

# KENTUCKY

## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FY 2025-2028

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### ADMINISTRATIVE MODIFICATION #2024.067

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#### I. Proposed Action:

Modify the FY 2025-2028 STIP to include the Owensboro-Daviess County MPO's Amendment #1 to the FY 2023-2028 Transportation Improvement Program (TIP).

**Location:** Owensboro-Daviess County MPO Area

#### II. Scope of Activity:

See the attachments for more detail information.

#### III. Remarks:

This modification to the STIP will become part of the 2024 STIP end of Federal Fiscal Year 2025 "fiscal constraint" recalculations.

#### IV. Modification Approval:

Modification Recommended for Approval:

Approval of Modification:

Ronald B. Rigney 7/29/2025

Kentucky Transportation Cabinet Date

Ronald B. Rigney, Director

Division of Program Management

Steven Jacobs 8/7/2025

Federal Highway Administration Date

**RESOLUTION  
OF THE  
OWENSBORO-DAVIESS COUNTY  
METROPOLITAN PLANNING ORGANIZATION  
APPROVING AMENDMENT #1 TO THE  
FY 2023-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, Section 134, Title 23, USC requires that a continuing, comprehensive transportation planning process be carried out cooperatively in areas of more than 50,000 population; and

**WHEREAS**, the Owensboro-Daviess County Metropolitan Planning Organization (MPO) is the designated agency responsible for transportation planning in the Owensboro-Daviess County metropolitan planning area; and

**WHEREAS**, Section 134, Title 23 U.S.C. further requires that the urban transportation planning process shall include the development of a Transportation Improvement Program (TIP) which shall identify projects which are scheduled in the Kentucky Transportation Cabinet Six-Year Highway Plan and all regionally significant projects and programs for the next four years; and

**WHEREAS**, the transportation planning process is being carried out in conformance with all federal requirements and has been so certified; and

**WHEREAS**, the amendment described in this resolution to the 2023-2028 Transportation Improvement Program (TIP) has been developed by the MPO staff in consultation with, and is recommended by, the MPO Technical Advisory Committee; and

**WHEREAS**, in accordance with the MPO Participation Plan, the MPO staff has conducted a 15-day public comment period (Jan. 17-31, 2025) required for TIP amendments through which it solicited public feedback; and

**WHEREAS**, the Technical Advisory Committee of the MPO has reviewed this TIP amendment and recommended approval during its public meeting of July 29, 2025.

**NOW, THEREFORE, BE IT RESOLVED** that the Policy Committee of the Owensboro-Daviess County MPO at a public meeting of July 29, 2025, hereby amends the 2023-2028 Transportation Improvement Program (TIP) to add the Technical Study described on the following page, amend Table 1 of the TIP, and revise the narrative under the Grouped Projects section of the TIP.



Charlie Castlen, Daviess County Judge-Executive  
Chair, MPO Policy Committee

Attest: \_\_\_\_\_



**Owensboro-Daviess County  
Metropolitan Planning Organization  
Transportation Improvement Program FY 2023-2028  
Amendment #1**

**ACTION:** The Owensboro-Daviess County Metropolitan Planning Organization hereby amends the FY 2023-2028 Transportation Improvement Program (TIP). This amendment reflects the addition of a study considering the feasibility of adding an interchange on I-165 in the southern portion of Daviess County. It also amends Table 1, "Grouped Projects," of the TIP and revises the narrative under the "TIP Amendments and Administrative Modifications" section of the TIP.

**DESCRIPTION:** The Owensboro-Daviess County MPO will use Federal Highway Administration Planning funds to hire a consultant to study the feasibility of adding an interchange to I-165 in Southern Daviess County. \$160,000 in PL funds will be supplemented by a \$40,000 local match.

As part of this Amendment, Table 1 of the FY 2023-2028 TIP is amended to add *Transportation Studies* and *Miscellaneous Planning and Technical Studies* to the list of Grouped Projects. These types of projects may be added to the TIP via Administrative modification in the future.

Further, the narrative of the TIP, specifically the sections related to Administrative Modifications, Fiscal Constraint and Grouped Projects (on page 3-6, are amended to address sub-allocated funding that the MPO may receive. As the MPO receives sub-allocated funding and project types are identified that fit into Table 1 – Grouped Projects, the projects will be added via Administrative Modification. The use of sub-allocated funds (programming of projects) will be monitored at the MPO level to ensure that fiscally constrained TIP is maintained.

**PHASE:** Planning

**TYPE OF FUND:** PL

**FY:** 2025

**AMOUNT:** \$200,000

**FISCAL CONSTRAINT:** This amendment allows the utilization of FHWA Planning funds allocated to the MPO for the study identified in the description. \$160,000 in FHWA funds are being allocated by the Kentucky Transportation Cabinet, with \$40,000 being provided through a local match, maintaining fiscal constraint.

The relevant tables from the 2023-2028 TIP have been modified and are included with this document.

Approved



2/3/25

Tom Lovett  
Director  
Owensboro-Daviess County MPO

Date



boardroom at 300 GRADD Way. Comments were also accepted by phone and email. Two comments were received from the public. They are included in full in Appendix D.

### **TIP Amendments and Administrative Modifications**

Occasionally, project information listed in the document needs to be changed or projects need to be added or deleted. Project sponsors, such as the Kentucky Transportation Cabinet, local communities or transit agencies will inform the MPO when such changes are needed to reflect current conditions for transportation projects. These changes to the TIP will be made via either Amendment or Administrative Modification:

- **Amendment** — Revision to the TIP, including the addition or deletion of a project or a major change in design concept or design scope (e.g. changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment and re-demonstration of fiscal constraint. An amendment to the TIP requires a 15-day public review and comment period.
- **Administrative Modification** — Minor revision to the TIP that includes changes to project costs or schedule (that do not affect fiscal constraint) and minor changes to funding sources of previously included projects. Additionally, certain types of projects (See Grouped Projects Table section below) may be added to the TIP by administrative modification. An administrative modification is a revision that does not require public review and comment or a re-demonstration of fiscal constraint. Additional discussion of procedures that govern TIP Modifications and Amendments can be found in the MPO's Participation Plan:  
[https://gradd.com/wp-content/uploads/dlm\\_uploads/2019/02/FY2019FINALFinalParticipationPlan.pdf](https://gradd.com/wp-content/uploads/dlm_uploads/2019/02/FY2019FINALFinalParticipationPlan.pdf)

### **Air Quality**

The planning area for the Owensboro-Daviess County MPO is in attainment with all federal air quality regulations. An attainment area is considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency health standards set forth in the Clean Air Act. Because Daviess County previously has been in nonattainment, it is eligible for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding.

## **PROJECT ORIGIN AND PRIORITIZATION**

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Transportation projects can originate from a variety of sources including public input, elected official input and technical analysis. All identified projects must be adopted into the MPO Metropolitan Transportation Plan (MTP) prior to being included in the TIP. The MTP is a document that identifies transportation needs over a 20+ year period and is required, by federal law, to be updated at least every five years. The TIP is a multiyear document which is updated every four years. However, both the MTP and the TIP may be amended and/or modified at any time.

The MPO Policy Committee identifies projects that serve to implement the MTP. The TIP may include projects that address highway, transit and bicycle/pedestrian needs. The TIP is inclusive of all projects that utilize federal funds and all regionally significant projects that utilize state and local funds; therefore, the TIP is a total program of transportation improvements.

Prior to projects being selected for the TIP, each project is evaluated and ranked through the MPO's Metropolitan Transportation Plan prioritization process. This prioritization process is based on the MPO's goals and objectives. The goals and objectives of the MPO are based on the 10 federal planning factors and issues of local importance. The MPO goals and planning factors are listed below.

The Metropolitan Transportation Plan prioritization process also addresses projects listed on the KYTC's Unscheduled Needs List (UNL). All unscheduled projects for the MPO are identified in the UNL.

### **SHIFT**

In 2017, KYTC developed a data-driven process to prioritize projects called Strategic Highway Investment Formula for Tomorrow (SHIFT). The SHIFT process utilizes data related to safety, congestion, asset management, economic growth and benefit cost to provide a technical score for each project. The technical score makes up 70% of the scoring process. The MPO uses its planning process to evaluate and add points to boost project scores, which makes

up 15% of the overall project score. The final 15% comes from the KYTC Highway Districts through their own planning process. This process takes place every two years to prioritize projects in preparation for the development of the KYTC Highway Plan. The SHIFT process begins in odd-numbered years, so KYTC can prepare a plan to deliver to legislators for the biennium beginning in even-numbered years.

Through these prioritization and ranking processes, projects are advanced into the KYTC's Highway Plan and ultimately in the MPO TIP:

1. Support the economic vitality of the United States, the states, nonmetropolitan areas and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts on surface transportation; and
10. Enhance travel and tourism.

## FISCAL CONSTRAINT

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The Infrastructure Investment and Jobs Act (IIJA) identifies federal funding sources for road, highway, transit and other transportation-related improvements. Federal law requires the Transportation Improvement Programs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. This requirement helps the MPO and the state develop a deliverable program of projects. Although the MPO has significant input in the identification of needs and the determination of project funding priorities, it should be understood the MPO does not have direct control over any source of funding identified herein. Final decisions regarding the programming of funds (project selection, revenue source, schedule etc.) are made by the Kentucky Transportation Cabinet and the state Legislature. Projects scheduled in the current biennium (Fiscal Years 2022-2023) of the Kentucky State Highway Plan have an associated commitment of the funding identified in the Plan by KYTC and the State Legislature. Funding identified in this document for the years 2024 and beyond represent "reasonably expected" funding to carry out those projects based on their inclusion in the Plan. In order to address the full range of transportation needs, on a statewide level and within the Owensboro-Daviess County urbanized area, the Cabinet makes use of a variety of available revenue sources or funding types. The revenue sources eligible and currently allocated for use within the Owensboro-Daviess County area are identified on Pages 5.

The specific projects shown in the Project Listing tables on Pages 9 and 10 have been identified by the Transportation Cabinet, along with the associated programmed or planned revenue source and schedule, in the Cabinet's 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 because of 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.

Table 3 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.

## Project Types and Funding Classifications

The type of funds to be utilized for the projects involving federal and state funds are in accordance with the Fixing America's Surface Transportation Act (FAST) and State Highway Plan. They are abbreviated as follows:

### Federal Transit Programs

- FTA – Federal Transit Administration
  - Section 5307 – Capital Projects and Operating Assistance for Transit Systems
  - Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities
  - Section 5339 – Bus and Bus Facilities Program

### Federal Highway Programs

- CMAQ – Congestion Mitigation and Air Quality Improvement Program
- HSIP/SAF – Highway Safety Improvement Program
- NHPP/NH – National Highway Performance Program
  - IM – Interstate Maintenance
  - NH – National Highway
  - BRO – Federal Bridge Replacement on Federal System
- RRP – Safety – Railroad Protection
- RRS – Safety – Railroad Separation
- STPG/STP – Surface Transportation Block Grant Program
  - TAP – Surface Transportation Block Grant Set-Aside (Transportation Alternatives Program)
  - BRX – Federal Bridge Replacement off Federal System
  - BRZ – Federal Bridge Replacement Local System

### State Programs

- SP – State Construction Funds
- SPB – State Bonds
- SPP – State Construction High Priority

## GROUPED PROJECTS

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Transportation planning regulations applicable to the development and content of Transportation Improvement Programs allow 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 noncontroversial 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-Various” 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 for funding. Allowing such TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review and demonstration of fiscal constraint), simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories used by the Owensboro-Daviess County MPO are shown in Table 1 on Page 6. The list of grouped projects utilized here is a combination and simplification of two lists recommended by the KYTC/FHWA Consolidated Planning Guidance. This process was used for applicability to the Owensboro-Daviess County 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 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, please see to the Fiscal Constraint section of this document on Page 4 for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. 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 KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

There may be instances where the MPO receives sub-allocated funds and the MPO has the authority to award funds to specific projects in the MPO planning area. As the MPO receives sub-allocated funding and projects are identified that fit into Table 1 – Grouped Projects, the projects will be added via Administrative Modification. The use of sub-allocated funds will be monitored at the MPO level to ensure that a fiscally constrained TIP is maintained.

**Table 1: GROUPED PROJECTS**

<b>HSIP – Highway Safety Improvement Program Implementation</b>
<b>Intersection Improvements for Safety or Efficiency</b>
<b>Guardrail, Median Barrier and Crash Cushion Projects</b>
<b>Other Highway Safety Improvements</b>
<b>Intelligent Transportation System (ITS) Improvements</b>
<b>Traffic Signal System Improvements</b>
<b>Highway Signing</b>
<b>Pavement Markers and Striping</b>
<b>Pavement Resurfacing, Restoration and Rehabilitation</b>
<b>Bridge Replacement (No Additional Lanes)</b>
<b>Bridge Rehabilitation</b>
<b>Bridge Inspection</b>
<b>Bridge Painting</b>
<b>Railroad/Highway Crossing Protection</b>
<b>Recreational Trails Projects</b>
<b>Transportation Alternative Projects</b>
<b>Congestion Mitigation Air Quality (CMAQ)</b>
<b>Commuter Ridesharing Program</b>
<b>Bicycle Accommodation/Facilities</b>
<b>Pedestrian Improvement/Facilities</b>
<b>Park and ride Facilities</b>
<b>Purchase of New Buses</b>
<b>Rehabilitation of Transit Vehicles</b>
<b>Transit Operating Assistance</b>
<b>Transit Operating Equipment</b>
<b>Small Transit Passenger Shelters and Informational Kiosks</b>
<b>Reconstruction or Renovation of Transit Facilities</b>
<b>Transportation Studies</b>
<b>Miscellaneous Planning and Technical Studies</b>

**TABLE 4: FEDERALLY FUNDED PROJECTS**

KYTC ID	Route	DESCRIPTION	FUND TYPE*	PHASE*	YEAR	COST	TOTAL PROJECT COST
2-229	KY 298	Reconstruct intersection at Fairview Drive (KY 3143) and KY 298.	STP	R	2023	\$1,200,000	\$4,500,000
				U	2024	\$1,300,000	
				C	2025	\$2,000,000	
2-8801	KY 1456	Address substandard roadway geometrics and safety concerns on KY 1456 (Thruston-Dermont Road) from KY 54 to Hayden Road (MP 2.778 to 4.714.)	STP	D	2023	\$400,000	\$19,850,000
				R	2024	\$2,500,000	
				U	2025	\$1,950,000	
				C	2026	\$15,000,000	
2-8854	KY 3143	Improve KY 3143 from KY 3335 to KY 54	STP	R	2024	\$4,500,000	\$16,100,000
				U	2025	\$4,000,000	
				C	2027	\$7,600,000	
2-9012.1	US 431	Intersection and corridor improvements to reduce conflict points and to enhance safety on US 431 between MP 10.8 and MP 11.4	HSIP	C	2023	\$500,000	\$500,000
2-10004	CR 1257	Address deficiencies of Lyddane Bridge Road bridge over Flat Rock Creek	BRZ	R	2023	\$5,000	\$365,000
				C	2024	\$360,000	
2-10020	KY 2262	Address deficiencies with Glover Cary Bridge over Ohio River (Joint project with Indiana).	BRO	C	2023	\$8,000,000	\$8,000,000
2-10021	US231	Address deficiencies with Natcher Bridge over Ohio River (Joint project with Indiana).	BRO	C	2024	\$7,500,000	\$7,500,000
2-10079	US 431	Bridge Project in Daviess County on (030B00049N) US 431 at Panther Creek	FBP	C	2024	\$9,663,450	\$9,663,450
2-10081	US 60	Bridge Project in Daviess County on (030B00096N) US 60 at Katie Meadow Slough	FBP	C	2023	\$2,640,000	\$2,640,000
2-10082	KY 662	Bridge Project in Daviess County on (030B00138N) KY 662 at Blackford Creek	FBP	D	2025	\$350,000	\$3,850,000
				C	2025	\$3,500,000	
2-10083	US 231	Bridge Project in Daviess County on (030B00164N) US 231 at Ohio River IN RT 66	BRO	D	2025	\$420,000	\$4,620,000
				C	2025	\$4,200,000	
2-20017	KY 81	Address pavement conditions of PCC pavement from MP 11.891 to MP 13.320.	STP	D	2027	\$275,000	\$275,000
2-8813	CR 1053	Graves Lane bridge replacement 0.2 miles east of the junction with KY 405 over Allgood Ditch (MP 1.005 to MP 1.009	BRZ	C	2023	\$500,000	\$500,000

**\* Fund Types:**

BRO: Federal Bridge Replacement, On System  
 BRZ: Federal Bridge Replacement, Off System  
 FBP: Federal Bridge Program  
 HSIP: Highway Safety Improvement Program  
 NH: National Highway  
 STP: Surface Transportation Block Grant Program

**◆ Projects may be divided into four phases:**

D — Design;  
 R — Right-of-Way acquisition;  
 U — Utility realignment; and  
 C — Construction



**TABLE 4: FEDERALLY FUNDED PROJECTS (CONTINUED)**

KYTC ID	Route	DESCRIPTION	FUND TYPE*	PHASE+	YEAR	COST	TOTAL PROJECT COST
2-20019	KY 2155	Address pavement condition of PCC pavement from MP 0.000 to MP 1.991	STP	D	2027	\$165,000	\$165,000
2-22137	I-165	Address condition of I-165 noncardinal from MP 59.474 to MP 64.001	NH	D	2027	\$175,000	\$1,925,000
				C	2027	\$1,750,000	
2-22138	I-165	Address condition of I-165 noncardinal from MP 64.001 to MP 70.185	NH	D	2027	\$240,000	\$2,640,000
				C	2027	\$2,400,000	
2-22195	AU-9005	Address condition of Audubon Parkway from MP 15.883 to MP 23.441	NH	D	2025	\$906,960	\$9,976,560
				C	2025	\$9,069,600	
2-22325	US 431	Address condition of US 431 from MP 10.719 to MP 11.216	STP	D	2024	\$550,000	\$5,500,000
				C	2024	\$4,950,000	
2-930.00	Various	Install Wrong Way road signs and pavement markings on various offramps in Daviess County	HSIP	C	2023	\$329,400	\$329,400
2-936.00	US 60	Convert intersections on US 60 at Hawes Boulevard and Wrights Landing Road to R-Cuts BMP 23.26 to EMP 24.46	HSIP	C	2024	\$3,996,300	\$3,996,300
2-939.00	KY 142	Signing improvements on Ky 142 from MP 5.9 to MP 10.146	HSIP	C	2024	\$40,000	\$40,000
2-940.00	KY 144	Signing improvements on Ky 144 from MP 5.7 to MP 10.4	HSIP	C	2024	\$70,000	\$70,000
2-941.00	KY 554	Signing improvements on Ky 554 from MP 4.8 to MP 9.123	HSIP	C	2024	\$50,000	\$50,000
2-80312.00	I-165	I-165 interchange feasibility study	PL	P	2025	\$200,000	\$200,000
2-8300.30	KY 54	Improve KY 54 from KY 1456 (Thruston-Dermont Road) to Countryside Drive. Design under parent 2-8300.00	NH	R	2024	\$3,000,000	\$11,600,000
				U	2024	\$4,400,000	
				C	2026	\$4,200,000	

Table 3: SUMMARY OF PROJECT FUNDING BY TYPE

Fiscal Year		Funding Type							Total
		PL	BRO	BRZ	FBP	HSIP	NH	STP	
2023	Estimated Cost		\$8,000,000	\$505,000	\$2,640,000	\$829,400	\$0	\$1,600,000	\$13,574,400
	Revenue		\$8,000,000	\$505,000	\$2,640,000	\$829,400	\$0	\$1,600,000	\$13,574,400
2024	Estimated Cost		\$7,500,000	\$360,000	\$9,663,450	\$4,156,300	\$7,400,000	\$13,800,000	\$42,879,750
	Revenue		\$7,500,000	\$360,000	\$9,663,450	\$4,156,300	\$7,400,000	\$13,800,000	\$42,879,750
2025	Estimated Cost	\$200,000	\$4,620,000	\$0	\$3,850,000		\$9,976,560	\$7,950,000	\$26,596,560
	Revenue	\$200,000	\$4,620,000	\$0	\$3,850,000		\$9,976,560	\$7,950,000	\$26,596,560
2026	Estimated Cost		\$0	\$0	\$0		\$4,200,000	\$15,000,000	\$19,200,000
	Revenue		\$0	\$0	\$0		\$4,200,000	\$15,000,000	\$19,200,000
2027	Estimated Cost		\$0	\$0	\$0		\$4,565,000	\$8,040,000	\$12,605,000
	Revenue		\$0	\$0	\$0		\$4,565,000	\$8,040,000	\$12,605,000
2028	Estimated Cost		\$0	\$0	\$0		\$0	\$0	\$0
	Revenue		\$0	\$0	\$0		\$0	\$0	\$0
Total	Estimated Cost	\$200,000	\$20,120,000	\$865,000	\$16,153,450	\$4,985,700	\$26,141,560	\$46,390,000	\$114,855,710
	Revenue	\$200,000	\$20,120,000	\$865,000	\$16,153,450	\$4,985,700	\$26,141,560	\$46,390,000	\$114,855,710

## PUBLIC COMMENTS RECEIVED

Comments were accepted from Jan. 18, through Feb. 5, 2025, on a proposed amendment to the Owensboro-Daviess County MPO's Transportation Improvement Program (TIP). The amendment adds a study considering the feasibility of adding an interchange on I-165 in the southern portion of Daviess County. It also amends Table 1, "Grouped Projects," of the TIP and revises the narrative under the "TIP Amendments and Administrative Modifications" section of the TIP. Thirty-four comments were received.

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Interchange off 231 not needed. It is not that much distance to cause problems. This county does not need an outer loop and that is what you are trying to do...in just a different way. Our country is going to have to start looking at land use, less developers pocketing money for another McDonalds..houses need to be built / remodeled in the city and built to meet needs of population. Think outside of the box! – **Anna Adkins**

In my opinion Crane Pond road is the only logical place for a new exchange on to 165.

- \*located at the DC/OC line

- \*Fire department is less than a mile from intersection.

- \*There are no houses to destroy to build exchange ...

- \*thus the cost would be considerably less to build.

- \*Hwy 231 is less than a quarter mile away from intersection.

- \* this location would benefit both DC and OC residents in that it would pull traffic off hwy 231.

- \* the Masonville Fire department satellite station is literally at the intersection. If they are not a rescue station that can be changed with a grant for training and equipment. Sure GRADD could find them \$\$ for that... Proper status can be attained by the time exchange is opened.

Hwy 142 is to close to Owenboro, fire department is still to far away.

Crane Pond intersection checks all the boxes. – **Reba Atkinson**

I am definitely **FOR** an interchange in southern Daviess County on I-165. Having lived in Daviess County for 25 years, I have seen the increase in traffic on what is now I-165 and realize, through the many accidents that have happened in the past, that alone is a sufficient reason to add an interchange on 165.

The #1 reason I am in favor of studying this, of course, has to be safety. As was in the news recently, Masonville Fire Department responds to accidents on 165. Anything that would give them quicker access to accident scenes, I would wholeheartedly endorse. Too, this would allow traffic to bypass accidents by either helping channel traffic over to 231 or up 142 to 54 to get around it.

I know some will be against this because it will "ruin" their isolated way of life. While it will enhance access should there be some limited future growth, total ruination seems pretty unlikely to me. –

**Jacob Newkirk**

Good evening! I saw the Facebook post and just thought I would offer my comment/opinion. I believe that having an entry/exit option farther south in the county would be a great idea. Living in southern Daviess County my whole life I have said for years how beneficial it would be for the ease of travel to not only Owensboro but also places like Nashville or farther by just saving a few minutes. I think this would also greatly improve traffic flow on 231 during high traffic times. I have

been a first responder foot for over 15 years first in law enforcement now as a career fire fighter. I can tell you that accidents on 231 are all too common and usually very serious and I believe this would allow some to have other options helping traffic. It won't solve all but I think every bit helps. The main benefit I believe will be to first responders. I have experienced what it's like to respond to a call of someone needing help in an emergency on 165, and as the responder I know how long it takes for volunteers as well as S.O our our paid departments to get to that scene. Having an option to get onto it farther south based on where you are responding from would greatly improve response times and could simply save a life or help those in need faster! Thank you for your time and take care. – **Lee Blanton**

Good evening, my name is Carson Montgomery, this message is being sent in regards to I-165 infrastructure. Yes I'm in favor of this. Now granted I also live right inside Ohio county near the crane pond rd area. I do believe this would be beneficial one big reason it would speed up times for people that live far out like I do to get to easier/safer and vice versa. It would speed up emergency response time for first responders going to accidents on I-165. In regards of where it needs to be I am not for certain. I think the best place would be crane pond rd or 764. – **Carson Montgomery**

My name is Barry Raymer Jr. I live on poplar log bridge road off of old Hartford and 231. While I understand that having an access to 165 would save a few minutes on my commute to Owensboro, which I do everyday sometimes three times a day or more, I do feel it is unnecessary and will actually cause more damage than good.

- traffic is not an issue on 231, I have traveled it nearly every day, since I was 12. Even at the busiest times, usually 6:30am to 8:00am and 3:30 to 6:00pm, you will always be moving at speed limits.

- all access points to 165 would be through smaller and narrow home and farm filled roads.

Everyone knows the county will take and encroach on personal property for the sake of good to build. Property values in the area selected will go down along with an increase of wildlife deaths due to higher traffic flows.

-giving access to first responders has been brought to the county several times over the years but has always been shut down ,so that doesn't seem like a legit concern of the county either due to having the opportunities in the past.

To buy and build a home in rural Daviess county is incredibly expensive. The residents in the area pay more than their fair share of taxes and shouldnt have to give up or move or be pushed around for the betterment of developers who are more than likely the ones pushing for easier access to development sites for overpriced housing.

I really hope this doesn't happen. Whoever the county is doing this for, I assure you it's not for us, (the residents that actually live in the area). – **Barry Raymer**

I'm a life long resident of Daviess County and frequently use 165 to Hartford , the WK and to Bowling Green. Adding an exchange at 142 allows access to the east end to remove traffic from the Ford Expressway and allows better access for emergency vehicles. Would be a great add for Thurston Philpot, Masonville and Whitesville VFDs, along with sheriffs and KSP. I think a lengthened Eastbound off-ramp at the Ford Expressway would also make a lot of sense. Something similar to the westbound off hwy 54. Driving 165 often the off-ramp can be a lot to navigate on a busy day. – **Dustin Roberts**

Either 764 or 1414 these would be ideal based on the connection of hwy 231 to hwy 54. but will the home owners in the area, like it, maybe they bought land and built on it for peace and quiet.

if you think about it, 23 mile is nothing, most folks are driving faster and get too and from Owensboro in 20/25 mins.

plus....the money will be used in Daviess County, unless you have a deal with Ohio county.

thanks for your time – **Steve Hartley**

I am definitely in favor of a ramp somewhere on the south end of Daviess Co. If for nothing more than medical personnel being able to get to accident victims faster but I also think it would take traffic off of both 231 and 54. Farmers in this area would definitely prefer to use it versus using populated hwys like 231 and 54. Seen many of wrecks on 231 due to cars pulling out in front of “slow” grain trucks only to force the grain truck driver to slam on brakes to keep from hitting them and they end up wrecking to keep from hitting the car. – **Becky Fischer**

As president of the Masonville Fire Department, I would strongly recommend a connection be made to I-165 between Owensboro and Hartford.

Our Executive Board voted on January 27 to recommend that the Kentucky Department of Transportation create an extension of Ky. Hwy. 140E across U.S. Hwy. 231 at Pleasant Ridge, KY, a distance of 0.69 miles to I-165.

This section involves only reclaimed land (now a hay field) and woodlands. There are no residences that would be displaced. **David Gray**

An interchange would be great off of 231 around Ky 140 in Utica. 140 goes straight to 431. – **Janie Beasley**

I am writing to express my interest in adding an interchange to I-165. Being a Philpot and Masonville resident for much of my life, we have wished for an interchange in this area for a long time. We take trips often that require the Natcher, and there is nothing worse than having to backtrack down Highway 54 or 231 just to get on the Natcher and pass the entire area you just came from again. We usually just take 231 to Hartford and get on there because it saves so much time. Pulling our trailer or driving at night makes that drive not so much fun on that 2-lane road all the way to or from Ohio County to get onto the Parkway. This would also cut down on so much traffic on 231 and 54 for those that need to get onto the Natcher for work in the mornings and would cut down on school zone traffic as well on both of these highways through the week.

I highly wish that this is something that can be done soon. I personally think that it would be perfect on either the Masonville Habit Rd. or Highway 142 overpass. – **Cody Field**

I am writing in regards to the short notice received about this proposed exit and change in roadway. Once again, no transparency and very little notice. There are so many other things that are needed in our county. The issues with potholes, and rough roadways and resurfacing should be addressed way before such a costly endeavor. Please reconsider spending any moneys on proposals and design and repair what we have first and then if any extra money, then maybe consider. But first, fix what we have and the needs in front of us, before spending moneys we don't have for dreaming Thank you for considering our thoughts – **Sandy Ebelhar-Clark**

I am taking a moment to reply to your request for feedback on the possible feasibility study of the interchange to I165.

Most people understand the reasoning behind this study but having a personal stake in this project I am opposed to adding anything to Hwy142. I live on a family farm that was divided back in the 1960s to put I165 in and we feel enough was given at that time. There are also 3 12" gas transmission lines that run across the property and under the parkway. Crane pond road has the same access without the additional expense of buying family homes. If the decision is made to do this project I hope the fact that families live next to where you are suggesting to place an interchange. – **Steve Phelps**

I am against the State spending money on an interchange on I-165. I have a personal stake in this issue. My family own the homes and farm on Hwy 142 right next to I-165. My Granfather had to sell 23 acres to the State in order for the parkway to be built. The road is literally going through our property. Would destroying yet another family farm be worth rerouting a few cars from 231? I understand the need for first responders to have a way to quickly access I-165. I believe there should be a more economical way of changing coverage areas of local Fire Departments then spending millions on an interchange. – **Tricia Wigginton Phelps**

I am against the State spending money on an interchange on I-165. I have a personal stake in this issue. My family own the homes and farm on Hwy 142 right next to I-165. My great-grandfather had to sell 23 acres to the State in order for the parkway to be built. The road is literally going through our property. Would destroying yet another family farm be worth rerouting a few cars from 231? I understand the need for first responders to have a way to quickly access I-165. I believe there should be a more economical way of changing coverage areas of local Fire Departments then spending millions on an interchange. – **Kristina Baldwin**

I am against the State spending money on an interchange on I-165. This issue could potentially affect my family and I personally. My family own the homes and farm on Hwy 142 right next to I-165. My family sold off 23 acres to the State in order for the parkway to be built years ago. The road is literally going through our property. Would destroying yet another family farm and losing our homes be worth rerouting a few cars from 231? I understand the need for first responders to have a way to quickly access I-165. There should be a more economical way of changing coverage areas of local Fire Departments but spending millions on an interchange is not the way. Please consider my opinion. – **Brittany Higdon**

Hello my name is Lawrence Roby. I live at 6239 deserter creek road whitesville Ky. I feel like where crane pond crosses over interstate 165 would be a great spot for people in my area. – **Lawrence Roby**

I think the plan should take a look at 142 as an additional exit on 165. – **Daniel Tierney**

I have lived in the Masonville area all my life. I've experienced the traffic flow for all of my life. I was born in 1958 and experienced the (Natcher) being built. Safety should be the priority. On highway 231 in the vicinity of where south fork panther creek crosses is 5 bridges. Old bridges, rough bridges in need of repairs. There has always been accidents in that stretch. A interchange would be needed south of that stretch. I have heard many complaints about the bridges.

I have heard for many years that there will be an interchange at highway 142. It is easy to get to and short distance from hwy 231. But access from 142 on to 231 is dangerous trying to go south. A lot of work would be needed to make that safe.

If there were to be an outer loop in the future it would most likely tie in to this interchange. Having an interchange south of south fork panther creek would most likely keep the outer loop out of the biggest part of the flood plain. – **Wally Taylor**

I would love for you to consider placing the new 165 interchange at Masonville Habit Rd. I believe it would be an idea location that would allow access to the east end of 54 which could potentially reduce traffic down the busier part of highway 54. There is already a bridge and the road is nearby so this may also be the cheapest option for construction. Thank you for allowing the community to contribute, we look forward to this new development since we live in Deer Valley and travel the bypass regularly to 165 for travel sports and access to Nashville airport. – **Brandy Pelphrey**

Hey, Tom, this is Roy Castlen, I live on Stephen School Road in Whitesville, Kentucky. I saw the thing about the idea of adding an offramp off the I 165, also known as the Natcher. I believe a great spot would be on Crane Pond Road. Obviously, that road would need some upgrading as well, but it connects right there to 231 just after you go over the I 165 overpass there. It looks like its got a great place to add those ramps. We travel often for kids' sports and we, from Whitesville, usually drive out 231 or out 54 and go down Highway 69 to hit the interstate. But it would be great to have a different location somewhere between Owensboro and Hartford. – **Roy Castlen**

I own a piece of farmland that has been a family farm since the early 30's. It is still a productive farm being farmed for a living today. There are currently 5 family members living on this farm and 2 others family member working the farm. This farm is probably in the high probability of being crossed again. I feel we have contributed enough! Years ago, in the early 30's to the 40's a small piece of land was taken to make Sugar Grove Rd.

Then in February of 1970 the State split the farm in taking 23 acres for the BG Parkway. In the meantime, Texas Gas laid 2 30 inch high pressure lines across the farm. In the early 60's they ran a third line across the property.

then Texas Gas needed to build a Sales Station to sell the gas to Ohio county. They took yet another piece of property for this lot.

Now a consideration to take more in a time when it is very difficult to make a living farming. I can think of at least 3 sites that would not take land being used as a farming operation for this interchange.

Please, please consider another location than Hwy 142 for your project. – **Barry Wigginton**

I think we need an interchange on I-165 between Owensboro and Hartford, and I think the intersection with Highway 764 would be the most feasible place for it. – **Dan Howard**

My name is John Brooks, and I have watched your presentation concerning the I-65 turn off to Hartford. And I'm all for it. – **John Brooks**

I've read some of the comments and in my opinion not only are interchanges important for emergencies but also for accessibility for individuals in residential areas. In my opinion an access



to I 165 would serve a greater purpose at one of 2 places. Either at the Crane pond road overpass or the highway 764 underpass. Any access closer towards Owensboro diminishes the need. Between the 2 choices that I suggest I have to say that the highway 764 interchange seems more plausible of the 2 for these reasons: 764 is not only a state managed highway but would advantage a greater population of residential areas, as well as somewhat midways between towns of Whitesville and Pleasant Ridge. Crane pond road interchange is not only remote but is nearly impossible for 2 vehicles to pass one another on this rural county road. Generally along interchanges convenient stores and refueling stations spring up which not only are patronized by the interstate traffic but also rely on the patronage of the local traffic from the adjacent residents and communities (Whitesville, Bells Run, Pleasant Ridge). I believe that an interchange on Crane pond would never support thriving business because of its remoteness and non connecting to any community. –

**Gregory Howard**

I am very much in favor of another interchange/exit on I-165 in southern Daviess County. The location that makes the most sense is where the 142 crosses I-165. Hwy 231 is quite close and would require the least amount of construction and land appropriation. – **Robert Lamb**

I'd love to see it placed at 1414 or 764. That would be awesome for getting to bowling green quicker!  
– **Chad Raymer**

I hear you guys are thinking about putting an on ramp and off ramp onto the nature between Owensboro and Hartford. I think it is a fantastic idea. I have often wondered why we never bothered to have an on ramp there. That is over 20-some miles that you have to drive, one way or the other just to be able to get to the (Western Kentucky Parkway) or get on to Bowling Green. – **Mike Wight**

I believe the onramp for I-165, a good place would be Crane Pond Road. – **Bryce Howard**

Yes, I was calling about adding a on and off ramp on the 165 from ones Hartford and I think it is a great idea. I like the ideal of Crane Pine Road or 764. Thank you for taking people's advice and looking forward to it. Thank you. – **Tenna Howard**

I have been saying for years that interchanges are needed between Owensboro and Hartford. Where else is such a corridor so limited? At least 2 interchanges are needed.

1. Around Masonville, probably at Hwy 142.
2. Pleasant Ridge. Hwy 764 or Crane Pond. – **Lary Graham**

I strongly support a new exit off of 165. I would think it would be best around Masonville or Newbolt Road. – **Gary Edmonson**

I would be in favor of GRADD proceedings with a study to evaluate the feasibility off an on/off ramp between Ohio and Daviess Counties on 165. – **Shanna Ballard**