABILITY          | I-CHANGE RECONST(O) | WESTERN KENTUCKY PARKWAY/KY109 INTERCHANGE IMPROVEMENTS. (I-69 CORRIDOR IMPROVEMENT) (08CCN)                        | C     | NHG          | 2012                 | 4,500,000        | 4,500,000       |
| HOPKINS   | 2-8501    | US 62     | 0.521  | 0.829 | 1.35 | RELIABILITY          | MINOR WIDENING(O)   | US-62; THREE LANES FROM BOARD OF EDUCATION TO CITY PARK IN DAWSON SPRINGS. (08CCN)(10CCR)                           | R     | STP          | 2011                 | 500,000          | 500,000         |
| HOPKINS   | 2-8501    | US 62     | 0.521  | 0.829 | 1.35 | RELIABILITY          | MINOR WIDENING(O)   | US-62; THREE LANES FROM BOARD OF EDUCATION TO CITY PARK IN DAWSON SPRINGS. (08CCN)(10CCR)                           | U     | STP          | 2011                 | 500,000          | 500,000         |
| HOPKINS   | 2-8501    | US 62     | 0.521  | 0.829 | 1.35 | RELIABILITY          | MINOR WIDENING(O)   | US-62; THREE LANES FROM BOARD OF EDUCATION TO CITY PARK IN DAWSON SPRINGS. (08CCN)(10CCR)                           | C     | STP          | 2012                 | 1,500,000        | 1,500,000       |
| JEFFERSON | 5-21      | I 265     | 0.3    | 25.3  | 25.6 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O) | SNYDER FREEWAY; RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE. (DESIGNED WITH 5-41.00)(2006BOPP) | R     | IM           | 2011                 | 3,150,000        | 3,150,000       |
| JEFFERSON | 5-21      | I 265     | 0.3    | 25.3  | 25.6 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O) | SNYDER FREEWAY; RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE. (DESIGNED WITH 5-41.00)(2006BOPP) | U     | IM           | 2012                 | 2,170,000        | 2,170,000       |
| JEFFERSON | 5-21      | I 265     | 0.3    | 25.3  | 25.6 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O) | SNYDER FREEWAY; RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE. (DESIGNED WITH 5-41.00)(2006BOPP) | C     | IM           | 2013                 | 25,000,000       | 25,000,000      |

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| 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 |
|-----------|-----------|-----------|--------|--------|--------|----------------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| JEFFERSON | 5-21.03   | 1265      | 0.3    | 25.3   | 25.6   | RELIABILITY          | PREFINANCD CONVRSN(O) | SNYDER FREEWAY; RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE. (ADDITIONAL FUNDING FOR C PHASE)                                        | C     | IM           | 2013                 | 15,000,000       | 15,000,000      |
| JEFFERSON | 5-21.04   | 1265      | 0.3    | 25.3   | 25.6   | RELIABILITY          | PREFINANCD CONVRSN(O) | SNYDER FREEWAY; RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE. (ADDITIONAL FUNDING FOR C PHASE)                                        | C     | IM           | 2014                 | 12,000,000       | 12,000,000      |
| JEFFERSON | 5-41      | 1265      | 0.3    | 26.645 | 26.945 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)   | SNYDER FREEWAY; RECONSTRUCT I-265/US-60 INTERCHANGE TO ENHANCE CAPACITY AND SAFETY (DESIGNED WITH 5-21.00); ALT. 1 IMPROVEMENTS ON SOUTH SIDE. (2006BOPP) | R     | IM           | 2011                 | 110,000          | 110,000         |
| JEFFERSON | 5-41      | 1265      | 0.3    | 26.645 | 26.945 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)   | SNYDER FREEWAY; RECONSTRUCT I-265/US-60 INTERCHANGE TO ENHANCE CAPACITY AND SAFETY (DESIGNED WITH 5-21.00); ALT. 1 IMPROVEMENTS ON SOUTH SIDE. (2006BOPP) | U     | IM           | 2011                 | 370,000          | 370,000         |
| JEFFERSON | 5-41      | 1265      | 0.3    | 26.645 | 26.945 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)   | SNYDER FREEWAY; RECONSTRUCT I-265/US-60 INTERCHANGE TO ENHANCE CAPACITY AND SAFETY (DESIGNED WITH 5-21.00); ALT. 1 IMPROVEMENTS ON SOUTH SIDE. (2006BOPP) | C     | IM           | 2011                 | 3,680,000        | 3,680,000       |
| JEFFERSON | 5-48.2    | 171       | 2.2    | 3.6    | 5.8    | RELIABILITY          | RECONSTRUCTION(O)     | INTERIM IMPROVEMENTS ON I-71 INCLUDING ADDITION OF NB AND SB AUXILIARY LANES ON I-71 AND I-264. (2004BOPC)(10CCR)                                         | C     | NH           | 2012                 | 5,000,000        | 5,000,000       |
| JEFFERSON | 5-48.3    | 171       | 2.3    | 7.5    | 9.8    | RELIABILITY          | RECONSTRUCTION(O)     | RECONSTRUCTION OF THE I-71/I-265 (SNYDER FREEWAY) INTERCHANGE (INTERIM IMPROVEMENTS). (2004BOPC)(08CCR)(10CCR)                                            | D     | NH           | 2012                 | 500,000          | 500,000         |

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|-----------|-----------|-----------|--------|--------|--------|----------------------|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| JEFFERSON | 5-52      | 164       | 0.2    | 14.894 | 15.094 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)  | RECONSTRUCT I-64/HURSTBOURNE PARKWAY INTERCHANGE AND RAMPS AND OTHER NEEDED IMPROVEMENTS TO HURSTBOURNE PARKWAY.(08CCR)                                                                        | C     | IM           | 2011                 | 10,000,000       | 10,000,000      |
| JEFFERSON | 5-63      | 164       | 0.3    | 0      | 0.316  | SAFETY               | BRIDGE INSPECTION(P) | I-64 BRIDGE (SHERMAN MINTON) OVER OHIO RIVER @ LOUISVILLE (B279): JOINT PROJECT WITH INDIANA TO PERFORM IN-DEPTH INSPECTION. (056B00279N)                                                      | C     | IM           | 2011                 | 160,000          | 160,000         |
| JEFFERSON | 5-64      | 164       | 0.3    | 0      | 0.316  | RELIABILITY          | BRIDGE PAINTING(P)   | I-64 BRIDGE (SHERMAN MINTON) OVER THE OHIO RIVER @ LOUISVILLE (B279): JOINT PROJECT WITH INDIANA TO PAINT THIS BRIDGE.                                                                         | C     | IM           | 2013                 | 4,160,000        | 4,160,000       |
| JEFFERSON | 5-91.02   | CS 1001B  | 1.5    | 1.6    | 2.925  | RELIABILITY          | MAJOR WIDENING(O)    | WIDEN FROM 2 TO 4 LANES FROM BEARGRASS CREEK TO ZORN AVENUE. (LOU T.I.P.) (KYTC MATCH) (SEE 5-91.07 FOR ADDITIONAL 'KYD' FUNDING FOR R PHASE.) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | R     | SLO          | 2011                 | 5,430,000        | 5,430,000       |
| JEFFERSON | 5-91.02   | CS 1001B  | 1.5    | 1.6    | 2.925  | RELIABILITY          | MAJOR WIDENING(O)    | WIDEN FROM 2 TO 4 LANES FROM BEARGRASS CREEK TO ZORN AVENUE. (LOU T.I.P.) (KYTC MATCH) (SEE 5-91.07 FOR ADDITIONAL 'KYD' FUNDING FOR R PHASE.) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | U     | SLO          | 2011                 | 5,700,000        | 5,700,000       |
| JEFFERSON | 5-91.02   | CS 1001B  | 1.5    | 1.6    | 2.925  | RELIABILITY          | MAJOR WIDENING(O)    | WIDEN FROM 2 TO 4 LANES FROM BEARGRASS CREEK TO ZORN AVENUE. (LOU T.I.P.) (KYTC MATCH) (SEE 5-91.07 FOR ADDITIONAL 'KYD' FUNDING FOR R PHASE.) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | C     | SLO          | 2012                 | 11,190,000       | 11,190,000      |

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|-----------|-----------|-----------|--------|-------|-------|-------------|-------------------|-----------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| JEFFERSON | 5-159.1   | 164       | 0.4    | 0.502 | 0.779 | RELIABILITY | RECONSTRUCTION(O) | PRIORITY SECTION - ADD AUXILIARY LANE ON I-64 WB AS IT APPROACHES I-264. (2006BOPC)(10CCR)                | U     | IM           | 2011                 | 500,000          | 500,000         |
| JEFFERSON | 5-205     | 165       |        | 0     | 0.621 | SAFETY      | SAFETY(P)         | RECONSTRUCT SECOND CURVE ONLY ON I-65 SOUTHBOUND RAMP AT KY-1065 (OUTER LOOP).                            | C     | IM           | 2011                 | 1,820,000        | 1,820,000       |
| JEFFERSON | 5-263     | 1265      | 0.7    | 11.3  | 12    | SAFETY      | SAFETY(P)         | IMPROVE I-265/KY-61 (PRESTON HWY) INTERCHANGE AS RECOMMENDED BY KIPDA'S INTERCHANGE STUDY.                | C     | IM           | 2011                 | 2,640,000        | 2,640,000       |
| JEFFERSON | 5-264     | 1265      | 0.8    | 16.9  | 17.7  | SAFETY      | SAFETY(P)         | IMPROVE I-265/US-31E (BARDSTOWN RD) INTERCHANGE AS RECOMMENDED BY KIPDA'S INTERCHANGE STUDY.              | C     | IM           | 2011                 | 1,560,000        | 1,560,000       |
| JEFFERSON | 5-264.1   | US 31E    |        | 4.5   | 4.926 | SAFETY      | SAFETY(P)         | IMPROVE US 31-E SOUTH OF I-265 (BARDSTOWN ROAD) INTERCHANGE TO PROVIDE TURN LANES AND NEW ACCESS. (10CCR) | R     | NH           | 2011                 | 25,000           | 25,000          |
| JEFFERSON | 5-264.1   | US 31E    |        | 4.5   | 4.926 | SAFETY      | SAFETY(P)         | IMPROVE US 31-E SOUTH OF I-265 (BARDSTOWN ROAD) INTERCHANGE TO PROVIDE TURN LANES AND NEW ACCESS. (10CCR) | U     | NH           | 2011                 | 100,000          | 100,000         |
| JEFFERSON | 5-264.1   | US 31E    |        | 4.5   | 4.926 | SAFETY      | SAFETY(P)         | IMPROVE US 31-E SOUTH OF I-265 (BARDSTOWN ROAD) INTERCHANGE TO PROVIDE TURN LANES AND NEW ACCESS. (10CCR) | C     | NH           | 2011                 | 2,400,000        | 2,400,000       |
| JEFFERSON | 5-284     | KY 841    | 0.8    | 2.7   | 3.5   | SAFETY      | SAFETY(P)         | IMPROVE KY-841/STONESTREET ROAD INTERCHANGE AS RECOMMENDED BY KIPDA'S INTERCHANGE STUDY.                  | C     | STP          | 2011                 | 360,000          | 360,000         |
| JEFFERSON | 5-286     | 164       | 0.7    | 16.8  | 17.55 | SAFETY      | SAFETY(P)         | IMPROVE I-64/KY-913 (BLANKENBAKER RD) INTERCHANGE AS RECOMMENDED BY KIPDA'S INTERCHANGE STUDY.            | C     | IM           | 2011                 | 1,920,000        | 1,920,000       |

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|-----------|-----------|-----------|--------|-------|-------|-------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| JEFFERSON | 5-353     | CR 1006C  | 0.85   | 0.773 | 1.236 | RELIABILITY | MINOR WIDENING(O)     | ENGLISH STATION ROAD IN LOUISVILLE; WIDEN TO 3 LANES FROM AVOCA ROAD TO AIKEN ROAD. (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                                                   | R     | SLO          | 2011                 | 2,425,500        | 2,425,500       |
| JEFFERSON | 5-353     | CR 1006C  | 0.85   | 0.773 | 1.236 | RELIABILITY | MINOR WIDENING(O)     | ENGLISH STATION ROAD IN LOUISVILLE; WIDEN TO 3 LANES FROM AVOCA ROAD TO AIKEN ROAD. (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                                                   | U     | SLO          | 2011                 | 247,470          | 247,470         |
| JEFFERSON | 5-353     | CR 1006C  | 0.85   | 0.773 | 1.236 | RELIABILITY | MINOR WIDENING(O)     | ENGLISH STATION ROAD IN LOUISVILLE; WIDEN TO 3 LANES FROM AVOCA ROAD TO AIKEN ROAD. (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                                                   | C     | SLO          | 2012                 | 3,093,376        | 3,093,376       |
| JEFFERSON | 5-378.1   | 165       | 0.1    | 0     | 0.155 | RELIABILITY | RECONSTRUCTION(O)     | EXTEND/RECONSTRUCT I-65 SB RAMP TO BROOK STREET                                                                                                                                       | C     | SLO          | 2011                 | 4,000,000        | 4,000,000       |
| JEFFERSON | 5-378.11  | 165       | 0.1    | 0     | 0.155 | RELIABILITY | RECONSTRUCTION(O)     | RENOVATE I-65 BROOK ST. RAMP, LOUISVILLE. (2006KYD)(SEE 5-378.10 FOR "SLO" COMPONENT)                                                                                                 | C     | KYD          | 2011                 | 430,650          | 430,650         |
| JEFFERSON | 5-393.02  |           |        |       |       | RELIABILITY | TRANSP ENHANCEMENT(P) | 21ST CENTURY PARKS PROJECT IN LOUISVILLE, KENTUCKY. (2005HPP-KY163)                                                                                                                   | C     | HPP          | 2011                 | 27,533,280       | 27,533,280      |
| JEFFERSON | 5-403     | CR 1002M  | 1.8    | 0     | 1.853 | RELIABILITY | MINOR WIDENING(O)     | RECONSTRUCT COOPER CHAPEL ROAD FROM 2 TO 3 LANES (3RD LANE WILL BE A CENTER TURN LANE) FROM KY 61 TO SMYRNA PARKWAY. PROJECT LENGTH IS 1.8 MILES.                                     | C     | SLO          | 2011                 | 7,150,000        | 7,150,000       |
| JEFFERSON | 5-404.01  |           | 2.7    |       |       | RELIABILITY | NEW ROUTE(O)          | EXTEND COOPER CHAPEL ROAD FROM BEULAH CHURCH ROAD TO BARDSTOWN ROAD (LOU T.I.P.) (ALL WORK BY LOUISVILLE METRO)(LOCALMATCH)(2004BOPC) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | R     | SLO          | 2012                 | 3,400,000        | 3,400,000       |

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|-----------|-----------|-----------|--------|------|-------|-------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| JEFFERSON | 5-413     | US 150    | 0.1    | 1.07 | 1.12  | SAFETY      | SAFETY(P)             | ALIGN INTERSECTION OF BROADWAY AND 18TH STREET BY MOVING THE SOUTH LEG OF 18TH STREET TO THE EAST                                                                               | U     | SLO          | 2011                 | 62,500           | 62,500          |
| JEFFERSON | 5-413     | US 150    | 0.1    | 1.07 | 1.12  | SAFETY      | SAFETY(P)             | ALIGN INTERSECTION OF BROADWAY AND 18TH STREET BY MOVING THE SOUTH LEG OF 18TH STREET TO THE EAST                                                                               | C     | SLO          | 2011                 | 375,000          | 375,000         |
| JEFFERSON | 5-417     | US 60     |        | 1.9  | 2     | RELIABILITY | PE & ENVIRONMENTAL(O) | FRANKFORT AVENUE; REALIGN INTERSECTION WITH STILZ AND HILLCREST. (TO BE LET BY LOU METRO). (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                                      | D     | SLO          | 2011                 | 70,000           | 70,000          |
| JEFFERSON | 5-437.01  | KY 907    | 0.7    | 6.31 | 7.036 | RELIABILITY | MAJOR WIDENING(O)     | WIDEN SOUTHSIDE DRIVE (KY-907) TO 5 LANES FROM NEW CUT ROAD TO NATIONAL TURNPIKE. (2004BOPC) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                                    | D     | SLO          | 2012                 | 520,000          | 520,000         |
| JEFFERSON | 5-439.03  |           |        |      |       | SAFETY      | BIKE/PED FACIL(O)     | CONSTRUCTION OF VARIOUS SIDEWALK PROJECTS IN LOUISVILLE METRO ON VARIOUS LOCALLY MAINTAINED ROADS. (2006BOPC) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                   | C     | SLO          | 2011                 | 70,000           | 70,000          |
| JEFFERSON | 5-440.01  |           |        |      |       | SAFETY      | BIKE/PED FACIL(O)     | INSTALLATION OF SIDEWALKS TO FIX GAPS IN PEDESTRIAN NETWORK ON VARIOUS STATE MAINTAINED ROADS IN THE LOUISVILLE URBANIZED AREA. (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | C     | SLO          | 2011                 | 54,000           | 54,000          |
| JEFFERSON | 5-440.02  |           |        |      |       | SAFETY      | BIKE/PED FACIL(O)     | INSTALLATION OF SIDEWALKS TO FIX GAPS IN PEDESTRIAN NETWORK ON VARIOUS STATE MAINTAINED ROADS IN THE LOUISVILLE URBANIZED AREA. (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | C     | SLO          | 2011                 | 56,000           | 56,000          |

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|-----------|-----------|-----------|--------|-------|-------|-------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| JEFFERSON | 5-442     |           |        |       |       | SAFETY      | BIKE/PED FACIL(O) | SENECA PARK LOOP EXTENSIONS (EAST AND WEST), (LOCAL MATCH)(ALL WORK BY LOUISVILLE METRO)(2004BOPC) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)       | C     | SLO          | 2011                 | 320,000          | 320,000         |
| JEFFERSON | 5-442.02  |           |        |       |       | SAFETY      | BIKE/PED FACIL(O) | SENECA PARK LOOP EXTENSIONS (EAST AND WEST), (LOCAL MATCH)(ALL WORK BY LOUISVILLE METRO)(2004BOPC) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)       | C     | SLO          | 2011                 | 770,000          | 770,000         |
| JEFFERSON | 5-443.1   | KY 2053   | 0.3    | 0     | 0.343 | RELIABILITY | RECONSTRUCTION(O) | MT. WASHINGTON ROAD (KY-2053) SECTION 1; FROM PRESTON TO MAPLE WAY. (KYTC MATCH)(2004BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)        | D     | SLO          | 2011                 | 320,000          | 320,000         |
| JEFFERSON | 5-443.1   | KY 2053   | 0.3    | 0     | 0.343 | RELIABILITY | RECONSTRUCTION(O) | MT. WASHINGTON ROAD (KY-2053) SECTION 1; FROM PRESTON TO MAPLE WAY. (KYTC MATCH)(2004BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)        | R     | SLO          | 2011                 | 490,000          | 490,000         |
| JEFFERSON | 5-443.1   | KY 2053   | 0.3    | 0     | 0.343 | RELIABILITY | RECONSTRUCTION(O) | MT. WASHINGTON ROAD (KY-2053) SECTION 1; FROM PRESTON TO MAPLE WAY. (KYTC MATCH)(2004BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)        | U     | SLO          | 2011                 | 120,000          | 120,000         |
| JEFFERSON | 5-443.2   | KY 2053   | 2.46   | 0.343 | 2.804 | RELIABILITY | RECONSTRUCTION(O) | MT. WASHINGTON ROAD (KY-2053) SECTION 2; FROM MAPLE WAY TO CEDAR CREEK RD. (KYTC MATCH)(2004BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP) | D     | SLO          | 2011                 | 290,000          | 290,000         |
| JEFFERSON | 5-446     | KY 155    | 0.756  | 3.947 | 4.703 | RELIABILITY | SAFETY(P)         | RECONSTRUCT INTERSECTION OF KY-155 AND KY-148. (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                                                          | R     | SLO          | 2011                 | 638,000          | 638,000         |

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|-----------|-----------|-----------|--------|-------|-------|-------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| JEFFERSON | 5-446     | KY 155    | 0.756  | 3.947 | 4.703 | RELIABILITY | SAFETY(P)            | RECONSTRUCT INTERSECTION OF KY-155 AND KY-148. (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                                                                                                               | U     | SLO          | 2011                 | 374,000          | 374,000         |
| JEFFERSON | 5-446     | KY 155    | 0.756  | 3.947 | 4.703 | RELIABILITY | SAFETY(P)            | RECONSTRUCT INTERSECTION OF KY-155 AND KY-148. (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).                                                                                                               | C     | SLO          | 2012                 | 1,034,000        | 1,034,000       |
| JEFFERSON | 5-464     | KY 155    |        | 7.5   | 7.58  | RELIABILITY | MATCHED FED FUNDS(O) | CONSTRUCT LEFT TURN LANE ON KY 155 (TAYLORSVILLE RD.) AT OLD HEADY ROAD, 1.6 MILES NORTHWEST OF THE I-265 UNDERPASS IN LOUISVILLE. (2008BOPC)                                                                | R     | SLO          | 2011                 | 250,000          | 250,000         |
| JEFFERSON | 5-464     | KY 155    |        | 7.5   | 7.58  | RELIABILITY | MATCHED FED FUNDS(O) | CONSTRUCT LEFT TURN LANE ON KY 155 (TAYLORSVILLE RD.) AT OLD HEADY ROAD, 1.6 MILES NORTHWEST OF THE I-265 UNDERPASS IN LOUISVILLE. (2008BOPC)                                                                | U     | SLO          | 2011                 | 130,000          | 130,000         |
| JEFFERSON | 5-464     | KY 155    |        | 7.5   | 7.58  | RELIABILITY | MATCHED FED FUNDS(O) | CONSTRUCT LEFT TURN LANE ON KY 155 (TAYLORSVILLE RD.) AT OLD HEADY ROAD, 1.6 MILES NORTHWEST OF THE I-265 UNDERPASS IN LOUISVILLE. (2008BOPC)                                                                | C     | SLO          | 2012                 | 1,000,000        | 1,000,000       |
| JEFFERSON | 5-502     |           |        |       |       | RELIABILITY | MATCHED FED FUNDS(O) | LOUISVILLE MEDICAL CENTER DEVELOPMENT CORPORATION PROJECT, KENTUCKY. (05KYD-KY092)(ALL WORK BY LMCDC VIA AN INTERAGENCY AGREEMENT)                                                                           | C     | KYD          | 2011                 | 491,964          | 491,964         |
| JEFFERSON | 5-513     |           |        |       |       | SAFETY      | MATCHED FED FUNDS(O) | CONSTRUCT SHARED USE PATH FROM NEIGHBORHOOD SIDEWALK TO REAR OF SCHOOL PROPERTY, AND PROVIDE OUTDOOR CLASSROOM AMENITIES ALONG THE SHARED USE PATH. PROJECT WILL INCLUDE WETLAND RESTORATION ON SCHOOL SITE. | D     | SLO          | 2011                 | 12,500           | 12,500          |

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|-----------|-----------|-----------|--------|-----|-----|-------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| JEFFERSON | 5-513     |           |        |     |     | SAFETY      | MATCHED FED FUNDS(O) | CONSTRUCT SHARED USE PATH FROM NEIGHBORHOOD SIDEWALK TO REAR OF SCHOOL PROPERTY, AND PROVIDE OUTDOOR CLASSROOM AMENITIES ALONG THE SHARED USE PATH. PROJECT WILL INCLUDE WETLAND RESTORATION ON SCHOOL SITE. | C     | SLO          | 2011                 | 70,000           | 70,000          |
| JEFFERSON | 5-700.02  |           |        |     |     | RELIABILITY | ENVIRO MITIGATION(P) | LOUISVILLE BRIDGES; OVERALL PROJECT MITIGATION REQUIREMENTS,(GRAFTSMAN TRAINING)                                                                                                                             | D     | STP          | 2011                 | 1,560,000        | 1,560,000       |
| JEFFERSON | 5-700.03  |           |        |     |     | RELIABILITY | ENVIRO MITIGATION(P) | LOUISVILLE BRIDGES; OVERALL MISC DESIGN ACTIVITIES                                                                                                                                                           | D     | IF           | 2012                 | 8,100,000        | 8,100,000       |
| JEFFERSON | 5-711.3   |           |        |     |     | RELIABILITY | I-CHANGE RECONST(O)  | LOUISVILLE BRIDGES; SECTION ONE - KENNEDY INTERCHANGE DESIGN. (08CCR)(10CCR)                                                                                                                                 | D     | GV2          | 2011                 | 62,400,000       | 62,400,000      |
| JEFFERSON | 5-712.11  | 165       |        |     |     | RELIABILITY | I-CHANGE RECONST(O)  | LOUISVILLE BRIDGES; SECTION ONE - KENNEDY INTERCHANGE RIGHT OF WAY. (08CCR)(2008BOPC)(10CCR)                                                                                                                 | R     | GV1          | 2011                 | 38,550,000       | 38,550,000      |
| JEFFERSON | 5-712.3   |           |        |     |     | RELIABILITY | I-CHANGE RECONST(O)  | LOUISVILLE BRIDGES; SECTION ONE - KENNEDY INTERCHANGE RIGHT OF WAY.(10CCR)                                                                                                                                   | R     | GV2          | 2011                 | 14,200,000       | 14,200,000      |
| JEFFERSON | 5-712.4   |           |        |     |     | RELIABILITY | I-CHANGE RECONST(O)  | LOUISVILLE BRIDGES; SECTION ONE - KENNEDY INTERCHANGE RIGHT OF WAY.                                                                                                                                          | R     | IM           | 2011                 | 12,300,000       | 12,300,000      |
| JEFFERSON | 5-712.41  |           |        |     |     | RELIABILITY | I-CHANGE RECONST(O)  | LOUISVILLE BRIDGES; SECTION ONE - KENNEDY INTERCHANGE RIGHT OF WAY.                                                                                                                                          | R     | NH           | 2011                 | 15,100,000       | 15,100,000      |
| JEFFERSON | 5-713.1   |           |        |     |     | RELIABILITY | I-CHANGE RECONST(O)  | LOUISVILLE BRIDGES; SECTION ONE - KENNEDY INTERCHANGE UTILITIES.                                                                                                                                             | U     | IM           | 2011                 | 11,700,000       | 11,700,000      |
| JEFFERSON | 5-713.2   |           |        |     |     | RELIABILITY | I-CHANGE RECONST(O)  | LOUISVILLE BRIDGES; SECTION ONE - KENNEDY INTERCHANGE UTILITIES.                                                                                                                                             | U     | NH           | 2011                 | 14,300,000       | 14,300,000      |
| JEFFERSON | 5-715.2   |           |        |     |     | RELIABILITY | I-CHANGE RECONST(O)  | LOUISVILLE BRIDGES; SECTION ONE - KENNEDY INTERCHANGE CONSTRUCTION. (08CCR)                                                                                                                                  | C     | IM           | 2012                 | 22,500,000       | 22,500,000      |
| JEFFERSON | 5-715.21  |           |        |     |     | RELIABILITY | I-CHANGE RECONST(O)  | LOUISVILLE BRIDGES; SECTION ONE - KENNEDY INTERCHANGE CONSTRUCTION. (08CCR)                                                                                                                                  | C     | NH           | 2012                 | 27,500,000       | 27,500,000      |

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|-----------|-----------|-----------|--------|-------|--------|-------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| JEFFERSON | 5-721.4   |           |        |       |        | RELIABILITY | NEW ROUTE(O)          | LOUISVILLE BRIDGES; SECTION TWO - DOWNTOWN BRIDGE DESIGN (KY SHARE). (08CCR)(10CCR)                                                          | D     | GV2          | 2011                 | 7,800,000        | 7,800,000       |
| JEFFERSON | 5-731.3   |           |        |       |        | RELIABILITY | NEW ROUTE(O)          | LOUISVILLE BRIDGES; SECTION FOUR - EAST END BRIDGE APPROACH DESIGN. (08CCR)(10CCR)                                                           | D     | GV2          | 2011                 | 15,600,000       | 15,600,000      |
| JEFFERSON | 5-733.2   |           |        |       |        | RELIABILITY | NEW ROUTE(O)          | LOUISVILLE BRIDGES; SECTION FOUR - EAST END BRIDGE APPROACH UTILITIES. (08CCR)(10CCR)                                                        | U     | GV2          | 2011                 | 31,200,000       | 31,200,000      |
| JEFFERSON | 5-735.4   |           |        |       |        | RELIABILITY | NEW ROUTE(O)          | LOUISVILLE BRIDGES; SECTION FOUR - EAST END BRIDGE APPROACH CONSTRUCTION.                                                                    | C     | IF           | 2012                 | 81,100,000       | 81,100,000      |
| JEFFERSON | 5-745     |           |        |       |        | RELIABILITY | NEW ROUTE(O)          | LOUISVILLE BRIDGES; SECTION FIVE - EAST END OHIO RIVER BRIDGE CONSTRUCTION.                                                                  | C     | IF           | 2012                 | 43,300,000       | 43,300,000      |
| JEFFERSON | 5-802     | 1264      | 2.291  | 18.41 | 20.701 | RELIABILITY | PAVEMENT REHAB-INT(P) | REPAIR AND GRIND PAVEMENT ON WESTBOUND I-264 FROM MP 18.41 TO MP 20.701                                                                      | C     | IM           | 2011                 | 1,079,000        | 1,079,000       |
| JEFFERSON | 5-803     | 1264      | 2.291  | 18.41 | 20.701 | RELIABILITY | PAVEMENT REHAB-INT(P) | REPAIR AND GRIND I-264 EASTBOUND FROM MP 18.41 TO 20.701                                                                                     | C     | IM           | 2011                 | 2,506,000        | 2,506,000       |
| JEFFERSON | 5-965.15  |           |        |       |        | RELIABILITY | MATCHED FED FUNDS(O)  | DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL                                           | C     | SLO          | 2013                 | 6,800,000        | 6,800,000       |
| JEFFERSON | 5-965.16  |           |        |       |        | RELIABILITY | MATCHED FED FUNDS(O)  | DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL                                           | C     | SLO          | 2014                 | 12,800,000       | 12,800,000      |
| JEFFERSON | 5-1012.12 |           |        |       |        | RELIABILITY | CONGESTION MITIGTN(O) | LOUISVILLE INCIDENT MANAGEMENT PROGRAM (TRIMARC) CONSTRUCTION. (KYTC SHARE)                                                                  | C     | CM           | 2011                 | 1,410,000        | 1,410,000       |
| JEFFERSON | 5-1052    | US 42     | 0.1    | 0.254 | 0.265  | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES OVER BEARGRASS CREEK ON EAST MAIN STREET 0.25 MILE EAST OF US 31E (BAXTER AVE.) (B347) (SR=25.3). (056B00347N) | D     | BRO          | 2011                 | 150,000          | 150,000         |

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|-----------|-----------|-----------|--------|--------|---------|-------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| JEFFERSON | 5-1052    | US 42     | 0.1    | 0.254  | 0.265   | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES OVER BEARGRASS CREEK ON EAST MAIN STREET 0.25 MILE EAST OF US 31E (BAXTER AVE.) (B347) (SR=25.3). (056B00347N)                                                                       | U     | BRO          | 2012                 | 50,000           | 50,000          |
| JEFFERSON | 5-1052    | US 42     | 0.1    | 0.254  | 0.265   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES OVER BEARGRASS CREEK ON EAST MAIN STREET 0.25 MILE EAST OF US 31E (BAXTER AVE.) (B347) (SR=25.3).                                                                                    | C     | BRO          | 2014                 | 450,000          | 450,000         |
| JEFFERSON | 5-1061    | CR 1019   | 0.1    | 0.129  | 0.229   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1019 (MP 0.179) OVER BEE LICK CREEK; .4 MI NE-MANSLICK RD-K2055; (STRUCTURALLY DEFICIENT, SR=4) 056C00104N                                                                                    | D     | BRZ          | 2012                 | 200,000          | 200,000         |
| JEFFERSON | 5-1062    |           |        |        |         | RELIABILITY | BRIDGE REHAB(P)       | OLMSTED PARKS HISTORIC BRIDGES; REHABILITATE 11 BRIDGES THROUGH OLMSTED PARK; (056C00032N, 056C00031N, 056C00026N, 056C00027N, 056C00028N, 056C00030N, 056C00029N, 056C00034N, 056C00033N, 056C00139N, 056C00138N) | D     | BRZ          | 2012                 | 200,000          | 200,000         |
| JEFFERSON | 5-2000.76 | 1264      |        | 7.4    | 7.455   | RELIABILITY | TRANSP ENHANCEMENT(P) | SHAWNEE EXPRESSWAY LANDSCAPING; I-264 AT DIXIE HIGHWAY. (2004BOPC)                                                                                                                                                 | C     | IM           | 2011                 | 1,020,000        | 1,020,000       |
| JEFFERSON | 5-2000.77 | 1264      | 7.8    | 0.46   | 8.22    | RELIABILITY | TRANSP ENHANCEMENT(P) | SHAWNEE EXPRESSWAY LANDSCAPING; I-264 FENCING PROJECT. (2002BOPC)(10CCR)                                                                                                                                           | C     | IM           | 2011                 | 110,000          | 110,000         |
| JEFFERSON | 5-2038    | 164       | 4.3    | 20.765 | 23.974  | RELIABILITY | PAVEMENT REHAB-INT(P) | MILL 1" THIN OVERLAY ON I-64 FROM MP 20.765 IN JEFFERSON COUNTY TO MP 25.094 IN SHELBY COUNTY.                                                                                                                     | C     | IM           | 2011                 | 3,330,000        | 3,330,000       |
| JEFFERSON | 5-2043.01 | 165       |        | 128.13 | 131.289 | RELIABILITY | SCOPING STUDY DD (O)  | SCOPING STUDY USING CURRENT STANDARDS/POLICIES TO EVALUATE SIGNING AND LIGHTING FOR I-65 FROM MP 128.13 TO MP 131.289 (2006BOPC).                                                                                  | D     | STP          | 2011                 | 100,000          | 100,000         |

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|-----------|-----------|-----------|--------|-------|-------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| JEFFERSON | 5-3013    | KY 155    |        | 8.925 | 9.77  | SAFETY      | BIKE/PED FACIL(O)     | IMPROVE STREETScape, RECONSTRUCT SIDEWALKS, AND ENHANCE LANDSCAPING FROM COLLEGE DRIVE TO RUCKRIEGEL PARKWAY (KIPDA ID 1581)(2008BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT)                          | C     | SLO          | 2011                 | 840,000          | 840,000         |
| JEFFERSON | 5-8412    |           |        |       |       | SAFETY      | SAFETY-RR PROTECTN(P) | CONSTRUCT A RAILROAD SAFETY CROSSING, IMPROVE LIGHTING, ERECT SIGNALS, AND ROADWAY CROSSINGS FROM THE OHIO RIVER BRIDGE CROSSING SOUTH OF ALGONQUIN PARKWAY AND THE UNIVERSITY OF LOUISVILLE. (08CCN) | C     | HES          | 2011                 | 200,000          | 200,000         |
| JEFFERSON | 5-8501    | KY 2055   |        | 1.36  | 1.42  | RELIABILITY | RECONSTRUCTION(O)     | CONSTRUCT ROUNDABOUT AT WEST MANSLICK ROAD AND MT. HOLLY ROAD AT THE INTERSECTIONS OF FAIRDALE AND MITCHELL ROAD AS WELL AS PAVEMENT REHABILITATION (06CCN). (10CCR)                                  | R     | STP          | 2011                 | 300,000          | 300,000         |
| JEFFERSON | 5-8501    | KY 2055   |        | 1.36  | 1.42  | RELIABILITY | RECONSTRUCTION(O)     | CONSTRUCT ROUNDABOUT AT WEST MANSLICK ROAD AND MT. HOLLY ROAD AT THE INTERSECTIONS OF FAIRDALE AND MITCHELL ROAD AS WELL AS PAVEMENT REHABILITATION (06CCN). (10CCR)                                  | U     | STP          | 2011                 | 1,500,000        | 1,500,000       |
| JEFFERSON | 5-8501    | KY 2055   |        | 1.36  | 1.42  | RELIABILITY | RECONSTRUCTION(O)     | CONSTRUCT ROUNDABOUT AT WEST MANSLICK ROAD AND MT. HOLLY ROAD AT THE INTERSECTIONS OF FAIRDALE AND MITCHELL ROAD AS WELL AS PAVEMENT REHABILITATION (06CCN). (10CCR)                                  | C     | STP          | 2011                 | 2,800,000        | 2,800,000       |
| JEFFERSON | 5-8611    | KY 2053   | 1.501  | 0     | 1.501 | RELIABILITY | RECONSTRUCTION(O)     | IMPROVE AND WIDEN MT. WASHINGTON ROAD FROM PRESTON HIGHWAY TO PENN RUN CREEK BRIDGE. (10CCN)                                                                                                          | D     | STP          | 2011                 | 550,000          | 550,000         |

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|-----------|-----------|-----------|--------|-----|-----|-------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| JEFFERSON | 5-8614    |           |        |     |     | RELIABILITY | TRANSP ENHANCEMENT(P) | CONSTRUCT NEW DRIVES, PARKING, AND WALKWAYS AT FARNSLEY-MOREMAN LANDING. (10CCN)                                                                   | C     | SLO          | 2012                 | 326,332          | 326,332         |
| JESSAMINE | 7-87.1    |           | 4.3    |     |     | RELIABILITY | NEW ROUTE(O)          | EAST NICHOLASVILLE BYPASS SECTION I, FROM US-27 NORTH OF NICHOLASVILLE, EXTENDING SOUTHEASTERLY TO KY-39. (2008BOP)(04CGR)(06CGR)(08CGR)(10CCR)    | R     | STP          | 2011                 | 35,890,000       | 35,890,000      |
| JESSAMINE | 7-237     |           |        |     |     | SAFETY      | BIKE/PED FACIL(O)     | CONSTRUCT PEDESTRIAN MALL AND STREETScape IMPROVEMENTS ON LEXINGTON, COLLEGE, WALNUT AND GILESPIE STS, WILMORE. (2005HPP-KY123)(MOA WITH WILMORE). | C     | HPP          | 2011                 | 2,347,287        | 2,347,287       |
| 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)       | C     | SLX          | 2013                 | 3,954,122        | 3,954,122       |
| JESSAMINE | 7-396     | KY 129    |        |     |     | RELIABILITY | MATCHED FED FUNDS(O)  | WILMORE DOWNTOWN DRAINAGE AND STREET IMPROVEMENTS. (2008BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                                | R     | SLX          | 2011                 | 50,000           | 50,000          |
| JESSAMINE | 7-396     | KY 129    |        |     |     | RELIABILITY | MATCHED FED FUNDS(O)  | WILMORE DOWNTOWN DRAINAGE AND STREET IMPROVEMENTS. (2008BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                                | U     | SLX          | 2011                 | 125,000          | 125,000         |
| JESSAMINE | 7-396     | KY 129    |        |     |     | RELIABILITY | MATCHED FED FUNDS(O)  | WILMORE DOWNTOWN DRAINAGE AND STREET IMPROVEMENTS. (2008BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                                | C     | SLX          | 2011                 | 275,000          | 275,000         |

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|-----------|-----------|-----------|--------|-------|-------|-------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| JESSAMINE | 7-397     | KY 29     |        | 8.15  | 8.31  | SAFETY      | SAFETY(P)              | TURN LANES AT W. JESSAMINE HIGH SCHOOL AND E. JESSAMINE MIDDLE SCHOOL. (2008BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                  | C     | SLX          | 2011                 | 20,000           | 20,000          |
| JESSAMINE | 7-398     | KY 169    |        | 14.85 | 14.95 | RELIABILITY | CULVERT REPLACEMENT(P) | CULVERT REPLACEMENT ON KY 169, 0.500 MILE WEST OF US 68. (2008BOPC) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                               | R     | SLX          | 2011                 | 40,000           | 40,000          |
| JESSAMINE | 7-398     | KY 169    |        | 14.85 | 14.95 | RELIABILITY | CULVERT REPLACEMENT(P) | CULVERT REPLACEMENT ON KY 169, 0.500 MILE WEST OF US 68. (2008BOPC) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                               | U     | SLX          | 2011                 | 100,000          | 100,000         |
| JESSAMINE | 7-398     | KY 169    |        | 14.85 | 14.95 | RELIABILITY | CULVERT REPLACEMENT(P) | CULVERT REPLACEMENT ON KY 169, 0.500 MILE WEST OF US 68. (2008BOPC) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)                               | C     | SLX          | 2011                 | 220,000          | 220,000         |
| JESSAMINE | 7-8404    | US 27     |        |       |       | RELIABILITY | NEW ROUTE(O)           | CONSTRUCT A NEW 4 LANE CONNECTOR BETWEEN US-27 AND I-75. (08CCN)                                                                                         | P     | STP          | 2011                 | 500,000          | 500,000         |
| 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          | 2012                 | 45,762           | 45,762          |
| JOHNSON   | 12-1086   | KY 3387   |        | 0.549 | 0.555 | RELIABILITY | BRIDGE REPLACEMENT(P)  | REPLACE BRIDGE AND APPROACHES ON KY-3387 OVER FROGONERY BRANCH (B66). (SR=5.9): (058B00066N)                                                             | R     | BRX          | 2011                 | 230,000          | 230,000         |
| JOHNSON   | 12-1086   | KY 3387   |        | 0.549 | 0.555 | RELIABILITY | BRIDGE REPLACEMENT(P)  | REPLACE BRIDGE AND APPROACHES ON KY-3387 OVER FROGONERY BRANCH (B66). (SR=5.9): (058B00066N)                                                             | U     | BRX          | 2011                 | 160,000          | 160,000         |
| JOHNSON   | 12-1086   | KY 3387   |        | 0.549 | 0.555 | RELIABILITY | BRIDGE REPLACEMENT(P)  | REPLACE BRIDGE AND APPROACHES ON KY-3387 OVER FROGONERY BRANCH (B66). (SR=5.9): (058B00066N)                                                             | C     | BRX          | 2011                 | 350,000          | 350,000         |

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|--------|-----------|-----------|--------|---------|---------|-------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| KENTON | 6-17.04   | 175       |        | 191.277 | 191.777 | RELIABILITY | BRIDGE REPLACEMENT(P) | TRANSPORTATION IMPROVEMENTS TO BRENT SPENCE BRIDGE. (2005HPP-KY154)(SEE 6-17.03 FOR ADDITIONAL 2005HPP FUNDING); (059B00046N)                | R     | HPP          | 2011                 | 16,540,000       | 16,540,000      |
| KENTON | 6-17.04   | 175       |        | 191.277 | 191.777 | RELIABILITY | BRIDGE REPLACEMENT(P) | TRANSPORTATION IMPROVEMENTS TO BRENT SPENCE BRIDGE. (2005HPP-KY154)(SEE 6-17.03 FOR ADDITIONAL 2005HPP FUNDING); (059B00046N)                | U     | HPP          | 2011                 | 4,300,000        | 4,300,000       |
| KENTON | 6-361     | KY 1303   |        | 5.55    | 5.609   | RELIABILITY | CONGESTION MITIGTN(O) | EXTEND THE RIGHT TURN LANE ON NORTHBOUND TURKEYFOOT ROAD (KY-1303) TO THE I-275 EASTBOUND RAMP. (2006BOPC)                                   | C     | CM           | 2011                 | 1,310,000        | 1,310,000       |
| KENTON | 6-362     | KY 1303   |        | 5.7     | 5.797   | RELIABILITY | CONGESTION MITIGTN(O) | WIDEN THE I-275 WESTBOUND ON RAMP FROM TURKEYFOOT ROAD (KY-1303) TO ALLOW A DUAL LEFT TURN LANE FROM NORTHBOUND TURKEYFOOT ROAD. (2006BOPC). | C     | CM           | 2011                 | 750,000          | 750,000         |
| KENTON | 6-363     | US 25     |        | 7.1     | 7.15    | RELIABILITY | CONGESTION MITIGTN(O) | CONSTRUCT A RIGHT TURN LANE ON US-25 (DIXIE HIGHWAY) AT THE DUDLEY PIKE INTERSECTION. (2006BOPC).                                            | C     | CM           | 2011                 | 1,240,000        | 1,240,000       |
| KENTON | 6-1070    | CS 2097   | 0.1    | 0.164   | 0.198   | SAFETY      | BRIDGE REPLACEMENT(P) | WEST 15TH STREET; REPLACE BRIDGE AND APPROACHES OVER CSX RR IN COVINGTON (C29). (SR=3.9); (059C00029N)                                       | D     | BRZ          | 2011                 | 200,000          | 200,000         |
| KENTON | 6-1070    | CS 2097   | 0.1    | 0.164   | 0.198   | RELIABILITY | BRIDGE REPLACEMENT(P) | WEST 15TH STREET; REPLACE BRIDGE AND APPROACHES OVER CSX RR IN COVINGTON (C29). (SR=3.9)                                                     | R     | BRZ          | 2013                 | 200,000          | 200,000         |
| KENTON | 6-1070    | CS 2097   | 0.1    | 0.164   | 0.198   | RELIABILITY | BRIDGE REPLACEMENT(P) | WEST 15TH STREET; REPLACE BRIDGE AND APPROACHES OVER CSX RR IN COVINGTON (C29). (SR=3.9)                                                     | U     | BRZ          | 2013                 | 150,000          | 150,000         |
| KENTON | 6-1075    | KY 1120   | 0.1    | 0.571   | 0.671   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-1120 (MP 0.621) OVER CSX RAILROAD, 11TH ST E OF RUSSELL ST; (STRUCTURALLY DEFICIENT, SR=3) 059B00083N                   | D     | BRO          | 2012                 | 170,000          | 170,000         |

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|--------|-----------|-----------|--------|-------|-------|-------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| KNOTT  | 12-1082   | CR 1137   | 0.1    | 0     | 0.039 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-5137 OVER STEER FORK (C62). (SR=14.7); (060C00062N)                                              | R     | BRZ          | 2011                 | 230,000          | 230,000         |
| KNOTT  | 12-1082   | CR 1137   | 0.1    | 0     | 0.039 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-5137 OVER STEER FORK (C62). (SR=14.7); (060C00062N)                                              | U     | BRZ          | 2011                 | 210,000          | 210,000         |
| KNOTT  | 12-1082   | CR 1137   | 0.1    | 0     | 0.039 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-5137 OVER STEER FORK (C62). (SR=14.7); (060C00062N)                                              | C     | BRZ          | 2011                 | 470,000          | 470,000         |
| KNOX   | 11-1075   | KY 6      | 0.1    | 0.238 | 0.248 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-6 OVER LYNN CAMP CREEK (B42) 0.24 MILE EAST OF KNOX/WHITLEY COUNTY LINE. (SR=23.4); (061B00042N) | D     | BRX          | 2011                 | 25,000           | 25,000          |
| KNOX   | 11-1075   | KY 6      | 0.1    | 0.238 | 0.248 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-6 OVER LYNN CAMP CREEK (B42) 0.24 MILE EAST OF KNOX/WHITLEY COUNTY LINE. (SR=23.4); (061B00042N) | R     | BRX          | 2012                 | 100,000          | 100,000         |
| KNOX   | 11-1075   | KY 6      | 0.1    | 0.238 | 0.248 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-6 OVER LYNN CAMP CREEK (B42) 0.24 MILE EAST OF KNOX/WHITLEY COUNTY LINE. (SR=23.4); (061B00042N) | U     | BRX          | 2012                 | 75,000           | 75,000          |
| KNOX   | 11-1076   | KY 6      | 0.1    | 0.825 | 0.833 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-6 OVER STEWARTS CREEK (B43) 0.27 MILE WEST OF KY-3436. (SR=23.4); (061B00043N)                   | D     | BRX          | 2011                 | 250,000          | 250,000         |
| KNOX   | 11-1076   | KY 6      | 0.1    | 0.825 | 0.833 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-6 OVER STEWARTS CREEK (B43) 0.27 MILE WEST OF KY-3436. (SR=23.4); (061B00043N)                   | R     | BRX          | 2012                 | 100,000          | 100,000         |

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|--------|-----------|-----------|--------|-------|-------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| KNOX   | 11-1076   | KY 6      | 0.1    | 0.825 | 0.833 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-6 OVER STEWARTS CREEK (B43) 0.27 MILE WEST OF KY-3436. (SR=23.4). (061B00043N)                                    | U     | BRX          | 2012                 | 75,000           | 75,000          |
| KNOX   | 11-1077   | KY 2418   | 0.1    | 0.07  | 0.078 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-2418 OVER LITTLE RICHLAND CREEK(B01) 0.6 MILE SE. OF US-25E. (SR=25.6); (061B00001N)                              | D     | BRX          | 2011                 | 290,000          | 290,000         |
| KNOX   | 11-1077   | KY 2418   | 0.1    | 0.07  | 0.078 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-2418 OVER LITTLE RICHLAND CREEK(B01) 0.6 MILE SE OF US-25E. (SR=25.6); (061B00001N)                               | R     | BRX          | 2012                 | 70,000           | 70,000          |
| KNOX   | 11-1077   | KY 2418   | 0.1    | 0.07  | 0.078 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-2418 OVER LITTLE RICHLAND CREEK(B01) 0.6 MILE SE OF US-25E. (SR=25.6); (061B00001N)                               | U     | BRX          | 2012                 | 70,000           | 70,000          |
| KNOX   | 11-1082   | KY 3437   | 0.1    | 1.589 | 1.689 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-3437 (MP 1.639) OVER EAST FORK BIG INDIAN CREEK; 100 MILE WEST OF KY 1232 AT GRAY; (STRUCTURALLY DEFICIENT, SR=19.3) 061B000086N | D     | BRX          | 2012                 | 120,000          | 120,000         |
| KNOX   | 11-1084   | CR 1067   | 0.1    | 0.187 | 0.287 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1067 (MP 0.237) OVER COLLINS FORK; 2 MI SE. KY 11 @GREEN RD.; (STRUCTURALLY DEFICIENT, SR=18.1) 061C00023N                       | D     | BRZ          | 2012                 | 200,000          | 200,000         |
| KNOX   | 11-8200   | KY 223    | 0.1    | 3.911 | 3.933 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE ROAD FORK BRIDGE AT DEWITT. (SR=55.1)(04CCN) (08CCR); (061B00026N)                                                                            | R     | BRX          | 2011                 | 190,000          | 190,000         |
| KNOX   | 11-8200   | KY 223    | 0.1    | 3.911 | 3.933 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE ROAD FORK BRIDGE AT DEWITT. (SR=55.1)(04CCN) (08CCR); (061B00026N)                                                                            | U     | BRX          | 2011                 | 110,000          | 110,000         |
| KNOX   | 11-8200   | KY 223    | 0.1    | 3.911 | 3.933 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE ROAD FORK BRIDGE AT DEWITT. (SR=55.1)(04CCN) (08CCR); (061B00026N)                                                                            | C     | BRX          | 2011                 | 760,000          | 760,000         |

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|--------|-----------|-----------|--------|-------|--------|-------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| LAUREL | 11-139.01 |           | 3      |       |        | RELIABILITY | NEW ROUTE(O)          | I-75 CORRIDOR BORDER BETWEEN EXIT 38 AND EXIT 41. (2006KYD) (ALL PHASE 1 WORK BY COUNTY PER AGREEMENT)                                                         | C     | KYD          | 2011                 | 861,300          | 861,300         |
| LAUREL | 11-139.02 | 175       |        |       |        | RELIABILITY | NEW ROUTE(O)          | I-75 LONDON, KENTUCKY; CORRIDOR BETWEEN EXIT 38 AND EXIT 41 PRELIMINARY ENGINEERING AND ENVIRONMENTAL PHASE FOR CONSTRUCTION OF A FRONTAGE ROAD. (05KYD-KY090) | C     | KYD          | 2011                 | 983,928          | 983,928         |
| LAUREL | 11-904.01 | KY 363    | 0.2    | 9.1   | 9.3    | SAFETY      | SAFETY-HAZARD ELIM(P) | CONSTRUCT A ROUNDABOUT ON KY-363 AT KY-1006. (06CCR)                                                                                                           | R     | HES          | 2011                 | 580,000          | 580,000         |
| LAUREL | 11-904.01 | KY 363    | 0.2    | 9.1   | 9.3    | SAFETY      | SAFETY-HAZARD ELIM(P) | CONSTRUCT A ROUNDABOUT ON KY-363 AT KY-1006. (06CCR)                                                                                                           | U     | HES          | 2011                 | 640,000          | 640,000         |
| LAUREL | 11-904.01 | KY 363    | 0.2    | 9.1   | 9.3    | SAFETY      | SAFETY-HAZARD ELIM(P) | CONSTRUCT A ROUNDABOUT ON KY-363 AT KY-1006. (06CCR)                                                                                                           | C     | HES          | 2011                 | 1,170,000        | 1,170,000       |
| LAUREL | 11-1060   | KY 490    | 0.1    | 11.49 | 11.509 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER ROCKCASTLE RIVER (B04) AT THE ROCKCASTLE-LAUREL COUNTY LINE. (SR=11.4); (063B00004N)(10CCR)                                                | R     | BRO          | 2011                 | 80,000           | 80,000          |
| LAUREL | 11-1060   | KY 490    | 0.1    | 11.49 | 11.509 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER ROCKCASTLE RIVER (B04) AT THE ROCKCASTLE-LAUREL COUNTY LINE. (SR=11.4); (063B00004N)(10CCR)                                                | U     | BRO          | 2011                 | 80,000           | 80,000          |
| LAUREL | 11-1060   | KY 490    | 0.1    | 11.49 | 11.509 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER ROCKCASTLE RIVER (B04) AT THE ROCKCASTLE-LAUREL COUNTY LINE. (SR=11.4); (063B00004N)(10CCR)                                                | C     | BRO          | 2011                 | 1,670,000        | 1,670,000       |
| LAUREL | 11-1080   | KY 578    | 0.1    | 5.104 | 5.204  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-578 (MP 5.154) OVER RACCOON CREEK; .10 MI W OF W-JCT KY 638; (STRUCTURALLY DEFICIENT, SR=24.9) 063B000069N                                | D     | BRX          | 2012                 | 130,000          | 130,000         |

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|----------|-----------|-----------|--------|-------|--------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| LAWRENCE | 12-284    | KY 32     | 4      | 23.64 | 27.64  | RELIABILITY | RECONSTRUCTION(O)     | LOUISA-SANDY HOOK ROAD:<br>RECONSTRUCT A PRIORITY SECTION OF KY-32 BETWEEN THE END OF CORPS OF ENGRS RECONSTRUCTION AT YATESVILLE LAKE AND US-23. (04CCR)(06CCR)(08CCR) | C     | STP          | 2011                 | 20,250,000       | 20,250,000      |
| LAWRENCE | 12-1106   | PR 1116   | 0.1    | 0     | 0.1    | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON PR-1116 (MP 0.015) OVER ROCKCASTLE CREEK: .034 MI W JCT KY 3; (STRUCTURALLY DEFICIENT, SR=18.4) 064C00073N                                            | D     | BRZ          | 2012                 | 140,000          | 140,000         |
| LAWRENCE | 12-8405   | KY 32     | 1.5    | 27.64 | 29.162 | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT A PRIORITY SECTION OF KY-32 BEGINNING AT MILEPOST 27.64. (08CCN)(10CCR)                                                                                     | D     | STP          | 2011                 | 500,000          | 500,000         |
| LAWRENCE | 12-8405   | KY 32     | 1.5    | 27.64 | 29.162 | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT A PRIORITY SECTION OF KY-32 BEGINNING AT MILEPOST 27.64. (08CCN)(10CCR)                                                                                     | R     | STP          | 2011                 | 1,500,000        | 1,500,000       |
| LAWRENCE | 12-8405   | KY 32     | 1.5    | 27.64 | 29.162 | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT A PRIORITY SECTION OF KY-32 BEGINNING AT MILEPOST 27.64. (08CCN)(10CCR)                                                                                     | U     | STP          | 2011                 | 1,000,000        | 1,000,000       |
| LAWRENCE | 12-8405   | KY 32     | 1.5    | 27.64 | 29.162 | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT A PRIORITY SECTION OF KY-32 BEGINNING AT MILEPOST 27.64. (08CCN)(10CCR)                                                                                     | C     | STP          | 2012                 | 4,500,000        | 4,500,000       |
| LEE      | 10-142    | KY 52     | 0.5    | 11.7  | 12.2   | RELIABILITY | MINOR WIDENING(O)     | KY 52 PROJECT, CITY OF BEATTYVILLE: WIDEN AND ADD SIDEWALKS. (2006KYD)                                                                                                  | C     | KYD          | 2011                 | 602,910          | 602,910         |
| LEE      | 10-1091   | CR 1224   | 0.1    | 0.052 | 0.152  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1224 (MP 0.102) OVER ELK LICK BR-ELK CK; -1 MI-W JCT CR 5212; (FUNCTIONALLY OBSOLETE, SR=21.9) 065C00023N                                          | D     | BRZ          | 2012                 | 120,000          | 120,000         |
| LESLIE   | 11-1067   | CR 1214   | 0.1    | 0.024 | 0.064  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1214 OVER BEECH FORK (C24). (SR=6.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (066C00024N)                       | R     | BRZ          | 2011                 | 230,000          | 230,000         |

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| 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 |
|--------|-----------|-----------|--------|--------|--------|-------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| LESLIE | 11-1067   | CR 1214   | 0.1    | 0.024  | 0.064  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1214 OVER BEECH FORK (C24). (SR=6.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (066C00024N) | U     | BRZ          | 2011                 | 120,000          | 120,000         |
| LESLIE | 11-1067   | CR 1214   | 0.1    | 0.024  | 0.064  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1214 OVER BEECH FORK (C24). (SR=6.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (066C00024N) | C     | BRZ          | 2011                 | 490,000          | 490,000         |
| LESLIE | 11-1068   | CR 1241   | 0.1    | 0.006  | 0.016  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1241 OVER BEECH FORK (C25). (SR=3.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (066C00025N) | R     | BRZ          | 2011                 | 230,000          | 230,000         |
| LESLIE | 11-1068   | CR 1241   | 0.1    | 0.006  | 0.016  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1241 OVER BEECH FORK (C25). (SR=3.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (066C00025N) | U     | BRZ          | 2011                 | 120,000          | 120,000         |
| LESLIE | 11-1068   | CR 1241   | 0.1    | 0.006  | 0.016  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1241 OVER BEECH FORK (C25). (SR=3.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE): (066C00025N) | C     | BRZ          | 2011                 | 440,000          | 440,000         |
| LESLIE | 11-1078   | US 421    | 0.1    | 15.137 | 15.177 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON US-421 OVER STINNET CREEK (B08) 0.028 MILE SOUTH OF KY-406 NEAR STINNETT. (SR=26.0) (10CCR)                      | D     | BRO          | 2011                 | 400,000          | 400,000         |

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| 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 |
|---------|-----------|-----------|--------|--------|--------|-------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| LESLIE  | 11-1078   | US 421    | 0.1    | 15.137 | 15.177 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON US-421 OVER STINNETT CREEK (B08) 0.028 MILE SOUTH OF KY-406 NEAR STINNETT. (SR=26.0)                                                                                                | R     | BRO          | 2013                 | 200,000          | 200,000         |
| LESLIE  | 11-1078   | US 421    | 0.1    | 15.137 | 15.177 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON US-421 OVER STINNETT CREEK (B08) 0.028 MILE SOUTH OF KY-406 NEAR STINNETT. (SR=26.0)                                                                                                | U     | BRO          | 2013                 | 150,000          | 150,000         |
| LESLIE  | 11-8519   | KY 699    |        | 4.8    | 4.815  | RELIABILITY | BRIDGE REPLACEMENT(P) | CONSTRUCT A NEW HIGH WATER BRIDGE ON KY-699. (08CCN); (066B00056N)(10CCR)                                                                                                                                            | R     | BRX          | 2011                 | 50,000           | 50,000          |
| LESLIE  | 11-8519   | KY 699    |        | 4.8    | 4.815  | RELIABILITY | BRIDGE REPLACEMENT(P) | CONSTRUCT A NEW HIGH WATER BRIDGE ON KY-699. (08CCN); (066B00056N)(10CCR)                                                                                                                                            | U     | BRX          | 2011                 | 50,000           | 50,000          |
| LESLIE  | 11-8519   | KY 699    |        | 4.8    | 4.815  | RELIABILITY | BRIDGE REPLACEMENT(P) | CONSTRUCT A NEW HIGH WATER BRIDGE ON KY-699. (08CCN); (066B00056N)(10CCR)                                                                                                                                            | C     | BRX          | 2011                 | 650,000          | 650,000         |
| LETCHER | 12-121    | KY 15     | 1      | 5.725  | 6.725  | SAFETY      | SAFETY(P)             | HAZARD-WHITESBURG; CONSTRUCT NEW INTERSECTION WITH LEFT TURN LANES AT KY-160 NEAR VAN.                                                                                                                               | C     | HES          | 2011                 | 1,230,000        | 1,230,000       |
| LETCHER | 12-311.3  | US 119    | 3.48   |        |        | RELIABILITY | RELOCATION(O)         | HARLAN-WHITESBURG; PINE MOUNTAIN; PARTRIDGE TO OVEN FORK; BEGINNING 1.3 MILES EAST OF THE HARLAN COUNTY LINE TO 1.71 MILES EAST OF KY-3404 NEAR JOE DAY BRANCH. (R/W FOR SECTIONS 1A & 1B) (F16) (2000BOPP)          | R     | APD          | 2011                 | 3,150,000        | 2,520,000       |
| LETCHER | 12-311.35 | US 119    | 1.24   |        |        | RELIABILITY | RELOCATION(O)         | HARLAN-WHITESBURG; PINE MOUNTAIN; PARTRIDGE TO OVEN FORK SECTION 2; US-119 RELOCATION FROM 1000 FEET WEST JCT. KY-3404 TO 1.0 MILE SOUTHWEST MAGGARD BRANCH ROAD. (F16) (2004BOPC)(GRADE & DRAIN)(CONST. SEQUENCE 3) | C     | APD          | 2011                 | 20,670,000       | 16,536,000      |

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| 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 |
|---------|-----------|-----------|--------|-----|-----|-------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| LETCHER | 12-311.36 | US 119    | 3.01   |     |     | RELIABILITY | RELOCATION(O)     | HARLAN-WHITESBURG; PINE MOUNTAIN; PARTRIDGE TO OVEN FORK SECTION 3; US-119 RELOCATION FROM 1.0 MILE SOUTHWEST MAGGARD BRANCH ROAD TO 0.1 MILE WEST OF BROWN BRANCH. (F16) (2004BOPC)(GRADE & DRAIN)(CONST. SEQUENCE 2)                                          | C     | APD          | 2011                 | 52,940,000       | 42,352,000      |
| LETCHER | 12-311.39 | US 119    | 4.25   |     |     | RELIABILITY | RELOCATION(O)     | HARLAN-WHITESBURG; PINE MOUNTAIN; PARTRIDGE TO OVEN FORK (SURFACING FOR SECTIONS 2 AND 3); US-119 RELOCATION FROM 1000 FEET WEST JCT. KY-3404 TO 0.1 MILE WEST OF BROWN BRANCH. (F16) (2004BOPC)(CONSTRUCTION SEQUENCE 5)                                       | C     | APD          | 2014                 | 12,000,000       | 9,600,000       |
| LETCHER | 12-311.7  | US 119    | 2.86   |     |     | RELIABILITY | RELOCATION(O)     | HARLAN-WHITESBURG; PINE MOUNTAIN; PARTRIDGE TO OVEN FORK; BEGINNING 1.71 MILES EAST OF KY-3404 NEAR JOE DAY BRANCH TO THE COMMUNITY OF OVEN FORK. (R/W FOR SECTIONS 3 & 4) (F16) (2000BOP)                                                                      | R     | APD          | 2011                 | 3,310,000        | 2,648,000       |
| LETCHER | 12-311.77 | US 119    | 1.55   |     |     | RELIABILITY | RELOCATION(O)     | HARLAN-WHITESBURG; PINE MOUNTAIN; PARTRIDGE TO OVEN FORK SECTION 4; US-119 RELOCATION FROM 0.1 MI WEST OF BROWN BRANCH TO 0.15 MI WEST OF KY-806 AT OVEN FORK INCLUDING APPROACH TO EXISTING US-119. (F16) (2004BOPC)(CONST. SEQUENCE 4)(GRADE, DRAIN AND SURF) | C     | APD          | 2014                 | 25,070,000       | 20,056,000      |
| LETCHER | 12-314    | US 119    | 4.3    |     |     | RELIABILITY | RECONSTRUCTION(O) | HARLAN-WHITESBURG; PINE MOUNTAIN; OVEN FORK TO WHITESBURG (F16.1)                                                                                                                                                                                               | D     | APD          | 2012                 | 4,180,000        | 3,344,000       |

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| 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 |
|---------|-----------|-----------|--------|-----|-----|-------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| LETCHER | 12-314.1  | US 119    | 0.72   |     |     | RELIABILITY | RECONSTRUCTION(O) | HARLAN-WHITESBURG; PINE MOUNTAIN; OVEN FORK TO WHITESBURG SECTION 1 (SOUTHERN PORTAL); BEGINNING 0.65 MILE WEST OF KY-806 TO JUST NORTH OF KY-806 NEAR COMMUNITY OF OVEN FORK. (F16.1)(CONSTRUCTION SEQUENCE 3)           | R     | APD          | 2013                 | 1,790,000        | 1,432,000       |
| LETCHER | 12-314.1  | US 119    | 0.72   |     |     | RELIABILITY | RECONSTRUCTION(O) | HARLAN-WHITESBURG; PINE MOUNTAIN; OVEN FORK TO WHITESBURG SECTION 1 (SOUTHERN PORTAL); BEGINNING 0.65 MILE WEST OF KY-806 TO JUST NORTH OF KY-806 NEAR COMMUNITY OF OVEN FORK. (F16.1)(CONSTRUCTION SEQUENCE 3)           | U     | APD          | 2013                 | 730,000          | 584,000         |
| LETCHER | 12-314.1  | US 119    | 0.72   |     |     | RELIABILITY | RECONSTRUCTION(O) | HARLAN-WHITESBURG; PINE MOUNTAIN; OVEN FORK TO WHITESBURG SECTION 1 (SOUTHERN PORTAL); BEGINNING 0.65 MILE WEST OF KY-806 TO JUST NORTH OF KY-806 NEAR COMMUNITY OF OVEN FORK. (F16.1)(CONSTRUCTION SEQUENCE 3)           | C     | APD          | 2014                 | 23,750,000       | 19,000,000      |
| LETCHER | 12-314.2  | US 119    | 1.83   |     |     | RELIABILITY | RECONSTRUCTION(O) | HARLAN-WHITESBURG; PINE MOUNTAIN; OVEN FORK TO WHITESBURG SECTION 2 (TUNNEL); BEGINNING JUST NORTH OF KY-806 NEAR COMMUNITY OF OVEN FORK TO JUST SOUTH OF KY-2035 ON LITTLE COWAN CREEK. (F16.1)(CONSTRUCTION SEQUENCE 4) | R     | APD          | 2013                 | 1,790,000        | 1,432,000       |

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| 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 |
|---------|-----------|-----------|--------|-------|-------|-------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| LETCHER | 12-314.2  | US 119    | 1.83   |       |       | RELIABILITY | RECONSTRUCTION(O)     | HARLAN-WHITESBURG; PINE MOUNTAIN; OVEN FORK TO WHITESBURG SECTION 2 (TUNNEL); BEGINNING JUST NORTH OF KY-806 NEAR COMMUNITY OF OVEN FORK TO JUST SOUTH OF KY-2035 ON LITTLE COWAN CREEK. (F16.1)(CONSTRUCTION SEQUENCE 4)   | U     | APD          | 2013                 | 730,000          | 584,000         |
| LETCHER | 12-314.26 | US 119    | 1.97   |       |       | RELIABILITY | RECONSTRUCTION(O)     | HARLAN-WHITESBURG; PINE MOUNTAIN TUNNEL OPTION; SECTION 2 - PILOT BORE.                                                                                                                                                     | R     | APD          | 2013                 | 890,000          | 712,000         |
| LETCHER | 12-314.26 | US 119    | 1.97   |       |       | RELIABILITY | RECONSTRUCTION(O)     | HARLAN-WHITESBURG; PINE MOUNTAIN TUNNEL OPTION; SECTION 2 - PILOT BORE.                                                                                                                                                     | U     | APD          | 2013                 | 330,000          | 264,000         |
| LETCHER | 12-314.26 | US 119    | 1.97   |       |       | RELIABILITY | RECONSTRUCTION(O)     | HARLAN-WHITESBURG; PINE MOUNTAIN TUNNEL OPTION; SECTION 2 - PILOT BORE.                                                                                                                                                     | C     | APD          | 2014                 | 18,450,000       | 14,760,000      |
| LETCHER | 12-314.3  | US 119    | 1.75   |       |       | RELIABILITY | RECONSTRUCTION(O)     | HARLAN-WHITESBURG; PINE MOUNTAIN; OVEN FORK TO WHITESBURG SECTION 3 (NORTHERN PORTAL); BEGINNING JUST SOUTH OF KY-2035 ON LITTLE COWAN CREEK TO THE US119/KY15 INTERSECTION AT WHITESBURG. (F16.1)(CONSTRUCTION SEQUENCE 2) | R     | APD          | 2013                 | 1,320,000        | 1,056,000       |
| LETCHER | 12-314.3  | US 119    | 1.75   |       |       | RELIABILITY | RECONSTRUCTION(O)     | HARLAN-WHITESBURG; PINE MOUNTAIN; OVEN FORK TO WHITESBURG SECTION 3 (NORTHERN PORTAL); BEGINNING JUST SOUTH OF KY-2035 ON LITTLE COWAN CREEK TO THE US119/KY15 INTERSECTION AT WHITESBURG. (F16.1)(CONSTRUCTION SEQUENCE 2) | U     | APD          | 2013                 | 550,000          | 440,000         |
| LETCHER | 12-1081   | CR 1376   | 0.1    | 0.005 | 0.036 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1376 OVER NORTH FORK KENTUCKY RIVER (C46). (SR=7.8); (067C00046N)                                                                                                                       | C     | BRZ          | 2011                 | 1,410,000        | 1,410,000       |

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| 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 |
|---------|-----------|-----------|--------|-------|-------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| LETCHER | 12-1091   | CR 1245   | 0.1    | 0.051 | 0.057 | SAFETY      | BRIDGE REPLACEMENT(P) | PACIES BRANCH ROAD; REPLACE BRIDGE AND APPROACHES OVER KINGS CREEK (C27) 0.05 MILE NW OF KY-160. (SR=2.0); (067C00027N) | D     | BRZ          | 2011                 | 300,000          | 300,000         |
| LETCHER | 12-1091   | CR 1245   | 0.1    | 0.051 | 0.057 | RELIABILITY | BRIDGE REPLACEMENT(P) | PACIES BRANCH ROAD; REPLACE BRIDGE AND APPROACHES OVER KINGS CREEK (C27) 0.05 MILE NW OF KY-160. (SR=2.0)               | R     | BRZ          | 2013                 | 100,000          | 100,000         |
| LETCHER | 12-1091   | CR 1245   | 0.1    | 0.051 | 0.057 | RELIABILITY | BRIDGE REPLACEMENT(P) | PACIES BRANCH ROAD; REPLACE BRIDGE AND APPROACHES OVER KINGS CREEK (C27) 0.05 MILE NW OF KY-160. (SR=2.0)               | U     | BRZ          | 2013                 | 125,000          | 125,000         |
| LETCHER | 12-1091   | CR 1245   | 0.1    | 0.051 | 0.057 | RELIABILITY | BRIDGE REPLACEMENT(P) | PACIES BRANCH ROAD; REPLACE BRIDGE AND APPROACHES OVER KINGS CREEK (C27) 0.05 MILE NW OF KY-160. (SR=2.0)               | C     | BRZ          | 2014                 | 550,000          | 550,000         |
| LETCHER | 12-1094   | KY 343    | 0.1    | 0.638 | 0.645 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-343 OVER WRIGHT FORK (B79) 50 FEET NE OF HAYMOND HILL ROAD. (SR=3.0); (067B00079N)  | R     | BRX          | 2012                 | 150,000          | 150,000         |
| LETCHER | 12-1094   | KY 343    | 0.1    | 0.638 | 0.645 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-343 OVER WRIGHT FORK (B79) 50 FEET NE OF HAYMOND HILL ROAD. (SR=3.0); (067B00079N)  | U     | BRX          | 2012                 | 150,000          | 150,000         |
| LETCHER | 12-1094   | KY 343    | 0.1    | 0.638 | 0.645 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-343 OVER WRIGHT FORK (B79) 50 FEET NE OF HAYMOND HILL ROAD. (SR=3.0)                | C     | BRX          | 2014                 | 550,000          | 550,000         |
| LETCHER | 12-1096   | CR 1391   | 0.1    | 0.055 | 0.067 | SAFETY      | BRIDGE REPLACEMENT(P) | BIG BLUE BLVD; REPLACE BRIDGE OVER ROCKHOUSE CREEK (C35) 0.05 MILE SE OF KY-7. (SR=5.0); (067C00035N)                   | D     | BRZ          | 2011                 | 320,000          | 320,000         |
| LETCHER | 12-1096   | CR 1391   | 0.1    | 0.055 | 0.067 | RELIABILITY | BRIDGE REPLACEMENT(P) | BIG BLUE BLVD; REPLACE BRIDGE OVER ROCKHOUSE CREEK (C35) 0.05 MILE SE OF KY-7. (SR=5.0)                                 | R     | BRZ          | 2013                 | 100,000          | 100,000         |
| LETCHER | 12-1096   | CR 1391   | 0.1    | 0.055 | 0.067 | RELIABILITY | BRIDGE REPLACEMENT(P) | BIG BLUE BLVD; REPLACE BRIDGE OVER ROCKHOUSE CREEK (C35) 0.05 MILE SE OF KY-7. (SR=5.0)                                 | U     | BRZ          | 2013                 | 100,000          | 100,000         |

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|---------|-----------|-----------|--------|--------|-------|-------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| LETCHER | 12-1096   | CR 1391   | 0.1    | 0.055  | 0.067 | RELIABILITY | BRIDGE REPLACEMENT(P) | BIG BLUE BLVD: REPLACE BRIDGE OVER ROCKHOUSE CREEK (C35) 0.05 MILE SE OF KY-7. (SR=5.0)                                         | C     | BRZ          | 2014                 | 900,000          | 900,000         |
| LETCHER | 12-1097   | KY 343    | 0.1    | 1.621  | 1.627 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-343 OVER WRIGHT FORK (B15) 30 FEET EAST OF MASTERS DRIVE. (SR=7.0); (067B00015N)            | R     | BRX          | 2012                 | 200,000          | 200,000         |
| LETCHER | 12-1097   | KY 343    | 0.1    | 1.621  | 1.627 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-343 OVER WRIGHT FORK (B15) 30 FEET EAST OF MASTERS DRIVE. (SR=7.0); (067B00015N)            | U     | BRX          | 2012                 | 200,000          | 200,000         |
| LETCHER | 12-1097   | KY 343    | 0.1    | 1.621  | 1.627 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-343 OVER WRIGHT FORK (B15) 30 FEET EAST OF MASTERS DRIVE. (SR=7.0)                          | C     | BRX          | 2014                 | 625,000          | 625,000         |
| LETCHER | 12-1107   | CS 2026   | 0.1    | 0      | 0.1   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CS-2026 OVER (MP 0.032) ELKHORN CREEK; AT EAST JENKINS; (STRUCTURALLY DEFICIENT, SR=13) 067C00058N            | D     | BRZ          | 2012                 | 110,000          | 110,000         |
| LETCHER | 12-1108   | CR 1841   | 0.1    | 0      | 0.1   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1841 (MP 0.015) OVER NORTH FORK KY RIVER; 1 MI N JCT KY 1862; (STRUCTURALLY DEFICIENT, SR=15.7) 067C00063N | D     | BRZ          | 2012                 | 130,000          | 130,000         |
| LEWIS   | 9-1079    | CR 1068   | 0.1    | 0.175  | 0.275 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1068 (MP 0.225) OVER TOWN BRANCH; 3.5 MI EAST OF JCT KY 59; (STRUCTURALLY DEFICIENT, SR=9.5) 068C00061N    | D     | BRZ          | 2012                 | 110,000          | 110,000         |
| LINCOLN | 8-141     | KY 698    |        | 10.251 | 10.8  | RELIABILITY | RECONSTRUCTION(O)     | WIDEN AND RECONSTRUCT KY 698 AT MASON GAP ROAD, LINCOLN COUNTY. (2005HPP-KY142)                                                 | C     | HPP          | 2011                 | 438,904          | 438,904         |
| LINCOLN | 8-907     | KY 78     | 0.45   | 8.2    | 8.65  | SAFETY      | SAFETY-HAZARD ELIM(P) | HORIZONTAL/VERTICAL REALIGNMENT AND SIGHT DISTANCE IMPROVEMENT ON KY-78 1.5 MILES EAST OF TURNERSVILLE. B/C=2.11 (2004BOPC)     | R     | HES          | 2011                 | 80,000           | 80,000          |

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|------------|-----------|-----------|--------|--------|--------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| LINCOLN    | 8-907     | KY 78     | 0.45   | 8.2    | 8.65   | SAFETY      | SAFETY-HAZARD ELIM(P) | HORIZONTAL/VERTICAL REALIGNMENT AND SIGHT DISTANCE IMPROVEMENT ON KY-78 1.5 MILES EAST OF TURNERSVILLE. B/C=2.11 (2004BOPC)        | U     | HES          | 2011                 | 110,000          | 110,000         |
| LINCOLN    | 8-907     | KY 78     | 0.45   | 8.2    | 8.65   | SAFETY      | SAFETY-HAZARD ELIM(P) | HORIZONTAL/VERTICAL REALIGNMENT AND SIGHT DISTANCE IMPROVEMENT ON KY-78 1.5 MILES EAST OF TURNERSVILLE. B/C=2.11 (2004BOPC)        | C     | HES          | 2011                 | 870,000          | 870,000         |
| LINCOLN    | 8-1049    | KY 78     |        | 11.166 | 11.266 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-78 (MP 11.216) OVER PEVYHOUSE BRANCH; .30 MI WEST OF JCT KY 300; (STRUCTURALLY DEFICIENT, SR=43.3) 069B00027N | D     | BRO          | 2011                 | 130,000          | 130,000         |
| LINCOLN    | 8-1049    | KY 78     |        | 11.166 | 11.266 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-78 (MP 11.216) OVER PEVYHOUSE BRANCH; .30 MI WEST OF JCT KY 300; (STRUCTURALLY DEFICIENT, SR=43.3) 069B00027N | R     | BRO          | 2012                 | 75,000           | 75,000          |
| LINCOLN    | 8-1049    | KY 78     |        | 11.166 | 11.266 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-78 (MP 11.216) OVER PEVYHOUSE BRANCH; .30 MI WEST OF JCT KY 300; (STRUCTURALLY DEFICIENT, SR=43.3) 069B00027N | U     | BRO          | 2012                 | 50,000           | 50,000          |
| LIVINGSTON | 1-184     | US 60     | 2.1    | 17.163 | 19.3   | RELIABILITY | RECONSTRUCTION(O)     | PADUCAH-HENDERSON; RECONSTRUCT FROM 0.5 MILES EAST OF DYER HILL MINE ROAD TO LIVINGSTON CENTRAL MIDDLE SCHOOL(10CCR)               | U     | STP          | 2011                 | 2,190,000        | 2,190,000       |
| LIVINGSTON | 1-184     | US 60     | 2.1    | 17.163 | 19.3   | RELIABILITY | RECONSTRUCTION(O)     | PADUCAH-HENDERSON; RECONSTRUCT FROM 0.5 MILES EAST OF DYER HILL MINE ROAD TO LIVINGSTON CENTRAL MIDDLE SCHOOL(10CCR)               | C     | STP          | 2012                 | 11,250,000       | 11,250,000      |
| LIVINGSTON | 1-1059    | KY 453    | 0.1    | 14.162 | 14.167 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-453 OVER ECHO SPRING BRANCH (B29) 0.177 MILE NW OF COON CHAPEL ROAD. (SR=12.5)(08CCR)          | R     | BRX          | 2013                 | 225,000          | 225,000         |

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| 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 |
|------------|-----------|-----------|--------|--------|--------|-------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| LIVINGSTON | 1-1059    | KY 453    | 0.1    | 14.162 | 14.167 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-453 OVER ECHO SPRING BRANCH (B29) 0.177 MILE NW OF COON CHAPEL ROAD. (SR=12.5)(08CCR)                                                                               | U     | BRX          | 2013                 | 250,000          | 250,000         |
| LIVINGSTON | 1-1059    | KY 453    | 0.1    | 14.162 | 14.167 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-453 OVER ECHO SPRING BRANCH (B29) 0.177 MILE NW OF COON CHAPEL ROAD. (SR=12.5)(08CCR)                                                                               | C     | BRX          | 2014                 | 900,000          | 900,000         |
| LIVINGSTON | 1-8601    | US 60     | 0.862  | 0      | 0.489  | RELIABILITY | BRIDGE REPLACEMENT(P) | SMITHLAND-PADUCAH BRIDGE AND APPROACHES OVER TENNESSEE RIVER AT MCCrackEN COUNTY LINE PHASE II ADDITIONAL FUNDING. (10CCN)                                                                              | C     | BRO          | 2011                 | 20,000,000       | 20,000,000      |
| LIVINGSTON | 1-8602    | US 60     | 0.862  | 0      | 0.489  | RELIABILITY | PREFINANCD CONVRSN(P) | SMITHLAND-PADUCAH BRIDGE AND APPROACHES OVER TENNESSEE RIVER AT MCCrackEN COUNTY LINE PHASE II ADDITIONAL FUNDING. (10CCN)                                                                              | C     | BRO          | 2012                 | 32,200,000       | 32,200,000      |
| LIVINGSTON | 1-8602    | US 60     | 0.862  | 0      | 0.489  | RELIABILITY | PREFINANCD CONVRSN(P) | SMITHLAND-PADUCAH BRIDGE AND APPROACHES OVER TENNESSEE RIVER AT MCCrackEN COUNTY LINE PHASE II ADDITIONAL FUNDING. (10CCN)                                                                              | C     | BRO          | 2013                 | 12,800,000       | 12,800,000      |
| LOGAN      | 3-273.01  | US 431    | 4.4    | 21.965 | 26.871 | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT/RELOCATE AND CONTINUE FOUR LANEING OF US-431 FROM THE END OF THE EXISTING FOUR-LANE NORTH OF EPLEYS TO APPROXIMATELY 1.5 MILES NORTH OF KY-106 EAST (NORTH OF LEWISBURG). (06CCR)(2002BOPC) | R     | STP          | 2013                 | 6,120,000        | 6,120,000       |

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| 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 |
|---------|-----------|-----------|--------|--------|--------|-------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| LOGAN   | 3-273.01  | US 431    | 4.4    | 21.965 | 26.871 | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT/RELOCATE AND CONTINUE FOUR LANEING OF US-431 FROM THE END OF THE EXISTING FOUR-LANE NORTH OF EPLEYS TO APPROXIMATELY 1.5 MILES NORTH OF KY-106 EAST (NORTH OF LEWISBURG). (06CCR)(2002BOPC) | U     | STP          | 2013                 | 2,540,000        | 2,540,000       |
| LOGAN   | 3-903     | US 68X    |        | 1.477  | 1.577  | SAFETY      | SAFETY-HAZARD ELIM(P) | RECONSTRUCTION TO IMPROVE GEOMETRICS OF THE US 68X AND KY 2146 INTERSECTION IN RUSSELLVILLE. (2008BOPC)(10CCR)                                                                                          | R     | HES          | 2011                 | 20,000           | 20,000          |
| LOGAN   | 3-1073    | KY 664    | 0.1    | 3.248  | 3.348  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-664 (MP 3.298) OVER PLEASANT RUN CREEK; 2.3 MI N.W. OF JCT KY 663; (STRUCTURALLY DEFICIENT, SR-29.8) 071B00040N                                                                    | D     | BRX          | 2012                 | 150,000          | 150,000         |
| LYON    | 1-7       | 124       | 0.1    | 35.8   | 35.9   | RELIABILITY | WEIGH STA REHAB(P)    | ADD RESTROOM FACILITY TO I-24 EASTBOUND & WESTBOUND WEIGH STATIONS IN LYON COUNTY (DESIGN FUNDS AUTHORIZED UNDER ITEM NO. 99-44.00)                                                                     | C     | IM           | 2014                 | 560,000          | 560,000         |
| LYON    | 99-389    | KY 9001   |        | 0      | 37     | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT ELEMENTS OF EXISTING WESTERN KENTUCKY PARKWAY BETWEEN MP 0.0 AND MP 37.0 TO UPGRADE GEOMETRICS TO INTERSTATE STANDARDS (I-69 CORRIDOR IMPROVEMENT)                                          | C     | NH           | 2012                 | 8,000,000        | 8,000,000       |
| MADISON | 7-236     | KY 595    |        | 2.565  | 2.665  | RELIABILITY | SCOPING STUDY(O)      | COMPREHENSIVE TRAFFIC STUDY FOR INTERSECTION OF MAIN STREET AND BEREA COLLEGE CAMPUS, AND BEREA. (2005HPP-KY112)(MOA WITH BEREA).                                                                       | C     | HPP          | 2011                 | 431,951          | 431,951         |

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| 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 |
|---------|-----------|-----------|--------|--------|--------|-------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| 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          | 2011                 | 719,920          | 719,920         |
| MADISON | 7-251.4   | US 25     | 2.14   | 12.744 | 14.883 | RELIABILITY | MAJOR WIDENING(O) | PRIORITY SECTION II: WIDEN US-25 FROM 1500' SOUTH OF DUNCANNON ROAD TO PUMPKIN RUN. (2006BOPC)(08CCR)(10CCR)                                                                                                                   | R     | NHG          | 2011                 | 4,310,000        | 4,310,000       |
| MADISON | 7-251.4   | US 25     | 2.14   | 12.744 | 14.883 | RELIABILITY | MAJOR WIDENING(O) | PRIORITY SECTION II: WIDEN US-25 FROM 1500' SOUTH OF DUNCANNON ROAD TO PUMPKIN RUN. (2006BOPC)(08CCR)(10CCR)                                                                                                                   | U     | NHG          | 2011                 | 3,020,000        | 3,020,000       |
| MADISON | 7-251.4   | US 25     | 2.14   | 12.744 | 14.883 | RELIABILITY | MAJOR WIDENING(O) | PRIORITY SECTION II: WIDEN US-25 FROM 1500' SOUTH OF DUNCANNON ROAD TO PUMPKIN RUN. (2006BOPC)(08CCR)(10CCR)                                                                                                                   | C     | NH           | 2011                 | 6,760,000        | 6,760,000       |
| MADISON | 7-251.7   | US 25     | 0.56   | 14.883 | 15.442 | RELIABILITY | MAJOR WIDENING(O) | PRIORITY SECTION I: WIDEN US-25 FROM PUMPKIN RUN TO KY-876. (2006BOPC)("KYD" FUNDS FOR R, U AND C PHASES TO BE PROVIDED JAN 09 BY DEPARTMENT OF DEFENSE ACCESS ROAD (7C10) FUNDING AS PER AGREEMENT)(08CCR)                    | C     | KYD          | 2011                 | 12,000,000       | 12,000,000      |
| MADISON | 7-8403    | KY 627    | 0.1    | 0.073  | 0.193  | RELIABILITY | MAJOR WIDENING(O) | RECONSTRUCT AND WIDEN THE KY-627 BRIDGE OVER I-75 TO FIVE LANES TO IMPROVE TRAFFIC CONGESTION AND IMPROVE SAFETY. (B40) (08CCN)(10CCR)                                                                                         | R     | STP          | 2011                 | 1,300,000        | 1,300,000       |
| MADISON | 7-8403    | KY 627    | 0.1    | 0.073  | 0.193  | RELIABILITY | MAJOR WIDENING(O) | RECONSTRUCT AND WIDEN THE KY-627 BRIDGE OVER I-75 TO FIVE LANES TO IMPROVE TRAFFIC CONGESTION AND IMPROVE SAFETY. (B40) (08CCN)(10CCR)                                                                                         | U     | STP          | 2011                 | 1,600,000        | 1,600,000       |

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|----------|-----------|-----------|--------|--------|--------|-------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| MADISON  | 7-8403    | KY 627    | 0.1    | 0.073  | 0.193  | RELIABILITY | MAJOR WIDENING(O)     | RECONSTRUCT AND WIDEN THE KY-627 BRIDGE OVER I-75 TO FIVE LANES TO IMPROVE TRAFFIC CONGESTION AND IMPROVE SAFETY. (B40) (08CCN)(10CCR)                                                                                               | C     | STP          | 2012                 | 13,000,000       | 13,000,000      |
| MADISON  | 7-8503    | KY 21     |        | 9.115  | 9.189  | SAFETY      | BIKE/PED FACIL(O)     | IMPROVE PROSPECT STREET PEDESTRIAN ACCESS BERE. (2005HPP-KY128) (MOA WITH BERE) (SUPPLEMENTAL FUNDING FOR 07-239) (08CCN)                                                                                                            | C     | STP          | 2011                 | 370,000          | 370,000         |
| MAGOFFIN | 10-1092   | CR 1756   | 0.1    | 0      | 0.1    | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1756 (MP 0.031) OVER TRACE FORK. 08 MI-N JCT KY 542; (STRUCTURALLY DEFICIENT, SR=17.3) 077C00048N                                                                                                               | D     | BRZ          | 2012                 | 120,000          | 120,000         |
| MARION   | 4-1066    | KY 1195   | 0.1    | 0.834  | 0.934  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-1195 (MP 0.884) OVER CARTWRIGHTS CREEK; .80 MI NORTH OF JCT US 68; (STRUCTURALLY DEFICIENT, SR=43.3) 078B00051N                                                                                                 | D     | BRX          | 2012                 | 150,000          | 150,000         |
| MARSHALL | 1-180.7   | US 68     | 1.2    | 27.801 | 28.146 | RELIABILITY | BRIDGE REPLACEMENT(P) | CADIZ-AURORA- BRIDGE OVER KY LAKE (ESTIMATED CONSTRUCTION PHASE COST IS \$165 MILLION); (079B00023N)(10CCR)                                                                                                                          | U     | GVR          | 2011                 | 330,000          | 330,000         |
| MARSHALL | 1-180.7   | US 68     | 1.2    | 27.801 | 28.146 | RELIABILITY | BRIDGE REPLACEMENT(P) | CADIZ-AURORA- BRIDGE OVER KY LAKE (ESTIMATED CONSTRUCTION PHASE COST IS \$165 MILLION); (079B00023N)(10CCR)                                                                                                                          | C     | GVR          | 2012                 | 99,990,000       | 99,990,000      |
| MARSHALL | 1-180.71  | US 68     | 1.2    | 27.801 | 28.146 | RELIABILITY | PREFINANCD CONVRSN(O) | CADIZ-AURORA- BRIDGE OVER KY LAKE (ADDITIONAL FUNDING FOR C PHASE)(10CCR)                                                                                                                                                            | C     | GVR          | 2012                 | 65,000,000       | 65,000,000      |
| MARTIN   | 12-154.04 | KY 40     | 1.6    |        |        | RELIABILITY | RELOCATION(O)         | INEZ TO WARFIELD (SECTION 1-3); FR EXISTING KY-40. EXTENDING EAST 1.5 MILES ALONG LITTLE BLACKLOG FORK INCLUDING MAINLINE BRIDGE OVER EXISTING KY-40 AND EAST SIDE I-CHNG RAMPS. [STA. 3+293.000 TO STA. 5+800.000 (METRIC)] (10CCR) | C     | STP          | 2012                 | 15,000,000       | 15,000,000      |

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| 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 |
|--------|-----------|-----------|--------|-------|-------|-------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| MARTIN | 12-154.04 | KY 40     | 1.6    |       |       | RELIABILITY | PREFINANCD CONVRSN(O) | INEZ TO WARFIELD (SECTION 1-3); FR EXISTING KY-40, EXTENDING EAST 1.5 MILES ALONG LITTLE BLACKLOG FORK INCLUDING MAINLINE BRIDGE OVER EXISTING KY-40 AND EAST SIDE I-CHNG RAMPS. [STA. 3+293.000 TO STA. 5+800.000 (METRIC)] (10CCR) | C     | STP          | 2013                 | 24,100,000       | 24,100,000      |
| MARTIN | 12-1083   | CR 1351   | 0.1    | 0.004 | 0.03  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1351 OVER ROCKCASTLE CREEK (C52)(TO BE LET WITH 12-1087.00). (SR=23.5)                                                                                                                           | R     | BRZ          | 2011                 | 160,000          | 160,000         |
| MARTIN | 12-1083   | CR 1351   | 0.1    | 0.004 | 0.03  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1351 OVER ROCKCASTLE CREEK (C52)(TO BE LET WITH 12-1087.00). (SR=23.5)                                                                                                                           | U     | BRZ          | 2011                 | 160,000          | 160,000         |
| MARTIN | 12-1083   | CR 1351   | 0.1    | 0.004 | 0.03  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON CR-1351 OVER ROCKCASTLE CREEK (C52)(TO BE LET WITH 12-1087.00). (SR=23.5)                                                                                                                           | C     | BRZ          | 2011                 | 510,000          | 510,000         |
| MARTIN | 12-1087   | KY 3411   | 0.1    | 0.168 | 0.187 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-3411 OVER ROCKCASTLE CREEK (B27)(TO BE LET WITH 12-1083.00). (SR=3.1); (080B00027N)                                                                                                              | R     | BRX          | 2011                 | 340,000          | 340,000         |
| MARTIN | 12-1087   | KY 3411   | 0.1    | 0.168 | 0.187 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-3411 OVER ROCKCASTLE CREEK (B27)(TO BE LET WITH 12-1083.00). (SR=3.1); (080B00027N)                                                                                                              | U     | BRX          | 2011                 | 220,000          | 220,000         |
| MARTIN | 12-1087   | KY 3411   | 0.1    | 0.168 | 0.187 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-3411 OVER ROCKCASTLE CREEK (B27)(TO BE LET WITH 12-1083.00). (SR=3.1); (080B00027N)                                                                                                              | C     | BRX          | 2011                 | 660,000          | 660,000         |
| MARTIN | 12-1092   | PR 1015   | 0.1    | 0     | 0.028 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON PR-1015 OVER ROCKCASTLE CREEK (C26) 275 FEET WEST JCT. KY-3 JUST SOUTH OF CROOKED RUN ROAD. (SR=2.0); (080C000026N)                                                                                 | C     | BRZ          | 2012                 | 90,000           | 90,000          |

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| 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 |
|-----------|-----------|-----------|--------|--------|--------|-------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| MASON     | 9-169     | KY 9      | 3.5    | 10.256 | 13.987 | RELIABILITY | MAJOR WIDENING(O)     | WIDEN THE AA HWY TO 4-LANES FROM THE NEW MAYSVILLE BRIDGE APPROACH INTERSECTION WEST TO KY-10 (FERNLEAF-GERMANTOWN RD). (00CCR) (04CCN)(06CCR)(08CCR)(10CCR)             | R     | NHG          | 2011                 | 1,580,000        | 1,580,000       |
| MASON     | 9-169     | KY 9      | 3.5    | 10.256 | 13.987 | RELIABILITY | MAJOR WIDENING(O)     | WIDEN THE AA HWY TO 4-LANES FROM THE NEW MAYSVILLE BRIDGE APPROACH INTERSECTION WEST TO KY-10 (FERNLEAF-GERMANTOWN RD). (00CCR) (04CCN)(06CCR)(08CCR)(10CCR)             | U     | NHG          | 2011                 | 1,040,000        | 1,040,000       |
| MASON     | 9-202     | KY 11     |        | 5.08   | 5.129  | RELIABILITY | BRIDGE REHAB(P)       | REPAIR BRIDGE ON KY-11 OVER CSX RAILROAD AND STRODES RUN PIKE USING HIGH STRENGTH STEEL REINFORCED POLYMER (SRP) FIBERS. (FY09 IBRD DISCRETIONARY PROJECT); (081B00049N) | C     | KYD          | 2011                 | 210,000          | 210,000         |
| MCCRACKEN | 1-2       | I24       | 1      | 0      | 1.067  | SAFETY      | BRIDGE INSPECTION(P)  | I-24 BRIDGE OVER THE OHIO RIVER @ PADUCAH (B100). JOINT PROJECT WITH ILLINOIS TO MITIGATE SCOUR (073B00100N)                                                             | C     | IM           | 2011                 | 260,000          | 260,000         |
| MCCRACKEN | 1-122.01  |           |        |        |        | RELIABILITY | TRANSP ENHANCEMENT(P) | PADUCAH WATERFRONT DEVELOPMENT PROJECT. (2006KYD)                                                                                                                        | C     | KYD          | 2011                 | 6,196,900        | 6,196,900       |
| MCCRACKEN | 1-1014    | KY 1014   | 0.1    | 1.324  | 1.336  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER BLIZZARD BOTTOM DITCH (B12) 0.65MI S OF JCT. KY-999. (SR=8.8); (073B00012N)(10CCR)                                                                   | C     | BRX          | 2011                 | 470,000          | 470,000         |
| MCCRACKEN | 1-1055    | US 62     | 0.1    | 0.884  | 0.892  | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON US-62 OVER SUGG CREEK (B24) 0.2 MILE NORTH OF WOBLE ROAD. (SR=29.5); (073B000024N)                                                      | R     | BRO          | 2012                 | 250,000          | 250,000         |
| MCCRACKEN | 1-1055    | US 62     | 0.1    | 0.884  | 0.892  | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON US-62 OVER SUGG CREEK (B24) 0.2 MILE NORTH OF WOBLE ROAD. (SR=29.5); (073B000024N)                                                      | U     | BRO          | 2012                 | 350,000          | 350,000         |

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|-----------|-----------|-----------|--------|--------|--------|-------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| MCCRACKEN | 1-1055    | US 62     | 0.1    | 0.884  | 0.892  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON US-62 OVER SUGG CREEK (B24) 0.2 MILE NORTH OF WOBLE ROAD. (SR=29.5)                                         | C     | BRO          | 2014                 | 1,200,000        | 1,200,000       |
| MCCRACKEN | 1-1115.1  | US 60     | 1      | 18.65  | 19.673 | RELIABILITY | RELOCATION(O)         | RELOCATION AND MINOR WIDENING OF US-60 FROM CLARKS RIVER TO US-62 JCT.                                                                       | D     | STP          | 2013                 | 320,000          | 320,000         |
| MCCRACKEN | 1-1115.1  | US 60     | 1      | 18.65  | 19.673 | RELIABILITY | RELOCATION(O)         | RELOCATION AND MINOR WIDENING OF US-60 FROM CLARKS RIVER TO US-62 JCT.                                                                       | R     | STP          | 2013                 | 4,640,000        | 4,640,000       |
| MCCRACKEN | 1-1115.1  | US 60     | 1      | 18.65  | 19.673 | RELIABILITY | RELOCATION(O)         | RELOCATION AND MINOR WIDENING OF US-60 FROM CLARKS RIVER TO US-62 JCT.                                                                       | U     | STP          | 2013                 | 3,510,000        | 3,510,000       |
| MCCRACKEN | 1-1115.1  | US 60     | 1      | 18.65  | 19.673 | RELIABILITY | RELOCATION(O)         | RELOCATION AND MINOR WIDENING OF US-60 FROM CLARKS RIVER TO US-62 JCT.                                                                       | C     | STP          | 2014                 | 15,190,000       | 15,190,000      |
| MCCRACKEN | 1-1115.11 | US 60     | 1      | 18.65  | 19.673 | RELIABILITY | RELOCATION(O)         | RELOCATION AND MINOR WIDENING OF US-60 FROM CLARKS RIVER TO US-62 JCT.                                                                       | C     | BRO          | 2014                 | 15,000,000       | 15,000,000      |
| MCCRACKEN | 1-1115.2  | US 62     | 1.5    | 12.881 | 14.358 | RELIABILITY | RELOCATION(O)         | RELOCATION OF US-62 FROM US-60 DEPARTURE TO KY-1887 (PARK ROAD).                                                                             | D     | STP          | 2013                 | 520,000          | 520,000         |
| MCCRACKEN | 1-1115.2  | US 62     | 1.5    | 12.881 | 14.358 | RELIABILITY | RELOCATION(O)         | RELOCATION OF US-62 FROM US-60 DEPARTURE TO KY-1887 (PARK ROAD).                                                                             | R     | STP          | 2013                 | 6,950,000        | 6,950,000       |
| MCCRACKEN | 1-1115.2  | US 62     | 1.5    | 12.881 | 14.358 | RELIABILITY | RELOCATION(O)         | RELOCATION OF US-62 FROM US-60 DEPARTURE TO KY-1887 (PARK ROAD).                                                                             | U     | STP          | 2014                 | 3,510,000        | 3,510,000       |
| MCCRACKEN | 1-1135    | KY 348    | 0.1    | 6.011  | 6.111  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-348 (MP 6.061) OVER CAMP CREEK; .02 MI NORTH OF JCT KY 168; (STRUCTURALLY DEFICIENT, SR=4). 073B00099N                  | D     | BRO          | 2012                 | 170,000          | 170,000         |
| MENIFEE   | 10-1090   | KY 36     | 0.1    | 6.031  | 6.131  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-36 (MP 6.081) OVER BEAVER CREEK IN FRENCHBURG; .05 MI NORTH OF JCT US-460; (STRUCTURALLY DEFICIENT, SR=39.7).083B00001N | D     | BRO          | 2012                 | 210,000          | 210,000         |

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|--------|-----------|-----------|--------|--------|--------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| MERCER | 7-1116    | KY 152    | 0.1    | 18.818 | 18.894 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-152 OVER HERRINGTON LAKE AT THE MERCER/GARRARD COUNTY LINE (B05). (SR=3.0); (084B00005N) | D     | BRO          | 2011                 | 1,000,000        | 1,000,000       |
| MERCER | 7-1116    | KY 152    | 0.1    | 18.818 | 18.894 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-152 OVER HERRINGTON LAKE AT THE MERCER/GARRARD COUNTY LINE (B05). (SR=3.0); (084B00005N) | R     | BRO          | 2012                 | 500,000          | 500,000         |
| MERCER | 7-1116    | KY 152    | 0.1    | 18.818 | 18.894 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-152 OVER HERRINGTON LAKE AT THE MERCER/GARRARD COUNTY LINE (B05). (SR=3.0); (084B00005N) | U     | BRO          | 2012                 | 400,000          | 400,000         |
| MERCER | 7-1117    | CR 1225   | 0.1    | 2.217  | 2.261  | SAFETY      | BRIDGE REPLACEMENT(P) | DEEP CREEK ROAD; REPLACE BRIDGE AND APPROACHES OVER CHAPLIN RIVER 0.38 MILE SOUTH OF KY-152 (C13). (SR=0.0); (084C00013N)    | D     | BRZ          | 2011                 | 150,000          | 150,000         |
| MERCER | 7-1117    | CR 1225   | 0.1    | 2.217  | 2.261  | SAFETY      | BRIDGE REPLACEMENT(P) | DEEP CREEK ROAD; REPLACE BRIDGE AND APPROACHES OVER CHAPLIN RIVER 0.38 MILE SOUTH OF KY-152 (C13). (SR=0.0); (084C00013N)    | R     | BRZ          | 2012                 | 100,000          | 100,000         |
| MERCER | 7-1117    | CR 1225   | 0.1    | 2.217  | 2.261  | RELIABILITY | BRIDGE REPLACEMENT(P) | DEEP CREEK ROAD; REPLACE BRIDGE AND APPROACHES OVER CHAPLIN RIVER 0.38 MILE SOUTH OF KY-152 (C13). (SR=0.0)                  | U     | BRZ          | 2013                 | 75,000           | 75,000          |
| MERCER | 7-1117    | CR 1225   | 0.1    | 2.217  | 2.261  | RELIABILITY | BRIDGE REPLACEMENT(P) | DEEP CREEK ROAD; REPLACE BRIDGE AND APPROACHES OVER CHAPLIN RIVER 0.38 MILE SOUTH OF KY-152 (C13). (SR=0.0)                  | C     | BRZ          | 2014                 | 750,000          | 750,000         |
| MERCER | 7-1118    | CR 1310   | 0.1    | 0.407  | 0.426  | SAFETY      | BRIDGE REPLACEMENT(P) | CENTRAL PIKE; REPLACE BRIDGE AND APPROACHES OVER THOMPSON CREEK 0.4 MILE EAST OF KY-390 (C28). (SR=1.4.6); (084C00028N)      | D     | BRX          | 2011                 | 90,000           | 90,000          |
| MERCER | 7-1118    | CR 1310   | 0.1    | 0.407  | 0.426  | SAFETY      | BRIDGE REPLACEMENT(P) | CENTRAL PIKE; REPLACE BRIDGE AND APPROACHES OVER THOMPSON CREEK 0.4 MILE EAST OF KY-390 (C28). (SR=1.4.6); (084C00028N)      | R     | BRX          | 2012                 | 100,000          | 100,000         |

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|----------|-----------|-----------|--------|-------|--------|-------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| MERCER   | 7-1118    | CR 1310   | 0.1    | 0.407 | 0.426  | SAFETY      | BRIDGE REPLACEMENT(P) | CENTRAL PIKE: REPLACE BRIDGE AND APPROACHES OVER THOMPSON CREEK 0.4 MILE EAST OF KY-390 (C28). (SR=14.6): (084C00028N)                                                                             | U     | BRX          | 2012                 | 100,000          | 100,000         |
| MERCER   | 7-1118    | CR 1310   | 0.1    | 0.407 | 0.426  | RELIABILITY | BRIDGE REPLACEMENT(P) | CENTRAL PIKE: REPLACE BRIDGE AND APPROACHES OVER THOMPSON CREEK 0.4 MILE EAST OF KY-390 (C28). (SR=14.6)                                                                                           | C     | BRX          | 2013                 | 430,000          | 430,000         |
| METCALFE | 3-112.1   | KY 90     |        | 0     | 11.719 | RELIABILITY | SPOT IMPROVEMENTS(O)  | SPOT IMPROVEMENTS ALONG KY-90 BETWEEN THE BARREN COUNTY LINE AND THE CUMBERLAND COUNTY LINE. (06CCR)(2006BOPC)(08CCR)                                                                              | C     | STP          | 2011                 | 5,000,000        | 5,000,000       |
| METCALFE | 3-1075    | CS 1053   | 0.1    | 0.277 | 0.377  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CS-1053 (MP 0.327) OVER CLAY LICK CREEK; 0.4 MI SOUTH OF JCT US 68; (STRUCTURALLY DEFICIENT, SR=33.1) 085C00007N                                                                 | D     | BRZ          | 2012                 | 150,000          | 150,000         |
| MONROE   | 3-156     | KY 214    | 0.1    | 1.737 | 1.837  | RELIABILITY | FERRY OPERATION(P)    | TURKEY NECK BEND FERRY BARGE TUGBOAT - REPLACE AGING FERRY AND TRAILER.                                                                                                                            | C     | FS           | 2011                 | 300,000          | 300,000         |
| MONROE   | 3-276.5   | KY 163    | 3.95   | 17.45 | 18.188 | RELIABILITY | RELOCATION(O)         | TOMPKINSVILLE - KY-90 (SECTION 2): FROM 0.68 MI SOUTH OF CYCLONE ROAD IN MONROE COUNTY, EXTENDING NORTHERLY TO KY-90 IN METCALFE COUNTY (GRADE, DRAIN AND INC. SURFACE). (02CCR) (2002BOP)(10CCR)  | C     | STP          | 2011                 | 9,410,000        | 9,410,000       |
| MONROE   | 3-276.57  | KY 163    | 3.61   | 17.45 | 18.188 | RELIABILITY | RELOCATION(O)         | TOMPKINSVILLE - KY-90 (SECTION 2 SURFACE): FROM 0.68 MI SOUTH OF CYCLONE ROAD IN MONROE COUNTY, EXTENDING NORTHERLY TO KY-90 IN METCALFE COUNTY (FINAL SURFACING). (02CCR)(06CCR) (2002BOP)(10CCR) | C     | STP          | 2011                 | 4,660,000        | 4,660,000       |

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|------------|-----------|-----------|--------|-------|--------|-------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| MONROE     | 3-7020.01 |           |        |       |        | RELIABILITY | NEW ROUTE(O)          | CONSTRUCT NEW ROUTE FOR THE EAST TOMPKINSVILLE BYPASS . (98CCN)(02CCR) (2002BOPC)(DESIGN "STP" FUNDING SHALL BE SUPPLEMENTAL TO THE AUTHORIZED AMOUNT ALREADY EXPENDED ON THIS PROJECT).(08CCR)(10CCR) | R     | STP          | 2011                 | 4,200,000        | 4,200,000       |
| MONROE     | 3-7020.01 |           |        |       |        | RELIABILITY | NEW ROUTE(O)          | CONSTRUCT NEW ROUTE FOR THE EAST TOMPKINSVILLE BYPASS . (98CCN)(02CCR) (2002BOPC)(DESIGN "STP" FUNDING SHALL BE SUPPLEMENTAL TO THE AUTHORIZED AMOUNT ALREADY EXPENDED ON THIS PROJECT).(08CCR)(10CCR) | U     | STP          | 2011                 | 3,250,000        | 3,250,000       |
| MONROE     | 3-7020.01 |           |        |       |        | RELIABILITY | NEW ROUTE(O)          | CONSTRUCT NEW ROUTE FOR THE EAST TOMPKINSVILLE BYPASS . (98CCN)(02CCR) (2002BOPC)(DESIGN "STP" FUNDING SHALL BE SUPPLEMENTAL TO THE AUTHORIZED AMOUNT ALREADY EXPENDED ON THIS PROJECT).(08CCR)(10CCR) | C     | STP          | 2013                 | 13,500,000       | 13,500,000      |
| MONTGOMERY | 7-240     | KY 1991   | 1.8    | 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          | 2011                 | 749,899          | 749,899         |
| MONTGOMERY | 7-244     | KY 11     | 0.8    | 9.246 | 10.007 | RELIABILITY | MAJOR WIDENING(O)     | WIDEN KY 11 FROM U.S. 460 TO THE MOUNT STERLING BYPASS, MONTGOMERY COUNTY. (2005HPP-KY136)(AGREEMENT WITH COUNTY IN PLACE).                                                                            | C     | HPP          | 2011                 | 581,799          | 581,799         |
| MONTGOMERY | 7-1125    | CR 1008   | 0.1    | 4.234 | 4.334  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1008 (MP 4.284) OVER STEPSTONE CREEK. 2MI S-STEPSTONE @ BATH CL. (STRUCTURALLY DEFICIENT, SR=32.9) 087C00006N                                                                     | D     | BRZ          | 2012                 | 145,000          | 145,000         |

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|------------|-----------|-----------|--------|-------|-------|-------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| MUHLENBERG | 2-976     | US 431    | 0.3    | 23    | 23.3  | SAFETY      | SAFETY-HAZARD ELIM(P) | US431 @ SOUTH CARROLLTON MP 23.0 TO 23.3, HORIZONTAL & VERTICAL REALIGNMENT, SHOULDER WIDENING, & INSTALL GUARDRAIL (B/C= 1.9) (D-DISTRICT, C-CONTRACTOR) (2002BOP) | R     | HES          | 2011                 | 500,000          | 500,000         |
| MUHLENBERG | 2-976     | US 431    | 0.3    | 23    | 23.3  | SAFETY      | SAFETY-HAZARD ELIM(P) | US431 @ SOUTH CARROLLTON MP 23.0 TO 23.3, HORIZONTAL & VERTICAL REALIGNMENT, SHOULDER WIDENING, & INSTALL GUARDRAIL (B/C= 1.9) (D-DISTRICT, C-CONTRACTOR) (2002BOP) | U     | HES          | 2011                 | 100,000          | 100,000         |
| MUHLENBERG | 2-976     | US 431    | 0.3    | 23    | 23.3  | SAFETY      | SAFETY-HAZARD ELIM(P) | US431 @ SOUTH CARROLLTON MP 23.0 TO 23.3, HORIZONTAL & VERTICAL REALIGNMENT, SHOULDER WIDENING, & INSTALL GUARDRAIL (B/C= 1.9) (D-DISTRICT, C-CONTRACTOR) (2002BOP) | C     | HES          | 2011                 | 790,000          | 790,000         |
| NELSON     | 4-1068    | US 150    | 0.1    | 7.606 | 7.706 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-150 (MP 7.656) OVER BEECH FORK, ON WASHINGTON - NELSON CL; (STRUCTURALLY DEFICIENT, SR=45.8) 090B00028N                                        | D     | BRO          | 2011                 | 490,000          | 490,000         |
| NELSON     | 4-1068    | US 150    | 0.1    | 7.606 | 7.706 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-150 (MP 7.656) OVER BEECH FORK, ON WASHINGTON - NELSON CL; (STRUCTURALLY DEFICIENT, SR=45.8) 090B00028N                                        | R     | BRO          | 2012                 | 180,000          | 180,000         |
| NELSON     | 4-1068    | US 150    | 0.1    | 7.606 | 7.706 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-150 (MP 7.656) OVER BEECH FORK, ON WASHINGTON - NELSON CL; (STRUCTURALLY DEFICIENT, SR=45.8) 090B00028N                                        | U     | BRO          | 2012                 | 75,000           | 75,000          |
| NICHOLAS   | 7-310.3   | US 68     | 3.8    | 0.4   | 4.827 | RELIABILITY | MAJOR WIDENING(O)     | PARIS-MAYSVILLE ROAD; RECONSTRUCT FROM MILLERSBURG TO KY-32 AT CARLISLE (SECTION 3). (08CCR)                                                                        | R     | NHG          | 2011                 | 3,490,000        | 3,490,000       |

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|----------|-----------|-----------|--------|--------|--------|-------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| NICHOLAS | 7-310.3   | US 68     | 3.8    | 0.4    | 4.827  | RELIABILITY | MAJOR WIDENING(O)     | PARIS-MAYSVILLE ROAD; RECONSTRUCT FROM MILLERSBURG TO KY-32 AT CARLISLE (SECTION 3). (08CCR)                                                       | U     | NHG          | 2011                 | 7,580,000        | 7,580,000       |
| NICHOLAS | 9-1074    | KY 32     | 0.1    | 13.846 | 13.946 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-32 (MP 13.896) OVER TTI RR & SCRUBGRASS CREEK; 4.2 MILE NORTHEAST OF JCT KY 1455; (FUNCTIONALLY OBSOLETE, SR=49.2) 091B00008N | D     | BRO          | 2011                 | 200,000          | 200,000         |
| NICHOLAS | 9-1074    | KY 32     | 0.1    | 13.846 | 13.946 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-32 (MP 13.896) OVER TTI RR & SCRUBGRASS CREEK; 4.2 MILE NORTHEAST OF JCT KY 1455; (FUNCTIONALLY OBSOLETE, SR=49.2) 091B00008N | R     | BRO          | 2012                 | 250,000          | 250,000         |
| NICHOLAS | 9-1074    | KY 32     | 0.1    | 13.846 | 13.946 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-32 (MP 13.896) OVER TTI RR & SCRUBGRASS CREEK; 4.2 MILE NORTHEAST OF JCT KY 1455; (FUNCTIONALLY OBSOLETE, SR=49.2) 091B00008N | U     | BRO          | 2012                 | 100,000          | 100,000         |
| NICHOLAS | 9-8503    | KY 1285   |        | 2.609  | 2.649  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-1285 OVER NORTH FORK SOMERSET CREEK (B04) 2.6 MILES NORTH JCT. KY-57. (SR=33.9) (08CCN): (091B00004N)(10CCR)   | D     | BRX          | 2011                 | 90,000           | 90,000          |
| NICHOLAS | 9-8503    | KY 1285   |        | 2.609  | 2.649  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-1285 OVER NORTH FORK SOMERSET CREEK (B04) 2.6 MILES NORTH JCT. KY-57. (SR=33.9) (08CCN): (091B00004N)(10CCR)   | R     | BRX          | 2011                 | 100,000          | 100,000         |
| NICHOLAS | 9-8503    | KY 1285   |        | 2.609  | 2.649  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-1285 OVER NORTH FORK SOMERSET CREEK (B04) 2.6 MILES NORTH JCT. KY-57. (SR=33.9) (08CCN): (091B00004N)(10CCR)   | U     | BRX          | 2011                 | 100,000          | 100,000         |

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|----------|-----------|-----------|--------|--------|--------|-------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| NICHOLAS | 9-8503    | KY 1285   |        | 2.609  | 2.649  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-1285 OVER NORTH FORK SOMERSET CREEK (B04) 2.6 MILES NORTH JCT. KY-57. (SR=33.9) (08CCN): (091B00004N)(10CCR) | C     | BRX          | 2012                 | 300,000          | 300,000         |
| OHIO     | 2-987     | US 231    | 0.4    | 6.75   | 7.124  | SAFETY      | SAFETY-HAZARD ELIM(P) | WIDEN US-231 TO 3 LANES AT THE WESTERN KENTUCKY PARKWAY INTERCHANGE AND NORTHWARD.                                                               | R     | HES          | 2011                 | 80,000           | 80,000          |
| OHIO     | 2-987     | US 231    | 0.4    | 6.75   | 7.124  | SAFETY      | SAFETY-HAZARD ELIM(P) | WIDEN US-231 TO 3 LANES AT THE WESTERN KENTUCKY PARKWAY INTERCHANGE AND NORTHWARD.                                                               | U     | HES          | 2011                 | 210,000          | 210,000         |
| OHIO     | 2-987     | US 231    | 0.4    | 6.75   | 7.124  | SAFETY      | SAFETY-HAZARD ELIM(P) | WIDEN US-231 TO 3 LANES AT THE WESTERN KENTUCKY PARKWAY INTERCHANGE AND NORTHWARD.                                                               | C     | HES          | 2011                 | 1,300,000        | 1,300,000       |
| OHIO     | 2-1071    | US 62     | 0.1    | 12.264 | 12.364 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-62 (MP 12.264) OVER MUDDY CK.; 4 MI W OF JCT KY 1543; (STRUCTURALLY DEFICIENT, SR=49.3) 092B00034N                          | D     | BRO          | 2011                 | 200,000          | 200,000         |
| OHIO     | 2-1071    | US 62     | 0.1    | 12.264 | 12.364 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-62 (MP 12.264) OVER MUDDY CK.; 4 MI W OF JCT KY 1543; (STRUCTURALLY DEFICIENT, SR=49.3) 092B00034N                          | R     | BRO          | 2012                 | 100,000          | 100,000         |
| OHIO     | 2-1071    | US 62     | 0.1    | 12.264 | 12.364 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-62 (MP 12.264) OVER MUDDY CK.; 4 MI W OF JCT KY 1543; (STRUCTURALLY DEFICIENT, SR=49.3) 092B00034N                          | U     | BRO          | 2012                 | 75,000           | 75,000          |
| OHIO     | 2-1077    | CR 1194   | 0.1    | 0.029  | 0.129  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1194 (MP 0.079) OVER THREELECK CREEK; .15 MI W JCT CR 5172; (STRUCTURALLY DEFICIENT, SR=2) 092C00128N                       | D     | BRZ          | 2012                 | 120,000          | 120,000         |
| OHIO     | 2-8508    | WK 9001   |        | 76.3   | 77.2   | SAFETY      | LIGHTING(P)           | IMPROVE LIGHTING AT THE EXCHANGE FROM THE WESTERN KENTUCKY PARKWAY ONTO THE WILLIAM H. NATCHER PARKWAY. (08CCN)                                  | C     | NHG          | 2011                 | 500,000          | 500,000         |

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|--------|-----------|-----------|--------|-------|-------|-------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| OLDHAM | 5-234     | KY 393    | 1.243  | 4.672 | 5.868 | RELIABILITY | MAJOR WIDENING(O) | KY-393 RECONSTRUCT FROM NORTHERN RAMP OF I-71 TO NORTH OF KY-146 (STATIONS 10+100 TO 12+100)(DESIGN UNDER 5-230.00)                                 | C     | STP          | 2011                 | 9,310,000        | 9,310,000       |
| OLDHAM | 5-434     | CR 1002   | 0.75   | 0     | 0.747 | SAFETY      | SAFETY(P)         | CONSTRUCT AN UNINTERRUPTED RAIL UNDERPASS WEST OF LAGRANGE. (LOCAL MATCH)(ALL WORK BY OLDHAM COUNTY (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | R     | SLO          | 2011                 | 3,032,000        | 3,032,000       |
| OLDHAM | 5-434     | CR 1002   | 0.75   | 0     | 0.747 | SAFETY      | SAFETY(P)         | CONSTRUCT AN UNINTERRUPTED RAIL UNDERPASS WEST OF LAGRANGE. (LOCAL MATCH)(ALL WORK BY OLDHAM COUNTY (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | U     | SLO          | 2011                 | 1,240,000        | 1,240,000       |
| OLDHAM | 5-434     | CR 1002   | 0.75   | 0     | 0.747 | SAFETY      | SAFETY(P)         | CONSTRUCT AN UNINTERRUPTED RAIL UNDERPASS WEST OF LAGRANGE. (LOCAL MATCH)(ALL WORK BY OLDHAM COUNTY (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). | C     | SLO          | 2012                 | 8,662,000        | 8,662,000       |
| OLDHAM | 5-441.01  | US 42     | 0.9    | 0     | 0.942 | RELIABILITY | RECONSTRUCTION(O) | RECONSTRUCT US-42 FROM THE JEFFERSON/OLDHAM COUNTY LINE TO RIDGEMOOR DRIVE. (2004BOPC) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).              | D     | SLO          | 2011                 | 180,000          | 180,000         |
| OLDHAM | 5-441.01  | US 42     | 0.9    | 0     | 0.942 | RELIABILITY | RECONSTRUCTION(O) | RECONSTRUCT US-42 FROM THE JEFFERSON/OLDHAM COUNTY LINE TO RIDGEMOOR DRIVE. (2004BOPC) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).              | R     | SLO          | 2011                 | 2,205,000        | 2,205,000       |
| OLDHAM | 5-441.01  | US 42     | 0.9    | 0     | 0.942 | RELIABILITY | RECONSTRUCTION(O) | RECONSTRUCT US-42 FROM THE JEFFERSON/OLDHAM COUNTY LINE TO RIDGEMOOR DRIVE. (2004BOPC) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).              | U     | SLO          | 2011                 | 811,000          | 811,000         |

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| 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 |
|--------|-----------|-----------|--------|--------|--------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| OLDHAM | 5-441.01  | US 42     | 0.9    | 0      | 0.942  | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT US-42 FROM THE JEFFERSON/OLDHAM COUNTY LINE TO RIDGEMOOR DRIVE. (2004BOPC) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).         | C     | SLO          | 2012                 | 3,600,000        | 3,600,000       |
| OLDHAM | 5-444     | KY 53     |        | 6.488  | 7.137  | RELIABILITY | CONGESTION MITIGTN(O) | ACCESS MANAGEMENT AND INTERSECTION/SIGNAL IMPROVEMENTS TO PROVIDE CONGESTION RELIEF ON KY-53 FROM DOWNTOWN LAGRANGE TO I-71. (2004BOPC)        | C     | CM           | 2011                 | 1,120,000        | 1,120,000       |
| OLDHAM | 5-449     | KY 22     |        | 3.15   | 3.35   | RELIABILITY | RECONSTRUCTION(O)     | INTERSECTION IMPROVEMENT AT KY 22 AND KY 329 IN CRESTWOOD. (ALL WORK BY KYTC)(2006BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)  | R     | SLO          | 2011                 | 579,000          | 579,000         |
| OLDHAM | 5-449     | KY 22     |        | 3.15   | 3.35   | RELIABILITY | RECONSTRUCTION(O)     | INTERSECTION IMPROVEMENT AT KY 22 AND KY 329 IN CRESTWOOD. (ALL WORK BY KYTC)(2006BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)  | U     | SLO          | 2011                 | 563,000          | 563,000         |
| OLDHAM | 5-449     | KY 22     |        | 3.15   | 3.35   | RELIABILITY | RECONSTRUCTION(O)     | INTERSECTION IMPROVEMENT AT KY 22 AND KY 329 IN CRESTWOOD. (ALL WORK BY KYTC)(2006BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)  | C     | SLO          | 2012                 | 1,688,000        | 1,688,000       |
| OLDHAM | 5-8510    | I 71      |        |        |        | RELIABILITY | PAVEMENT REHAB-INT(P) | SPOT IMPROVEMENTS AND PAVEMENT REHAB ON I-71. (08CCN)                                                                                          | C     | IMG          | 2011                 | 6,000,000        | 6,000,000       |
| OWEN   | 6-1066    | KY 355    | 0.1    | 13.511 | 13.547 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-355 OVER LITTLE TWIN CREEK 380 FEET SOUTHEAST OF KY-355/KY-325 INTERSECTION (B09). (SR=30.3); (094B00009N) | R     | BRX          | 2011                 | 80,000           | 80,000          |

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|-----------|-----------|-----------|--------|--------|--------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| OWEN      | 6-1066    | KY 355    | 0.1    | 13.511 | 13.547 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-355 OVER LITTLE TWIN CREEK 380 FEET SOUTHEAST OF KY-355/KY-325 INTERSECTION (B09). (SR=30.3): (094B00009N) | U     | BRX          | 2011                 | 50,000           | 50,000          |
| OWEN      | 6-1066    | KY 355    | 0.1    | 13.511 | 13.547 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-355 OVER LITTLE TWIN CREEK 380 FEET SOUTHEAST OF KY-355/KY-325 INTERSECTION (B09). (SR=30.3): (094B00009N) | C     | BRX          | 2012                 | 935,000          | 935,000         |
| OWSLEY    | 10-1084   | KY 30     | 0.1    | 5.074  | 5.086  | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-30 OVER LITTLE STURGEON CREEK (B13) 40 FEET EAST OF LITTLE STURGEON CREEK ROAD. (SR=8.7): (095B00013N)     | R     | BRO          | 2011                 | 50,000           | 50,000          |
| OWSLEY    | 10-1084   | KY 30     | 0.1    | 5.074  | 5.086  | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-30 OVER LITTLE STURGEON CREEK (B13) 40 FEET EAST OF LITTLE STURGEON CREEK ROAD. (SR=8.7): (095B00013N)     | U     | BRO          | 2011                 | 50,000           | 50,000          |
| OWSLEY    | 10-1084   | KY 30     | 0.1    | 5.074  | 5.086  | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-30 OVER LITTLE STURGEON CREEK (B13) 40 FEET EAST OF LITTLE STURGEON CREEK ROAD. (SR=8.7): (095B00013N)     | C     | BRO          | 2012                 | 620,000          | 620,000         |
| OWSLEY    | 10-1093   | CR 1136   | 0.1    | 0.387  | 0.487  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1136 (MP 0.437) OVER S. FORK KY. RIVER, .4 MI E OF JCT KY 11; (STRUCTURALLY DEFICIENT, SR=15.8) 095C00007N                | D     | BRZ          | 2012                 | 150,000          | 150,000         |
| PENDLETON | 6-1048    | KY 22     | 0.1    | 11.402 | 11.461 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE & APPROACHES AT SOUTH FORK LICKING RIVER 1.0 MI E US-27 (B07). (SR=13.4): (096B00007N)                                          | C     | BRO          | 2011                 | 8,320,000        | 8,320,000       |
| PENDLETON | 6-1071    | KY 3185   | 0.1    | 1.485  | 1.585  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-3185 (MP 1.535) OVER LICK CREEK; 1.6 MI NE - JCT KY 17; (STRUCTURALLY DEFICIENT, SR=13.7) 096B000038N                     | D     | BRX          | 2012                 | 130,000          | 130,000         |

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| 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 |
|-----------|-----------|-----------|--------|-------|-------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| PENDLETON | 6-1073    | KY 159    | 0.1    | 3.589 | 3.689 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-159 (MP 3.639) OVER KINCAID CREEK; .2 MI. SOUTH OF JCT. KY 609; (STRUCTURALLY DEFICIENT, SR=24.4) 097B00004N                                | D     | BRX          | 2012                 | 240,000          | 240,000         |
| PERRY     | 10-1082   | KY 80     | 0.1    | 7.091 | 7.177 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-80 AT THE CSX RAILROAD AND KENTUCKY RIVER (B29). (SR=6.5); (097B00029N)(10CCR)                                               | R     | BRO          | 2012                 | 570,000          | 570,000         |
| PERRY     | 10-1082   | KY 80     | 0.1    | 7.091 | 7.177 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-80 AT THE CSX RAILROAD AND KENTUCKY RIVER (B29). (SR=6.5); (097B00029N)(10CCR)                                               | U     | BRO          | 2012                 | 500,000          | 500,000         |
| PERRY     | 10-1082   | KY 80     | 0.1    | 7.091 | 7.177 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-80 AT THE CSX RAILROAD AND KENTUCKY RIVER (B29). (SR=6.5)                                                                    | C     | BRO          | 2014                 | 3,200,000        | 3,200,000       |
| PERRY     | 10-1087   | KY 476    | 0.1    | 18.32 | 18.42 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-476 (MP 18.37) OVER TROUBLESOME CREEK; .05 MILE SOUTH OF JCT KY 267; (STRUCTURALLY DEFICIENT, SR=32.2) 097B00008N                           | D     | BRO          | 2011                 | 250,000          | 250,000         |
| PERRY     | 10-1087   | KY 476    | 0.1    | 18.32 | 18.42 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-476 (MP 18.37) OVER TROUBLESOME CREEK; .05 MILE SOUTH OF JCT KY 267; (STRUCTURALLY DEFICIENT, SR=32.2) 097B00008N                           | R     | BRO          | 2012                 | 150,000          | 150,000         |
| PERRY     | 10-1087   | KY 476    | 0.1    | 18.32 | 18.42 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-476 (MP 18.37) OVER TROUBLESOME CREEK; .05 MILE SOUTH OF JCT KY 267; (STRUCTURALLY DEFICIENT, SR=32.2) 097B00008N                           | U     | BRO          | 2012                 | 25,000           | 25,000          |
| PERRY     | 10-1088   | KY 451    | 0.1    | 0.004 | 0.104 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-451 (MP 0.054) OVER CSX RAILROAD AND NORTH FORK KENTUCKY RIVER; .100 MILE NORTH OF JCT KY-15; (STRUCTURALLY DEFICIENT, SR=37.4) 097B000016N | D     | BRO          | 2011                 | 300,000          | 300,000         |

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|--------|-----------|-----------|--------|-------|-------|----------------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| PERRY  | 10-1088   | KY 451    | 0.1    | 0.004 | 0.104 | RELIABILITY          | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-451 (MP 0.054) OVER CSX RAILROAD AND NORTH FORK KENTUCKY RIVER; .100 MILE NORTH OF JCT KY-15; (STRUCTURALLY DEFICIENT, SR=37.4) 097B00016N    | R     | BRO          | 2012                 | 100,000          | 100,000         |
| PERRY  | 10-1088   | KY 451    | 0.1    | 0.004 | 0.104 | RELIABILITY          | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-451 (MP 0.054) OVER CSX RAILROAD AND NORTH FORK KENTUCKY RIVER; .100 MILE NORTH OF JCT KY-15; (STRUCTURALLY DEFICIENT, SR=37.4) 097B00016N    | U     | BRO          | 2012                 | 125,000          | 125,000         |
| PIKE   | 12-66.01  | I 66      |        |       |       | RELIABILITY          | NEW ROUTE(O)          | I-66 PIKE COUNTY, KENTUCKY. (05KYD-KY088)                                                                                                                          | C     | KYD          | 2011                 | 983,928          | 983,928         |
| PIKE   | 12-263.05 | US 460    | 0.4    |       |       | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)   | PIKEVILLE TO VA. STATE LINE; US-460/US-23 INTERCHANGE (D, R & U INCLUDED IN SECTION 1-ITEM NO. 263.10)                                                             | C     | APD          | 2012                 | 27,040,000       | 21,632,000      |
| PIKE   | 12-263.35 | US 460    | 1.3    |       |       | RELIABILITY          | RELOCATION(O)         | PIKEVILLE TO VA. STATE LINE; US-460/KY-80 FROM GREASY CREEK TO SNAKE BRANCH; (SECTION 3) GRADE & DRAIN ONLY (WILL BE LET WITH 12-263.08). (10CCR)                  | C     | APD          | 2011                 | 27,040,000       | 21,632,000      |
| PIKE   | 12-263.49 | US 460    | 4.5    |       |       | RELIABILITY          | SURFACE(O)            | PIKEVILLE TO VA. STATE LINE; US-460/KY-80 FROM GREASY CREEK TO KY-195. (SURFACING FOR SECTIONS 3, 4A, 4B & 5) (2000BOP)                                            | C     | APD          | 2011                 | 21,640,000       | 17,312,000      |
| PIKE   | 12-263.61 | US 460    | 1.7    |       |       | RELIABILITY          | RELOCATION(O)         | PIKEVILLE TO VA. STATE LINE; US-460/KY-80 FROM KY-195 TO EAST OF POND CREEK - SECTION 6A (D, R & U INCLUDED IN SECTION 6-ITEM NO. 263.60) GRADE, DRAIN & INC. SRF. | C     | APD          | 2011                 | 25,000,000       | 20,000,000      |
| PIKE   | 12-263.62 | CR 1641   | 0.1    | 0.125 | 0.225 | RELIABILITY          | BRIDGE REPLACEMENT(P) | CONSTRUCT A BRIDGE AND APPROACHES ON POND CREEK ROAD OVER RUSSELL FORK AND CSX RAILROAD @ US-460/KY-80 NEAR DRAFFIN. (2004BOPC)                                    | C     | APD          | 2011                 | 8,220,000        | 6,576,000       |

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|--------|-----------|-----------|--------|-------|-------|-------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| PIKE   | 12-263.72 | US 460    | 0.6    |       |       | RELIABILITY | RELOCATION(O)         | PIKEVILLE TO VA. STATE LINE; US-460/KY-80 FROM KY-80 AT BEAVER CREEK TO EAST OF BEAVER BOTTOM (SECTION 7A) GRADE, DRAIN & INC. SRF. (2000BOP)          | C     | APD          | 2011                 | 57,200,000       | 45,760,000      |
| PIKE   | 12-263.8  | US 460    | 2.7    |       |       | RELIABILITY | RELOCATION(O)         | PIKEVILLE TO VA. STATE LINE; US-460/KY-80 FROM BEAVER CREEK NEAR FLAT FORK TO VIRGINIA STATE LINE (SECTION 8).                                         | C     | APD          | 2011                 | 24,840,000       | 19,872,000      |
| PIKE   | 12-263.8  | US 460    | 2.7    |       |       | RELIABILITY | PREFINANCD CONVRSN(O) | PIKEVILLE TO VA. STATE LINE; US-460/KY-80 FROM BEAVER CREEK NEAR FLAT FORK TO VIRGINIA STATE LINE (SECTION 8).                                         | C     | APD          | 2012                 | 25,000,000       | 20,000,000      |
| PIKE   | 12-263.8  | US 460    | 2.7    |       |       | RELIABILITY | PREFINANCD CONVRSN(O) | PIKEVILLE TO VA. STATE LINE; US-460/KY-80 FROM BEAVER CREEK NEAR FLAT FORK TO VIRGINIA STATE LINE (SECTION 8).                                         | C     | APD          | 2013                 | 24,000,000       | 19,200,000      |
| PIKE   | 12-263.89 | US 460    | 4.5    |       |       | RELIABILITY | SURFACE(O)            | PIKEVILLE TO VA. STATE LINE; US-460/KY-80 FROM KY-80 AT BEAVER CREEK TO VIRGINIA STATE LINE (SURFACING FOR SECTIONS 7A, 7B, 8 & 9V) (2000BOP)          | C     | APD          | 2012                 | 18,250,000       | 14,600,000      |
| PIKE   | 12-263.9  | US 460    | 0.5    |       |       | RELIABILITY | RELOCATION(O)         | PIKEVILLE TO VA. STATE LINE; US460/KY80 IN VIRGINIA FROM VIRGINIA STATE LINE TO BREAKS INTERSTATE PARK (SECTION 9V). (KYTC SHARE) (GRADE & DRAIN ONLY) | R     | APD          | 2013                 | 1,580,000        | 1,264,000       |
| PIKE   | 12-263.9  | US 460    | 0.5    |       |       | RELIABILITY | RELOCATION(O)         | PIKEVILLE TO VA. STATE LINE; US460/KY80 IN VIRGINIA FROM VIRGINIA STATE LINE TO BREAKS INTERSTATE PARK (SECTION 9V). (KYTC SHARE) (GRADE & DRAIN ONLY) | U     | APD          | 2013                 | 520,000          | 416,000         |
| PIKE   | 12-1076   | KY 199    | 0.1    | 8.633 | 8.643 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-199 OVER POND CREEK (B33)(TO BE LET WITH 12-1089.00). (SR=46.8). (098B00033N)                                      | C     | BRO          | 2011                 | 960,000          | 960,000         |

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|--------|-----------|-----------|--------|-------|-------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| PIKE   | 12-1089   | KY 199    | 0.1    | 8.199 | 8.207 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-199 OVER POND CREEK (B34) (TO BE LET WITH 12-1076.00). (SR=20.5); (098B00034N)                        | C     | BRO          | 2011                 | 1,300,000        | 1,300,000       |
| PIKE   | 12-1090   | CR 1291   | 0.1    | 0.042 | 0.05  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON LONG BRANCH ROAD OVER ISLAND CREEK (C64) 0.1 MILE SOUTH JCT. KY-3416 NEAR PIGEON. (SR=3.0); (098C00064N) | C     | BRZ          | 2011                 | 430,000          | 430,000         |
| PIKE   | 12-1098   | CR 1584   | 0.1    | 0.056 | 0.064 | SAFETY      | BRIDGE REPLACEMENT(P) | RATTLESNAKE BRANCH ROAD; REPLACE BRIDGE AND APPROACHES OVER JOHNS CREEK (C152) 0.05 MILE NE OF KY-632. (SR=7.4); (098C00152N)             | D     | BRZ          | 2011                 | 320,000          | 320,000         |
| PIKE   | 12-1098   | CR 1584   | 0.1    | 0.056 | 0.064 | RELIABILITY | BRIDGE REPLACEMENT(P) | RATTLESNAKE BRANCH ROAD; REPLACE BRIDGE AND APPROACHES OVER JOHNS CREEK (C152) 0.05 MILE NE OF KY-632. (SR=7.4)                           | R     | BRZ          | 2013                 | 100,000          | 100,000         |
| PIKE   | 12-1098   | CR 1584   | 0.1    | 0.056 | 0.064 | RELIABILITY | BRIDGE REPLACEMENT(P) | RATTLESNAKE BRANCH ROAD; REPLACE BRIDGE AND APPROACHES OVER JOHNS CREEK (C152) 0.05 MILE NE OF KY-632. (SR=7.4)                           | U     | BRZ          | 2013                 | 200,000          | 200,000         |
| PIKE   | 12-1098   | CR 1584   | 0.1    | 0.056 | 0.064 | RELIABILITY | BRIDGE REPLACEMENT(P) | RATTLESNAKE BRANCH ROAD; REPLACE BRIDGE AND APPROACHES OVER JOHNS CREEK (C152) 0.05 MILE NE OF KY-632. (SR=7.4)                           | C     | BRZ          | 2014                 | 625,000          | 625,000         |
| PIKE   | 12-1100   | CR 1270   |        | 0.005 | 0.045 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER SHELBY CREEK 121 FEET WEST OF KY 122. (C00093N)(2006BOPC); (098C00093N)                                               | R     | BRZ          | 2011                 | 75,000           | 75,000          |
| PIKE   | 12-1100   | CR 1270   |        | 0.005 | 0.045 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER SHELBY CREEK 121 FEET WEST OF KY 122. (C00093N)(2006BOPC); (098C00093N)                                               | U     | BRZ          | 2011                 | 125,000          | 125,000         |
| PIKE   | 12-1100   | CR 1270   |        | 0.005 | 0.045 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER SHELBY CREEK 121 FEET WEST OF KY 122. (C00093N)(2006BOPC); (098C00093N)                                               | C     | BRZ          | 2011                 | 585,000          | 585,000         |

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|--------|-----------|-----------|--------|--------|--------|-------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| PIKE   | 12-1101   | KY 1426   | 0.1    | 17.244 | 17.344 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-1426 (MP 17.294) OVER BENT BRANCH; 0.4 MILES EAST OF NORTHEAST JCT KY 194; (STRUCTURALLY DEFICIENT, SR=4) 098B00014N         | D     | BRX          | 2012                 | 140,000          | 140,000         |
| PIKE   | 12-1102   | KY 1426   | 0.1    | 17.907 | 18.007 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-1426 (MP 17.957) OVER BENT BRANCH; 1.1 MILE EAST OF NORTHEAST JCT KY 194; (STRUCTURALLY DEFICIENT, SR=4) 098B00015N          | D     | BRX          | 2012                 | 140,000          | 140,000         |
| PIKE   | 12-1103   | KY 80     | 0.1    | 2.122  | 2.222  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-80 (MP 2.172) OVER BEAVER CREEK; NORTH AT JCT KY-1373 AT CEDARVILLE; (STRUCTURALLY DEFICIENT, SR=12.5) 098B00052N            | D     | BRO          | 2012                 | 140,000          | 140,000         |
| PIKE   | 12-1104   | KY 610    | 0.1    | 8.096  | 8.196  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-610 (MP 8.146) OVER LONG FORK; .1 MI S OF JCT KY-1469; (STRUCTURALLY DEFICIENT, SR=32) 098B00069N                            | D     | BRO          | 2012                 | 180,000          | 180,000         |
| PIKE   | 12-1105   | KY 1469   | 0.1    | 5.193  | 5.293  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-1469 (MP 5.243) OVER MARSHALL'S BRANCH; .72 MI E. JCT KY-3414; (STRUCTURALLY DEFICIENT, SR=7.5) 098B00242N                   | D     | BRO          | 2012                 | 120,000          | 120,000         |
| PIKE   | 12-1109   | CR 1584   | 0.1    | 0.01   | 0.11   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1584 (MP 0.06) OVER JOHNS CREEK; .05 MI NORTH JCT KY-632; (STRUCTURALLY DEFICIENT, SR=7.4) 098C00152N                        | D     | BRZ          | 2012                 | 120,000          | 120,000         |
| POWELL | 10-138    | KY 9000   |        | 18.4   | 18.5   | RELIABILITY | NEW INTERCHANGE(O)    | CONSTRUCT WESTBOUND ACCESS TO MOUNTAIN PARKWAY FROM EXIT 18 (KY 1057), POWELL COUNTY. (SEE 10-8500.00 FOR "INH" FUNDS)(2005HPP-KY121)             | C     | HPP          | 2011                 | 1,002,767        | 1,002,767       |
| POWELL | 10-1085   | KY 11     | 0.1    | 4.108  | 4.12   | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-11 OVER MIDDLE FORK OF RED RIVER (B39) SE OF BERT T COMBS MOUNTAIN PARKWAY UNDERPASS. (SR=15.7); (099B00039N) | R     | BRO          | 2011                 | 50,000           | 50,000          |

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| 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 |
|---------|-----------|-----------|--------|--------|-------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| POWELL  | 10-1085   | KY 11     | 0.1    | 4.108  | 4.12  | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-11 OVER MIDDLE FORK OF RED RIVER (B39) SE OF BERT T COMBS MOUNTAIN PARKWAY UNDERPASS. (SR=15.7): (099B00039N)     | U     | BRO          | 2011                 | 80,000           | 80,000          |
| POWELL  | 10-1085   | KY 11     | 0.1    | 4.108  | 4.12  | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-11 OVER MIDDLE FORK OF RED RIVER (B39) SE OF BERT T COMBS MOUNTAIN PARKWAY UNDERPASS. (SR=15.7): (099B00039N)     | C     | BRO          | 2012                 | 740,000          | 740,000         |
| POWELL  | 10-8500   | KY 9000   |        | 18.4   | 18.5  | RELIABILITY | NEW INTERCHANGE(O)    | CONSTRUCT WESTBOUND ACCESS TO MOUNTAIN PARKWAY FROM EXIT 18 (KY-1057). (2005HPP-KY121) (08CCN)                                                        | R     | NHG          | 2011                 | 10,000           | 10,000          |
| POWELL  | 10-8500   | KY 9000   |        | 18.4   | 18.5  | RELIABILITY | NEW INTERCHANGE(O)    | CONSTRUCT WESTBOUND ACCESS TO MOUNTAIN PARKWAY FROM EXIT 18 (KY-1057). (2005HPP-KY121) (08CCN)                                                        | U     | NHG          | 2011                 | 20,000           | 20,000          |
| POWELL  | 10-8500   | KY 9000   |        | 18.4   | 18.5  | RELIABILITY | NEW INTERCHANGE(O)    | CONSTRUCT WESTBOUND ACCESS TO MOUNTAIN PARKWAY FROM EXIT 18 (KY-1057). (2005HPP-KY121) (08CCN)                                                        | C     | NHG          | 2011                 | 1,629,000        | 1,629,000       |
| PULASKI | 8-59.11   | I 66      | 25     |        |       | RELIABILITY | PE & ENVIRONMENTAL(O) | I-66 SOMERSET TO LONDON. (2006KYD)(10CCR)                                                                                                             | C     | KYD          | 2011                 | 3,192,694        | 3,192,694       |
| PULASKI | 8-59.21   | I 66      | 10     |        |       | RELIABILITY | NEW ROUTE(O)          | I-66 NORTHERN BYPASS AROUND SOMERSET. (2006KYD)                                                                                                       | C     | KYD          | 2011                 | 2,858,313        | 2,858,313       |
| PULASKI | 8-908     | US 27     | 0.158  | 16.862 | 17.02 | SAFETY      | SAFETY(P)             | CONSTRUCT TWO WAY LEFT TURN LANE IN PULASKI COUNTY ON US-27 FROM KY-80 BYPASS TO TURNER STREET (WORK WILL BE CONDUCTED WITH STATE FORCES). (2008BOPC) | C     | HES          | 2011                 | 34,000           | 34,000          |
| PULASKI | 8-909     | KY 80     |        | 27.82  | 28.3  | SAFETY      | SAFETY-HAZARD ELIM(P) | RECONSTRUCTION OF KY-80 AND US-461 INTERSECTION TO IMPROVE TRAFFIC FLOW FROM MP 27.82 TO MP 28.30. (2008BOPC).                                        | C     | HES          | 2011                 | 715,000          | 715,000         |

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| 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 |
|------------|-----------|-----------|--------|--------|--------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| PULASKI    | 8-1042    | KY 1677   | 0.1    | 5.007  | 5.017  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-1677 OVER SINKING VALLEY CREEK (B23). (SR=11.5); (100B00023N)                      | R     | BRX          | 2011                 | 300,000          | 300,000         |
| PULASKI    | 8-1042    | KY 1677   | 0.1    | 5.007  | 5.017  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-1677 OVER SINKING VALLEY CREEK (B23). (SR=11.5); (100B00023N)                      | U     | BRX          | 2011                 | 180,000          | 180,000         |
| PULASKI    | 8-1042    | KY 1677   | 0.1    | 5.007  | 5.017  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-1677 OVER SINKING VALLEY CREEK (B23). (SR=11.5); (100B00023N)                      | C     | BRX          | 2011                 | 680,000          | 680,000         |
| ROBERTSON  | 6-8507    | US 62     |        |        |        | RELIABILITY | DESIGN ENGINEERING(O) | SPOT IMPROVEMENTS ON US-62 EAST TO MASON COUNTY LINE AND US-62 WEST TO THE HARRISON COUNTY LINE. (08CCN) (10CCR)       | C     | STP          | 2011                 | 300,000          | 300,000         |
| ROCKCASTLE | 8-6.02    | 175       | 4.5    | 64.5   | 69     | RELIABILITY | MAJOR WIDENING(O)     | I-75 IN ROCKCASTLE COUNTY, KENTUCKY (MILEPOINT 64.5 TO MILEPOINT 69.0), 4.5 MILES. (04KYD-KY070)                       | C     | KYD          | 2011                 | 1,500,000        | 1,500,000       |
| ROCKCASTLE | 8-6.03    | 175       | 13.25  | 55.745 | 69     | RELIABILITY | MAJOR WIDENING(O)     | I-75 IN ROCKCASTLE COUNTY, KENTUCKY. (05KYD)                                                                           | C     | KYD          | 2011                 | 855,000          | 855,000         |
| ROCKCASTLE | 8-1043    | KY 1786   | 0.1    | 0.142  | 0.148  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-1786 OVER ROUNDSTONE CREEK (B49). (SR=12.4); (102B00049N)(10CCR)                   | R     | BRX          | 2011                 | 230,000          | 230,000         |
| ROCKCASTLE | 8-1043    | KY 1786   | 0.1    | 0.142  | 0.148  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-1786 OVER ROUNDSTONE CREEK (B49). (SR=12.4); (102B00049N)(10CCR)                   | U     | BRX          | 2011                 | 170,000          | 170,000         |
| ROCKCASTLE | 8-1043    | KY 1786   | 0.1    | 0.142  | 0.148  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-1786 OVER ROUNDSTONE CREEK (B49). (SR=12.4); (102B00049N)(10CCR)                   | C     | BRX          | 2011                 | 510,000          | 510,000         |
| ROWAN      | 9-192.01  | KY 32     |        | 16.619 | 21.636 | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT KY-32 FROM KY-504 NEAR ELLIOTTVILLE TO KY-7 NEAR NEWFOUNDLAND. (PRIORITY SECTION I)(06CCR) (08CCR) (10CCR) | D     | STP          | 2011                 | 3,800,000        | 3,800,000       |

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| 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 |
|--------|-----------|-----------|--------|--------|--------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| ROWAN  | 9-192.01  | KY 32     |        | 16.619 | 21.636 | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT KY-32 FROM KY-504 NEAR ELLIOTTVILLE TO KY-7 NEAR NEWFOUNDLAND. (PRIORITY SECTION )(06CCR) (08CCR) (10CCR)                           | R     | STP          | 2013                 | 4,800,000        | 4,800,000       |
| ROWAN  | 9-192.03  | KY 32     |        | 16.619 | 21.636 | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT KY-32 FROM KY-504 NEAR ELLIOTTVILLE TO KY-7 NEAR NEWFOUNDLAND. (ADDITIONAL DESIGN AND R/W FUNDING) (10CCR)                          | D     | STP          | 2013                 | 2,600,000        | 2,600,000       |
| ROWAN  | 9-1061    | US 60     | 0.1    | 14.918 | 14.925 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON US-60 OVER HAYS BRANCH (B06). (SR=13.3); (103B00006N)                                                          | R     | BRO          | 2011                 | 690,000          | 690,000         |
| ROWAN  | 9-1061    | US 60     | 0.1    | 14.918 | 14.925 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON US-60 OVER HAYS BRANCH (B06). (SR=13.3); (103B00006N)                                                          | U     | BRO          | 2011                 | 150,000          | 150,000         |
| ROWAN  | 9-1061    | US 60     | 0.1    | 14.918 | 14.925 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON US-60 OVER HAYS BRANCH (B06). (SR=13.3); (103B00006N)                                                          | C     | BRO          | 2011                 | 440,000          | 440,000         |
| ROWAN  | 9-1076    | KY 32     | 0.1    | 13.239 | 13.339 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-32 (MP 13.289) OVER SEAYS BRANCH; 3.5 MI W OF JCT KY 504; (STRUCTURALLY DEFICIENT, SR=40) 103B00013N                       | D     | BRO          | 2012                 | 130,000          | 130,000         |
| SCOTT  | 7-102.01  |           | 6.3    |        |        | RELIABILITY | BYPASS(O)             | GEORGETOWN NORTHWEST BYPASS FROM U.S. 460 EAST TO I-75 NORTH, SCOTT COUNTY. (04CCR)(2005HPP-KY122)(SEE 7-102.10 & 7-102.50 FOR "STP" COMPONENT) | C     | HPP          | 2011                 | 1,335,481        | 1,335,481       |
| SCOTT  | 7-102.1   |           | 2.8    |        |        | RELIABILITY | BYPASS(O)             | GEORGETOWN NORTHWEST BYPASS (PRIORITY SECTION); FROM US-460, EAST TO KY-32. (2004BOPC)(SEE 7-102.01 FOR "HPP" COMPONENT) (08CCR)(10CCR)         | C     | STP          | 2012                 | 13,500,000       | 13,500,000      |

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| 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 |
|--------|-----------|-----------|--------|--------|--------|-------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| SCOTT  | 7-102.5   |           | 4.7    |        |        | RELIABILITY | BYPASS(O)         | GEORGETOWN NORTHWEST BYPASS; FROM KY-32, EAST TO I-75. (04CCR)(2004BOPC)(SEE 7-102.01 FOR "HPP" COMPONENT)(10CCR)                 | R     | STP          | 2013                 | 4,140,000        | 4,140,000       |
| SCOTT  | 7-102.5   |           | 4.7    |        |        | RELIABILITY | BYPASS(O)         | GEORGETOWN NORTHWEST BYPASS; FROM KY-32, EAST TO I-75. (04CCR)(2004BOPC)(SEE 7-102.01 FOR "HPP" COMPONENT)(10CCR)                 | U     | STP          | 2013                 | 3,360,000        | 3,360,000       |
| SCOTT  | 7-102.5   |           | 4.7    |        |        | RELIABILITY | BYPASS(O)         | GEORGETOWN NORTHWEST BYPASS; FROM KY-32, EAST TO I-75. (04CCR)(2004BOPC)(SEE 7-102.01 FOR "HPP" COMPONENT)                        | C     | STP          | 2013                 | 21,150,000       | 21,150,000      |
| SCOTT  | 7-212     | US 460    | 1.6    | 7.055  | 8.583  | RELIABILITY | RECONSTRUCTION(O) | RECONSTRUCT US-460 FROM KY-227 AT GREAT CROSSING TO GEORGETOWN BYPASS. (04CCR)(10CCR)                                             | R     | STP          | 2011                 | 1,000,000        | 1,000,000       |
| SCOTT  | 7-212     | US 460    | 1.6    | 7.055  | 8.583  | RELIABILITY | RECONSTRUCTION(O) | RECONSTRUCT US-460 FROM KY-227 AT GREAT CROSSING TO GEORGETOWN BYPASS. (04CCR)(10CCR)                                             | U     | STP          | 2011                 | 500,000          | 500,000         |
| SCOTT  | 7-212     | US 460    | 1.6    | 7.055  | 8.583  | RELIABILITY | RECONSTRUCTION(O) | RECONSTRUCT US-460 FROM KY-227 AT GREAT CROSSING TO GEORGETOWN BYPASS. (04CCR)(10CCR)                                             | C     | STP          | 2012                 | 7,000,000        | 7,000,000       |
| SHELBY | 5-65.25   | 164       | 4.8    | 27.361 | 27.786 | RELIABILITY | MAJOR WIDENING(O) | RECONSTRUCT I-64/KY 1848 INTERCHANGE IN SHELBY COUNTY TO IMPROVE ACCESS CONTROL. (SEE 5-65.21 FOR R PHASE INFORMATION) (2008BOPC) | D     | NH           | 2011                 | 100,000          | 100,000         |
| SHELBY | 5-65.25   | 164       | 4.8    | 27.361 | 27.786 | RELIABILITY | MAJOR WIDENING(O) | RECONSTRUCT I-64/KY 1848 INTERCHANGE IN SHELBY COUNTY TO IMPROVE ACCESS CONTROL. (SEE 5-65.21 FOR R PHASE INFORMATION) (2008BOPC) | U     | NH           | 2011                 | 1,220,000        | 1,220,000       |

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| 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 |
|--------|-----------|-----------|--------|--------|--------|-------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| SHELBY | 5-65.25   | 164       | 4.8    | 27.361 | 27.786 | RELIABILITY | MAJOR WIDENING(O)     | RECONSTRUCT I-64/KY 1848 INTERCHANGE IN SHELBY COUNTY TO IMPROVE ACCESS CONTROL. (SEE 5-65.21 FOR R PHASE INFORMATION) (2008BOPC)                                      | C     | NH           | 2012                 | 2,200,000        | 2,200,000       |
| SHELBY | 5-348.01  | KY 1848   | 1      | 5.054  | 6.025  | RELIABILITY | MAJOR WIDENING(O)     | 5-LANE KY-1848 FROM THE I-64 INTERCHANGE TO US-60 AT SIMPSONVILLE. (02KYD)(NCPD)(2004BOPC) (08CCR)(10CCR)                                                              | R     | STP          | 2011                 | 2,840,000        | 2,840,000       |
| SHELBY | 5-348.01  | KY 1848   | 1      | 5.054  | 6.025  | RELIABILITY | MAJOR WIDENING(O)     | 5-LANE KY-1848 FROM THE I-64 INTERCHANGE TO US-60 AT SIMPSONVILLE. (02KYD)(NCPD)(2004BOPC) (08CCR)(10CCR)                                                              | U     | STP          | 2011                 | 1,560,000        | 1,560,000       |
| SHELBY | 5-997     | KY 395    | 0.6    | 8.352  | 9      | SAFETY      | SAFETY-HAZARD ELIM(P) | KY-395 @ I-64, HORIZONTAL/VERTICAL REALIGNMENT & CONSTRUCT LEFT TURN LANE ON KY395 AT FLYING J. SHOULDER WIDENING (B/C=3.2) (D-CONSULT, C-CONTRACTOR) (2002BOP)(10CCR) | C     | HES          | 2011                 | 920,000          | 920,000         |
| SHELBY | 5-1041    | CR 1329   | 0.1    | 0.395  | 0.413  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER CLEAR CREEK (C47) 0.1MI N OF WASHINGTON STREET/US-60W. (SR=17.7) (10CCN)                                                                           | C     | BRX          | 2011                 | 940,000          | 940,000         |
| SHELBY | 5-1053    | KY 362    | 0.1    | 6.23   | 6.234  | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES OVER JUNKINS RUN 0.765 MILE EAST OF WEBB ROAD (B27) (SR=21.9). (106B00027N)                                                              | D     | BRX          | 2011                 | 150,000          | 150,000         |
| SHELBY | 5-1053    | KY 362    | 0.1    | 6.23   | 6.234  | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES OVER JUNKINS RUN 0.765 MILE EAST OF WEBB ROAD (B27) (SR=21.9). (106B00027N)                                                              | R     | BRX          | 2012                 | 200,000          | 200,000         |
| SHELBY | 5-1053    | KY 362    | 0.1    | 6.23   | 6.234  | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES OVER JUNKINS RUN 0.765 MILE EAST OF WEBB ROAD (B27) (SR=21.9). (106B00027N)                                                              | U     | BRX          | 2012                 | 100,000          | 100,000         |

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| 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 |
|---------|-----------|-----------|--------|--------|--------|-------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| SHELBY  | 5-1060    | KY 53     | 0.1    | 11.316 | 11.416 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-53 (MP 11.366) OVER FOX RUN CREEK; 3.0 MI NORTH OF JCT US-60W; (STRUCTURALLY DEFICIENT, SR=38.9) 106B00031N | D     | BRO          | 2012                 | 110,000          | 110,000         |
| SHELBY  | 5-2035.4  | I 64      | 4.37   | 43.33  | 46.303 | RELIABILITY | PAVEMENT REHAB-INT(P) | PAVEMENT REHAB AND BRIDGE WIDENING ON I-64 FROM MP 43.33 TO MP 47.70. (2004BOPC)(DESIGN FUNDING COVERS 5-2035.70 SECTION ALSO)   | R     | IM           | 2011                 | 110,000          | 110,000         |
| SHELBY  | 5-2035.4  | I 64      | 4.37   | 43.33  | 46.303 | RELIABILITY | PAVEMENT REHAB-INT(P) | PAVEMENT REHAB AND BRIDGE WIDENING ON I-64 FROM MP 43.33 TO MP 47.70. (2004BOPC)(DESIGN FUNDING COVERS 5-2035.70 SECTION ALSO)   | U     | IM           | 2011                 | 110,000          | 110,000         |
| SHELBY  | 5-2042    | I 64      | 6.75   | 25.094 | 31.842 | RELIABILITY | PAVEMENT REHAB-INT(P) | MILL 1" INTERMEDIATE OVERLAY ON I-64 FROM MP 25.094 TO MP 31.842. (10CCR)                                                        | C     | IM           | 2011                 | 3,900,000        | 3,900,000       |
| SHELBY  | 5-8511    | KY 53     | 1.9    | 6.064  | 8.006  | RELIABILITY | DESIGN ENGINEERING(O) | WIDEN KY-53 TO FOUR LANES FROM I-64 TO US-60. (08CCN)(10CCN)                                                                     | R     | STP          | 2012                 | 2,000,000        | 2,000,000       |
| SHELBY  | 5-8511    | KY 53     | 1.9    | 6.064  | 8.006  | RELIABILITY | DESIGN ENGINEERING(O) | WIDEN KY-53 TO FOUR LANES FROM I-64 TO US-60. (08CCN)(10CCN)                                                                     | U     | STP          | 2012                 | 2,000,000        | 2,000,000       |
| SHELBY  | 5-8511    | KY 53     | 1.9    | 6.064  | 8.006  | RELIABILITY | DESIGN ENGINEERING(O) | WIDEN KY-53 TO FOUR LANES FROM I-64 TO US-60. (08CCN)(10CCN)                                                                     | C     | STP          | 2013                 | 9,000,000        | 9,000,000       |
| SIMPSON | 3-8.1     | US 31W    | 1.981  | 0      | 1.981  | RELIABILITY | MAJOR WIDENING(O)     | US-31W SECTION 1: FROM TENNESSEE STATE LINE TO SOUTH OF I-65 INTERCHANGE. (04CCR)(08CCR)(10CCR)                                  | R     | STP          | 2011                 | 1,550,000        | 1,550,000       |
| SIMPSON | 3-8.1     | US 31W    | 1.981  | 0      | 1.981  | RELIABILITY | MAJOR WIDENING(O)     | US-31W SECTION 1: FROM TENNESSEE STATE LINE TO SOUTH OF I-65 INTERCHANGE. (04CCR)(08CCR)(10CCR)                                  | U     | STP          | 2011                 | 1,860,000        | 1,860,000       |
| SIMPSON | 3-8.1     | US 31W    | 1.981  | 0      | 1.981  | RELIABILITY | MAJOR WIDENING(O)     | US-31W SECTION 1: FROM TENNESSEE STATE LINE TO SOUTH OF I-65 INTERCHANGE. (04CCR)(08CCR)(10CCR)                                  | C     | STP          | 2012                 | 8,100,000        | 8,100,000       |

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|---------|-----------|-----------|--------|--------|--------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| SIMPSON | 3-15      | I 65      | 0.1    | 0      | 0.7    | RELIABILITY | WEIGH STA REHAB(P)    | ADD RESTROOM FACILITY TO I-65 WEIGH STATION IN SIMPSON COUNTY (DESIGN AUTHORIZED UNDER ITEM NO. 99-44.00)                                 | C     | IM           | 2014                 | 500,000          | 500,000         |
| SIMPSON | 3-106     | KY 1008   | 2.8    |        |        | RELIABILITY | PHASE I DESIGN(O)     | FRANKLIN NORTHWEST BYPASS; EXTEND KY-1008 FROM US-31W TO KY-100 WEST. (2002BOPP)(10CCR)                                                   | D     | STP          | 2011                 | 400,000          | 400,000         |
| SIMPSON | 3-8306    | KY 100    | 3.4    | 13.534 | 16.34  | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCTION AND WIDENING KY-100 FROM I-65 TO KY-622. (06CCN)(10CCR)                                                                    | R     | STP          | 2011                 | 2,210,000        | 2,210,000       |
| SIMPSON | 3-8306    | KY 100    | 3.4    | 13.534 | 16.34  | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCTION AND WIDENING KY-100 FROM I-65 TO KY-622. (06CCN)(10CCR)                                                                    | U     | STP          | 2011                 | 1,560,000        | 1,560,000       |
| SIMPSON | 3-8307    | KY 100    | 2.3    | 10.715 | 12.191 | RELIABILITY | MAJOR WIDENING(O)     | MAJOR WIDENING TO FOUR LANES FROM KY-1008 IN FRANKLIN TO I-65. (06CCN)                                                                    | D     | STP          | 2011                 | 900,000          | 900,000         |
| SPENCER | 5-1033    | KY 55     | 0.2    | 6.228  | 6.311  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE SALT RIVER BRIDGE IN TAYLORSVILLE (804). (SR=41.2) (08CCR); (108B0004N)(10CCR)                                                    | R     | BRO          | 2011                 | 1,060,000        | 1,060,000       |
| SPENCER | 5-1033    | KY 55     | 0.2    | 6.228  | 6.311  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE SALT RIVER BRIDGE IN TAYLORSVILLE (804). (SR=41.2) (08CCR); (108B0004N)(10CCR)                                                    | U     | BRO          | 2011                 | 520,000          | 520,000         |
| SPENCER | 5-1033    | KY 55     | 0.2    | 6.228  | 6.311  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE SALT RIVER BRIDGE IN TAYLORSVILLE (804). (SR=41.2) (08CCR); (108B0004N)(10CCR)                                                    | C     | BRO          | 2012                 | 4,440,000        | 4,440,000       |
| SPENCER | 5-1055    | KY 3192   | 0.1    | 0.008  | 0.108  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-3192 (MP 0.058) OVER ELK CREEK; 1 MI WEST OF JCT KY-1633; (STRUCTURALLY DEFICIENT, SR=49.3) 108B00013N               | D     | BRX          | 2012                 | 160,000          | 160,000         |
| TAYLOR  | 4-142.1   | KY 555    |        |        |        | RELIABILITY | MAJOR WIDENING(O)     | PRIORITY SECTION OF THE HEARTLAND PARKWAY (CAMPBELLSVILLE BYPASS). (2005HPP-KY127)(2006BOPC) (FUNDS NOT CURRENTLY AVAILABLE FOR R, U & C) | C     | HPP          | 2011                 | 3,819,200        | 3,819,200       |
| TAYLOR  | 4-1058    | CR 1236   | 0.1    | 2.317  | 2.349  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER GREEN RIVER (C15) 0.75MI SW OF N-JCT. KY-55. (SR=25.2); (109C00015N)                                                  | R     | BRZ          | 2011                 | 60,000           | 60,000          |

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| 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 |
|--------|-----------|-----------|--------|--------|--------|-------------|-----------------------|---------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| TAYLOR | 4-1058    | CR 1236   | 0.1    | 2.317  | 2.349  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER GREEN RIVER (C-15) 0.75MI SW OF N-JCT. KY-55. (SR-25.2); (109C00015N)                     | C     | BRZ          | 2011                 | 1,090,000        | 1,090,000       |
| TRIGG  | 1-180.1   | US 68     | 1.358  | 11.382 | 12.74  | RELIABILITY | MAJOR WIDENING(O)     | CADIZ-AURORA; FROM 200 METERS WEST OF KY-1489 TO 200 METERS WEST OF PETE LIGHT SPRING ROAD.(10CCR)            | R     | NH           | 2012                 | 1,660,000        | 1,660,000       |
| TRIGG  | 1-180.1   | US 68     | 1.358  | 11.382 | 12.74  | RELIABILITY | MAJOR WIDENING(O)     | CADIZ-AURORA; FROM 200 METERS WEST OF KY-1489 TO 200 METERS WEST OF PETE LIGHT SPRING ROAD.(10CCR)            | U     | NH           | 2012                 | 3,810,000        | 3,810,000       |
| TRIGG  | 1-180.1   | US 68     | 1.358  | 11.382 | 12.74  | RELIABILITY | MAJOR WIDENING(O)     | CADIZ-AURORA; FR 200 METERS W OF KY-1489 TO 200 METERS W OF PETE LIGHT SPRING RD.                             | C     | STP          | 2013                 | 18,140,000       | 18,140,000      |
| TRIGG  | 1-180.11  | US 68     | 3.11   | 12.74  | 16.35  | RELIABILITY | MAJOR WIDENING(O)     | CADIZ-AURORA; FROM 200 METERS WEST OF PETE LIGHT SPRING ROAD.TO CADIZ BYPASS (GRADE, DRAIN & SURFACE).(10CCR) | R     | NH           | 2011                 | 1,930,000        | 1,930,000       |
| TRIGG  | 1-180.11  | US 68     | 3.11   | 12.74  | 16.35  | RELIABILITY | MAJOR WIDENING(O)     | CADIZ-AURORA; FROM 200 METERS WEST OF PETE LIGHT SPRING ROAD.TO CADIZ BYPASS (GRADE, DRAIN & SURFACE).(10CCR) | U     | NH           | 2012                 | 3,810,000        | 3,810,000       |
| TRIGG  | 1-180.11  | US 68     | 3.11   | 12.74  | 16.35  | RELIABILITY | MAJOR WIDENING(O)     | CADIZ-AURORA; FR 200 METERS W OF PETE LIGHT SPRING RD TO CADIZ BYPASS (GRADE, DRAIN & SURFACE)                | C     | STP          | 2013                 | 17,550,000       | 17,550,000      |
| TRIGG  | 1-180.51  | US 68     | 3.1    | 8.284  | 11.382 | RELIABILITY | MAJOR WIDENING(O)     | CADIZ-AURORA; FROM EAST END OF LAKE BARKLEY BRIDGE TO 200 METERS WEST OF KY-1489 (08CCR)(10CCR)               | R     | NHG          | 2011                 | 5,250,000        | 5,250,000       |
| TRIGG  | 1-180.51  | US 68     | 3.1    | 8.284  | 11.382 | RELIABILITY | MAJOR WIDENING(O)     | CADIZ-AURORA; FROM EAST END OF LAKE BARKLEY BRIDGE TO 200 METERS WEST OF KY-1489 (08CCR)(10CCR)               | U     | NHG          | 2011                 | 3,380,000        | 3,380,000       |
| TRIGG  | 1-180.51  | US 68     | 3.1    | 8.284  | 11.382 | RELIABILITY | MAJOR WIDENING(O)     | CADIZ-AURORA; FROM EAST END OF LAKE BARKLEY BRIDGE TO 200 METERS WEST OF KY-1489 (08CCR)(10CCR)               | C     | NH           | 2011                 | 11,700,000       | 11,700,000      |

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| 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 |
|--------|-----------|-----------|--------|-------|-------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| TRIGG  | 1-180.6   | US 68     | 0.6    | 8.284 | 8.872 | RELIABILITY | BRIDGE REPLACEMENT(P) | CADIZ-AURORA; BRIDGE OVER LAKE BARKLEY (TOTAL CONSTRUCTION COST IS \$165 MILLION)(2006BOPP); (111B00020N)(10CCR)                                | U     | GVR          | 2011                 | 330,000          | 330,000         |
| TRIGG  | 1-180.6   | US 68     | 0.6    | 8.284 | 8.872 | RELIABILITY | BRIDGE REPLACEMENT(P) | CADIZ-AURORA; BRIDGE OVER LAKE BARKLEY (TOTAL CONSTRUCTION COST IS \$165 MILLION)(2006BOPP); (111B00020N)(10CCR)                                | C     | GVR          | 2011                 | 99,990,000       | 99,990,000      |
| TRIGG  | 1-180.61  | US 68     | 0.6    | 8.284 | 8.872 | RELIABILITY | PREFINANCD CONVRSN(P) | CADIZ-AURORA; BRIDGE OVER LAKE BARKLEY (ADDITIONAL FUNDING FOR C PHASE)(10CCR)                                                                  | C     | GVR          | 2011                 | 25,000,000       | 25,000,000      |
| TRIGG  | 1-180.62  | US 68     | 0.6    | 8.284 | 8.872 | RELIABILITY | PREFINANCD CONVRSN(P) | CADIZ-AURORA; BRIDGE OVER LAKE BARKLEY (ADDITIONAL FUNDING FOR C PHASE)(10CCR)                                                                  | C     | GVR          | 2012                 | 40,000,000       | 40,000,000      |
| TRIGG  | 1-1133    | KY 1585   | 0.1    | 4.82  | 4.92  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-1585 (MP 4.87) OVER SINKING FORK; .3 MI. NORTH OF HWY. 272 JCT.; (STRUCTURALLY DEFICIENT, SR=19.7) 111B00054N              | D     | BRX          | 2012                 | 140,000          | 140,000         |
| UNION  | 2-122.01  | US 60     | 3.7    | 17.8  | 21.5  | RELIABILITY | MAJOR WIDENING(O)     | PADUCAH-HENDERSON; MORGANFIELD BYPASS TO WAVERLY (08CCR)                                                                                        | R     | STP          | 2011                 | 3,860,000        | 3,860,000       |
| UNION  | 2-122.01  | US 60     | 3.7    | 17.8  | 21.5  | RELIABILITY | MAJOR WIDENING(O)     | PADUCAH-HENDERSON; MORGANFIELD BYPASS TO WAVERLY (08CCR)                                                                                        | U     | STP          | 2011                 | 2,710,000        | 2,710,000       |
| UNION  | 2-310.1   | KY 56     | 4.3    | 7.182 | 11.5  | RELIABILITY | MINOR WIDENING(O)     | KY-56 FROM JUST WEST OF KY-360 TO THE MORGANFIELD BYPASS; WIDENING, ADDING SHOULDERS AND ELIMINATING HORIZONTAL & VERTICAL DEFICIENCIES (10CCR) | C     | STP          | 2011                 | 9,740,000        | 9,740,000       |
| UNION  | 2-1073    | KY 359    | 0.1    | 0.921 | 1.021 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-359 (MP 0.971) OVER LOST CREEK; .95 MI N.E. OF JCT US-60; (FUNCTIONALLY OBSOLETE, SR=48.6) 113B00006N                      | D     | BRO          | 2012                 | 150,000          | 150,000         |
| UNION  | 2-1074    | KY 359    | 0.1    | 1.143 | 1.243 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON KY-359 (MP 1.193) OVER SINKING CREEK; 1.1 MI N.E. OF JCT US-60; (FUNCTIONALLY OBSOLETE, SR=48.6) 113B00007N                   | D     | BRO          | 2012                 | 150,000          | 150,000         |

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| 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 |
|--------|-----------|-----------|--------|--------|--------|----------------------|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| WARREN | 3-16.02   | 165       |        |        |        | RELIABILITY          | NEW INTERCHANGE(O)     | CONSTRUCTION OF INTERCHANGE CONNECTING US-31W TO I-65 AT MILE MARKER 32 IN WARREN COUNTY. (2005HPP-KY137)(SEE 3-16.00 FOR "SP" COMPONENT) | C     | HPP          | 2011                 | 1,439,839        | 1,439,839       |
| WARREN | 3-16.03   | 165       |        |        |        | RELIABILITY          | NEW INTERCHANGE(O)     | CONSTRUCTION OF NEW I-65 INTERCHANGE IN WARREN COUNTY. (2005HPP-KY150)(SEE 3-16.00 FOR "SP" COMPONENT)                                    | C     | HPP          | 2011                 | 20,697,699       | 20,697,699      |
| WARREN | 3-16.04   | 165       |        |        |        | RELIABILITY          | NEW INTERCHANGE(O)     | CONSTRUCTION OF NEW I-65 INTERCHANGE IN WARREN COUNTY, KENTUCKY. (2005HPP-KY164)                                                          | C     | HPP          | 2011                 | 10,873,668       | 10,873,668      |
| WARREN | 3-16.11   |           |        |        |        | RELIABILITY          | NEW ROUTE(O)           | KENTUCKY TRIMODAL TRANSPARK. (04KYD)                                                                                                      | C     | KYD          | 2011                 | 5,250,000        | 5,250,000       |
| WARREN | 3-16.12   | US 68     | 1.1    | 15.248 | 16.7   | RELIABILITY          | NEW ROUTE(O)           | 4 LANE US-68, US-31W TO TRANSPARK ENTRANCE ON US-68, KENTUCKY. (05KYD)                                                                    | C     | KYD          | 2011                 | 1,967,856        | 1,967,856       |
| WARREN | 3-17      | 165       | 0.6    | 22.088 | 22.624 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)    | RECONSTRUCT I-65/US-231 (SCOTTSVILLE ROAD) INTERCHANGE AT BOWLING GREEN.                                                                  | R     | NHG          | 2011                 | 530,000          | 530,000         |
| WARREN | 3-17      | 165       | 0.6    | 22.088 | 22.624 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)    | RECONSTRUCT I-65/US-231 (SCOTTSVILLE ROAD) INTERCHANGE AT BOWLING GREEN. (02CCR)(06CCR)(PHASE I DESIGN INCLUDED WITH 3-9.00) (08CCR)      | U     | NHG          | 2011                 | 520,000          | 520,000         |
| WARREN | 3-17      | 165       | 0.6    | 22.088 | 22.624 | ECONOMIC DEVELOPMENT | I-CHANGE RECONST(O)    | RECONSTRUCT I-65/US-231 (SCOTTSVILLE ROAD) INTERCHANGE AT BOWLING GREEN. (02CCR)(06CCR)(PHASE I DESIGN INCLUDED WITH 3-9.00) (08CCR)      | C     | NH           | 2012                 | 14,000,000       | 14,000,000      |
| WARREN | 3-17.01   | 165       | 0.6    | 22.088 | 22.624 | RELIABILITY          | PREFINANCD CONVRNSI(O) | RECONSTRUCT I-65/US-231 (SCOTTSVILLE ROAD) INTERCHANGE AT BOWLING GREEN. (ADDITIONAL FUNDING FOR C PHASE)                                 | C     | NH           | 2013                 | 10,750,000       | 10,750,000      |

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 COUNTY LISTING OF PROJECT PHASES  
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| 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 |
|--------|-----------|-----------|--------|-------|-------|-------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| WARREN | 3-53.1    |           | 1.9    |       |       | RELIABILITY | NEW ROUTE(O)          | SURFACING FOR THE EXTENSION OF WILLIAM H. NATCHER PARKWAY TO US-231 AT DYE FORD RD. (SEE 5-53.00 FOR GRADE AND DRAIN PORTION)(2008BOPC)                                                                                                            | C     | STP          | 2012                 | 13,000,000       | 13,000,000      |
| WARREN | 3-317     | US 31W    | 2.1    | 6.684 | 8.788 | RELIABILITY | MAJOR WIDENING(O)     | BOWLING GREEN-FRANKLIN ROAD; WIDEN US31W WEST OF THE NATCHER PARKWAY TO DILLARD ROAD.(10CCR)                                                                                                                                                       | C     | STP          | 2012                 | 14,180,000       | 14,180,000      |
| WARREN | 3-594     |           |        |       |       | SAFETY      | BIKE/PED FACIL(O)     | WESTERN KENTUCKY UNIVERSITY (WKU)- COMMUNITY BIKEWAY PROJECT. CONSTRUCTION OF 4.5 MILES OF BICYCLE AND PEDESTRIAN PATHS TO CONNECT WKU CAMPUS WITH RECREATIONAL FACILITIES, BUSINESSES, AND LOCAL PUBLIC SCHOOLS WITHIN THE CITY OF BOWLING GREEN. | C     | KYD          | 2011                 | 950,000          | 950,000         |
| WARREN | 3-1070    | CR 1301   | 0.1    | 0.222 | 0.232 | SAFETY      | BRIDGE REPLACEMENT(P) | WEST BOGLE ROAD- REPLACE BRIDGE AND APPROACHES OVER RIC RAILROAD 0.20 MILE SOUTHEAST OF US-68 (C7). (SR=16.5); (114C00007N)                                                                                                                        | D     | BRZ          | 2011                 | 160,000          | 160,000         |
| WARREN | 3-1070    | CR 1301   | 0.1    | 0.222 | 0.232 | RELIABILITY | BRIDGE REPLACEMENT(P) | WEST BOGLE ROAD- REPLACE BRIDGE AND APPROACHES OVER RIC RAILROAD 0.20 MILE SOUTHEAST OF US-68 (C7). (SR=16.5)                                                                                                                                      | R     | BRZ          | 2013                 | 50,000           | 50,000          |
| WARREN | 3-1070    | CR 1301   | 0.1    | 0.222 | 0.232 | RELIABILITY | BRIDGE REPLACEMENT(P) | WEST BOGLE ROAD- REPLACE BRIDGE AND APPROACHES OVER RIC RAILROAD 0.20 MILE SOUTHEAST OF US-68 (C7). (SR=16.5)                                                                                                                                      | U     | BRZ          | 2013                 | 300,000          | 300,000         |
| WARREN | 3-1070    | CR 1301   | 0.1    | 0.222 | 0.232 | RELIABILITY | BRIDGE REPLACEMENT(P) | WEST BOGLE ROAD- REPLACE BRIDGE AND APPROACHES OVER RIC RAILROAD 0.20 MILE SOUTHEAST OF US-68 (C7). (SR=16.5)                                                                                                                                      | C     | BRZ          | 2014                 | 450,000          | 450,000         |

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| 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 |
|------------|-----------|-----------|--------|-------|-------|-------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| WASHINGTON | 4-1069    | US 150    | 0.1    | 0.035 | 0.135 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-150 (MP 0.085) OVER CARTWRIGHT CREEK; .1 MI EAST OF NELSON CL; (STRUCTURALLY DEFICIENT, SR=41.1) 115B00022N           | D     | BRO          | 2011                 | 250,000          | 250,000         |
| WASHINGTON | 4-1069    | US 150    | 0.1    | 0.035 | 0.135 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-150 (MP 0.085) OVER CARTWRIGHT CREEK; .1 MI EAST OF NELSON CL; (STRUCTURALLY DEFICIENT, SR=41.1) 115B00022N           | R     | BRO          | 2012                 | 120,000          | 120,000         |
| WASHINGTON | 4-1069    | US 150    | 0.1    | 0.035 | 0.135 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON US-150 (MP 0.085) OVER CARTWRIGHT CREEK; .1 MI EAST OF NELSON CL; (STRUCTURALLY DEFICIENT, SR=41.1) 115B00022N           | U     | BRO          | 2012                 | 75,000           | 75,000          |
| WAYNE      | 8-1050    | CR 1136   | 0.1    | 0.175 | 0.275 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1136 (MP 0.225) OVER LITTLE SOUTH FORK RIVER; 0.25 MI SE OF JCT CR-5137; (STRUCTURALLY DEFICIENT, SR=16.6) 116C00007N | D     | BRZ          | 2012                 | 175,000          | 175,000         |
| WAYNE      | 8-1051    | CR 1700   | 0.1    | 0     | 0.1   | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1700 (MP 0.008) OVER DRY HOLLOW CREEK; 15' E. JCT CR-5213; (STRUCTURALLY DEFICIENT, SR=5.6) 116C00040N                | D     | BRZ          | 2012                 | 175,000          | 175,000         |
| WHITLEY    | 11-19     | I 75      | 0.5    | 0.253 | 0.563 | RELIABILITY | REST AREA REHAB(P)    | MODERNIZE I-75 NB REST AREA.                                                                                                               | C     | IM           | 2014                 | 9,590,000        | 9,590,000       |
| WHITLEY    | 11-1081   | KY 92     | 0.1    | 3     | 3.03  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER JELLICO CREEK; .80 MILE EAST OF KY 1898 (B00022N).                                                                     | D     | BRO          | 2011                 | 350,000          | 350,000         |
| WHITLEY    | 11-1081   | KY 92     | 0.1    | 3     | 3.03  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER JELLICO CREEK; .80 MILE EAST OF KY 1898 (B00022N).                                                                     | R     | BRO          | 2012                 | 175,000          | 175,000         |
| WHITLEY    | 11-1081   | KY 92     | 0.1    | 3     | 3.03  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER JELLICO CREEK; .80 MILE EAST OF KY 1898 (B00022N).                                                                     | U     | BRO          | 2012                 | 100,000          | 100,000         |
| WHITLEY    | 11-1081   | KY 92     | 0.1    | 3     | 3.03  | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE OVER JELLICO CREEK; .80 MILE EAST OF KY 1898 (B00022N).                                                                     | C     | BRO          | 2012                 | 2,500,000        | 2,500,000       |
| WHITLEY    | 11-1085   | CR 1184   |        | 0.089 | 0.189 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE ON CR-1184 (MP 0.139) OVER PATTERSON CREEK; .2 MI EAST OF JCT KY 904; (STRUCTURALLY DEFICIENT, SR=16.5) 118C00012N          | D     | BRZ          | 2012                 | 250,000          | 250,000         |

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| 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 |
|----------|-----------|-----------|--------|-------|--------|-------------|-----------------------|--------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| WOLFE    | 10-1086   | KY 191    | 0.1    | 10.04 | 10.076 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-191 OVER RED RIVER AT HAZEL GREEN (B02), (SR=21.2) (08CCR); (119B00002N) | R     | BRX          | 2011                 | 75,000           | 75,000          |
| WOLFE    | 10-1086   | KY 191    | 0.1    | 10.04 | 10.076 | SAFETY      | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-191 OVER RED RIVER AT HAZEL GREEN (B02), (SR=21.2) (08CCR); (119B00002N) | U     | BRX          | 2011                 | 75,000           | 75,000          |
| WOLFE    | 10-1086   | KY 191    | 0.1    | 10.04 | 10.076 | RELIABILITY | BRIDGE REPLACEMENT(P) | REPLACE BRIDGE AND APPROACHES ON KY-191 OVER RED RIVER AT HAZEL GREEN (B02), (SR=21.2) (08CCR)               | C     | BRX          | 2013                 | 722,000          | 722,000         |
| WOODFORD | 7-2021    | US 60     | 9.4    | 0     | 9.385  | RELIABILITY | PAVEMENT REHAB-PR(P)  | PAVEMENT REHAB ON US-60 FROM THE FRANKLIN COUNTY LINE TO US-60X (MP 9.385) IN VERSAILLES. (2006BOPC)(08CCR)  | C     | NHG          | 2011                 | 2,290,000        | 2,290,000       |

**B. Federally-funded ZVarious  
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ZVARIOUS LISTING OF PROJECT PHASES  
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| 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 |
|----------|-----------|-----------|--------|-----|-----|-------------|-----------------------|--------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| ZVARIOUS | 99-65.07  |           |        |     |     | RELIABILITY | BRIDGE REHAB(P)       | BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE INTERSTATE HIGHWAY SYSTEM.            | C     | IM           | 2011                 | 3,500,000        | 3,500,000       |
| ZVARIOUS | 99-65.08  |           |        |     |     | RELIABILITY | BRIDGE REHAB(P)       | BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE INTERSTATE HIGHWAY SYSTEM.            | C     | IM           | 2011                 | 3,500,000        | 3,500,000       |
| ZVARIOUS | 99-65.09  |           |        |     |     | RELIABILITY | BRIDGE REHAB(P)       | BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE INTERSTATE HIGHWAY SYSTEM.            | C     | IM           | 2012                 | 3,500,000        | 3,500,000       |
| ZVARIOUS | 99-65.1   |           |        |     |     | RELIABILITY | BRIDGE REHAB(P)       | BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE INTERSTATE HIGHWAY SYSTEM. (2006BOPP) | C     | IM           | 2013                 | 3,500,000        | 3,500,000       |
| ZVARIOUS | 99-65.11  |           |        |     |     | RELIABILITY | BRIDGE REHAB(P)       | BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE INTERSTATE HIGHWAY SYSTEM. (2006BOPP) | C     | IM           | 2014                 | 3,500,000        | 3,500,000       |
| ZVARIOUS | 99-66.08  |           |        |     |     | RELIABILITY | ITS(P)                | 'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY.                            | C     | NH           | 2013                 | 6,000,000        | 6,000,000       |
| ZVARIOUS | 99-66.09  |           |        |     |     | RELIABILITY | ITS(P)                | 'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY.                            | C     | NH           | 2014                 | 7,000,000        | 7,000,000       |
| ZVARIOUS | 99-195.12 |           |        |     |     | RELIABILITY | TRANSP ENHANCEMENT(P) | STATEWIDE TRANSPORTATION ENHANCEMENT (98CCR)                                   | C     | TE           | 2011                 | 12,800,000       | 12,800,000      |
| ZVARIOUS | 99-195.13 |           |        |     |     | RELIABILITY | TRANSP ENHANCEMENT(P) | STATEWIDE TRANSPORTATION ENHANCEMENT (98CCR)                                   | C     | TE           | 2011                 | 12,800,000       | 12,800,000      |
| ZVARIOUS | 99-195.14 |           |        |     |     | RELIABILITY | TRANSP ENHANCEMENT(P) | STATEWIDE TRANSPORTATION ENHANCEMENT (98CCR)                                   | C     | TE           | 2012                 | 12,800,000       | 12,800,000      |
| ZVARIOUS | 99-195.15 |           |        |     |     | RELIABILITY | TRANSP ENHANCEMENT(P) | STATEWIDE TRANSPORTATION ENHANCEMENT (98CCR)                                   | C     | TE           | 2013                 | 13,700,000       | 13,700,000      |
| ZVARIOUS | 99-195.16 |           |        |     |     | RELIABILITY | TRANSP ENHANCEMENT(P) | STATEWIDE TRANSPORTATION ENHANCEMENT (98CCR)                                   | C     | TE           | 2014                 | 13,700,000       | 13,700,000      |
| ZVARIOUS | 99-219.08 |           |        |     |     | RELIABILITY | CONGESTION MITIGTN(O) | NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS                            | C     | CM           | 2011                 | 18,600,000       | 18,600,000      |
| ZVARIOUS | 99-219.09 |           |        |     |     | RELIABILITY | CONGESTION MITIGTN(O) | NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS                            | C     | CM           | 2011                 | 10,300,000       | 10,300,000      |
| ZVARIOUS | 99-219.1  |           |        |     |     | RELIABILITY | CONGESTION MITIGTN(O) | NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS                            | C     | CM           | 2012                 | 12,900,000       | 12,900,000      |
| ZVARIOUS | 99-219.11 |           |        |     |     | RELIABILITY | CONGESTION MITIGTN(O) | NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS                            | C     | CM           | 2013                 | 12,900,000       | 12,900,000      |

2010 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
ZVARIOUS LISTING OF PROJECT PHASES  
FY 2011 - FY 2014

| 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 |
|----------|-----------|-----------|--------|-----|-----|-------------|------------------------|------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| ZVARIOUS | 99-219.12 |           |        |     |     | RELIABILITY | CONGESTION MITIG(TN(O) | NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS  | C     | CM           | 2014                 | 12,900,000       | 12,900,000      |
| ZVARIOUS | 99-224.06 |           |        |     |     | RELIABILITY | PAVEMENT REHAB-PR(P)   | PAVEMENT REHAB ON PRIMARY SYSTEM ROUTES IN KENTUCKY. | C     | STP          | 2013                 | 35,000,000       | 35,000,000      |
| ZVARIOUS | 99-224.07 |           |        |     |     | RELIABILITY | PAVEMENT REHAB-PR(P)   | PAVEMENT REHAB ON PRIMARY SYSTEM ROUTES IN KENTUCKY. | C     | STP          | 2014                 | 45,000,000       | 45,000,000      |
| ZVARIOUS | 99-302.08 |           |        |     |     | RELIABILITY | SIGNAL SYS IMPROVE(P)  | SIGNAL SYSTEM UPGRADES.                              | C     | STP          | 2011                 | 1,000,000        | 1,000,000       |
| ZVARIOUS | 99-327.06 |           |        |     |     | SAFETY      | BRIDGE INSPECTION(P)   | STATEWIDE BRIDGE INSPECTION                          | C     | BRO          | 2011                 | 2,300,000        | 2,300,000       |
| ZVARIOUS | 99-327.07 |           |        |     |     | SAFETY      | BRIDGE INSPECTION(P)   | STATEWIDE BRIDGE INSPECTION                          | C     | BRO          | 2011                 | 2,300,000        | 2,300,000       |
| ZVARIOUS | 99-327.08 |           |        |     |     | SAFETY      | BRIDGE INSPECTION(P)   | STATEWIDE BRIDGE INSPECTION                          | C     | BRO          | 2012                 | 2,300,000        | 2,300,000       |
| ZVARIOUS | 99-327.09 |           |        |     |     | SAFETY      | BRIDGE INSPECTION(P)   | STATEWIDE BRIDGE INSPECTION                          | C     | BRO          | 2013                 | 2,500,000        | 2,500,000       |
| ZVARIOUS | 99-327.1  |           |        |     |     | SAFETY      | BRIDGE INSPECTION(P)   | STATEWIDE BRIDGE INSPECTION                          | C     | BRO          | 2014                 | 2,500,000        | 2,500,000       |
| ZVARIOUS | 99-333.06 |           |        |     |     | RELIABILITY | FOREST HIGHWAY(P)      | STATEWIDE FOREST HIGHWAY FUNDS                       | C     | FH           | 2011                 | 500,000          | 500,000         |
| ZVARIOUS | 99-333.07 |           |        |     |     | RELIABILITY | FOREST HIGHWAY(P)      | STATEWIDE FOREST HIGHWAY FUNDS                       | C     | FH           | 2011                 | 500,000          | 500,000         |
| ZVARIOUS | 99-333.08 |           |        |     |     | RELIABILITY | FOREST HIGHWAY(P)      | STATEWIDE FOREST HIGHWAY FUNDS                       | C     | FH           | 2012                 | 500,000          | 500,000         |
| ZVARIOUS | 99-333.09 |           |        |     |     | RELIABILITY | FOREST HIGHWAY(P)      | STATEWIDE FOREST HIGHWAY FUNDS                       | C     | FH           | 2013                 | 500,000          | 500,000         |
| ZVARIOUS | 99-333.1  |           |        |     |     | RELIABILITY | FOREST HIGHWAY(P)      | STATEWIDE FOREST HIGHWAY FUNDS                       | C     | FH           | 2014                 | 500,000          | 500,000         |
| ZVARIOUS | 99-337.05 |           |        |     |     | RELIABILITY | PAVEMENT REHAB-INT(P)  | STATEWIDE I-STATE ROUTES                             | C     | IM           | 2011                 | 20,000,000       | 20,000,000      |
| ZVARIOUS | 99-337.06 |           |        |     |     | RELIABILITY | PAVEMENT REHAB-INT(P)  | STATEWIDE I-STATE ROUTES(10CCR)                      | C     | IM           | 2011                 | 11,000,000       | 11,000,000      |
| ZVARIOUS | 99-337.07 |           |        |     |     | RELIABILITY | PAVEMENT REHAB-INT(P)  | STATEWIDE I-STATE ROUTES                             | C     | IM           | 2013                 | 40,000,000       | 40,000,000      |
| ZVARIOUS | 99-337.08 |           |        |     |     | RELIABILITY | PAVEMENT REHAB-INT(P)  | STATEWIDE I-STATE ROUTES                             | C     | IM           | 2012                 | 15,000,000       | 15,000,000      |
| ZVARIOUS | 99-337.09 |           |        |     |     | RELIABILITY | PAVEMENT REHAB-INT(P)  | STATEWIDE I-STATE ROUTES                             | C     | IM           | 2014                 | 20,000,000       | 20,000,000      |
| ZVARIOUS | 99-346.06 |           |        |     |     | SAFETY      | BRIDGE INSPECTION(P)   | STATEWIDE OFF-SYSTEM BRIDGE INSPECTION               | C     | BRZ          | 2011                 | 800,000          | 800,000         |
| ZVARIOUS | 99-346.07 |           |        |     |     | SAFETY      | BRIDGE INSPECTION(P)   | STATEWIDE OFF-SYSTEM BRIDGE INSPECTION               | C     | BRZ          | 2011                 | 800,000          | 800,000         |
| ZVARIOUS | 99-346.08 |           |        |     |     | SAFETY      | BRIDGE INSPECTION(P)   | STATEWIDE OFF-SYSTEM BRIDGE INSPECTION               | C     | BRZ          | 2012                 | 800,000          | 800,000         |
| ZVARIOUS | 99-346.09 |           |        |     |     | SAFETY      | BRIDGE INSPECTION(P)   | STATEWIDE OFF-SYSTEM BRIDGE INSPECTION               | C     | BRZ          | 2013                 | 900,000          | 900,000         |
| ZVARIOUS | 99-346.1  |           |        |     |     | SAFETY      | BRIDGE INSPECTION(P)   | STATEWIDE OFF-SYSTEM BRIDGE INSPECTION               | C     | BRZ          | 2014                 | 900,000          | 900,000         |
| ZVARIOUS | 99-352.06 |           |        |     |     | SAFETY      | SAFETY-RR PROTECT(N(P) | RAIL PROTECTION ON VARIOUS ROUTES                    | C     | RRP          | 2011                 | 1,800,000        | 1,800,000       |

2010 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
ZVARIOUS LISTING OF PROJECT PHASES  
FY 2011 - FY 2014

| 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 |
|----------|-----------|-----------|--------|-----|-----|-------------|-----------------------|-------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| ZVARIOUS | 99-352.07 |           |        |     |     | SAFETY      | SAFETY-RR PROTECTN(P) | RAIL PROTECTION ON VARIOUS ROUTES                                 | C     | RRP          | 2011                 | 1,800,000        | 1,800,000       |
| ZVARIOUS | 99-352.08 |           |        |     |     | SAFETY      | SAFETY-RR PROTECTN(P) | RAIL PROTECTION ON VARIOUS ROUTES                                 | C     | RRP          | 2012                 | 1,800,000        | 1,800,000       |
| ZVARIOUS | 99-352.09 |           |        |     |     | SAFETY      | SAFETY-RR PROTECTN(P) | RAIL PROTECTION ON VARIOUS ROUTES                                 | C     | RRP          | 2013                 | 1,800,000        | 1,800,000       |
| ZVARIOUS | 99-352.1  |           |        |     |     | SAFETY      | SAFETY-RR PROTECTN(P) | RAIL PROTECTION ON VARIOUS ROUTES                                 | C     | RRP          | 2014                 | 1,800,000        | 1,800,000       |
| ZVARIOUS | 99-354.06 |           |        |     |     | SAFETY      | SAFETY-HAZARD ELIM(P) | STATEWIDE SAFETY PROGRAM                                          | C     | HES          | 2011                 | 13,700,000       | 13,700,000      |
| ZVARIOUS | 99-356.05 |           |        |     |     | SAFETY      | SAFETY-RR SEPARATN(P) | RAIL SEPARATION ON VARIOUS ROUTES (PREFINANCE CONVERSION)         | C     | RRS          | 2011                 | 2,000,000        | 2,000,000       |
| ZVARIOUS | 99-356.06 |           |        |     |     | SAFETY      | SAFETY-RR SEPARATN(P) | RAIL SEPARATION ON VARIOUS ROUTES (PREFINANCE CONVERSION)         | C     | RRS          | 2011                 | 2,000,000        | 2,000,000       |
| ZVARIOUS | 99-369.04 |           |        |     |     | RELIABILITY | PAVEMENT REHAB-PR(P)  | PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY.       | C     | NH           | 2013                 | 40,000,000       | 40,000,000      |
| ZVARIOUS | 99-369.05 |           |        |     |     | RELIABILITY | PAVEMENT REHAB-PR(P)  | PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY.       | C     | NH           | 2014                 | 10,000,000       | 10,000,000      |
| ZVARIOUS | 99-383.01 |           |        |     |     | SAFETY      | GUARDRAIL REPLCMNT(P) | REPLACE TYPE 7/TEXAS TWIST GUARDRAIL ON INTERSTATES AND PARKWAYS. | C     | NH           | 2011                 | 2,000,000        | 2,000,000       |
| ZVARIOUS | 99-383.02 |           |        |     |     | SAFETY      | GUARDRAIL REPLCMNT(P) | REPLACE TYPE 7/TEXAS TWIST GUARDRAIL ON INTERSTATES AND PARKWAYS. | C     | NH           | 2011                 | 2,000,000        | 2,000,000       |
| ZVARIOUS | 99-383.03 |           |        |     |     | SAFETY      | GUARDRAIL REPLCMNT(P) | REPLACE TYPE 7/TEXAS TWIST GUARDRAIL ON INTERSTATES AND PARKWAYS. | C     | NH           | 2012                 | 2,000,000        | 2,000,000       |
| ZVARIOUS | 99-383.04 |           |        |     |     | SAFETY      | GUARDRAIL REPLCMNT(P) | REPLACE TYPE 7/TEXAS TWIST GUARDRAIL ON INTERSTATES AND PARKWAYS. | C     | NH           | 2013                 | 2,000,000        | 2,000,000       |
| ZVARIOUS | 99-383.05 |           |        |     |     | SAFETY      | GUARDRAIL REPLCMNT(P) | REPLACE TYPE 7/TEXAS TWIST GUARDRAIL ON INTERSTATES AND PARKWAYS. | C     | NH           | 2014                 | 2,000,000        | 2,000,000       |
| ZVARIOUS | 99-388    |           |        |     |     | SAFETY      | BRIDGE INSPECTION(P)  | OHIO RIVER BRIDGES FRACTURE CRITICAL.                             | C     | BRO          | 2011                 | 1,200,000        | 1,200,000       |
| ZVARIOUS | 99-388.01 |           |        |     |     | SAFETY      | BRIDGE INSPECTION(P)  | OHIO RIVER BRIDGES FRACTURE CRITICAL.                             | C     | BRO          | 2011                 | 1,200,000        | 1,200,000       |
| ZVARIOUS | 99-388.02 |           |        |     |     | SAFETY      | BRIDGE INSPECTION(P)  | OHIO RIVER BRIDGES FRACTURE CRITICAL.                             | C     | BRO          | 2012                 | 1,200,000        | 1,200,000       |

2010 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
ZVARIOUS LISTING OF PROJECT PHASES  
FY 2011 - FY 2014

| 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 |
|----------|------------|-----------|--------|-------|--------|-------------|-----------------------|------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| ZVARIOUS | 99-900.04  |           |        |       |        | SAFETY      | SAFETY-HAZARD ELIM(P) | DRIVER EDUCATION DRIVE SMART.                                                                  | C     | HES          | 2011                 | 2,000,000        | 2,000,000       |
| ZVARIOUS | 99-901.04  |           |        |       |        | SAFETY      | SAFETY-HAZARD ELIM(P) | WORK ZONE SAFETY (REQ)                                                                         | C     | HES          | 2011                 | 100,000          | 100,000         |
| ZVARIOUS | 99-911     |           |        |       |        | SAFETY      | SAFETY-HAZARD ELIM(P) | STATEWIDE SAFETY PROGRAM.                                                                      | C     | HES          | 2011                 | 16,000,000       | 16,000,000      |
| ZVARIOUS | 99-911.01  |           |        |       |        | SAFETY      | SAFETY-HAZARD ELIM(P) | STATEWIDE SAFETY PROGRAM.                                                                      | C     | HES          | 2012                 | 22,100,000       | 22,100,000      |
| ZVARIOUS | 99-911.02  |           |        |       |        | SAFETY      | SAFETY-HAZARD ELIM(P) | STATEWIDE SAFETY PROGRAM.                                                                      | C     | HES          | 2013                 | 22,100,000       | 22,100,000      |
| ZVARIOUS | 99-911.03  |           |        |       |        | SAFETY      | SAFETY-HAZARD ELIM(P) | STATEWIDE SAFETY PROGRAM.                                                                      | C     | HES          | 2014                 | 22,100,000       | 22,100,000      |
| ZVARIOUS | 99-1063.06 |           |        |       |        | SAFETY      | BRIDGE INSPECTION(P)  | STATEWIDE UNDERWATER BRIDGE INSPECTION                                                         | C     | BRX          | 2011                 | 300,000          | 300,000         |
| ZVARIOUS | 99-1063.07 |           |        |       |        | SAFETY      | BRIDGE INSPECTION(P)  | STATEWIDE UNDERWATER BRIDGE INSPECTION                                                         | C     | BRX          | 2011                 | 300,000          | 300,000         |
| ZVARIOUS | 99-1063.08 |           |        |       |        | SAFETY      | BRIDGE INSPECTION(P)  | STATEWIDE UNDERWATER BRIDGE INSPECTION                                                         | C     | BRX          | 2012                 | 300,000          | 300,000         |
| ZVARIOUS | 99-1063.09 |           |        |       |        | SAFETY      | BRIDGE INSPECTION(P)  | STATEWIDE UNDERWATER BRIDGE INSPECTION                                                         | C     | BRX          | 2013                 | 350,000          | 350,000         |
| ZVARIOUS | 99-1063.1  |           |        |       |        | SAFETY      | BRIDGE INSPECTION(P)  | STATEWIDE UNDERWATER BRIDGE INSPECTION                                                         | C     | BRX          | 2014                 | 350,000          | 350,000         |
| ZVARIOUS | 99-1071    |           |        |       |        | SAFETY      | BRIDGE INSPECTION(P)  | ESTABLISH STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES | C     | BRO          | 2011                 | 2,000,000        | 2,000,000       |
| ZVARIOUS | 99-1073.01 |           |        |       |        | RELIABILITY | BRIDGE REPLACEMENT(P) | STATEWIDE "BRO" FUNDS.                                                                         | C     | BRO          | 2011                 | 16,000,000       | 16,000,000      |
| ZVARIOUS | 99-1073.04 |           |        |       |        | RELIABILITY | BRIDGE REPLACEMENT(P) | STATEWIDE "BRO" FUNDS.                                                                         | C     | BRO          | 2013                 | 9,500,000        | 9,500,000       |
| ZVARIOUS | 99-1073.05 |           |        |       |        | RELIABILITY | BRIDGE REPLACEMENT(P) | STATEWIDE "BRO" FUNDS.                                                                         | C     | BRO          | 2014                 | 1,500,000        | 1,500,000       |
| ZVARIOUS | 99-1074.02 |           |        |       |        | RELIABILITY | BRIDGE REPLACEMENT(P) | STATEWIDE OFF SYSTEM BRIDGE REPLACEMENT PROJECTS.                                              | C     | BRZ          | 2012                 | 1,500,000        | 1,500,000       |
| ZVARIOUS | 99-1074.03 |           |        |       |        | RELIABILITY | BRIDGE REPLACEMENT(P) | STATEWIDE OFF SYSTEM BRIDGE REPLACEMENT PROJECTS.                                              | C     | BRZ          | 2011                 | 4,000,000        | 4,000,000       |
| ZVARIOUS | 99-1074.06 |           |        |       |        | RELIABILITY | BRIDGE REPLACEMENT(P) | STATEWIDE OFF SYSTEM BRIDGE REPLACEMENT PROJECTS.                                              | C     | BRZ          | 2013                 | 8,600,000        | 8,600,000       |
| ZVARIOUS | 99-1074.07 |           |        |       |        | RELIABILITY | BRIDGE REPLACEMENT(P) | STATEWIDE OFF SYSTEM BRIDGE REPLACEMENT PROJECTS.                                              | C     | BRZ          | 2014                 | 6,000,000        | 6,000,000       |
| ZVARIOUS | 99-1075    |           |        |       |        | RELIABILITY | BRIDGE REPLACEMENT(P) | STATEWIDE "BRX" FUNDS.                                                                         | C     | BRX          | 2011                 | 3,500,000        | 3,500,000       |
| ZVARIOUS | 99-1075.02 |           |        |       |        | RELIABILITY | BRIDGE REPLACEMENT(P) | STATEWIDE "BRX" FUNDS.                                                                         | C     | BRX          | 2012                 | 2,000,000        | 2,000,000       |
| ZVARIOUS | 99-1075.06 |           |        |       |        | RELIABILITY | BRIDGE REPLACEMENT(P) | STATEWIDE "BRX" FUNDS.                                                                         | C     | BRX          | 2013                 | 3,700,000        | 3,700,000       |
| ZVARIOUS | 99-1075.07 |           |        |       |        | RELIABILITY | BRIDGE REPLACEMENT(P) | STATEWIDE "BRX" FUNDS.                                                                         | C     | BRX          | 2014                 | 3,000,000        | 3,000,000       |
| ZVARIOUS | 99-8000    | 1 275     | 22.605 | 1.582 | 13.858 | SAFETY      | SAFETY(P)             | BREAKOUT FROM ZVARIOUS 99-374 MEDIAN CABLE GUARD. (BOONE 6-2800) (10CCN)                       | C     | IM           | 2011                 | 2,790,000        | 2,790,000       |

2010 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
ZVARIOUS LISTING OF PROJECT PHASES  
FY 2011 - FY 2014

| 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 |
|----------|------------|-----------|--------|--------|--------|-------------|-----------------------|---------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| ZVARIOUS | 99-8001    | WN 9007   | 6.22   | 26.42  | 32.64  | RELIABILITY | PAVEMENT REHAB-PRK(P) | BREAKOUT FROM ZVARIOUS 99-337. INTERMEDIATE OVERLAY ON WILLIAM NATCHER PARKWAY (BUTLER 3-2023). (10CCN) | C     | NH           | 2011                 | 7,720,000        | 7,720,000       |
| ZVARIOUS | 99-8002    | 1275      | 1.836  | 73.55  | 75.386 | RELIABILITY | PAVEMENT REHAB-INT(P) | BREAKOUT FROM ZVARIOUS 99-337. (CAMPBELL 6-2020) (10CCN)                                                | C     | IM           | 2011                 | 1,980,000        | 1,980,000       |
| ZVARIOUS | 99-8004    | 1275      | 1.637  | 75.386 | 77.023 | RELIABILITY | PAVEMENT REHAB-INT(P) | BREAKOUT FROM ZVARIOUS 99-337. (CAMPBELL 6-2026) (10CCN)                                                | C     | IM           | 2011                 | 11,500,000       | 11,500,000      |
| ZVARIOUS | 99-8010    | AU 9005   | 7.133  | 8.75   | 15.883 | RELIABILITY | PAVEMENT REHAB-PRK(P) | BREAKOUT FROM ZVARIOUS 99-337. (HENDERSON 2-2040) (10CCN)                                               | C     | NH           | 2011                 | 7,000,000        | 7,000,000       |
| ZVARIOUS | 99-8012    | 171       | 5.55   | 0      | 5.55   | RELIABILITY | PAVEMENT REHAB-INT(P) | BREAKOUT FROM ZVARIOUS 99-337. (JEFFERSON 5-2053) (10CCN)                                               | C     | IM           | 2011                 | 5,000,000        | 5,000,000       |
| ZVARIOUS | 99-8013    | 1265      | 1.25   | 25.35  | 26.6   | RELIABILITY | PAVEMENT REHAB-INT(P) | BREAKOUT FROM ZVARIOUS 99-337. (JEFFERSON 5-2054) (10CCN)                                               | C     | IM           | 2011                 | 1,040,000        | 1,040,000       |
| ZVARIOUS | 99-8018    | 1275      | 3      | 1.054  | 1.582  | RELIABILITY | PAVEMENT REHAB-INT(P) | BREAKOUT FROM ZVARIOUS 99-337. (KENTON 6-2024) (10CCN)                                                  | C     | IM           | 2011                 | 1,670,000        | 1,670,000       |
| ZVARIOUS | 99-8021    | 124       | 0.911  | 29.543 | 30.454 | RELIABILITY | PAVEMENT REHAB-INT(P) | BREAKOUT FROM ZVARIOUS 99-337. (LIVINGSTON 1-2015) (10CCN)                                              | C     | IM           | 2011                 | 1,560,000        | 1,560,000       |
| ZVARIOUS | 99-8022    | 124       | 2.578  | 26.558 | 29.136 | RELIABILITY | PAVEMENT REHAB-INT(P) | BREAKOUT FROM ZVARIOUS 99-337. (MARSHALL 1-2017) (10CCN)                                                | C     | IM           | 2011                 | 3,000,000        | 3,000,000       |
| ZVARIOUS | 99-8023    | 124       | 0.9    | 16.27  | 17.32  | RELIABILITY | PAVEMENT REHAB-INT(P) | BREAKOUT FROM ZVARIOUS 99-337. (MCCRACKEN 1-2014) (10CCN)                                               | C     | IM           | 2011                 | 7,800,000        | 7,800,000       |
| ZVARIOUS | 99-8024    | BG 9002   | 10.7   | 24.24  | 34.94  | RELIABILITY | PAVEMENT REHAB-PRK(P) | BREAKOUT FROM ZVARIOUS 99-337. (NELSON 4-2038) (10CCN)                                                  | C     | NH           | 2011                 | 4,500,000        | 4,500,000       |
| ZVARIOUS | 99-8025    | 175       | 15.9   | 9.3    | 25.2   | RELIABILITY | SAFETY(P)             | BREAKOUT FROM ZVARIOUS 99-374. MEDIAN CABLE GUARD. (WHITLEY 11-2800) (10CCN)                            | C     | IM           | 2011                 | 2,385,000        | 2,385,000       |
| ZVARIOUS | 99-9064    | 164       |        |        |        | RELIABILITY | MAJOR WIDENING(O)     | GARVEE BOND DEBT SERVICE FOR I-64. (JM03-FD53 "IM" COMPONENT)                                           | C     | IM           | 2011                 | 1,600,000        | 1,600,000       |
| ZVARIOUS | 99-9064.01 | 164       |        |        |        | RELIABILITY | MAJOR WIDENING(O)     | GARVEE BOND DEBT SERVICE FOR I-64. (JM03-FD53 "NH" COMPONENT)                                           | C     | NH           | 2011                 | 2,400,000        | 2,400,000       |
| ZVARIOUS | 99-9064.02 | 164       |        |        |        | RELIABILITY | MAJOR WIDENING(O)     | GARVEE BOND DEBT SERVICE FOR I-64. (JM03-FD53 "IM" COMPONENT)                                           | C     | IM           | 2011                 | 1,600,000        | 1,600,000       |
| ZVARIOUS | 99-9064.03 | 164       |        |        |        | RELIABILITY | MAJOR WIDENING(O)     | GARVEE BOND DEBT SERVICE FOR I-64. (JM03-FD53 "NH" COMPONENT)                                           | C     | NH           | 2011                 | 2,400,000        | 2,400,000       |

2010 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
ZVARIOUS LISTING OF PROJECT PHASES  
FY 2011 - FY 2014

| 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 |
|----------|------------|-----------|--------|-----|-----|-------------|-------------------|---------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| ZVARIOUS | 99-9064.04 | 164       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-64. (JM03-FD53 "IM" COMPONENT) | C     | IM           | 2012                 | 1,600,000        | 1,600,000       |
| ZVARIOUS | 99-9064.05 | 164       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-64. (JM03-FD53 "NH" COMPONENT) | C     | NH           | 2012                 | 2,400,000        | 2,400,000       |
| ZVARIOUS | 99-9064.06 | 164       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-64. (JM03-FD53 "IM" COMPONENT) | C     | IM           | 2013                 | 1,600,000        | 1,600,000       |
| ZVARIOUS | 99-9064.07 | 164       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-64. (JM03-FD53 "NH" COMPONENT) | C     | NH           | 2013                 | 2,400,000        | 2,400,000       |
| ZVARIOUS | 99-9064.08 | 164       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-64. (JM03-FD53 "IM" COMPONENT) | C     | IM           | 2014                 | 1,600,000        | 1,600,000       |
| ZVARIOUS | 99-9064.09 | 164       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-64. (JM03-FD53 "NH" COMPONENT) | C     | NH           | 2014                 | 2,400,000        | 2,400,000       |
| ZVARIOUS | 99-9065.06 | 165       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-65. (JM01-FD53 "IM" COMPONENT) | C     | IM           | 2011                 | 8,400,000        | 8,400,000       |
| ZVARIOUS | 99-9065.07 | 165       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-65. (JM01-FD53 "NH" COMPONENT) | C     | NH           | 2011                 | 12,500,000       | 12,500,000      |
| ZVARIOUS | 99-9065.08 | 165       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-65. (JM01-FD53 "IM" COMPONENT) | C     | IM           | 2011                 | 8,400,000        | 8,400,000       |
| ZVARIOUS | 99-9065.09 | 165       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-65. (JM01-FD53 "NH" COMPONENT) | C     | NH           | 2011                 | 12,500,000       | 12,500,000      |
| ZVARIOUS | 99-9065.1  | 165       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-65. (JM01-FD53 "IM" COMPONENT) | C     | IM           | 2012                 | 8,400,000        | 8,400,000       |
| ZVARIOUS | 99-9065.11 | 165       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-65. (JM01-FD53 "NH" COMPONENT) | C     | NH           | 2012                 | 12,500,000       | 12,500,000      |
| ZVARIOUS | 99-9065.12 | 165       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-65. (JM01-FD53 "IM" COMPONENT) | C     | IM           | 2013                 | 8,400,000        | 8,400,000       |
| ZVARIOUS | 99-9065.13 | 165       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-65. (JM01-FD53 "NH" COMPONENT) | C     | NH           | 2013                 | 12,500,000       | 12,500,000      |

2010 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
ZVARIOUS LISTING OF PROJECT PHASES  
FY 2011 - FY 2014

| 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 |
|----------|------------|-----------|--------|-----|-----|-------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| ZVARIOUS | 99-9065.14 | I 65      |        |     |     | RELIABILITY | MAJOR WIDENING(O)     | GARVEE BOND DEBT SERVICE FOR I-65. (JM01-FD53 "IM" COMPONENT)                                                                  | C     | IM           | 2014                 | 8,400,000        | 8,400,000       |
| ZVARIOUS | 99-9065.15 | I 65      |        |     |     | RELIABILITY | MAJOR WIDENING(O)     | GARVEE BOND DEBT SERVICE FOR I-65. (JM01-FD53 "NH" COMPONENT)                                                                  | C     | NH           | 2014                 | 12,500,000       | 12,500,000      |
| ZVARIOUS | 99-9068.00 | US 68     |        |     |     | SAFETY      | BRIDGE REPLACEMENT(P) | US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (BRO).(079B00023N, 111B00020N) (JM05-FD53 "BRO" COMPONENT) | C     | BRO          | 2013                 | 17,500,000       | 17,500,000      |
| ZVARIOUS | 99-9068.01 | US 68     |        |     |     | SAFETY      | BRIDGE REPLACEMENT(P) | US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (BRO).(079B00023N, 111B00020N) (JM05-FD53 "BRO" COMPONENT) | C     | BRO          | 2014                 | 17,500,000       | 17,500,000      |
| ZVARIOUS | 99-9068.60 | US 68     |        |     |     | SAFETY      | BRIDGE REPLACEMENT(P) | US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (STP).(079B00023N, 111B00020N) (JM05-FD53 "STP" COMPONENT) | C     | STP          | 2013                 | 17,500,000       | 17,500,000      |
| ZVARIOUS | 99-9068.61 | US 68     |        |     |     | SAFETY      | BRIDGE REPLACEMENT(P) | US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (STP).(079B00023N, 111B00020N) (JM05-FD53 "STP" COMPONENT) | C     | STP          | 2014                 | 17,500,000       | 17,500,000      |
| ZVARIOUS | 99-9075.06 | I 75      |        |     |     | RELIABILITY | MAJOR WIDENING(O)     | GARVEE BOND DEBT SERVICE FOR I-75. (JM02-FD53 "IM" COMPONENT)                                                                  | C     | IM           | 2011                 | 7,800,000        | 7,800,000       |
| ZVARIOUS | 99-9075.07 | I 75      |        |     |     | RELIABILITY | MAJOR WIDENING(O)     | GARVEE BOND DEBT SERVICE FOR I-75. (JM02-FD53 "NH" COMPONENT)                                                                  | C     | NH           | 2011                 | 11,700,000       | 11,700,000      |
| ZVARIOUS | 99-9075.08 | I 75      |        |     |     | RELIABILITY | MAJOR WIDENING(O)     | GARVEE BOND DEBT SERVICE FOR I-75. (JM02-FD53 "IM" COMPONENT)                                                                  | C     | IM           | 2011                 | 7,800,000        | 7,800,000       |
| ZVARIOUS | 99-9075.09 | I 75      |        |     |     | RELIABILITY | MAJOR WIDENING(O)     | GARVEE BOND DEBT SERVICE FOR I-75. (JM02-FD53 "NH" COMPONENT)                                                                  | C     | NH           | 2011                 | 11,700,000       | 11,700,000      |

2010 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
 ZVARIOUS LISTING OF PROJECT PHASES  
 FY 2011 - FY 2014

| 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 |
|----------|------------|-----------|--------|-----|-----|-------------|-------------------|-------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| ZVARIOUS | 99-9075.1  | 175       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-75. (JM02-FD53 "IM" COMPONENT)                       | C     | IM           | 2012                 | 7,800,000        | 7,800,000       |
| ZVARIOUS | 99-9075.11 | 175       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-75. (JM02-FD53 "NH" COMPONENT)                       | C     | NH           | 2012                 | 11,700,000       | 11,700,000      |
| ZVARIOUS | 99-9075.12 | 175       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-75. (JM02-FD53 "IM" COMPONENT)                       | C     | IM           | 2013                 | 7,800,000        | 7,800,000       |
| ZVARIOUS | 99-9075.13 | 175       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-75. (JM02-FD53 "NH" COMPONENT)                       | C     | NH           | 2013                 | 11,700,000       | 11,700,000      |
| ZVARIOUS | 99-9075.14 | 175       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-75. (JM02-FD53 "IM" COMPONENT)                       | C     | IM           | 2014                 | 7,800,000        | 7,800,000       |
| ZVARIOUS | 99-9075.15 | 175       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR I-75. (JM02-FD53 "NH" COMPONENT)                       | C     | NH           | 2014                 | 11,700,000       | 11,700,000      |
| ZVARIOUS | 99-9659    | 165       |        |     |     | RELIABILITY | MAJOR WIDENING(O) | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ1-FD53 "IM" COMPONENT)  | C     | IM           | 2011                 | 600,000          | 600,000         |
| ZVARIOUS | 99-9659.01 |           |        |     |     | RELIABILITY | NEW ROUTE(O)      | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ1-FD53 "NH" COMPONENT)  | C     | NH           | 2011                 | 1,300,000        | 1,300,000       |
| ZVARIOUS | 99-9659.02 |           |        |     |     | RELIABILITY | NEW ROUTE(O)      | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ1-FD53 "STP" COMPONENT) | C     | STP          | 2011                 | 100,000          | 100,000         |
| ZVARIOUS | 99-9659.03 |           |        |     |     | RELIABILITY | NEW ROUTE(O)      | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ1-FD53 "IM" COMPONENT)  | C     | IM           | 2011                 | 1,300,000        | 1,300,000       |
| ZVARIOUS | 99-9659.04 |           |        |     |     | RELIABILITY | NEW ROUTE(O)      | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ1-FD53 "NH" COMPONENT)  | C     | NH           | 2011                 | 2,600,000        | 2,600,000       |
| ZVARIOUS | 99-9659.05 |           |        |     |     | RELIABILITY | NEW ROUTE(O)      | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ1-FD53 "STP" COMPONENT) | C     | STP          | 2011                 | 100,000          | 100,000         |

2010 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
ZVARIOUS LISTING OF PROJECT PHASES  
FY 2011 - FY 2014

| 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 |
|----------|------------|-----------|--------|-----|-----|-------------|-------------------|-------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| ZVARIOUS | 99-9659.06 |           |        |     |     | RELIABILITY | NEW ROUTE(O)      | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ1-FD53 "IM" COMPONENT)  | C     | IM           | 2012                 | 1,300,000        | 1,300,000       |
| ZVARIOUS | 99-9659.07 |           |        |     |     | RELIABILITY | NEW ROUTE(O)      | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ1-FD53 "NH" COMPONENT)  | C     | NH           | 2012                 | 2,600,000        | 2,600,000       |
| ZVARIOUS | 99-9659.08 |           |        |     |     | RELIABILITY | NEW ROUTE(O)      | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ1-FD53 "STP" COMPONENT) | C     | STP          | 2012                 | 100,000          | 100,000         |
| ZVARIOUS | 99-9659.09 |           |        |     |     | RELIABILITY | NEW ROUTE(O)      | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ1-FD53 "IM" COMPONENT)  | C     | IM           | 2013                 | 1,300,000        | 1,300,000       |
| ZVARIOUS | 99-9659.10 |           |        |     |     | RELIABILITY | NEW ROUTE(O)      | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ1-FD53 "NH" COMPONENT)  | C     | NH           | 2013                 | 2,600,000        | 2,600,000       |
| ZVARIOUS | 99-9659.11 |           |        |     |     | RELIABILITY | NEW ROUTE(O)      | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ1-FD53 "STP" COMPONENT) | C     | STP          | 2013                 | 100,000          | 100,000         |
| ZVARIOUS | 99-9659.12 |           |        |     |     | RELIABILITY | NEW ROUTE(O)      | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ1-FD53 "IM" COMPONENT)  | C     | IM           | 2014                 | 1,300,000        | 1,300,000       |
| ZVARIOUS | 99-9659.13 |           |        |     |     | RELIABILITY | NEW ROUTE(O)      | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ1-FD53 "NH" COMPONENT)  | C     | NH           | 2014                 | 2,600,000        | 2,600,000       |
| ZVARIOUS | 99-9659.14 |           |        |     |     | RELIABILITY | NEW ROUTE(O)      | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ1-FD53 "STP" COMPONENT) | C     | STP          | 2014                 | 100,000          | 100,000         |
| ZVARIOUS | 99-9659.6  |           |        |     |     | RELIABILITY | RECONSTRUCTION(O) | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ2-FD53 "IM" COMPONENT)  | C     | IM           | 2012                 | 7,700,000        | 7,700,000       |

2010 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
 ZVARIOUS LISTING OF PROJECT PHASES  
 FY 2011 - FY 2014

| 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 |
|----------|------------|-----------|--------|-----|-----|-------------|-------------------|------------------------------------------------------------------------------------|-------|--------------|----------------------|------------------|-----------------|
| ZVARIOUS | 99-9659.61 |           |        |     |     | RELIABILITY | RECONSTRUCTION(O) | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ2-FD53 "NH" COMPONENT) | C     | NH           | 2012                 | 9,400,000        | 9,400,000       |
| ZVARIOUS | 99-9659.62 |           |        |     |     | RELIABILITY | RECONSTRUCTION(O) | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ2-FD53 "IM" COMPONENT) | C     | IM           | 2013                 | 7,700,000        | 7,700,000       |
| ZVARIOUS | 99-9659.63 |           |        |     |     | RELIABILITY | RECONSTRUCTION(O) | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ2-FD53 "NH" COMPONENT) | C     | NH           | 2013                 | 9,400,000        | 9,400,000       |
| ZVARIOUS | 99-9659.64 |           |        |     |     | RELIABILITY | RECONSTRUCTION(O) | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ2-FD53 "IM" COMPONENT) | C     | IM           | 2014                 | 7,700,000        | 7,700,000       |
| ZVARIOUS | 99-9659.65 |           |        |     |     | RELIABILITY | RECONSTRUCTION(O) | GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT. (JZ2-FD53 "NH" COMPONENT) | C     | NH           | 2014                 | 9,400,000        | 9,400,000       |

**C. State-funded regionally significant  
air quality ‘Non-Exempt’ Projects  
(Pages 1 - 17)**

2010 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
 REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECTS  
 FY 2011 - FY 2014

| COUNTY | ID NUMBER | ROUTE  | BEG MILEPOINT | END MILEPOINT | PRIORITY    | TYPE OF WORK      | DESCRIPTION                                                                                                                                                              | FUNDING | PHASE | FY   | AMOUNT     |
|--------|-----------|--------|---------------|---------------|-------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------|------|------------|
| BOONE  | 6-158     | KY-536 | 10.40         | 13.40         | RELIABILITY | RECONSTRUCTION(O) | RECONSTRUCT KY-536 TO A 5-LANE URBAN SECTION FROM 1500' WEST OF US-42 TO I-75 (MP 10.4 TO MP 13.4). (DOES NOT INCLUDE INTERCHANGE RECONSTRUCTION) (00CCR)                | SP      | R     | 2010 | 5,780,000  |
| BOONE  | 6-158     | KY-536 | 10.40         | 13.40         | RELIABILITY | RECONSTRUCTION(O) | RECONSTRUCT KY-536 TO A 5-LANE URBAN SECTION FROM 1500' WEST OF US-42 TO I-75 (MP 10.4 TO MP 13.4). (DOES NOT INCLUDE INTERCHANGE RECONSTRUCTION) (00CCR)                | SP      | U     | 2010 | 2,600,000  |
| BOONE  | 6-158     | KY-536 | 10.40         | 13.40         | RELIABILITY | RECONSTRUCTION(O) | RECONSTRUCT KY-536 TO A 5-LANE URBAN SECTION FROM 1500' WEST OF US-42 TO I-75 (MP 10.4 TO MP 13.4). (DOES NOT INCLUDE INTERCHANGE RECONSTRUCTION) (00CCR)                | SP      | C     | 2012 | 16,880,000 |
| BOONE  | 6-351.1   | US-25  | 4.86          | 5.09          | RELIABILITY | MAJOR WIDENING(O) | DRY RIDGE-FLORENCE ROAD; 5-LANE US-25 FROM RICHWOOD ROAD TO WINNING COLORS DRIVE WITH GRADE SEPARATION OF KY-338 AT US-25 & RR OVERPASS FOR KY-338. (2004BOPC)(2006BOPC) | SP      | D     | 2010 | 610,000    |
| BOONE  | 6-351.2   | US-25  | 5.09          | 7.43          | RELIABILITY | MAJOR WIDENING(O) | DRY RIDGE-FLORENCE ROAD; 5-LANE US-25 FROM WINNING COLORS DRIVE TO BEESOM DRIVE. (2006BOPC)                                                                              | SP      | D     | 2010 | 1,520,000  |
| BOONE  | 6-351.3   | US-25  | 7.43          | 7.81          | RELIABILITY | MAJOR WIDENING(O) | DRY RIDGE-FLORENCE ROAD; 5-LANE US-25 FROM BEESOM DRIVE TO ARISTOCRAT DRIVE WITH GRADE SEPARATION OF KY 536 AT US 25. (2006BOPC)                                         | SP      | D     | 2010 | 900,000    |
| BOONE  | 6-351.4   | US-25  | 7.81          | 9.18          | RELIABILITY | MAJOR WIDENING(O) | DRY RIDGE-FLORENCE ROAD; 5-LANE US-25 FROM ARISTOCRAT DRIVE TO RR SPUR CROSSING. (2004BOPC)(2006BOPC)                                                                    | SP      | D     | 2010 | 910,000    |

2010 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
 REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECTS  
 FY 2011 - FY 2014

| COUNTY | ID NUMBER | ROUTE   | BEG MILEPOINT | END MILEPOINT | PRIORITY    | TYPE OF WORK          | DESCRIPTION                                                                                                                                                                         | FUNDING | PHASE | FY   | AMOUNT    |
|--------|-----------|---------|---------------|---------------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------|------|-----------|
| BOONE  | 6-351.5   | US-25   | 0.00          | 0.00          | RELIABILITY | RECONSTRUCTION(O)     | DRY RIDGE-FLORENCE ROAD; 3-LANE US-25 FRONTAGE ROAD FROM 0.11 MILE SOUTH OF KY 338 TO WINNING COLORS. (2006BOPC)                                                                    | SP      | D     | 2010 | 100,000   |
| BOONE  | 6-8001.21 | KY-237  | 3.17          | 5.37          | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT AND WIDEN KY-237 FROM WOODCREEK DRIVE TO ROGERS LANE (MIDDLE SECTION) (PRIORITY 3). (00CCN)(2004BOPC)(08CCR)                                                            | SP      | R     | 2010 | 4,730,000 |
| BOONE  | 6-8001.21 | KY-237  | 3.17          | 5.37          | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT AND WIDEN KY-237 FROM WOODCREEK DRIVE TO ROGERS LANE (MIDDLE SECTION) (PRIORITY 3). (00CCN)(2004BOPC)(08CCR)                                                            | SP      | U     | 2010 | 2,790,000 |
| BOONE  | 6-8001.21 | KY-237  | 3.17          | 5.37          | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT AND WIDEN KY-237 FROM WOODCREEK DRIVE TO ROGERS LANE (MIDDLE SECTION) (PRIORITY 3). (00CCN)(2004BOPC)(08CCR)                                                            | SP      | C     | 2012 | 7,800,000 |
| BOONE  | 6-8001.25 | KY-237  | 5.37          | 6.26          | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT AND WIDEN KY-237 FROM ROGERS LANE TO KY-18 (PRIORITY SECTION). (00CCN)(2004BOPC)(08CCR)                                                                                 | SPP     | D     | 2010 | 700,000   |
| BOONE  | 6-8413    | KY-1829 | 1.50          | 1.93          | RELIABILITY | MAJOR WIDENING(O)     | WIDEN INDUSTRIAL ROAD (KY-1829) FROM US-42 IN FLORENCE TO TURKEYFOOT ROAD. (FUNDS TRANSFERRED FROM 6-300.00)(TO BE ADMINISTERED BY BOONE COUNTY AS PER AGREEMENT)(2002BOP) (08CCN)  | SPB     | C     | 2010 | 8,150,000 |
| BOYD   | 9-8400    | US-60   | 0.20          | 4.02          | RELIABILITY | CONGESTION MITIGTN(O) | US 60 FROM I-64 AT INTERCHANGE 181 (MP 0.2) EXTENDING NORTHERLY TO THE KY 180 (MP 4.02) INTERSECTION AT CANNONSBURG CONSISTING OF 4 DRIVING LANES WITH WIDE, DGA SHOULDERS. (08CCN) | SPB     | R     | 2010 | 4,700,000 |

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|---------|-----------|-------|---------------|---------------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------|------|------------|
| BOYD    | 9-8400    | US-60 | 0.20          | 4.02          | RELIABILITY | CONGESTION MITIGTN(O) | US 60 FROM I-64 AT INTERCHANGE 181 (MP 0.2) EXTENDING NORTHERLY TO THE KY 180 (MP 4.02) INTERSECTION AT CANNONSBURG CONSISTING OF 4 DRIVING LANES WITH WIDE, DGA SHOULDERS. (08CCN) | SB2     | U     | 2011 | 2,500,000  |
| BOYD    | 9-8400    | US-60 | 0.20          | 4.02          | RELIABILITY | CONGESTION MITIGTN(O) | US 60 FROM I-64 AT INTERCHANGE 181 (MP 0.2) EXTENDING NORTHERLY TO THE KY 180 (MP 4.02) INTERSECTION AT CANNONSBURG CONSISTING OF 4 DRIVING LANES WITH WIDE, DGA SHOULDERS. (08CCN) | SP      | C     | 2012 | 20,000,000 |
| BULLITT | 5-117.1   | KY-61 | 14.43         | 16.67         | RELIABILITY | MAJOR WIDENING(O)     | KY-61 BEGINS SOUTH OF KY-44 AND ENDS NORTH OF THE NEWLY CONSTRUCTED CONESTOGA PARKWAY. (CONSTRUCTION SEQUENCE 3)                                                                    | SP      | C     | 2011 | 17,200,000 |
| BULLITT | 5-117.2   | KY-61 | 16.67         | 17.88         | RELIABILITY | MAJOR WIDENING(O)     | KY-61 BEGINS NORTH OF CONESTOGA PARKWAY AND ENDS AT EXISTING KY-61 SOUTH OF BROOKS RUN CREEK. (CONSTRUCTION SEQUENCE 2)                                                             | SP      | C     | 2011 | 11,610,000 |
| BULLITT | 5-117.31  | KY-61 | 17.88         | 19.33         | RELIABILITY | MAJOR WIDENING(O)     | KY-61 BEGINS AT EXISTING KY-61 SOUTH OF BROOKS RUN CREEK AND ENDS SOUTH OF JOHN HARPER HIGHWAY (BROOKS ROAD) (2006BOPC)                                                             | SP      | C     | 2010 | 12,720,000 |
| BULLITT | 5-150.1   | KY-44 | 17.60         | 18.20         | SAFETY      | SAFETY(P)             | RECONSTRUCT KY-44 AT BELLS MILL ROAD. (06CCN)                                                                                                                                       | SPP     | R     | 2010 | 370,000    |
| BULLITT | 5-150.1   | KY-44 | 17.60         | 18.20         | SAFETY      | SAFETY(P)             | RECONSTRUCT KY-44 AT BELLS MILL ROAD. (06CCN)                                                                                                                                       | SPP     | U     | 2010 | 560,000    |
| BULLITT | 5-150.1   | KY-44 | 17.60         | 18.20         | SAFETY      | SAFETY(P)             | RECONSTRUCT KY-44 AT BELLS MILL ROAD. (06CCN)                                                                                                                                       | SP      | C     | 2012 | 850,000    |
| BULLITT | 5-150.2   | KY-44 | 18.30         | 18.80         | SAFETY      | SAFETY(P)             | RECONSTRUCT KY-44 AT BOGARD/LLOYD LANE. (06CCN)                                                                                                                                     | SPP     | R     | 2010 | 710,000    |
| BULLITT | 5-150.2   | KY-44 | 18.30         | 18.80         | SAFETY      | SAFETY(P)             | RECONSTRUCT KY-44 AT BOGARD/LLOYD LANE. (06CCN)                                                                                                                                     | SPP     | U     | 2010 | 800,000    |

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|----------|-----------|--------|---------------|---------------|-------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------|------|-----------|
| BULLITT  | 5-150.2   | KY-44  | 18.30         | 18.80         | SAFETY      | SAFETY(P)         | RECONSTRUCT KY-44 AT BOGARD/LLOYD LANE. (06CCN)                                                                                                                                                                                                                    | SP      | C     | 2012 | 2,030,000 |
| BULLITT  | 5-150.3   | KY-44  | 20.80         | 21.30         | SAFETY      | SAFETY(P)         | RECONSTRUCT KY-44 AT ARMSTRONG/FISHER LANE. (06CCN)                                                                                                                                                                                                                | SPP     | R     | 2010 | 1,500,000 |
| BULLITT  | 5-150.3   | KY-44  | 20.80         | 21.30         | SAFETY      | SAFETY(P)         | RECONSTRUCT KY-44 AT ARMSTRONG/FISHER LANE. (06CCN)                                                                                                                                                                                                                | SPP     | U     | 2010 | 410,000   |
| BULLITT  | 5-150.3   | KY-44  | 20.80         | 21.30         | SAFETY      | SAFETY(P)         | RECONSTRUCT KY-44 AT ARMSTRONG/FISHER LANE. (06CCN)                                                                                                                                                                                                                | SP      | C     | 2012 | 1,120,000 |
| BULLITT  | 5-347.5   | KY-44  | 23.39         | 25.50         | RELIABILITY | RECONSTRUCTION(O) | MT. WASHINGTON-TAYLORSVILLE RD; RECONSTRUCT KY 44 FROM MT. WASHINGTON BYPASS EAST 2.0 MILES (04CCN)                                                                                                                                                                | SP      | R     | 2010 | 890,000   |
| BULLITT  | 5-347.5   | KY-44  | 23.39         | 25.50         | RELIABILITY | RECONSTRUCTION(O) | MT. WASHINGTON-TAYLORSVILLE RD; RECONSTRUCT KY 44 FROM MT. WASHINGTON BYPASS EAST 2.0 MILES (04CCN)                                                                                                                                                                | SP      | U     | 2010 | 1,090,000 |
| BULLITT  | 5-391.1   | KY-480 | 0.00          | 0.00          | RELIABILITY | RECONSTRUCTION(O) | WIDEN CEDAR GROVE ROAD (KY-480) FROM THE NORTHBOUND I-65 RAMPS TO CEDAR GROVE ELEMENTARY SCHOOL. )AS PER AGREEMENT, KYTC WILL REIMBURSE THE CITY OF SHEPHERDSVILLE UP TO \$5.7m FOR PROJECT ACTIVITIES (KYTC WILL LET PROJECT)(06CCR)(2006BOPC) PROJECT IS ALREADY | SP      | C     | 2011 | 1,000,000 |
| CAMPBELL | 6-352     | KY-536 | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | EXTEND PROPOSED POND CREEK ROAD FROM US-27 TO AA HIGHWAY VIA PORTION OF KY 10/KY 1997 CORRIDOR (NEW KY-536)(04CCN)                                                                                                                                                 | SP      | R     | 2010 | 4,970,000 |
| CAMPBELL | 6-352     | KY-536 | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | EXTEND PROPOSED POND CREEK ROAD FROM US-27 TO AA HIGHWAY VIA PORTION OF KY 10/KY 1997 CORRIDOR (NEW KY-536)(04CCN)                                                                                                                                                 | SP      | U     | 2010 | 5,430,000 |

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|-----------|-----------|---------|---------------|---------------|-------------|--------------|--------------------------------------------------------------------------------------------------------------------|---------|-------|------|------------|
| CAMPBELL  | 6-8101.01 | KY-9    | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O) | KY-9 RECONSTRUCTION ALONG A NEW ROUTE FROM MP 21.643 TO KY-8 NEAR THE 4TH STREET BRIDGE. (02CCN)(2004BOPC)(08CCR)  | SB2     | R     | 2010 | 10,500,000 |
| CAMPBELL  | 6-8101.01 | KY-9    | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O) | KY-9 RECONSTRUCTION ALONG A NEW ROUTE FROM MP 21.643 TO KY-8 NEAR THE 4TH STREET BRIDGE. (02CCN)(2004BOPC)(08CCR)  | SPB     | C     | 2011 | 9,200,000  |
| CAMPBELL  | 6-8104    | I-471   | 4.72          | 4.82          | RELIABILITY | NEW ROUTE(O) | CONSTRUCT NEW I-471 SOUTHBOUND OFF-RAMP AT KY-8 (SEE ALSO 6-183.00). (02CCN)(06CCN)                                | SP      | R     | 2010 | 2,440,000  |
| CHRISTIAN | 2-136     | KY-1682 | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O) | EXTEND KY-1682 FROM THE E.T. BREATHTT PARKWAY TO US-68/KY-80 EAST OF HOPKINSVILLE (HOPKINSVILLE NORTHEAST BYPASS). | SP      | D     | 2010 | 2,710,000  |
| CHRISTIAN | 2-311.1   | US-41   | 4.43          | 12.16         | SAFETY      | SAFETY(P)    | MODERNIZE US-41A FROM I-24 TO LOVERS LANE BY ADDING SHOULDERS AND TURN LANES. (PRIORITY SECTION)(08CCR)            | SPB     | R     | 2010 | 2,210,000  |
| CHRISTIAN | 2-311.1   | US-41   | 4.43          | 12.16         | SAFETY      | SAFETY(P)    | MODERNIZE US-41A FROM I-24 TO LOVERS LANE BY ADDING SHOULDERS AND TURN LANES. (PRIORITY SECTION)(08CCR)            | SPB     | U     | 2010 | 7,670,000  |
| CHRISTIAN | 2-311.1   | US-41   | 4.43          | 12.16         | SAFETY      | SAFETY(P)    | MODERNIZE US-41A FROM I-24 TO LOVERS LANE BY ADDING SHOULDERS AND TURN LANES. (PRIORITY SECTION)(08CCR)            | SPP     | C     | 2012 | 15,750,000 |
| CHRISTIAN | 2-311.2   | US-41   | 12.16         | 13.19         | SAFETY      | SAFETY(P)    | CORRIDOR MOBILITY IMPROVEMENTS TO US-41A BETWEEN LOVERS LANE AND SIVLEY ROAD.                                      | SPP     | R     | 2011 | 790,000    |
| CHRISTIAN | 2-311.2   | US-41   | 12.16         | 13.19         | SAFETY      | SAFETY(P)    | CORRIDOR MOBILITY IMPROVEMENTS TO US-41A BETWEEN LOVERS LANE AND SIVLEY ROAD.                                      | SPP     | U     | 2011 | 840,000    |

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|-----------|-----------|---------|---------------|---------------|-------------|-------------------|------------------------------------------------------------------------------------------------------------|---------|-------|------|------------|
| CHRISTIAN | 2-311.2   | US-41   | 12.16         | 13.19         | SAFETY      | SAFETY(P)         | CORRIDOR MOBILITY IMPROVEMENTS TO US-41A BETWEEN LOVERS LANE AND SIVLEY ROAD.                              | SP      | C     | 2012 | 5,850,000  |
| CHRISTIAN | 2-8509    | 0       | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | EXTEND MURRAY STATE UNIVERSITY'S JAMES E. BRUCE CONVENTION CENTER DRIVE. (08CCN)                           | SPB     | C     | 2010 | 373,000    |
| DAVISS    | 2-221     | KY-2121 | 0.00          | 1.78          | RELIABILITY | MAJOR WIDENING(O) | WIDEN SOUTHTOWN BLVD. FROM CARTER ROAD (KY-2698) TO US-431 IN OWENSBORO                                    | SPP     | C     | 2012 | 16,230,000 |
| DAVISS    | 2-8300    | KY-54   | 4.51          | 8.00          | RELIABILITY | MAJOR WIDENING(O) | WIDENING KY-54 FROM THE US-60 BYPASS TO WHITESVILLE FROM MILEPOST 4.51 TO MILEPOST 8.0. (06CCN)            | SPP     | D     | 2010 | 2,820,000  |
| DAVISS    | 2-8300    | KY-54   | 4.51          | 8.00          | RELIABILITY | MAJOR WIDENING(O) | WIDENING KY-54 FROM THE US-60 BYPASS TO WHITESVILLE FROM MILEPOST 4.51 TO MILEPOST 8.0. (06CCN)            | SP      | R     | 2011 | 7,700,000  |
| DAVISS    | 2-8300    | KY-54   | 4.51          | 8.00          | RELIABILITY | MAJOR WIDENING(O) | WIDENING KY-54 FROM THE US-60 BYPASS TO WHITESVILLE FROM MILEPOST 4.51 TO MILEPOST 8.0. (06CCN)            | SP      | U     | 2012 | 17,040,000 |
| FAYETTE   | 7-113     | KY-4    | 8.73          | 10.02         | RELIABILITY | MAJOR WIDENING(O) | NEW CIRCLE ROAD REHAB AND WIDENING FROM VERSAILLES ROAD TO NEAR GEORGETOWN ROAD.                           | SB2     | C     | 2012 | 17,650,000 |
| FAYETTE   | 7-122.1   | US-25   | 18.26         | 21.41         | RELIABILITY | MAJOR WIDENING(O) | RECONSTRUCT/WIDEN US-25 FROM SPURR ROAD SOUTH OF I-75 TO 1400 FEET SOUTH OF IRONWORKS ROAD. (06CCN)(08CCR) | SPB     | R     | 2010 | 11,030,000 |
| FAYETTE   | 7-122.1   | US-25   | 18.26         | 21.41         | RELIABILITY | MAJOR WIDENING(O) | RECONSTRUCT/WIDEN US-25 FROM SPURR ROAD SOUTH OF I-75 TO 1400 FEET SOUTH OF IRONWORKS ROAD. (06CCN)(08CCR) | SP      | U     | 2010 | 3,250,000  |

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|---------|-----------|--------|---------------|---------------|-------------|--------------------|--------------------------------------------------------------------------------------------------------------------------------------|---------|-------|------|------------|
| FAYETTE | 7-122.1   | US-25  | 18.26         | 21.41         | RELIABILITY | MAJOR WIDENING(O)  | RECONSTRUCT/WIDEN US-25 FROM SPURR ROAD SOUTH OF I-75 TO 1400 FEET SOUTH OF IRONWORKS ROAD. (06CCN)(08CCR)                           | SP      | C     | 2012 | 18,000,000 |
| FAYETTE | 7-226.1   | 0      | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)       | CITATION BOULEVARD - PHASE IIA; FROM SOUTHERN RR TO MERCER ROAD. (LOCAL MATCH) (ALL WORK BY LFUCG)(2006BOPC)(08CCR)                  | SP      | C     | 2011 | 21,120,000 |
| FAYETTE | 7-226.4   | 0      | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)       | CITATION BOULEVARD - PHASE IIB; FROM MERCER ROAD TO LEESTOWN ROAD/ALEXANDRIA DR. (LOCAL MATCH) (ALL WORK BY LFUCG)(2006BOPC)(08CCR)  | SP      | C     | 2011 | 2,710,000  |
| FAYETTE | 7-357.08  | KY-169 | 0.00          | 0.10          | RELIABILITY | FERRY OPERATION(P) | OPERATION OF VALLEY VIEW FERRY AT KY RIVER.                                                                                          | SP      | C     | 2011 | 180,000    |
| FAYETTE | 7-357.09  | KY-169 | 0.00          | 0.10          | RELIABILITY | FERRY OPERATION(P) | OPERATION OF VALLEY VIEW FERRY AT KY RIVER.                                                                                          | SP      | C     | 2012 | 180,000    |
| FAYETTE | 7-593.2   | 0      | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)       | NEWTOWN PIKE EXTENSION - PRIORITY 3: FROM VERSAILLES ROAD TO BROADWAY. (PHASE II)(08CCR)                                             | SPB     | R     | 2011 | 8,970,000  |
| FAYETTE | 7-593.2   | 0      | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)       | NEWTOWN PIKE EXTENSION - PRIORITY 3: FROM VERSAILLES ROAD TO BROADWAY. (PHASE II)(08CCR)                                             | SPP     | U     | 2012 | 5,440,000  |
| FAYETTE | 7-593.2   | 0      | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)       | NEWTOWN PIKE EXTENSION - PRIORITY 3: FROM VERSAILLES ROAD TO BROADWAY. (PHASE II)(08CCR)                                             | SPP     | C     | 2012 | 16,100,000 |
| FAYETTE | 7-593.3   | 0      | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)       | NEWTOWN PIKE EXTENSION - PRIORITY 4: FROM EXISTING NEWTOWN PIKE & PATTERSON TO SOUTH LIMESTONE. (PHASE III - SCOTT STREET CONNECTOR) | SP      | R     | 2011 | 8,657,000  |

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|---------|-----------|---------|---------------|---------------|-------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|---------|-------|------|------------|
| FAYETTE | 7-593.3   | 0       | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | NEWTOWN PIKE EXTENSION - PRIORITY 4: FROM EXISTING NEWTOWN PIKE & PATTERSON TO SOUTH LIMESTONE. (PHASE III - SCOTT STREET CONNECTOR)          | SP      | U     | 2012 | 3,468,000  |
| GREENUP | 9-8509    | KY-207  | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | CONSTRUCT A NEW CONNECTOR ROAD CONNECTING FLATWOODS AT KY-207 AND KY-693 AND THE INDUSTRIAL PARKWAY CONNECTOR BETWEEN I-64 AND US-60. (08CCN) | SPB     | D     | 2010 | 950,000    |
| HARDIN  | 4-153     | KY-251  | 2.72          | 8.02          | RELIABILITY | SCOPING STUDY(O)  | KY-251: FROM RING ROAD TO KY-313. (BRAC)                                                                                                      | BRC     | P     | 2010 | 600,000    |
| HARDIN  | 4-153.01  | KY-251  | 2.72          | 6.33          | RELIABILITY | PHASE I DESIGN(O) | KY-251: FROM RING ROAD TO KY-434. (BRAC)                                                                                                      | SP      | D     | 2012 | 3,100,000  |
| HARDIN  | 4-153.01  | KY-251  | 2.72          | 6.33          | RELIABILITY | PHASE I DESIGN(O) | KY-251: FROM RING ROAD TO KY-434. (BRAC)                                                                                                      | SP      | R     | 2012 | 2,500,000  |
| HARDIN  | 4-153.01  | KY-251  | 2.72          | 6.33          | RELIABILITY | PHASE I DESIGN(O) | KY-251: FROM RING ROAD TO KY-434. (BRAC)                                                                                                      | SP      | U     | 2012 | 1,500,000  |
| HARDIN  | 4-153.05  | KY-251  | 6.33          | 8.02          | RELIABILITY | PHASE I DESIGN(O) | KY-251: FROM KY-434 TO KY-313. (BRAC)                                                                                                         | SP      | D     | 2012 | 1,500,000  |
| HARDIN  | 4-153.05  | KY-251  | 6.33          | 8.02          | RELIABILITY | PHASE I DESIGN(O) | KY-251: FROM KY-434 TO KY-313. (BRAC)                                                                                                         | SP      | R     | 2012 | 1,500,000  |
| HARDIN  | 4-153.05  | KY-251  | 6.33          | 8.02          | RELIABILITY | PHASE I DESIGN(O) | KY-251: FROM KY-434 TO KY-313. (BRAC)                                                                                                         | SP      | U     | 2012 | 1,000,000  |
| HARDIN  | 4-297.21  | KY-313  | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | KY 313 EXTENSION FROM KY 1500 TO ROLLING HILLS DRIVE WITH A TEMPORARY KY 144 CONNECTION. (SECTION 1)                                          | BR2     | C     | 2011 | 9,990,000  |
| HARDIN  | 4-7010.5  | KY-3005 | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | (2006BOPC)(BRAC)(08CCR)<br>EXTEND RING ROAD (KY 3005) FROM GAITHER STATION ROAD TO THE WESTERN KENTUCKY PARKWAY. (2006BOPC)(08CCR)            | SPB     | C     | 2010 | 17,090,000 |
| HARDIN  | 4-7030    | KY-251  | 1.19          | 2.72          | RELIABILITY | RECONSTRUCTION(O) | EXTEND MILES STREET FROM PEAR ORCHARD TO RING ROAD. (98CCN)                                                                                   | SP      | C     | 2010 | 11,820,000 |

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|-----------|-----------|-------|---------------|---------------|-------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------|------|------------|
| HARDIN    | 4-8103.1  | 0     | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | NEW CONNECTOR ROAD SECTION 1:<br>FROM E'TOWN BYPASS TO<br>CECILIANA DRIVE INCLUDING<br>INTERCHANGE WITH E'TOWN<br>BYPASS. (04CCR)(2004BOPC)(BRAC) | BR2     | C     | 2011 | 22,500,000 |
| HARDIN    | 4-8103.3  | 0     | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | NEW CONNECTOR ROAD SECTION 3:<br>FROM CECILLIANA DRIVE TO KY-220.<br>(BRAC)                                                                       | BR2     | C     | 2011 | 14,600,000 |
| HARDIN    | 4-8103.4  | 0     | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | NEW CONNECTOR ROAD SECTION 4:<br>FROM KY-220 TO KY-313. (BRAC)                                                                                    | BR2     | C     | 2012 | 21,520,000 |
| HARDIN    | 4-8103.5  | 0     | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | NEW CONNECTOR FROM VETERAN'S<br>PKWY (KY 1646) TO KY-313. (BRAC)                                                                                  | BR2     | R     | 2011 | 6,580,000  |
| HARDIN    | 4-8103.5  | 0     | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | NEW CONNECTOR FROM VETERAN'S<br>PKWY (KY 1646) TO KY-313. (BRAC)                                                                                  | BR2     | U     | 2011 | 1,300,000  |
| HARDIN    | 4-8103.5  | 0     | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | NEW CONNECTOR FROM VETERAN'S<br>PKWY (KY 1646) TO KY-313. (BRAC)                                                                                  | BR2     | C     | 2012 | 19,700,000 |
| HENDERSON | 2-79.02   | US-60 | 5.53          | 8.71          | RELIABILITY | RECONSTRUCTION(O) | PADUCAH-HENDERSON;<br>RECONSTRUCT US-60 FROM THE<br>CORYDON BYPASS (CORYDON-<br>GENEVA ROAD) TO THE HENDERSON<br>BYPASS (KY-425). (04CCR)         | SP      | D     | 2010 | 1,300,000  |
| HENDERSON | 2-79.02   | US-60 | 5.53          | 8.71          | RELIABILITY | RECONSTRUCTION(O) | PADUCAH-HENDERSON;<br>RECONSTRUCT US-60 FROM THE<br>CORYDON BYPASS (CORYDON-<br>GENEVA ROAD) TO THE HENDERSON<br>BYPASS (KY-425). (04CCR)         | SP      | R     | 2012 | 5,760,000  |
| HENDERSON | 2-79.02   | US-60 | 5.53          | 8.71          | RELIABILITY | RECONSTRUCTION(O) | PADUCAH-HENDERSON;<br>RECONSTRUCT US-60 FROM THE<br>CORYDON BYPASS (CORYDON-<br>GENEVA ROAD) TO THE HENDERSON<br>BYPASS (KY-425). (04CCR)         | SP      | U     | 2012 | 4,880,000  |

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| COUNTY    | ID NUMBER | ROUTE   | BEG MILEPOINT | END MILEPOINT | PRIORITY    | TYPE OF WORK      | DESCRIPTION                                                                                              | FUNDING | PHASE | FY   | AMOUNT     |
|-----------|-----------|---------|---------------|---------------|-------------|-------------------|----------------------------------------------------------------------------------------------------------|---------|-------|------|------------|
| HENDERSON | 2-79.1    | US-60   | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | PADUCAH-HENDERSON; CONSTRUCT US-60 BYPASS OF CORYDON.(04CCR)                                             | SP      | D     | 2010 | 1,630,000  |
| HENDERSON | 2-79.1    | US-60   | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | PADUCAH-HENDERSON; CONSTRUCT US-60 BYPASS OF CORYDON.(04CCR)                                             | SP      | R     | 2012 | 3,840,000  |
| HENDERSON | 2-79.1    | US-60   | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | PADUCAH-HENDERSON; CONSTRUCT US-60 BYPASS OF CORYDON.(04CCR)                                             | SP      | U     | 2012 | 1,960,000  |
| JEFFERSON | 5-247.2   | KY-1450 | 0.00          | 1.87          | RELIABILITY | MAJOR WIDENING(O) | WIDEN BLUE LICK ROAD FROM BULLITT COUNTY LINE NORTH TO THE SNYDER FREEWAY (LOU T.I.P.)(08CCR)            | SPB     | R     | 2010 | 10,230,000 |
| JEFFERSON | 5-247.2   | KY-1450 | 0.00          | 1.87          | RELIABILITY | MAJOR WIDENING(O) | WIDEN BLUE LICK ROAD FROM BULLITT COUNTY LINE NORTH TO THE SNYDER FREEWAY (LOU T.I.P.)(08CCR)            | SP      | U     | 2010 | 8,860,000  |
| JEFFERSON | 5-247.2   | KY-1450 | 0.00          | 1.87          | RELIABILITY | MAJOR WIDENING(O) | WIDEN BLUE LICK ROAD FROM BULLITT COUNTY LINE NORTH TO THE SNYDER FREEWAY (LOU T.I.P.)(08CCR)            | SP      | C     | 2012 | 11,100,000 |
| JEFFERSON | 5-247.5   | KY-1450 | 1.87          | 2.84          | RELIABILITY | MINOR WIDENING(O) | SNYDER FREEWAY TO BLUEBELL DRIVE (LOU T.I.P.) (SECTION 2) (CONSTRUCTION SEQUENCE 2)(RU-04DEOB)(2008BOPC) | SP      | R     | 2010 | 3,350,000  |
| JEFFERSON | 5-247.5   | KY-1450 | 1.87          | 2.84          | RELIABILITY | MINOR WIDENING(O) | SNYDER FREEWAY TO BLUEBELL DRIVE (LOU T.I.P.) (SECTION 2) (CONSTRUCTION SEQUENCE 2)(RU-04DEOB)(2008BOPC) | SP      | U     | 2010 | 1,000,000  |
| JEFFERSON | 5-247.5   | KY-1450 | 1.87          | 2.84          | RELIABILITY | MINOR WIDENING(O) | SNYDER FREEWAY TO BLUEBELL DRIVE (LOU T.I.P.) (SECTION 2) (CONSTRUCTION SEQUENCE 2)(RU-04DEOB)(2008BOPC) | SP      | C     | 2012 | 7,250,000  |
| JEFFERSON | 5-247.7   | KY-1450 | 2.84          | 3.60          | RELIABILITY | MINOR WIDENING(O) | BLUEBELL DRIVE TO KY-61 (LOU T.I.P.) (SECTION 3) (CONSTRUCTION SEQUENCE 1)(RU-04DEOB)(2008BOPC)          | SPB     | R     | 2010 | 2,700,000  |

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| COUNTY    | ID NUMBER | ROUTE   | BEG MILEPOINT | END MILEPOINT | PRIORITY    | TYPE OF WORK      | DESCRIPTION                                                                                                                                                                                              | FUNDING | PHASE | FY   | AMOUNT     |
|-----------|-----------|---------|---------------|---------------|-------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------|------|------------|
| JEFFERSON | 5-247.7   | KY-1450 | 2.84          | 3.60          | RELIABILITY | MINOR WIDENING(O) | BLUEBELL DRIVE TO KY-61 (LOU T.I.P.) (SECTION 3) (CONSTRUCTION SEQUENCE 1)(RU-04DEOB)(2008BOPC)                                                                                                          | SPB     | U     | 2010 | 2,300,000  |
| JEFFERSON | 5-247.7   | KY-1450 | 2.84          | 3.60          | RELIABILITY | MINOR WIDENING(O) | BLUEBELL DRIVE TO KY-61 (LOU T.I.P.) (SECTION 3) (CONSTRUCTION SEQUENCE 1)(RU-04DEOB)(2008BOPC)                                                                                                          | SPB     | C     | 2012 | 4,560,000  |
| JEFFERSON | 5-320.2   | KY-22   | 4.03          | 4.42          | SAFETY      | SAFETY(P)         | IMPLEMENT TRAFFIC FLOW IMPROVEMENT FROM CHAMBERLAIN LANE TO KY-1694. (LOCAL PARTICIPATION)(2002BOPC)(TO BE LET WITH 5-320.30 AND 5-320.40)(TO BE LET BY KYTC).                                           | SP      | C     | 2010 | 6,500,000  |
| JEFFERSON | 5-320.4   | KY-22   | 5.18          | 5.64          | RELIABILITY | MINOR WIDENING(O) | RECONSTRUCT KY-22 FROM HITT ROAD TO MURPHY LANE. (DESIGN AND ROW BY AGREEMENT WITH METRO LOUISVILLE: UTILITIES AND CONSTRUCTION BY KYTC) (TO BE LET WITH 5-320.20 AND 5-320.30)(06CCN) (2004BOPC)(08CCR) | SPB     | C     | 2010 | 1,460,000  |
| JEFFERSON | 5-323.01  | KY-1931 | 0.54          | 3.15          | RELIABILITY | MAJOR WIDENING(O) | WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DIXIE HWY (US-31W) (5-LANE IMPROVEMENT) (98CCR)(R-04DEOB)(04CCR)(BOP2006P)                                                                                    | SPP     | R     | 2012 | 10,480,000 |
| JEFFERSON | 5-323.01  | KY-1931 | 0.54          | 3.15          | RELIABILITY | MAJOR WIDENING(O) | WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DIXIE HWY (US-31W) (5-LANE IMPROVEMENT) (98CCR)(R-04DEOB)(04CCR)(BOP2006P)                                                                                    | SPP     | U     | 2012 | 3,940,000  |
| JEFFERSON | 5-344.01  | KY-1747 | 11.89         | 13.50         | RELIABILITY | RECONSTRUCTION(O) | WIDEN SOUTHBOUND HURSTBOURNE LANE TO 3 LANES FROM US-60 TO I-64. (06CCR)(03KYD)(2006BOPP)(SEE 5-344.02 FOR KYD C-PHASE)                                                                                  | SP      | R     | 2010 | 1,680,000  |

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| COUNTY    | ID NUMBER | ROUTE   | BEG MILEPOINT | END MILEPOINT | PRIORITY    | TYPE OF WORK      | DESCRIPTION                                                                                                                                                  | FUNDING | PHASE | FY   | AMOUNT     |
|-----------|-----------|---------|---------------|---------------|-------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------|------|------------|
| JEFFERSON | 5-344.01  | KY-1747 | 11.89         | 13.50         | RELIABILITY | RECONSTRUCTION(O) | WIDEN SOUTHBOUND HURSTBOURNE LANE TO 3 LANES FROM US-60 TO I-64. (06CCR)(03KYD)(2006BOPP)(SEE 5-344.02 FOR KYD C PHASE)                                      | SP      | U     | 2010 | 1,670,000  |
| JEFFERSON | 5-344.01  | KY-1747 | 11.89         | 13.50         | RELIABILITY | RECONSTRUCTION(O) | WIDEN SOUTHBOUND HURSTBOURNE LANE TO 3 LANES FROM US-60 TO I-64. (06CCR)(03KYD)(2006BOPP)(SEE 5-344.02 FOR KYD C PHASE)                                      | SP      | C     | 2012 | 3,960,000  |
| JEFFERSON | 5-344.03  | KY-1747 | 13.45         | 13.55         | RELIABILITY | RECONSTRUCTION(O) | SOUTHBOUND HURSTBOURNE LANE: IMPROVEMENTS TO THE US-60 AND HURSTBOURNE LANE INTERSECTION. (ADDITIONAL AMOUNT NEEDED TO SUPPLEMENT "KYD" FUNDS TO COVER COST) | SP      | C     | 2010 | 700,000    |
| JEFFERSON | 5-508.1   | 0       | 0.00          | 0.00          | SAFETY      | BIKE/PED FACIL(O) | LOUISVILLE WATERFRONT PARK JOINTLY WITH INDIANA; CONSTRUCT PEDESTRIAN FACILITIES ON "BIG FOUR" BRIDGE OVER THE OHIO RIVER. (KENTUCKY'S SHARE OF PROJECT)     | SPP     | C     | 2012 | 12,000,000 |
| JEFFERSON | 5-8010    | KY-1450 | 0.00          | 3.54          | RELIABILITY | MAJOR WIDENING(O) | WIDEN BLUE LICK ROAD FROM BULLITT COUNTY LINE NORTH TO THE SNYDER FREEWAY (LOU T.I.P.) (CCN)                                                                 | SP      | R     | 2010 | 4,635,000  |
| JEFFERSON | 5-8408    | KY-1931 | 0.54          | 3.14          | RELIABILITY | MINOR WIDENING(O) | WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DIXIE HWY (US-31W) (5-LANE IMPROVEMENT) (98CCR)(R-04DEOB)(04CCR) (08CCN)                                          | SP      | R     | 2010 | 3,200,000  |
| JEFFERSON | 5-8408    | KY-1931 | 0.54          | 3.14          | RELIABILITY | MINOR WIDENING(O) | WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DIXIE HWY (US-31W) (5-LANE IMPROVEMENT) (98CCR)(R-04DEOB)(04CCR) (08CCN)                                          | SP      | U     | 2011 | 3,500,000  |

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| COUNTY    | ID NUMBER | ROUTE   | BEG MILEPOINT | END MILEPOINT | PRIORITY    | TYPE OF WORK      | DESCRIPTION                                                                                                                                                              | FUNDING | PHASE | FY   | AMOUNT     |
|-----------|-----------|---------|---------------|---------------|-------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------|------|------------|
| JEFFERSON | 5-8408    | KY-1931 | 0.54          | 3.14          | RELIABILITY | MINOR WIDENING(O) | WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DIXIE HWY (US-31W) (5-LANE IMPROVEMENT) (98CCR)(R-04DEOB)(04CCR) (08CCN)                                                      | SP      | C     | 2012 | 10,000,000 |
| JEFFERSON | 5-8414    | -       | 0.00          | 0.00          | RELIABILITY | RELOCATION(O)     | RELOCATE CRITTENDEN DRIVE/LOUISVILLE REGIONAL AIRPORT AUTHORITY TO ALLOW FOR CONSTRUCTION FOR A TAXIWAY TO ACCOMMODATE GROUP 6 AIRCRAFT FOR THE UPS WORLDPORT EXPANSION. | SB2     | C     | 2011 | 3,000,000  |
| JEFFERSON | 5-8502    | KY-1020 | 0.61          | 2.67          | RELIABILITY | MAJOR WIDENING(O) | WIDEN KY-1020 NATIONAL TURNPIKE, FROM FAIRDALE ROAD TO SOUTH PARK ROAD, A DISTANCE OF FROM MP .615 TO MP 2.669. (08CCN)                                                  | SP      | D     | 2010 | 1,350,000  |
| JEFFERSON | 5-8503    | KY-2055 | 0.00          | 1.36          | RELIABILITY | MAJOR WIDENING(O) | WIDEN KY-2055 (MT. HOLLY ROAD) FROM NATIONAL TURNPIKE TO FAIRDALE ROAD. (08CCN)                                                                                          | SP      | D     | 2010 | 1,050,000  |
| JESSAMINE | 7-8305    | 0       | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | EAST NICHOLASVILLE BY-PASS PHASE II FROM KY-39 EXTENDING SOUTHEASTERLY TO US-27 SOUTH OF NICHOLASVILLE. (06CCN)(08CCR)                                                   | SPP     | R     | 2012 | 4,000,000  |
| JESSAMINE | 7-8305    | 0       | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | EAST NICHOLASVILLE BY-PASS PHASE II FROM KY-39 EXTENDING SOUTHEASTERLY TO US-27 SOUTH OF NICHOLASVILLE. (06CCN)(08CCR)                                                   | SPP     | U     | 2012 | 2,000,000  |
| JESSAMINE | 7-87.1    | 0       | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | EAST NICHOLASVILLE BYPASS SECTION I; FROM US-27 NORTH OF NICHOLASVILLE, EXTENDING SOUTHEASTERLY TO KY-39. (2000BOP)(04CCR)(06CCR)(08CCR)                                 | SP      | U     | 2012 | 1,130,000  |

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|--------|-----------|---------|---------------|---------------|-------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------|------|------------|
| KENTON | 6-162.01  | KY-536  | 0.00          | 4.48          | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT KY-536 TO A 4 LANE URBAN SECTION FROM THE BOONE COUNTY LINE TO KY-17 (MP 0.0 TO MP 4.5). (00CCR)(04CCN)(06CCR)(2006BOPC)(PHASE I DESIGN SHOWN UNDER 6-162.00) | SP      | R     | 2010 | 22,050,000 |
| KENTON | 6-162.01  | KY-536  | 0.00          | 4.48          | RELIABILITY | RECONSTRUCTION(O)     | RECONSTRUCT KY-536 TO A 4 LANE URBAN SECTION FROM THE BOONE COUNTY LINE TO KY-17 (MP 0.0 TO MP 4.5). (00CCR)(04CCN)(06CCR)(2006BOPC)(PHASE I DESIGN SHOWN UNDER 6-162.00) | SP      | U     | 2010 | 4,160,000  |
| KENTON | 6-17.09   | I-75    | 191.28        | 191.78        | RELIABILITY | RELOCATION(O)         | BRENT SPENCE BRIDGE RELOCATION PROJECT (ADDITIONAL UTILITY FUNDS)                                                                                                         | SB2     | U     | 2012 | 6,520,000  |
| KENTON | 6-344.21  | KY-16   | 9.32          | 10.28         | RELIABILITY | RELOCATION(O)         | RECONSTRUCT KY-16 (TAYLOR MILL ROAD) FROM HANDS PIKE TO THE SOUTH INTERSECTION WITH OLD TAYLOR MILL ROAD. (SECTION 2) (2002BOP)(08CCR)                                    | SPB     | C     | 2010 | 7,800,000  |
| KENTON | 6-344.5   | KY-16   | 0.00          | 0.00          | RELIABILITY | RELOCATION(O)         | RECONSTRUCT KY-16 (TAYLOR MILL ROAD) FROM BLACKSTONE COURT TO I-275. (SECTION 1C) SEE 6-344.11 FOR R AND U PHASES)(2008BOPC)                                              | SB2     | C     | 2011 | 6,800,000  |
| KENTON | 6-8401    | KY-8    | 4.37          | 4.69          | RELIABILITY | TRANSP ENHANCEMENT(P) | LUDLOW STREETSCAPE REVITALIZATION AND BEAUTIFICATION PROJECT ALONG KY-8 BETWEEN ELM STREET AND CARNEAL STREET. (08CCN)                                                    | SP      | C     | 2010 | 150,000    |
| KENTON | 6-8405    | KY-3187 | 0.72          | 0.95          | RELIABILITY | PLANNING-OKI(O)       | IMPROVE KY-3187 BETWEEN FARRELL ROAD AND HIGHLAND PIKE. (08CCN)                                                                                                           | SPB     | P     | 2010 | 200,000    |

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|--------|-----------|--------|---------------|---------------|-------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------|------|------------|
| MEADE  | 4-297.23  | KY-313 | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O) | KY-313 EXTENSION FROM ROLLING HILLS DRIVE TO NORTHERN FLAHERTY CONNECTOR WITH A TEMPORARY KY-144 CONNECTION. (SECTION 2) (2006BOPC)(BRAC)                   | BR2     | C     | 2011 | 11,040,000 |
| MEADE  | 4-297.27  | KY-313 | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O) | KY-313 EXTENSION FROM THE NORTHERN FLAHERTY CONNECTOR TO THE US 60 FRONTAGE ROAD CONNECTION WITH A TEMPORARY US 60 CONNECTION. (SECTION 3) (2006BOPC)(BRAC) | BR2     | C     | 2011 | 8,890,000  |
| MEADE  | 4-297.61  | KY-313 | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O) | KY-313 EXTENSION; US-60 FRONTAGE ROAD CONNECTOR TO THE NORTHERN KY-448 BUCK GROVE CONNECTOR. (SECTION II) (FORMERLY 98 SYP ITEM NO. 4-53.00)(08CCR)         | SPB     | R     | 2010 | 9,270,000  |
| MEADE  | 4-297.61  | KY-313 | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O) | KY-313 EXTENSION; US-60 FRONTAGE ROAD CONNECTOR TO THE NORTHERN KY-448 BUCK GROVE CONNECTOR. (SECTION II) (FORMERLY 98 SYP ITEM NO. 4-53.00)(08CCR)         | SPB     | U     | 2010 | 1,130,000  |
| MEADE  | 4-297.61  | KY-313 | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O) | KY-313 EXTENSION; US-60 FRONTAGE ROAD CONNECTOR TO THE NORTHERN KY-448 BUCK GROVE CONNECTOR. (SECTION II) (FORMERLY 98 SYP ITEM NO. 4-53.00)(08CCR)         | SP      | C     | 2012 | 13,400,000 |
| MEADE  | 4-297.65  | KY-313 | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O) | KY-313 EXTENSION FROM THE NORTHERN KY-448 BUCK GROVE CONNECTOR TO KY-1638. (SECTION II) (FORMERLY 98 SYP ITEM NO. 4-53.00)                                  | SP      | R     | 2012 | 6,950,000  |

2010 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
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| COUNTY | ID NUMBER | ROUTE  | BEG MILEPOINT | END MILEPOINT | PRIORITY    | TYPE OF WORK      | DESCRIPTION                                                                                                                              | FUNDING | PHASE | FY   | AMOUNT    |
|--------|-----------|--------|---------------|---------------|-------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------|---------|-------|------|-----------|
| MIADE  | 4-297.65  | KY-313 | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | KY-313 EXTENSION FROM THE NORTHERN KY-448 BUCK GROVE CONNECTOR TO KY-1638. (SECTION II) (FORMERLY 98 SYP ITEM NO. 4-53.00)               | SP      | U     | 2012 | 1,410,000 |
| OLDHAM | 5-304.1   | KY-22  | 3.25          | 5.32          | RELIABILITY | MAJOR WIDENING(O) | RECONSTRUCT KY-22 TO 3-LANES FROM KY-329 TO KY-329B AND TO 3-LANES FROM KY-329B TO ABBOTT LANE. ("BRIDGE HILL")(2004BOPC)(08CCR)         | SPB     | R     | 2010 | 2,100,000 |
| OLDHAM | 5-304.1   | KY-22  | 3.25          | 5.32          | RELIABILITY | MAJOR WIDENING(O) | RECONSTRUCT KY-22 TO 3-LANES FROM KY-329 TO KY-329B AND TO 3-LANES FROM KY-329B TO ABBOTT LANE. ("BRIDGE HILL")(2004BOPC)(08CCR)         | SPB     | U     | 2010 | 2,080,000 |
| OLDHAM | 5-304.1   | KY-22  | 3.25          | 5.32          | RELIABILITY | MAJOR WIDENING(O) | RECONSTRUCT KY-22 TO 3-LANES FROM KY-329 TO KY-329B AND TO 3-LANES FROM KY-329B TO ABBOTT LANE. ("BRIDGE HILL")(2004BOPC)(08CCR)         | SP      | C     | 2011 | 9,740,000 |
| OLDHAM | 5-304.2   | KY-22  | 5.32          | 7.50          | RELIABILITY | MAJOR WIDENING(O) | RECONSTRUCT KY-22 TO 5-LANES FROM ABBOTT LANE TO PROPOSED KY-393 INTERSECTION AND CONTINUING WITH 3-LANES TO EXISTING KY-393. (2004BOPC) | SP      | D     | 2010 | 840,000   |
| OLDHAM | 5-304.2   | KY-22  | 5.32          | 7.50          | RELIABILITY | MAJOR WIDENING(O) | RECONSTRUCT KY-22 TO 5-LANES FROM ABBOTT LANE TO PROPOSED KY-393 INTERSECTION AND CONTINUING WITH 3-LANES TO EXISTING KY-393. (2004BOPC) | SP      | R     | 2012 | 3,310,000 |
| OLDHAM | 5-304.2   | KY-22  | 5.32          | 7.50          | RELIABILITY | MAJOR WIDENING(O) | RECONSTRUCT KY-22 TO 5-LANES FROM ABBOTT LANE TO PROPOSED KY-393 INTERSECTION AND CONTINUING WITH 3-LANES TO EXISTING KY-393. (2004BOPC) | SP      | U     | 2012 | 2,170,000 |
| OLDHAM | 5-367     | 0      | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)      | CONSTRUCT NEW ROUTE FR OLD HENRY INTERCHANGE AT I-265 TO CRESTWOOD BYPASS. (98CCR)(2004BOPP)                                             | SB2     | R     | 2011 | 8,000,000 |

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|--------|-----------|-------|---------------|---------------|-------------|--------------------|----------------------------------------------------------------------------------------------|---------|-------|------|------------|
| OLDHAM | 5-367     | 0     | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)       | CONSTRUCT NEW ROUTE FR OLD HENRY INTERCHANGE AT I-265 TO CRESTWOOD BYPASS. (98CCR)(2004BOPP) | SB2     | U     | 2012 | 3,300,000  |
| OLDHAM | 5-367     | 0     | 0.00          | 0.00          | RELIABILITY | NEW ROUTE(O)       | CONSTRUCT NEW ROUTE FR OLD HENRY INTERCHANGE AT I-265 TO CRESTWOOD BYPASS. (98CCR)(2004BOPP) | SP      | C     | 2012 | 4,000,000  |
| OLDHAM | 5-8201.01 | 0     | 0.00          | 0.00          | RELIABILITY | NEW INTERCHANGE(O) | CONSTRUCT NEW I-71 OVERPASS WITH APPROACHES FROM COMMERCE PARKWAY TO PEAK ROAD. (06CCR)      | SP      | R     | 2010 | 1,050,000  |
| OLDHAM | 5-8201.01 | 0     | 0.00          | 0.00          | RELIABILITY | NEW INTERCHANGE(O) | CONSTRUCT NEW I-71 OVERPASS WITH APPROACHES FROM COMMERCE PARKWAY TO PEAK ROAD. (06CCR)      | SP      | U     | 2010 | 1,040,000  |
| OLDHAM | 5-8201.01 | 0     | 0.00          | 0.00          | RELIABILITY | NEW INTERCHANGE(O) | CONSTRUCT NEW I-71 OVERPASS WITH APPROACHES FROM COMMERCE PARKWAY TO PEAK ROAD. (06CCR)      | SP      | C     | 2012 | 11,440,000 |

**EXHIBIT A – 6**

**SAFE ROUTES TO SCHOOL  
PROJECTS**

**KENTUCKY SAFE ROUTES TO SCHOOL PROJECTS  
AS OF JUNE 30, 2010**

| <u>STIP Project ID</u> | <u>County</u> | <u>Applicant Name</u>       | <u>Project Title</u>                                              | <u>Project Description</u>                                                                                                                                                                                                                                                                                                         | <u>Total Federal Funds Awarded</u> | <u>Design Phase</u> | <u>Right of way Phase</u> | <u>Construction Phase</u> | <u>Total Federal Funds</u> |
|------------------------|---------------|-----------------------------|-------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|---------------------|---------------------------|---------------------------|----------------------------|
| 1                      | Boone         | Boone County Fiscal Court   | Burlington Elementary - KY 18 Safe Routes to School Project       | Planning/design/construction of an 8 foot concrete sidewalk along the north side of KY 18 from the intersection of KY 18/Darlington Drive to Orient Street for a distance of 3,267 feet. This sidewalk will connect Burlington Elementary to nearby subdivisions.                                                                  | \$250,000                          | \$22,000            |                           | \$228,000                 | \$250,000                  |
| 2                      | Bourbon       | City of Paris               | Project Walk to School                                            | Installation of sidewalks between Bourbon Central Elementary and Bourbon County Middle School along KY 1939.                                                                                                                                                                                                                       | \$245,700                          |                     |                           | \$245,700                 | \$245,700                  |
| 3                      | Boyle         | City of Danville            | Danville Clarks Run and Town Branch Multi Use Trail               | Construct new trail, improve existing trails, and install directional signage along Town Branch Creek and along Clark's Run Creek to connect neighborhoods to two schools located in downtown Danville.                                                                                                                            | \$102,553                          | \$8,331             |                           | \$94,202                  | \$102,553                  |
| 4                      | Breathitt     | Jackson Independent Schools | Jackson Independent Sidewalk Project                              | Installation of new and replacement sidewalks                                                                                                                                                                                                                                                                                      | \$155,342                          |                     |                           | \$155,342                 | \$155,342                  |
| 5                      | Breckinridge  | City of Cloverport          | William Natcher Elementary & Frederick Fraize Middle SRTS Project | Construction of new and replacement sidewalks                                                                                                                                                                                                                                                                                      | \$243,900                          |                     |                           | \$243,900                 | \$243,900                  |
| 6                      | Campbell      | City of Southgate           | City of Southgate School Sidewalk Project                         | Phase I- Construction beginning at St. Therese Parish going southeast on US 27 ending by the entrance to the Evergreen Cemetery. This sidewalk will connect students to St. Therese Parish school and the Southgate public schools.                                                                                                | \$240,596                          | \$42,129            |                           | \$198,467                 | \$240,596                  |
| 7                      | Fayette       | LFUCG                       | Safe Routes to School Fayette County                              | Safety & education program for walking & biking to school in Fayette County                                                                                                                                                                                                                                                        | \$65,000                           |                     |                           | \$65,000                  | \$65,000                   |
| 8                      | Franklin      | City of Frankfort           | Bondurant Connectivity Project                                    | Installation of sidewalk along the Meadows Subdivision at the west side of Westwood Drive from Harrodswood Road to Bondurant Drive. A crosswalk installed across Bondurant Drive to a existing ten foot shared use path. Installation of a new sidewalk to connect Bridgeport Elementary to an existing sidewalk on Doctor's Drive | \$225,531                          |                     |                           | \$225,531                 | \$225,531                  |
| 9                      | Gallatin      | City of Warsaw              | Warsaw's Safe Routes to School                                    | Engineering, sidewalk construction                                                                                                                                                                                                                                                                                                 | \$250,000                          |                     |                           | \$250,000                 | \$250,000                  |

**KENTUCKY SAFE ROUTES TO SCHOOL PROJECTS  
AS OF JUNE 30, 2010**

| <u>STIP Project ID</u> | <u>County</u> | <u>Applicant Name</u>           | <u>Project Title</u>                                                                     | <u>Project Description</u>                                                                                                                                                                                                                                                                                                             | <u>Total Federal Funds Awarded</u> | <u>Design Phase</u> | <u>Right of way Phase</u> | <u>Construction Phase</u> | <u>Total Federal Funds</u> |
|------------------------|---------------|---------------------------------|------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|---------------------|---------------------------|---------------------------|----------------------------|
| 10                     | Greenup       | FIVCO Area Development District | Education/Outreach Project-Walk to School Day in the Russell Independent School District | Safety and education program for walking/biking to school for City of Russell Independent School District                                                                                                                                                                                                                              | \$14,283                           |                     |                           | \$14,283                  | \$14,283                   |
| 11                     | Hart          | City of Munfordville            | Connecting our Community: Munfordville Sidewalk Project                                  | Sidewalk demolition and replacement crosswalk, bike racks and signage                                                                                                                                                                                                                                                                  | \$221,500                          |                     |                           | \$221,500                 | \$221,500                  |
| 12                     | Hopkins       | City of Earlington              | Earlington Safe Routes to School                                                         | Construct new and replacement sidewalks along South Atkinson, South McEuen and South Sebree                                                                                                                                                                                                                                            | \$220,201                          |                     |                           | \$220,201                 | \$220,201                  |
| 13                     | Jefferson     | Louisville Metro Government     | Portland Elementary Safe Routes to School                                                | Pedestrian and bicycle improvements around the Portland Elementary School campus including the following locations: (1) Northwestern Pkwy at the intersection of 33rd, 34th, and 35th Streets. (2) 35th Street between Northwestern Pkwy and Pflanz Ave. (3) Intersection of Northwestern Pkwy and Portland Ave                        | \$45,465                           |                     |                           | \$45,465                  | \$45,465                   |
| 14                     | Jefferson     | Jefferson County Public Schools | Rangeland Elementary Safe Routes to School                                               | Pedestrian and bicycle improvements in and around the Rangeland Elementary School campus including the following locations: (1) intersection at Ridgecrest Road and Rangeland Road. (2) from the school grounds through Rosalind Court to Runic Way. (3) various areas along Runic Way. (4) from the school grounds to Ridgecrest Road | \$31,578                           |                     |                           | \$31,578                  | \$31,578                   |
| 15                     | Kenton        | City of Crescent Springs        | St. Joseph School Sidewalk Project (Phase II)                                            | Phase II-Construction of sidewalk along Western Reserve Road from Nordman Drive to Anderson Street. This construction will connect to the Phase I SRTS project.                                                                                                                                                                        | \$163,840                          | \$16,640            | \$30,000                  | \$117,200                 | \$163,840                  |
| 16                     | Kenton        | City of Ludlow                  | Adela Avenue Sidewalk and Intersection Improvement Project                               | Installation of pedestrian crossing at the intersection of Adela Avenue and Oak Street and Adela Avenue and KY 8 (Elm Street). Installation of a sidewalk along Adela Avenue between Ludlow Middle School and Ludlow High School.                                                                                                      | \$40,000                           | \$5,500             |                           | \$34,500                  | \$40,000                   |
| 17                     | Lewis         | City of Vanceburg               | City of Vanceburg SRTS                                                                   | Sidewalks/crosswalks; signage                                                                                                                                                                                                                                                                                                          | \$250,000                          |                     |                           | \$250,000                 | \$250,000                  |

**KENTUCKY SAFE ROUTES TO SCHOOL PROJECTS  
AS OF JUNE 30, 2010**

| <u>STIP Project ID</u> | <u>County</u> | <u>Applicant Name</u>   | <u>Project Title</u>                                  | <u>Project Description</u>                                                                                                                  | <u>Total Federal Funds Awarded</u> | <u>Design Phase</u> | <u>Right of way Phase</u> | <u>Construction Phase</u> | <u>Total Federal Funds</u> |
|------------------------|---------------|-------------------------|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|---------------------|---------------------------|---------------------------|----------------------------|
| 18                     | Lincoln       | City of Crab Orchard    | City of Crab Orchard SRTS                             | Sidewalk construction, utility relocation, pedestrian crossing, traffic signs and public announcements                                      | \$35,165                           |                     |                           | \$35,165                  | \$35,165                   |
| 19                     | Marion        | City of Lebanon         | Lebanon Elementary SRTS                               | Educational campaign, training, incentives, reflective gear, bike racks, crosswalk striping, and signage                                    | \$26,235                           |                     |                           | \$26,235                  | \$26,235                   |
| 20                     | Muhlenburg    | City of Greenville      | Project: 'Safeway to Success'                         | Replace sidewalks; install ramps, crosswalks with thermoplastic materials, retaining wall and pedestrian bridge; engineering and inspection | \$249,782                          |                     |                           | \$249,782                 | \$249,782                  |
| 21                     | Nelson        | City of Bloomfield      | Bloomfield Elementary and Middle Schools SRTS Project | Design and construction of sidewalks; drainage                                                                                              | \$230,500                          |                     |                           | \$230,500                 | \$230,500                  |
| 22                     | 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                                   | \$250,000                          |                     |                           | \$250,000                 | \$250,000                  |
| 23                     | Woodford      | Woodford County Schools | Tiger Bikes, Woodford County Safe Routes to School    | Safety & education program for biking to school for Woodford County Middle School                                                           | \$15,036                           |                     |                           | \$15,036                  | \$15,036                   |

# **EXHIBIT A – 7**

## **TRANSPORTATION ENHANCEMENT PROJECTS**

**TRANSPORTATION ENHANCEMENT PROGRAM  
PROJECT ANNOUNCEMENTS  
AS OF JUNE 30, 2010**

| <u>STIP Project ID</u> | <u>County</u> | <u>Applicant Name</u>      | <u>Project Title</u>                                 | <u>Project Description</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <u>Total Federal Funds Awarded</u> | <u>Funds for Project Management Costs</u> | <u>Total Federal Cost</u> | <u>Category</u>                       |
|------------------------|---------------|----------------------------|------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-------------------------------------------|---------------------------|---------------------------------------|
| 1                      | Allen         | City of Scottsville        | Heart of Scottsville Streetscape Project Final Phase | Construction of sidewalks, lighting, landscaping, irrigation, paving and handrails                                                                                                                                                                                                                                                                                                                                                                                                                               | \$335,750                          | \$6,000                                   | \$341,750                 | Pedestrian and bicycle facilities     |
| 2                      | Ballard       | Ballard Co. Fiscal Court   | Courthouse Square Beautification Project             | Sidewalk replacement, fencing, minor landscaping, engineering                                                                                                                                                                                                                                                                                                                                                                                                                                                    | \$64,630                           | \$3,000                                   | \$67,630                  | Pedestrian and bicycle facilities     |
| 3                      | Boone         | Boone County Fiscal Court  | Burlington Sidewalk Project Phase III                | Expand the existing sidewalk and bicycle/walking path system in historic Burlington. Place sidewalks along approximately 3,666 feet of Idlewild Road connecting an existing sidewalk network in historic downtown Burlington to the Boone County Fairgrounds as well as to the 200-acre England-Idlewild Park. The sidewalks will also connect to and incorporate an existing section of sidewalks and paths located along Conrad Lane to Bullittsville Road designed for pedestrian and bicycle transportation. | \$279,317                          | \$6,000                                   | \$285,317                 | Pedestrian and bicycle facilities     |
| 4                      | Bourbon       | City of Paris              | Stoner Creek Bike/Ped Bridge Project                 | Installation of a bridge over Stoner Creek - Wooden suspension bridge with a 8 ft. wide surface                                                                                                                                                                                                                                                                                                                                                                                                                  | \$360,000                          | \$6,000                                   | \$366,000                 | Pedestrian and bicycle facilities     |
| 5                      | Bracken       | City of Augusta            | Landscaping & Beautification Project                 | Landscaping, curb and gutters, welcome sign                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | \$40,000                           | \$1,500                                   | \$41,500                  | Landscaping and scenic beautification |
| 6                      | Bracken       | City of Brooksville        | City of Brooksville SRTS                             | Installation of sidewalks, signage and striping                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | \$156,350                          | \$4,000                                   | \$160,350                 | Pedestrian and bicycle facilities     |
| 7                      | Carter        | Carter County Fiscal Court | Hitchins School Rehabilitation Project               | Rehabilitation of the Old Hitchins School including the installation of heating and air conditioning, window replacement, gutter replacement, bathrooms, roof repair, adding insulation, removing a covered walkway, retiling the upstairs hallway and other general work                                                                                                                                                                                                                                        | \$131,709                          | \$4,000                                   | \$135,709                 | Historic Preservation                 |
| 8                      | Christian     | City of Hopkinsville       | Access Hopkinsville Streetscape Project Phase II     | Continuation of Phase I Project - Engineering, sidewalk installation, median installation, lighting, landscaping and signage                                                                                                                                                                                                                                                                                                                                                                                     | \$300,000                          | \$6,000                                   | \$306,000                 | Pedestrian and bicycle facilities     |
| 9                      | Clark         | Clark County Fiscal Court  | Lower Howard's Creek Nature & Heritage Preserve      | Clear and improve 2.1 miles of pioneer roads and rebuilding 600 yards of retaining, boundary and turnpike stone fences, bridge construction and 2 low water fords, archival research, composting toilet                                                                                                                                                                                                                                                                                                          | \$601,000                          | \$10,000                                  | \$611,000                 | Pedestrian and bicycle facilities     |

**TRANSPORTATION ENHANCEMENT PROGRAM  
PROJECT ANNOUNCEMENTS  
AS OF JUNE 30, 2010**

| <u>STIP Project ID</u> | <u>County</u> | <u>Applicant Name</u>       | <u>Project Title</u>                                            | <u>Project Description</u>                                                                                                                                                         | <u>Total Federal Funds Awarded</u> | <u>Funds for Project Management Costs</u> | <u>Total Federal Cost</u> | <u>Category</u>                       |
|------------------------|---------------|-----------------------------|-----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-------------------------------------------|---------------------------|---------------------------------------|
| 10                     | Daviess       | City of Owensboro           | Owensboro Museum of Science & History - "River History Exhibit" | Flatboat, steamboat, pilot house 19th Century, cooperative exhibits-construction, installation, audio/visual/graphics/props, lighting                                              | \$250,000                          | \$4,000                                   | \$254,000                 | Transportation Museum                 |
| 11                     | Daviess       | Daviess Co. Fiscal Court    | Utica Trail Project                                             | Rock, drainage, signage, crosswalk, bollards, ROW, Engineering, asphalt, labor and equipment                                                                                       | \$327,788                          | \$6,000                                   | \$333,788                 | Pedestrian and bicycle facilities     |
| 12                     | Fayette       | LFUCG                       | South Limestone Streetscape Improvements                        | Installation of amenities, including trash cans, benches, bike racks, planters, new racks, bollards and wayfinding signage                                                         | \$750,000                          | \$10,000                                  | \$760,000                 | landscaping and scenic beautification |
| 13                     | Fayette       | LFUCG                       | Legacy Trail Phase III                                          | Construction, engineering, landscaping, utilities, signalization, and contingencies                                                                                                | \$2,721,700                        | \$15,000                                  | \$2,736,700               | Pedestrian and bicycle facilities     |
| 14                     | Fleming       | City of Ewing               | Ewing Depot Restoration Project                                 | Restoration of the original area used as the ticket office and waiting areas to the Depot to serve as a display area for local rail history and general history findings in Ewing. | \$92,000                           | \$3,000                                   | \$95,000                  | Historic Transportation buildings     |
| 15                     | Fleming       | City of Flemingsburg        | Depot Relocation Project                                        | Moving and restoring the old train station. The structure will be moved and become part of the City park. It will house a rail museum.                                             | \$119,700                          | \$4,000                                   | \$123,700                 | Historic Transportation buildings     |
| 16                     | Floyd         | Floyd County Fiscal Court   | Dewey Lake Trail Project                                        | Gate, trail construction, steam crossing, culvert, signage, bath house improvements, picnic shelter, power line relocation, contingency, engineering, inspection                   | \$938,790                          | \$12,000                                  | \$950,790                 | Pedestrian and bicycle facilities     |
| 17                     | Hancock       | Hancock County Fiscal Court | Windward Heights Safe Route to School                           | Sidewalk construction, engineering, drainage structures, signals                                                                                                                   | \$93,385                           | \$3,000                                   | \$96,385                  | Pedestrian and bicycle facilities     |
| 18                     | Hart          | City of Munfordville        | Munfordville Sidewalk Improvements Project                      | Sidewalk improvement and installation and lighting                                                                                                                                 | \$172,428                          | \$4,000                                   | \$176,428                 | Pedestrian and bicycle facilities     |
| 19                     | Henry         | City of Cambellsburg        | Cardinal Drive Sidewalk Project                                 | Replacement of 1584 lf of sidewalks on Cardinal Drive and 528 lf on College Court.                                                                                                 | \$26,228                           | \$1,500                                   | \$27,728                  | Pedestrian and bicycle facilities     |
| 20                     | Henry         | City of Pleasureville       | Pleasureville Sidewalk Project                                  | sidewalk construction and engineering                                                                                                                                              | \$72,000                           | \$3,000                                   | \$75,000                  | Pedestrian and bicycle facilities     |
| 21                     | Hopkins       | City of Earlington          | Earlington Decorative Lighting Project                          | Installation of lighting and sidewalk removal and replacement                                                                                                                      | \$38,850                           | \$1,500                                   | \$40,350                  | Pedestrian and bicycle facilities     |

**TRANSPORTATION ENHANCEMENT PROGRAM  
PROJECT ANNOUNCEMENTS  
AS OF JUNE 30, 2010**

| <u>STIP Project ID</u> | <u>County</u> | <u>Applicant Name</u>                        | <u>Project Title</u>                                    | <u>Project Description</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <u>Total Federal Funds Awarded</u> | <u>Funds for Project Management Costs</u> | <u>Total Federal Cost</u> | <u>Category</u>                       |
|------------------------|---------------|----------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-------------------------------------------|---------------------------|---------------------------------------|
| 22                     | Hopkins       | City of Mortons Gap                          | Morton's Gap Trail Lighting Project                     | Purchase and installation of light posts, fixtures and electrical and engineering services                                                                                                                                                                                                                                                                                                                                                                                                                                    | \$90,000                           | \$3,000                                   | \$93,000                  | Pedestrian and bicycle facilities     |
| 23                     | Jefferson     | Louisville-Jefferson County Metro Government | LaGrange Road Pedestrian Facilities Project             | (1) Construction of sidewalks along Lagrange Road from Lyndon Lane to Bowen Elementary School.<br>(2) Narrow the travel lanes from 12 ft. to 11 ft. and remove the rumbles from the shoulders to provide two 4-foot on-street bicycle lanes along New Lagrange Road (KY-146) from Lyndon Lane to Whipps Mill Road.                                                                                                                                                                                                            | \$1,356,400                        | \$15,000                                  | \$1,371,400               | Pedestrian and bicycle facilities     |
| 24                     | Jefferson     | Louisville-Jefferson County Metro Government | I-264 Fairgrounds & Airport Exits Landscaping Project   | Install landscaping at the following areas along I-264 near the KY State Fairground and the Louisville International Airport:<br>(1) Area bounded by the ramp from Freedom Way (CS-1508G) to I-264 West<br>(2) Area bounded by the ramp from I-264 East to Freedom Way (CS-1508G)<br>(3) Area bounded by Lower Terminal Drive (CS-1212G), Standiford Field NC (CS-2120-10), and I-264 West<br>(4) Area bounded by I-264 West, the ramp from I-65 South to Terminal Drive (CS-1073G)/Louisville International Airport Entrance | \$696,634                          | \$12,000                                  | \$708,634                 | Landscaping and scenic beautification |
| 25                     | Jefferson     | City of Middletown                           | Main Street Streetscape Project Phase V                 | Streetscape improvements to Main Street from Evergreen Road to Blankenbaker Parkway in Middletown. Various improvements include: construction of ADA accessible sidewalks, street lights, public plazas, park benches, trash receptacles, drainage, curbs and gutters, trees and landscaping.                                                                                                                                                                                                                                 | \$210,300                          | \$4,000                                   | \$214,300                 | Pedestrian and bicycle facilities     |
| 26                     | Jefferson     | Louisville Metro Government                  | Bicycle and Pedestrian Striping, Signage, Signalization | Provide striping and signage for Louisville Metro's expanding bicycle and pedestrian facilities to enhance the safety of the roadways for bicyclists and pedestrians                                                                                                                                                                                                                                                                                                                                                          | \$134,000                          | \$4,000                                   | \$138,000                 | Pedestrian and bicycle facilities     |
| 27                     | Lee           | City of Beattyville                          | Beattyville Streetscape Project Phase II                | Sidewalk repairs, crosswalks, drains, signage, lighting, landscaping, furniture, utility relocation, design/engineering                                                                                                                                                                                                                                                                                                                                                                                                       | \$600,000                          | \$10,000                                  | \$610,000                 | Pedestrian and bicycle facilities     |
| 28                     | Letcher       | City of Jenkins                              | Jenkins Safe Routes to School Project Phase II          | replacement and repairs of sidewalks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | \$16,300                           | \$1,500                                   | \$17,800                  | Pedestrian and bicycle facilities     |
| 29                     | Lewis         | Kentucky Department of parks                 | Cabin Creek Covered Bridge Renovation                   | Restoration of covered bridge                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | \$740,525                          | \$10,000                                  | \$750,525                 | Historic preservation                 |

**TRANSPORTATION ENHANCEMENT PROGRAM  
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| <u>STIP Project ID</u> | <u>County</u> | <u>Applicant Name</u>          | <u>Project Title</u>                                       | <u>Project Description</u>                                                                                                                                                                                                                                      | <u>Total Federal Funds Awarded</u> | <u>Funds for Project Management Costs</u> | <u>Total Federal Cost</u> | <u>Category</u>                     |
|------------------------|---------------|--------------------------------|------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-------------------------------------------|---------------------------|-------------------------------------|
| 30                     | Lincoln       | Lincoln County Fiscal Court    | Veterans Memorial Park Trailway Project                    | Construction of approximately 1.27 miles of concrete walking path 5 feet in width. Bituminous concrete bicycle path, 8 feet in width. Chain link fence, drainage                                                                                                | \$544,000                          | \$8,000                                   | \$552,000                 | Pedestrian and bicycle facilities   |
| 31                     | Lincoln       | City of Stanford               | City of Stanford Sidewalks Construction                    | Installation of sidewalks along Upland Drive and Herndon Avenue and land widening on Foster Lane                                                                                                                                                                | \$117,600                          | \$4,000                                   | \$121,600                 | Pedestrian and bicycle facilities   |
| 32                     | Lyon          | City of Eddyville              | Eddyville SRTS Project                                     | Installation of sidewalks, installation of storm sewer                                                                                                                                                                                                          | \$131,500                          | \$4,000                                   | \$135,500                 | Pedestrian and bicycle facilities   |
| 33                     | Madison       | Madison County Fiscal Court    | Battle of Richmond Preservation Project                    | Rehabilitation of Joseph Barnett-Herndon House to allow use as a visitor center for the Battle of Richmond Park will include interior systems upgrades and ADA requirement upgrades. Period cannons, rail fencing and interpretive signage will also be placed. | \$440,000                          | \$8,000                                   | \$448,000                 | Historic preservation               |
| 34                     | Magoffin      | City of Salyersville           | Salyersville Sidewalk Project                              | Construction of sidewalks, curb/gutter, engineering and inspection                                                                                                                                                                                              | \$281,613                          | \$6,000                                   | \$287,613                 | Pedestrian and bicycle facilities   |
| 35                     | Martin        | City of Inez                   | Rockcastle Creek Pedway Project                            | Design and construction of pedestrian bridge                                                                                                                                                                                                                    | \$330,000                          | \$6,000                                   | \$336,000                 | Pedestrian and bicycle facilities   |
| 36                     | Mason         | City of Maysville              | Sidewalk Replacement & Landscaping Project                 | Installation of sidewalks and engineering and landscaping                                                                                                                                                                                                       | \$114,200                          | \$4,000                                   | \$118,200                 | Pedestrian and bicycle facilities   |
| 37                     | McCracken     | City of Paducah                | Paducah Greenway Trail Phase II                            | 4,000 lf of trail, road crossing at the county park, gravel parking, elevated wooden trail way, creek bridge                                                                                                                                                    | \$500,000                          | \$8,000                                   | \$508,000                 | Pedestrian and bicycle facilities   |
| 38                     | McCreary      | McCreary County Fiscal Court   | Steam Locomotive Restoration Phase II                      | Rehabilitation of steam engines to original condition. Includes boiler, steam and combustion systems, piping, electrical inspection, paint and engineering                                                                                                      | \$600,000                          | \$10,000                                  | \$610,000                 | Historic preservation               |
| 39                     | Mercer        | City of Harrodsburg            | Downtown Beautification project                            | Purchase benches and trash cans                                                                                                                                                                                                                                 | \$8,000                            | \$1,000                                   | \$9,000                   | Landscaping and beautification      |
| 40                     | Montgomery    | City of Jeffersonville         | Jeffersonville Sidewalk Project                            | Installation of sidewalks                                                                                                                                                                                                                                       | \$56,500                           | \$3,000                                   | \$59,500                  | Pedestrian and bicycle facilities   |
| 41                     | Montgomery    | Montgomery County Fiscal Court | Montgomery County History Museum & Visitor Center Phase II | Rehabilitation of second floor of building including HVAC, flooring, walls, ceilings, plumbing and fixtures, elevator installation                                                                                                                              | \$200,000                          | \$4,000                                   | \$204,000                 | Scenic or historic highway programs |

**TRANSPORTATION ENHANCEMENT PROGRAM  
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| <u>STIP Project ID</u> | <u>County</u> | <u>Applicant Name</u>       | <u>Project Title</u>                                 | <u>Project Description</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <u>Total Federal Funds Awarded</u> | <u>Funds for Project Management Costs</u> | <u>Total Federal Cost</u> | <u>Category</u>                     |
|------------------------|---------------|-----------------------------|------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-------------------------------------------|---------------------------|-------------------------------------|
| 42                     | Muhlenburg    | City of Greenville          | Transportation Green Pride Phase II                  | Replacing sidewalks in the right of way, crosswalks, lighting and the burying of utilities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | \$412,100                          | \$8,000                                   | \$420,100                 | Pedestrian and bicycle facilities   |
| 43                     | Ohio          | City of Hartford            | Oakwood Drive and Union Street Sidewalk Improvements | Repairs and replacement of sidewalks, engineering                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | \$235,292                          | \$4,000                                   | \$239,292                 | Pedestrian and bicycle facilities   |
| 44                     | Powell        | Powell County Fiscal Court  | Slade Welcome Center                                 | Construction of a welcome center at the Slade exit of the Bert T. Combs Mountain Parkway in Powell County. The proposed welcome center will be 2,300 sf free standing structure at the entrance to the Red River Gorge and Natural Bridge State Resort Park. The building will provide a lobby area for reception of visitors and distribution of tourism materials, restroom facilities, an historic railroad exhibit gallery, and a conference room to be utilized for tourism groups.<br>Project Termini - .70 acres at 30 L&N East Railroad Place at the Slade exit of the Bert T. Combs Mountain Parkway in Powell County. | \$429,130                          | \$8,000                                   | \$437,130                 | Scenic or Historic highway programs |
| 45                     | Pulaski       | Pulaski county Fiscal Court | Fountain Square Beautification Project               | Architectural/Engineering, sidewalks repairs/replacement, landscaping, fountain repair, furnishings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | \$800,000                          | \$12,000                                  | \$812,000                 | Pedestrian and bicycle facilities   |
| 46                     | Rockcastle    | City of Livingston          | Sidewalk Construction & Replacement Project          | Installation of sidewalks, handicap ramps, lighting, engineering, contract administration, bike lane                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | \$312,000                          | \$6,000                                   | \$318,000                 | Pedestrian and bicycle facilities   |
| 47                     | Russell       | City of Russell Springs     | Maple Street Sidewalk Project                        | Sidewalk installation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | \$80,000                           | \$3,000                                   | \$83,000                  | Pedestrian and bicycle facilities   |
| 48                     | Shelby        | City of Shelbyville         | Sanford Lane Sidewalk Project                        | Installation of sidewalks, property acquisition, engineering                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | \$29,020                           | \$1,500                                   | \$30,520                  | Pedestrian and bicycle facilities   |
| 49                     | Shelby        | City of Simpsonville        | US 60 Sidewalk Construction Project                  | Construct 1200 linear feet of sidewalk along US 60, provide new lighting, street furniture, and relocate utilities underground (from Fairview Drive to Cardinal Drive). Work will occur from Old Veechdate Road to Fairview Drive.                                                                                                                                                                                                                                                                                                                                                                                              | \$320,000                          | \$6,000                                   | \$326,000                 | Pedestrian and bicycle facilities   |
| 50                     | Statewide     | Kentucky Historical Society | Historical Highway Marker Restoration Program        | Replace and refurbish KY Historical Society Highway Markers throughout the state                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | \$64,000                           | \$3,000                                   | \$67,000                  | Scenic or Historic Highway Programs |

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| <u>STIP Project ID</u> | <u>County</u> | <u>Applicant Name</u>                     | <u>Project Title</u>                                             | <u>Project Description</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <u>Total Federal Funds Awarded</u> | <u>Funds for Project Management Costs</u> | <u>Total Federal Cost</u> | <u>Category</u>                                             |
|------------------------|---------------|-------------------------------------------|------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-------------------------------------------|---------------------------|-------------------------------------------------------------|
| 51                     | Statewide     | Kentucky Historical Society               | Rivers, Rails and Roadways: Kentucky's Civil War Landscapes      | funds will be used to purchase/set up/ and provide various educational materials                                                                                                                                                                                                                                                                                                                                                                                                       | \$1,050,000                        | \$10,000                                  | \$1,060,000               | Scenic or historic Highway Programs                         |
| 52                     | Todd          | City of Guthrie                           | Guthrie Historic Transportation Museum & Welcome Center Phase II | Foundation, interior walls/ceiling, exterior rear wall, external stabilization, plumbing, electrical, mechanical systems, interior finish work, exterior rehabilitation, site improvements, furnishings, architectural and engineering services, construction administration, permits and fees.                                                                                                                                                                                        | \$600,000                          | \$10,000                                  | \$610,000                 | Historic Transportation buildings and historic preservation |
| 53                     | Todd          | Todd County Board of Education            | Walk with Us                                                     | Construction of sidewalks and engineering                                                                                                                                                                                                                                                                                                                                                                                                                                              | \$250,000                          | \$4,000                                   | \$254,000                 | Pedestrian and bicycle facilities                           |
| 54                     | Warren        | City of Bowling Green                     | L & N 109 Railcar Restoration Project                            | Restoration of an L & N Railcar presently sitting in Glasgow, KY. The work includes moving and cleaning the railcar, restoration of the undercarriage, reconstructing the metal roof, exterior restoration, and painting. The restored railcar will sit under a newly constructed protective shed on existing tracks on the back/west side of the L & N Depot/Historic Railpark and Train Museum which sits near the corner of Memorial Lane and Kentucky Street in Bowling Green, KY. | \$189,500                          | \$4,000                                   | \$193,500                 | Historic preservation                                       |
| 55                     | Warren        | Warren County Fiscal Court                | Linking Communities, Schools & Parks Project                     | Shared-use path, furnishings, engineering                                                                                                                                                                                                                                                                                                                                                                                                                                              | \$792,000                          | \$12,000                                  | \$804,000                 | Pedestrian and bicycle facilities                           |
| 56                     | Wayne         | City of Monticello                        | Safe Routes to School Project                                    | Installation of sidewalks                                                                                                                                                                                                                                                                                                                                                                                                                                                              | \$215,425                          | \$4,000                                   | \$219,425                 | Pedestrian and bicycle facilities                           |
| 57                     | Wolfe         | City of Campton/Wolfe County Fiscal Court | Pedway Project Phase II                                          | New 5-ft wide concrete sidewalk on the north side of KY 191. Work will occur from Back St running east to the entrance of the Methodist Housing Complex.                                                                                                                                                                                                                                                                                                                               | \$641,000                          | \$10,000                                  | \$651,000                 | Pedestrian and bicycle facilities                           |
| 58                     | Woodford      | City of Versailles                        | Streetscape Renovation Project Phase III                         | Lighting, utility relocation, signage, striping and sidewalk repair                                                                                                                                                                                                                                                                                                                                                                                                                    | \$400,000                          | \$6,000                                   | \$406,000                 | Pedestrian and bicycle facilities                           |

# **EXHIBIT A - 8**

## **CONGESTION MITIGATION AND AIR QUALITY PROJECTS**

**CONGESTION MITIGATION  
AND AIR QUALITY IMPROVEMENT PROGRAM  
AS OF JUNE 30, 2010**

| <u>STIP Project ID</u> | <u>County</u>           | <u>Applicant Name</u>                             | <u>Project Title</u>                                                 | <u>Project Description</u>                                                                                                                                                                                                                                                                                                                 | <u>Total Federal Funds Awarded</u> | <u>Funds for Project Management Costs</u> | <u>Total Federal Cost</u> |
|------------------------|-------------------------|---------------------------------------------------|----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-------------------------------------------|---------------------------|
| 1                      | Boone                   | KYTC                                              | Construct an Additional US 42 Left Turn Lane to Northbound Mall Road | Construct an additional US 42 left turn lane to Northbound Mall Road                                                                                                                                                                                                                                                                       | \$725,000                          | \$10,000                                  | \$735,000                 |
| 2                      | Boone, Campbell, Kenton | OKI                                               | FY 2010 Regional Clean Air Program                                   | Public outreach campaign to improve the quality of air in the Greater Cincinnati and Northern Kentucky area by continuing to educate the general public, businesses, and the media about smog (ozone and particulate matter pollution), their contributions to it, and the voluntary measures they can take to help reduce smog formation. | \$55,720                           | \$3,000                                   | \$58,720                  |
| 3                      | Boyd                    | KYTC                                              | Boyd County Park and Ride Expansion                                  | Provide up to 20 additional parking spaces at an existing park and ride facility as well as lighting and striping. Work will occur at an existing facility at the northwest corner of the intersection of KY-3 and US 23.                                                                                                                  | \$76,000                           | \$3,000                                   | \$79,000                  |
| 4                      | Campbell                | City of Newport                                   | Newport Riverfront Commons Bicycle/Pedestrian Corridor               | Construct a bike path along the Newport Riverfront between the Taylor Southgate Bridge and the L & N Pedestrian Bridge linking Newport and Cincinnati and is adjacent to the Newport on the Levee Entertainment site.                                                                                                                      | \$730,720                          | \$10,000                                  | \$740,720                 |
| 5                      | Christian               | Hopkinsville-Christian County Planning Commission | North Drive/Glass Avenue Traffic Congestion Improvement Project      | Construction of left-hand turning lanes                                                                                                                                                                                                                                                                                                    | \$1,500,000                        | \$15,000                                  | \$1,515,000               |
| 6                      | Fayette                 | LexTran/Art in Motion, Inc.                       | LexTran/Art in Motion "smART" shelter project                        | Construct up to 8 transit shelters to accommodate art displays and GPS technology; design                                                                                                                                                                                                                                                  | \$150,000                          | \$4,000                                   | \$154,000                 |
| 7                      | Fayette                 | LFUGG                                             | Southland Drive Bike/Pedestrian Improvements                         | Construct one mile of bike lanes along Southland Drive from Rosemont Garden to Nicholasville Road                                                                                                                                                                                                                                          | \$240,000                          | \$4,000                                   | \$244,000                 |
| 8                      | Fayette                 | LFUGG                                             | Fiber Optic Cable                                                    | Installation of fiber optic cable along US 68 from downtown Lexington to Man O' War; US 60 from downtown Lexington to Parkers Mill Road; US 421 from downtown Lexington to KY 1978, purchase computer equipment, consultant and training services                                                                                          | \$320,000                          | \$6,000                                   | \$326,000                 |

**CONGESTION MITIGATION  
AND AIR QUALITY IMPROVEMENT PROGRAM  
AS OF JUNE 30, 2010**

| <u>STIP Project ID</u> | <u>County</u>     | <u>Applicant Name</u>                   | <u>Project Title</u>                                                         | <u>Project Description</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <u>Total Federal Funds Awarded</u> | <u>Funds for Project Management Costs</u> | <u>Total Federal Cost</u> |
|------------------------|-------------------|-----------------------------------------|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-------------------------------------------|---------------------------|
| 9                      | Fayette           | University of Kentucky                  | University Drive Bike Lane Extension                                         | Construction of bike lane and engineering costs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | \$72,000                           | \$3,000                                   | \$75,000                  |
| 10                     | Fayette           | LFUCG-Division of Community Development | Town Branch Trail Crossing                                                   | Installation of trail from New Circle Road to McConnell Springs Park crossing Old Frankfort Pike                                                                                                                                                                                                                                                                                                                                                                                                                               | \$408,700                          | \$8,000                                   | \$416,700                 |
| 11                     | Fayette           | LFUCG                                   | Loudon Avenue Sidewalk Project                                               | Construct 4,000 feet of a 5 foot wide sidewalk on the south side of Loudon Avenue from Newtown Pike to Russell Cave Road.                                                                                                                                                                                                                                                                                                                                                                                                      | \$240,000                          | \$4,000                                   | \$244,000                 |
| 12                     | Fayette           | LexTran                                 | Electronic fare-payment systems and Smart Cards                              | Provide funding for LexTran Electronic Fare Payment Systems and Smart Cards                                                                                                                                                                                                                                                                                                                                                                                                                                                    | \$1,066,085                        | \$15,000                                  | \$1,081,085               |
| 13                     | Fayette Jefferson | Jessamine County                        | The "Gen-Set Revolution" Project                                             | Purchase of "Gen-Set" Locomotive                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | \$2,500,000                        | \$10,000                                  | \$2,510,000               |
| 14                     | Jefferson         | Lou Metro                               | Metro-wide Traffic Signal Synchronization - Phase 1                          | Provide communications to approximately 106 traffic signals along critical suburban corridors throughout the metro area                                                                                                                                                                                                                                                                                                                                                                                                        | \$800,000                          | \$12,000                                  | \$812,000                 |
| 15                     | Jefferson         | Lou Metro                               | Northeast Louisville Loop Multi-Use Path                                     | Construct a shared-use path along US 60 (Shelbyville Road) from Old Shelbyville Road to North English Station Road and from English Station Way to North Beckley Station Road.                                                                                                                                                                                                                                                                                                                                                 | \$750,000                          | \$10,000                                  | \$760,000                 |
| 16                     | Jefferson         | TARC                                    | TARC High Capacity Corridors                                                 | Add TARC service along two high capacity corridors: Broadway - Bardstown Road - Taylorsville Road Corridor and the Preston Highway-Dixie Highway Corridor.                                                                                                                                                                                                                                                                                                                                                                     | \$1,019,200                        | \$15,000                                  | \$1,034,200               |
| 17                     | Jefferson         | Lou Metro                               | Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation 2010 | To increase awareness of motorists to bicyclists and pedestrians. Teach cyclists and motorists to share the traveling environment safely. Ensure that police, planners and engineers understand the rights of cyclists/pedestrians. Educate children on safe walking and bicycling practices, to walk and bicycle defensively, to anticipate dangerous situations and react appropriately. The promotional portion will be used to increase bike ridership by a broad range of residents for fun, fitness, and transportation. | \$100,000                          | \$3,000                                   | \$103,000                 |
| 18                     | Jefferson         | Lou Metro                               | Bicycle Parking & Intermodal Transit Facility                                | Construction of a new inter-modal transit station at the NW corner of W. Jefferson Street and S. 4th Street                                                                                                                                                                                                                                                                                                                                                                                                                    | \$1,353,920                        | \$15,000                                  | \$1,368,920               |

**CONGESTION MITIGATION  
AND AIR QUALITY IMPROVEMENT PROGRAM  
AS OF JUNE 30, 2010**

| <u>STIP Project ID</u> | <u>County</u>            | <u>Applicant Name</u> | <u>Project Title</u>                                                   | <u>Project Description</u>                                                                                                                                                                                                                                                                                                                                             | <u>Total Federal Funds Awarded</u> | <u>Funds for Project Management Costs</u> | <u>Total Federal Cost</u> |
|------------------------|--------------------------|-----------------------|------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-------------------------------------------|---------------------------|
| 19                     | Jefferson                | Lou Metro             | Bicycle Facility Improvements - Striping, Signage & Signalization 2010 | Provide signage for the expanding bicycle facility network and enhance the safety of existing roadways by installing shared-lane markings and other bike/ped signage and markings. The project will also retrofit existing roadways without changing the curb to curb width.                                                                                           | \$150,000                          | \$4,000                                   | \$154,000                 |
| 20                     | Jefferson                | Lou Metro             | Bicycle Sharing System                                                 | Pilot system for the installation of four bike kiosks to be located at: (1) SW corner of W. Jefferson St and S. 8th St. (2) SE corner of W. Liberty St. and S. 6th. St. (3) NW corner of W. Muhammad Ali Blvd and S. 5th St. and (4) SE corner of E. Gray St. and S. Preston St.                                                                                       | \$180,000                          | \$4,000                                   | \$184,000                 |
| 21                     | Jefferson                | Lou Metro             | Hybrid Fleet Vehicles 2010                                             | Purchase 25 Ford Escape Hybrids                                                                                                                                                                                                                                                                                                                                        | \$163,689                          | \$4,000                                   | \$167,689                 |
| 22                     | Jefferson                | U of L                | University of Louisville - Campus Bikeway & Safety Improvement         | Completion of the U of L Master Plan for campus biking/walking improvements along: (1) Lee Street from the CSX railroad line to Third Street (2) Third Street from Lee Street to Cardinal Blvd. (3) Cardinal Blvd. from CSX railroad line to Floyd Street (4) Floyd Street from Cardinal Blvd. to Cardinal Stadium (5) Eastern Pkwy from Floyd Street to Second Street | \$1,688,400                        | \$15,000                                  | \$1,703,400               |
| 23                     | Jefferson Bullitt Oldham | Lou Metro             | Kentuckiana Air Education                                              | Information/outreach campaign to educate public about air quality issues and encourage the public to make air-friendly choices.                                                                                                                                                                                                                                        | \$515,000                          | \$8,000                                   | \$523,000                 |
| 24                     | Kenton                   | TANK                  | Fixed-Route Replacement Buses                                          | Purchase five (5) full size, fixed route replacement buses. The buses are 40 foot, low-floor buses equipped with bike racks, security cameras and wheelchair lifts.                                                                                                                                                                                                    | \$1,521,328                        | \$15,000                                  | \$1,536,328               |
| 25                     | Kenton                   | KYTC                  | Additional lane on 4th Street west of Philadelphia Street              | Construct an additional lane on KY 8 (4th Street) west of Philadelphia Street.                                                                                                                                                                                                                                                                                         | \$1,245,000                        | \$15,000                                  | \$1,260,000               |
| 26                     | Kenton                   | KYTC                  | Main Street Realignment at Pike Street and Traffic Signal Removal      | Reconstruct the intersection of Pike Street and Main Street (US 25 Corridor).                                                                                                                                                                                                                                                                                          | \$750,000                          | \$10,000                                  | \$760,000                 |

**CONGESTION MITIGATION  
AND AIR QUALITY IMPROVEMENT PROGRAM  
AS OF JUNE 30, 2010**

| <u>STIP Project ID</u> | <u>County</u> | <u>Applicant Name</u>                           | <u>Project Title</u>             | <u>Project Description</u>                                                                                                                                                                                      | <u>Total Federal Funds Awarded</u> | <u>Funds for Project Management Costs</u> | <u>Total Federal Cost</u> |
|------------------------|---------------|-------------------------------------------------|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-------------------------------------------|---------------------------|
| 27                     | Oldham        | Oldham County Planning and Development Services | The Park and Ride at Apple Patch | 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. | \$993,551                          | \$12,000                                  | \$1,005,551               |

# **EXHIBIT A - 9**

## **PUBLIC TRANSPORTATION (TRANSIT) PROJECTS**

Kentucky Transportation  
Office of Transportation Delivery  
Kentucky Section 5307  
STIP FY 2011-2014

| FY 2011<br>Urbanized Area | FY 2011<br>Operating   | FY 2011<br>Capital      | FY 2011<br>Planning | Total<br>Federal        |
|---------------------------|------------------------|-------------------------|---------------------|-------------------------|
| Ashland                   | \$ 386,357.00          | \$ 256,356.00           | \$ -                | \$642,713.00            |
| Bowling Green             | \$ 515,411.00          | \$ 183,309.00           | \$ 15,000.00        | \$713,720.00            |
| Clarksville               | \$ 308,567.00          | \$ -                    | \$ -                | \$308,567.00            |
| Henderson                 | \$ 478,722.00          | \$ 218,025.00           | \$ 10,000.00        | \$706,747.00            |
| Lextran                   | \$ -                   | \$ 4,150,638.00         | \$ -                | \$4,150,638.00          |
| Owensboro                 | \$ 494,344.00          | \$ 367,278.00           | \$ -                | \$861,622.00            |
| Radcliff/E'Town           | \$ 700,000.00          | \$ 65,564.00            | \$ -                | \$765,564.00            |
| Tank                      | \$ -                   | \$ 18,732,058.00        | \$ -                | \$18,732,058.00         |
| Tarc/Louisville-IN        | \$ -                   | \$ 13,197,396.00        | \$ -                | \$13,197,396.00         |
|                           | <b>\$ 2,883,401.00</b> | <b>\$ 37,170,624.00</b> | <b>\$ 25,000.00</b> | <b>\$ 40,079,025.00</b> |

| FY 2012<br>Urbanized Area | FY 2012<br>Operating   | FY 2012<br>Capital      | FY 2012<br>Planning | Total<br>Federal        |
|---------------------------|------------------------|-------------------------|---------------------|-------------------------|
| Ashland                   | \$ 405,674.85          | \$ 269,173.80           | \$ -                | \$ 674,848.65           |
| Bowling Green             | \$ 541,181.55          | \$ 192,474.45           | \$ 15,750.00        | \$ 749,406.00           |
| Clarksville               | \$ 323,995.35          | \$ -                    | \$ -                | \$ 323,995.35           |
| Henderson                 | \$ 502,658.10          | \$ 228,926.25           | \$ 10,500.00        | \$ 742,084.35           |
| Lextran                   | \$ -                   | \$ 4,358,169.90         | \$ -                | \$ 4,358,169.90         |
| Owensboro                 | \$ 519,061.20          | \$ 385,641.90           | \$ -                | \$ 904,703.10           |
| Radcliff/E'Town           | \$ 735,000.00          | \$ 68,842.20            | \$ -                | \$ 803,842.20           |
| Tank                      | \$ -                   | \$ 19,668,660.90        | \$ -                | \$ 19,668,660.90        |
| Tarc                      | \$ -                   | \$ 13,857,265.80        | \$ -                | \$ 13,857,265.80        |
|                           | <b>\$ 3,027,571.05</b> | <b>\$ 39,029,155.20</b> | <b>\$ 26,250.00</b> | <b>\$ 42,082,976.25</b> |

| FY 2013<br>Urbanized Area | FY 2013<br>Operating   | FY 2013<br>Capital      | FY 2013<br>Planning | Total<br>Federal        |
|---------------------------|------------------------|-------------------------|---------------------|-------------------------|
| Ashland                   | \$ 425,958.59          | \$ 282,632.49           | \$ -                | \$ 708,591.08           |
| Bowling Green             | \$ 568,240.63          | \$ 202,098.17           | \$ 16,537.50        | \$ 786,876.30           |
| Clarksville               | \$ 340,195.12          | \$ -                    | \$ -                | \$ 340,195.12           |
| Henderson                 | \$ 527,791.01          | \$ 240,372.56           | \$ 11,025.00        | \$ 779,188.57           |
| Lextran                   | \$ -                   | \$ 4,576,078.40         | \$ -                | \$ 4,576,078.40         |
| Owensboro                 | \$ 545,014.26          | \$ 404,924.00           | \$ -                | \$ 949,938.26           |
| Radcliff/E'Town           | \$ 771,750.00          | \$ 72,284.31            | \$ -                | \$ 844,034.31           |
| Tank                      | \$ -                   | \$ 20,652,093.95        | \$ -                | \$ 20,652,093.95        |
| Tarc                      | \$ -                   | \$ 14,550,129.09        | \$ -                | \$ 14,550,129.09        |
|                           | <b>\$ 3,178,949.60</b> | <b>\$ 40,980,612.96</b> | <b>\$ 27,562.50</b> | <b>\$ 44,187,125.06</b> |

| FY 2014<br>Urbanized Area | FY 2014<br>Operating | FY 2014<br>Capital | FY 2014<br>Planning | Total<br>Federal |
|---------------------------|----------------------|--------------------|---------------------|------------------|
|---------------------------|----------------------|--------------------|---------------------|------------------|

|                 |    |                     |    |                      |    |                  |    |                      |
|-----------------|----|---------------------|----|----------------------|----|------------------|----|----------------------|
| Ashland         | \$ | 447,256.52          | \$ | 296,764.11           | \$ | -                | \$ | 744,020.64           |
| Bowling Green   | \$ | 596,652.66          | \$ | 212,203.08           | \$ | 17,364.38        | \$ | 826,220.12           |
| Clarksville     | \$ | 357,204.87          | \$ | -                    | \$ | -                | \$ | 357,204.87           |
| Henderson       | \$ | 554,180.56          | \$ | 252,391.19           | \$ | 11,576.25        | \$ | 818,148.00           |
| Lextran         | \$ | -                   | \$ | 4,804,882.31         | \$ | -                | \$ | 4,804,882.31         |
| Owensboro       | \$ | 572,264.97          | \$ | 425,170.19           | \$ | -                | \$ | 997,435.17           |
| Radcliff/E'Town | \$ | 810,337.50          | \$ | 75,898.53            | \$ | -                | \$ | 886,236.03           |
| Tank            | \$ | -                   | \$ | 21,684,698.64        | \$ | -                | \$ | 21,684,698.64        |
| Tarc            | \$ | -                   | \$ | 15,277,635.54        | \$ | -                | \$ | 15,277,635.54        |
|                 | \$ | <u>3,337,897.08</u> | \$ | <u>43,029,643.61</u> | \$ | <u>28,940.63</u> | \$ | <u>46,396,481.32</u> |

**Kentucky Transportation  
Office of Transportation Delivery  
Kentucky Section 5308  
STIP FY 2011-2014  
Contact: Vickie Bourne or Eric Perez**

**Transit  
Clean Fuels Program**

**July 1, 2010 to June 30, 2011**

|                                  | <b>Federal</b> | <b>State</b> | <b>Local</b> | <b>TOTAL</b> |
|----------------------------------|----------------|--------------|--------------|--------------|
| Transit Authority of Northern Ky | \$517,000      | \$0          | \$129,250    | \$646,250    |
| Transit Authority of River City  | \$776,000      | \$0          | \$194,000    | \$970,000    |

**July 1, 2011 to June 30, 2012**

|                                  | <b>Federal</b> | <b>State</b> | <b>Local</b> | <b>TOTAL</b> |
|----------------------------------|----------------|--------------|--------------|--------------|
| Transit Authority of Northern Ky | \$549,000      | \$0          | \$137,250    | \$686,250    |
| Transit Authority of River City  | \$823,000      | \$0          | \$205,750    | \$1,028,750  |

**July 1, 2011 to June 30, 2012**

|                                  | <b>Federal</b> | <b>State</b> | <b>Local</b> | <b>TOTAL</b> |
|----------------------------------|----------------|--------------|--------------|--------------|
| Transit Authority of Northern Ky | \$576,450      | \$0          | \$144,113    | \$720,563    |
| Transit Authority of River City  | \$864,150      | \$0          | \$216,038    | \$1,080,188  |

**July 1, 2011 to June 30, 2012**

|                                  | <b>Federal</b> | <b>State</b> | <b>Local</b> | <b>TOTAL</b> |
|----------------------------------|----------------|--------------|--------------|--------------|
| Transit Authority of Northern Ky | \$605,273      | \$0          | \$151,318    | \$756,591    |
| Transit Authority of River City  | \$907,358      | \$0          | \$226,839    | \$1,134,197  |

**Kentucky Transportation  
Office of Transportation Delivery  
Kentucky Section 5309  
STIP FY 2011-2014  
Contact: Vickie Bourne or Eric Perez**

**SECTION 5309**

**Discretionary Capital Apportionment**

July 1, 2011 to June 30, 2014

| <b>5309</b>   | <b>Bus and Bus Facility Program</b>                                                                | <b>Federal Share</b>    | <b>Local/<br/>State Share</b> | <b>Total</b>            |
|---------------|----------------------------------------------------------------------------------------------------|-------------------------|-------------------------------|-------------------------|
| Capital       | Audubon Area Community Services, bus facility, Owensboro, KY                                       | \$ 1,350,000.00         | \$ 337,500.00                 | \$ 1,687,500.00         |
| Capital       | Frankfort Transit Bus Facilities, KY                                                               | \$ 275,000.00           | \$ 68,750.00                  | \$ 343,750.00           |
| Capital       | Lake Cumberland Community Action Agency, bus equipment, KY                                         | \$ 70,000.00            | \$ 17,500.00                  | \$ 87,500.00            |
| Capital       | Pennyrite Allied Community Services, bus facilities, KY                                            | \$ 500,000.00           | \$ 125,000.00                 | \$ 625,000.00           |
| Capital       | Transit Authority of Northern Kentucky Bus Replacement Project, KY                                 | \$ 1,850,000.00         | \$ 462,500.00                 | \$ 2,312,500.00         |
| Capital       | Transit Facility for LKLP Community Action Council in West Liberty, KY                             | \$ 1,000,000.00         | \$ 250,000.00                 | \$ 1,250,000.00         |
| Capital       | Western Kentucky University Shuttle Bus Improvement Project, KY                                    | \$ 1,200,000.00         | \$ 300,000.00                 | \$ 1,500,000.00         |
| Capital       | Bus Facilities, Fulton County Transit Authority                                                    | \$ 237,500.00           | \$ 59,375.00                  | \$ 296,875.00           |
| Capital       | Bus Replacement Program, TANK, Fort Wright                                                         | \$ 1,900,000.00         | \$ 475,000.00                 | \$ 2,375,000.00         |
| Capital       | Frankfort Transit                                                                                  | \$ 950,000.00           | \$ 237,500.00                 | \$ 1,187,500.00         |
| Capital       | Intermodal Transit Facility for LKLP Community Action Council, Hazard                              | \$ 237,500.00           | \$ 59,375.00                  | \$ 296,875.00           |
| Capital       | Non-Emergency Medical and Independent Living Activities Transportation for Older Adults, La Grange | \$ 76,950.00            | \$ 19,237.50                  | \$ 96,187.50            |
| Capital       | Paducah Area Transit System                                                                        | \$ 2,375,000.00         | \$ 593,750.00                 | \$ 2,968,750.00         |
| Capital       | Richmond, KY Purchase buses, bus equipment and facilities                                          | \$ 162,518.00           | \$ 40,629.50                  | \$ 203,147.50           |
| Capital       | Route System Project, Murray Calloway Transit Authority, Murray                                    | \$ 1,496,250.00         | \$ 374,062.50                 | \$ 1,870,312.50         |
| Capital       | TARC Clean Bus Program                                                                             | \$ 475,000.00           | \$ 118,750.00                 | \$ 593,750.00           |
| Capital       | Transit Authority of Lexington Bus Purchase Project                                                | \$ 2,945,000.00         | \$ 736,250.00                 | \$ 3,681,250.00         |
| Capital       | Transit Authority of Lexington, KY-Rehabilitation of Building for Maintenance and Administration   | \$ 1,097,000.00         | \$ 274,250.00                 | \$ 1,371,250.00         |
| <b>TOTALS</b> |                                                                                                    | <b>\$ 18,197,718.00</b> | <b>\$ 4,549,429.50</b>        | <b>\$ 22,747,147.50</b> |

**SECTION 5310**

**SPECIALIZED & ELDERLY CAPITAL PROGRAMS**

**AUDUBON AREA COMMUNITY SERVICES ORGANIZATION  
(GREEN RIVER INTERCOUNTY TRANSIT SYSTEM)**

LEAD AGENCY for seven counties:  
Daviness, Hancock, Henderson, McLean, Ohio, Union, and Webster

|         |                      | July 1, 2010 to June 30, 2011 |          |           | July 1, 2011 to June 30, 2012 |          |          | July 1, 2012 to June 30, 2013 |           |          | July 1, 2013 to June 30, 2014 |           |           |          |          |           |
|---------|----------------------|-------------------------------|----------|-----------|-------------------------------|----------|----------|-------------------------------|-----------|----------|-------------------------------|-----------|-----------|----------|----------|-----------|
|         | Federal              | State                         | Local    | TOTAL     | Federal                       | State    | Local    | TOTAL                         | Federal   | State    | Local                         | TOTAL     | Federal   | State    | Local    | TOTAL     |
| Capital | \$168,000            | \$21,000                      | \$21,000 | \$210,000 | \$176,400                     | \$22,050 | \$22,050 | \$220,500                     | \$185,220 | \$23,153 | \$23,153                      | \$231,525 | \$194,481 | \$24,310 | \$24,310 | \$243,101 |
|         | (4) Replacement vans |                               |          |           |                               |          |          |                               |           |          |                               |           |           |          |          |           |

**BARREN RIVER LOCAL OFFICIALS ORGANIZATION (BRLOO)**

LEAD AGENCY over these ten counties: Allen, Barren, Butler, Edmonson, Hart, Logan, Metcalfe, Monroe, Simpson, and Warren

|         |                     | July 1, 2010 to June 30, 2011 |       |       | July 1, 2011 to June 30, 2012 |         |         | July 1, 2012 to June 30, 2013 |          |         | July 1, 2013 to June 30, 2014 |          |          |         |         |          |
|---------|---------------------|-------------------------------|-------|-------|-------------------------------|---------|---------|-------------------------------|----------|---------|-------------------------------|----------|----------|---------|---------|----------|
|         | Federal             | State                         | Local | TOTAL | Federal                       | State   | Local   | TOTAL                         | Federal  | State   | Local                         | TOTAL    | Federal  | State   | Local   | TOTAL    |
| Capital | \$0                 | \$0                           | \$0   | \$0   | \$42,000                      | \$5,250 | \$5,250 | \$52,500                      | \$44,100 | \$5,513 | \$5,513                       | \$55,125 | \$46,305 | \$5,788 | \$5,788 | \$57,881 |
|         | (1) Replacement van |                               |       |       |                               |         |         |                               |          |         |                               |          |          |         |         |          |

**BLUEGRASS COMMUNITY ACTION AGENCY, INC.**

LEAD AGENCY over nine counties: Anderson, Boyle, Garrard, Franklin, Jessamine, Lincoln, Mercer, Scott, and Woodford  
There are over 20 known eligible agencies in area

|         |                      | July 1, 2010 to June 30, 2011 |          |           | July 1, 2011 to June 30, 2012 |          |          | July 1, 2012 to June 30, 2013 |           |          | July 1, 2013 to June 30, 2014 |           |           |          |          |           |
|---------|----------------------|-------------------------------|----------|-----------|-------------------------------|----------|----------|-------------------------------|-----------|----------|-------------------------------|-----------|-----------|----------|----------|-----------|
|         | Federal              | State                         | Local    | TOTAL     | Federal                       | State    | Local    | TOTAL                         | Federal   | State    | Local                         | TOTAL     | Federal   | State    | Local    | TOTAL     |
| Capital | \$210,000            | \$26,250                      | \$26,250 | \$262,500 | \$220,500                     | \$27,563 | \$27,563 | \$275,625                     | \$231,525 | \$28,941 | \$28,941                      | \$289,406 | \$243,101 | \$30,388 | \$30,388 | \$303,877 |
|         | (5) Replacement vans |                               |          |           |                               |          |          |                               |           |          |                               |           |           |          |          |           |

**CENTRAL KENTUCKY COMMUNITY ACTION COUNCIL**

LEAD AGENCY over eight counties: Breckinridge, Grayson, Hardin, Larue, Marion, Meade, Nelson, and Washington

|         |                      | July 1, 2010 to June 30, 2011 |          |           | July 1, 2011 to June 30, 2012 |          |          | July 1, 2012 to June 30, 2013 |           |          | July 1, 2013 to June 30, 2014 |           |           |          |          |           |
|---------|----------------------|-------------------------------|----------|-----------|-------------------------------|----------|----------|-------------------------------|-----------|----------|-------------------------------|-----------|-----------|----------|----------|-----------|
|         | Federal              | State                         | Local    | TOTAL     | Federal                       | State    | Local    | TOTAL                         | Federal   | State    | Local                         | TOTAL     | Federal   | State    | Local    | TOTAL     |
| Capital | \$168,000            | \$21,000                      | \$21,000 | \$210,000 | \$176,400                     | \$22,050 | \$22,050 | \$220,500                     | \$185,220 | \$23,153 | \$23,153                      | \$231,525 | \$194,481 | \$24,310 | \$24,310 | \$243,101 |
|         | (4) Replacement vans |                               |          |           |                               |          |          |                               |           |          |                               |           |           |          |          |           |

|                                                                                                                                                                                                                                                                    | July 1, 2010 to June 30, 2011 |          |          | July 1, 2011 to June 30, 2012 |           |          | July 1, 2012 to June 30, 2013 |           |           | July 1, 2013 to June 30, 2014 |          |           |           |          |          |           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|----------|----------|-------------------------------|-----------|----------|-------------------------------|-----------|-----------|-------------------------------|----------|-----------|-----------|----------|----------|-----------|
|                                                                                                                                                                                                                                                                    | Federal                       | State    | Local    | TOTAL                         | Federal   | State    | Local                         | TOTAL     | Federal   | State                         | Local    | TOTAL     | Federal   | State    | Local    | TOTAL     |
| <b>FEDERATED TRANSPORTATION SERVICES OF THE BLUEGRASS</b><br>LEAD AGENCY over 13 counties: Bourbon, Harrison, Nicholas, Montgomery, Bath, Menifee, Rowan, Morgan, Elliott, Carter, Greenup, Boyd, and Lawrence<br>There are over 7 known eligible agencies in area |                               |          |          |                               |           |          |                               |           |           |                               |          |           |           |          |          |           |
| Capital                                                                                                                                                                                                                                                            | \$294,000                     | \$36,750 | \$36,750 | \$367,500                     | \$308,700 | \$38,588 | \$38,588                      | \$385,875 | \$324,135 | \$40,517                      | \$40,517 | \$405,169 | \$340,342 | \$42,543 | \$42,543 | \$425,427 |
|                                                                                                                                                                                                                                                                    | (7) Replacement vans          |          |          |                               |           |          |                               |           |           |                               |          |           |           |          |          |           |
| <b>KENTUCKY RIVER FOOTHILLS DEVELOPMENT COUNCIL, INC.</b><br>LEAD AGENCY over four counties: Clark, Estill, Madison, and Powell<br>There are over 10 known eligible agencies in area                                                                               |                               |          |          |                               |           |          |                               |           |           |                               |          |           |           |          |          |           |
| Capital                                                                                                                                                                                                                                                            | \$0                           | \$0      | \$0      | \$0                           | \$42,000  | \$5,250  | \$5,250                       | \$52,500  | \$44,100  | \$5,513                       | \$5,513  | \$55,125  | \$46,305  | \$5,788  | \$5,788  | \$57,881  |
| <b>LAKE CUMBERLAND COMMUNITY SERVICE ORGANIZATION</b><br>LEAD AGENCY over ten counties: Adair, Casey, Clinton, Cumberland, Green, McCreary, Pulaski, Russell, Taylor, and Wayne<br>There are over 13 known eligible agencies in area                               |                               |          |          |                               |           |          |                               |           |           |                               |          |           |           |          |          |           |
| Capital                                                                                                                                                                                                                                                            | \$0                           | \$0      | \$0      | \$0                           | \$42,000  | \$5,250  | \$5,250                       | \$52,500  | \$44,100  | \$5,513                       | \$5,513  | \$55,125  | \$46,305  | \$5,788  | \$5,788  | \$57,881  |
| <b>LEXINGTON RED CROSS - WHEELS</b><br>LEAD AGENCY over Fayette County<br>There are over 13 known eligible agencies in area                                                                                                                                        |                               |          |          |                               |           |          |                               |           |           |                               |          |           |           |          |          |           |
| Capital                                                                                                                                                                                                                                                            | \$0                           | \$0      | \$0      | \$0                           | \$42,000  | \$5,250  | \$5,250                       | \$52,500  | \$44,100  | \$5,513                       | \$5,513  | \$55,125  | \$46,305  | \$5,788  | \$5,788  | \$57,881  |
| <b>LOUISVILLE WHEELS TRANSPORTATION, INC.</b><br>LEAD AGENCY over seven counties: Bullitt, Henry, Jefferson, Spencer, Shelby, Oldham, and Trimble Counties                                                                                                         |                               |          |          |                               |           |          |                               |           |           |                               |          |           |           |          |          |           |
| Capital                                                                                                                                                                                                                                                            | \$0                           | \$0      | \$0      | \$0                           | \$42,000  | \$5,250  | \$5,250                       | \$52,500  | \$44,100  | \$5,513                       | \$5,513  | \$55,125  | \$46,305  | \$5,788  | \$5,788  | \$57,881  |

|                                                                                                                     |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
|---------------------------------------------------------------------------------------------------------------------|-----------|----------|----------|-----------|-------------|----------|----------|-----------|-----------|----------|----------|-----------|-----------|----------|----------|-----------|
| Capital                                                                                                             | \$168,000 | \$21,000 | \$21,000 | \$210,000 | \$176,400   | \$22,050 | \$22,050 | \$220,500 | \$185,220 | \$23,153 | \$23,153 | \$231,525 | \$194,481 | \$24,310 | \$24,310 | \$243,101 |
| (4) Replacement vans                                                                                                |           |          |          |           | (6) RR Vans |          |          |           |           |          |          |           |           |          |          |           |
| <b>HDB SERVICE GROUP, INC. (LOCAL TRANSIT)</b>                                                                      |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| LEAD AGENCY over one county: Oldham County                                                                          |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| <b>July 1, 2010 to June 30, 2011</b>                                                                                |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| Capital                                                                                                             | Federal   | State    | Local    | TOTAL     | Federal     | State    | Local    | TOTAL     | Federal   | State    | Local    | TOTAL     | Federal   | State    | Local    | TOTAL     |
|                                                                                                                     | \$0       | \$0      | \$0      | \$0       | \$42,000    | \$5,250  | \$5,250  | \$52,500  | \$44,100  | \$5,513  | \$5,513  | \$55,125  | \$46,305  | \$5,788  | \$5,788  | \$57,881  |
| <b>NORTHERN KENTUCKY TRANSIT, INC</b>                                                                               |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| LEAD AGENCY over eight counties: Boone, Campbell, Carroll, Gallatin, Grant, Kenton, Owen, and Pendleton             |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| There are over 8 known eligible agencies in area                                                                    |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| <b>July 1, 2010 to June 30, 2011</b>                                                                                |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| Capital                                                                                                             | Federal   | State    | Local    | TOTAL     | Federal     | State    | Local    | TOTAL     | Federal   | State    | Local    | TOTAL     | Federal   | State    | Local    | TOTAL     |
|                                                                                                                     | \$84,000  | \$10,500 | \$10,500 | \$105,000 | \$88,200    | \$11,025 | \$11,025 | \$110,250 | \$92,610  | \$11,576 | \$11,576 | \$115,763 | \$97,241  | \$12,155 | \$12,155 | \$121,551 |
| (2) Replacement vans                                                                                                |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| <b>PENNYRILE ALLIED COMMUNITY SERVICES ORGANIZATION</b>                                                             |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| LEAD AGENCY over eight counties: Caldwell, Christian, Crittenden, Hopkins, Livingston, Lyon, Muhlenberg, and Todd   |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| <b>July 1, 2010 to June 30, 2011</b>                                                                                |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| Capital                                                                                                             | Federal   | State    | Local    | TOTAL     | Federal     | State    | Local    | TOTAL     | Federal   | State    | Local    | TOTAL     | Federal   | State    | Local    | TOTAL     |
|                                                                                                                     | \$252,542 | \$31,568 | \$31,568 | \$315,678 | \$265,169   | \$33,146 | \$33,146 | \$331,461 | \$278,428 | \$34,803 | \$34,803 | \$348,034 | \$292,349 | \$36,544 | \$36,544 | \$365,436 |
| (6) Replacement vans                                                                                                |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| <b>PURCHASE AREA DEVELOPMENT DISTRICT</b>                                                                           |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| LEAD AGENCY for these eight counties: Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, McCracken, and Marshall |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| <b>July 1, 2010 to June 30, 2011</b>                                                                                |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| Capital                                                                                                             | Federal   | State    | Local    | TOTAL     | Federal     | State    | Local    | TOTAL     | Federal   | State    | Local    | TOTAL     | Federal   | State    | Local    | TOTAL     |
|                                                                                                                     | \$84,000  | \$10,500 | \$10,500 | \$105,000 | \$88,200    | \$11,025 | \$11,025 | \$110,250 | \$92,610  | \$11,576 | \$11,576 | \$115,763 | \$97,241  | \$12,155 | \$12,155 | \$121,551 |
| (2) Replacement vans                                                                                                |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| <b>RURAL TRANSIT ENTERPRISES COORDINATED, INC.</b>                                                                  |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| LEAD AGENCY over six counties: Bell, Harlan, Knox, Laurel, Rockcastle, and Whitley                                  |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |
| <b>July 1, 2010 to June 30, 2011</b>                                                                                |           |          |          |           |             |          |          |           |           |          |          |           |           |          |          |           |

|                                                                               | Federal              | State     | Local     | TOTAL       | Federal     | State     | Local     | TOTAL       | Federal     | State     | Local     | TOTAL       | Federal     | State     | Local     | TOTAL       |
|-------------------------------------------------------------------------------|----------------------|-----------|-----------|-------------|-------------|-----------|-----------|-------------|-------------|-----------|-----------|-------------|-------------|-----------|-----------|-------------|
| Capital                                                                       | \$168,000            | \$21,000  | \$21,000  | \$210,000   | \$176,400   | \$22,050  | \$22,050  | \$220,500   | \$185,220   | \$23,153  | \$23,153  | \$231,525   | \$194,481   | \$24,310  | \$24,310  | \$243,101   |
|                                                                               | (4) Replacement vans |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| <b>MIDDLE KENTUCKY RIVER AREA DEVELOPMENT COUNCIL</b>                         |                      |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| LEAD AGENCY over four counties: Wolfe, Owsley, Lee, and Breathitt             |                      |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| <b>July 1, 2010 to June 30, 2011</b>                                          |                      |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| Capital                                                                       | \$0                  | \$0       | \$0       | \$0         | \$42,000    | \$5,250   | \$5,250   | \$52,500    | \$44,100    | \$5,513   | \$5,513   | \$55,125    | \$46,305    | \$5,788   | \$5,788   | \$57,881    |
| <b>LICKING VALLEY COMMUNITY ACTION PROGRAM</b>                                |                      |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| LEAD AGENCY over five counties: Fleming, Bracken, Mason, Lewis, and Robertson |                      |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| <b>July 1, 2010 to June 30, 2011</b>                                          |                      |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| Capital                                                                       | \$0                  | \$0       | \$0       | \$0         | \$42,000    | \$5,250   | \$5,250   | \$52,500    | \$44,100    | \$5,513   | \$5,513   | \$55,125    | \$46,305    | \$5,788   | \$5,788   | \$57,881    |
| <b>LKLP COMMUNITY ACTION COUNCIL</b>                                          |                      |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| LEAD AGENCY over five counties: Harlan, Letcher, Knott, Leslie, and Perry     |                      |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| <b>July 1, 2010 to June 30, 2011</b>                                          |                      |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| Capital                                                                       | \$168,000            | \$21,000  | \$21,000  | \$210,000   | \$176,400   | \$22,050  | \$22,050  | \$220,500   | \$185,220   | \$23,153  | \$23,153  | \$231,525   | \$194,481   | \$24,310  | \$24,310  | \$243,101   |
|                                                                               | (4) Replacement vans |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| <b>SANDY VALLEY TRANSPORTATION SERVICES</b>                                   |                      |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| LEAD AGENCY over five counties: Martin, Pike, Johnson, Floyd, and Magoffin    |                      |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| <b>July 1, 2010 to June 30, 2011</b>                                          |                      |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| Capital                                                                       | \$336,000            | \$42,000  | \$42,000  | \$420,000   | \$352,800   | \$44,100  | \$44,100  | \$441,000   | \$370,440   | \$46,305  | \$46,305  | \$463,050   | \$388,962   | \$48,620  | \$48,620  | \$486,203   |
|                                                                               | (8) Replacement vans |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| <b>DANIEL BOONE DEVELOPMENT COUNCIL</b>                                       |                      |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| LEAD AGENCY for 2 counties: Clay and Jackson                                  |                      |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| <b>July 1, 2010 to June 30, 2011</b>                                          |                      |           |           |             |             |           |           |             |             |           |           |             |             |           |           |             |
| Capital                                                                       | \$0                  | \$0       | \$0       | \$0         | \$42,000    | \$5,250   | \$5,250   | \$52,500    | \$44,100    | \$5,513   | \$5,513   | \$55,125    | \$46,305    | \$5,788   | \$5,788   | \$57,881    |
| <b>TOTALS</b>                                                                 | \$2,100,542          | \$262,568 | \$262,568 | \$2,625,678 | \$2,541,569 | \$317,696 | \$317,696 | \$3,176,961 | \$2,668,648 | \$333,581 | \$333,581 | \$3,335,809 | \$2,802,080 | \$350,260 | \$350,260 | \$3,502,600 |

Office of Transportation Delivery Contact: Vickie Bourne  
Eric Perez  
**FEDERAL TRANSIT/STATE ASSISTANCE**  
**FOUR-YEAR NEEDS**

**SECTION 5311 RURAL TRANSPORTATION**

AUDUBON AREA COMMUNITY SERVICES ORGANIZATION  
(GREEN RIVER INTERCOUNTY TRANSIT SYSTEM)  
Serves seven counties with demand response and contractual transportation:  
Davies, Hancock, Henderson, McLean, Ohio, Union, and Webster

| July 1, 2010 to June 30, 2011 |       | July 1, 2011 to June 30, 2012 |                  | July 1, 2012 to June 30, 2013 |       | July 1, 2013 to June 30, 2014 |                  | TOTAL              |       |                    |                  |                    |       |                    |                  |
|-------------------------------|-------|-------------------------------|------------------|-------------------------------|-------|-------------------------------|------------------|--------------------|-------|--------------------|------------------|--------------------|-------|--------------------|------------------|
| Federal                       | State | Local                         | ConRev & Farebox | Federal                       | State | Local                         | ConRev & Farebox | Federal            | State | Local              | ConRev & Farebox | Federal            | State | Local              | ConRev & Farebox |
| \$450,000                     | \$0   | \$450,000                     | \$5,645,000      | \$472,500                     | \$0   | \$472,500                     | \$5,927,250      | \$496,125          | \$0   | \$496,125          | \$6,223,613      | \$520,931          | \$0   | \$520,931          | \$6,534,793      |
| \$0                           | \$0   | \$0                           | \$0              | \$0                           | \$0   | \$0                           | \$0              | \$0                | \$0   | \$0                | \$0              | \$0                | \$0   | \$0                | \$0              |
| <b>TOTAL</b>                  |       | <b>\$6,545,000</b>            |                  | <b>\$6,872,250</b>            |       | <b>\$6,872,250</b>            |                  | <b>\$7,215,863</b> |       | <b>\$7,215,863</b> |                  | <b>\$7,215,863</b> |       | <b>\$7,576,656</b> |                  |

BARREN RIVER LOCAL OFFICIALS ORGANIZATION  
(BRLOO)  
Offers technical assistance, training, coordination, and a resource center for ten counties: Allen, Barren, Butler, Edmonson, Hart, Logan, Meigs, Monroe, Simpson, and Warren

| July 1, 2010 to June 30, 2011 |       | July 1, 2011 to June 30, 2012 |                  | July 1, 2012 to June 30, 2013 |       | July 1, 2013 to June 30, 2014 |                  | TOTAL           |       |                 |                  |                 |       |                 |                  |
|-------------------------------|-------|-------------------------------|------------------|-------------------------------|-------|-------------------------------|------------------|-----------------|-------|-----------------|------------------|-----------------|-------|-----------------|------------------|
| Federal                       | State | Local                         | ConRev & Farebox | Federal                       | State | Local                         | ConRev & Farebox | Federal         | State | Local           | ConRev & Farebox | Federal         | State | Local           | ConRev & Farebox |
| \$20,000                      | \$0   | \$5,000                       | \$0              | \$21,000                      | \$0   | \$5,250                       | \$0              | \$22,050        | \$0   | \$5,513         | \$0              | \$23,153        | \$0   | \$5,788         | \$0              |
| <b>TOTAL</b>                  |       | <b>\$25,000</b>               |                  | <b>\$26,250</b>               |       | <b>\$26,250</b>               |                  | <b>\$27,563</b> |       | <b>\$27,563</b> |                  | <b>\$27,563</b> |       | <b>\$28,941</b> |                  |

BLUEGRASS COMMUNITY ACTION AGENCY, INC.  
(BLUEGRASS ULTRA-TRANSIT SERVICE)  
Serves 11 counties with demand response and contractual/intercity transportation:  
Anderson, Boyle, Casey, Garrard, Franklin, Jessamine, Lincoln, Mercer, Scott, Washington, and Woodford

| July 1, 2010 to June 30, 2011 |       | July 1, 2011 to June 30, 2012 |                  | July 1, 2012 to June 30, 2013 |       | July 1, 2013 to June 30, 2014 |                  | TOTAL              |       |                    |                  |                    |       |                    |                  |
|-------------------------------|-------|-------------------------------|------------------|-------------------------------|-------|-------------------------------|------------------|--------------------|-------|--------------------|------------------|--------------------|-------|--------------------|------------------|
| Federal                       | State | Local                         | ConRev & Farebox | Federal                       | State | Local                         | ConRev & Farebox | Federal            | State | Local              | ConRev & Farebox | Federal            | State | Local              | ConRev & Farebox |
| \$584,463                     | \$0   | \$584,463                     | \$3,960,000      | \$613,686                     | \$0   | \$613,686                     | \$4,158,000      | \$644,370          | \$0   | \$644,370          | \$4,365,900      | \$676,589          | \$0   | \$676,589          | \$4,584,195      |
| \$0                           | \$0   | \$0                           | \$0              | \$0                           | \$0   | \$0                           | \$0              | \$0                | \$0   | \$0                | \$0              | \$0                | \$0   | \$0                | \$0              |
| <b>TOTAL</b>                  |       | <b>\$5,728,926</b>            |                  | <b>\$5,385,372</b>            |       | <b>\$5,385,372</b>            |                  | <b>\$5,654,641</b> |       | <b>\$5,654,641</b> |                  | <b>\$5,654,641</b> |       | <b>\$5,937,373</b> |                  |

CENTRAL COMMUNITY ACTION COUNCIL (CKCAC)  
Serves eight counties with demand response and contractual transportation:  
Grayson, Breckinridge, Weade, Harlan, Letcher, Nelson, Marion, and Washington.

| July 1, 2010 to June 30, 2011 |       | July 1, 2011 to June 30, 2012 |                  | July 1, 2012 to June 30, 2013 |       | July 1, 2013 to June 30, 2014 |                  | TOTAL              |       |                    |                  |                    |       |                    |                  |
|-------------------------------|-------|-------------------------------|------------------|-------------------------------|-------|-------------------------------|------------------|--------------------|-------|--------------------|------------------|--------------------|-------|--------------------|------------------|
| Federal                       | State | Local                         | ConRev & Farebox | Federal                       | State | Local                         | ConRev & Farebox | Federal            | State | Local              | ConRev & Farebox | Federal            | State | Local              | ConRev & Farebox |
| \$452,844                     | \$0   | \$452,844                     | \$290,566        | \$475,486                     | \$0   | \$475,486                     | \$305,084        | \$499,261          | \$0   | \$499,261          | \$320,338        | \$524,224          | \$0   | \$524,224          | \$336,355        |
| \$0                           | \$0   | \$0                           | \$0              | \$0                           | \$0   | \$0                           | \$0              | \$0                | \$0   | \$0                | \$0              | \$0                | \$0   | \$0                | \$0              |
| <b>TOTAL</b>                  |       | <b>\$1,196,244</b>            |                  | <b>\$1,256,056</b>            |       | <b>\$1,256,056</b>            |                  | <b>\$1,318,859</b> |       | <b>\$1,318,859</b> |                  | <b>\$1,318,859</b> |       | <b>\$1,384,902</b> |                  |

CITY OF FRANKFORT  
(FRANKFORT TRANSIT SYSTEM)  
Serving the City of Frankfort with fixed route and new Paratransit

| July 1, 2010 to June 30, 2011 |       | July 1, 2011 to June 30, 2012 |                  | July 1, 2012 to June 30, 2013 |       | July 1, 2013 to June 30, 2014 |                  | TOTAL              |       |                    |                  |                    |       |                    |                  |
|-------------------------------|-------|-------------------------------|------------------|-------------------------------|-------|-------------------------------|------------------|--------------------|-------|--------------------|------------------|--------------------|-------|--------------------|------------------|
| Federal                       | State | Local                         | ConRev & Farebox | Federal                       | State | Local                         | ConRev & Farebox | Federal            | State | Local              | ConRev & Farebox | Federal            | State | Local              | ConRev & Farebox |
| \$486,135                     | \$0   | \$486,135                     | \$22,200         | \$510,442                     | \$0   | \$510,442                     | \$23,310         | \$535,964          | \$0   | \$535,964          | \$24,476         | \$562,762          | \$0   | \$562,762          | \$25,699         |
| <b>TOTAL</b>                  |       | <b>\$994,470</b>              |                  | <b>\$1,044,194</b>            |       | <b>\$1,044,194</b>            |                  | <b>\$1,096,403</b> |       | <b>\$1,096,403</b> |                  | <b>\$1,096,403</b> |       | <b>\$1,151,223</b> |                  |

FEDERATED TRANSPORTATION SERVICES OF THE BLUEGRASS, INC.  
(FTSB)

Offers technical assistance, training, coordination, etc. for 23 counties: Anderson, Bath, Bourbon, Boyle, Clark, Estill, Franklin, Garrard, Harrison, Jessamine, Lincoln, Madison, Menifee, Mercer, Montgomery, Morgan, Nicholas, Powell, Rowan, Scott, Washington, Woodford, and Fayette Resource center for public transportation

|              | July 1, 2010 to June 30, 2011 |            |                  | July 1, 2011 to June 30, 2012 |                  |            | July 1, 2012 to June 30, 2013 |                     |                  | July 1, 2013 to June 30, 2014 |                  |                     |                  |            |                  |                     |
|--------------|-------------------------------|------------|------------------|-------------------------------|------------------|------------|-------------------------------|---------------------|------------------|-------------------------------|------------------|---------------------|------------------|------------|------------------|---------------------|
|              | Federal                       | State      | Local            | ConRev & Farebox              | Federal          | State      | Local                         | ConRev & Farebox    | Federal          | State                         | Local            | ConRev & Farebox    |                  |            |                  |                     |
| RTAP         | \$190,000                     | \$0        | \$190,000        | \$15,033,000                  | \$189,500        | \$0        | \$199,500                     | \$15,784,650        | \$209,475        | \$0                           | \$209,475        | \$16,573,883        | \$219,949        | \$0        | \$219,949        | \$17,402,577        |
| <b>TOTAL</b> | <b>\$190,000</b>              | <b>\$0</b> | <b>\$190,000</b> | <b>\$15,033,000</b>           | <b>\$189,500</b> | <b>\$0</b> | <b>\$199,500</b>              | <b>\$15,784,650</b> | <b>\$209,475</b> | <b>\$0</b>                    | <b>\$209,475</b> | <b>\$16,573,883</b> | <b>\$219,949</b> | <b>\$0</b> | <b>\$219,949</b> | <b>\$17,842,474</b> |

**FULTON COUNTY TRANSIT AUTHORITY**

Serves three counties with demand response and contractual transportation: Graves, Hickman, and Fulton

|                | July 1, 2010 to June 30, 2011 |            |                  | July 1, 2011 to June 30, 2012 |                  |            | July 1, 2012 to June 30, 2013 |                  |                  | July 1, 2013 to June 30, 2014 |                  |                  |                  |            |                  |                    |
|----------------|-------------------------------|------------|------------------|-------------------------------|------------------|------------|-------------------------------|------------------|------------------|-------------------------------|------------------|------------------|------------------|------------|------------------|--------------------|
|                | Federal                       | State      | Local            | ConRev & Farebox              | Federal          | State      | Local                         | ConRev & Farebox | Federal          | State                         | Local            | ConRev & Farebox |                  |            |                  |                    |
| Oper/intercity | \$415,000                     | \$0        | \$415,000        | \$768,000                     | \$435,750        | \$0        | \$435,750                     | \$806,400        | \$457,538        | \$0                           | \$457,538        | \$846,720        | \$480,414        | \$0        | \$480,414        | \$889,056          |
| Capital        | \$0                           | \$0        | \$0              | \$0                           | \$0              | \$0        | \$0                           | \$0              | \$0              | \$0                           | \$0              | \$0              | \$0              | \$0        | \$0              | \$0                |
| <b>TOTAL</b>   | <b>\$415,000</b>              | <b>\$0</b> | <b>\$415,000</b> | <b>\$768,000</b>              | <b>\$435,750</b> | <b>\$0</b> | <b>\$435,750</b>              | <b>\$806,400</b> | <b>\$457,538</b> | <b>\$0</b>                    | <b>\$457,538</b> | <b>\$846,720</b> | <b>\$480,414</b> | <b>\$0</b> | <b>\$480,414</b> | <b>\$1,849,885</b> |

**CITY OF GLASGOW (GLASGOW TRANSIT DEPT)**

Serves City of Glasgow with pint-deviatin and contractual public transportation

|              | July 1, 2010 to June 30, 2011 |            |                 | July 1, 2011 to June 30, 2012 |                 |            | July 1, 2012 to June 30, 2013 |                  |                 | July 1, 2013 to June 30, 2014 |                 |                  |                 |            |                 |                  |
|--------------|-------------------------------|------------|-----------------|-------------------------------|-----------------|------------|-------------------------------|------------------|-----------------|-------------------------------|-----------------|------------------|-----------------|------------|-----------------|------------------|
|              | Federal                       | State      | Local           | ConRev & Farebox              | Federal         | State      | Local                         | ConRev & Farebox | Federal         | State                         | Local           | ConRev & Farebox |                 |            |                 |                  |
| Operating    | \$41,000                      | \$0        | \$41,000        | \$10,000                      | \$43,050        | \$0        | \$43,050                      | \$10,500         | \$45,203        | \$0                           | \$45,203        | \$11,025         | \$47,463        | \$0        | \$47,463        | \$11,576         |
| Capital      | \$0                           | \$0        | \$0             | \$0                           | \$0             | \$0        | \$0                           | \$0              | \$0             | \$0                           | \$0             | \$0              | \$0             | \$0        | \$0             | \$0              |
| <b>TOTAL</b> | <b>\$41,000</b>               | <b>\$0</b> | <b>\$41,000</b> | <b>\$10,000</b>               | <b>\$43,050</b> | <b>\$0</b> | <b>\$43,050</b>               | <b>\$10,500</b>  | <b>\$45,203</b> | <b>\$0</b>                    | <b>\$45,203</b> | <b>\$11,025</b>  | <b>\$47,463</b> | <b>\$0</b> | <b>\$47,463</b> | <b>\$106,502</b> |

**KENTUCKY RIVER Foothills DEVELOPMENT COUNCIL, INC.**

(FOOTHILLS EXPRESS)  
Serves four counties with demand response and contractual transportation: Clark, Estill, Madison, and Powell  
Taxi companies included in system

|              | July 1, 2010 to June 30, 2011 |            |                  | July 1, 2011 to June 30, 2012 |                  |            | July 1, 2012 to June 30, 2013 |                  |                  | July 1, 2013 to June 30, 2014 |                  |                  |                  |            |                  |                    |
|--------------|-------------------------------|------------|------------------|-------------------------------|------------------|------------|-------------------------------|------------------|------------------|-------------------------------|------------------|------------------|------------------|------------|------------------|--------------------|
|              | Federal                       | State      | Local            | ConRev & Farebox              | Federal          | State      | Local                         | ConRev & Farebox | Federal          | State                         | Local            | ConRev & Farebox |                  |            |                  |                    |
| Oper/Admin   | \$360,429                     | \$0        | \$360,429        | \$488,126                     | \$378,450        | \$0        | \$378,450                     | \$512,532        | \$397,373        | \$0                           | \$397,373        | \$538,159        | \$417,242        | \$0        | \$417,242        | \$565,067          |
| Capital      | \$0                           | \$0        | \$0              | \$0                           | \$0              | \$0        | \$0                           | \$0              | \$0              | \$0                           | \$0              | \$0              | \$0              | \$0        | \$0              | \$0                |
| <b>TOTAL</b> | <b>\$360,429</b>              | <b>\$0</b> | <b>\$360,429</b> | <b>\$488,126</b>              | <b>\$378,450</b> | <b>\$0</b> | <b>\$378,450</b>              | <b>\$512,532</b> | <b>\$397,373</b> | <b>\$0</b>                    | <b>\$397,373</b> | <b>\$538,159</b> | <b>\$417,242</b> | <b>\$0</b> | <b>\$417,242</b> | <b>\$1,399,550</b> |

**MURRAY/CALLOWAY COUNTY TRANSIT AUTHORITY**

Serves Calloway/County with demand response and contractual transportation

|              | July 1, 2010 to June 30, 2011 |            |                  | July 1, 2011 to June 30, 2012 |                  |            | July 1, 2012 to June 30, 2013 |                  |                  | July 1, 2013 to June 30, 2014 |                  |                  |                  |            |                  |                    |
|--------------|-------------------------------|------------|------------------|-------------------------------|------------------|------------|-------------------------------|------------------|------------------|-------------------------------|------------------|------------------|------------------|------------|------------------|--------------------|
|              | Federal                       | State      | Local            | ConRev & Farebox              | Federal          | State      | Local                         | ConRev & Farebox | Federal          | State                         | Local            | ConRev & Farebox |                  |            |                  |                    |
| Oper/Admin   | \$343,733                     | \$0        | \$343,733        | \$555,000                     | \$360,920        | \$0        | \$360,920                     | \$592,750        | \$378,966        | \$0                           | \$378,966        | \$611,888        | \$397,914        | \$0        | \$397,914        | \$642,482          |
| Capital      | \$0                           | \$0        | \$0              | \$0                           | \$0              | \$0        | \$0                           | \$0              | \$0              | \$0                           | \$0              | \$0              | \$0              | \$0        | \$0              | \$0                |
| <b>TOTAL</b> | <b>\$343,733</b>              | <b>\$0</b> | <b>\$343,733</b> | <b>\$555,000</b>              | <b>\$360,920</b> | <b>\$0</b> | <b>\$360,920</b>              | <b>\$592,750</b> | <b>\$378,966</b> | <b>\$0</b>                    | <b>\$378,966</b> | <b>\$611,888</b> | <b>\$397,914</b> | <b>\$0</b> | <b>\$397,914</b> | <b>\$1,438,310</b> |

**NORTHERN KENTUCKY TRANSIT, INC.**

Serves six counties with brokerage-type service: Boone, Carroll, Gallatin, Grant, Owen, and Pendleton

|              | July 1, 2010 to June 30, 2011 |            |                  | July 1, 2011 to June 30, 2012 |                  |            | July 1, 2012 to June 30, 2013 |                  |                  | July 1, 2013 to June 30, 2014 |                  |                  |                  |            |                  |                  |
|--------------|-------------------------------|------------|------------------|-------------------------------|------------------|------------|-------------------------------|------------------|------------------|-------------------------------|------------------|------------------|------------------|------------|------------------|------------------|
|              | Federal                       | State      | Local            | ConRev & Farebox              | Federal          | State      | Local                         | ConRev & Farebox | Federal          | State                         | Local            | ConRev & Farebox |                  |            |                  |                  |
| Oper/Admin   | \$197,300                     | \$0        | \$197,300        | \$43,500                      | \$207,165        | \$0        | \$207,165                     | \$45,675         | \$217,523        | \$0                           | \$217,523        | \$47,959         | \$228,399        | \$0        | \$228,399        | \$50,357         |
| Capital      | \$0                           | \$0        | \$0              | \$0                           | \$0              | \$0        | \$0                           | \$0              | \$0              | \$0                           | \$0              | \$0              | \$0              | \$0        | \$0              | \$0              |
| <b>TOTAL</b> | <b>\$197,300</b>              | <b>\$0</b> | <b>\$197,300</b> | <b>\$43,500</b>               | <b>\$207,165</b> | <b>\$0</b> | <b>\$207,165</b>              | <b>\$45,675</b>  | <b>\$217,523</b> | <b>\$0</b>                    | <b>\$217,523</b> | <b>\$47,959</b>  | <b>\$228,399</b> | <b>\$0</b> | <b>\$228,399</b> | <b>\$507,156</b> |

**CITY OF PADUCAH  
PADUCAH TRANSIT AUTHORITY**  
Serves the City of Paducah with fixed route and new Paratransit

| July 1, 2010 to June 30, 2011 |                    | July 1, 2011 to June 30, 2012 |                  | July 1, 2012 to June 30, 2013 |            | July 1, 2013 to June 30, 2014 |                    |
|-------------------------------|--------------------|-------------------------------|------------------|-------------------------------|------------|-------------------------------|--------------------|
| Federal                       | State              | Local                         | ConRev & Farebox | Federal                       | State      | Local                         | ConRev & Farebox   |
| \$1,486,714                   | \$0                | \$1,486,714                   | \$1,495,000      | \$1,561,050                   | \$0        | \$1,639,102                   | \$1,648,238        |
| <b>TOTAL</b>                  | <b>\$4,468,428</b> | <b>\$0</b>                    | <b>\$0</b>       | <b>\$4,691,849</b>            | <b>\$0</b> | <b>\$4,926,442</b>            | <b>\$5,172,764</b> |

**Pennyrile Allied Community Services**  
Serves eight counties with demand response and contractual transportation:  
Caldwell, Christian, Crittenden, Hopkins, Livingston, Lyon, Muhlenberg, and Todd

| July 1, 2010 to June 30, 2011 |                    | July 1, 2011 to June 30, 2012 |                  | July 1, 2012 to June 30, 2013 |            | July 1, 2013 to June 30, 2014 |                    |
|-------------------------------|--------------------|-------------------------------|------------------|-------------------------------|------------|-------------------------------|--------------------|
| Federal                       | State              | Local                         | ConRev & Farebox | Federal                       | State      | Local                         | ConRev & Farebox   |
| \$178,250                     | \$0                | \$178,250                     | \$2,178,250      | \$196,521                     | \$0        | \$196,521                     | \$2,401,521        |
| <b>TOTAL</b>                  | <b>\$2,534,750</b> | <b>\$0</b>                    | <b>\$0</b>       | <b>\$2,661,488</b>            | <b>\$0</b> | <b>\$2,794,562</b>            | <b>\$2,934,290</b> |

**PURCHASE AREA DEVELOPMENT DISTRICT**  
Offer technical assistance, training, coordination and a resource center for  
eight counties: Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, McCracken,  
and Marshall

| July 1, 2010 to June 30, 2011 |                 | July 1, 2011 to June 30, 2012 |                  | July 1, 2012 to June 30, 2013 |            | July 1, 2013 to June 30, 2014 |                  |
|-------------------------------|-----------------|-------------------------------|------------------|-------------------------------|------------|-------------------------------|------------------|
| Federal                       | State           | Local                         | ConRev & Farebox | Federal                       | State      | Local                         | ConRev & Farebox |
| \$45,000                      | \$0             | \$11,250                      | \$0              | \$47,250                      | \$0        | \$11,813                      | \$0              |
| <b>TOTAL</b>                  | <b>\$56,250</b> | <b>\$0</b>                    | <b>\$0</b>       | <b>\$59,063</b>               | <b>\$0</b> | <b>\$12,403</b>               | <b>\$0</b>       |

**RURAL TRANSIT ENTERPRISES COORDINATED, INC.**  
Serving 11: Bell, Knox, Laurel, McCreary,  
Pulaski (restricted), Rockcastle, Wayne, Whitley, Clinton,  
Cumberland, and Russell

| July 1, 2010 to June 30, 2011 |                     | July 1, 2011 to June 30, 2012 |                  | July 1, 2012 to June 30, 2013 |            | July 1, 2013 to June 30, 2014 |                     |
|-------------------------------|---------------------|-------------------------------|------------------|-------------------------------|------------|-------------------------------|---------------------|
| Federal                       | State               | Local                         | ConRev & Farebox | Federal                       | State      | Local                         | ConRev & Farebox    |
| \$2,628,569                   | \$0                 | \$2,628,569                   | \$7,870,568      | \$2,759,997                   | \$0        | \$2,759,997                   | \$8,264,086         |
| <b>TOTAL</b>                  | <b>\$13,127,696</b> | <b>\$0</b>                    | <b>\$0</b>       | <b>\$13,784,081</b>           | <b>\$0</b> | <b>\$0</b>                    | <b>\$14,473,285</b> |

**DANIEL BOONE DEVELOPMENT COUNCIL**  
Serving 2 counties (Clay and Jackson) with demand response and contractual  
transportation

| July 1, 2010 to June 30, 2011 |                    | July 1, 2011 to June 30, 2012 |                  | July 1, 2012 to June 30, 2013 |            | July 1, 2013 to June 30, 2014 |                    |
|-------------------------------|--------------------|-------------------------------|------------------|-------------------------------|------------|-------------------------------|--------------------|
| Federal                       | State              | Local                         | ConRev & Farebox | Federal                       | State      | Local                         | ConRev & Farebox   |
| \$745,410                     | \$0                | \$745,410                     | \$1,305,563      | \$782,681                     | \$0        | \$782,681                     | \$1,370,841        |
| <b>TOTAL</b>                  | <b>\$2,796,383</b> | <b>\$0</b>                    | <b>\$0</b>       | <b>\$2,936,202</b>            | <b>\$0</b> | <b>\$0</b>                    | <b>\$3,083,012</b> |

**NORTHEAST AREA DEVELOPMENT DISTRICT**  
Serving five counties (Lawrence, Boyd, Carter, Greenup, and Elliott) with demand  
response and contractual transportation

| July 1, 2010 to June 30, 2011 |                  | July 1, 2011 to June 30, 2012 |                  | July 1, 2012 to June 30, 2013 |            | July 1, 2013 to June 30, 2014 |                    |
|-------------------------------|------------------|-------------------------------|------------------|-------------------------------|------------|-------------------------------|--------------------|
| Federal                       | State            | Local                         | ConRev & Farebox | Federal                       | State      | Local                         | ConRev & Farebox   |
| \$433,473                     | \$0              | \$433,473                     | \$52,000         | \$465,147                     | \$0        | \$465,147                     | \$54,600           |
| <b>TOTAL</b>                  | <b>\$918,946</b> | <b>\$0</b>                    | <b>\$0</b>       | <b>\$964,893</b>              | <b>\$0</b> | <b>\$0</b>                    | <b>\$1,013,138</b> |



|              | July 1, 2010 to June 30, 2011 |                 |                  | July 1, 2011 to June 30, 2012 |                 |                  | July 1, 2010 to June 30, 2011 |                 |                  | July 1, 2011 to June 30, 2012 |                 |                  | July 1, 2010 to June 30, 2011 |                 |                  | July 1, 2011 to June 30, 2012 |                 |                  |
|--------------|-------------------------------|-----------------|------------------|-------------------------------|-----------------|------------------|-------------------------------|-----------------|------------------|-------------------------------|-----------------|------------------|-------------------------------|-----------------|------------------|-------------------------------|-----------------|------------------|
|              | Federal                       | State           | Local            |
| Oper/Admin   | \$60,000                      |                 | \$60,000         | \$63,000                      |                 | \$63,000         | \$66,150                      |                 | \$66,150         | \$66,150                      |                 | \$66,150         | \$66,150                      |                 | \$66,150         |                               |                 | \$66,150         |
| Capital      | \$219,611                     |                 | \$219,611        | \$0                           |                 | \$0              | \$0                           |                 | \$0              | \$0                           |                 | \$0              | \$0                           |                 | \$0              |                               |                 | \$0              |
|              |                               |                 |                  |                               |                 |                  |                               |                 |                  |                               |                 |                  |                               |                 |                  |                               |                 |                  |
| <b>TOTAL</b> | <b>\$279,611</b>              | <b>\$60,000</b> | <b>\$339,611</b> | <b>\$63,000</b>               | <b>\$63,000</b> | <b>\$126,000</b> | <b>\$66,150</b>               | <b>\$66,150</b> | <b>\$132,300</b> |

**MIDDLE KENTUCKY COMMUNITY ACTION PARTNERSHIP**  
Serves Breathitt County

|              | July 1, 2010 to June 30, 2011 |                 |                  | July 1, 2011 to June 30, 2012 |                  |                  | July 1, 2010 to June 30, 2011 |                  |                  | July 1, 2011 to June 30, 2012 |                  |                  | July 1, 2010 to June 30, 2011 |                  |                  | July 1, 2011 to June 30, 2012 |                  |                  |
|--------------|-------------------------------|-----------------|------------------|-------------------------------|------------------|------------------|-------------------------------|------------------|------------------|-------------------------------|------------------|------------------|-------------------------------|------------------|------------------|-------------------------------|------------------|------------------|
|              | Federal                       | State           | Local            | Federal                       | State            | Local            | Federal                       | State            | Local            | Federal                       | State            | Local            | Federal                       | State            | Local            | Federal                       | State            | Local            |
| Oper/Admin   | \$219,611                     |                 | \$219,611        | \$230,592                     |                  | \$230,592        | \$242,121                     |                  | \$242,121        | \$242,121                     |                  | \$242,121        | \$242,121                     |                  | \$242,121        |                               |                  | \$242,121        |
| Capital      | \$12,121                      |                 | \$12,121         | \$0                           |                  | \$0              | \$0                           |                  | \$0              | \$0                           |                  | \$0              | \$0                           |                  | \$0              |                               |                  | \$0              |
|              |                               |                 |                  |                               |                  |                  |                               |                  |                  |                               |                  |                  |                               |                  |                  |                               |                  |                  |
| <b>TOTAL</b> | <b>\$231,732</b>              | <b>\$12,121</b> | <b>\$243,853</b> | <b>\$230,592</b>              | <b>\$230,592</b> | <b>\$461,184</b> | <b>\$242,121</b>              | <b>\$242,121</b> | <b>\$484,242</b> |

**LOUISVILLE WHEELS TRANSPORTATION, INC.**  
Serves Jefferson, Bullitt, Spencer, Shelby, Henry, and Trimble Counties

|              | July 1, 2010 to June 30, 2011 |                    |                    | July 1, 2011 to June 30, 2012 |                    |                    | July 1, 2010 to June 30, 2011 |                    |                    | July 1, 2011 to June 30, 2012 |                    |                    | July 1, 2010 to June 30, 2011 |                    |                    | July 1, 2011 to June 30, 2012 |                    |                    |
|--------------|-------------------------------|--------------------|--------------------|-------------------------------|--------------------|--------------------|-------------------------------|--------------------|--------------------|-------------------------------|--------------------|--------------------|-------------------------------|--------------------|--------------------|-------------------------------|--------------------|--------------------|
|              | Federal                       | State              | Local              |
| Oper/Admin   | \$775,000                     |                    | \$775,000          | \$613,750                     |                    | \$613,750          | \$654,438                     |                    | \$654,438          | \$654,438                     |                    | \$654,438          | \$654,438                     |                    | \$654,438          |                               |                    | \$654,438          |
| Capital      | \$0                           |                    | \$0                | \$0                           |                    | \$0                | \$0                           |                    | \$0                | \$0                           |                    | \$0                | \$0                           |                    | \$0                |                               |                    | \$0                |
|              |                               |                    |                    |                               |                    |                    |                               |                    |                    |                               |                    |                    |                               |                    |                    |                               |                    |                    |
| <b>TOTAL</b> | <b>\$775,000</b>              | <b>\$1,507,000</b> | <b>\$2,282,000</b> | <b>\$613,750</b>              | <b>\$1,582,350</b> | <b>\$2,196,100</b> | <b>\$654,438</b>              | <b>\$1,582,350</b> | <b>\$2,236,788</b> |

**GATEWAY COMMUNITY SERVICES ORGANIZATION**  
Serves Morgan County

|              | July 1, 2010 to June 30, 2011 |                |                 | July 1, 2011 to June 30, 2012 |                |                 | July 1, 2010 to June 30, 2011 |                |                 | July 1, 2011 to June 30, 2012 |                |                 | July 1, 2010 to June 30, 2011 |                |                 | July 1, 2011 to June 30, 2012 |                |                 |
|--------------|-------------------------------|----------------|-----------------|-------------------------------|----------------|-----------------|-------------------------------|----------------|-----------------|-------------------------------|----------------|-----------------|-------------------------------|----------------|-----------------|-------------------------------|----------------|-----------------|
|              | Federal                       | State          | Local           |
| Oper/Admin   | \$22,000                      |                | \$22,000        | \$23,100                      |                | \$23,100        | \$24,255                      |                | \$24,255        | \$24,255                      |                | \$24,255        | \$24,255                      |                | \$24,255        |                               |                | \$24,255        |
| Capital      | \$0                           |                | \$0             | \$0                           |                | \$0             | \$0                           |                | \$0             | \$0                           |                | \$0             | \$0                           |                | \$0             |                               |                | \$0             |
|              |                               |                |                 |                               |                |                 |                               |                |                 |                               |                |                 |                               |                |                 |                               |                |                 |
| <b>TOTAL</b> | <b>\$22,000</b>               | <b>\$2,250</b> | <b>\$24,250</b> | <b>\$23,100</b>               | <b>\$2,363</b> | <b>\$25,463</b> | <b>\$24,255</b>               | <b>\$2,363</b> | <b>\$26,618</b> |

|                     |                     |            |                     |                     |                     |                     |            |                     |                     |                     |                     |                     |                     |                     |            |                     |                     |                      |
|---------------------|---------------------|------------|---------------------|---------------------|---------------------|---------------------|------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|------------|---------------------|---------------------|----------------------|
| <b>TOTALS</b>       | <b>\$12,217,245</b> | <b>\$0</b> | <b>\$12,153,495</b> | <b>\$63,285,268</b> | <b>\$87,656,008</b> | <b>\$12,828,107</b> | <b>\$0</b> | <b>\$12,761,170</b> | <b>\$66,449,531</b> | <b>\$92,038,808</b> | <b>\$13,399,228</b> | <b>\$69,772,008</b> | <b>\$96,640,749</b> | <b>\$14,142,988</b> | <b>\$0</b> | <b>\$14,069,190</b> | <b>\$73,260,608</b> | <b>\$101,472,786</b> |
| <b>SECTION 5311</b> |                     |            |                     |                     |                     |                     |            |                     |                     |                     |                     |                     |                     |                     |            |                     |                     |                      |

SECTION 5316 Job Access and Reverse Commute  
For Nonurbanized Areas Less than 50,000 in Population

|                   |                                      |              |              |               |
|-------------------|--------------------------------------|--------------|--------------|---------------|
|                   | <b>July 1, 2010 to June 30, 2011</b> |              |              |               |
|                   | <b>Federal</b>                       | <b>State</b> | <b>Local</b> | <b>TOTAL</b>  |
| Operating/Capital | \$1,277,097                          | \$0          | \$1,277,097  | \$2,554,194 → |
|                   | <b>July 1, 2011 to June 30, 2012</b> |              |              |               |
|                   | <b>Federal</b>                       | <b>State</b> | <b>Local</b> | <b>TOTAL</b>  |
| Operating/Capital | \$1,340,952                          | \$0          | \$1,340,952  | \$2,681,904 → |
|                   | <b>July 1, 2012 to June 30, 2013</b> |              |              |               |
|                   | <b>Federal</b>                       | <b>State</b> | <b>Local</b> | <b>TOTAL</b>  |
| Operating/Capital | \$1,407,999                          | \$0          | \$1,407,999  | \$2,815,999 → |
|                   | <b>July 1, 2013 to June 30, 2014</b> |              |              |               |
|                   | <b>Federal</b>                       | <b>State</b> | <b>Local</b> | <b>TOTAL</b>  |
| Operating/Capital | \$1,478,399                          | \$0          | \$1,478,399  | \$2,956,799 → |

Maintain/Expand current Transportation Routes and hours that will allow low income persons improved transportation access to and from work in various rural counties in Kentucky. Purchase capital equipment needed to help for JARC Transportation services. Allow for Mobility Manager where needed to promote Job transportation services and help address Job transportation needs.

Maintain/Expand current Transportation Routes and hours that will allow low income persons improved transportation access to and from work in various rural counties in Kentucky. Purchase capital equipment needed to help for JARC Transportation services. Allow for Mobility Manager where needed to promote Job transportation services and help address Job transportation needs.

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Maintain/Expand current Transportation Routes and hours that will allow low income persons improved transportation access to and from work in various rural counties in Kentucky. Purchase capital equipment needed to help for JARC Transportation services. Allow for Mobility Manager where needed to promote Job transportation services and help address Job transportation needs.

**Agencies Involved**

- LKLP Community Action, Inc (LKLP)
- Federated Transportation Services of the BlueGrass (FTSB)
- HDB Service Group, Inc. (LOCAL)
- Sandy Valley Transportation Services (SVTS)
- Rural Transit Enterprise Coordinated, Inc (RTEC)
- Daniel Boone Development Council (DBDC)
- Pennyrile Allied Community Services, Inc. (PACS)
- Kentucky River Foothills Community Action Partnership (KRF)
- Blue Grass Community Action Partnership (BGCAP)
- Harlan County Community Action Agency (HCCAA)
- Audubon Area Community Services (AACS)
- Frankfort Transit (FKFT)
- Northern Kentucky Transit (NKT)
- Central Kentucky Community Action Council (CKCAC)
- Murray Calloway Transit Authority (MCTA)
- Fulton County Transit Authority (FCTA)
- Paducah Transit Authority (PTA)

**SECTION 5316 Job Access and Reverse Commute**

**For urbanized Areas Less than 50,000 to 199,999 in Population**

|                                       | July 1, 2010 to June 30, 2011 |       |           |           |
|---------------------------------------|-------------------------------|-------|-----------|-----------|
|                                       | Federal                       | State | Local     | TOTAL     |
| Operating/Capital                     | \$322,151                     | \$0   | \$322,151 | \$644,302 |
| Owensboro Transit                     |                               |       |           |           |
| Audubon Area Com Services             |                               |       |           |           |
| Transit Authority of Central Kentucky |                               |       |           |           |
| Housing Authority of Bowling Green    |                               |       |           |           |
| Operating/Capital                     | \$338,259                     | \$0   | \$338,259 | \$676,517 |
| Owensboro Transit                     |                               |       |           |           |
| Audubon Area Com Services             |                               |       |           |           |
| Transit Authority of Central Kentucky |                               |       |           |           |
| Housing Authority of Bowling Green    |                               |       |           |           |
| Operating/Capital                     | \$355,171                     | \$0   | \$355,171 | \$710,343 |
| Owensboro Transit                     |                               |       |           |           |

Audubon Area Com Services  
 Transit Authority of Central Kentucky  
 Housing Authority of Bowling Green  
 Operating/Capital  
 Owensboro Transit  
 Audubon Area Com Services  
 Transit Authority of Central Kentucky  
 Housing Authority of Bowling Green

**July 1, 2013 to June 30, 2014**

| Federal   | State | Local     | TOTAL     |
|-----------|-------|-----------|-----------|
| \$372,930 | \$0   | \$372,930 | \$745,860 |

**SECTION 5316 Job Access and Reverse Commute  
 For urbanized Areas over 200,000 in Population**

**July 1, 2010 to June 30, 2011**

| Operating/Capital    | Federal   | State | Local     | TOTAL       |
|----------------------|-----------|-------|-----------|-------------|
| Lexington, KY        | \$160,294 | \$0   | \$160,294 | \$320,588   |
| Cincinnati, OH-KY-IN | \$742,236 | \$0   | \$742,236 | \$1,484,472 |
| Evansville, IN-KY    | \$127,304 | \$0   | \$127,304 | \$254,608   |
| Louisville, KY-IN    | \$516,403 | \$0   | \$516,403 | \$1,032,806 |

**July 1, 2011 to June 30, 2012**

| Operating/Capital    | Federal   | State | Local     | TOTAL       |
|----------------------|-----------|-------|-----------|-------------|
| Lexington, KY        | \$168,309 | \$0   | \$168,309 | \$336,617   |
| Cincinnati, OH-KY-IN | \$779,348 | \$0   | \$779,348 | \$1,558,696 |
| Evansville, IN-KY    | \$133,669 | \$0   | \$133,669 | \$267,338   |
| Louisville, KY-IN    | \$542,223 | \$0   | \$542,223 | \$1,084,446 |

**July 1, 2012 to June 30, 2013**

| Operating/Capital    | Federal   | State | Local     | TOTAL       |
|----------------------|-----------|-------|-----------|-------------|
| Lexington, KY        | \$176,724 | \$0   | \$176,724 | \$353,448   |
| Cincinnati, OH-KY-IN | \$818,315 | \$0   | \$818,315 | \$1,636,630 |
| Evansville, IN-KY    | \$140,353 | \$0   | \$140,353 | \$280,705   |
| Louisville, KY-IN    | \$569,334 | \$0   | \$569,334 | \$1,138,669 |

**July 1, 2013 to June 30, 2014**

| Operating/Capital    | Federal   | State | Local     | TOTAL       |
|----------------------|-----------|-------|-----------|-------------|
| Lexington, KY        | \$185,560 | \$0   | \$185,560 | \$371,121   |
| Cincinnati, OH-KY-IN | \$859,231 | \$0   | \$859,231 | \$1,718,462 |
| Evansville, IN-KY    | \$147,370 | \$0   | \$147,370 | \$294,741   |
| Louisville, KY-IN    | \$597,801 | \$0   | \$597,801 | \$1,195,602 |

Kentucky Transportation  
Office of Transportation Delivery  
Kentucky Section 5317  
STIP FY 2011-2014

SECTION 5317 New Freedom Initiative  
**For Nonurbanized Areas Less than 50,000 in Population**

| July 1, 2010 to June 30, 2011 |           |       |           |             |
|-------------------------------|-----------|-------|-----------|-------------|
|                               | Federal   | State | Local     | TOTAL       |
| Operating/Capital             | \$701,915 | \$0   | \$701,915 | \$1,403,830 |

Capital to purchase handicap accessible vans with lifts that have equipment designed to accommodate passengers with mobility aids that exceed the weight ratings and dimensions established by ADA for common wheelchairs. With the purchase of these vehicles Agencies will be able to safely provide transportation to their clients in rural Kentucky that exceed the 600 lb load limit. Operating funding will allow agencies to broaden their areas of transportation in Kentucky and enable the agencies to access a wider range of people with disabilities.

| July 1, 2011 to June 30, 2012 |           |       |           |             |
|-------------------------------|-----------|-------|-----------|-------------|
|                               | Federal   | State | Local     | TOTAL       |
| Operating/Capital             | \$737,011 | \$0   | \$737,011 | \$1,474,022 |

Capital to purchase handicap accessible vans with lifts that have equipment designed to accommodate passengers with mobility aids that exceed the weight ratings and dimensions established by ADA for common wheelchairs. With the purchase of these vehicles Agencies will be able to safely provide transportation to their clients in rural Kentucky that exceed the 600 lb load limit. Operating funding will allow agencies to broaden their areas of transportation in Kentucky and enable the agencies to access a wider range of people with disabilities.

| July 1, 2012 to June 30, 2013 |           |       |           |             |
|-------------------------------|-----------|-------|-----------|-------------|
|                               | Federal   | State | Local     | TOTAL       |
| Operating/Capital             | \$773,861 | \$0   | \$773,861 | \$1,547,723 |

Capital to purchase handicap accessible vans with lifts that have equipment designed to accommodate passengers with mobility aids that exceed the weight ratings and dimensions established by ADA for common wheelchairs. With the purchase of these vehicles Agencies will be able to safely provide transportation to their clients in rural Kentucky that exceed the 600 lb load limit. Operating funding will allow agencies to broaden their areas of transportation in Kentucky and enable the agencies to access a wider range of people with disabilities.

| July 1, 2013 to June 30, 2014 |           |       |           |             |
|-------------------------------|-----------|-------|-----------|-------------|
|                               | Federal   | State | Local     | TOTAL       |
| Operating/Capital             | \$812,554 | \$0   | \$812,554 | \$1,625,109 |

Capital to purchase handicap accessible vans with lifts that have equipment designed to accommodate passengers with mobility aids that exceed the weight ratings and dimensions established by ADA for common wheelchairs. With the purchase of these vehicles Agencies will be able to safely provide transportation to their clients in rural Kentucky that exceed the 600 lb load limit. Operating funding will allow agencies to broaden their areas of transportation in Kentucky and enable the agencies to access a wider range of people with disabilities.

**Agencies Involved**

- LKLP Community Action, Inc (LKLP)
- Federated Transportation Services of the BlueGrass (FTSB)
- HDB Service Group, Inc. (LOCAL)
- Sandy Valley Transportation Services (SVTS)
- Rural Transit Enterprise Coordinated, Inc (RTEC)
- Daniel Boone Development Council (DBDC)
- Pennyrile Allied Community Services, Inc. (PACS)
- Kentucky River Foothills Community Action Partnership (KRF)
- Blue Grass Community Action Partnership (BGCAP)
- Harlan County Community Action Agency (HCCAA)
- Audubon Area Community Services (AACS)
- Frankfort Transit (FKFT)
- Northern Kentucky Transit (NKT)
- Central Kentucky Community Action Council (CKCAC)
- Murray Calloway Transit Authority (MCTA)
- Fulton County Transit Authority (FCTA)
- Paducah Transit Authority (PTA)

**SECTION 5317 New Freedom**

**For urbanized Areas Less than 50,000 to 199,999 in Population**

**July 1, 2010 to June 30, 2011**

|                                       | <b>Federal</b>   | <b>State</b> | <b>Local</b>     | <b>TOTAL</b>     |
|---------------------------------------|------------------|--------------|------------------|------------------|
| <b>Capital</b>                        | <b>\$190,895</b> | <b>\$0</b>   | <b>\$190,895</b> | <b>\$381,790</b> |
| Audubon Area Com Services             |                  |              |                  |                  |
| Owensboro Transit                     |                  |              |                  |                  |
| Transit Authority of Central Kentucky |                  |              |                  |                  |
| State Wide                            |                  |              |                  |                  |
| <b>Capital</b>                        | <b>\$200,440</b> | <b>\$0</b>   | <b>\$200,440</b> | <b>\$400,880</b> |
| Audubon Area Com Services             |                  |              |                  |                  |
| Owensboro Transit                     |                  |              |                  |                  |
| Transit Authority of Central Kentucky |                  |              |                  |                  |
| State Wide                            |                  |              |                  |                  |
| <b>Operating/Capital</b>              | <b>\$210,462</b> | <b>\$0</b>   | <b>\$210,462</b> | <b>\$420,923</b> |

Audubon Area Com Services

Owensboro Transit

Transit Authority of Central Kentucky

State Wide

**July 1, 2013 to June 30, 2014**

|                   | Federal   | State | Local     | TOTAL     |
|-------------------|-----------|-------|-----------|-----------|
| Operating/Capital | \$220,985 | \$0   | \$220,985 | \$441,970 |

Audubon Area Com Services

Owensboro Transit

Transit Authority of Central Kentucky

State Wide

SECTION 5317 New Freedom

**For urbanized Areas over 200,000 in Population**

**July 1, 2010 to June 30, 2011**

|                      | Federal   | State | Local     | TOTAL     |
|----------------------|-----------|-------|-----------|-----------|
| Operating/Capital    |           |       |           |           |
| Lexington, KY        | \$84,692  | \$0   | \$84,692  | \$169,384 |
| Cincinnati, OH-KY-IN | \$492,062 | \$0   | \$492,062 | \$984,124 |
| Evansville, IN-KY    | \$83,792  | \$0   | \$83,792  | \$167,584 |
| Louisville, KY-IN    | \$330,553 | \$0   | \$330,553 | \$661,106 |

**July 1, 2011 to June 30, 2012**

|                      | Federal   | State | Local     | TOTAL       |
|----------------------|-----------|-------|-----------|-------------|
| Operating/Capital    |           |       |           |             |
| Lexington, KY        | \$88,927  | \$0   | \$88,927  | \$177,853   |
| Cincinnati, OH-KY-IN | \$516,665 | \$0   | \$516,665 | \$1,033,330 |
| Evansville, IN-KY    | \$87,982  | \$0   | \$87,982  | \$175,963   |
| Louisville, KY-IN    | \$347,081 | \$0   | \$347,081 | \$694,161   |

**July 1, 2012 to June 30, 2013**

|                      | Federal   | State | Local     | TOTAL       |
|----------------------|-----------|-------|-----------|-------------|
| Operating/Capital    |           |       |           |             |
| Lexington, KY        | \$93,373  | \$0   | \$93,373  | \$186,746   |
| Cincinnati, OH-KY-IN | \$542,498 | \$0   | \$542,498 | \$1,084,997 |
| Evansville, IN-KY    | \$92,381  | \$0   | \$92,381  | \$184,761   |
| Louisville, KY-IN    | \$364,435 | \$0   | \$364,435 | \$728,869   |

**July 1, 2013 to June 30, 2014**

|                      | Federal   | State | Local     | TOTAL       |
|----------------------|-----------|-------|-----------|-------------|
| Operating/Capital    |           |       |           |             |
| Lexington, KY        | \$98,042  | \$0   | \$98,042  | \$196,083   |
| Cincinnati, OH-KY-IN | \$569,623 | \$0   | \$569,623 | \$1,139,247 |
| Evansville, IN-KY    | \$97,000  | \$0   | \$97,000  | \$193,999   |
| Louisville, KY-IN    | \$382,656 | \$0   | \$382,656 | \$765,313   |

# **EXHIBIT A - 10**

## **AVIATION IMPROVEMENTS**

**AIRPORT DEVELOPMENT PROJECTS  
FY 2010 (ACTUAL)**

| AIRPORT NAME                      | AIRPORT LOCATION           | PROJECT DESCRIPTION                                                    | ESTIMATED TOTAL COST | STATE SHARE |
|-----------------------------------|----------------------------|------------------------------------------------------------------------|----------------------|-------------|
| CAPITAL CITY AIRPORT              | Frankfort, KY              | Design fees, fence installation, landscaping, & auto parking expansion | \$95,000             | 100%        |
| CLINTON CUMBERLAND CO AIRPORT     | Burkesville, KY (PROPOSED) | Site Selection Study & Master Plan                                     | \$208,364            | 100%        |
| COLUMBIA-ADAIR COUNTY AIRPORT     | Columbia, KY               | Land acquisition - Phase 1 (appraisals)                                | \$25,000             | 100%        |
| CYNTHIANA-HARRISON COUNTY AIRPORT | Cynthiana, KY              | Terminal Building Construction - Phase 1 (arch fees)                   | \$55,000             | 100%        |
| CYNTHIANA-HARRISON COUNTY AIRPORT | Cynthiana, KY              | Cross Twy and apron construction (Design Only)                         | \$51,000             | 100%        |
| CYNTHIANA-HARRISON COUNTY AIRPORT | Cynthiana, KY              | Terminal Building Construction                                         | \$52,000             | 100%        |
| CYNTHIANA-HARRISON COUNTY AIRPORT | Cynthiana, KY              | Terminal Building Debt Service Payment, #3 of 10                       | \$100,000            | 100%        |
| CYNTHIANA-HARRISON COUNTY AIRPORT | Cynthiana, KY              | Relocation of existing Fuel Farm, New Apron                            | \$50,000             | 100%        |
| CYNTHIANA-HARRISON COUNTY AIRPORT | Cynthiana, KY              | Seal coat for New Apron and Taxiway                                    | \$50,000             | 100%        |
| DANVILLE-BOYLE COUNTY AIRPORT     | Danville, KY               | Runway and Taxiway Crack Repair & Overlay                              | \$50,000             | 100%        |
| DANVILLE-BOYLE COUNTY AIRPORT     | Danville, KY               | Terminal Building Debt Service Payment, #3 of 10                       | \$100,000            | 100%        |
| DEPARTMENT OF AVIATION            | Multiple                   | Statewide Airport Pavement Analysis and Report                         | \$400,000            | 100%        |
| GEORGETOWN-SCOTT COUNTY AIRPORT   | Georgetown, KY             | Terminal Building Debt Service Payment, #3 of 10                       | \$100,000            | 100%        |
| GEORGETOWN-SCOTT COUNTY AIRPORT   | Georgetown, KY             | Expand Parking Lot (Design/Construction)                               | \$250,000            | 100%        |
| HANCOCK COUNTY AIRPORT            | Lewisport, KY              | Construct 10 Unit T-Hanger                                             | \$375,000            | 70%         |
| HANCOCK COUNTY AIRPORT            | Lewisport, KY              | Seal Coat Aircraft Apron                                               | \$50,000             | 100%        |
| HANCOCK COUNTY AIRPORT            | Lewisport, KY              | Terminal Building Debt Service Payment, #3 of 10                       | \$100,000            | 100%        |
| HARLAN AIRPORT                    | Harlan, KY                 | Construct Heliport (Bid/Design)                                        | \$48,599             | 100%        |
| HARLAN AIRPORT                    | Harlan, KY                 | Fuel System Improvements & Self Service Credit Card Reader             | \$54,750             | 100%        |
| WENDELL H. FORD AIRPORT           | Hazard, KY                 | Apron Seal Coat                                                        | \$50,000             | 100%        |

**AIRPORT DEVELOPMENT PROJECTS  
FY 2010 (ACTUAL)**

| AIRPORT NAME                                | AIRPORT LOCATION   | PROJECT DESCRIPTION                                  | ESTIMATED TOTAL COST | STATE SHARE |
|---------------------------------------------|--------------------|------------------------------------------------------|----------------------|-------------|
| HOPKINSVILLE-CHRISTIAN COUNTY AIRPORT BOARD | Hopkinsville, KY   | Terminal Building Debt Service Payment, #3 of 10     | \$100,000            | 100%        |
| LAKE BARKLEY STATE RESORT PARK AIRPORT      | Cadiz, KY          | Runway Crack Repair                                  | \$180,000            | 100%        |
| LETCHEM COUNTY AIRPORT                      | Whitesburg, KY     | Master Plan & Site Survey                            | \$99,705             | 100%        |
| MOREHEAD-ROWAN COUNTY AIRPORT               | Morehead, KY       | Terminal Building Construction - Phase 1 (arch fees) | \$55,000             | 100%        |
| MOREHEAD-ROWAN COUNTY AIRPORT               | Morehead, KY       | T-Hanger Construction /Debt Service 3 of 3           | \$110,000            | 100%        |
| MOREHEAD-ROWAN COUNTY AIRPORT               | Morehead, KY       | Terminal Building Debt Service Payment, #3 of 10     | \$100,000            | 100%        |
| MT. STERLING-MONTGOMERY COUNTY AIRPORT      | Mount Sterling, KY | Aircraft Apron Extension                             | \$400,000            | 100%        |
| MUHLENBERG COUNTY AIRPORT                   | Greenville, KY     | Terminal Building Debt Service Payment, #3 of 10     | \$100,000            | 100%        |
| OHIO COUNTY AIRPORT                         | Hartford, KY       | Runway Turnarounds                                   | \$547,988            | 100%        |
| RUSSELL COUNTY AIRPORT                      | Jamestown, KY      | Non-destructive Pavement Strength Evaluation         | \$20,000             | 100%        |
| RUSSELLVILLE-LOGAN COUNTY AIRPORT           | Russellville, KY   | Terminal Building Debt Service Payment, #3 of 10     | \$100,000            | 100%        |
| RUSSELLVILLE-LOGAN COUNTY AIRPORT           | Russellville, KY   | Tree Obstruction Removal                             | \$1,000              | 100%        |
| STANTON-POWELL COUNTY AIRPORT               | Stanton, KY        | Define Property Requirements                         | \$24,300             | 100%        |
| TOMPKINSVILLE-MONROE COUNTY AIRPORT         | Tompkinsville, KY  | Engineering for Apron & Seal Coat                    | \$25,000             | 100%        |
| TOMPKINSVILLE-MONROE COUNTY AIRPORT         | Tompkinsville, KY  | Terminal Building Debt Service Payment, #3 of 10     | \$100,000            | 100%        |
| WILLIAMSBURG-WHITLEY COUNTY AIRPORT         | Williamsburg, KY   | Terminal Building Debt Service Payment, #3 of 10     | \$100,000            | 100%        |

**EXHIBIT A - 11**

**RECREATIONAL TRAILS  
PROJECTS**

## 2010 RECREATIONAL TRAILS FINAL SELECTION LIST

| County       | Project No | Project Name                                                                                               | Applicant                     | ADD               | Project Description                                                                                                                                                                                                                                        | RTP Request | Local Match |
|--------------|------------|------------------------------------------------------------------------------------------------------------|-------------------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------|
| Allen        | 47         | Dumont Hills Trails                                                                                        | City of Scottsville           | Barren River      | Construction of 3 miles x 5ft. of new gravel trail for walking, biking, and access to canoeing; connecting to 2 miles of existing trail. Project includes a pedestrian bridge, signage trailhead improvements (lighting parking area).                     | 60,000.00   | 70,000.00   |
| Bell         | 7          | Pine Mountain State Resort Park 2010 Trail Improvement Project                                             | Bell County Fiscal Court      | Cumberland Valley | Provide maintenance to 1.35 mile trail, construct steps with handrails, construct a bridge on the Hemlock Garden Trail, repairs to trailhead shelter, and purchase and install interpretive signage. Trail use is for walking.                             | 29,259.00   | 29,259.53   |
| Boone        | 4          | Florence Park Trail Identification Project                                                                 | City of Florence              | Northern Kentucky | Applicant seeks funding for trail markers to identify various trails and entrances/exits to the park. The trails are for walking, biking, and skating. Purchase and install trail markers and 5 kiosks to support .13 - 1.5 mile of trails.                | 10,185.00   | 10,650.00   |
| Breckinridge | 10         | City of Hardinsburg Recreational Trails Program                                                            | City of Hardinsburg           | Lincoln Trail     | Construction of new asphalt trail, 6ft. wide by 1.550 feet in length for walking, biking, and skating.                                                                                                                                                     | 17,000.00   | 17,000.00   |
| Carter       | 6          | FIVCO ADD Recreational Trail                                                                               | FIVCO ADD                     | FIVCO             | Construct 1/2 mile trail, 3-4 ft. wide with gravel surface for walking, biking. The trail will be constructed around a pond located in the Industrial Parkway. Project includes signage.                                                                   | 25,000.00   | 25,000.00   |
| Christian    | 38         | Pennyrite State Forest Equestrian and Mountain Bike Trailhead Facilities                                   | Christian County Fiscal Court | Pennyrite         | Construct 2 trailhead facilities (gravel parking lots) to serve both equestrian and mountain biking. Project includes trailside facilities (kiosks, trash cans, benches, maps, signage, hitching posts, water troughs, ADA mounting ramp, and a fire ring. | 80,000.00   | 105,660.00  |
| Clay         | 33         | Bert T. Combs Equestrian Trail Extension Project                                                           | City of Manchester            | Cumberland Valley | Construction of 4 miles, 8-10ft. wide dirt trail for walking, biking, and equestrian use. Project includes trailside facilities (benches, picnic tables, trash cans, and watering troughs).                                                                | 12,500.00   | 12,500.00   |
| Franklin     | 19         | Sky Trail at Cove Spring Park                                                                              | City of Frankfort             | Bluegrass         | Construction of new 1 mile asphalt trail 10 ft. in width, connecting to 4 miles of existing trail systems. Trail use: walking, biking, and skating.                                                                                                        | 55,000.00   | 65,000.00   |
| Fulton       | 8          | Jeff Green and Floyd Keith Nature Trails                                                                   | City of Hickman               | Purchase          | Provide maintenance and restoration to existing trails in 2 parks. Provide maintenance to 1500 ft. of gravel trail at Jeff Green Park and 550 ft. of gravel trail in the Floyds Keith Park. Project includes trailhead/trailside facility.                 | 5,558.00    | 5,557.69    |
| Hardin       | 1          | City of Elizabethtown Sports Park Trail                                                                    | City of Elizabethtown         | Lincoln Trail     | Construct 3 miles of asphalt and natural material and boardwalk trail, 8 ft. wide. Type of trail use will be for walking and biking. The trail in the park will link to existing greenbelt trail system of 12 miles.                                       | 80,000.00   | 410,000.00  |
| Harlan       | 32         | City of Harlan - Trail Maintenance, Trail Extension and Installation of Lighting of Existing Walking Trail | City of Harlan                | Cumberland Valley | Construct a new 3,100' by 6-8ft asphalt trail to connect with existing trails for a total of 6,150 ft. of trail for walking. The project includes lighting and signage.                                                                                    | 40,000.00   | 50,000.00   |
| Harrison     | 11         | Flat Run Veteran's Park Trails                                                                             | City of Cynthiana             | Bluegrass         | Construct a 1400 foot asphalt trail for walking, biking, and skating to connect to existing 2 mile trail. The project also includes trailhead parking.                                                                                                     | 32,750.00   | 32,750.00   |
| Hart         | 34         | Theima Stovall Park Trail Improvements                                                                     | City of Munfordville          | Barren River      | Provide maintenance and resurface 4,200 ft. of existing trails for walking, biking, skating, and access to canoeing. The project includes paving existing trailhead facility, and additional signage.                                                      | 27,787.00   | 27,787.00   |

## 2010 RECREATIONAL TRAILS FINAL SELECTION LIST

| County    | Project No | Project Name                                                          | Applicant                           | ADD               | Project Description                                                                                                                                                                                                                   | RTP Request         | Local Match         |
|-----------|------------|-----------------------------------------------------------------------|-------------------------------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------|
| Henderson | 36         | Henderson County Trail Project                                        | Henderson County Fiscal Court       | Green River       | Construction of 2 miles x 10' of new gravel/concrete trail for walking and biking. Construction of parking and restroom facilities. The project includes the development of a trailhead (parking) and trailside facilities (signage). | 50,000.00           | 70,000.00           |
| Kenton    | 25         | Licking River Greenway, Phase 1                                       | City of Covington                   | Northern Kentucky | Construct 3,756ft asphalt and dense grade trail, 8ft wide for walking, biking, and skating. The project includes trailhead/ trailside facilities (gravel parking, benches, trash cans) and signage.                                   | 80,000.00           | 167,000.00          |
| Larue     | 2          | Creek Front Park Trail Restroom Project                               | City of Hodgenville                 | Lincoln Trail     | Construction of restroom facilities to support an existing 1 mile trail.                                                                                                                                                              | 24,692.00           | 24,872.00           |
| Madison   | 5          | White Hall Park Trail Project                                         | Madison County Fiscal Court         | Bluegrass         | Construct 1 mile asphalt trail, 10 ft. wide for walking, biking, and skating located in the White Hall Park. The project includes signs, benches, and trash cans. Resubmittal                                                         | 80,000.00           | 105,550.00          |
| Mason     | 48         | Founders Grove Trail                                                  | City of Maysville                   | Buffalo Trace     | Construction of 865 feet x 6 feet of new asphalt trail for walking located in the Maysville/Mason County Recreation Park. Trail will extend from existing parking lot to a small shelter.                                             | 15,000.00           | 16,000.00           |
| Meade     | 24         | Buttermilk Falls Historic Recreational Trail                          | Meade County Fiscal Court           | Lincoln Trail     | Construction of 2,800' x 10' new asphalt trail for walking, biking, and skating. Construction of trailside facility (benches, picnic tables, trash cans) and signage.                                                                 | 31,350.00           | 31,350.00           |
| Menifee   | 18         | Menifee County Park Walking Trail Improvement Project                 | Menifee County Fiscal Court         | Gateway           | Resurface 1.8 miles of existing trails. Develop trailside facilities (signs, benches). Trail use: walking, biking, skating.                                                                                                           | 20,000.00           | 20,958.00           |
| Mercer    | 20         | Shaker Village Multi-Use Trail Corridor Stabilization and Enhancement | Shaker Village at Pleasant Hill     | Bluegrass         | Construct 1 mile of new trail, 12 ft. wide, provide maintenance to 1 mile of existing trails for walking, biking, and equestrian. The project includes replacing a bridge, trail signage, and 4 kiosks for the 38 mile trail system.  | 65,000.00           | 80,000.00           |
| Nelson    | 16         | Beckham Nature Trail Project                                          | Nelson County Fiscal Court          | Lincoln Trail     | Construct 1.6 mile, 4-6 foot wide gravel trail, as well as trail head and trailside facilities (signs, benches, bike rack, trash cans) The trail use is for walking.                                                                  | 5,000.00            | 5,000.00            |
| Ohio      | 40         | Sports Complex Exercise Trail                                         | City of Beaver Dam                  | Green River       | Construct a 1 mile by 10' asphalt trail for walking located in the Beaver Dam Sports Complex. Project includes trailside facilities (benches, trash cans, pet station system).                                                        | 40,000.00           | 50,000.00           |
| Powell    | 9          | PMRP Trails                                                           | Red River Gorge Climber's Coalition | Bluegrass         | Construction of 5 miles of new trails 18-31 inches wide for walking, hiking, and bicycle use. Provide maintenance to .75 of a mile of existing trail system to IMBA standards.                                                        | 50,000.00           | 59,725.00           |
| Taylor    | 29         | Tebbs Bend Nature Trail                                               | Taylor County Fiscal Court          | Lake Cumberland   | Construct 4.5 miles of asphalt and gravel trail 4 to 6' in width for walking and access to canoeing located at the Tebbs Bend Nature and Recreational Area.                                                                           | 80,000.00           | 138,210.00          |
|           |            | <b>25 Projects</b>                                                    |                                     |                   | <b>Total</b>                                                                                                                                                                                                                          | <b>1,016,081.00</b> | <b>1,629,829.22</b> |

# **APPENDIX B**

## **METROPOLITAN PLANNING ORGANIZATION (MPO) FINANCIAL PLANS**

**Operations and Maintenance Costs  
MPO Areas**

**Ashland FY 2009-2013 TIP;  
Financial Plan**

**Henderson/Evansville FY 2010-2013 TIP;  
Financial Plan**

**Clarksville/Oak Grove FY 2008-2011 TIP;  
Financial Plan**

**Lexington FY 2010-2013 TIP;  
Financial Plan**

**Louisville FY 2007-2011 TIP;  
Financial Plan**

**Northern KY/OKI FY 2008-2011 TIP;  
Financial Plan**

**Owensboro FY 2008-2013 TIP;  
Financial Plan**

**Bowling Green FY 2007-2012 TIP;  
Financial Plan**

**Radcliff/Elizabethtown FY 2009-2014 TIP;  
Financial Plan**

**OPERATIONS AND MAINTENANCE COSTS WITHIN KENTUCKY MPO AREAS  
(IN MILLIONS)**

|               |                       | Operations and Maintenance Costs from KYTC Audit Reports by Fiscal Year |             |             |             |             |             |             |             |             |              |             | MPO Average |             |             |             | Projected Operations and Maintenance Costs |  |  |  |
|---------------|-----------------------|-------------------------------------------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|--------------------------------------------|--|--|--|
| MPO           | Counties              | 2001                                                                    | 2002        | 2003        | 2004        | 2005        | 2006        | 2007        | 2008        | 2009        | Sum Total    | Average     | 2011        | 2012        | 2013        | 2014        |                                            |  |  |  |
| Ashland       | Boyd                  | 1.3                                                                     | 1.4         | 1.5         | 1.5         | 1.8         | 1.6         | 1.6         | 1.7         | 2.5         | 14.9         | 1.7         |             |             |             |             |                                            |  |  |  |
|               | Greenup               | 1.7                                                                     | 1.0         | 1.0         | 1.4         | 1.6         | 1.5         | 2.1         | 1.7         | 2.0         | 14.0         | 1.6         | 3.2         | 3.3         | 3.4         | 3.5         |                                            |  |  |  |
| Bowling Green | Warren                | 3.3                                                                     | 2.4         | 2.9         | 3.2         | 3.4         | 4.3         | 4.8         | 4.0         | 4.3         | 32.5         | 3.6         | 3.6         | 3.7         | 3.8         | 3.9         |                                            |  |  |  |
|               | Boone                 | 3.6                                                                     | 4.1         | 5.5         | 3.9         | 4.0         | 4.0         | 5.0         | 4.4         | 5.9         | 40.4         | 4.5         |             |             |             |             |                                            |  |  |  |
| Cincinnati    | Campbell              | 2.1                                                                     | 1.7         | 3.0         | 2.7         | 1.8         | 3.1         | 3.2         | 3.0         | 2.6         | 23.2         | 2.6         |             |             |             |             |                                            |  |  |  |
|               | Kenton                | 2.0                                                                     | 3.4         | 7.1         | 5.6         | 3.0         | 2.5         | 4.8         | 4.4         | 3.5         | 36.4         | 4.0         | 11.1        | 11.4        | 11.7        | 12.1        |                                            |  |  |  |
| Clarksville   | Christian             | 2.4                                                                     | 2.3         | 3.1         | 4.1         | 2.5         | 3.1         | 2.9         | 3.2         | 4.3         | 27.8         | 3.1         | 3.1         | 3.2         | 3.3         | 3.4         |                                            |  |  |  |
|               | Henderson             | 1.4                                                                     | 1.3         | 2.0         | 3.3         | 1.8         | 1.9         | 2.4         | 2.6         | 3.4         | 20.0         | 2.2         | 2.2         | 2.3         | 2.3         | 2.4         |                                            |  |  |  |
| Lexington     | Fayette               | 3.8                                                                     | 3.4         | 5.8         | 4.2         | 3.6         | 6.3         | 3.7         | 4.4         | 7.5         | 42.7         | 4.7         |             |             |             |             |                                            |  |  |  |
|               | Jessamine             | 0.7                                                                     | 0.6         | 0.7         | 1.3         | 0.8         | 0.9         | 1.8         | 1.7         | 1.4         | 9.9          | 1.1         | 5.8         | 6.0         | 6.1         | 6.3         |                                            |  |  |  |
| Louisville    | Bullitt               | 1.8                                                                     | 1.6         | 1.9         | 2.7         | 3.6         | 2.2         | 1.9         | 1.9         | 3.5         | 21.2         | 2.4         |             |             |             |             |                                            |  |  |  |
|               | Jefferson             | 13.9                                                                    | 8.6         | 11.6        | 20.4        | 13.1        | 14.8        | 15.3        | 23.0        | 15.7        | 136.6        | 15.2        |             |             |             |             |                                            |  |  |  |
|               | Oldham                | 1.4                                                                     | 1.5         | 1.7         | 2.0         | 1.8         | 2.0         | 1.8         | 1.8         | 2.0         | 16.0         | 1.8         | 19.3        | 19.9        | 20.4        | 21.0        |                                            |  |  |  |
| Owensboro     | Daviess               | 2.4                                                                     | 2.0         | 3.2         | 4.2         | 2.4         | 2.2         | 2.4         | 2.4         | 3.8         | 24.8         | 2.8         | 2.8         | 2.9         | 3.0         | 3.1         |                                            |  |  |  |
|               | Radcliff/Etown        | 2.9                                                                     | 2.9         | 3.0         | 3.9         | 4.2         | 3.5         | 4.1         | 3.5         | 4.6         | 32.5         | 3.6         |             |             |             |             |                                            |  |  |  |
| Meade         | Meade                 | 0.8                                                                     | 0.6         | 0.8         | 1.2         | 1.3         | 1.2         | 1.3         | 1.1         | 1.3         | 9.5          | 1.1         | 4.7         | 4.8         | 5.0         | 5.1         |                                            |  |  |  |
|               | <b>SUMMARY TOTALS</b> | <b>45.3</b>                                                             | <b>38.8</b> | <b>54.8</b> | <b>65.5</b> | <b>50.8</b> | <b>55.1</b> | <b>59.1</b> | <b>64.8</b> | <b>68.3</b> | <b>502.5</b> | <b>55.8</b> | <b>55.8</b> | <b>57.4</b> | <b>59.0</b> | <b>60.8</b> |                                            |  |  |  |

**Ashland FY 2009-2013 TIP;  
Financial Plan**

## Funding

SAFETEA-LU identifies federal funding sources for road, highway, transit, and other transportation related improvements. The key aspect of SAFETEA-LU 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 conformity to air quality standards and fiscal constraints. With that said, SAFETEA-LU requires that all plan documents, including the TIP to be financially constrained. Meaning that the expected funding levels must meet or exceed project costs. The Kentucky Six-Year Highway Plan, which is a fiscally balanced plan, and passed by the Kentucky State Legislature, shows available funding and project commitments through 2013. All federal and state funded highway projects in this document come from the Kentucky Six-Year Highway Plan. The TIP is also prioritized by year and funding is allocated across program years for each project. Funding years are consistent with priorities of the MPO.

To determine funding needs for the Ashland MPO area for the 2009-2013 TIP, projects scheduled in the current Six Year Plan, and operations and maintenance needs were examined .

Six Year Plan Projects:

|           |                                |                     |
|-----------|--------------------------------|---------------------|
| 2009-2013 | Individual Projects total      | \$48,199,200        |
|           | Grouped Projects are estimated | \$13,562,500        |
|           | Operations and Maintenance     | <u>\$14,000,000</u> |
|           | Total                          | \$75,761,700        |

**Or                    \$15,156,340 per year**

Since funds are committed by the Six Year Plan, equal revenues are available for the TIP; therefore, the TIP is fiscally constrained.

**Table 7: Ashland Funding – Year by Year by Type 2009-2013 Estimates based upon SYP**

| Funding Type | 2009        | 2010         | 2011      | 2012 | 2013 | TOTAL \$            |
|--------------|-------------|--------------|-----------|------|------|---------------------|
| <b>HPP</b>   | \$3,321,250 | 0            | 0         | 0    | 0    | <b>\$3,321,250</b>  |
| <b>HES</b>   | \$420,000   | 0            | 0         | 0    | 0    | <b>\$420,000</b>    |
| <b>BRX</b>   | \$1,137,803 | \$4,313,970  | 0         | 0    | 0    | <b>\$5,451,773</b>  |
| <b>BRO</b>   | \$1,660,372 | \$950,510    | 0         | 0    | 0    | <b>\$2,610,882</b>  |
| <b>IM</b>    | \$21,000    | \$36,400,000 | 0         | 0    | 0    | <b>\$36,421,000</b> |
| <b>BRZ</b>   | \$150,688   | 0            | \$623,563 | 0    | 0    | <b>\$774,251</b>    |
| <b>TOTAL</b> | \$6,711,113 | \$41,664,480 | \$623,563 | 0    | 0    | <b>\$48,999,156</b> |

## Completed/Active Project List from Previous TIP

The list of projects shown in **Table 8** reflects regionally significant projects from the FY 2007 – FY 2011 TIP that have been completed and opened to the public. **Table 9** reflects the projects remaining active from the FY 2007 – FY 2011 TIP.

**Table 8: Completed Projects from previous TIP\***

| County  | Project Number | Route            | Cost            | Description                                             |
|---------|----------------|------------------|-----------------|---------------------------------------------------------|
| Boyd    | 09-60.00/60.01 | I-64             | \$36,967,332.55 | Interchange reconstruction                              |
| Boyd    | 09-112.00      | US-23S           | \$6,810,000.00  | Power wash and paint the 12 <sup>th</sup> Street Bridge |
| Boyd    | 09-191.00      | N/A              | \$4,088,000.00  | Ashland Riverfront Project                              |
| Boyd    | 09-191.01      | N/A              |                 | Ashland Riverfront Project                              |
| Boyd    | 09-2019.00/.01 | I-64             | \$17,847,667.52 | Mill/Intermediate Overlay                               |
| Boyd    | 09-8200.00     | KY-3             | \$381,378.93    | Improve Sight Distance                                  |
| Boyd    | CMAQ-07-01     | US-60            |                 | Construct turn lanes at 12 of the 25 existing crossings |
| Greenup | 09-132.00      | KY-2             |                 | Reconstruct KY-2 from MP 13.2 to MP 17.188              |
| Greenup | 09-391.10      | N/A              |                 | Wetland Mitigation site 1.7 miles NW of South Shore     |
| Greenup | 09-4302.00     | KY-1/KY-7/KY-207 | \$73,751.93     | Guardrail replacement at various locations              |
| Greenup | TE-2           | N/A              |                 | South Shore downtown development                        |

\*as of December 18, 2008

**Table 9: Active Projects from Previous TIP\***

| County  | Project Number | Route   | Description                                                 |
|---------|----------------|---------|-------------------------------------------------------------|
| Boyd    | 09-129.00      | New     | Scoping Study                                               |
| Boyd    | 09-191.02      | N/A     | Ashland Riverfront Project                                  |
| Boyd    | 09-191.03      | N/A     | Ashland Riverfront Project                                  |
| Boyd    | 09-993.00      | US-60   | US-60 & Highland Ave, turn lanes, etc. – pending litigation |
| Boyd    | 09-1050.00     | KY-752  | Bridge replacement @ Durbin Creek                           |
| Boyd    | 09-1054.00     | KY-168  | Bridge replacement over Keys Creek                          |
| Boyd    | 09-2018.00     | I-64    | Pavement Rehab & slide repair MP 180.812-185.260            |
| Boyd    | 09-2018.01     | I-64    | Pavement Rehab & slide repair MP 180.812-185.260            |
| Boyd    | 09-5011.00     | KY-538  | Landslide repair                                            |
| Boyd    | 09-8201.00     | KY-766  | Reconstruct intersection @ Dawson Lane                      |
| Greenup | 09-109.00      | KY-8S   | Clean & paint the Carl D. Perkins Bridge                    |
| Greenup | 09-189.00      | KY-750  | Reconstruct from US-23 to KY-3105                           |
| Greenup | 09-1038.00     | KY-2541 | Replace Main Street Bridge & approaches                     |
| Greenup | 09-1059.00     | KY-7    | Replace Bridge and approaches over Left Fork Beechy Creek   |
| Greenup | 09-1060.00     | KY-7    | Replace Bridge and approaches over Plum Fork                |
| Greenup | 09-1071.00     | CR-1283 | Replace Bridge and approaches of Tygart's Creek             |
| Greenup | SRTS-01        | N/A     | Sidewalk and multi-use path construction                    |

\*as of December 18, 2008

**Bowling Green FY 2007-2012 TIP;  
Financial Plan**

**Air Quality Conformity**

Currently, the Bowling Green – Warren County urbanized area is classified as an attainment area, meaning that the area meets or exceeds the United States Environmental Protection Agency health standards used in the Clean Air Act of 1990. If this condition changes for the Bowling Green – Warren County urbanized area, it will be addressed in future TIPs to ensure timely implementation of transportation resources and programs.

**Financial Plan**

This plan is financially constrained, including only projects with designated federal funding. Timetables shown on these projects are estimated based upon available funds and were developed cooperatively with the MPO, State Transportation Agencies, and Public Transit Agencies. Funding is allocated across program years for each TIP project. Funding years are consistent with MPO priorities. The table below provides a summary of each funding type by year.

| <b>Bowling Green – Warren County MPO</b>  |                     |                     |                     |                     |                  |                  |                      |
|-------------------------------------------|---------------------|---------------------|---------------------|---------------------|------------------|------------------|----------------------|
| <b>Transportation Improvement Program</b> |                     |                     |                     |                     |                  |                  |                      |
| <b>FY 2007 - 2012</b>                     |                     |                     |                     |                     |                  |                  |                      |
| <b>Summary of Funding Type</b>            |                     |                     |                     |                     |                  |                  |                      |
| <b>Funding Type</b>                       | <b>2007</b>         | <b>2008</b>         | <b>2009</b>         | <b>2010</b>         | <b>2011</b>      | <b>2012</b>      | <b>TOTAL</b>         |
| <b>NH</b>                                 | \$3,120,000         |                     |                     |                     |                  |                  | \$3,120,000          |
| <b>JM1</b>                                | \$64,000,000        |                     |                     |                     |                  |                  | \$64,000,000         |
| <b>HPP</b>                                | \$6,600,000         | \$10,000,000        | \$20,000,000        |                     |                  |                  | \$36,600,000         |
| <b>KYD</b>                                | \$7,250,000         |                     |                     |                     |                  |                  | \$7,250,000          |
| <b>STP</b>                                | \$15,972,019        | \$34,100,000        | \$20,871,000        | \$10,000,000        |                  |                  | \$80,943,019         |
| <b>TE</b>                                 | \$368,000           |                     |                     |                     |                  |                  | \$368,000            |
| <b>SRTS</b>                               | \$196,000           |                     |                     |                     |                  |                  | \$196,000            |
| <b>IM</b>                                 |                     | \$1,000,000         |                     |                     |                  |                  | \$1,000,000          |
| <b>SP</b>                                 |                     |                     | \$14,000,000        |                     |                  |                  | \$14,000,000         |
| <b>FTA (5307)</b>                         | \$474,000           | \$619,000           | \$638,000           | \$657,000           | \$676,000        | \$697,000        | \$3,761,000          |
| <b>TOTAL</b>                              | <b>\$97,980,019</b> | <b>\$45,719,000</b> | <b>\$55,509,000</b> | <b>\$10,657,000</b> | <b>\$676,000</b> | <b>\$697,000</b> | <b>\$211,238,019</b> |

### **Programmed Projects and Grouped Projects**

Regulations *23 CFR 450.216 (j)*, *23 CFR 450.324 (f)*, and the Categorical Exclusion regulation [*23 CFR 771.117*], allow the grouping of projects by function and work type if they are of appropriate scale. These project types must be identified in the Categorical Exclusion regulation, and grouped project type descriptions should come from classifications listed in the conformity rule exempt listings.

These highway improvements generate minor impacts to the transportation system and are not considered controversial since they produce positive benefits for safety, traffic operations, or preservation. Therefore, these projects may be “grouped” together with other such projects. Typically, these types of projects are not produced by the planning process; they are usually initiated by traffic operations or maintenance functions of KYTC to correct existing problems or deficiencies. These projects may be grouped if they are not considered to be of appropriate scale for individual identification. KYTC identifies many of these types of projects as “Z various” – allowing grouped project changes to be processed without an amendment and its corresponding requirement for public review. This procedure eliminates review of trivial projects and will streamline the process.

A related issue concerns estimated funding for each grouped project type for years covered in the STIP/TIP and the LRTP. During development of these documents, specific projects and costs are not known. Two types of project groupings apply to the Bowling Green – Warren County MPO Transportation Plan and Transportation Improvement Program.

The first type of project is the “program-project placeholders.” These are program-determined projects that have an individual project scope, termini, cost, and year and are individually listed in the STIP/TIP. By listing these placeholders and including a program description, the agencies, public, and stakeholders are informed of the type of possible projects and that they may be added at a future date. Once the individual project scope, termini, and cost are determined for these program-projects, they can be added to the TIP and STIP by administrative modification. The Bowling Green – Warren County MPO TIP and Transportation Plan include line items for program-project placeholders that lists the program cost as an estimated amount based on past experience and reasonableness, until the actual project and project cost are known. Adding these projects and actual funding by administrative modification will not require additional agency and public review and comment or re-demonstration of fiscal constraint.

These projects usually include only work types that meet the definition of a Categorical Exclusion (CE) (*23 CFR 771.117 (c) and (d)*), and/or are Exempt Projects under 49 CFR part 93 for non-attainment and maintenance areas. They are also further described as CE Level 1 and Level 2 type projects in the August 2003 “Categorical Exclusion Agreement” between the FHWA and KYTC.

Following is a TIP table for “program-project place holders.”

| <b>Program - Project Types</b>                                                                                                 | <b>2007</b> | <b>2008</b> | <b>2009</b> | <b>2010</b> | <b>2011</b> | <b>2012</b> |
|--------------------------------------------------------------------------------------------------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Transportation enhancements (TE)                                                                                               | \$25,000    | \$25,000    | \$25,000    | \$25,000    | \$25,000    | \$25,000    |
| Transportation, Community, and System Preservation (TCSP)                                                                      | \$50,000    | \$50,000    | \$50,000    | \$50,000    | \$50,000    | \$50,000    |
| Safe routes to school (SR2S)                                                                                                   | \$25,000    | \$25,000    | \$25,000    | \$25,000    | \$25,000    | \$25,000    |
| Hazard elimination/highway safety improvement program (HES/HSIP) – high cost improvements                                      | \$50,000    | \$50,000    | \$50,000    | \$50,000    | \$50,000    | \$50,000    |
| Bridge deck overlays (IM)                                                                                                      | \$50,000    | \$50,000    | \$50,000    | \$50,000    | \$50,000    | \$50,000    |
| ITS expansion (NH)                                                                                                             | \$25,000    | \$25,000    | \$25,000    | \$25,000    | \$25,000    | \$25,000    |
| Bridge painting (NH)                                                                                                           | \$50,000    | \$50,000    | \$50,000    | \$50,000    | \$50,000    | \$50,000    |
| Pavement resurfacing, restoration, and rehabilitation (IM, NH, STP)                                                            | \$200,000   | \$200,000   | \$200,000   | \$200,000   | \$200,000   | \$200,000   |
| Pavement markers and striping (STP and NH)                                                                                     | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| Traffic signal systems and upgrades (STP)                                                                                      | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| Bridge inspection (BRO, BRZ, and BRX)                                                                                          | \$25,000    | \$25,000    | \$25,000    | \$25,000    | \$25,000    | \$25,000    |
| Forest highways (FH)                                                                                                           | \$25,000    | \$25,000    | \$25,000    | \$25,000    | \$25,000    | \$25,000    |
| Rail Protection (RRP)                                                                                                          | \$10,000    | \$10,000    | \$10,000    | \$10,000    | \$10,000    | \$10,000    |
| Rail Separation (RRS)                                                                                                          | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| Scenic byways (KYD)                                                                                                            | \$10,000    | \$10,000    | \$10,000    | \$10,000    | \$10,000    | \$10,000    |
| Median guardrail projects (IM)                                                                                                 | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| Bridge scour projects (BRO)                                                                                                    | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| Widening or reconstruction, rehabilitation or replacement of bridges (no additional travel lanes) (IM, NH, STP, BRO, BRX, BRZ) | \$500,000   | \$500,000   | \$500,000   | \$500,000   | \$500,000   | \$500,000   |

The second type of project grouping is described as “grouped” projects. Grouped projects are projects that are generally smaller scale and involve a limited number of similar work types and functions. A general discussion on the procedures and utilization of grouped projects is also included in the Bowling Green – Warren County MPO Participation Plan and Transportation Plan.

In this TIP, each grouped project lists an estimated cost based on experience and reasonableness, as these projects are selected by the KYTC on an annual and ongoing basis. Fiscal constraint is demonstrated and maintained statewide with the STIP. No additional public review and comment or conformity determination is required, and no “Administrative Modification” or “Amendment” is required for these grouped projects. Grouped projects should be listed in the “Annual Listing of Obligated Projects”. These

*Bowling Green-Warren County MPO 2007 – 2012 TIP*

projects include only work types that meet the definition of a Categorical Exclusion (CE) and/or are Exempt Projects under 49 CFR part 93 for non-attainment and maintenance areas. In order to clarify potential funding types, the following table identifies several federal categories. Following is a TIP table for grouped projects.

| <b>Grouped Projects</b>                        |                                                        |                                   |             |             |             |             |             |           |
|------------------------------------------------|--------------------------------------------------------|-----------------------------------|-------------|-------------|-------------|-------------|-------------|-----------|
| <b>Category/Funding Types</b>                  | <b>Grouped Project Types</b>                           | <b>Estimated Funding</b>          |             |             |             |             |             |           |
|                                                |                                                        | <b>2007</b>                       | <b>2008</b> | <b>2009</b> | <b>2010</b> | <b>2011</b> | <b>2012</b> |           |
| Other Safety                                   | Shoulder improvements                                  | \$25,000                          | \$25,000    | \$25,000    | \$25,000    | \$25,000    | \$25,000    |           |
| IM, NH, HPP, STP, HES, HSIP, KYD, Garvee Bonds | Increasing sight distance                              | \$25,000                          | \$25,000    | \$25,000    | \$25,000    | \$25,000    | \$25,000    |           |
|                                                | Guardrails, median barriers, crash cushions            | \$100,000                         | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   |           |
|                                                | Emergency relief                                       | \$100,000                         | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   |           |
|                                                | Fencing                                                | \$20,000                          | \$20,000    | \$20,000    | \$20,000    | \$20,000    | \$20,000    |           |
|                                                | Changes in access control for safety                   | \$50,000                          | \$50,000    | \$50,000    | \$50,000    | \$50,000    | \$50,000    |           |
|                                                | Skid treatments                                        | \$50,000                          | \$50,000    | \$50,000    | \$50,000    | \$50,000    | \$50,000    |           |
|                                                | Adding medians                                         | \$100,000                         | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   |           |
|                                                | Lighting improvements                                  | \$50,000                          | \$50,000    | \$50,000    | \$50,000    | \$50,000    | \$50,000    |           |
|                                                | Widening narrow pavements                              | \$50,000                          | \$50,000    | \$50,000    | \$50,000    | \$50,000    | \$50,000    |           |
|                                                | Emergency truck pullovers                              | \$10,000                          | \$10,000    | \$10,000    | \$10,000    | \$10,000    | \$10,000    |           |
|                                                | Safety roadside rest areas                             | \$10,000                          | \$10,000    | \$10,000    | \$10,000    | \$10,000    | \$10,000    |           |
|                                                | Changes in vertical and horizontal alignment           | \$50,000                          | \$50,000    | \$50,000    | \$50,000    | \$50,000    | \$50,000    |           |
|                                                | Truck size and weight inspection stations              | \$50,000                          | \$50,000    | \$50,000    | \$50,000    | \$50,000    | \$50,000    |           |
|                                                | Interchange reconfiguration projects                   | \$100,000                         | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   |           |
|                                                | Intersection signalization at individual intersections | \$50,000                          | \$50,000    | \$50,000    | \$50,000    | \$50,000    | \$50,000    |           |
|                                                | Intersection channelization                            | \$25,000                          | \$25,000    | \$25,000    | \$25,000    | \$25,000    | \$25,000    |           |
|                                                | HSIP: Low Cost Safety Improvements                     | \$100,000                         | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   |           |
|                                                | HSIP High Risk Rural Road Program                      | \$100,000                         | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   |           |
|                                                | IM, NH, HPP, STP, HES, HSIP, KYD, Garvee Bonds         | HSIP Lane Departure-Resurfacing   | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000 |
|                                                |                                                        | HSIP Roadway Section Improvements | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000 |
| HSIP Safety Corridors                          |                                                        | \$100,000                         | \$100,000   | \$100,000   | \$100,000   | \$100,000   | \$100,000   |           |
| FTA Section 5307                               | Operation assistance to transit agencies               | \$212,000                         | \$353,000   | \$395,000   | \$407,000   | \$419,000   | \$432,000   |           |

*Bowling Green-Warren County MPO 2007 – 2012 TIP*

| Category/Funding Types                                                  | Grouped Project Types                                                                                      | Estimated Funding |          |           |           |           |           |
|-------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|-------------------|----------|-----------|-----------|-----------|-----------|
|                                                                         |                                                                                                            | 2007              | 2008     | 2009      | 2010      | 2011      | 2012      |
| KYD, FTA SECTION 5307, 5309, 5310, 5311, Garvee Bonds                   | Purchase of transit support vehicles                                                                       | \$25,000          | \$25,000 | \$25,000  | \$25,000  | \$25,000  | \$25,000  |
|                                                                         | Rehabilitation of transit vehicles                                                                         | \$25,000          | \$25,000 | \$25,000  | \$25,000  | \$25,000  | \$25,000  |
|                                                                         | Purchase of office, shop, and operating equipment for existing transit facilities                          | \$2,000           | \$34,000 | \$2,000   | \$2,000   | \$2,000   | \$2,000   |
|                                                                         | Purchase of operating equipment for transit vehicles (e.g. radios, fareboxes, lifts, etc.)                 | \$3,000           | \$34,000 | \$3,000   | \$3,000   | \$3,000   | \$3,000   |
|                                                                         | Construction or renovation of power, signal, and communications systems for transit                        | \$10,000          | \$10,000 | \$10,000  | \$10,000  | \$10,000  | \$10,000  |
|                                                                         | Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons | \$10,000          | \$10,000 | \$10,000  | \$10,000  | \$10,000  | \$10,000  |
|                                                                         | Construction of small transit passenger shelters and information kiosks                                    | \$0               | \$35,000 | \$20,000  | \$35,000  | \$20,000  | \$35,000  |
|                                                                         | Reconstruction or renovation of transit buildings and structures                                           | \$25,000          | \$25,000 | \$25,000  | \$25,000  | \$25,000  | \$25,000  |
|                                                                         | Purchase of new buses to replace existing vehicles or for minor expansion                                  | \$173,000         | \$48,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
|                                                                         | Transportation corridor fringe parking facilities                                                          | \$10,000          | \$10,000 | \$10,000  | \$10,000  | \$10,000  | \$10,000  |
| IM, NH, HPP, STP, KYD, FTA SECTION 5307, 5309, 5310, 5311, Garvee Bonds | Bus terminal and transfer points                                                                           | \$0               | \$0      | \$35,000  | \$35,000  | \$35,000  | \$35,000  |
|                                                                         | Construction of new bus storage/maintenance facilities                                                     | \$20,000          | \$20,000 | \$20,000  | \$20,000  | \$20,000  | \$20,000  |
| Other Air Quality                                                       | Continuation of ride-sharing and van-pooling promotion                                                     | \$0               | \$0      | \$0       | \$0       | \$0       | \$0       |
|                                                                         | Bicycle and pedestrian facilities                                                                          | \$0               | \$0      | \$0       | \$0       | \$0       | \$0       |

*Bowling Green-Warren County MPO 2007 – 2012 TIP*

| Category/Funding Types                                                            | Grouped Project Types                                                                    | Estimated Funding |           |           |           |           |           |
|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|-------------------|-----------|-----------|-----------|-----------|-----------|
|                                                                                   |                                                                                          | 2007              | 2008      | 2009      | 2010      | 2011      | 2012      |
| Other Minor Projects<br>IM, NH, HPP, STP,<br>HES, HSIP, KYD,<br>FTA, Garvee Bonds | FTA Planning and technical studies                                                       | \$64,000          | \$75,000  | \$80,000  | \$80,000  | \$85,000  | \$85,000  |
|                                                                                   | Engineering to assess social, economic, and environmental effects of the proposed action | \$100,000         | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
|                                                                                   | Noise attenuation                                                                        | \$10,000          | \$10,000  | \$10,000  | \$10,000  | \$10,000  | \$10,000  |
|                                                                                   | Emergency or hardship advance land acquisitions                                          | \$100,000         | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
|                                                                                   | Acquisitions of scenic easements                                                         | \$10,000          | \$10,000  | \$10,000  | \$10,000  | \$10,000  | \$10,000  |
|                                                                                   | Planting and landscaping                                                                 | \$50,000          | \$50,000  | \$50,000  | \$50,000  | \$50,000  | \$50,000  |
|                                                                                   | Directional and informational signs                                                      | \$20,000          | \$20,000  | \$20,000  | \$20,000  | \$20,000  | \$20,000  |

As stated in the Bowling Green – Warren County MPO Participation Plan, any individual project of a type listed above could be subject to public involvement requirements if the MPO determines that public review is proper due to a potential for controversy, negative impacts, or public concern for any other reason.

**Transit Projects**

**Financial Capacity Assessment**

The projects recommended in this TIP outline the capital needs for the Bowling Green Transit System, Western Kentucky University Transit System, Community Action of Southern Kentucky and Barren River Adult Day Care. The city of Bowling Green has determined that the Bowling Green Public Transit System has the financial capacity to carry out the capital projects listed on pages 17 and 18 for the Bowling Green Public Transit system. The local share of capital project costs will be funded through state toll credits and state matching funds, General Fund Revenues (20%), and through matching funds from the Federal Transit Administration (80%).

Western Kentucky University has determined that the Western Kentucky University Transit system has the financial capacity to carry out the capital projects listed on page 13. Likewise Community Action Regional Transportation (CART), a Division of Community Action of Southern Kentucky and Barren River Adult Day Center, have reviewed their financial capacity to provide the required local match for capital projects listed on page 14. The City of Bowling Green has determined there are funds available to carry out the operating budget for Bowling Green Public Transit system in accordance with FTA Circular 7008.1.

Each of the agencies requesting funding under section 5310, 5309, or 5307 have reviewed their financial capacity to carry out the requested capital projects and has determined that there will be funds available to provide the required local match for the capital projects requested.

**Bowling Green Public Transit Program of Projects Public Review**

Community Action of Southern Kentucky DBA operates the Bowling Green Public Transit System known as Go bg transit. Annually Bowling Green Transit is required to prepare a Program of Projects (POP) and solicit public input for all projects receiving federal transit funding from FTA. The projects identified in the POP will be added to the TIP through an annual amendment or administrative modification. The Bowling Green MPO, Bowling Green Public Transit and KYTC have agreed that the public and agency outreach procedures for the TIP Amendment process included in the Participation Plan are adequate to meet the public input required for the POP.

**Clarksville/Oak Grove FY 2008-2011 TIP;  
Financial Plan**

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## FUNDING & FINANCIAL PLAN

### FUNDING

SAFETEA-LU legislation identifies a number of different funding programs which can be used for various modes, such as highway, transit, pedestrian and bicycle facilities. These funding programs are listed in Figure 4 and are described below:

Interstate Maintenance (IM) - Funds from this program can be used for the restoration, resurfacing and rehabilitation of existing interstate facilities, including the reconstruction of bridges, interchanges and crossing structures, and for preventive maintenance. If additional right-of-way is needed to complete these improvements, it may also be purchased with funds from this program. Interstate Maintenance funds may be used for the construction of new High Occupancy Vehicle (HOV) lanes, but not for the construction of new lanes for use by all vehicles.

National Highway System (NHS) - This system comprises the Interstates, the Expressways and those surface arterial roads which are a critical link in the regional transportation system. Funds from this program may be used for all types of transportation improvements, including construction, reconstruction, operational improvements and planning.

Surface Transportation Program (STP) - These funds may be used for the same broad range of improvements as NHS funds. The significant difference in the two programs is that STP funds may be used to improve the design or operation of any road which is not a local street or a rural minor collector. As a result, the Surface Transportation Program funds a large number of projects in the TIP.

State Funds (STA, SP & SPPR) - These are state funds which are used for transportation projects that are on routes designated as part of the Tennessee or Kentucky State Highway Systems. Funds for these programs are one hundred percent State monies and may be used for all types of transportation improvements, including construction, reconstruction, operational improvements and planning.

Congestion Mitigation and Air Quality (CMAQ) - This funding program is for projects that will contribute to the attainment of air quality standards by reducing miles traveled by motorists, reducing fuel consumption, or through other factors. The construction of a new highway lane is not eligible for CMAQ funding unless the new lane will be restricted to use by High Occupancy Vehicles (HOVs) during peak hours.

Bridge Replacement and Rehabilitation (BRR) - Thousands of highway bridges in America are undersized for the traffic volumes and loads they are needed to serve, and pose a safety hazard until they are improved. This funding program allows for the replacement or rehabilitation of these bridges. Proposed transportation projects in this document are shown by county, and within counties by city. Each project sheet includes a table with details on the project description, responsible jurisdiction/agency, type of funds to be used, program year and estimated cost.

Federal Transit Administration Section 5307 (5307) - This program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning.

Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime

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prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Federal Transit Administration Section 5309 (5309) - The transit capital investment program provides capital assistance for three primary activities: new and replacement buses and facilities, modernization of existing rail systems, and new fixed guideway systems (New Starts).

Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Funds are allocated on a discretionary basis.

Federal Transit Administration Section 5310 (5310) - This program provides formula funding to States for the purpose of assisting private non-profit organizations, governmental authorities that certify to the chief executive officer of a State that no non-profit corporations or associations are readily available in an area to provide the service, and governmental authorities approved by the State to coordinate services for elderly individuals and individuals with disabilities in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Federal Transit Administration Section 5316 (5316) - This program provides formula funding to States for the purpose of assisting Private non-profit organizations, state or local governmental authority, and operators of public transportation services including private operators of public transportation services in meeting the transportation needs relating to the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. Funds are apportioned based on each State's share of population for these groups of people.

Federal Transit Administration Section 5303 (5303) – This program provides formula funding to states for planning purposes by the MPOs and the KYTC and are identified for use in urbanized are unified planning work programs. Statewide transit planning for the rural areas is also funded with Section 5303 funds.

Highway Safety – A Legacy for Users (SAFETEA-LU), requires that all states develop a Highway Safety Improvement Program (HSIP) that combines all statewide enforcement, engineering, education, and emergency response issues into a single coherent plan. The “engineering” component of highway safety generally revolves around the federal-aid Hazard Elimination and Safety (HES) and Rail/Highway Crossing (RRP and RRS) Programs. In addition to multiple site-specific roadway improvements carried out through these programs, the KYTC is also seeking to implement low-cost safety improvements that can be accomplished with state maintenance forces with minimum disruption to the public.

Federal High Priority Program (HPP) – This program contains earmarked funds. These projects are detailed in SAFETEA-LU or are specified by Congress. These projects have an HPP or DEMO project number associated with them on the TIP project pages and in the funding tables.

Intelligent Transportation Systems (ITS) – A generic description of signal systems, traffic monitoring devices, and other traffic operations projects to improve capacity and safety without major capital investment in facility reconstruction. See <http://www.its.dot.gov/>

Federally Funded Kentucky Discretionary Program (KYD) – This program represents Congressional earmarks, usually at an 80/20 ratio, for projects identified through the annual federal appropriations process.

Public Lands Highways Discretionary (PLHD) – 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>

### Operation and Maintenance

The MPO and its members must assure the maintenance and efficient operation of the existing infrastructure components that make up the Clarksville Urbanized Area’s transportation network. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities such as pavement resurfacing and markings, bridge repair, guardrail and sign replacement and traffic signal maintenance. Operations may include more routine items such as painting and right of way maintenance. While these activities are not funded through or scheduled in the TIP, they are included here for information purposes.

**Figure 4  
Transportation Improvement Program Funding Sources**

| <b>A.</b> | <b><u>System</u></b>                                             | <b><u>Project Initiation</u></b> | <b><u>Funding Source</u></b> | <b><u>Match Ratio</u></b> |
|-----------|------------------------------------------------------------------|----------------------------------|------------------------------|---------------------------|
|           | <b>Streets and Highways</b>                                      |                                  |                              |                           |
|           | Interstate Maintenance (IM)                                      | State DOT/Cabinet                | Federal<br>State             | 90%<br>10%                |
|           | National Highway System (NHS)                                    | State DOT/Cabinet                | Federal<br>State             | 80%<br>20%                |
|           | Surface Transportation Program (STP)                             | Local Government                 | Federal<br>Local             | 80%<br>20%                |
|           | Congestion Mitigation and Air Quality Improvement Program (CMAQ) | Local Government                 | Federal<br>Local             | 80%<br>20%                |
|           | State Funds (STA or SP and SPPR)                                 | State DOT/Cabinet                | State                        | 100%                      |

|                                           |                   |                  |            |
|-------------------------------------------|-------------------|------------------|------------|
| Bridge Replacement Program Local (BRR-L)  | State DOT/Cabinet | Federal<br>Local | 80%<br>20% |
| Bridge Replacement Program State (BRR-S)  | State DOT/Cabinet | Federal<br>State | 80%<br>20% |
| Highway Safety Improvement Project (HSIP) | State DOT/Cabinet | Federal<br>State | 80%<br>20% |
| High Priority Project (HPP)               | State DOT/Cabinet | Federal<br>State | 80%<br>20% |
| High Priority Project Local(HPP-L)        | State DOT/Cabinet | Federal<br>Local | 80%<br>20% |
| ITS (Intelligent Transportation Systems)  | State DOT/Cabinet | Federal<br>Local | 80%<br>20% |
| KYD (Kentucky Discretionary)              | State DOT/Cabinet | Federal          | 100%       |
| PLHD (Public Lands Highway Discretionary) | State DOT/Cabinet | Federal          | 100%       |

|           |                                                                                                                                                                            |                              |                           |                     |
|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|---------------------------|---------------------|
| <b>B.</b> | <b>Public Transportation</b>                                                                                                                                               |                              |                           |                     |
|           | Section 5303 – Capital and Operations Assistance Grant program                                                                                                             | Local Government             | Federal<br>State<br>Local | 80%<br>10%<br>10%   |
|           | Section 5307 Capital, Operations and Planning Assistance Grant Program<br>- The use of 5307 funds for operations requires a 50/50 match of federal to non-federal dollars. | Local Government             | Federal<br>State<br>Local | 80%<br>10%<br>10%   |
|           | Section 5309 – Capital Grant                                                                                                                                               | Local Government             | Federal<br>State<br>Local | 83%<br>8.5%<br>8.5% |
|           | Section 5310 – Capital Grant Program                                                                                                                                       | Private, Non-Profit Entities | Federal<br>Local*         | 80%<br>20%          |
|           | Section 5316- Jobs Access / Reverse Commute                                                                                                                                | Private, Non-Profit Entities | Federal<br>State<br>Local | 50%<br>25%<br>25%   |
|           | <u>Notes:</u> * Local share is to be provided by private non-profit entities                                                                                               |                              |                           |                     |

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## **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 Tables 1-5 in the Funding Tables section, located at the back of this document. 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 3% 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.

## **MANAGING COST INCREASES WITH LUMP-SUM (BUCKET) PROJECTS**

To expedite TIP modifications and reduce their complexity, the Clarksville MPO has provided provisions for lump-sum (bucket) projects in the TIP to cover cost overruns. Two (2) types of lump sum projects have been established. These are called Project Contingency Overruns and Project Cost Overruns and are described below. The inclusion of these two lump sum projects provides the necessary funding for the majority of project cost increases without requiring a TIP amendment.

Project Contingency Overruns will be used only to address project cost increases for projects that appear in the current TIP. As long as the cost overrun does not increase the cost for any phase more than 30%, funds from the Project Contingency Overruns pool could be used to fund the overrun via the administrative adjustment process. If the overrun increases the cost of any phase more than 30%, funds from the Project Contingency Overruns pool can still be used to fund the overrun, however, a formal amendment documenting the action is required.

Project Cost Overruns will be used to address project cost increases for projects appearing only in a previous TIP. The inclusion of this type of lump-sum project eliminates the need for amending the project back into the current TIP when such cost overruns occur.

Table 2  
 FY2008-FY2011 TIP  
 Summary of L-CMAQ Funds  
 (As of 3-10-10)  
 Federal Share Only

**CMAQ Funding Table (TDOT)**

|                                                    |   |                    |
|----------------------------------------------------|---|--------------------|
| <b>Balance 7-1-07</b>                              |   | <b>\$1,448,620</b> |
| FY2008 Allocation                                  | + | \$379,620          |
| Available to Spend                                 | = | \$1,828,240        |
| Projects Programmed                                | - | \$308,368          |
| <b>Remaining 2008</b>                              | = | <b>\$1,519,872</b> |
| <b>2009</b>                                        |   |                    |
| FY2009 Allocation                                  | + | \$379,620          |
| Available to Spend                                 | = | \$1,899,492        |
| Projects Programmed                                | - | \$1,033,212        |
| <b>Remaining 2009</b>                              | = | <b>\$866,280</b>   |
| <b>2010</b>                                        |   |                    |
| <b>Federal Rescission of all Unobligated Funds</b> |   |                    |
| FY2010 Allocation                                  | + | \$0                |
| Available to Spend Pin:111305.00                   |   | \$835,765          |
| Projects Programmed Pin: 111305                    |   | \$835,765          |
| <b>Remaining 2010</b>                              | = | <b>\$0</b>         |
| <b>2011</b>                                        |   |                    |
| FY2011 Allocation                                  | + | \$0                |
| Available to Spend                                 | = | \$0                |
| Projects Programmed                                | - | \$0                |
| <b>Remaining 2011</b>                              | = | <b>\$0</b>         |

**CMAQ Funding Table (KTC)**

|                        |   |                  |
|------------------------|---|------------------|
| <b>Balance 7/01/07</b> |   | <b>\$500,000</b> |
| FY2008 Award *         | + | \$0              |
| Available to Spend     | = | \$500,000        |
| Projects Programmed    | - | \$500,000        |
| <b>Remaining 2006</b>  | = | <b>\$0</b>       |
| <b>2009</b>            |   |                  |
| FY2009 Award           | + | \$0              |
| Available to Spend     | = | \$0              |
| Projects Programmed    | - | \$0              |
| <b>Remaining 2009</b>  | = | <b>\$0</b>       |
| <b>2010</b>            |   |                  |
| FY2010 Award           | + | \$0              |
| Available to Spend     | = | \$0              |
| Projects Programmed    | - | \$0              |
| <b>Remaining 2010</b>  | = | <b>\$0</b>       |
| <b>2011</b>            |   |                  |
| FY2011 Allocation      | + | \$0              |
| Available to Spend     | = | \$0              |
| Projects Programmed    | - | \$0              |
| <b>Remaining 2011</b>  | = | <b>\$0</b>       |

\* KTC CMAQ funds are awarded annually on a statewide competitive basis.

Tennessee Funding Table 3  
(By Year of Expenditure)

(As of 3-10-10)

Amendment # 19

| Funding Source                                  | FY2008<br>Available | FY2009<br>Available | FY2010<br>Available | FY2011<br>Available |
|-------------------------------------------------|---------------------|---------------------|---------------------|---------------------|
| Enhancement Grants                              | \$2,388,388         | \$0                 | \$945,926           | \$0                 |
| HPP-L (High Priority Projects)                  | \$0                 | \$0                 | \$0                 | \$0                 |
| IM (Interstate Maintenance)                     | \$54,000            | \$18,000            | \$18,000            | \$18,000            |
| BRR-L                                           | \$88,000            | \$88,000            | \$88,000            | \$88,000            |
| CMAQ (Congestion Mitigation & Air Quality Impr) | \$1,828,240         | \$1,899,492         | \$835,765           | \$0                 |
| L-STP                                           | \$6,776,177         | \$8,073,435         |                     |                     |
| Pre Rescission                                  |                     |                     | \$0                 | \$0                 |
| Post Rescission                                 |                     |                     | \$0                 | \$0                 |
| SRTS (Safe Routes to School)                    | \$72,025            | \$83,340            | \$137,142           | \$0                 |
| Economic Stimulus                               | \$0                 | \$5,900,000         | \$0                 | \$0                 |
| Local Match                                     | \$1,630,207         | \$607,359           | \$258,481           | \$22,000            |
| NHS (National Highway Systems)                  | \$1,072,000         | \$160,000           | \$160,000           | \$160,000           |
| STP (State Surface Transportation Program)      | \$11,464,000        | \$10,496,000        | \$248,000           | \$248,000           |
| BRR-S                                           | \$6,480,000         | \$88,000            | \$16,000            | \$16,000            |
| PLHD                                            | \$452,760           | \$0                 | \$0                 | \$0                 |
| HSIP                                            | \$900,000           | \$900,000           | \$900,000           | \$900,000           |
| HPP                                             | \$5,284,123         | \$4,160,000         | \$0                 | \$0                 |
| State Match                                     | \$4,987,884         | \$3,654,000         | \$1,108,000         | \$1,108,000         |
| BRBD (Bridge Bond - 100% State)                 | \$0                 | \$100,000           | \$100,000           | \$0                 |
| <b>Total</b>                                    | <b>\$43,477,804</b> | <b>\$36,227,626</b> | <b>\$4,815,314</b>  | <b>\$2,560,000</b>  |
| <b>Amount Programmed to be Spent</b>            |                     |                     |                     |                     |
| Enhancement Grants                              | \$2,388,388         | \$0                 | \$945,926           | \$0                 |
| HPP-L (High Priority Projects)                  | \$0                 | \$0                 | \$0                 | \$0                 |
| IM (Interstate Maintenance)                     | \$54,000            | \$18,000            | \$18,000            | \$18,000            |
| BRR-L                                           | \$88,000            | \$88,000            | \$88,000            | \$88,000            |
| CMAQ (Congestion Mitigation & Air Quality Impr) | \$308,368           | \$1,033,212         | \$835,765           | \$0                 |
| L-STP                                           | \$0                 | \$1,585,435         |                     |                     |
| Pre Rescission                                  |                     |                     | \$0                 | \$0                 |
| Post Rescission                                 |                     |                     | \$0                 | \$0                 |
| SRTS (Safe Routes to School)                    | \$72,025            | \$83,340            | \$137,142           | \$0                 |
| Economic Stimulus                               | \$0                 | \$5,900,000         | \$0                 | \$0                 |
| Local Match                                     | \$1,630,207         | \$607,359           | \$258,481           | \$22,000            |
| NHS (National Highway Systems)                  | \$1,072,000         | \$160,000           | \$160,000           | \$160,000           |
| STP (State Surface Transportation Program)      | \$11,464,000        | \$10,496,000        | \$248,000           | \$248,000           |
| BRR-S                                           | \$6,480,000         | \$88,000            | \$16,000            | \$16,000            |
| PLHD                                            | \$452,760           | \$0                 | \$0                 | \$0                 |
| HSIP                                            | \$900,000           | \$900,000           | \$900,000           | \$900,000           |
| HPP                                             | \$5,284,123         | \$4,160,000         | \$0                 | \$0                 |
| State Match                                     | \$4,987,884         | \$3,654,000         | \$1,108,000         | \$1,108,000         |
| BRBD (Bridge Bond - 100% State)                 | \$0                 | \$100,000           | \$100,000           | \$0                 |
| <b>Total</b>                                    | <b>\$35,181,755</b> | <b>\$28,873,346</b> | <b>\$4,815,314</b>  | <b>\$2,560,000</b>  |
| <b>Amount Remaining</b>                         |                     |                     |                     |                     |
| Enhancement Grants                              | \$0                 | \$0                 | \$0                 | \$0                 |
| HPP-L (High Priority Projects)                  | \$0                 | \$0                 | \$0                 | \$0                 |
| IM (Interstate Maintenance)                     | \$0                 | \$0                 | \$0                 | \$0                 |
| BRR-L                                           | \$0                 | \$0                 | \$0                 | \$0                 |
| CMAQ (Congestion Mitigation & Air Quality Impr) | \$1,519,872         | \$866,280           | Rescission\$0       | \$0                 |

|                                            |                    |                    |            |            |
|--------------------------------------------|--------------------|--------------------|------------|------------|
| L-STP                                      | \$6,776,177        | \$6,488,000        | \$0        | \$0        |
| SRTS (Safe Routes to School)               | \$0                | \$0                | \$0        | \$0        |
| Economic Stimulus                          | \$0                | \$0                | \$0        | \$0        |
| Local Match                                | \$0                | \$0                | \$0        | \$0        |
| NHS (National Highway Systems)             | \$0                | \$0                | \$0        | \$0        |
| STP (State Surface Transportation Program) | \$0                | \$0                | \$0        | \$0        |
| BRR-S                                      | \$0                | \$0                | \$0        | \$0        |
| PLHD                                       | \$0                | \$0                | \$0        | \$0        |
| HSIP                                       | \$0                | \$0                | \$0        | \$0        |
| HPP                                        | \$0                | \$0                | \$0        | \$0        |
| State Match                                | \$0                | \$0                | \$0        | \$0        |
| BRBD (Bridge Bond - 100% State)            | \$0                | \$0                | \$0        | \$0        |
|                                            |                    |                    |            |            |
| <b>Total</b>                               | <b>\$8,296,049</b> | <b>\$7,354,280</b> | <b>\$0</b> | <b>\$0</b> |

**Kentucky Funding Table 4  
(By Year of Expenditure)**

| <b>Funding Source</b>                                   | <b>FY2008</b>    | <b>FY2009</b>    | <b>FY2010</b>    | <b>FY2011</b>    |
|---------------------------------------------------------|------------------|------------------|------------------|------------------|
|                                                         | <b>Available</b> | <b>Available</b> | <b>Available</b> | <b>Available</b> |
| Enhancement Grants                                      | 0                | 0                | 0                | 0                |
| IM (Interstate Maintenance)                             | 664,000          | 1,304,000        | 0                | 0                |
| ITS (Intelligent Transportation Systems)                | 0                | 0                | 0                | 0                |
| KYD (Kentucky Discretionary)                            | 2,834,000        | 6,800,000        | 0                | 0                |
| PLHD                                                    | 0                | 0                | 0                | 0                |
| Local Projects                                          |                  |                  |                  |                  |
| Local Match                                             | 802,600          | 0                | 0                | 0                |
| NHS (National Highway Systems)                          | 0                | 0                | 0                | 0                |
| CMAQ (State Congestion Mitigation & Air Quality Impr)   | 500,000          | 0                | 0                | 0                |
| STP (State Surface Transportation Program)              | 0                | 0                | 0                | 0                |
| SP (State Construction - KY)                            | 0                | 0                | 7,200,000        | 7,280,000        |
| State Match                                             | 166,000          | 326,000          | 1,800,000        | 1,820,000        |
| <b>Total</b>                                            |                  |                  |                  |                  |
| <b>Amount Programmed to be Spent</b>                    |                  |                  |                  |                  |
| Enhancement Grants                                      | 0                | 0                | 0                | 0                |
| IM (Interstate Maintenance)                             | 664,000          | 1,304,000        | 0                | 0                |
| ITS (Intelligent Transportation Systems)                | 0                | 0                | 0                | 0                |
| KYD (Kentucky Discretionary)                            | 2,834,000        | 6,800,000        | 0                | 0                |
| PLHD                                                    | 0                | 0                | 0                | 0                |
| Local Projects                                          |                  |                  |                  |                  |
| Local Match                                             | 802,600          |                  |                  |                  |
| NHS (National Highway Systems)                          | 0                | 0                | 0                | 0                |
| CMAQ (State Congestion Mitigation & Air Quality Impr)   | 500,000          | 0                | 0                | 0                |
| S-STP (State Surface Transportation Program)            | 0                | 0                | 0                | 0                |
| SP (State Construction - KY)                            | 0                | 0                | 7,200,000        | 7,280,000        |
| State Match                                             | 166,000          | 326,000          | 1,800,000        | 1,820,000        |
| <b>Total Programmed</b>                                 |                  |                  |                  |                  |
| <b>Amount Remaining</b>                                 |                  |                  |                  |                  |
| Enhancement Grants                                      | 0                | 0                | 0                | 0                |
| IM (Interstate Maintenance)                             | 0                | 0                | 0                | 0                |
| ITS (Intelligent Transportation Systems)                | 0                | 0                | 0                | 0                |
| KYD (Kentucky Discretionary)                            | 0                | 0                | 0                | 0                |
| Local Projects                                          |                  |                  |                  |                  |
| Local Match                                             | 0                | 0                | 0                | 0                |
| NHS (National Highway Systems)                          | 0                | 0                | 0                | 0                |
| S-CMAQ (State Congestion Mitigation & Air Quality Impr) | 0                | 0                | 0                | 0                |
| S-STP (State Surface Transportation Program)            | 0                | 0                | 0                | 0                |
| SP (State Construction - KY)                            | 0                | 0                | 0                | 0                |
| State Match                                             | 0                | 0                | 0                | 0                |
| <b>Total Remaining</b>                                  | <b>0</b>         | <b>0</b>         | <b>0</b>         | <b>0</b>         |

Federal Share Only

AS OF 3/11/09

| <b>Funding Source</b>                | <b>FY2008</b>      | <b>FY2009</b>      | <b>FY2010</b>      | <b>FY2011</b>      |
|--------------------------------------|--------------------|--------------------|--------------------|--------------------|
|                                      | <b>Available</b>   | <b>Available</b>   | <b>Available</b>   | <b>Available</b>   |
| FTA-5307 (KY) Operating Assistance*  | \$267,824          | \$275,859          | \$284,135          | \$292,659          |
| FTA-5307(TN) Operating Assistance    | \$1,437,392        | \$1,480,514        | \$1,524,930        | \$1,570,678        |
| FTA-5307(TN) Capital                 | \$183,628          | \$163,200          | \$163,200          | \$163,200          |
| ARRA/5307 (KY) Stimulus Funding      | \$0                | \$409,999          | \$0                | \$0                |
| ARRA/5307 STIM (TN) Stimulus Funding | \$0                | \$3,240,001        | \$0                | \$0                |
| FTA-5309                             | \$0                | \$244,800          | \$252,144          | \$259,708          |
| FTA-5310                             | \$0                | \$0                | \$0                | \$0                |
| FTA-5316 Job Access                  | \$260,827          | \$268,652          | \$276,712          | \$285,014          |
| Local Match                          | \$872,064          | \$919,463          | \$946,435          | \$974,217          |
| State Match                          | \$872,063          | \$919,463          | \$946,435          | \$974,217          |
| <b>Total</b>                         | <b>\$3,893,798</b> | <b>\$7,921,951</b> | <b>\$4,393,991</b> | <b>\$4,519,693</b> |
| <b>Amount Programmed to be Spent</b> |                    |                    |                    |                    |
| FTA-5307 (KY) Operating Assistance*  | \$267,824          | \$275,859          | \$284,135          | \$292,659          |
| FTA-5307(TN) Operating Assistance    | \$1,437,392        | \$1,480,514        | \$1,524,930        | \$1,570,678        |
| FTA-5307(TN) Capital                 | \$183,628          | \$163,200          | \$163,200          | \$163,200          |
| ARRA/5307 (KY) Stimulus Funding      | \$0                | \$409,999          | \$0                | \$0                |
| ARRA/5307 STIM (TN) Stimulus Funding | \$0                | \$3,240,001        | \$0                | \$0                |
| FTA-5309                             | \$0                | \$244,800          | \$252,144          | \$259,708          |
| FTA-5310                             | \$0                | \$0                | \$0                | \$0                |
| FTA-5316 Job Access                  | \$260,827          | \$268,652          | \$276,712          | \$285,014          |
| Local Match                          | \$872,064          | \$919,463          | \$946,435          | \$974,217          |
| State Match                          | \$872,063          | \$919,463          | \$946,435          | \$974,217          |
| <b>Total Programmed</b>              | <b>\$3,893,798</b> | <b>\$7,921,951</b> | <b>\$4,393,991</b> | <b>\$4,519,693</b> |
| <b>Amount Remaining</b>              |                    |                    |                    |                    |
| FTA-5307 (KY) Operating Assistance*  | \$0                | \$0                | \$0                | \$0                |
| FTA-5307 (TN)                        | \$0                | \$0                | \$0                | \$0                |
| ARRA/5307 (KY) Stimulus Funding      | \$0                | \$0                | \$0                | \$0                |
| ARRA/5307 STIM (TN) Stimulus Funding | \$0                | \$0                | \$0                | \$0                |
| FTA-5309                             | \$0                | \$0                | \$0                | \$0                |
| FTA-5310                             | \$0                | \$0                | \$0                | \$0                |
| FTA-5316 Job Access                  | \$0                | \$0                | \$0                | \$0                |
| Local Match                          | \$0                | \$0                | \$0                | \$0                |
| State Match                          | \$0                | \$0                | \$0                | \$0                |
| <b>Total Remaining</b>               | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>         |

\* 5307 for Kentucky is Operating Assistance Only

**Henderson/Evansville FY 2010-2013 TIP;  
Financial Plan**

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## Section 3: Funding the Transportation Improvement Program

Federal regulations require the programming of state & local transportation programs & projects into a transportation improvement program (TIP). This section will provide explanations of the various types of funding options, list specific sources of federal, state, & local transportation funds, and update current funding & revenue levels in the Evansville MPO Study Area.

### 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.

### Federal Funds

Federal transportation funding is authorized through the federal transportation funding bill (SAFETEA-LU), as described in Section 1. Federal fiscal constraint for the FY 2010-2013 TIP is demonstrated in Table 1. 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 System (NHS) funds are dedicated for roadway facilities of national importance, due to direct access to interstates, transportation centers, and defense facilities.

This includes the interstate system and all federal and state highway facilities classified as principal arterial. In order for a project to qualify to receive NHS funding, it must be initiated by the state DOT. Therefore, priority for NHS projects is also set by the state. Interstate construction and maintenance projects are eligible to receive 90% federal obligation, while other NHS project types are eligible for 80%.

2. Surface Transportation Program (STP) funds may be used to finance any surface transportation project on any Federal-Aid road. Federal-Aid roads consist of all surface transportation facilities, with the exception of urban local facilities or rural minor collectors and local roads. Projects initiated by state, county, or city agencies can qualify to receive STP funding.

Each state receives a limited amount of STP funds. Of the funds received, 20% is obligated to Transportation Enhancement and Safety activities. Transportation Enhancement activities consist of projects which enhance the transportation system. These may include bicycle/pedestrian facilities, historic preservation, or landscape activities. Safety activities include hazard elimination and railroad crossing improvement projects. Both categories are distributed on a discretionary basis through INDOT and KYTC.

The remaining 80% of STP funds are distributed based upon population levels. This allocation is based upon the latest decennial census. Group I urbanized areas (with population of +200,000) receive 62.5% of the funds, while the other urbanized (with less than 200,000) and rural areas receive the remaining 37.5% of the funds. The Evansville-Henderson Urbanized Area is classified as a Group I Area (greater than 200,000 population) based upon the 2000 Census and shares in the 62.5%

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remaining funds. Funding priority within the urbanized area is determined by the MPO (EMPO), while projects in rural areas must compete for statewide STP funds. STP funds can qualify to be used for interstate construction & maintenance. These projects receive 90% federal obligation, while all other STP funds receive 80% obligation.

3. Congestion Mitigation and Air Quality (CMAQ) funds are allocated to both states and localities that have not attained national ambient air quality standards, or NAAQS, mandated under the Clean Air Act Amendments of 1990. Projects or programs which demonstrate air quality benefits, such as reductions in ozone or carbon monoxide levels, are eligible to receive these CMAQ funds. These 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%.
4. Highway Safety Improvement Program funds are authorized in SAFETEA-LU as a new core funding program for safety improvement projects to reduce traffic fatalities and serious injuries on all public roads. The program replaces the Hazard Elimination Safety STP set aside from earlier transportation bills. The federal participation for HSIP projects is 90-100%.
5. Bridge Replacement and Rehabilitation funds are available to be used to reconstruct, replace, or rehabilitate deficient bridge structures. Any bridge on a public road is eligible to receive funding, but funding discretion is the responsibility of the state. The federal share of Bridge Replacement and Rehabilitation funds is 80%.
5. Equity Bonus funds ensure that each state receives a guaranteed return on its contributions to the Highway Account of the Federal Highway Trust Fund.
6. Interstate Maintenance (IM) funds are available for the maintaining the interstate system. The state is responsible for programming of maintenance funds.
7. Transportation Enhancement (TE) funds are intended to enhance the transportation system through the use of non-traditional projects, such as bicycle & pedestrian facilities, landscaping, and historical facilities. TE funding is based upon a 10% set aside of Surface Transportation funds.
8. Transportation, Community, and System Preservation (TCSP) provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives. The Federal share payable on any TCSP project or activity shall be 80% or subject to the sliding scale rate in accordance with 23 USC 120(b).
9. High Priority Projects (HPP) the High Priority Projects Program provides designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are identified, each with a specified amount of funding over the 5 years of SAFETEA-LU. The Federal share remains at 80%.
10. Safe Routes to School (SRTS) for infrastructure related projects, eligible activities are the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. Each State must set aside from its Safe Routes to School apportionment not less

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than 10 percent and not more than 30 percent of the funds for noninfrastructure-related activities to encourage walking and bicycling to school. The Federal share for SRTS funds is 100%.

11. American Recovery and Reinvestment Act (ARRA) the Federal share payable on account of any project or activity carried out with funds made available by the ARRA shall be at the option of the recipient, up to 100% of the total project cost.

## **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 1 summarizes local revenues and costs for the first four years of the TIP. Local fiscal constraint is indicated by the positive balances for LPA's. Based on historical averages, a small shortfall is shown for Henderson Area Rapid Transit. Consultation with HART and the City of Henderson confirmed that the required funds will be made up with a general fund transfer adjustment.

1. Local Road & 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.
2. The Motor Vehicle Highway Account 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. The Cumulative Bridge Fund may be used to finance the construction or repair of county bridges and grade separations.
4. The State of Indiana also provides for a local option auto excise & 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. Tax Increment Financing (TIF) funds are funds collected from a specific area and can be spent to provide infrastructure improvements to encourage development in the area.
6. Local governments may also use general obligation bonds and cumulative capital improvement funds to fund transportation improvements.
7. Local governments in Kentucky may receive State-Municipal Road Aid, State-County Road Aid, and Local Economic Assistance funds.

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## **Transit Funds**

1. Section 5303-Metropolitan Planning funds are available to both state and LPAs to fund transit related planning activities.
2. Section 5307-Block Grants are formula-based grants for urbanized areas over 50,000. Determining block grants apportionments is based upon a formula which takes into account population, population density, and operating characteristics. Federal obligation is 80% for capital projects and up to 50% for operating deficit.
3. Section 5309-Discretionary Grants and Loans are available on a competitive basis to fund capital improvements. These funds are administered through the state agency.
4. Section 5310-Grants and Loans for Special Needs of Elderly Individuals and Individuals with Disabilities provide capital assistance to public and non-profit entities that furnish transportation services to elderly or disabled individuals who are unable to utilize the traditional transit system. Federal obligation for Section 10 grants is 80%. These funds are administered through the state agency.
5. Section 5316-Jobs Access and Reverse Commute (JARC) provides capital and/or operating assistance for employment and employment-related transportation services.
6. Section 5317-New Freedom provides capital and/or operating assistance for disability- related transportation services that goes beyond ADA compliance.
7. State Transit Funding-The State of Indiana Public Mass Transportation Fund (PMTF) is used to match federal assistance provided under Sections 5307 & 5309 of the Federal Transit Act. This fund receives 0.67% of the state sales and use tax. Funds are allocated through a performance-based formula.

The Commonwealth of Kentucky matches capital funds at 10% of the total cost of projects under Section 5307 and 5309. 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.

**Table 1: Federal Funds and Programmed TIP Costs**

| <b>Indiana</b>                         |                                    |             |              |             |             |              |
|----------------------------------------|------------------------------------|-------------|--------------|-------------|-------------|--------------|
| Funding Source                         | Unobligated<br>Prior Year<br>Funds | Fiscal Year |              |             |             | TIP Total    |
|                                        |                                    | 2010        | 2011         | 2012        | 2013        |              |
| STP/EB IN                              | \$10,392,907                       | \$4,266,981 | \$4,266,981  | \$4,266,981 | \$4,266,981 | \$27,460,831 |
| STP-R                                  | -                                  | \$4,339,931 | \$11,710,143 | \$0         | \$0         | \$16,050,074 |
| CMAQ                                   | \$1,383,821                        | \$1,249,448 | \$1,249,448  | \$1,249,448 | \$1,249,448 | \$6,381,613  |
| HES                                    | \$0                                | \$460,000   | \$0          | \$0         | \$0         | \$460,000    |
| TE                                     | \$1,128,915                        | \$3,575,272 | \$647,934    | \$580,000   | \$580,000   | \$6,512,121  |
| HSIP-IN                                | \$1,479,654                        | \$364,948   | \$364,948    | \$364,948   | \$364,948   | \$2,939,446  |
| Transit                                | -                                  | \$1,578,385 | \$1,559,697  | \$1,622,085 | \$1,686,969 | \$6,447,136  |
| TCSP                                   | -                                  | \$0         | \$1,103,000  | \$0         | \$0         | \$1,103,000  |
| HPP                                    | -                                  | \$2,748,000 | \$0          | \$0         | \$0         | \$2,748,000  |
| Bridge                                 | -                                  | \$1,031,546 | \$0          | \$1,273,560 | \$0         | \$2,305,106  |
| ARRA                                   | -                                  | \$8,716,978 | \$0          | \$0         | \$0         | \$8,716,978  |
| SRTS                                   | -                                  | \$278,800   | \$0          | \$0         | \$0         | \$278,800    |
| Total Federal Funding (Local Projects) |                                    |             |              |             |             | \$81,403,105 |
| Programmed Federal amount              |                                    |             |              |             |             | \$66,826,891 |
| Surplus/Deficit                        |                                    |             |              |             |             | \$14,576,213 |
| <b>Kentucky</b>                        |                                    |             |              |             |             |              |
| STP KY                                 | \$2,077,058                        | \$400,000   | \$400,000    | \$400,000   | \$400,000   | \$3,677,058  |
| HPP KY                                 | \$8,231,000                        | \$0         | \$0          | \$0         | \$0         | \$8,231,000  |
| Transit                                | \$0                                | \$718,949   | \$708,350    | \$736,684   | \$766,152   | \$2,930,135  |
| ARRA                                   | \$0                                | \$0         | \$0          | \$0         | \$0         | \$0          |
| HES/HSIP                               | \$0                                | \$0         | \$0          | \$0         | \$0         | \$0          |
| Total Federal Funding (Local Projects) |                                    |             |              |             |             | \$14,838,193 |
| Programmed Federal amount              |                                    |             |              |             |             | \$12,001,135 |
| Surplus/Deficit                        |                                    |             |              |             |             | \$2,837,058  |

**Table 2: Local Revenues and Programmed TIP Costs**

|                                | Available Local Revenues      |                                                     |                                   | Projected Revenues & Programmed Costs  |                                  |                 |
|--------------------------------|-------------------------------|-----------------------------------------------------|-----------------------------------|----------------------------------------|----------------------------------|-----------------|
|                                | Average Annual Local Revenues | Average Annual Ops & Maintenance Costs <sup>3</sup> | Average Annual Available Revenues | 2010-2013 Projected Available Revenues | Programmed Local Costs 2010-2013 | Surplus/Deficit |
| <b>Indiana</b>                 |                               |                                                     |                                   |                                        |                                  |                 |
| Vanderburgh County             | \$12,208,174                  | \$6,771,056                                         | \$5,437,118                       | \$22,242,725                           | \$4,674,089                      | \$17,568,636    |
| City of Evansville             | \$9,854,538                   | \$6,124,897                                         | \$3,729,641                       | \$15,257,601                           | \$4,196,951                      | \$11,060,650    |
| METS <sup>1</sup>              | \$6,462,973                   | \$3,668,740                                         | \$6,462,973                       | \$26,439,398                           | \$21,545,918                     | \$4,893,480     |
| Darmstadt                      | \$104,340                     | \$54,554                                            | \$49,786                          | \$203,671                              | \$0                              | \$203,671       |
| Warrick County                 | \$10,102,139                  | \$4,866,265                                         | \$5,235,875                       | \$21,419,458                           | \$7,166,477                      | \$14,252,981    |
| City of Boonville              | \$1,337,020                   | \$263,051                                           | \$1,073,969                       | \$4,393,504                            | \$0                              | \$4,393,504     |
| Town of Chandler               | \$331,276                     | \$0                                                 | \$331,276                         | \$1,355,217                            | \$0                              | \$1,355,217     |
| Town of Newburgh               | \$647,898                     | \$55,546                                            | \$592,352                         | \$2,423,255                            | \$784,352                        | \$1,638,903     |
| Town of Lynnville              | \$61,810                      | \$30,819                                            | \$30,991                          | \$126,780                              | \$0                              | \$126,780       |
| <b>Kentucky</b>                |                               |                                                     |                                   |                                        |                                  |                 |
| Henderson County               | \$3,075,228                   | \$2,933,944                                         | \$141,284                         | \$577,979                              | \$2,700                          | \$575,279       |
| City of Henderson <sup>2</sup> | \$1,248,531                   | \$1,101,233                                         | \$147,298                         | \$2,660,332                            | \$2,057,750                      | \$602,582       |
| HART <sup>1</sup>              | \$539,877                     | \$395,193                                           | \$539,877                         | \$2,208,585                            | \$2,253,181                      | -\$44,596       |
| City of Corydon                | \$647,182                     | \$0                                                 | \$647,182                         | \$2,647,559                            | \$0                              | \$2,647,559     |

<sup>1</sup> Latest available annual general fund transfer assumed as best available data for projected transit revenues. Transfers necessary to balance transit budget are assumed.

<sup>2</sup> Projected revenue includes incurred cost and in-kind matching credits for the Henderson Riverfront Development project.

<sup>3</sup> Transit Operations/Maintenance reflected in Programmed Local Costs and not deducted from available revenues.

**Lexington FY 2010-2013 TIP;  
Financial Plan**

## **FINANCIAL PLAN / FISCAL CONSIDERATIONS**

The following information summarizes the Lexington Area MPO's FHWA and FTA program funding. Fundamental features of the TIP are: (1) demonstration of resources available to carry out the TIP; (2) use of "year of expenditure dollars" in developing cost and revenue estimates; and (3) the treatment of highway and transit operations and maintenance costs and revenues.

### ***Available Resources***

#### Highway Fiscal Considerations

Highway programs and projects are listed in the project tables beginning on page 21 with various funding categories identified including the following Federal-aid core programs:

- Interstate Maintenance (IM)
- National Highway System (NH)
- Bridge (BR)

- Congestion Management and Air Quality (CMAQ)
- Safety (SAF)
- Surface Transportation (STP)

The funding is shown by fiscal year and includes: a “pre FY 2010” cost column; the required FY 2010 through FY 2013 activities; and a “Future” cost column. The TIP provides detailed programming information on planned future-year funded projects to give a current and accurate total cost estimate.

The FY 2010 – FY 2013 TIP information contains current programming project cost estimates provided by the KYTC in close coordination and communication with LFUCG project engineers. Please note that cost estimates can be subject to change as more detailed project 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 for 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 \$5.8 million in SLX funds each fiscal year. For the FY 2010 – FY 2013 TIP, SLX program total expenditures are \$27,856,000.

A basic consideration in the TIP process is accounting for the availability of funds. To ensure that the program is fiscally-constrained, it is necessary to examine the relationship between what is planned to be spent on transportation improvements over the next four fiscal years (expenditures) balanced against anticipated funds received (revenues). To balance the equation, the ratio of expenditures to revenues would always be 1.0 which would indicate spending exactly the amount to be received. Of course, given the constantly changing nature of project implementation, this is seldom the case. The best course of action, over time, is to adjust expenditures through changes to project phasing, scope, or schedule to demonstrate required fiscal balance. As indicated in the table below, the estimated ratio over this entire four-year TIP 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 on page 37.

| <b>HIGHWAY ELEMENT</b>                                                                                                                                 | <b>FY 2010 – FY 2013 TOTALS</b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Total Anticipated Revenues                                                                                                                             | \$252,791,000                   |
| Total Programmed Expenditures                                                                                                                          | \$252,791,000                   |
| Ratio of Expenditures to Revenue                                                                                                                       | 1.0                             |
| Note : <ul style="list-style-type: none"> <li>• SLX projects receive anticipated revenue of \$5,800,000 per year as allocated by the State.</li> </ul> |                                 |

Major SAFETEA–LU programs that provide funding are:

1. Surface Transportation Program (STP).
2. Surface Transportation Program – Lexington (SLX)
3. Section 5307 transit capital funds.
4. Interstate Maintenance (IM).
5. Highway Bridge Replacement and Rehabilitation Program (BRO, BRX, BRZ).
6. National Highway System (NHS).
7. Congestion Mitigation and Air Quality Improvement Program (CMAQ).
8. Hazard Elimination and Safety (HES/HSIP/SAF).
9. High Priority Projects (HPP)
10. Transportation Enhancements (TE)

### Transit Fiscal Considerations

For the transit financial element and analysis please see the Transit Financial Analysis program section starting on page 12.

### Financial Constraint

SAFETEA-LU 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.

Although the Lexington Area MPO has significant input in the identification of needs and the determination of 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. In order to address the full range of transportation needs, on a statewide level and within the Lexington urbanized area, the Cabinet makes use of a variety of available revenue sources (or funding types).

The specific projects shown in the project tables beginning on page 29 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 39 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 – see the following section). A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

## ***Year of Expenditure***

SAFETEA–LU requires inflationary cost factors to provide a better assessment of future transportation project cost estimates. The KYTC provided the Year of Expenditures (YOE) factors and made the following adjustments to the project phasing:

- DESIGN PHASE (four-percent per year);
- RIGHT-OF-WAY PHASE (five-percent per year);
- UTILITIES PHASE (four-percent per year); and
- CONSTRUCTION PHASE (four-percent per year).

With the ups and downs in the price of fuel affecting the cost of transporting materials and operating equipment, and the many other market-driven economic variables, more project cost estimate adjustments should be expected. YOE clarifies that fiscal constraint documentation should include committed, available, or reasonably available revenue sources “with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.”

## ***Operations and Maintenance***

### System Operation, 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. For the freeway/highway system, this translates into actions to ensure not only the physical integrity and safety of the system, but also measures to address its visual impacts on motorists, the surrounding neighborhoods, and traffic noise mitigation.

### State Operation, Maintenance, and Preservation

In his June 16, 2008 cover letter, KYTC Secretary Joe Prather notes “the 2008 Highway Plan contains many priority operational, maintenance, safety, pavement restoration, and bridge repair projects.” The goal of any potential KYTC funding would be to supplement, not supplant, the federal-level revenues that KYTC dedicates to maintenance and preservation in the Lexington MPO area.

Routine maintenance and operation of the regional freeway/highway network in the MPO area is accomplished by KYTC through its maintenance districts. These districts are organized to provide services in five key functional areas: addressing roadway maintenance, landscape maintenance, traffic signal operations (including intelligent transportation systems), traffic engineering and administrative services. 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, and
- repair of damaged safety features.

#### Other Agency Operations, Maintenance and Preservation

Lexington MPO member agencies seek to maintain and operate the arterial street system in a way that preserves past investments and obtains the maximum safety and efficiency from existing facilities. To achieve this goal, agencies apply state and local funds and their share of state highway user revenue funds (their share of municipal and county aid programs) to a range of expenditures, including street lighting, street sweeping, landscaping, sign maintenance, pavement maintenance, the operation of traffic signals, and other recurring costs necessary to maintain the transportation network.

#### Pavement Preservation

A particularly important part of the preservation effort involves the application of pavement management systems. The KYTC organization includes a Pavement Management Section/Staff, which is charged with the responsibility to develop and provide a cost effective pavement rehabilitation and reconstruction program. The pavement preservation program receives a high priority from the KYTC, to preserve the investment in the freeway/highway system and enhance transportation safety and efficiency. The program is accomplished by performing a yearly portion assessment of the pavements in the system, with particular attention to smoothness of ride, amount of cracking, folding, bleeding, patching, and rutting, and the friction characteristics. As part of this process, a large relational database is used to help prioritize the work needed to maximize expenditures and keep the system performing within predetermined service levels. The LFUCG Division of Engineering operates a similar pavement management program (see Figure 2).

| Figure - 2 Lexington Area Pavement Management Systems (PMS) |                 |            |        |                                       |
|-------------------------------------------------------------|-----------------|------------|--------|---------------------------------------|
| Agency                                                      | PMS Software    | Data Range | Freq.  | Comments                              |
| KYTC                                                        | In-House System | Good       | Annual | Inventory data IRI                    |
| LFUCG                                                       | In-House System | Good       | Annual | Inventory collected visually and IRI. |
| Jessamine Co.                                               | In-House System | Good       | Annual | Inventory collected visually and IRI. |

## Funding

The TIP and 2035 MTP identify existing and proposed revenues for anticipated capital, 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.

In terms of transit opportunities, the TIP and 2035 MTP are awaiting an on-going Comprehensive Operational Analysis (COA). The COA will assess transit needs including the funding to maintain an expanding transit fleet and facilities. By definition, maintenance projects are intended to repair, rehabilitate, and restore existing transit facilities without introducing significant changes that may impact normal operations.

### Anticipated Funding Sources for Highway Maintenance and System Preservation

- Congestion Mitigation and Air Quality Program (CMAQ)
- National Highway System Program (NHS)
- Interstate Maintenance Program (IM)
- Transportation and Community and System Preservation Pilot Program (TCSP)
- Bridge Replacement (BRO, BRX, BRZ)
- Highway Safety Improvement Program (HSIP)
- Surface Transportation Program (STP)
- State Program (SP)
- Local Funds (LFUCG and Jessamine County)
- Transportation Enhancements (TE)

Total maintenance expenditures for FY 2009 through 2014 were over \$3 million (see Figure 3).

| Figure 3 Maintenance/Operations Funding Estimates                  |                      |
|--------------------------------------------------------------------|----------------------|
| Short-Range Maintenance/Operations Funding 2010 – 2014             |                      |
| O/M Funding Sources                                                | O/M Funding Estimate |
| Federal, State and Local Funding                                   | \$18,389,705         |
| Source: KYTC M & O Funding Data for Fayette and Jessamine Counties |                      |

The funding identified in the TIP for the planning period (FY 2010 - FY 2014) for maintenance and preservation totals will cost millions of dollars. Maintenance and preservation will continue to be emphasized to ensure the integrity of the transportation system.



## **TRANSIT FINANCIAL ANALYSIS**

The transit financial information and analyses was compiled from a detailed review of LexTran's existing financial data, and the previous Lexington Area Long Range Transit Plan. The review entailed comparing the financial data with up-to-date cost analysis provided by LexTran. The financial forecast covers FY 2010 through FY 2035. As mentioned previously, the TIP lists specific projects to be implemented over the next four years, and must be consistent with the MTP. Please note that LexTran has a Comprehensive Operational Analysis (COA) underway. The financial information and data provided will assist in the full development of specific projects and will be amended to the TIP and MTP when completed.

All questions concerning the transit financial information and/or comments herein should be forwarded to the MPO at 859-258-3160 or josephd@lfucg.com. The financial forecast information that follows will explain the transit funding outlook for LexTran.

### ***Financial Forecast***

The following information documents the forecasting of transit funds expected to be available to implement the recommended programs and infrastructure improvements in the Lexington Area from now until the year 2035 and includes TIP fiscal years. Until the new COA is complete, previous TIP figures and updated financial data from LexTran will provide the basis for the projections herein and FY 2010 allocations are used as the basis of forecasting funding.

In the following sections, each category of federal funding and local funding are described and analyzed, and a forecast for FY 2009 through FY 2035 is completed.

LexTran Operating and Capital Resources:

- FTA 5307 – urbanized area formula grants
- FTA 5309 – capital investment program
- FTA 5310 – elderly individuals and individuals with disabilities program
- Congestion Mitigation and Air Quality (CMAQ)
- local tax levy
- passenger fares
- LFUCG assistance

### ***Transit Financial Element***

The transit financial element is estimated to cost an average of \$23 million per year in funding over the TIP's four fiscal year period. Increases in operating expenditures were attributable to added services initiated by the 2004 LexTran Visioning Strategy. LexTran anticipates changes to the system as development patterns and transportation systems are furthered into the next decade. As this plan update process has been carried out, LexTran and various community stakeholders have initiated a "Visioning Process" known as the COA to develop a Five (5)-Year

Strategic Plan for the transit system. LexTran (with assistance from consultants, the University of Kentucky Transportation Research Center, the MPO, and others) has conducted extensive data collection and analysis, surveys, interviews, meetings, presentations, and discussions with the public. LexTran has involved transit users, LexTran employees, LFUCG agencies, KYTC agencies, and many other community transit stakeholders.

The 2009 LexTran COA will provide a five year vision to improve the system in areas where there is inefficiency in the form of low ridership and suggest adjustments to better serve areas with significant ridership. In some cases, going to a 15- minute headway may be warranted based on increased ridership. The MPO is working closely with LexTran to plan for areas where transit can serve accessible high densities in the most efficient manner. Coordination with anticipated development patterns will be essential in building the most efficient yet viable transit system that will best serve the needs of the community. Intelligent enhancements to the transit system which offer more practical and accessible options (travel modes) will be a driving force in attracting ridership. Encouraging transit ridership should equate to less vehicular congestion on our existing transportation system, especially during peak hours of transportation.

In the short term, LexTran is working to build a permanent administration building on the existing property at 109 West Loudon Ave, which it owns. LexTran has been leasing property to house administrative staff and training facilities in different locations. Financial projections for the next five years show funds dedicated to that new facility. Plans are being finalized to define the scope and timing of the project. Any funding over the amount that LexTran was initially anticipating (approx. \$6 million) for this facility is being considered for bonding and/or other creative funding opportunities.

During the compilation of this plan, American Recovery and Reinvestment Act (ARRA) funding was awarded with very little time to implement eligible projects. LexTran, through good planning efforts, was able to compile a significant list of eligible projects that could be implemented quickly and effectively to enhance the overall transit system. As a result, LexTran was granted approximately \$5.4 million via the ARRA program. This unscheduled arrival of funds affected the overall capabilities and endeavors of LexTran in positive ways by quickly injecting money into overall system enhancements and freeing-up funds to move forward with long term visions. It is understood that this type of funding cannot be counted on in the future but LexTran is hopeful that it will be the recipient of funds of this type anytime such an opportunity is presented. The key to taking advantage of these will be to use good planning efforts to develop ideas that have been vetted by all appropriate oversight entities so that long-term goals can be achieved.

One of the main concepts that the 2009 COA will deal with is the existing Downtown Transit Center. The transit center is presently being used beyond its capacity during peak hours of service. A different approach is needed. Options being discussed include creating satellite hubs (mini transit centers) in conjunction with the existing transit center or by relocating and expanding the existing facility. Funding for this issue will be dealt with depending on the solution pursued. If the existing facility is moved, FTA money that was used to create that facility may have to be repaid and reinvested appropriately.

The MPO 2035 MTP, the Long-Range Transit Plan, and the LFUCG 2007 Comprehensive Plan encourage increased transit services to: manage rising ridership counts; provide citizens of all ages with an alternative to their personal vehicles; reduce congestion on roadways; improve air quality; and serve citizens without vehicles and with disabilities. The MPO has been, and will continue to be dedicated to assist and support LexTran as a basic and vital element to the area's transportation system.

**Figure 4 LexTran Operating and Capital Expenditures for FY 2009 - FY 2014**

| Operating Expenditures           |                      |                      |                      |                      |                      |                      |                                       |
|----------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------------------------|
| Current Service                  | FY 2009              | FY 2010              | FY 2011              | FY 2012              | FY 2013              | FY 2014              | FY 2010 – FY 2013<br>TIP FISCAL YEARS |
| Operating Wages & Fringes        | \$ 7,549,313         | \$ 8,104,521         | \$ 8,509,747         | \$ 8,935,234         | \$ 9,381,996         | \$ 9,851,096         | \$ 34,931,499                         |
| Operating Other                  | \$ 2,821,266         | \$ 2,523,548         | \$ 2,649,725         | \$ 2,782,212         | \$ 2,921,322         | \$ 3,067,388         | \$ 10,876,807                         |
| Maintenance Wages & Fringes      | \$ 2,398,313         | \$ 2,507,674         | \$ 2,633,058         | \$ 2,764,711         | \$ 2,902,946         | \$ 3,048,093         | \$ 10,808,388                         |
| Maintenance Other                | \$ 1,413,521         | \$ 1,959,037         | \$ 2,056,989         | \$ 2,159,838         | \$ 2,267,830         | \$ 2,381,222         | \$ 8,443,694                          |
| Administrative Wages and Fringes | \$ 746,563           | \$ 742,882           | \$ 780,026           | \$ 819,027           | \$ 859,979           | \$ 902,978           | \$ 3,201,914                          |
| Administrative Other             | \$ 1,681,777         | \$ 1,544,328         | \$ 1,621,544         | \$ 1,702,622         | \$ 1,787,753         | \$ 1,877,140         | \$ 6,656,247                          |
| CMAQ Advances                    | \$ -                 | \$ -                 | \$ -                 | \$ -                 | \$ -                 | \$ -                 | \$ -                                  |
| Community Relations              | \$ 301,506           | \$ 339,141           | \$ 356,098           | \$ 373,903           | \$ 392,598           | \$ 412,228           | \$ 1,461,740                          |
| Wheels                           | \$ 3,226,489         | \$ 3,706,806         | \$ 3,892,146         | \$ 4,086,754         | \$ 4,291,091         | \$ 4,505,646         | \$ 15,976,797                         |
| <b>Subtotal</b>                  | <b>\$ 20,138,748</b> | <b>\$ 21,427,937</b> | <b>\$ 22,499,334</b> | <b>\$ 23,624,301</b> | <b>\$ 24,805,516</b> | <b>\$ 26,045,791</b> | <b>\$ 92,357,087</b>                  |

| Capital Outlays                                 |                     |                      |                     |                     |                     |                     |                                       |
|-------------------------------------------------|---------------------|----------------------|---------------------|---------------------|---------------------|---------------------|---------------------------------------|
|                                                 | FY 2009             | FY 2010              | FY 2011             | FY 2012             | FY 2013             | FY 2014             | FY 2010 – FY 2013<br>TIP FISCAL YEARS |
| Facility Rehabilitation                         | \$ 5,940,000        | \$ 2,777,000         | \$ 576,000          | \$ 580,000          | \$ 597,000          | \$ 597,000          | \$ 4,530,000                          |
| Revenue Vehicles                                | \$ -                | \$ 5,141,000         | \$ 1,885,000        | \$ 1,960,000        | \$ 2,039,000        | \$ 2,120,000        | \$ 11,025,000                         |
| Equipment                                       | \$ 378,000          | \$ 232,000           | \$ 395,000          | \$ 243,000          | \$ 246,000          | \$ 248,000          | \$ 1,116,000                          |
| Bus Shelters                                    | \$ 30,000           | \$ 88,000            | \$ 92,000           | \$ 95,000           | \$ 99,000           | \$ 103,000          | \$ 374,000                            |
| Cont./Admin.                                    | \$ 2,198,000        | \$ 3,781,000         | \$ 3,929,000        | \$ 4,266,000        | \$ 4,245,000        | \$ 4,414,000        | \$ 16,221,000                         |
| <b>Total Capital Outlay</b>                     | <b>\$ 8,546,000</b> | <b>\$ 12,019,000</b> | <b>\$ 6,877,000</b> | <b>\$ 7,144,000</b> | <b>\$ 7,226,000</b> | <b>\$ 7,482,000</b> | <b>\$ 33,266,000</b>                  |
| <b>Total Operating and Capital Expenditures</b> | <b>\$ 8,546,000</b> | <b>\$ 12,019,000</b> | <b>\$ 6,877,000</b> | <b>\$ 7,144,000</b> | <b>\$ 7,226,000</b> | <b>\$ 7,482,000</b> | <b>\$ 33,266,000</b>                  |

**Figure 5 LexTran Operating and Capital Expenditures for FY 2009 - FY 2035**

| Fiscal Year                  | FY 2009              | FY 2010              | FY 2011              | FY 2012              | FY 2013              |
|------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Total Operating Expenditures | \$ 20,138,478        | \$ 21,427,937        | \$ 22,499,334        | \$ 23,624,301        | \$ 24,805,516        |
| Total Capital Outlays        | \$ 8,546,000         | \$ 12,019,000        | \$ 6,877,000         | \$ 7,144,000         | \$ 7,226,000         |
| <b>Total Expenditures</b>    | <b>\$ 28,684,478</b> | <b>\$ 33,446,937</b> | <b>\$ 29,376,334</b> | <b>\$ 30,768,301</b> | <b>\$ 32,031,516</b> |
| Fiscal Year                  | FY 2014              | FY 2015              | FY 2016              | FY 2017              | FY 2018              |
| Total Operating Expenditures | \$ 26,045,791        | \$ 26,827,165        | \$ 27,631,980        | \$ 28,460,939        | \$ 29,314,767        |
| Total Capital Outlays        | \$ 7,482,000         | \$ 7,706,460         | \$ 7,937,654         | \$ 8,175,783         | \$ 8,421,057         |
| <b>Total Expenditures</b>    | <b>\$ 33,527,791</b> | <b>\$ 34,533,625</b> | <b>\$ 35,569,633</b> | <b>\$ 36,636,722</b> | <b>\$ 37,735,824</b> |
| Fiscal Year                  | FY 2019              | FY 2020              | FY 2021              | FY 2022              | FY 2023              |
| Total Operating Expenditures | \$ 29,901,063        | \$ 30,499,084        | \$ 31,109,066        | \$ 31,731,247        | \$ 32,365,872        |
| Total Capital Outlays        | \$ 8,589,478         | \$ 8,761,268         | \$ 8,936,493         | \$ 9,115,223         | \$ 9,297,527         |
| <b>Total Expenditures</b>    | <b>\$ 38,490,541</b> | <b>\$ 39,260,351</b> | <b>\$ 40,045,558</b> | <b>\$ 40,846,470</b> | <b>\$ 41,663,399</b> |
| Fiscal Year                  | FY 2024              | FY 2025              | FY 2026              | FY 2027              | FY 2028              |
| Total Operating Expenditures | \$ 32,689,530        | \$ 33,016,426        | \$ 33,346,590        | \$ 33,680,056        | \$ 34,016,856        |
| Total Capital Outlays        | \$ 9,390,503         | \$ 9,484,408         | \$ 9,579,252         | \$ 9,675,044         | \$ 9,771,795         |
| <b>Total Expenditures</b>    | <b>\$ 42,080,033</b> | <b>\$ 42,500,833</b> | <b>\$ 42,925,842</b> | <b>\$ 43,355,100</b> | <b>\$ 43,788,651</b> |
| Fiscal Year                  | FY 2029              | FY 2030              | FY 2031              | FY 2032              | FY 2033              |
| Total Operating Expenditures | \$ 34,357,025        | \$ 34,700,595        | \$ 35,047,601        | \$ 35,398,077        | \$ 35,752,058        |
| Total Capital Outlays        | \$ 9,869,513         | \$ 9,968,208         | \$ 10,067,890        | \$ 10,168,569        | \$ 10,270,254        |
| <b>Total Expenditures</b>    | <b>\$ 44,226,538</b> | <b>\$ 44,668,803</b> | <b>\$ 45,115,491</b> | <b>\$ 45,566,646</b> | <b>\$ 46,022,312</b> |
| Fiscal Year                  | FY 2034              | FY 2035              |                      |                      |                      |
| Total Operating Expenditures | \$ 36,109,579        | \$ 36,470,674        |                      |                      |                      |
| Total Capital Outlays        | \$ 10,372,957        | \$ 10,476,686        |                      |                      |                      |
| <b>Total Expenditures</b>    | <b>\$ 46,482,536</b> | <b>\$ 46,947,361</b> |                      |                      |                      |

**Figure 6 LexTran Operating and Capital Resources for FY 2009 - FY 2014**

| Financial Resources                       | 2009                 | 2010                 | 2011                 | 2012                 | 2013                 | 2014                 |
|-------------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| FTA 5307                                  | 5,122,126.00         | 7,786,713.00         | 4,038,000.00         | 4,200,000.00         | 4,368,000.00         | 4,543,000.00         |
| FTA 5309                                  | 3,024,000.00         | 5,220,000.00         |                      |                      |                      |                      |
| FTA 5310                                  | -                    | -                    | -                    | -                    | -                    | -                    |
| State Funding                             | 727,418.00           | -                    | -                    | -                    | -                    | -                    |
| CMAQ                                      | -                    | 1,213,000.00         |                      |                      |                      |                      |
| Local Tax Levy                            | 17,567,362.00        | 16,994,188.00        | 15,965,134.00        | 16,603,739.36        | 17,267,888.93        | 17,958,604.49        |
| Passenger Fares & Other Operating Revenue | 2,243,842.00         | 2,233,036.00         | 2,322,357.44         | 2,415,251.74         | 2,511,861.81         | 2,612,336.28         |
| <b>Total</b>                              | <b>28,684,748.00</b> | <b>33,446,937.00</b> | <b>22,325,491.44</b> | <b>23,218,991.10</b> | <b>24,147,750.74</b> | <b>25,113,940.77</b> |

**Note:** LexTran short-range recommendations and expenditures will be more detailed in the COA. Forecasted expenditures surpass revenue in FY 2011 – 2014. Additional funding will be pursued (through CMAQ, FTA 5309, or State funding) or necessary capital expenditure reductions will be made.

**Figure 7 Financial Forecast Summary FY 2009 - FY 2035**

| Financial Forecast Summary FY 2009 - FY 2035 |                      |
|----------------------------------------------|----------------------|
| FTA 5307                                     | \$102,801,082        |
| FTA 5309                                     | \$29,377,517         |
| FTA 5310                                     | \$7,080,592          |
| CMAQ                                         | \$2,006,374          |
| Local Tax Levy                               | \$321,986,199        |
| Passenger Fares                              | \$17,799,107         |
| <b>Total</b>                                 | <b>\$481,050,870</b> |

## MPO PROJECT TABLES

The project tables that follow show Federal-aid Highway programs funding by type and include totals in Table 4 TIP Summary Table on page 39. This information provides details on pre 2010 funding, current TIP FY 2010—FY 2013 funding, and future funding. Funding estimates were from a KYTC Highway Plan figure or an updated project cost estimate provided by the KYTC or the LFUCG Division of Engineering. As mandated by SAFETEA-LU, all funding references are denoted in Year of Expenditure (YOE) dollars to provide a more-realistic and accurate future project cost estimate. Unpredictable economic conditions, fuel and materials prices can greatly impact any project cost estimates. Any specific questions concerning the program/project tables should be forwarded to the MPO staff.

The KYTC assigns an Item No. for projects and the MPO assigns a MPO project reference number for tracking purposes. Please see Project Maps Section on Pages 47 and 48 for project locations. The maps depict FY 2010--FY 2013 projects and may reference past TIP projects for historical background purposes. Transportation planning regulations applicable to the development and content of TIPs allow that projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. Such projects are usually not controversial and produce negligible impacts (other than positive benefits for safety, traffic operations, or preservation). Typically, these types of projects are not produced by the planning process; they are initiated by traffic operations or maintenance functions to correct existing problems or deficiencies, or they are the result of successful grant applications by local governments or entities. KYTC identifies many of these types of projects as “Z-Variou” in the Statewide Transportation Improvement Program. For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the TIP. Individual projects from grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review), simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories are shown in Table 5. The list of grouped projects utilized here is a combination and simplification of two lists recommended by the “KYTC and MPO Coordination – Final Recommendations of the Consolidated Planning Guidance Process Team”, July 20, 2007. This was done for applicability to the Lexington area and to facilitate understanding by MPO committee members and the public. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

With respect to financial constraint for grouped projects, the reader is referred first to the Financial Constraint section of this document on page 8 for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. The dollar amounts shown in the Grouped Projects Table are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Similarly, the

Grouped Projects line item in Table 4 should be interpreted in the same way. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP - with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by the Cabinet on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

**Table 5 – Grouped Projects**

**Table 5 - Grouped Projects \***

|                                                       | 2010        | 2011        | 2012        | 2013        |
|-------------------------------------------------------|-------------|-------------|-------------|-------------|
| HSIP - High Cost Safety Improvements                  | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| HSIP - Low Cost Safety Improvements                   | \$50,000    | \$50,000    | \$50,000    | \$50,000    |
| HSIP - Lane Departure Resurfacing Improvements        | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| HSIP - Lane Departure Roadway Section Improvements    | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| HSIP - Drive Smart Safety Corridors                   | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| HSIP - Older Driver                                   | \$25,000    | \$25,000    | \$25,000    | \$25,000    |
| HSIP - High Risk Rural Roads                          | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| Median Guardrail/Cable Projects                       | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| Rail Crossing Protection                              | \$50,000    | \$50,000    | \$50,000    | \$50,000    |
| Rail Crossing Separation                              | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| Intersection Improvements for Safety or Efficiency    | \$25,000    | \$25,000    | \$25,000    | \$25,000    |
| Other Highway Safety Improvements                     | \$25,000    | \$25,000    | \$25,000    | \$25,000    |
| Intelligent Transportation System (ITS) Projects      | \$50,000    | \$50,000    | \$50,000    | \$50,000    |
| Traffic Signal System Improvements                    | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| Highway Signing                                       | \$10,000    | \$10,000    | \$10,000    | \$10,000    |
| Pavement Resurfacing, Restoration, and Rehabilitation | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Pavement Markers and Striping                         | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| Bridge Replacement                                    | \$500,000   | \$500,000   | \$500,000   | \$500,000   |
| Bridge Rehabilitation                                 | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| Bridge Inspection                                     | \$25,000    | \$25,000    | \$25,000    | \$25,000    |
| Bridge Painting                                       | \$50,000    | \$50,000    | \$50,000    | \$50,000    |
| Safe Routes to School (SRTS)                          | \$25,000    | \$25,000    | \$25,000    | \$25,000    |
| Scenic Byways                                         | \$10,000    | \$10,000    | \$10,000    | \$10,000    |

**Table 5 - Grouped Projects \***

|                                                                             | <b>2010</b> | <b>2011</b> | <b>2012</b> | <b>2013</b> |
|-----------------------------------------------------------------------------|-------------|-------------|-------------|-------------|
| Transportation Enhancement (TE) Projects                                    | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| Transportation, Community, and System Preservation (TCSP)                   | \$50,000    | \$50,000    | \$50,000    | \$50,000    |
| Congestion Mitigation Air Quality (CMAQ) Projects                           | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Recreational Trails Program                                                 | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| Commuter Ridesharing Programs                                               | \$25,000    | \$25,000    | \$25,000    | \$25,000    |
| Bicycle and Pedestrian Facilities                                           | \$250,000   | \$250,000   | \$250,000   | \$250,000   |
| Park & Ride Facilities                                                      | \$50,000    | \$50,000    | \$50,000    | \$50,000    |
| Purchase of New Buses (to replace existing vehicles or for minor expansion) | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 |
| Rehabilitation of Transit Vehicles                                          | \$250,000   | \$250,000   | \$250,000   | \$250,000   |
| Transit Operating Assistance                                                | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 |
| Transit Operating Equipment                                                 | \$250,000   | \$250,000   | \$250,000   | \$250,000   |
| Transit Passenger Shelters and Information Kiosks                           | \$50,000    | \$50,000    | \$50,000    | \$50,000    |
| Construction or Renovation of Transit Facilities                            | \$500,000   | \$500,000   | \$500,000   | \$500,000   |
| FTA Section 5316 – Job Access and Reverse Commute Program (JARC)            | \$100,000   | \$100,000   | \$100,000   | \$100,000   |
| FTA Section 5317 – New Freedom Initiative                                   | \$100,000   | \$100,000   | \$100,000   | \$100,000   |

**\* Illustrative Costs Only - Please refer to text for explanation.**

**Louisville FY 2007-2011 TIP;  
Financial Plan**

## **Funding**

SAFETEA-LU identifies federal funding sources for road, highway, transit, and other transportation related improvements. The key aspect of SAFETEA-LU 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 conformity to air quality standards and fiscal constraint.

### **Surface Transportation**

Four basic categories of surface transportation funds are available through the Federal Highway Administration. These funds exist to meet specific purposes identified in SAFETEA-LU. This act authorizes federal assistance for both highway and transit programs and provides for motor fuels tax revenues. Appropriations from the general fund are provided by separate legislation. The United States Department of Transportation, the Economic Development Administration, the Department of the Interior, and the Department of Housing and Urban Development provide additional sources for transportation funding.

### **National Highway System-FHWA**

The National Highway System (NHS) focuses on transportation facilities that are of national significance and have direct impact on the interstate system. The NHS includes all of the interstates and those portions of primary, secondary and urban facilities that provide access to interstates, major transportation centers, and national defense facilities. NHS funds may also be used for the construction of facilities and the maintenance of the interstate system. On a national scale, a maximum of 155,000 miles of roadway have been designated for the NHS system.

Responsibility for setting priority of projects requesting NHS funds that are submitted to the TIP rests with the state departments of transportation from Kentucky and Indiana. Federal funds may pay 80% - 90% of project costs depending on the type of improvements. Interstate construction and interstate maintenance are eligible to receive 90% federal obligation for a project. All other NHS projects are eligible for an 80% federal share.

### **Surface Transportation Program-FHWA**

The Surface Transportation Program (STP) is a funding category whose intent is to give more funding discretion to the states and the Metropolitan Planning Organization (MPO), in this case KIPDA. STP funds may be used on any surface transportation project, including those on the NHS, and excluding local or rural minor collectors. Facilities meeting this criterion are referred to as Federal-aid

roads. Funds under STP, following the completion of certain criteria, may be transferred to specific transit funding programs. Those transferred funds will then follow the guidelines of the program to which they were transferred.

From the federal money allocated to a state for distribution through STP, 10% is earmarked for the Transportation Enhancement Program. Of the 80% of the remaining federal funds allocated to a state for the STP funding category, 62.5% is to be distributed to census defined urbanized areas having a population equal to or greater than 200,000. If an area meets this criterion, then it is referred to as a Transportation Management Area (TMA). Therefore, projects within the Louisville TMA may utilize these funds. Urbanized and rural areas with a population below 200,000 or areas that are not urbanized will receive 37.5% of the 80%.

Priority setting for STP monies differs from that of NHS monies. 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 SAFETEA-LU, 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. Projects that request money from the Transportation Enhancement Program and the Safety Program are to be obligated according to the state's discretion in consultation with the MPO and their recommended priority.

The Transportation Enhancement Program provides for the implementation of non-traditional transportation projects that enhance the aesthetic quality of a project or area. Transportation Enhancement funds may be utilized to fund the following types of projects:

- provision of facilities for pedestrians and bicycles,
- provision of safety and educational activities for pedestrians and bicyclists,
- acquisition of scenic easements and scenic or historic sites,
- scenic or historic highway programs,
- landscaping and other scenic beautification,
- historic preservation,
- rehabilitation and operation of historic transportation buildings, structures or facilities including historic railroad facilities and canals,
- preservation of abandoned railway corridors,
- control and removal of outdoor advertising,
- archeological planning and research,
- mitigation of water pollution due to highway run-off or to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity, and
- establishment of transportation museums.

All STP monies other than those used for interstate construction 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-FHWA**

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.

Responsibility for recommending priorities within an urbanized area whose population is equal to or greater than 200,000 rests with the MPO. The state reserves final priority discretion. All CMAQ monies receive an 80% federal obligation toward the cost of each project.

### **Highway Safety Improvement Program-FHWA**

SAFETEA-LU established a new program of funding dedicated to highway safety. These are federal funds aimed at reducing traffic fatalities and serious injuries on all public roads. Each state will receive at least one-half of one percent of the funds apportioned for the Highway Safety Improvement Program. Responsibility for setting priority for Highway Safety Improvement Program projects rests with the state. The federal share of all Highway Safety Improvement Program projects is 90%.

### **Bridge Replacement and Rehabilitation-FHWA**

Federal funds are available for the rehabilitation and replacement of bridges through the Bridge Replacement and Rehabilitation funding category. Responsibility for setting priority for Bridge Replacement and Rehabilitation projects rests with the state. The federal share of all Bridge Replacement and Rehabilitation projects is 80%.

### **Minimum Guarantee-FHWA**

Minimum Guarantee funds are distributed to ensure that each state will have a guaranteed return on its contribution to the Highway Account of the Highway Trust Fund. Each state is guaranteed a certain share of the aggregate funding for the following programs: Interstate Maintenance, National Highway System,

Bridge, Congestion Mitigation and Air Quality Improvement, Surface Transportation Program, Metropolitan Planning, High Priority Projects, Appalachian Development Highway System, Recreational Trails, and Minimum Guarantee.

Of the Minimum Guarantee Funds made available, \$2.8 billion is administered as though it were STP funding except that the STP provisions requiring set-aside of funds for safety and transportation enhancements and sub-State allocation of funds do not apply. Within each state, the amount of funds above \$2.8 billion is divided among the IM, NHS, Bridge, CMAQ, and STP programs based on the share the state received for each program under the program formula.

### **Interstate Maintenance - FHWA**

Federal funds are available for the maintenance of the interstate and its bridges through the Interstate Maintenance funds. Responsibility for setting priority for Interstate Maintenance projects rests with the state. The federal share of all Interstate Maintenance projects is 90 percent.

### **Transportation, Community, and System Preservation Program - FHWA**

The Transportation, Community, and System Preservation Program (TCSP) was established to address the relationships among transportation, community, and system preservation plans and practices. Eligible projects include those that improve the efficiency of the transportation system, reduce impacts of transportation on the environment, reduce the need for costly future investments in public infrastructure, provide efficient access to jobs, services, and centers of trade, and examine community development patterns and identify strategies to encourage private sector development. TCSP projects are selected for funding by the U.S. Department of Transportation. The federal share of all TCSP projects is 80 percent.

### **Safe Routes to School Program - FHWA**

The Safe Routes to School Program was established to enable and encourage children to walk and bicycle to school. This funding helps to facilitate the planning, development and implementation of projects that improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. These federal funds are apportioned to the states based on their share of total enrollment in primary and middle schools. States must set-aside between 10 and 30 percent of the Safe Routes to School Program funding for non-infrastructure

related activities to encourage walking and bicycling to school, such as public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and training. Projects are chosen for funding by the state departments of transportation. The federal share of Safe Routes to Schools Program projects is 100 percent.

## **Transit**

Federal grants for public transportation programs are authorized by the Federal Transit Act Amendments of 1991.

### **Section 5309-FTA**

Section 5309 funds can be used for a variety of transit capital investments the primary use is for major one-time investments in mass transit systems and for the construction of completely new systems. Section 5309 funds are available to local transit programs on a nationally competitive basis. The federal share of Section 5309 projects is 80 percent.

### **Section 5307-FTA**

Section 5307 is a formula-apportioned aid program available for planning and capital assistance for urbanized areas with populations greater than 50,000. In urbanized areas with populations of 200,000 or more the definition of capital has been revised to include preventive maintenance. Responsibility for setting project priorities within a TMA rests with the MPO. In areas outside the TMA, project priority is the responsibility of the state.

### **Section 5310-FTA**

The Section 5310 program provides capital assistance to private nonprofit corporations and associations in the purchase of vehicles and related equipment to transport elderly and disabled persons. This program provides up to 80 percent of the costs of purchasing equipment. Project priority is approved by KIPDA within the transportation management area and funding is administered by the states. The funds are awarded on a competitive basis depending upon the severity of the needs of the persons to be served, the availability of existing transportation resources and other factors. In areas outside the TMA, project priority is the responsibility of the state.

## **Section 5311-FTA**

FTA Section 5311 funds are available for capital and operating assistance to public transportation projects in areas other than urbanized (small urban, rural, and inter-city). The federal share of costs is up to 80 percent for capital projects and 50 percent for operating expenses. Section 5311 funds are apportioned to states by a legislatively determined formula based on non-urban population. These funds remain available for two years after apportionment, after which they are reapportioned among the states under the Section 5311 program. Outside the TMA, project priority is the responsibility of the state.

## **Section 5316-FTA: Job Access and Reverse Commute**

FTA Section 5316 funds are commonly known as Job Access and Reverse Commute (JARC) funds. These federal funds are available for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations. This funding is allocated based on the number of low income persons. Ten percent of these funds may be used for planning, administration and technical assistance. Projects are selected by the states and designated recipients. Selected projects must be included in the human service transportation coordinated plan.

## **Section 5317-FTA: New Freedom Program**

FTA's New Freedom Program, Section 5317 funds are federal formula funds based on the population of persons with disabilities. These funds encourage services and facility improvements to address the transportation needs of persons with disabilities. Ten percent of these funds may be used for planning, administration and technical assistance. Projects are selected by the states and designated recipients. Selected projects must be included in the human service transportation coordinated plan.

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 2007 Through 2011**

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 and non-attainment 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.

| SUB-ALLOCATED TO THE AREA                                                                                                              | STATEWIDE-COMPETITIVE                                                                                                                                                                                                                                                                                                                                                |
|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Surface Transportation Program:<br/>Urbanized area</p> <p>Congestion Mitigation &amp; Air Quality (IN only)</p> <p>Section 5307</p> | <p>Surface Transportation Program:<br/>Statewide</p> <p>Surface Transportation Program:<br/>Transportation Enhancement</p> <p>Congestion Mitigation &amp; Air Quality (KY only)</p> <p>National Highway Systems</p> <p>Interstate Maintenance</p> <p>Bridge Replacement and Rehabilitation</p> <p>Section 5309: Discretionary<br/>programmed on a national basis</p> |

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 suballocated 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, 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 \$2,220,000 will be allocated to the urbanized area for each of FY 2007, FY 2008, FY 2009, FY 2010, and FY 2011. The Indiana Department of Transportation allows the MPO's to total four years of funds and program those funds within the TIP four-year period. The financial plan in Figure 5 shows the amount of STP-Urban funds programmed for Southern Indiana.

#### *Kentucky*

The Kentucky Transportation Cabinet has estimated that \$11,500,000 will be allocated to the urbanized area in FY 2007, \$11,600,000 in FY 2008, and \$11,800,000 in each of FY 2009, FY 2010, and FY 2011. Figure 6 shows the financial plan for the Kentucky STP-Urban dollars in the TIP.

**Figure 5  
Financial Plan of  
Indiana STP-Urban and CMAQ Funds**

| <b>Surface Transportation Program</b>        |              |             |             |             |             |
|----------------------------------------------|--------------|-------------|-------------|-------------|-------------|
|                                              | FY 2007      | FY 2008     | FY 2009     | FY 2010     | FY 2011     |
| 4 Year Allocation<br>(2,220,000 per year)    | \$8,880,000  | -           | -           | -           | \$2,220,000 |
| Carryover From Previous<br>Year              | \$2,741,471  | \$8,538,471 | \$4,921,471 | \$3,514,471 | \$3,387,471 |
| Balance of Funds<br>Available                | \$11,621,471 | \$8,538,471 | \$4,921,471 | \$3,514,471 | \$5,607,471 |
| Dollars Programmed                           | \$3,083,000  | \$3,617,000 | \$1,407,000 | \$127,000   | \$3,987,000 |
| Balance Remaining                            | \$8,538,471  | \$4,921,471 | \$3,514,471 | \$3,387,471 | \$1,620,471 |
| <b>Congestion Mitigation and Air Quality</b> |              |             |             |             |             |
|                                              | FY 2007      | FY 2008     | FY 2009     | FY 2010     | FY 2011     |
| Annual Allocation                            | \$700,000    | \$700,000   | \$700,000   | \$700,000   | \$700,000   |
| Carryover From Previous<br>Year              | \$536,038    | \$741,358   | \$102,678   | \$363,998   | \$1,063,998 |
| Balance of Funds<br>Available                | \$1,236,038  | \$1,441,358 | \$802,678   | \$1,063,998 | \$1,763,998 |
| Dollars Programmed                           | \$494,680    | \$1,338,680 | \$438,680   | \$0         | \$0         |
| Balance Remaining                            | \$741,358    | \$102,678   | \$363,998   | \$1,063,998 | \$1,763,998 |

**Figure 6  
Financial Plan of  
Kentucky STP-Urban**

| <b>Surface Transportation Program</b> |              |              |              |              |              |
|---------------------------------------|--------------|--------------|--------------|--------------|--------------|
|                                       | FY 2007      | FY 2008      | FY 2009      | FY 2010      | FY 2011      |
| Annual Allocation                     | \$11,500,000 | \$11,600,000 | \$11,800,000 | \$11,800,000 | \$11,800,000 |
| Carryover From Previous Year          | \$5,036,664  | \$5,463,027  | \$622,821    | -\$477,395   | \$451,128    |
| Balance of Funds Available            | \$16,536,664 | \$17,063,027 | \$12,422,821 | \$11,322,605 | \$12,251,128 |
| Dollars Programmed                    | \$11,073,637 | \$16,440,206 | \$12,900,216 | \$10,871,477 | \$10,294,051 |
| Balance Remaining                     | \$5,463,027  | \$622,821    | -\$477,395   | \$451,128    | \$1,957,077  |

*STP-Urban over-programming of funds is covered with state funds.*

### **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 solely for the purpose of improving 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. Clark and Floyd counties in Indiana and Jefferson, Bullitt and Oldham counties in Kentucky are currently designated as a basic non-attainment area for the eight-hour standard for ozone. In addition, Clark and Floyd counties and the Madison Township of Jefferson County, IN, and Bullitt and Jefferson counties, KY have been designated non-attainment for the PM 2.5 standard. Therefore these counties may use CMAQ dollars.

#### *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 \$700,000 each year. The financial plan is shown in Figure 5.

#### *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 Enhancement**

Transportation Enhancement (TE) dollars are to be used on projects that are transportation related, and do not necessarily impact the flow of travel on roadways. SAFETEA-LU has identified many categories of uses ranging from bicycle and pedestrian facilities, to landscaping along roadways, to historic preservation of transportation related facilities, to archeological planning and research conducted in relation to a transportation project. Each state has formed a committee of agencies which reviews the projects submitted to the state and rank them against each other using state established criteria. Agencies on the state review committee generally include, at a minimum, state historic preservation organizations, tourism commissions, and state departments of transportation.

Once received by KIPDA, Transportation Enhancement project applications are submitted to the Indiana Department of Transportation and the Kentucky Transportation Cabinet for review by their respective committees and governors. Due to the inability of the states to provide a forecast of how many TE dollars will be spent in our urbanized area, TE projects are not included in the TIP endorsed list of projects. Once projects are selected for funding by each governor, those projects will be added to the Transportation Improvement Program.

### **Financial Plan of Funds**

A financial plan of federal funds that are programmed in the TIP for FY 2007 through FY 2011 is shown in Figure 7. 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.

**Figure 7**  
**FY 2007 – FY 2011 Transportation Improvement Program**  
**Financial Plan of Federal Funds**  
**Indiana**

| FY 2007                  |                     |                         |                     |                         |
|--------------------------|---------------------|-------------------------|---------------------|-------------------------|
| Federal Funding Category | Projected Revenue   | Programmed Project Cost |                     |                         |
|                          |                     | Federal Funds           | State/Local Match   | Programmed Project Cost |
| Bridge                   | \$2,066,654         | \$1,653,323             | \$413,331           | \$2,066,654             |
| CMAQ                     | \$1,545,048         | \$494,680               | \$123,670           | \$618,350               |
| CMAQ-State               | \$2,204,000         | \$1,763,200             | \$440,800           | \$2,204,000             |
| HPRP                     | \$50,000            | \$50,000                | \$0                 | \$50,000                |
| IM                       | \$2,940,865         | \$2,579,879             | \$360,986           | \$2,940,865             |
| Nat'l Scenic Byways      | \$39,800            | \$31,840                | \$7,960             | \$39,800                |
| Safety                   | \$290,000           | \$290,000               | \$0                 | \$290,000               |
| STP-State                | \$34,803,105        | \$27,852,484            | \$6,950,621         | \$34,803,105            |
| STP-Urban                | \$11,751,838        | \$3,100,512             | \$775,128           | \$3,875,640             |
| TE                       | \$4,565,000         | \$2,792,500             | \$1,772,500         | \$4,565,000             |
| <b>Total</b>             | <b>\$60,256,310</b> | <b>\$40,808,418</b>     | <b>\$10,894,996</b> | <b>\$51,703,414</b>     |

| FY 2008                  |                     |                         |                    |                         |
|--------------------------|---------------------|-------------------------|--------------------|-------------------------|
| Federal Funding Category | Projected Revenue   | Programmed Project Cost |                    |                         |
|                          |                     | Federal Funds           | State/Local Match  | Programmed Project Cost |
| Bridge                   | \$140,000           | \$112,000               | \$28,000           | \$140,000               |
| CMAQ *                   | \$1,801,698         | \$1,338,680             | \$334,670          | \$1,673,350             |
| IM                       | \$7,558,420         | \$6,752,578             | \$805,842          | \$7,558,420             |
| Section 5310 *           | \$0                 | \$0                     | \$0                | \$0                     |
| STP-State                | \$21,759,458        | \$17,407,566            | \$4,351,892        | \$21,759,458            |
| STP-Urban                | \$7,898,009         | \$3,617,000             | \$904,250          | \$4,521,250             |
| TE *                     | \$4,677,500         | \$3,742,000             | \$935,500          | \$4,677,500             |
| <b>Total</b>             | <b>\$43,835,085</b> | <b>\$32,969,824</b>     | <b>\$7,360,154</b> | <b>\$40,329,978</b>     |

| FY 2009                  |                     |                         |                     |                         |
|--------------------------|---------------------|-------------------------|---------------------|-------------------------|
| Federal Funding Category | Projected Revenue   | Programmed Project Cost |                     |                         |
|                          |                     | Federal Funds           | State/Local Match   | Programmed Project Cost |
| Bridge                   | \$0                 | \$0                     | \$0                 | \$0                     |
| CMAQ *                   | \$1,003,348         | \$438,680               | \$109,670           | \$548,350               |
| IM                       | \$20,191,722        | \$18,122,550            | \$2,069,172         | \$20,191,722            |
| Section 5310 *           | \$0                 | \$0                     | \$0                 | \$0                     |
| STP-State                | \$63,103,095        | \$50,482,475            | \$12,620,620        | \$63,103,095            |
| STP-Urban                | \$3,376,839         | \$1,407,000             | \$351,750           | \$1,758,750             |
| TE *                     | \$0                 | \$0                     | \$0                 | \$0                     |
| <b>Total</b>             | <b>\$87,675,004</b> | <b>\$70,450,705</b>     | <b>\$15,151,212</b> | <b>\$85,601,917</b>     |

**Figure 7 (Continued)**  
**FY 2007 – FY 2011 Transportation Improvement Program**  
**Financial Plan of Federal Funds**  
**Indiana**

| FY 2010                  |                      |                         |                     |                         |
|--------------------------|----------------------|-------------------------|---------------------|-------------------------|
| Federal Funding Category | Projected Revenue    | Programmed Project Cost |                     |                         |
|                          |                      | Federal Funds           | State/Local Match   | Programmed Project Cost |
| Bridge                   | \$0                  | \$0                     | \$0                 | \$0                     |
| CMAQ *                   | \$1,329,998          | \$0                     | \$0                 | \$0                     |
| IM                       | \$38,140,985         | \$17,803,625            | \$20,337,360        | \$38,140,985            |
| Section 5310 *           | \$0                  | \$0                     | \$0                 | \$0                     |
| STP-State                | \$93,088,914         | \$74,471,130            | \$18,617,784        | \$93,088,914            |
| STP-Urban                | \$4,393,089          | \$127,000               | \$31,750            | \$158,750               |
| TE *                     | \$0                  | \$0                     | \$0                 | \$0                     |
| <b>Total</b>             | <b>\$136,952,986</b> | <b>\$92,401,755</b>     | <b>\$38,986,894</b> | <b>\$131,388,649</b>    |

| FY 2011                  |                      |                         |                     |                         |
|--------------------------|----------------------|-------------------------|---------------------|-------------------------|
| Federal Funding Category | Projected Revenue    | Programmed Project Cost |                     |                         |
|                          |                      | Federal Funds           | State/Local Match   | Programmed Project Cost |
| Bridge                   | \$2,100,000          | \$1,680,000             | \$420,000           | \$2,100,000             |
| CMAQ *                   | \$2,204,998          | \$0                     | \$0                 | \$0                     |
| IM                       | \$19,201,582         | \$17,215,224            | \$1,986,358         | \$19,201,582            |
| Rail                     | \$100,000            | \$80,000                | \$20,000            | \$100,000               |
| Section 5310 *           | \$0                  | \$0                     | \$0                 | \$0                     |
| STP-State                | \$105,217,182        | \$84,181,745            | \$21,035,437        | \$105,217,182           |
| STP-Urban                | \$7,009,339          | \$3,987,000             | \$996,750           | \$4,983,750             |
| TE *                     | \$0                  | \$0                     | \$0                 | \$0                     |
| <b>Total</b>             | <b>\$135,833,101</b> | <b>\$107,143,969</b>    | <b>\$24,458,545</b> | <b>\$131,602,514</b>    |

\* These funds are programmed annually, therefore, projected revenue and project costs are not known at this time. Additional projects could be programmed

**Figure 7 (Continued)**  
**FY 2007 – FY 2011 Transportation Improvement Program**  
**Financial Plan of Federal Funds**  
**Kentucky**

| FY 2007                  |                      |                         |                     |                         |
|--------------------------|----------------------|-------------------------|---------------------|-------------------------|
| Federal Funding Category | Projected Revenue    | Programmed Project Cost |                     |                         |
|                          |                      | Federal Funds           | State/Local Match** | Programmed Project Cost |
| Bridge                   | \$760,000            | \$760,000               | \$0                 | \$760,000               |
| CMAQ                     | \$2,358,000          | \$1,879,200             | \$478,800           | \$2,358,000             |
| HES                      | \$80,000             | \$80,000                | \$0                 | \$80,000                |
| IM                       | \$81,354,000         | \$81,354,000            | \$0                 | \$81,354,000            |
| JARC                     | \$805,916            | \$402,958               | \$402,958           | \$805,916               |
| KYD                      | \$1,373,923          | \$1,138,818             | \$235,105           | \$1,373,923             |
| NHS                      | \$72,366,000         | \$72,366,000            | \$0                 | \$72,366,000            |
| Rail                     | \$500,000            | \$500,000               | \$0                 | \$500,000               |
| Recreational Trails      | \$76,900             | \$38,450                | \$38,450            | \$76,900                |
| Safe Rts to Schools      | \$81,000             | \$64,800                | \$16,200            | \$81,000                |
| Scenic Byways            | \$187,500            | \$145,000               | \$42,500            | \$187,500               |
| Section 5317             | \$429,989            | \$226,310               | \$203,679           | \$429,989               |
| STP-State                | \$38,745,000         | \$36,370,000            | \$2,375,000         | \$38,745,000            |
| STP-Urban                | \$17,259,761         | \$11,073,637            | \$723,097           | \$11,796,734            |
| TE*                      | \$2,755,500          | \$2,388,400             | \$367,100           | \$2,755,500             |
| <b>Total</b>             | <b>\$219,133,489</b> | <b>\$208,787,573</b>    | <b>\$4,882,889</b>  | <b>\$213,670,462</b>    |

| FY 2008                  |                      |                         |                     |                         |
|--------------------------|----------------------|-------------------------|---------------------|-------------------------|
| Federal Funding Category | Projected Revenue    | Programmed Project Cost |                     |                         |
|                          |                      | Federal Funds           | State/Local Match** | Programmed Project Cost |
| Bridge                   | \$1,150,000          | \$1,150,000             | \$0                 | \$1,150,000             |
| CMAQ *                   | \$1,700,000          | \$1,630,000             | \$70,000            | \$1,700,000             |
| Garvee Bonds             | \$37,800,000         | \$37,800,000            | \$0                 | \$37,800,000            |
| HES                      | \$550,000            | \$550,000               | \$0                 | \$550,000               |
| IM                       | \$36,843,333         | \$36,810,000            | \$33,333            | \$36,843,333            |
| NHS                      | \$62,632,000         | \$62,632,000            | \$0                 | \$62,632,000            |
| Rail                     | \$500,000            | \$500,000               | \$0                 | \$500,000               |
| Scenic Byways            | \$100,000            | \$80,000                | \$20,000            | \$100,000               |
| Section 5307             | \$15,319,911         | \$12,255,929            | \$3,063,982         | \$15,319,911            |
| STP-State                | \$38,793,000         | \$36,418,000            | \$2,375,000         | \$38,793,000            |
| STP-Urban                | \$17,881,829         | \$16,440,206            | \$818,802           | \$17,259,008            |
| TE*                      | \$0                  | \$0                     | \$0                 | \$0                     |
| <b>Total</b>             | <b>\$213,270,073</b> | <b>\$206,266,135</b>    | <b>\$6,381,117</b>  | <b>\$212,647,252</b>    |

**Figure 7 (Continued)**  
**FY 2007 – FY 2011 Transportation Improvement Program**  
**Financial Plan of Federal Funds**  
**Kentucky**

| FY 2009                  |                      |                         |                     |                         |
|--------------------------|----------------------|-------------------------|---------------------|-------------------------|
| Federal Funding Category | Projected Revenue    | Programmed Project Cost |                     |                         |
|                          |                      | Federal Funds           | State/Local Match** | Programmed Project Cost |
| Bridge *                 | \$3,750,000          | \$3,750,000             | \$0                 | \$3,750,000             |
| CMAQ *                   | \$0                  | \$0                     | \$0                 | \$0                     |
| IM                       | \$61,040,000         | \$57,840,000            | \$3,200,000         | \$61,040,000            |
| NHS                      | \$93,950,000         | \$93,950,000            | \$0                 | \$93,950,000            |
| Rail                     | \$500,000            | \$500,000               | \$0                 | \$500,000               |
| Scenic Byways            | \$150,000            | \$125,000               | \$25,000            | \$150,000               |
| Section 5307             | \$16,295,659         | \$13,036,527            | \$3,259,132         | \$16,295,659            |
| STP-State                | \$31,925,000         | \$29,550,000            | \$2,375,000         | \$31,925,000            |
| STP-Urban                | \$13,010,375         | \$12,600,216            | \$587,554           | \$13,187,770            |
| <b>Total</b>             | <b>\$220,621,034</b> | <b>\$211,351,743</b>    | <b>\$9,446,686</b>  | <b>\$220,798,429</b>    |

| FY 2010                  |                      |                         |                     |                         |
|--------------------------|----------------------|-------------------------|---------------------|-------------------------|
| Federal Funding Category | Projected Revenue    | Programmed Project Cost |                     |                         |
|                          |                      | Federal Funds           | State/Local Match** | Programmed Project Cost |
| Bridge *                 | \$0                  | \$0                     | \$0                 | \$0                     |
| CMAQ *                   | \$0                  | \$0                     | \$0                 | \$0                     |
| IM                       | \$42,575,000         | \$38,575,000            | \$4,000,000         | \$42,575,000            |
| NHS                      | \$111,990,000        | \$111,990,000           | \$0                 | \$111,990,000           |
| Rail                     | \$500,000            | \$500,000               | \$0                 | \$500,000               |
| Section 5307             | \$16,735,641         | \$13,388,513            | \$3,347,128         | \$16,735,641            |
| STP-State                | \$20,545,000         | \$18,170,000            | \$2,375,000         | \$20,545,000            |
| STP-Urban                | \$12,940,475         | \$10,871,477            | \$1,617,870         | \$12,489,347            |
| TE *                     | \$0                  | \$0                     | \$0                 | \$0                     |
| <b>Total</b>             | <b>\$162,711,116</b> | <b>\$155,919,990</b>    | <b>\$7,339,998</b>  | <b>\$163,259,988</b>    |

| FY 2011                  |                      |                         |                     |                         |
|--------------------------|----------------------|-------------------------|---------------------|-------------------------|
| Federal Funding Category | Projected Revenue    | Programmed Project Cost |                     |                         |
|                          |                      | Federal Funds           | State/Local Match** | Programmed Project Cost |
| Bridge *                 | \$0                  | \$0                     | \$0                 | \$0                     |
| CMAQ *                   | \$0                  | \$0                     | \$0                 | \$0                     |
| IM                       | \$1,200,000          | \$1,200,000             | \$0                 | \$1,200,000             |
| NHS                      | \$133,390,000        | \$133,390,000           | \$0                 | \$133,390,000           |
| Rail                     | \$500,000            | \$500,000               | \$0                 | \$500,000               |
| Section 5307             | \$17,187,504         | \$13,750,003            | \$3,437,501         | \$17,187,504            |
| STP-State                | \$65,445,000         | \$63,070,000            | \$2,375,000         | \$65,445,000            |
| STP-Urban                | \$13,512,141         | \$10,294,051            | \$1,321,013         | \$11,615,064            |
| TE *                     | \$0                  | \$0                     | \$0                 | \$0                     |
| <b>Total</b>             | <b>\$104,684,645</b> | <b>\$95,654,054</b>     | <b>\$7,133,514</b>  | <b>\$102,787,568</b>    |

\* 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.

## Operations and Maintenance

The system of roadways that has been developed for the Louisville and Southern Indiana urbanized area must be maintained. The maintenance of all interstates and state routes is the responsibility of the Indiana Department of Transportation and the Kentucky Transportation Cabinet. The Indiana Department of Transportation projects spending \$2,338,000 annually to maintain the roadways in Clark and Floyd counties. The Kentucky Transportation Cabinet estimates that \$14,700,000 will be spent to maintain roads in Bullitt, Jefferson, and Oldham counties each year.

The transit system, operated by TARC, must also have funds to operate and maintain service. TARC has projected spending \$49,172,000 each year to operate transit in the 5 county area. Figure 8 shows federal and state funding that is available to maintain and operate the transportation system for the Louisville and Southern Indiana urbanized area for the next five years. Between fiscal year 2007 and fiscal year 2011 there will be approximately \$388,777,778 available for the maintenance and operations of the transportation system in the urbanized area.

| <b>Table 8</b>                    |               |
|-----------------------------------|---------------|
| <b>Operations and Maintenance</b> |               |
| <b>FY 2007 - FY 2011</b>          |               |
| Federal                           | \$57,727,778  |
| State                             | \$85,190,000  |
| Transit                           | \$245,860,000 |
| Total                             | \$388,777,778 |

*Source: Operations and maintenance projections were obtained from INDOT, KYTC, and TARC*

**Northern KY/OKI FY 2008-2011 TIP;  
Financial Plan**

A summary of OKI's air quality conformity findings are as follows:

- VOC and NO<sub>x</sub> emissions in OKI's portion of the nonattainment area do not exceed the corresponding 2002 baseline emissions, nor the VOC 15% Plan budget (Kentucky and Ohio portions), for the attainment year.
- VOC and NO<sub>x</sub> emissions in the Kentucky and Ohio portions of the nonattainment area do not exceed the 1-hour SIP budget for any analysis year.
- Annual Direct PM<sub>2.5</sub> and annual NO<sub>x</sub> emissions in the PM<sub>2.5</sub> nonattainment area do not exceed the 2002 baseline emissions for any analysis year.
- OKI qualitatively finds no factors in the TIP or the amended OKI *2030 Regional Transportation Plan* that would cause or contribute to a new 8-hour ozone violation or exacerbate an existing violation in the years preceding the first analysis year.
- OKI qualitatively finds no factors in the TIP or the amended OKI *2030 Regional Transportation Plan* that would cause or contribute to a new annual PM<sub>2.5</sub> violation or exacerbate an existing violation in the years preceding the first analysis year.
- OKI qualitatively finds that no goals, directives, recommendations or projects identified in the FY 2009-2011 TIP and amended *OKI 2030 Regional Transportation Plan* contradicts in a negative manner any specific requirements or commitments of the applicable state implementation plan.

The applicable implementation plan does not contain any transportation control measures (TCM's), therefore, nothing in the FY2008-2011 TIP or the amended *OKI 2030 Regional Transportation Plan* can interfere with their timely implementation.

Details of the conformity determination are provided in the technical document "Air Quality Conformity Determination for FY2008-2011 TIP and Amendment 4 to the OKI 2030 Regional Transportation Plan – Technical Documentation", April 2007.

## **FINANCIAL CAPABILITY**

In order to satisfy FTA's requirement concerning the assessment of financial capability on the part of the local sponsors of major new capital undertakings, OKI staff has sought additional information, where appropriate, to assist in the review of projects in the TIP. These items represent either replacements or investments of a fiscally appropriate nature.

## **FISCAL CONSTRAINT**

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.

In Ohio, ODOT allocates STP, CMAQ and Transportation Enhancement funds to OKI for the fiscal years covered by the current TIP. Table 6 illustrates the federal funding, by type, allocated from ODOT to OKI for fiscal years 2007 through 2011 and the associated programmed amounts.

Table 6

## FY 2008-2011 TIP Fiscal Analysis

| State Fiscal Year |                                                                                                | STP        | CMAQ       | TEA       | TOTAL                         |
|-------------------|------------------------------------------------------------------------------------------------|------------|------------|-----------|-------------------------------|
| 2007              | Carryover - 6/30/06                                                                            | 18,334,353 | 8,262,849  | 956,430   | 27,553,632                    |
|                   | FY 2007 Allocation                                                                             | 20,660,736 | 7,610,004  | 1,049,935 | 29,320,675                    |
|                   | Federal Funds Available SFY 2007                                                               | 38,995,089 | 15,872,853 | 2,006,365 | 56,874,307                    |
|                   | Federal Funds Programmed SFY 2007<br>Amount Overprogrammed SFY 2007                            | 26,131,160 | 9,432,159  | 1,776,492 | 37,339,811<br>0               |
| 2008              | Projected carryover - 6/30/07                                                                  | 12,863,929 | 6,440,694  | 229,873   | 19,534,496                    |
|                   | FY 2008 Allocation                                                                             | 20,129,622 | 5,299,787  | 1,900,681 | 27,330,090                    |
|                   | Federal Funds Available SFY 2008                                                               | 32,993,551 | 11,740,481 | 2,130,554 | 46,864,586                    |
|                   | Federal Funds Programmed SFY 2008<br>Amount Overprogrammed SFY 2008                            | 13,202,952 | 10,794,837 | 1,785,000 | 25,782,789<br>0               |
| 2009              | Projected carryover - 6/30/08                                                                  | 19,790,599 | 945,644    | 345,554   | 21,081,797                    |
|                   | FY 2009 Allocation                                                                             | 19,224,375 | 9,870,990  | 1,922,438 | 31,017,803                    |
|                   | Federal Funds Available SFY 2009                                                               | 39,014,974 | 10,816,634 | 2,267,992 | 52,099,600                    |
|                   | Federal Funds Programmed SFY 2009<br>Amount Overprogrammed SFY 2009                            | 25,899,370 | 13,166,595 | 806,880   | 39,872,845<br>0               |
| 2010              | Projected carryover - 6/30/09                                                                  | 13,115,604 | -2,349,961 | 1,461,112 | 12,226,755                    |
|                   | FY 2010 Allocation                                                                             | 19,405,909 | 9,964,201  | 1,940,591 | 31,310,701                    |
|                   | Federal Funds Available SFY 2010                                                               | 32,521,513 | 7,614,240  | 3,401,703 | 43,537,456                    |
|                   | Federal Funds Programmed SFY 2010<br>Amount Overprogrammed SFY 2010                            | 20,280,000 | 15,031,823 | 0         | 35,311,823<br>0               |
| 2011              | Projected carryover - 6/30/2010                                                                | 12,241,513 | -7,417,583 | 3,401,703 | 8,225,633                     |
|                   | FY 2011 Allocation                                                                             | 19,599,968 | 10,063,844 | 1,959,997 | 31,623,809                    |
|                   | Federal Funds Available SFY 2011                                                               | 31,841,481 | 2,646,261  | 5,361,700 | 39,849,442                    |
|                   | Federal Funds Programmed SFY 2011<br>Amount Overprogrammed SFY 2011<br>Balance end of SFY 2011 | 15,516,870 | 6,471,131  | 0         | 21,988,001<br>0<br>17,861,441 |

The Ohio fiscal analysis shows that the OKI budget is fiscally constrained through the period fiscal year 2008 through 2011.

Table 7 provides information on the fiscal constraint analysis for Northern Kentucky. Unlike the Ohio Department of Transportation, the Kentucky Transportation Cabinet

does not pass through Congestion Mitigation/Air Quality funding to its MPOs, nor does it require constraint against a pass-through obligation ceiling.

Table 7  
FY 2008 – 2011 Northern Kentucky STP (SNK Funds)

| Year    | Allocations |
|---------|-------------|
| FY 2008 | \$3,600,000 |
| FY 2009 | \$6,100,000 |
| FY 2010 | \$4,405,000 |
| FY 2011 | \$4,405,000 |

Table 8 provides information on the fiscal constraint analysis for Dearborn County, Indiana.

Table 8  
FY 2008 – 2011 Federal Spending Authority – Dearborn County, Indiana

| Year    | STP Allocations | CMAQ     | Total     |
|---------|-----------------|----------|-----------|
| FY 2008 | \$77,126        | \$97,298 | \$174,424 |
| FY 2009 | \$77,126        | \$97,298 | \$174,424 |
| FY 2010 | \$77,126        | \$97,298 | \$174,424 |
| FY 2011 | \$77,126        | \$97,298 | \$174,424 |

**See page 63 for the Regional Fiscal Constraint Table which lists federal, state and local funding amounts and sources for highway projects for the region.**

## PROJECT IMPLEMENTATION

The projects shown in Section 1 (beginning on page 11) reflect the progress made in implementing the highway programs in the previous TIP. The majority of projects that were anticipated to advance were sold and removed from the TIP. OKI expended available funding up to the obligation ceiling. This included a major effort toward VMT and VHT reduction in response to ozone alert periods.

## TITLE VI/PUBLIC INVOLVEMENT

OKI greatly expanded the role of the Title VI/Environmental Justice Advisory Committee with the development of the FY 2004 – 2007 TIP and continued that role with the FY

FISCAL CONSTRAINT TABLE  
FEDERAL, STATE AND LOCAL FUNDING

**Summary of Federal, State and Local Usage for SFY 2008, 2009, 2010, and 2011**

| Federal Funds                                | Comment | 2008 Budget      | 2008 Estimates   | 2009 Budget      | 2009 Estimates   | 2010 Budget      | 2010 Estimates   | 2011 Budget      | 2011 Estimates   | 2008-2011 Budget   | 2008-2011 Estimates |
|----------------------------------------------|---------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|---------------------|
| APPALACHIAN HWYS DEV                         |         | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0                 |
| Bridge                                       |         | \$8,461          | \$8,461          | \$7,273          | \$7,273          | \$11,604         | \$11,604         | \$384            | \$384            | \$27,722           | \$27,722            |
| CMAQ                                         |         | \$6,046          | \$6,046          | \$10,992         | \$10,992         | \$8,281          | \$8,281          | \$954            | \$954            | \$26,273           | \$26,273            |
| Emergency Relief                             |         | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0                 |
| Equity Bonus                                 |         | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0                 |
| Ferry Boat                                   |         | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0                 |
| Forest Highway                               |         | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0                 |
| Garvee Bonds                                 |         | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0                 |
| High Priority                                |         | \$6,520          | \$6,520          | \$39,064         | \$39,064         | \$0              | \$0              | \$0              | \$0              | \$45,584           | \$45,584            |
| Highway Planning & Research                  |         | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0                 |
| HIGHWAY SAFETY IMP PROG                      |         | \$10,071         | \$10,071         | \$15,076         | \$15,076         | \$0              | \$0              | \$7,523          | \$7,523          | \$32,670           | \$32,670            |
| INNOVATIVE BR RSCH & CO                      |         | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0                 |
| INTERSTATE MAINTENANCE                       |         | \$77,392         | \$77,392         | \$81,283         | \$81,283         | \$38,545         | \$38,545         | \$35,051         | \$35,051         | \$232,271          | \$232,271           |
| METRO PLANNING                               |         | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0                 |
| NATIONAL HWY SYST                            |         | \$129,172        | \$129,172        | \$103,930        | \$103,930        | \$37,220         | \$37,220         | \$35,765         | \$35,765         | \$306,087          | \$306,087           |
| NCPD                                         |         | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0                 |
| RAIL-HIGHWAY CROSSING                        |         | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0                 |
| SAFE ROUTES TO SCHOOL                        |         | \$439            | \$439            | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$439              | \$439               |
| SCENIC BYWAY                                 |         | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0                 |
| STP                                          |         | \$46,930         | \$46,930         | \$56,438         | \$56,438         | \$47,277         | \$47,277         | \$34,676         | \$34,676         | \$185,321          | \$185,321           |
| Trans. & Community System Preservation Pilot |         | \$1,000          | \$1,000          | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$1,000            | \$1,000             |
| State Funds (S/O)                            |         | \$146,095        | \$146,095        | \$116,233        | \$116,233        | \$39,404         | \$39,404         | \$23,989         | \$23,989         | \$325,721          | \$325,721           |
| State Bond                                   |         | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0                 |
| Local Match                                  |         | \$99,042         | \$99,042         | \$19,394         | \$19,394         | \$20,468         | \$20,468         | \$16,745         | \$16,745         | \$155,649          | \$155,649           |
| <b>Total</b>                                 |         | <b>\$531,168</b> | <b>\$531,168</b> | <b>\$449,683</b> | <b>\$449,683</b> | <b>\$202,799</b> | <b>\$202,799</b> | <b>\$155,087</b> | <b>\$155,087</b> | <b>\$1,338,737</b> | <b>\$1,338,737</b>  |

|                |           |           |           |           |           |           |           |           |           |           |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| <b>Federal</b> | \$286,031 | \$286,031 | \$314,056 | \$314,056 | \$142,927 | \$142,927 | \$114,353 | \$114,353 | \$857,367 | \$857,367 |
| <b>State</b>   | \$146,095 | \$146,095 | \$116,233 | \$116,233 | \$39,404  | \$39,404  | \$23,989  | \$23,989  | \$325,721 | \$325,721 |
| <b>Local</b>   | \$99,042  | \$99,042  | \$19,394  | \$19,394  | \$20,468  | \$20,468  | \$16,745  | \$16,745  | \$155,649 | \$155,649 |

\* All federal amounts shown are totals from Ohio, Kentucky and Indiana

**Owensboro FY 2008-2013 TIP;  
Financial Plan**

## FINANCIAL PLAN

The TIP is fiscally constrained, and the funding estimates for the TIP projects are cooperatively developed with the MPO, state transportation agencies and the local transit agency, as described below.

The funding sources for the “Committed” projects identified within the TIP, to be funded with federal and state funds, have been committed for these projects through the KYTC STIP process and approved by the FHWA. All regionally significant projects, regardless of the source of funding are included in the listing of TIP priority projects. Funding estimates have been developed cooperatively with the MPO, KYTC, OTS, and other state and local transportation agencies.

The cost of implementing the identified, MPO priority projects have been compared with the anticipated funds to be available during the identified time frame. The average yearly anticipated funds for the TIP program are \$8.3 million per year. This reflects increase of higher funding commitments from The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The projects have been identified with the understanding that projects can not be advanced until detailed engineering studies have been conducted and project funds are available. The Fiscal Constraint analysis can be found in Appendix 1.

The Owensboro Transit System provides the MPO with their funding request that is submitted to the Kentucky Transportation Cabinet, Division of Transportation Delivery. A copy of the letter is included in Appendix 1.

All local projects are included in the listing of the TIP priority projects. The City of Owensboro has over the past ten (10) years, invested an average of over \$1.0 million per year in the TIP and anticipates in continuing similar investments in the future, according to the attached correspondence in Appendix 1.

The Daviess County Fiscal Court also invests approximately \$1.0 million per year in road improvements and Daviess County anticipates continuing with the same investments in the future, according to the correspondence in Appendix 1.

The Daviess County Fiscal Court and the City of Owensboro’s future contribution total approximately \$12 million over the six (6) years of the TIP. This does not include any funds that developers spend on street projects within their developments that were constructed as a part of the TIP, which is a subset of the LRTP.

The Owensboro Metropolitan Planning Commission (OMPC) works closely with the Owensboro – Daviess County MPO to insure new developments adhere to the principles and projects in the LRTP.

## TRANSIT PROJECT JUSTIFICATION

### Financial Capacity Assessment

The projects recommended are consistent with the Transit Development Program for the Owensboro Transit System, FY 2006-2010, which is on file with the FTA-Region IV office. The Transit Development Program outlines the capital needs for the Owensboro Transit System and determined that the City of Owensboro has the financial capacity to carry out the above referenced capital project. The local share of project costs will be funded through the City of Owensboro general funds revenues (10%) and through matching funds from the Kentucky Transportation Cabinet (10%).

The City of Owensboro reviewed its financial capacity to carry out the preceding capital and operating projects and has determined that there are general funds available to carry out these projects in accordance with FTA Circular 7008.1.

The listing of projects for transit includes the implementation of paratransit and key station plans required by ADA.

Appendix 1 – Fiscal Constraint

**Table 1 – Major Highway Construction**

| <b>Project</b>                         | <b>Cost</b> | <b>Funding</b> | <b>Fiscal Constraint Explanation</b>                     |
|----------------------------------------|-------------|----------------|----------------------------------------------------------|
| US 60 Bypass Extension<br>GR-02-0001   | \$69,650    | HPP/NH/STP     | Not Included - due to being federal earmark              |
| Southtown Blvd (KY 2121)<br>GR-02-0003 | \$13,612    | SP             | Not Included - state project listed only for information |
| Southtown Blvd<br>GR-02-0031           | \$800       | Local          | Not Included – local project by developer                |
| Fairview Drive Extension<br>GR-02-0021 | \$2,100     | Local          | Not Included – local project by developer                |
| KY 54 Design Phase<br>GR-02-0012       | \$2,000     | SP             | Not Included – state project listed only for information |

There are not any projects listed in Table 1 that will be utilized for the fiscal constraint portion of the TIP.

**Table 2 – Highway Traffic Operations**

|                                         |             |            |                               |
|-----------------------------------------|-------------|------------|-------------------------------|
| Operations Projects<br>TO-02-0001       | \$9,478,277 | NH         | Included in fiscal constraint |
| Rail-Highway Protection<br>TO-02-0002   | \$9,478,277 | STP        | Included in fiscal constraint |
| Statewide Pavement Marker<br>TO-02-0003 | \$9,478,277 | NH/SAF/STP | Included in fiscal constraint |

A total of \$28,434,831 is included in the fiscal constraint from Table 2.

**Table 3 – Highway Reconstruction**

|                                           |         |       |                                                             |
|-------------------------------------------|---------|-------|-------------------------------------------------------------|
| East 9 <sup>th</sup> Street<br>GR-02-0022 | \$1,408 | Local | Not Included<br>City Funded                                 |
| Panther Creek Bridge<br>GR-02-0050        | \$1,120 | BRX   | Included in fiscal<br>constraint                            |
| Blackford Creek Bridge<br>GR-02-0065      | \$980   | BRX   | Included in fiscal<br>constraint                            |
| Graham Lane                               | \$466   | SP    | Not Included – state project<br>listed only for information |

There is a total of \$2,100,000 included in the fiscal constraint portion of the TIP.

**Table 4 – Highway Intersection Projects**

|                                                        |             |      |                                                             |
|--------------------------------------------------------|-------------|------|-------------------------------------------------------------|
| KY 81/KY 56/ Worthington Road Roundabout<br>GR-02-0014 | \$2,500,000 | CMAQ | Included in fiscal<br>constraint                            |
| KY 144<br>GR-02-0063                                   | \$500       | SP   | Not Included – state project<br>listed only for information |

There is a total of \$2,500,000 included in the fiscal constraint portion of the TIP.

**Table 5 – Maintenance**

US 2155 Bridge Painting  
GR-02-0010

\$2,500

STP

Included in fiscal  
constraint

The bridge painting is included in the fiscal constraint.

**Table 6 – Transit Capital Projects**

According to page 15, the three transit capital projects are expected to cost, \$223,000.

**Table 7 – Transit Operating Assistance**

According to page 17, the six of operating expense is expected to cost, \$8,731,000.

Tables 6 & 7 are included in the fiscal constraint for the TIP.

**Table 8 – Special Funding**

The projects identified in Table 8 are special funding projects or earmarks from either the federal or state legislatures.

According to page 18 and 19, the following is broken out:

|                        |              |                                       |
|------------------------|--------------|---------------------------------------|
| STP funds              | \$6,510,000  | Included in fiscal constraint         |
| TE funds               | \$350,000    | Included in fiscal constraint         |
| CMAQ funds             | \$251,000    | Included in fiscal constraint         |
| Safety funds           | \$50,000     | Included in fiscal constraint         |
| Waterfront Development | \$69,555,000 | Not included in fiscal constraint *** |

\*\*\* Local Match included in total cost

The total of projects included in fiscal constraint is \$7,161,000 of special funded projects.

**Fiscal Constraint - Highway**

The Owensboro – Daviess County MPO is expected to receive approximately \$8,300,000 per year in funding over the next six years. This figure has been increased from the previous TIP in anticipation of increased funding through SAFETEA-LU.

|                 |                     |
|-----------------|---------------------|
| Highway Revenue | \$49,800,000        |
| Highway Costs   | <u>\$42,695,831</u> |
|                 | \$7,104,169         |

The Owensboro – Daviess County MPO is within the fiscal constraint allowed by a total of \$7,104,169.

**Fiscal Constraint – Transit**

The Owensboro Transit System is expected to receive \$223,000 in transit capital projects over the six years of the TIP, and is expected to receive \$8,731,000 in transit operating assistance over the six years of the TIP.

|                 |             |
|-----------------|-------------|
| Transit Revenue | \$8,954,000 |
| Transit Costs   | \$8,954,000 |

The MPO demonstrates fiscal constraint for the local transit system.



City of Owensboro  
Kentucky

P.O. Box 10003  
OWENSBORO, KENTUCKY 42302-9003

October 29, 2001

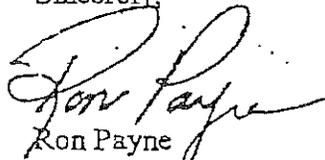
Mr. Keith Harpole  
Associate Director for Transportation Planning  
Green River Area Development District  
3860 US Highway 60 West  
Owensboro, KY 42301

Dear Keith:

The City of Owensboro Kentucky has contributed, over the past ten (10) years, approximately \$1.0 million per year to constructing highway and street projects within the Owensboro - Daviess County MPO. The City of Owensboro foresees spending at least \$1.0 million or more in the future for highway and street projects.

If you have further questions, please do not hesitate to contact me.

Sincerely,

  
Ron Payne  
City Manager



OFFICE OF  
**Reid Haire**

Daviess County Judge/Executive  
Daviess County Courthouse  
P. O. Box 1716  
Owensboro, Kentucky 42302-1716  
Telephone: (270) 685-8424

COUNTY ATTORNEY  
Robert M. Kirtley

COMMISSIONERS  
Bruce Kunze - Central Division  
Jim Lambert - Eastern Division  
Mike Riney - Western Division

April 12, 2002 .

Keith Harpole  
Associate Director for Transportation Planning  
Green River Area Development District  
3860 US Highway 60 West  
Owensboro, KY 42301

Dear Keith,

The Daviess County Fiscal Court, over the past ten years, has contributed approximately \$1 million annually for highway and street construction projects within Owensboro/Daviess County MPO. The Daviess County Fiscal Court anticipates spending at least \$1 million or more for future highway and street projects.

If you have any questions, please don't hesitate contacting me.

Sincerely,

Reid Haire  
Daviess County Judge/Executive



Commonwealth of Kentucky  
Transportation Cabinet  
Frankfort, Kentucky 40622

James C. Codell, III  
Secretary of Transportation

Paul E. Patton  
Governor

June 14, 2001

Clifford C. Linkes, P.E.  
Deputy Secretary

Mr. Jiten Shah, Executive Director  
Green River ADD  
3860 U.S. Highway 60 West  
Owensboro, KY 42301

Subject: Owensboro-Daviess County MPO  
Long Range Transportation Plan (FY:2002)  
Fiscal Constraint Analysis

Dear Mr. Shah:

After review of the Kentucky Transportation Cabinet's (KYTC) Financial Statements and Supplemental Information, and Annual Reports for fiscal years 1995 through 2000, the Division of Program Management has prepared a summary spreadsheet outlining the amounts of Federal and State funds utilized for roadway construction projects in Daviess County. Attached is a copy of the spreadsheet detailing the amounts of funds for each of the various funding categories.

In review of the financial records, the average amount of annual funds utilized in Daviess County over the six (6) year period was approximately \$7.5 million. In preparing the fiscal constraint analysis for the Owensboro Long Range Transportation Plan, we suggest that you use the \$7.5 million as the projected yearly amount of anticipated funds and note the breakdown in funding categories for eligibility of Long Range Plan projects.

If you need additional assistance, please contact Amy Thomas of this Division at (502) 564-7686.

Sincerely,

Michael L. Hill, P.E.  
Director  
Division of Multimodal Programs

MLH/LJS/AJT  
Attachment





# CITY OF OWENSBORO KENTUCKY

430 Allen Street  
P.O. Box 10003  
Owensboro, KY 42302-9003  
Phone (270) 687-8570

Owensboro Transit  
System  
Fax (270) 687-8573

March 19, 2007

Mr. Keith Harpole  
GRADD  
3860 U.S. Highway 60 West  
Owensboro, KY 42301

Dear Mr. Harpole:

The following is the anticipated funding needed by the City of Owensboro Transit System for the next six (6) years:

|                | OPERATING | CAPITAL   | TOTAL     |
|----------------|-----------|-----------|-----------|
| FY 2007 - 2008 | 1,057,842 | 405,392   | 1,463,234 |
| FY 2008 - 2009 | 1,266,122 | * 881,563 | 2,147,685 |
| FY 2009 - 2010 | 1,348,734 | * 891,563 | 2,240,297 |
| FY 2010 - 2011 | 1,483,608 | * 901,563 | 2,385,171 |
| FY 2011 - 2012 | 1,631,969 | 517,875   | 2,149,844 |
| FY 2012 - 2013 |           |           |           |

\*Years two replacement buses are purchased.

During FY 2007 - 2008, we will be using formula funds for operating assistance. The federal share will be 50 percent. We will amend the TIP accordingly for FY 2007 - 2008. The federal share for capital funds will be 80 percent. The state and the local share will be 20 percent. We would also like to ask the State to match the local share at 10 percent. If you have any questions or comments, please do not hesitate to contact me.

Sincerely,

Louis Lindsay, Manager  
Owensboro Transit System

cc: Tony Cecil, City Operations Manager  
J.T. Fulkerson, Finance Director  
Paula Cissell, Program Analyst

**Radcliff/Elizabethtown FY 2009-2014 TIP;  
Financial Plan**

## **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 and the Federal Transit Administration. 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) 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 Radcliff-Elizabethtown 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. In order to address the full range of transportation needs, on a statewide level and within the Radcliff-Elizabethtown 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 Radcliff-Elizabethtown area are identified on page 8

The specific projects shown in the Project Listing tables beginning on page 15 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 8 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; therefore, financial constraint is demonstrated.

Table 1  
 2009-2014 RADCLIFF/ELIZABETHTOWN MPO FINANCIAL PLAN  
 Transportation Improvement Program Total Estimated Costs and Revenues

| REVENUE TYPE | FY 2009             |                     | FY 2010             |                     | FY 2011             |                     | FY 2012              |                      | FY 2013            |                    | FY 2014            |                    | TOTAL FUNDING        |                      | ANTICIPATED MATCH*  |                  |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|----------------------|--------------------|--------------------|--------------------|--------------------|----------------------|----------------------|---------------------|------------------|
|              | Revenue             | Est. Costs          | Revenue             | Est. Costs          | Revenue             | Est. Costs          | Revenue              | Est. Costs           | Revenue            | Est. Costs         | Revenue            | Est. Costs         | Revenue              | Est. Costs           | State               | Local            |
| NH           | \$4,690,000         | \$4,690,000         | \$0                 | \$0                 | \$43,870,000        | \$43,870,000        | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$48,760,000         | \$48,760,000         | \$9,752,000         | \$0              |
| IM           | \$370,000           | \$370,000           | \$200,000           | \$200,000           | \$9,570,000         | \$9,570,000         | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$10,140,000         | \$10,140,000         | \$1,014,000         | \$0              |
| KYD          | \$100,000           | \$100,000           | \$57,000            | \$57,000            | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$657,000            | \$657,000            | \$131,400           | \$0              |
| HES          | \$685,000           | \$685,000           | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$685,000            | \$685,000            | \$137,000           | \$0              |
| ARRA-KY      | \$1,330,000         | \$1,330,000         | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$1,330,000          | \$1,330,000          | \$0                 | \$0              |
| FTA          | \$377,000           | \$377,000           | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$377,000            | \$377,000            | \$75,400            | \$0              |
| TCSF         | \$394,879           | \$394,879           | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$394,879            | \$394,879            | \$78,976            | \$0              |
| ARRA-FTA     | \$1,090,700         | \$1,090,700         | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$1,090,700          | \$1,090,700          | \$0                 | \$0              |
| TE           | \$834,054           | \$834,054           | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$834,054            | \$834,054            | \$0                 | \$166,811        |
| SRTS         | \$248,575           | \$248,575           | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$248,575            | \$248,575            | \$0                 | \$0              |
| SP           | \$0                 | \$0                 | \$73,290,000        | \$73,290,000        | \$7,330,000         | \$7,330,000         | \$108,050,000        | \$108,050,000        | \$0                | \$0                | \$0                | \$0                | \$188,660,000        | \$188,660,000        | \$0                 | \$0              |
| SPB          | \$24,020,000        | \$24,020,000        | \$15,800,000        | \$15,800,000        | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$39,820,000         | \$39,820,000         | \$0                 | \$0              |
| OBM          | \$5,000,000         | \$5,000,000         | \$5,200,000         | \$5,200,000         | \$5,408,000         | \$5,408,000         | \$5,624,320          | \$5,624,320          | \$5,849,293        | \$5,849,293        | \$6,083,265        | \$6,083,265        | \$33,164,878         | \$33,164,878         | \$0                 | \$0              |
| GP-H**       | \$500,000           | \$500,000           | \$500,000           | \$500,000           | \$500,000           | \$500,000           | \$500,000            | \$500,000            | \$500,000          | \$500,000          | \$500,000          | \$500,000          | \$3,000,000          | \$3,000,000          | \$0                 | \$0              |
| GP-T**       | \$377,000           | \$377,000           | \$700,000           | \$700,000           | \$735,000           | \$735,000           | \$772,000            | \$772,000            | \$810,000          | \$810,000          | \$850,000          | \$850,000          | \$4,244,000          | \$4,244,000          | \$0                 | \$0              |
| <b>TOTAL</b> | <b>\$39,340,208</b> | <b>\$39,340,208</b> | <b>\$95,047,000</b> | <b>\$95,047,000</b> | <b>\$66,168,000</b> | <b>\$66,168,000</b> | <b>\$113,674,320</b> | <b>\$113,674,320</b> | <b>\$5,849,293</b> | <b>\$5,849,293</b> | <b>\$6,083,265</b> | <b>\$6,083,265</b> | <b>\$326,162,086</b> | <b>\$326,162,086</b> | <b>\$11,188,776</b> | <b>\$166,811</b> |

\*Full Credits may be utilized as match. This will be determined by KYTC on a project by project basis.

\*\*Amounts shown for Grouped Projects not included in totals

- NH=National Highway System
- IM=Interstate Maintenance
- KYD=Federal Discretionary Projects
- HES= Safety-Hazard Elimination
- FS=Federal Stimulus
- FTA=Federal Transit Administration
- TCSF=Trans, Comm, and System Pres.
- ARRA=American Recovery and Reinvestment Act of 2009
- TE=Federal Transportation Enhancement
- SRTS=Federal Safe Routes to Schools
- SP=State Projects
- SPB=State Projects Bond
- OBM=Operations & Maintenance
- GP-H=Grouped Highway Projects (see Table 2 on page 12 for listing of Grouped Projects)
- GP-T=Grouped Transit Projects (see Table 2 on page 12 for listing of Grouped Projects)

These amendments are presented in resolution form to the Technical Advisory Committee (TAC) and the Policy Committee for approval.

Some changes to a transportation project are minor and only require an administrative modification to show the change in the TIP. Typically, these minor changes involve a movement of a particular phase of a project from one fiscal year to another, within the planning horizon of the TIP, or a minor change in the funding amount. Any change in scope to a project would require a TIP amendment.

### **Air Quality**

Currently, the planning area for the Radcliff/Elizabethtown MPO is in attainment with all Federal air quality regulations. An attainment area is an area considered to have air quality that meets or exceeds the U. S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act.

According to recent (2006-2008) air quality data, Hardin County is in exceedance of the EPA air quality standards for Ozone. The three year average shows Hardin County with a value of 0.0770 parts per million (ppm). To be considered attainment, the value must be under 0.0750 ppm. In December of 2009, EPA will determine the initial designations, with final designations established in March of 2010. Should the average for Hardin County remain at its current Ozone level, it will become non-attainment. Non-attainment is defined as "any geographic region, which has been designated as non-attainment under section 107 of the Clean Air Act for any pollutant for which a national ambient air quality standard exists.

### **Grouped Projects**

Transportation planning regulations applicable to the development and content of Transportation Improvement Programs allow that projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. Such projects are usually non-controversial and produce negligible impacts - other than positive benefits for safety, traffic operations, or preservation. Typically, these types of projects are not generated by the planning process; they are usually initiated by traffic operations or maintenance functions to correct existing problems or deficiencies, or they are the result of successful grant applications by local governments or entities. KYTC identifies many of these types of projects as "Z-Variou" in the Statewide Transportation Improvement Program. For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the TIP. Individual projects from grouped project categories will be incorporated into the

TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review), simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories utilized by the Radcliff-Elizabethtown MPO are shown in Table 2. The list of grouped projects utilized here is a combination and simplification of two lists recommended by the "KYTC and MPO Coordination – Final Recommendations of the Consolidated Planning Guidance Process Team", July 20, 2007. This was done for applicability to the Radcliff-Elizabethtown area and to facilitate understanding by MPO committee members and the public. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

With respect to financial constraint for grouped projects, the reader is referred first to the Financial Constraint section of this document on page 6 for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. The dollar amounts shown in the Grouped Projects Table are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Similarly, the Grouped Projects line item in Table 1 should be interpreted in the same way. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP - with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by the Cabinet on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

**Table 2  
Grouped Projects**

|                                                                             | 2009       | 2010      | 2011      | 2012      | 2013      |
|-----------------------------------------------------------------------------|------------|-----------|-----------|-----------|-----------|
| HSIP - High Cost Safety Improvements                                        | \$100,000* | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| HSIP - Low Cost Safety Improvements                                         | \$50,000   | \$50,000  | \$50,000  | \$50,000  | \$50,000  |
| HSIP - Lane Departure Resurfacing Improvements                              | \$100,000  | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| HSIP - Lane Departure Roadway Section Improvements                          | \$100,000  | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| HSIP - Drive Smart Safety Corridors                                         | \$100,000  | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| HSIP - Older Driver                                                         | \$25,000   | \$25,000  | \$25,000  | \$25,000  | \$25,000  |
| HSIP - High Risk Rural Roads                                                | \$100,000  | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Median Guardrail/Cable Projects                                             | \$100,000  | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Rail Crossing Protection                                                    | \$50,000   | \$50,000  | \$50,000  | \$50,000  | \$50,000  |
| Rail Crossing Separation                                                    | \$100,000  | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Intersection Improvements for Safety or Efficiency                          | \$25,000   | \$25,000  | \$25,000  | \$25,000  | \$25,000  |
| Other Highway Safety Improvements                                           | \$25,000   | \$25,000  | \$25,000  | \$25,000  | \$25,000  |
| Intelligent Transportation System (ITS) Projects                            | \$50,000   | \$50,000  | \$50,000  | \$50,000  | \$50,000  |
| Traffic Signal System Improvements                                          | \$100,000  | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Highway Signing                                                             | \$10,000   | \$10,000  | \$10,000  | \$10,000  | \$10,000  |
| Pavement Resurfacing, Restoration, and Rehabilitation                       | \$100,000  | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Pavement Markers and Striping                                               | \$100,000  | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Bridge Replacement                                                          | \$500,000  | \$500,000 | \$500,000 | \$500,000 | \$500,000 |
| Bridge Rehabilitation                                                       | \$100,000  | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Bridge Inspection                                                           | \$25,000   | \$25,000  | \$25,000  | \$25,000  | \$25,000  |
| Bridge Painting                                                             | \$50,000   | \$50,000  | \$50,000  | \$50,000  | \$50,000  |
| Safe Routes to School (SRTS)                                                | \$25,000   | \$25,000  | \$25,000  | \$25,000  | \$25,000  |
| Transportation Enhancement (TE) Projects                                    | \$25,000   | \$25,000  | \$25,000  | \$25,000  | \$25,000  |
| Transportation, Community, and System Preservation (TCSP)                   | \$50,000   | \$50,000  | \$50,000  | \$50,000  | \$50,000  |
| Congestion Mitigation Air Quality (CMAQ) Projects**                         | \$50,000   | \$50,000  | \$50,000  | \$50,000  | \$50,000  |
| Recreational Trails Program                                                 | \$10,000   | \$10,000  | \$10,000  | \$10,000  | \$10,000  |
| Commuter Ridesharing Programs                                               | \$25,000   | \$25,000  | \$25,000  | \$25,000  | \$25,000  |
| Bicycle and Pedestrian Facilities                                           | \$25,000   | \$25,000  | \$25,000  | \$25,000  | \$25,000  |
| Park & Ride Facilities                                                      | \$50,000   | \$50,000  | \$50,000  | \$50,000  | \$50,000  |
| Purchase of New Buses (to replace existing vehicles or for minor expansion) | \$100,000  | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Rehabilitation of Transit Vehicles                                          | \$25,000   | \$25,000  | \$25,000  | \$25,000  | \$25,000  |
| Transit Operating Assistance                                                | \$100,000  | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Transit Operating Equipment                                                 | \$50,000   | \$50,000  | \$50,000  | \$50,000  | \$50,000  |
| Transit Passenger Shelters and Information Kiosks                           | \$25,000   | \$25,000  | \$25,000  | \$25,000  | \$25,000  |
| Construction or Renovation of Transit Facilities                            | \$50,000   | \$50,000  | \$50,000  | \$50,000  | \$50,000  |

**\*Illustrative Costs Only - Please refer to text for explanation.**

**\*\* The Radcliff-Elizabethtown area is not currently eligible to receive CMAQ funds. However, if Hardin County is designated as an air quality non-attainment area in the future (see Air Quality section of this document on page 9), local governments/entities would become qualified to submit applications for eligible CMAQ funded projects.**

**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.kycadd.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.ktc.uky.edu/Reports/KTC\\_02\\_30\\_SPR\\_256\\_01\\_1E.pdf](http://www.ktc.uky.edu/Reports/KTC_02_30_SPR_256_01_1E.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.

**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.

**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.

**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>

**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.

**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>

**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.

**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\\_1E.pdf](http://www.ktc.uky.edu/Reports/KTC_09_16_KSP2_09_1E.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/ej2.htm>

**Extended Weight** – A designated highway network over which certain vehicular weight limits are relaxed for coal haul vehicles.

See: [www.transportation.ky.gov/HisEWBridge/](http://www.transportation.ky.gov/HisEWBridge/)

**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. Also, FH or Federal Forest Highway Funding (annual amount for Kentucky is about \$400,000) is available solely for improvements on the system.

**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](http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/index.htm)

### **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/progmgmt/2010highwayplan.html>

**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](http://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.

**HPP** – Federal High Priority Program - Projects earmarked by Congress for Congressional High Priorities; funding is 80/20 match ratio.

**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.

**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.

**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/>

## **Median Type Codes**

- 1 Curbed
- 2 Positive Barrier
- 3 Unprotected
- 4 None

**MP** – Milepoint - Used, along with county and route number, to identify location of a highway segment.

**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.

**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/mpo.asp>

**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 2,889-mile portion of the National Highway System.

**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.

**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/>

**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.

**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/p2.htm#1>

**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 PARTICIPATION PROCESS** – The process that the KYTC uses to be compliant with 23 CFR 450.212 (a) which stated that “Public involvement processes shall be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement.”

**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.

**SAFETEA-LU** – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. This Act authorizes 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/](http://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

**STP** – Federal Surface Transportation Program - Federal match monies at an 80/20 ratio that may be used as long as federal-aid eligibility criteria are met. Kentucky has historically used this category of funding for projects on arterial and major collector routes, recognizing the “farm to market” needs we have across the state. Subcategories include:

- 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.

**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.

**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. See: <http://tea21.ky.gov/>

**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

**UPL** – Unscheduled Projects List (formerly Unscheduled Needs List, or UNL) - 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 MANAGEMENT PERSONNEL LISTING

(Locations in Transportation Cabinet Office Building (TCOB), 200 Mero Street, Frankfort, KY, unless indicated otherwise; single numbers under Location indicate floor numbers in TCOB)

### EXECUTIVE OFFICES

#### SECRETARY, OFFICE OF THE

| TITLE            | NAME               | EXTENSION | PHONE    | FAX      | LOCATION |
|------------------|--------------------|-----------|----------|----------|----------|
| SECRETARY        | MICHAEL W. HANCOCK | 3124      | 564-5102 | 564-9540 | 6        |
| DEPUTY SECRETARY | (VACANT)           | 3124      | 564-5102 | 564-9540 | 6        |
| CHIEF OF STAFF   | GERI GRIGSBY       | 3124      | 564-5102 | 564-9540 | 6        |

#### BUDGET AND FISCAL MANAGEMENT, OFFICE OF

| TITLE                     | NAME              | EXTENSION | PHONE    | FAX             | LOCATION |
|---------------------------|-------------------|-----------|----------|-----------------|----------|
| EXECUTIVE DIRECTOR        | TAMMY BRANHAM     | 5026      | 564-4550 | 564-9454        | 6        |
| DEPUTY EXECUTIVE DIRECTOR | JENNIFER CHANDLER | 5026      | 564-4550 | 564-9454        | 6        |
| ACCOUNTS, DIRECTOR        | BILL BELL         | 5041      | 564-7334 | 564-5621 / 0845 | 4        |
| PURCHASES, DIRECTOR       | PEGGY STRATTON    | 5042      | 564-4630 | 564-7069        | 4        |

#### CIVIL RIGHTS & SMALL BUSINESS DEVELOPMENT, OFFICE FOR

| TITLE                     | NAME           | EXTENSION | PHONE    | FAX             | LOCATION |
|---------------------------|----------------|-----------|----------|-----------------|----------|
| EXECUTIVE DIRECTOR        | KELLIE WATSON* | 3038      | 564-4610 | 564-7462 / 6683 | 6        |
| DEPUTY EXECUTIVE DIRECTOR | (VACANT)       | 3038      | 564-4610 | 564-7462 / 6683 | 6        |

#### INFORMATION TECHNOLOGY, OFFICE OF

| TITLE                     | NAME      | EXTENSION | PHONE    | FAX      | LOCATION |
|---------------------------|-----------|-----------|----------|----------|----------|
| EXECUTIVE DIRECTOR        | JON CLARK | 5037      | 564-8900 | 564-3174 | 4        |
| DEPUTY EXECUTIVE DIRECTOR | (VACANT)  | 5037      | 564-8900 | 564-3174 | 4        |

#### INSPECTOR GENERAL, OFFICE OF

| TITLE                     | NAME      | EXTENSION | PHONE    | FAX      | LOCATION                             |
|---------------------------|-----------|-----------|----------|----------|--------------------------------------|
| EXECUTIVE DIRECTOR        | DAVID RAY | N/A       | 564-0501 | 564-6862 | 700 LOUISVILLE RD<br>(BERRY MANSION) |
| DEPUTY EXECUTIVE DIRECTOR | (VACANT)  | N/A       | 564-0501 | 564-6862 | 700 LOUISVILLE RD<br>(BERRY MANSION) |

#### LEGAL SERVICES, OFFICE OF

| TITLE                     | NAME            | EXTENSION | PHONE    | FAX      | LOCATION |
|---------------------------|-----------------|-----------|----------|----------|----------|
| EXECUTIVE DIRECTOR        | REBECCA GOODMAN | 5023      | 564-7650 | 564-5238 | 6        |
| DEPUTY EXECUTIVE DIRECTOR | WILLIAM FOLEY   | 5023      | 564-7650 | 564-5238 | 6        |
| GENERAL COUNSEL II        | KEVIN MOORE     | 5023      | 564-7650 | 564-5238 | 6        |

#### HUMAN RESOURCE MANAGEMENT, OFFICE OF

| TITLE                                                          | NAME          | EXTENSION | PHONE    | FAX             | LOCATION |
|----------------------------------------------------------------|---------------|-----------|----------|-----------------|----------|
| EXECUTIVE DIRECTOR                                             | KELLIE WATSON | 3038      | 564-4610 | 564-7462 / 6683 | 6        |
| DEPUTY EXECUTIVE DIRECTOR                                      | TRINTA COX    | 3038      | 564-4610 | 564-7462 / 6683 | 6        |
| PERSONNEL ADMINISTRATION, DIRECTOR                             | (VACANT)      | 3038      | 564-4610 | 564-7462 / 6683 | 6        |
| EMPLOYEE MANAGEMENT, DIRECTOR                                  | (VACANT)      | 3038      | 564-4610 | 564-7462 / 6683 | 6        |
| PROFESSIONAL DEVELOPMENT & ORGANIZATIONAL MANAGEMENT, DIRECTOR | (VACANT)      | 3038      | 564-4610 | 564-7462 / 6683 | 6        |
| PROFESSIONAL DEVELOPMENT & ORGANIZATIONAL MANAGEMENT, DIRECTOR | (VACANT)      | 3038      | 564-4610 | 564-7462 / 6683 | 6        |

#### PUBLIC AFFAIRS, OFFICE OF

| TITLE              | NAME        | EXTENSION | PHONE    | FAX      | LOCATION |
|--------------------|-------------|-----------|----------|----------|----------|
| EXECUTIVE DIRECTOR | CHUCK WOLFE | 5031      | 564-3419 | 564-4809 | 6        |

\*Acting

\*\*Detailed to Special Duty

Organizational Management Branch  
Effective 09/ 2010

## KYTC MANAGEMENT PERSONNEL LISTING

(Locations in Transportation Cabinet Office Building (TCOB), 200 Mero Street, Frankfort, KY, unless indicated otherwise; single numbers under Location indicate floor numbers in TCOB)

### SUPPORT SERVICES, OFFICE OF

| TITLE                               | NAME          | EXTENSION | PHONE    | FAX      | LOCATION       |
|-------------------------------------|---------------|-----------|----------|----------|----------------|
| EXECUTIVE DIRECTOR                  | JACK MORRIS   | 5037      | 564-8900 | 564-2629 | 1219 WILKINSON |
| DEPUTY EXECUTIVE DIRECTOR           | (VACANT)      | N/A       | 564-3040 | 564-6754 | 1219 WILKINSON |
| FACILITIES SUPPORT, DIRECTOR        | (VACANT)      | N/A       | 564-3040 | 564-6754 | 1219 WILKINSON |
| GRAPHIC DESIGN & PRINTING, DIRECTOR | JOYCE CENTERS | 4293      | 564-3880 | 564-6849 | 1              |

### TRANSPORTATION DELIVERY, OFFICE OF

| TITLE                     | NAME          | EXTENSION | PHONE    | FAX      | LOCATION |
|---------------------------|---------------|-----------|----------|----------|----------|
| EXECUTIVE DIRECTOR        | VICKIE BOURNE | 5048      | 564-7433 | 564-2058 | 3        |
| Deputy Executive Director | (VACANT)      | 5048      | 564-7433 | 564-2058 | 3        |

### AUDITS, OFFICE OF

| TITLE                      | NAME          | EXTENSION | PHONE    | FAX      | LOCATION |
|----------------------------|---------------|-----------|----------|----------|----------|
| EXECUTIVE DIRECTOR         | ALICE WILSON  | 5040      | 564-6760 | 564-6766 | 4        |
| DEPUTY EXECUTIVE DIRECTOR  | (VACANT)      | 5040      | 564-6760 | 564-6766 | 4        |
| ROAD FUND AUDITS, DIRECTOR | RANDALL ROYER | 5040      | 564-6760 | 564-6766 | 4        |
| AUDIT SERVICES, DIRECTOR   | (VACANT)      | 5040      | 564-6760 | 564-6766 | 4        |

## DEPARTMENTS

### AVIATION, DEPARTMENT OF

| TITLE                                   | NAME            | EXTENSION | PHONE    | FAX      | LOCATION      |
|-----------------------------------------|-----------------|-----------|----------|----------|---------------|
| COMMISSIONER                            | WINN TURNEY     | N/A       | 564-4480 | 564-7953 | 90 AIRPORT RD |
| DEPUTY COMMISSIONER                     | HENRY F. LACKEY | N/A       | 564-4480 | 564-7953 | 90 AIRPORT RD |
| CAPITAL CITY AIRPORT, DIRECTOR          | (VACANT)        | N/A       | 564-0099 | 564-0172 | 90 AIRPORT RD |
| GREATER COMMONWEALTH AVIATION, DIRECTOR | (VACANT)        | N/A       | 564-0099 | 564-7953 | 90 AIRPORT RD |

### VEHICLE REGULATION, DEPARTMENT OF

| TITLE                             | NAME           | EXTENSION | PHONE    | FAX      | LOCATION |
|-----------------------------------|----------------|-----------|----------|----------|----------|
| COMMISSIONER                      | TOM ZAWACKI    | 5051      | 564-7000 | 564-6403 | 2        |
| DEPUTY COMMISSIONER               | (VACANT)       | 5051      | 564-7000 | 564-6403 | 2        |
| DRIVER LICENSING, DIRECTOR        | BILL HEISE     | 5060      | 564-6800 | 564-0109 | 2        |
| MOTOR CARRIERS, DIRECTOR          | MARTIN MATHEWS | N/A       | 564-4540 | 564-2132 | 2        |
| MOTOR VEHICLE LICENSING, DIRECTOR | (VACANT)       | 5375      | 564-5301 | 564-0471 | 2        |

### RURAL & MUNICIPAL AID, DEPARTMENT OF

| TITLE               | NAME             | EXTENSION | PHONE    | FAX      | LOCATION |
|---------------------|------------------|-----------|----------|----------|----------|
| COMMISSIONER        | B.D. WILSON, JR. | 3052      | 564-2060 | 564-6615 | 6        |
| DEPUTY COMMISSIONER | (VACANT)         | 3052      | 564-2060 | 564-6615 | 6        |

### LOCAL PROGRAMS, OFFICE OF

|                           |          |      |          |          |   |
|---------------------------|----------|------|----------|----------|---|
| EXECUTIVE DIRECTOR        | (VACANT) | 3047 | 564-2060 | 564-6615 | 6 |
| Deputy Executive Director | (VACANT) | 3052 | 564-2060 | 564-6615 | 6 |

### RURAL AND SECONDARY ROADS, OFFICE OF

|                           |           |      |          |          |   |
|---------------------------|-----------|------|----------|----------|---|
| EXECUTIVE DIRECTOR        | RICK LONG | 3052 | 564-2060 | 564-6615 | 6 |
| Deputy Executive Director | (VACANT)  | 3052 | 564-2060 | 564-6615 | 6 |

\*Acting

\*\*Detailed to Special Duty

Organizational Management Branch  
Effective 09/2010

## KYTC MANAGEMENT PERSONNEL LISTING

(Locations in Transportation Cabinet Office Building (TCOB), 200 Mero Street, Frankfort, KY, unless indicated otherwise; single numbers under Location indicate floor numbers in TCOB)

### HIGHWAYS, DEPARTMENT OF

| TITLE                                                                                           | NAME               | EXTENSION | PHONE        | FAX          | LOCATION   |
|-------------------------------------------------------------------------------------------------|--------------------|-----------|--------------|--------------|------------|
| COMMISSIONER                                                                                    | MICHAEL W. HANCOCK | 5025      | 564-3730     | 564-2277     | 6          |
| STATE HIGHWAY ENGINEER                                                                          | STEVE WADDLE       | 5025      | 564-3730     | 564-2277     | 6          |
| ASSISTANT STATE HIGHWAY ENGINEER<br>TRANSPORTATION RESEARCH BOARD<br>(TRB) STATE REPRESENTATIVE | BOB LEWIS          | 5025      | 564-3730     | 564-2277     | 6          |
| ASSISTANT STATE HIGHWAY ENGINEER<br>(LOUISVILLE BRIDGES)                                        | GARY VALENTINE     | N/A       | 502-564-5400 | 502 210-5494 | DISTRICT 5 |
| PROGRAM MANAGEMENT, TE DIRECTOR                                                                 | RON RIGNEY         | 5029      | 564-3388     | 564-4809     | 6          |

### PROJECT DEVELOPMENT, OFFICE OF

|                                    |                |      |          |          |   |
|------------------------------------|----------------|------|----------|----------|---|
| EXECUTIVE DIRECTOR                 | STEVE WADDLE   | 5025 | 564-3730 | 564-2277 | 6 |
| DEPUTY EXECUTIVE DIRECTOR          | (VACANT)       | 5025 | 564-3730 | 564-2277 | 6 |
| ENVIRONMENTAL ANALYSIS, DIRECTOR   | DAVID WALDNER  | 5061 | 564-7250 | 564-5655 | 5 |
| HIGHWAY DESIGN, TE DIRECTOR        | JEFF JASPER    | 5035 | 564-3280 | 564-3324 | 5 |
| RIGHT OF WAY & UTILITIES, DIRECTOR | KEITH McDONALD | 5036 | 564-3210 | 564-0505 | 5 |
| STRUCTURAL DESIGN, TE DIRECTOR     | MARK HITE      | 5053 | 564-4560 | 564-2581 | 3 |
| PLANNING, TE DIRECTOR              | KEITH DAMRON   | 5032 | 564-7183 | 564-2865 | 5 |
| PROFESSIONAL SERVICES, DIRECTOR    | MICHAEL HILL   | 3864 | 564-4555 | 564-4422 | 3 |

### PROJECT DELIVERY & PRESERVATION, OFFICE OF

|                                       |                 |      |          |          |                |
|---------------------------------------|-----------------|------|----------|----------|----------------|
| EXECUTIVE DIRECTOR                    | TED MERRYMAN*   | 5025 | 564-3730 | 564-2277 | 6              |
| DEPUTY EXECUTIVE DIRECTOR             | CHRIS MOBLEY    | 5025 | 564-3730 | 564-2277 | 6              |
| CONSTRUCTION, TE DIRECTOR             | STEVEN CRISWELL | 5046 | 564-4780 | 564-8388 | 3              |
| CONSTRUCTION PROCUREMENT, TE DIRECTOR | RYAN GRIFFITH   | 5045 | 564-3500 | 564-8961 | 3              |
| MATERIALS, TE DIRECTOR                | WILLIAM BROYLES | N/A  | 564-3160 | 564-7034 | 1227 WILKINSON |
| MAINTENANCE, TE DIRECTOR              | NANCY ALBRIGHT  | 5052 | 564-4556 | 564-3532 | 3              |
| TRAFFIC OPERATIONS, TE DIRECTOR       | JEFF WOLFE      | 5052 | 564-3020 | 564-3532 | 3              |
| EQUIPMENT, DIRECTOR                   | EDDIE HARROD    | N/A  | 564-3916 | 564-3198 | 1234 WILKINSON |

### HIGHWAY SAFETY, OFFICE OF

|                                   |               |      |          |          |   |
|-----------------------------------|---------------|------|----------|----------|---|
| EXECUTIVE DIRECTOR                | CHUCK GEVEDEN | 3604 | 564-3730 | 564-2629 | 6 |
| DEPUTY EXECUTIVE DIRECTOR         | (VACANT)      | 3604 | 564-1438 | 564-2629 | 4 |
| INCIDENT MANAGEMENT, DIRECTOR     | JEFF BIBB     | 4340 | 564-2080 | 564-2978 | 1 |
| HIGHWAY SAFETY PROGRAMS, DIRECTOR | BOYD SIGLER   | 3604 | 564-1438 | 564-2629 | 4 |

\*Acting

\*\*Detailed to Special Duty

Organizational Management Branch  
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# KYTC MANAGEMENT PERSONNEL LISTING

## DISTRICT OFFICES

### **DISTRICT 1 – PADUCAH**

|                            |             |                        |                    |
|----------------------------|-------------|------------------------|--------------------|
| EXECUTIVE DIRECTOR         | JIM LEFEVRE | 5501 KENTUCKY DAM ROAD | PH: (270) 898-2431 |
| ADMINISTRATIVE COORDINATOR | KENNITA ROY | PADUCAH, KY 42003-9322 | X620-01            |
|                            |             |                        | FX: (270) 898-7457 |

### **DISTRICT 2 – MADISONVILLE**

|                            |                  |                        |                    |
|----------------------------|------------------|------------------------|--------------------|
| EXECUTIVE DIRECTOR         | KEVIN MCCLEARN   | 1840 NORTH MAIN STREET | PH: (270) 824-7080 |
| ADMINISTRATIVE COORDINATOR | KAREN CUNNINGHAM | MADISONVILLE, KY 42431 | X620-02            |
|                            |                  |                        | FX: (270) 824-7091 |

### **DISTRICT 3 – BOWLING GREEN**

|                            |               |                         |                    |
|----------------------------|---------------|-------------------------|--------------------|
| EXECUTIVE DIRECTOR         | GREG MEREDITH | 900 MORGANTOWN ROAD     | PH: (270) 746-7898 |
| ADMINISTRATIVE COORDINATOR | JILL HARMON   | BOWLING GREEN, KY 42101 | X620-03            |
|                            |               |                         | FX: (270) 746-7643 |

### **DISTRICT 4 – ELIZABETHTOWN**

|                            |               |                              |                    |
|----------------------------|---------------|------------------------------|--------------------|
| EXECUTIVE DIRECTOR         | PATTY DUNAWAY | 634 EAST DIXIE HIGHWAY       | PH: (270) 766-5066 |
| ADMINISTRATIVE COORDINATOR | TOM PEDIGO    | POST OFFICE BOX 309          | 1-800-459-3566     |
|                            |               | ELIZABETHTOWN, KY 42702-0309 | X620-04            |
|                            |               |                              | FX: (270) 766-5069 |

### **DISTRICT 5 – LOUISVILLE**

|                            |                |                           |                    |
|----------------------------|----------------|---------------------------|--------------------|
| EXECUTIVE DIRECTOR         | MATT BULLOCK   | 8310 WESTPORT ROAD        | PH: (502) 210-5400 |
| ADMINISTRATIVE COORDINATOR | JENNIFER WOODS | POST OFFICE BOX 22100     | 1-800-903-5844     |
|                            |                | LOUISVILLE, KY 40242-3042 | X620-05            |
|                            |                |                           | FX: (502) 210-5494 |

### **DISTRICT 6 – COVINGTON**

|                            |              |                        |                    |
|----------------------------|--------------|------------------------|--------------------|
| EXECUTIVE DIRECTOR         | ROB HANS     | 421 BUTTERMILK PIKE    | PH: (859) 341-2700 |
| ADMINISTRATIVE COORDINATOR | CANDACE LINK | FT. MITCHELL, KY 41017 | X620-06            |
|                            |              |                        | FX: (859) 341-3661 |

### **DISTRICT 7 – LEXINGTON**

|                            |                 |                                   |                    |
|----------------------------|-----------------|-----------------------------------|--------------------|
| EXECUTIVE DIRECTOR         | JAMES BALLINGER | 763 WEST NEW CIRCLE ROAD, BLDG. 2 | PH: (859) 246-2355 |
| ADMINISTRATIVE COORDINATOR | ROBB WEST       | POST OFFICE BOX 11127             | X620-07            |
|                            |                 | LEXINGTON, KY 40512-0127          | FX: (859) 246-2354 |

### **DISTRICT 8 – SOMERSET**

|                            |                |                         |                    |
|----------------------------|----------------|-------------------------|--------------------|
| EXECUTIVE DIRECTOR         | NEAL SHOEMAKER | 1660 SOUTH HIGHWAY 27   | PH: (606) 677-4017 |
| ADMINISTRATIVE COORDINATOR | DALE WEDDLE    | POST OFFICE BOX 780     | X620-08            |
|                            |                | SOMERSET, KY 42502-0780 | FX: (606) 677-4013 |

### **DISTRICT 9 – FLEMINGSBURG**

|                            |             |                             |                    |
|----------------------------|-------------|-----------------------------|--------------------|
| EXECUTIVE DIRECTOR         | BART BRYANT | 822 ELIZAVILLE AVENUE       | PH: (606) 845-2551 |
| ADMINISTRATIVE COORDINATOR | TROY SHROUT | POST OFFICE BOX 347         | X620-09            |
|                            |             | FLEMINGSBURG, KY 41041-0347 | FX: (606) 849-2286 |

### **DISTRICT 10 – JACKSON**

|                            |                  |                        |                    |
|----------------------------|------------------|------------------------|--------------------|
| EXECUTIVE DIRECTOR         | MARK WESTFALL    | 473 HIGHWAY 15 SOUTH   | PH: (606) 666-8841 |
| ADMINISTRATIVE COORDINATOR | ELIZABETH MILLER | POST OFFICE BOX 621    | X620-10            |
|                            |                  | JACKSON, KY 41339-0621 | FX: (606) 666-7074 |

### **DISTRICT 11– MANCHESTER**

|                            |                   |                      |                    |
|----------------------------|-------------------|----------------------|--------------------|
| EXECUTIVE DIRECTOR         | CASS "TOM" NAPIER | 603 RAILROAD AVENUE  | PH: (606) 598-2145 |
| ADMINISTRATIVE COORDINATOR | MARK HOSKINS      | MANCHESTER, KY 40962 | X620-11            |
|                            |                   |                      | FX: (606) 598-8269 |

### **DISTRICT 12 – PIKEVILLE**

|                            |               |                          |                    |
|----------------------------|---------------|--------------------------|--------------------|
| EXECUTIVE DIRECTOR         | KEVIN DAMRON  | 109 LORAIN STREET        | PH: (606) 433-7791 |
| ADMINISTRATIVE COORDINATOR | PAUL THOMPSON | PIKEVILLE, KY 41501-2486 | X620-12            |
|                            |               |                          | FX: (606) 433-7765 |

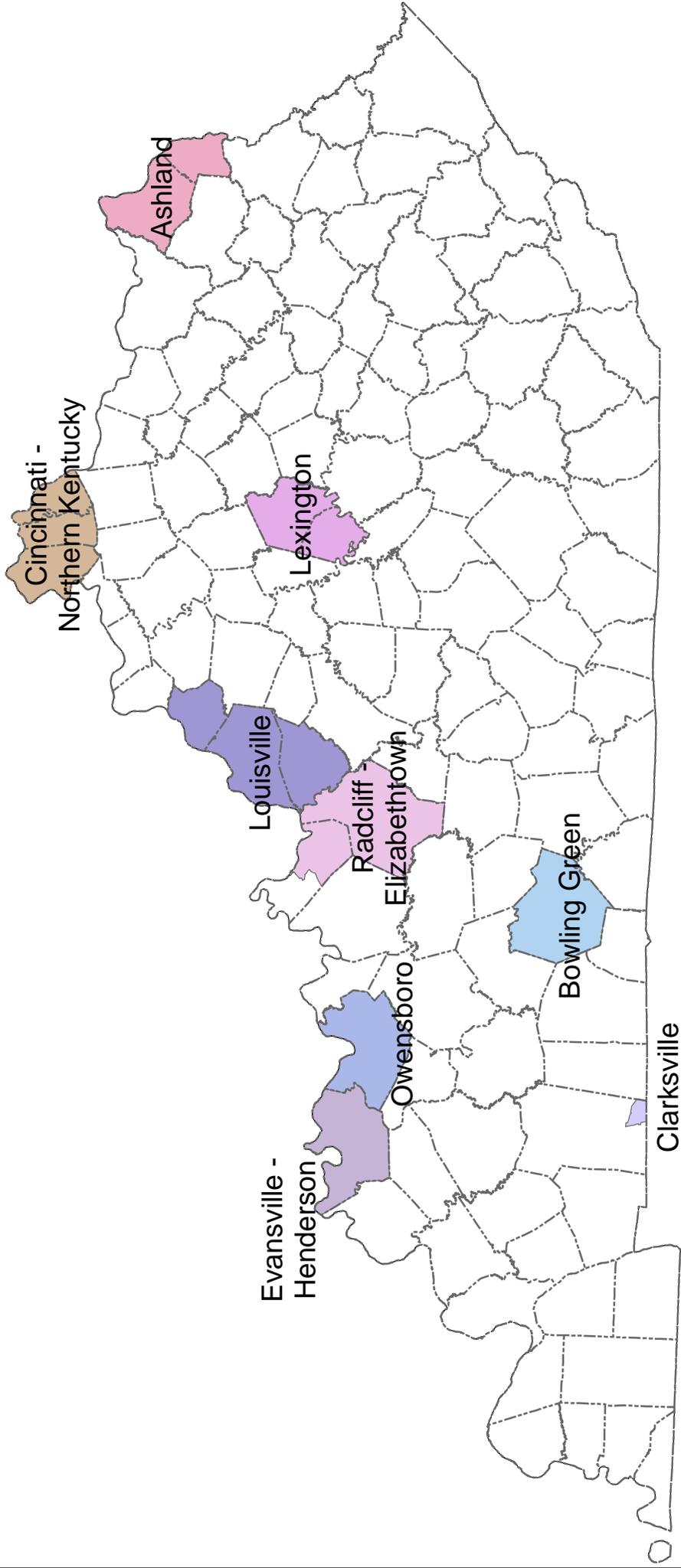
*\*Acting*

*\*\*Detailed to Special Duty*

*Organizational Management Branch  
Effective 09/2010*



# MPO Planning Boundaries



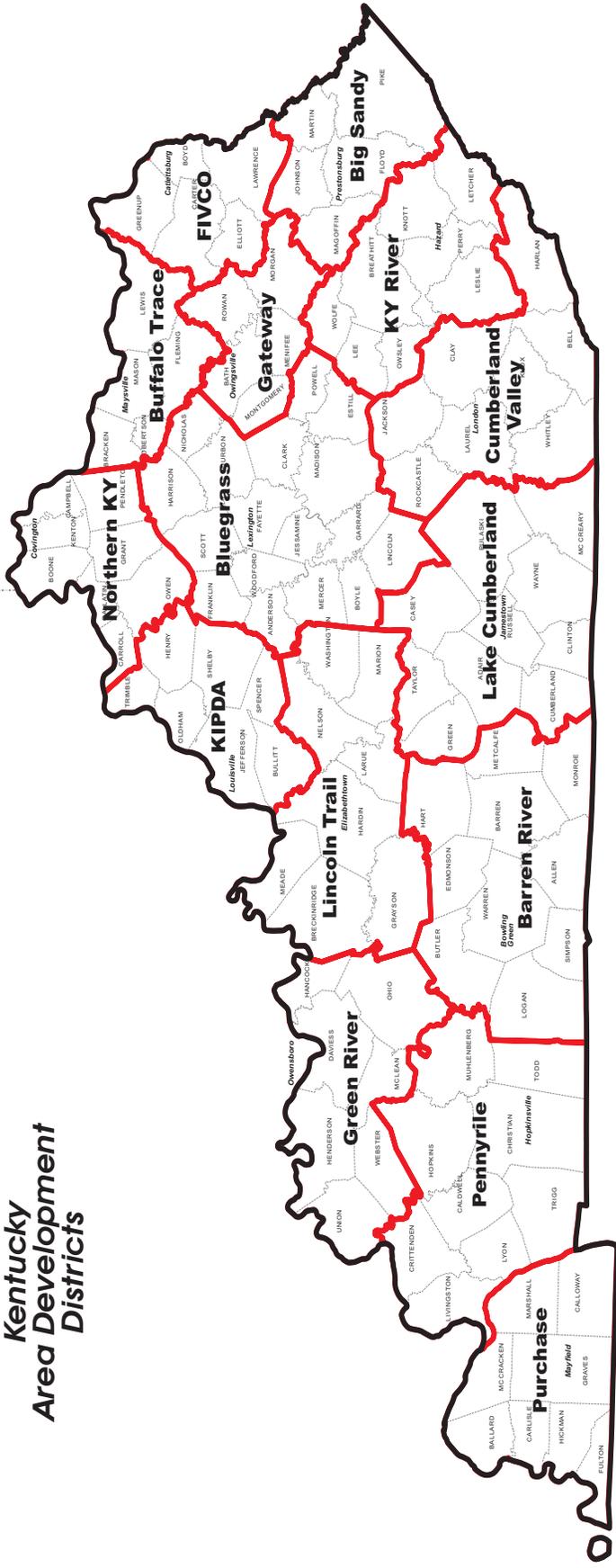
As of July 2007

# METROPOLITAN PLANNING ORGANIZATIONS

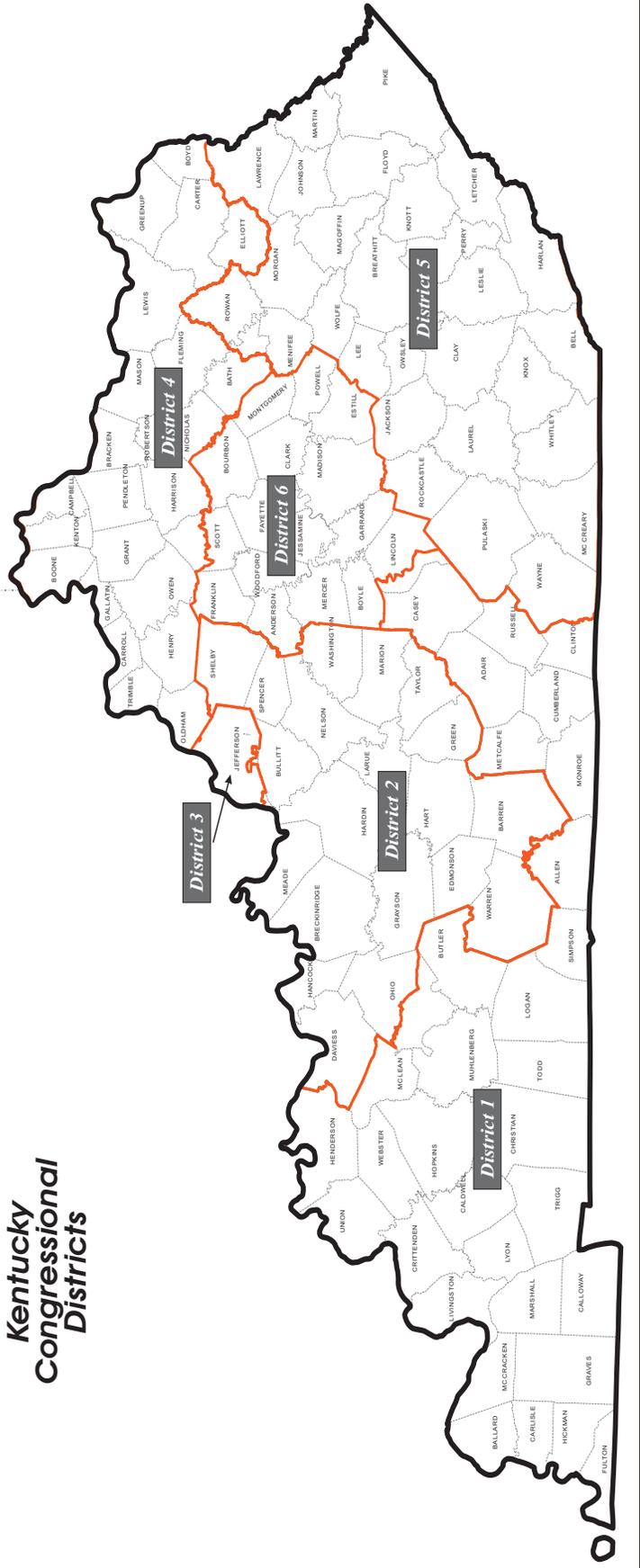
| MPO                                                | MPO STAFF AGENCY                                                         | PLANNING AREA Counties                                                                | ADDRESS                                                                                                                      | PHONE / FAX                          | DIRECTOR Name/Title                                                                                                                      | MPO AGENCY PLANNER Name/Title                                                                                                                                                        |
|----------------------------------------------------|--------------------------------------------------------------------------|---------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ASH<br>Ashland                                     | FIVCO<br><a href="http://www.fivco.org">www.fivco.org</a>                | KY-Boyd, Greenup                                                                      | FIVCO Area Development District<br>32 Fivco Court<br>Grayson, KY 41143                                                       | P:(606) 929-1366<br>F:(606) 929-1390 | Ms. Sherry McDavid<br>Executive Director<br><a href="mailto:sherry@fivco.org">sherry@fivco.org</a>                                       | Ms. Terri Sicking<br>Transportation Planner<br><a href="mailto:terri@fivco.org">terri@fivco.org</a>                                                                                  |
| BWG<br>Bowling Green -<br>Warren County            | BRADD<br><a href="http://www.bradd.org">www.bradd.org</a>                | KY- Warren                                                                            | Barren River<br>Area Development District<br>177 Graham Avenue<br>Bowling Green, KY 42101                                    | P:(270) 781-2381<br>F:(270) 842-0768 | Mr. Rodney Kirtley<br>Executive Director<br><a href="mailto:rkirtley@bradd.org">rkirtley@bradd.org</a>                                   | Mr. Gene Becker, Director of Planning<br><a href="mailto:gene@bradd.org">gene@bradd.org</a><br>Ms. Amy Scott, MPO Director<br><a href="mailto:ascott@bradd.org">ascott@bradd.org</a> |
| CIN<br>Cincinnati/<br>Northern Kentucky            | OKI<br><a href="http://www.oki.org">www.oki.org</a>                      | KY-Boone, Kenton, Campbell<br>OH-Butler, Clermont,<br>Hamilton, Warren<br>IN-Deerborn | Ohio-Kentucky-Indiana<br>Regional Council of Governments<br>720 Pete Rose Way, Suite 420<br>Cincinnati, OH 45202             | P:(513) 621-6300<br>F:(513) 621-9325 | Mr. Mark Policinski<br>Executive Director<br><a href="mailto:mpolicinski@oki.org">mpolicinski@oki.org</a>                                | Mr. Bob Koehler (Plan & UPWP)<br>Deputy Executive Director<br><a href="mailto:bkoehler@oki.org">bkoehler@oki.org</a><br>Mr. Mark Paine (TIP)                                         |
| CLK<br>Clarksville/<br>Fort Campbell/<br>Oak Grove | CUAMPO<br><a href="http://www.cuampro.com">www.cuampro.com</a>           | KY- *Christian<br>TN - Montgomery                                                     | Clarksville-Montgomery Co.<br>Regional Planning Commission<br>329 Main Street<br>Clarksville, TN 37040                       | P:(931) 645-7448<br>F:(931) 645-7481 | Mr. David Riggins<br>Executive Secretary<br><a href="mailto:david.riggins@cityofclarksville.com">david.riggins@cityofclarksville.com</a> | Mr. Stan Williams<br>Transportation Planner<br><a href="mailto:stan.williams@cityofclarksville.com">stan.williams@cityofclarksville.com</a>                                          |
| HEN<br>Evansville/<br>Henderson                    | EMPO<br><a href="http://www.evansvillempo.com">www.evansvillempo.com</a> | KY- Henderson<br>IN- Vanderburg, Gibson,<br>Posey, *Warrick                           | Evansville Metropolitan Planning Org<br>Civic Center, Room 316<br>1 NW Martin Luther King Blvd.<br>Evansville, IN 47708-1833 | P:(812) 436-7833<br>F:(812) 436-7834 | Mr. Brad Mills<br>Executive Director<br><a href="mailto:bmills@evansvillempo.com">bmills@evansvillempo.com</a>                           | Mr. Seyed Shokouhza deh<br>Deputy Director<br><a href="mailto:sshokouhza deh@evansvillempo.com">sshokouhza deh@evansvillempo.com</a>                                                 |
| LEX<br>Lexington/<br>Nicholasville/<br>Wilmore     | LAMPO<br><a href="http://www.lexareampo.org">www.lexareampo.org</a>      | KY- Fayette,<br>Jessamine                                                             | Lexington Area MPO<br>101 E. Vine Street, 7th Floor<br>Lexington, KY 40507-1310                                              | P:(859) 258-3160<br>F:(859) 258-3163 | Mr. Chris King<br>Director of Planning<br><a href="mailto:chrisk@lexingtonky.gov">chrisk@lexingtonky.gov</a>                             | Mr. Max Conyers<br>Transportation Planning Manager<br><a href="mailto:maxc2@lexingtonky.gov">maxc2@lexingtonky.gov</a>                                                               |
| LOU<br>Louisville/<br>Southern Indiana             | KIPDA<br><a href="http://www.kipda.org">www.kipda.org</a>                | KY-Jefferson, Bullitt,<br>Oldham<br>IN - Clark, Floyd                                 | Kentuckiana Regional Planning &<br>Development Agency<br>11520 Commonwealth Drive<br>Louisville, KY 40299                    | P:(502) 266-6084<br>F:(502) 266-5047 | Mr. Jack Couch<br>Executive Director<br><a href="mailto:jack.couch@ky.gov">jack.couch@ky.gov</a>                                         | Mr. Larry Chaney<br>Transportation Director<br><a href="mailto:larrychaney@ky.gov">larrychaney@ky.gov</a>                                                                            |
| OWN<br>Owensboro -<br>Daviess County               | GRADD<br><a href="http://www.gradd.org">www.gradd.org</a>                | KY-Daviess                                                                            | Green River<br>Area Development District<br>3860 US Highway 60 West<br>Owensboro, KY 42301-0290                              | P:(270) 926-4433<br>F:(270) 684-0714 | Mr. Jiten Shah<br>Executive Director<br><a href="mailto:jitenshah@gradd.com">jitenshah@gradd.com</a>                                     | Mr. Keith Harpole,<br>Associate Director For Transportation<br><a href="mailto:keithharpole@gradd.com">keithharpole@gradd.com</a>                                                    |
| REZ<br>Radcliff/<br>Elizabethtown                  | LTADD<br><a href="http://www.ltadd.org">www.ltadd.org</a>                | KY-Hardin<br>*Meade                                                                   | Lincoln Trail<br>Area Development District<br>613 College Street Road<br>Elizabethtown, KY 42702-0604                        | P:(270) 769-2393<br>F:(270) 769-2993 | Mr. Wendell Lawrence<br>Executive Director<br><a href="mailto:wendell@ltadd.org">wendell@ltadd.org</a>                                   | Mr. Mike Skaggs<br>Senior Transportation Planner<br><a href="mailto:miskaggs@ltadd.org">miskaggs@ltadd.org</a>                                                                       |

\* = Partial County

# Kentucky Area Development Districts



# Kentucky Congressional Districts



## KENTUCKY AREA DEVELOPMENT DISTRICTS

| ADD                                        | Executive Director<br>Email Address                                      | Telephone #  | Fax #        | Address                                    | City            | ZipCode    |
|--------------------------------------------|--------------------------------------------------------------------------|--------------|--------------|--------------------------------------------|-----------------|------------|
| Barren River ADD                           |                                                                          |              |              |                                            |                 |            |
| Rodney Kirtley,<br>Executive Director      | <a href="mailto:rkirtley@bradd.org">rkirtley@bradd.org</a>               | 502-781-2381 | 270-842-0768 | P.O. Box 90005                             | Bowling Green   | 42102-9005 |
| Big Sandy ADD                              |                                                                          |              |              |                                            |                 |            |
| Sandy Runyon,<br>Executive Director        | <a href="mailto:sandy.runyon@bigsandy.org">sandy.runyon@bigsandy.org</a> | 606-886-2374 | 606-886-3382 | 110 Resource Court                         | Prestonsburg    | 41653-1842 |
| Bluegrass ADD                              |                                                                          |              |              |                                            |                 |            |
| Lenny Stoltz,<br>Executive Director        | <a href="mailto:lstoltz@bgadd.org">lstoltz@bgadd.org</a>                 | 859-269-8021 | 859-269-7917 | 699 Perimeter Drive                        | Lexington       | 40517-4287 |
| Buffalo Trace ADD                          |                                                                          |              |              |                                            |                 |            |
| Amy Kennedy,<br>Executive Director         | <a href="mailto:akennedy@btadd.com">akennedy@btadd.com</a>               | 606-564-6894 | 606-564-0955 | P.O. Box 460                               | Maysville       | 41056-0460 |
| Cumberland Valley ADD                      |                                                                          |              |              |                                            |                 |            |
| Mike Patrick,<br>Executive Director        | <a href="mailto:mpatrick@cvadd.org">mpatrick@cvadd.org</a>               | 606-864-7391 | 606-878-7361 | P.O. Box 1740                              | London          | 40743-1740 |
| FIVCO ADD                                  |                                                                          |              |              |                                            |                 |            |
| Sherry R. McDavid,<br>Executive Director   | <a href="mailto:sherry@fvco.org">sherry@fvco.org</a>                     | 606-929-1366 | 606-929-1390 | 32 FIVCO Court                             | Grayson         | 41143      |
| Gateway ADD                                |                                                                          |              |              |                                            |                 |            |
| Gail K. Wright,<br>Executive Director      | <a href="mailto:gailk.wright@ky.gov">gailk.wright@ky.gov</a>             | 606-780-0090 | 606-780-0111 | 110 Lake Park Dr.<br>at Eagle Point - MMRC | Morehead        | 40351      |
| Green River ADD                            |                                                                          |              |              |                                            |                 |            |
| Jiten Shah,<br>Executive Director          | <a href="mailto:jitenshah@gradd.com">jitenshah@gradd.com</a>             | 270-926-4433 | 270-684-0714 | 3860 U.S. Highway 60 West                  | Owensboro       | 42301-0290 |
| KIPDA ADD                                  |                                                                          |              |              |                                            |                 |            |
| Jack Couch,<br>Executive Director          | <a href="mailto:jack.couch@ky.gov">jack.couch@ky.gov</a>                 | 502-266-6084 | 502-266-5047 | 11520 Commonwealth Dr                      | Louisville      | 40299-2340 |
| Kentucky River ADD                         |                                                                          |              |              |                                            |                 |            |
| Paul E. Hall,<br>Executive Director        | <a href="mailto:paul@kradd.org">paul@kradd.org</a>                       | 606-436-3158 | 606-436-2144 | 917 Perry Park Road                        | Hazard          | 41701-5322 |
| Lake Cumberland ADD                        |                                                                          |              |              |                                            |                 |            |
| Donna Diaz,<br>Executive Director          | <a href="mailto:donnad@lcadd.org">donnad@lcadd.org</a>                   | 270-866-4200 | 270-866-2044 | P.O. Box 1570                              | Russell Springs | 42642-1570 |
| Lincoln Trail ADD                          |                                                                          |              |              |                                            |                 |            |
| Wendell C. Lawrence,<br>Executive Director | <a href="mailto:wendell@ltadd.org">wendell@ltadd.org</a>                 | 270-769-2393 | 270-769-2993 | P.O. Box 604                               | Elizabethtown   | 42702-0604 |

## KENTUCKY AREA DEVELOPMENT DISTRICTS

| ADD                                                         | Executive Director<br>Email Address                                                          | Telephone #  | Fax #        | Address            | City         | ZipCode    |
|-------------------------------------------------------------|----------------------------------------------------------------------------------------------|--------------|--------------|--------------------|--------------|------------|
| Northern KY ADD<br>John Mays,<br>Executive Director         | <a href="mailto:john.mays@nkadd.org">john.mays@nkadd.org</a>                                 | 859-283-1885 | 859-283-8178 | 22 Spiral Drive    | Florence     | 41042-1300 |
| Pennyrite ADD<br>Chris Sutton,<br>Executive Director        | <a href="mailto:Chris.Sutton@ky.gov">Chris.Sutton@ky.gov</a>                                 | 270-886-9484 | 270-886-3211 | 300 Hammond Drive  | Hopkinsville | 42240-7952 |
| Purchase ADD<br>Jennifer Beck-Walker,<br>Executive Director | <a href="mailto:jennifer.beckwalker@purchaseadd.org">jennifer.beckwalker@purchaseadd.org</a> | 270-247-7171 | 270-251-6110 | P.O. Box 588       | Mayfield     | 42066-0588 |
| KY Council of ADDs<br>Russell Harper,<br>Executive Director | <a href="mailto:russell@kycadd.org">russell@kycadd.org</a>                                   | 502-875-2515 | 502-875-0946 | 501 Capital Avenue | Frankfort    | 40601-2838 |

### **Office Of Division Administrator**

|                  |                                                                        |                                     |                |
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| David Whitworth  | <a href="mailto:david.whitworth@dot.gov">david.whitworth@dot.gov</a>   | Realty Officer                      | (502) 223-6741 |
| Teresa Witt      | <a href="mailto:teresa.witt@dot.gov">teresa.witt@dot.gov</a>           | Administrative Officer              | (502) 223-6760 |
| Sonya Mullins    | <a href="mailto:sonya.mullins@dot.gov">sonya.mullins@dot.gov</a>       | Administrative Operations Assistant | (502) 223-6762 |
| Steve Jacobs     | <a href="mailto:steven.jacobs@dot.gov">steven.jacobs@dot.gov</a>       | Student Career Experience Program   | (502) 223-6752 |
| Camille Robinson | <a href="mailto:camille.robinson@dot.gov">camille.robinson@dot.gov</a> | Civil Rights Specialist             | (502) 223-6743 |
| Jeff Smith       | <a href="mailto:jeff.smith@dot.gov">jeff.smith@dot.gov</a>             | Structures Engineer                 | (502) 223-6763 |

### **Financial Management Team**

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### **Project Delivery Team**

|                  |                                                                        |                                                       |                |
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| Vacant           | <a href="mailto:vacant@dot.gov">vacant@dot.gov</a>                     | Transportation Engineer - Construction and Operations | (502) 223-67xx |
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### **Program Delivery Team**

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