

KENTUCKY

Statewide Transportation Improvement Program

(STIP)



Fiscal Years 2013-2016
July 2012



Kentucky Transportation Cabinet - Division of Program Management

D R A F T

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Governor
Commonwealth of Kentucky

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Kentucky's

Statewide Transportation Improvement Program for FY 2013-2016

The Kentucky Legislature enacted House Bill 2 during an Extraordinary Session of the 2012 General Assembly and House Bill 267 and House Joint Resolution 77 during the 2012 Regular Session of the General Assembly. House Bill 2 is the Biennial Budget for the Kentucky Transportation Cabinet and provides operating funds for FY 2013 and FY 2014. House Bill 267 is the Biennial Highway Construction Plan for FY 2013 and FY 2014 and House Joint Resolution 77 is the Highway Preconstruction Program Plan for FY 2015 through FY 2018. Collectively, HB 267 and HJR 77 make up the 2012 Highway Plan as vetoed in part. The Transportation Cabinet's overall transportation program contained within the FY 2013-2016 STIP is consistent with the state and federal revenue estimates and assumptions and contains projects as identified within the 2012 Highway Plan.

<http://transportation.ky.gov/Program-Management/Pages/2013-Draft-STIP-Book.aspx>

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Statewide Transportation Improvement Program for FY 2013-2016

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM for FY 2013-2016

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, 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 unless 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 line-itemed into the state's enacted biennial budget. The STIP covers a period of four years (FY 2013-2016). 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 2013-2016 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, Oak Grove/Clarksville, 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 2013-2016 STIP relies heavily upon the local MPO's efforts for the Louisville, Lexington, Northern Kentucky, Oak Grove/Clarksville, 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
- Bowling Green FY 2012-2016 TIP; approved September 2011
- Oak Grove/Clarksville FY 2011-2014 TIP; approved October 2010
- Henderson/Evansville FY 2010-2013 TIP; approved February 2010
- Lexington FY 2010-2013 TIP; approved May 2009
- Louisville FY 2011-2015 TIP; approved October 2010
- Northern KY FY 2012-2015 TIP; approved April 2011
- Owensboro FY 2011-2016 TIP; approved April 2011
- 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. 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. 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.

ADD Public Involvement Process

The ADD 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 internet 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.

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.

Statewide Transportation Plan (STP) and 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 KYTC will cooperatively develop the STP by incorporating consistent statewide goals and objectives from MPO Metropolitan Transportation Plans into the policy-based STP. The MPOs Metropolitan Transportation Plans are 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 are incorporated into the STIP by reference.

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 staff agencies. 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

Additional public outreach strategies 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 2013-2016 STIP and located in areas designated “nonattainment” or “maintenance” for air quality standards must be consistent with Kentucky’s State Implementation Plan (SIP) developed by the Kentucky Energy and Environment Cabinet’s Division for Air Quality (DAQ) pursuant to the Federal Clean Air Act. In the absence of a SIP, transportation conformity requirements still apply. Transportation plans involving areas designated as “nonattainment” and “maintenance” 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, the transportation conformity analysis is performed during the development and amendment processes of the urbanized area's Metropolitan Transportation Plan. If acceptable, 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 transportation conformity. All plans, TIPs, and projects are evaluated as required for transportation conformity in each area. Once conformity has been evaluated, USDOT will make a conformity finding for each area and, ultimately, 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

As of May 2012, the Kentucky counties of Boone, Kenton, and Campbell were found to have portions designated as "nonattainment" status for the 2008 8-hour ozone standard. However, the U.S. Environmental Protection Agency (EPA) is working to correct a mistake to change the partial counties of Boone and Campbell from "nonattainment" to "unclassifiable/attainment." The 2008 8-Hour Ozone designations do not take effect until July 20, 2012. This means that all areas until then are still classified using the 1997 8-Hour Ozone standard. The Kentucky counties of Bullitt, Boyd, Christian, Jefferson, and Oldham Counties are designated by the EPA as "attainment with a maintenance plan" status for the 1997 8-hour ozone standard.

Additionally, Boyd, and a portion of Lawrence counties are designated as "nonattainment" for the fine particulate (PM_{2.5}) NAAQS. The Kentucky counties of Boone, Bullitt, Campbell, Kenton, and Jefferson have been re-designated by the EPA as "attainment with a maintenance plan" for the PM_{2.5} standard. Muhlenberg County and a portion of Boyd County are designated as "attainment with a maintenance plan" status for SO₂ standard.

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 and partial Lawrence 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/MTP amendments and updates.

Responsibilities

A conformity determination is required for the 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 (NOX), sulfur dioxide (SO₂), 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 areas in Kentucky have a conforming transportation plan. For rural nonattainment or maintenance areas, the KYTC Division of Planning is responsible for the conformity analysis. The Louisville Metro Air Pollution Control District performs the air quality evaluation of the Louisville MPO Metropolitan Transportation Plan. The Division for Air Quality (DAQ) and U.S. Environmental Protection Agency (EPA) evaluates 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 (DEA).

4. Congestion Mitigation and Air Quality Improvement Program

The FY 2013-2016 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 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. Application cycles 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 2013-2016 STIP Fiscal Balance Worksheets (Table 2, 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 2013-2016 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. Since 2009, SAFETEA-LU has been extended nine (9) times by Congressional Resolutions and is currently extended through June 30, 2012. Congressional actions are currently underway to either again extend the SAFTEA-LU or to approve a new Transportation ACT. 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 2012 STIP, the funding levels for FY 2013 through FY 2016 are straight-line projections equivalent to those for FY 2012, 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 2013-2016 STIP, based upon projected estimated apportionments of category-by-category federal funding expectations of total federal-aid dollars available during Fiscal Years 2013 through 2016, is anticipated to be approximately \$2.5 billion. Adding the carry-over federal funding from FY 2012, the total revenue expectation that supports projects in this edition of the 2012 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. In addition, 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. The KYTC Cashflow Management Process for using the Federal AC prefinancing process outlines that the KYTC keep the "Earned Unbilled" (the amount of state dollars that have been used to pay expenditures on a Federal AC prefinanced project, that eventually will be converted to current federal funding to request reimbursement of eligible expenditures.) total on Federal AC prefinancing projects to less than \$50 million to cover the advance state fund outlays in support of the federal program acceleration. Kentucky's current AC total is approximately \$250 million, and the current "Earned Unbilled" total for those projects, are under \$30 million. In addition, 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 projects is shown under the "ZVarious" County item numbers as shown on Table 1, on page 15.

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 2012 STIP includes federally-funded projects and only the state-funded projects that are regionally significant to meet transportation air quality conformity requirements, including the projects within the MPO areas. The projects located within each of the MPO areas included within the STIP are subject to approval and inclusion within the respective MPO Transportation Improvement Program (TIP) and subsequent amendments for each of these MPO areas. In addition, like the 2012 STIP, in accordance with 23 CFR 450.324(e), each MPO TIP is required to be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenues, and which projects are to be implemented using proposed revenue sources, while the existing transportation system is being adequately operated and maintained. Each of the 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. Significant project progress has been completed since 2009. The Kentucky Transportation Cabinet expects to select a design build team and award a contract by Dec. 15, 2012, with construction beginning early in 2013. The 2012 General Assembly approved the use of \$50 million per year of traditional federal-aid funding for the project. Additional information about the Louisville Ohio River Bridges project is included in Section 12, Kentucky’s Mega-Projects.

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 projects, shown in Appendix A, Exhibit A-5 C, which are critical for SIP compliance and conformity determinations. Each of these state funded 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 2012 Enacted Highway Plan as approved by the 2012 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 2013-2016 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 2013-2016 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 grouped project line-items for projected funding and obligations for operations and maintenance activities for existing facilities. Again, the projected funding resources were prepared through cooperative efforts of the MPO, the KYTC, and Public Transportation Agencies by utilizing expenditures data from the KYTC Fiscal Year Audit Reports for actual operations and maintenance expenditures within the MPO areas. (See Appendix B - Metropolitan Planning Organization (MPO) Financial Plans).

TABLE 1

“PROJECTED DEBT SERVICE (in millions)”					
GARVEE PROJECT	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Interstate 65 Widening ZVarious 99-9065 Series	21	21	21	21	84
Interstate 75 Widening ZVarious 99-9075 Series	21	21	21	21	84
Interstate 64 Widening ZVarious 99-9064 Series	4	4	4	4	16
Louisville Bridges Project ZVarious 99-9659 Series	15	15	15	15	60
US 68/KY 80 Lake Barkley and Kentucky Lake Bridges ZVarious 99-9068 Series	0	28	28	28	84
TOTALS	61	89	89	89	328

TABLE 2

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET
 FY 2013 - 2016 PLANNED FEDERAL-AID PROGRAM
 APPORTIONMENTS VERSUS PLANNED OBLIGATIONS

PROGRAM	ESTIMATED APPORTIONMENTS (IN MILLIONS)											TOTAL STIP APPORTIONMENTS	
	2012 AVAILABLE CARRYOVER APPORTIONMENTS (SEE NOTE 1)	2012 CARRYOVER OBLIGATION AUTHORITY	ESTIMATED FY 2013 THRU FY 2016 YEARLY APPORTIONMENTS (SEE NOTE 2)	FY 2013 PLUS CARRYOVER	FY 2014 PLUS CARRYOVER	FY 2015 PLUS CARRYOVER	FY 2016 PLUS CARRYOVER	FY 2016 PLUS CARRYOVER	FY 2016 PLUS CARRYOVER	FY 2016 PLUS CARRYOVER	FY 2016 PLUS CARRYOVER		
I. HIGHWAY FEDERAL FUNDS (Based on TEA-21)													
BRIDGE REPLACEMENT (BR)	48	0	78	126	15	0	78	0	78	0	78	0	358
CONGESTION MITIGATION (CM)	38	0	13	51	30	41	28	41	28	41	28	0	46
PLANNING (SRPL)	6	0	10	16	0	10	0	10	0	10	0	0	40
INTERSTATE/INTERSTATE MAINTENANCE (IM)	32	0	124	156	0	124	0	124	0	124	0	0	527
NATIONAL HIGHWAYS (NH)	1	0	141	142	0	141	0	141	0	141	0	0	564
SAFETY (SAS) PROGRAM	48	0	26	74	28	54	28	54	28	54	28	0	151
SURFACE TRANSPORTATION (Includes Statewide STP, Dedicated STP within MPO Areas, and Transportation Enhancement (TE), (SEE NOTE 3))	209	0	185	394	0	185	0	185	0	185	0	0	947
FEDERAL DEMONSTRATION PROJECTS (STATEWIDE HPP)	148	148	0	148	54	54	0	0	0	0	0	0	149
FEDERAL DISCRETIONARY PROJECTS (FYD)	22	22	0	22	0	0	0	0	0	0	0	0	22
FOREST HIGHWAY/PUBLIC LANDS (FH)	2	0	1	3	2	3	2	3	2	3	2	0	4
APPALACHIAN DEVELOPMENT (APD) (20% Share Match Required)	41	41	39	80	15	54	0	39	0	39	0	0	198
SUBTOTALS "HIGHWAY FEDERAL FUNDS"	598	212	615	1,212	144	759	58	673	58	673	58	0	3,056
II. GARVEE BONDS (LIME, J2) AND INNOVATIVE FINANCE (IF)													
GARVEE BONDS (LIME & J2)	566	0	0	0	0	0	0	0	0	0	0	0	566
INNOVATIVE FINANCE (IF)	0	0	0	0	0	0	0	166	0	166	0	0	532
SUBTOTALS GARVEE BONDS AND INNOVATIVE FINANCE	566	0	0	0	0	0	0	166	0	166	0	0	1,118
III. STATE FUNDS (SPP OR BONDS)													
STATE CONSTRUCTION FUNDS (SPP OR BONDS)	0	0	0	307	0	154	0	78	0	17	0	0	566
STATE WATCHING FUNDS (SEE NOTE 1)	0	0	0	20	0	14	0	10	0	10	0	0	53
STATE FUNDED OPERATIONS AND MAINTENANCE PROGRAM	0	0	0	323	0	323	0	323	0	323	0	0	1,282
SUBTOTALS STATE FUNDS TOTALS	0	0	0	650	0	491	0	411	0	360	0	0	1,901
HIGHWAY FUNDING TOTALS	1,164		615	1,862	1,250	1,249	1,409	1,409	1,409	1,409	1,409	0	6,076
IV. FEDERAL TRANSIT/STATE ASSISTANCE													
SECTION 5311 RURAL TRANSPORTATION			13,10	13,10	13,75	13,75	14,44	14,44	14,44	15,16	15,16	0	56,44
SECTION 5310 SPECIALIZED PROGRAMS			2,15	2,15	2,26	2,26	2,37	2,37	2,49	2,49	2,49	0	9,28
KENTUCKY SECTION 5307			38,89	38,89	40,83	40,83	42,87	42,87	45,02	45,02	45,02	0	167,80
PUBLIC TRANSIT CAPITAL DISCRETIONARY			0,80	0,80	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,80
SUBTOTALS "TRANSIT FEDERAL FUNDS"			54,93	54,93	56,84	56,84	59,68	59,68	62,67	62,67	62,67	0	234,12
SECTION 5311 (STATE FUNDING)			0,01	0,01	0,01	0,01	0,01	0,01	0,01	0,01	0,01	0,01	0,03
SECTION 5314 (LOCAL FUNDING)			12,35	12,35	13,62	13,62	14,30	14,30	14,30	14,30	14,30	0	53,23
SECTION 5311 (CONREV & FAREBOX FUNDING)			63,33	63,33	66,50	66,50	69,82	69,82	73,31	73,31	73,31	0	272,56
SECTION 5310 (STATE FUNDING)			0,27	0,27	0,28	0,28	0,30	0,30	0,31	0,31	0,31	0,00	1,16
SECTION 5310 (LOCAL FUNDING)			9,72	9,72	10,21	10,21	10,72	10,72	11,25	11,25	11,25	0,00	41,90
PUBLIC TRANSIT CAPITAL DISCRETIONARY (STATE MATCH)			0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
PUBLIC TRANSIT CAPITAL DISCRETIONARY (LOCAL MATCH)			0,20	0,20	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,20
SUBTOTALS "NON FEDERAL TRANSIT FUNDS"			86,15	86,15	90,25	90,25	94,75	94,75	98,49	98,49	98,49	0	370,64
TRANSIT FUNDING TOTALS			141,08	141,08	147,09	147,09	154,44	154,44	162,16	162,16	162,16	0	604,76

TABLE 2

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET
 PLANNED OBLIGATIONS VERSUS PLANNED OBLIGATIONS

PROGRAM	PROJECTED END OF FY 2012 ADVANCE OBLIGATIONS (SEE NOTE 5)	PLANNED OBLIGATIONS (IN MILLIONS)										COMBINED AVAILABLE FOR AC CONVEYANCE FY 2013 THRU FY 2016	COMBINED AC TOTALS FY 2013 THRU FY 2016	END OF FY 2016 PROJECTED AC	PLANNED OBLIGATIONS TO STIP APPOINTMENTS	RATIO OF OBLIGATIONS TO APPOINTMENTS		
		FY 2013 PLANNED OBLIGATIONS	END OF FY 2013 PROJECTED AC	FY 2014 PLANNED OBLIGATIONS	END OF FY 2014 PROJECTED AC	FY 2015 PLANNED OBLIGATIONS	END OF FY 2015 PROJECTED AC	FY 2016 PLANNED OBLIGATIONS	END OF FY 2016 PROJECTED AC	PROJECTED AC TO FALLS AT END OF FY 2016								
I. HIGHWAY FEDERAL FUNDS																		
BIDGE REPLACEMENT (BR)	(40)	0	112	(49)	99	(40)	84	(48)	115	(48)	69	(115)	0	398	511	1.00		
CONSTRUCTION (CON)	(6)	0	10	0	10	0	10	0	10	0	10	0	0	0	0	0.00		
PLANNING (SPR/CL)	(6)	0	16	0	16	0	16	0	16	0	16	0	0	0	0	0.00		
INTERSTATE MAINTENANCE (IM)	(89)	(77)	158	(109)	125	(110)	128	(114)	143	(114)	365	(143)	(114)	673	1,093	1.00		
NATIONAL HIGHWAYS (NH)	(48)	(59)	182	(100)	134	(69)	155	(79)	154	(79)	258	(154)	(79)	622	1,122	1.00		
SURFACE TRANSPORTATION																		
(Include Statewide STP, Dedicated STP within MPO Areas, and Transportation Planning Projects (See Note 5))																		
DISCRETIONARY PROJECT (A)(2)	0	0	26	0	26	0	26	0	26	0	26	0	0	0	0	0.00		
FOREST HIGHWAY PUBLIC LANDS (PH)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
DISCRETIONARY PROJECT (A)(3)	0	0	187	(93)	180	(94)	150	(69)	150	(69)	384	(143)	(69)	913	1,086	1.00		
DEMO PROJECTS (DPP) (See Note 5)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
DISCRETIONARY PROJECT (A)(4)	0	0	1	0	1	0	1	0	1	0	1	0	0	0	0	0.00		
DISCRETIONARY PROJECT (A)(5)	0	0	1	0	1	0	1	0	1	0	1	0	0	0	0	0.00		
SUBTOTALS - HIGHWAY FEDERAL FUNDS*	(229)	(233)	110	(24)	626	(236)	511	(230)	511	(230)	1,531	(1,531)	(230)	3,103	3,102	1.00		
F. CHARGE BACKS TO FEDERAL FINANCING*																		
INDOT FINANCE (IF)	0	0	245	0	125	0	69	0	125	0	35	0	0	265	1,009	1.00		
SUBTOTALS CHARGE BACKS AND FINANCING	0	0	245	0	125	0	69	0	125	0	35	0	0	265	1,009	1.00		
INDOT FINANCE (IF)	0	0	0	0	166	0	358	0	166	0	358	0	0	524	1,800	1.00		
SUBTOTALS CHARGE BACKS AND FINANCING	0	0	245	0	317	0	433	0	317	0	433	0	0	789	2,809	1.00		
III. STATE FUNDING (STP OR BONDS)																		
NON-EMERGENCY STATE FUNDED PROJECTS	0	0	154	0	78	0	17	0	78	0	17	0	0	56	1,000	1.00		
STATE FUNDING - STATE MATCHING FUNDS	0	0	14	0	14	0	14	0	14	0	14	0	0	53	1,000	1.00		
STATE FUNDING - FEDERAL MATCHING FUNDS	0	0	650	0	411	0	350	0	411	0	350	0	0	1,204	1,400	1.00		
SUBTOTALS - STATE FUNDING*	0	0	818	0	503	0	381	0	503	0	381	0	0	613	2,404	1.00		
HIGHWAY FUNDING OBLIGATION TOTALS	(229)	1,722	1,251	1,037	937	900	613	900	937	900	613	900	613	6,439	6,439	1.00		
IV. FEDERAL TRANSIT/STATE ASSISTANCE																		
SECTION 5311 RURAL TRANSPORTATION																		
SECTION 5310 SPECIALIZED PROGRAMS																		
KENTUCKY SECTION 5307																		
PUBLIC TRANSIT CAPITAL DISCRETIONARY																		
SUBTOTALS - FEDERAL TRANSIT FUNDING OBLIGATIONS*	5,833	5,833	5,833	5,833	5,833	5,833	5,833	5,833	5,833	5,833	5,833	5,833	5,833	5,833	5,833	1.00		
SECTION 5311 (LOCAL FUNDING)	43,352	43,352	43,352	43,352	43,352	43,352	43,352	43,352	43,352	43,352	43,352	43,352	43,352	43,352	43,352	1.00		
SECTION 5311 (CONDEV & FAREBOX) (FUNDING)	63,333	63,333	63,333	63,333	63,333	63,333	63,333	63,333	63,333	63,333	63,333	63,333	63,333	63,333	63,333	1.00		
SECTION 5310 (STATE FUNDING)	627	627	627	627	627	627	627	627	627	627	627	627	627	627	627	1.00		
SECTION 5307 (LOCAL FUNDING)	10,721	10,721	10,721	10,721	10,721	10,721	10,721	10,721	10,721	10,721	10,721	10,721	10,721	10,721	10,721	1.00		
PUBLIC TRANSIT CAPITAL DISCRETIONARY (STATE MATCH)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
PUBLIC TRANSIT CAPITAL DISCRETIONARY (LOCAL MATCH)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00		
SUBTOTALS - HIGH FEDERAL TRANSIT FUNDING OBLIGATIONS*	86,155	86,155	86,155	86,155	86,155	86,155	86,155	86,155	86,155	86,155	86,155	86,155	86,155	86,155	86,155	1.00		
TRANSIT FUNDING OBLIGATIONS TOTALS	141,888	141,888	141,888	141,888	141,888	141,888	141,888	141,888	141,888	141,888	141,888	141,888	141,888	141,888	141,888	1.00		

NOTES FOR ITEMS WITHIN FY 2011 - 2014 STIP FISCAL BALANCE SHEET
 (1) THE APPOINTMENT BALANCES SHOWN ARE NOT INDICATIVE OF ACTUAL OBLIGATION AUTHORITY BALANCES. DUE TO FEDERAL LIMITATIONS, THE ACTUAL TOTAL OBLIGATION AUTHORITY BALANCE ENTERING FY 2013 FOR THE FEDERAL "T-ORBUILLA FUNDING PROGRAMS" WILL BE ZERO.
 (2) FEDERAL FUNDS FOR FY 2013, FY 2014, FY 2015, AND FY 2016 ARE BASED ON STRAIGHT LINE PROJECTION OF FY 2012 SAFE TEALU'S APPOINTMENT TABLES.
 (3) SURFACE TRANSPORTATION PROGRAM BALANCES INCLUDE MINIMUM GUARANTEE AND EQUITY BONUS LIMITATION ADJUSTMENT FUNDING. THE DEDICATED STP FUNDING FOR SIM, 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 TIPS FINANCIAL PLAN.
 (4) TOLL CREDITS WILL BE USED FOR REQUIRED MATCHING FUNDS FOR FY 2013 THROUGH FY 2016 FUNDING. EXCEPT THE APP 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 PERCENT TO 100 PERCENT OF PROGRAMMED COST. THIS, REDUCING THE AVAILABLE FEDERAL FUNDING ACCORDINGLY. THE 20 PERCENT STATE MATCHING FUNDS WILL ONLY BE USED FOR APP FUNDING, AND IS REFLECTED AS ESTIMATED APPOINTMENTS UNDER STATE MATCHING FUNDS.
 (5) IF PLANNED OBLIGATIONS ARE GREATER THAN THE ANNUAL APPOINTMENTS IN A GIVEN FISCAL YEAR, THE DIFFERENCE WILL BE MANAGED USING THE FEDERAL "ADVANCE CONSTRUCTION" MECHANISM. WHILE THE GOAL OF THE KYTCS IS TO MAINTAIN A YEARLY TOTAL OF LESS THAN \$250 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, identifying and discussing intermodal issues through the statewide transportation planning meetings, the identification of intermodal access projects and the dedication of specific staff to the freight movement issues. Improvement projects and strategies resulting from the studies and prioritization process based on selected criteria, as well as the other pertinent data, will be considered for inclusion in the statewide transportation plan for future implementation. 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.”

SAFETEA-LU requires 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 accordance with SAFETEA-LU requirements, 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 2012 Enacted Highway Plan and FY 2013-2016 STIP have been developed to support that goal.

1. Planned Highway Improvements

In developing the highway element of the FY 2013-2016 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 was used in the development of the Recommended FY 2012-2018 Highway Plan submitted to the Kentucky General Assembly in January 2012. The Kentucky General Assembly by law has the right to remove, add to, or edit projects contained in the Recommended Highway Plan. The 2012 General Assembly approved Kentucky’s 2012 Highway Plan (FY 2012-2018) in April 2012. The 2012 Highway Plan is the primary basis for the federal-aid highway element of the FY 2013-2016 STIP. Included within the 2012 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 2012 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 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 selected from the KYTC Districts' Transportation Plan and from the MPO Metropolitan Transportation Plans (MTPs), to fill in gaps where federal and state funding could reasonably be expected during FY 2013-2016. 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 2013-2016 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 2013-2016 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 2013-2016 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 2013-2016 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 2013-2016 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 2013-2016 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 73% of Kentucky's bridges are performing the function that they were designed to fulfill without presenting any particular problems. Of the remainder, 7% are classified as "structurally deficient" and 20% are classified as "functionally obsolete." The phrase "structurally deficient" implies that there is a structural problem that will eventually require attention. Many times, these structural problems are 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 2013-2016 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.

2. 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) Emphasis areas
- (3) Safety Enhancement Corridors

High collision projects are evaluated for locations that have a documented crash history and have identified low-cost corrective countermeasures. Specific treatments, identified areas of interest, and other recognized programs are processed as emphasis area measures. Safety improvements can be identified on routes selected as safety enhancement corridors based on criteria established by the Kentucky Transportation Center and the Kentucky Transportation Cabinet.

In order for an eligible improvement to be funded, consideration shall be given to the ability of the project to maximize the opportunities to advance safety. 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 for activities that are most likely to reduce the number of, or potential for, fatalities and serious injuries and upon available funding. An annual report is submitted to FHWA that describes the progress being made, assesses the effectiveness of the improvements, and describes the extent to which the improvements funded contribute to the safety goals.

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 and serious injuries on our rural roads. Roadways classified as rural major or minor collector or a rural local road on which the crash 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 a crash 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 Highway Safety Improvement Program.

3. 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 "Drive Sober or Get Pulled Over."

Highway Safety Education Program

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

- a. 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. However, application cycles are dependent on the availability of SRTS funds. 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 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. 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 TRIMARC system has been expanded with ITS additions on I-71 and I-264 within the Louisville Metro area. ITS projects to provide additional instrumentation within the Elizabethtown, Louisville, Oldham County, and Boone County areas are nearing completion. 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 are now able to receive customized trip data on a regular basis (e.g., daily rush hour routing) through the CARS Messenger service.

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. Application cycles are typically held each year but are dependent on the availability of funds. 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 2013-2016 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 include the rural portion of the state (Section 5311), for the small urban and 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) grants that include Veterans and Livability grants. 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, as well as relying heavily upon past experience to develop the transit element of the FY 2013-2016 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 3,000,000 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 2013 through FY 2014 are \$2.7 million annually. The location and amount of spending using the federal apportionment money in Kentucky is unknown at this time. This decision is made at the FAA district level and these projects are typically not identified until late in the federal fiscal year. At present, there is no way to estimate the level of federal discretionary funding that may be made available during the upcoming biennium. Both federal apportionment and federal discretionary funding will be matched using a 90% federal, 5% state, 5% local ratio.

FY 2013 current projects are identified in Appendix A, Exhibit A-10.

10. Maintenance and Traffic Operations

The KYTC is responsible for ensuring that the State Road System is maintained and operated in such a manner as to ensure the safest and most reliable roadways possible. The Cabinet's goal is to provide the highway user maximum safety and comfort with minimum travel interruptions. Table 1 contains a line-item outlining the FY 2013-2016 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 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 8,957 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, Department for Local Government (DLG).

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

12. Kentucky's Mega-Projects

As the 2012 Highway Plan was developed, strong consideration was given to the funding needs associated with five (5) "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 five (5) 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, (4) the proposed Interstate 69 in far western Kentucky, and (5) the reconstruction of US 68/KY 80 Aurora, Kentucky to Cadiz, 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 five (5) "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.

In 2003, a Record of Decision (ROD) to meet the purpose and need of the project was signed, and the project cost was estimated to be \$2.49 billion. By 2009, the cost had risen to \$4.1 billion and there was a general acknowledgement that traditional federal-aid funding would not be sufficient to complete the project. In response, the 2009 General Assembly, in special session, provided for the creation of a bi-state authority whose purpose was 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 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.

Once approved in 2010, the Louisville and Southern Indiana Bridges Authority immediately began to complete two financial plans. One was a financial plan that would meet the requirements for fiscal constraint and allow the approval of the Louisville Metropolitan Planning Organization’s (MPO’s) long range planning document, the Metropolitan Transportation Plan (MTP), which included the project with updated costs. Without the approval of the MTP, the project could no longer use traditional federal-aid funds. Concurrently, the Authority began working on the major projects financial plan, which required details about funding sources beyond traditional federal-aid funding. Both financial plans that were developed relied on funding sources including traditional federal-aid funding, GARVEE bond funding, and user-fees through tolling scenarios.

In early 2011, Kentucky Governor Steve Beshear, Indiana Governor Mitch Daniels, and Louisville Mayor Greg Fischer jointly suggested changes that lowered the estimated cost by \$1.5 billion – to \$2.6 billion from \$4.1 billion – and cut construction time in half. Their

suggestions, embodied as the Modified Selected Alternative, had two major elements: rebuilding the Kennedy Interchange in place, rather than moving it southward, and scaling down the East End Bridge from a six-lane to a four-lane facility that could, with restriping, be expanded to six traffic lanes when the need finally arose.

On March 5, 2012, Governors Beshear of Kentucky and Daniels of Indiana announced an historic agreement on a jointly developed and updated financial plan for this project, and they signed a Memorandum of Understanding that outlined each state's terms and responsibilities. Under the agreement, the two states would pursue separate and simultaneous procurements – Indiana for construction of the East End Crossing and Kentucky for construction of the Downtown Crossing, including the Kennedy Interchange – though it remained a single project. Under the financial plan, which was approved by both the Louisville and Southern Indiana Bridges Authority and the Kentucky Public Transportation Infrastructure Authority, the two states will use a combination of traditional transportation funding and toll revenues.

The Modified Selected Alternative received federal approval on June 20, 2012 when the revised ROD was signed. The project is scheduled to begin construction in 2012.

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 Julian Carroll Purchase Parkway from the Tennessee state line to Interstate 24 (SIU 6, approximately 51.398 miles), then Interstate 24 to the Wendell H. Ford Western Kentucky Parkway (SIU 6, approximately 16.309 miles), then the Wendell H. Ford Western Kentucky Parkway to the Edward T. Breathitt Pennyryle Parkway (SIU 5, approximately 38.373 miles), then the Edward T. Breathitt Pennyryle Parkway north to Henderson (SIU 5, approximately 41.987 miles). At Henderson, a new route (including a new Ohio River bridge) will be required to connect to

Interstate 64 in southern Indiana (SIU 4, approximately 10.5 miles for Kentucky). 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.

The KYTC signed the first segment of Interstate 69 in October 2011 with an agreement of allowable design exceptions and planned future upgrades at various locations. This segment consisted of Interstate 69 running concurrently with Interstate 24 from the Julian Carroll Purchase Parkway to the Wendell H. Ford Western Kentucky Parkway (16.309 miles) and the Wendell H. Ford Western Kentucky Parkway to the Edward T. Breathitt Pennyriple Parkway (38.326 miles) for a total Interstate 69 length of 54.635 miles. 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 Pennyriple 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 \$306 million (SIU 5- \$87 Million, SIU 6- \$219 Million) or more to accomplish. At Henderson, the new route and its new Ohio River Bridge (SIU 4) will likely cost an additional \$600 million to complete.

The KYTC has completed a study of the parkway upgrade needs from Interstate 24 to Henderson, (SIU 5) in 2008, and a Conceptual Financing Plan for Henderson, KY to Evansville, Indiana, (SIU 4) was completed in 2008. The KYTC has recently completed a study of the upgrade needs for the Julian Carroll Purchase Parkway to Interstate 24 and following Interstate 24 to the Wendell H. Ford Western Kentucky Parkway, (SIU 6), in 2011. The KYTC has worked with Indiana to develop a Draft Environmental Impact Statement for the new Ohio River crossing at Henderson. The KYTC is currently participating in a Multi-State I-69 Innovative Finance Study to be completed in 2012. 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 2012 STIP contains approximately \$155 million of scheduled projects along the I-69 Corridor.

Proposed Interstate 66 & 69 Spurs

Currently, there is a study being conducted to evaluate the upgrades necessary for the Audubon and Natcher Parkways and US 60 in Owensboro to be designated an Interstate 66 or 69 Spur. For Interstate 66 or 69 Spur to become fully functional in Kentucky, it is expected that the existing parkway system will have to be upgraded. The study is to evaluate the Audubon Parkway from the Pennyriple Parkway (Future I-69) in Henderson to Owensboro, (approximately 23.398 miles) and the William H. Natcher Parkway from Owensboro to I-65 in Bowling Green (Future I-66), (approximately 70.18 miles) to determine the improvements necessary to allow the corridors to be signed as Interstate 66 and 69 Spurs and to I-65, as well as evaluating US 60 (formerly the Bypass), (approximately 6.65 miles) as a connection between these two corridors. This study is to be completed in the fall of 2012.

These corridors are expected to improve traffic flow between Owensboro, Henderson, Madisonville, and Bowling Green, and enhance economic development in this portion of western Kentucky. It is expected that such upgrades may cost \$256 million (I-69 Spur-\$42 million, I-66 Spur-\$136 million, & US 60 Connection \$78 million) or more to

accomplish. Continuing work on Interstate 66 & 69 Spurs in Kentucky will depend upon the financial support that can be garnered for the project through federal reauthorization and appropriations processes.

Reconstruction of US 68/KY 80 Aurora, Kentucky to Cadiz, Kentucky

The Kentucky Transportation Cabinet (KYTC) proposes to continue and complete the widening and improvements to the existing two-lane US 68/KY 80, from KY 94 at Aurora in Marshall County for approximately 17 miles to the western terminus of the Cadiz Bypass in Trigg County. US Highway 68 (US 68), also designated as Kentucky State Route 80 (KY 80), is the only east-west arterial in the region of southwestern Kentucky, and serves local, recreational, and through traffic. The remaining project will pass easterly through Kenlake State Resort Park, cross Kentucky Lake (Tennessee River), traverse the Land Between the Lakes (LBL) National Recreation Area, over Lake Barkley (Cumberland River), and extend to the Cadiz Bypass. Portions of the roadway are proposed to be built on new location while other portions will follow the existing roadway.

The western terminus of this project is the recently relocated and widened four-lane section of US 68 between Kenlake State Resort Park and the city of Mayfield. The eastern terminus of this project is the western terminus of the Cadiz Bypass. Outside of the two public recreation areas, the project corridor is comprised of a mixture of commercial, residential, and agricultural land. This project is consistent with the KYTC's plans to improve the alignment of US 68/KY 80 in western Kentucky.

The project from the Kentucky Lake Bridge extending easterly to the Cadiz Bypass is broken into the following four independent sections that do not rely on the other roadway portions for completion:

Section 1: Kentucky Lake Bridge

Section 2: Land Between the Lakes Design-Build Section

Section 3: Lake Barkley Bridge

Section 4: Reconstruction of US 68/KY 80 from Lake Barkley to Cadiz Bypass

With the Land Between the Lakes Design-Build section substantially complete, the Initial Financial Plan focuses on the bridge replacements over Kentucky Lake and Lake Barkley, and the remaining reconstruction of US 68/KY 80 from Lake Barkley to existing Cadiz Bypass.

The Kentucky Lake bridge replacement project and the Lake Barkley bridge replacement project has independent logical termini, and represent construction segments of proposed improvements to the overall corridor of US 68/KY 80 between Aurora and the Cadiz Bypass. On the eastern end, the project connects with the recently constructed Cadiz Bypass, a two-lane roadway that intersects with Interstate 24 east of Cadiz.

The primary purpose of the US 68/KY 80 Corridor reconstruction is to correct numerous geometric deficiencies of the existing roadway and the two major bridges (Eggner's Ferry Bridge and Lawrence Memorial Bridge over Kentucky Lake and Lake Barkley, respectively). The correction of those deficiencies would provide a safer travel way for persons using US 68/KY 80, satisfy the demands of the traveling public in 2025, and meet current design standards. A secondary purpose for this project is to enhance regional

tourism and economic development by vastly upgrading this principal east-west highway which serves as the only highway into and through the Land Between the Lakes.

The projected total costs in “Year of Expenditure” dollars of all project segments of the Selected Alternatives are estimated to cost \$583.1 million. The projected \$583.1 million total cost corresponds with the FHWA October 2011 “Cost Estimate Review Report” for the US 68/KY 80 Corridor from Aurora, Kentucky to Cadiz, Kentucky project. The current expenditures to date for all segments of the US 68/KY 80 Corridor from Aurora, Kentucky to Cadiz, Kentucky project is approximately \$67.8 million, thus, leaving approximately \$515.3 million future remaining project expenditures.

APPENDIX A

EXHIBITS A-1 THROUGH A-11

EXHIBIT A – 1

STATE CERTIFICATION LETTERS



TRANSPORTATION CABINET

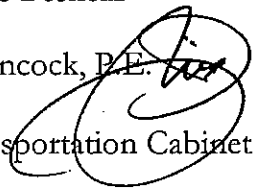
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

MEMORANDUM

TO: Governor Steve Beshear

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

DATE: June 18, 2012

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 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 and attach a memo stating your concurrence and return it to this office for inclusion in the Statewide Transportation Improvement Program (STIP).

MWH:RBR:SLC



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COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

STEVEN L. BESHEAR
GOVERNOR

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

June 20, 2012

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 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

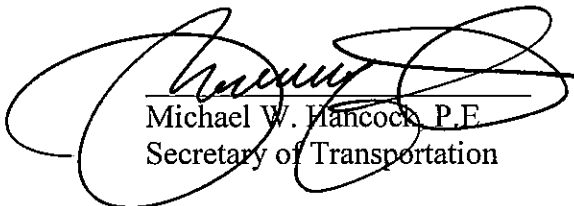
2012 JUN 21 P 3:49

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.
Secretary of Transportation

6/12/12
Date



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

June 18, 2012

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

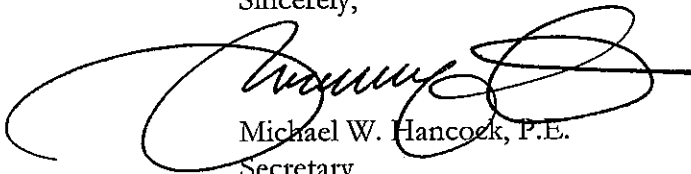
Dear Mr. Sepulveda:

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.
Secretary

MWH:RBR:SLC

- c: Steve Waddle, 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.
Secretary

June 18, 2012

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.
Secretary

MWH:RBR:SLC

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



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May 29, 2012

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

Dear Mr. Hancock:

We have reviewed the May 3, 2012 submittal of the following document:

**Planning Work Program
SP 0013 (001)
June 16, 2012 - June 15, 2013
(2013 SPR Work Program - Subpart A)**

The activities in the 2013 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, 2012 – June 15, 2013.** Authorization of this work is subject to the availability of funds.

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

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

There are two additional 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 FHWA. [23 CFR 420.117 (b) and (c)].

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

Sincerely yours,



Gregory D. Rawlings
Transportation Specialist

c: Keith Damron, KYTC - Planning



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

Kentucky Division Office

West Broadway
Frankfort, KY 40601
(502) 223-6720
(502) 223-6735

May 29, 2012

Mr. Michael W. Hancock, PE
Secretary
Kentucky Transportation Cabinet
200 Mero Street, Room 613
Frankfort, Kentucky 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 2013 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
- Clarksville Area MPO
- Evansville MPO
- Lexington Area MPO
- Louisville Area MPO
- Owensboro-Daviess County MPO
- Radcliff/Elizabethtown MPO

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

Sincerely,

Gregory D. Rawlings
Transportation Specialist



c: Robert Buckley, FTA-R4
Ron Rigney, KYTC – Program Management
Vickic Bourne, KYTC Transportation Delivery
Keith Damron, KYTC – Planning
Sherry McDavid – ASH
Rodney Kirtley – BWG
Mark Policinski – CIN
David Riggins –CLK
Bradley Mills – EVN
Chris King – LEX
Jack Couch – LOU
Jiten Shah – OWN
Wendell Lawrence - REZ



U.S. Department
of Transportation

**Federal Highway
Administration**

Kentucky Division Office
José M. Sepúlveda, Division Administrator

West Broadway
Frankfort, KY 40601
(502) 223-6720
(502) 223-6735

May 29, 2012

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

**FY 2012 Unified Planning Work Program (UPWP) for the
Clarksville Area Metropolitan Planning Organization (MPO)
(MPO resolution approval date of August 18, 2011)**

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

Sincerely,

Gregory D. Rawlings
Transportation Specialist

cc: Robert Buckley, FTA-R4
Ron Rigney, KYTC – Program Management
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
MPO Policy Committee Chairman

Kentucky Transportation Cabinet



James R. Ham
MPO Policy Committee Representative,
Governor's Designee

April 26, 2012

Date

4/26/12

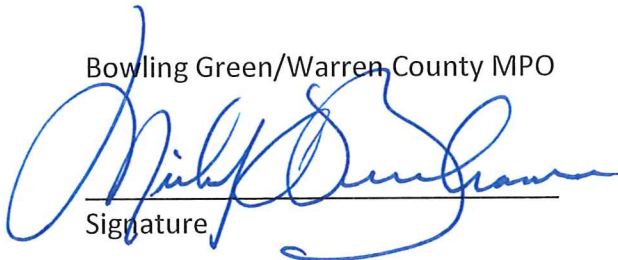
Date

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



Signature

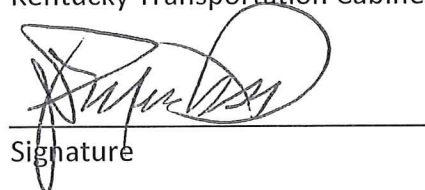
MPO Chairman

Title

September 26, 2011

Date

Kentucky Transportation Cabinet



Signature

Chief District Engineer

Title

September 26, 2011

Date

Metropolitan Planning and Federal Certifications

In accordance with 23CFR 450.334, Clarksville Metropolitan Planning Organization and the Kentucky Transportation Cabinet 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 State and MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

X (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

X (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

X (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

X (4) 49 U.S.C. 5332, prohibiting discrimination, on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;

X (5) Section 1101 (b) of the SAFETEA-LU (Pub. L 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

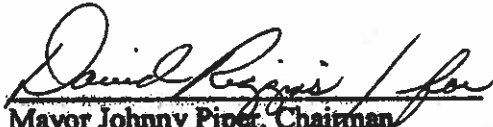
X (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

X (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. seq.) and 49 CFR parts 27, 37 and 38;

X (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

X (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

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



Mayor Johnny Piper, Chairman
Clarksville Urbanized Area MPO

10/14/10
Date



James R. Ham, P.E.
Kentucky Transportation Cabinet

10.1.2010
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

**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

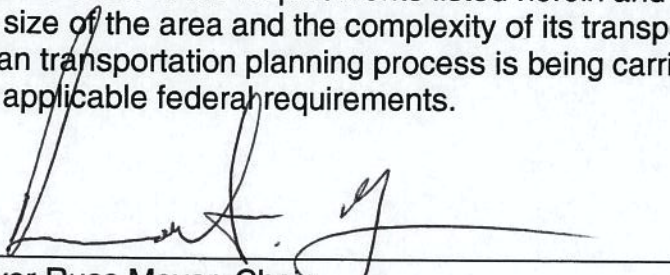
WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO and the Kentucky Transportation Cabinet to certify that the transportation planning process be carried on cooperatively in conformance with the regulations; and

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.

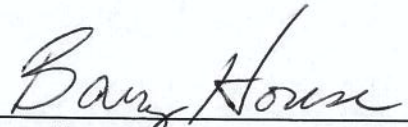
WHEREAS, the U.S Department of Transportation conducted an on-site certification review at the Lexington Area MPO offices in August 2011, and issued a subsequent finding that the Lexington Area MPO was fully certified as meeting all pertinent requirements; and

THEREFORE BE IT RESOLVED, that the Lexington Area MPO Policy Committee at its regular public meeting of April 25, 2012 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.



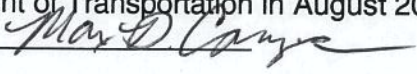
Mayor Russ Meyer, Chair;
Lexington Area Metropolitan Planning Organization

April 25, 2012
DATE



Barry House
MPO Policy Committee Representative for
The Kentucky Transportation Cabinet

April 25, 2012
DATE

I hereby certify that the foregoing legal requirements have been met as certified by the U.S. Department of Transportation in August 2011. Max D. Conyers, Lexington Area MPO Director 

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 (42U.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**



 Tom Galligan, Chair
 Transportation Policy Committee

3/24/2011
 Date

Kentucky Transportation Cabinet



 Matt Bullock
 Chief District Engineer, District 5

4-28-11
 Date

RESOLUTION
OF THE BOARD OF DIRECTORS
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 Board of Directors of the Ohio-Kentucky-Indiana Regional Council of Governments, at its public meeting of April 14, 2011 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.

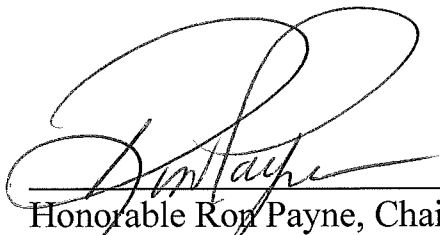

EDWIN H. HUMPHREY, PRESIDENT

4/14/11
rwk

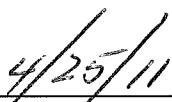
METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

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



Honorable Ron Payne, Chairman
Owensboro – Daviess County MPO

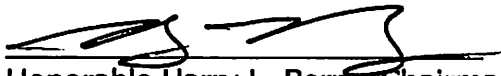


Date

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

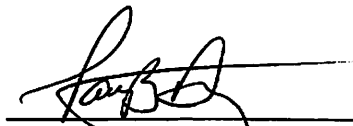
In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and the Radcliff/Elizabethtown Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all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

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



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

25 July, 2009
DATE



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

7-23-09
DATE

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 internet 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.

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 period 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. STP and 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 KYTC will cooperatively develop the STP by incorporating consistent statewide goals and objectives from MPO Metropolitan Transportation Plans into the policy-based STP. 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 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 staff agencies. 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.

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

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

- Route number or “new route”
- A 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 NEEDS 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 Needs List (UNL) process or referred through another program.
- Check any NEW Project against the current Highway Plan and Unscheduled Needs List first, to make sure that this project has not already been added to the Highway Plan or previously been identified. When the Highway Plan is approved by the Kentucky Legislature, projects should be checked against the approved list of projects.
- All New Projects should include the following:
 - Route Number or “New Route”
 - A thorough description of the project and location (including road or street names, if applicable)
 - The beginning and ending termini
 - Milepoints, using HIS Route Log (accessible on the Internet) 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 Unscheduled Needs List. Include a new Project Identification Form for each new project or an updated Project Identification Form for projects with changed or updated information.
- Please complete the Project Identification Form as thoroughly as possible. This form is available in electronic format and may be obtained by contacting the Division of Planning at 502-564-7183.



TRANSPORTATION CABINET

Frankfort, Kentucky 40622

www.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.

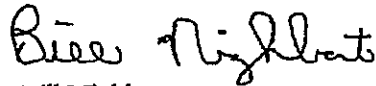
In accordance with the Cabinet's "Public Participation Process for Statewide Transportation Planning," the draft STP was available for public review for a period of thirty days (October 16, 2006 - November 14, 2006) with copies made available at the offices of the state's fifteen Area Development Districts, 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.

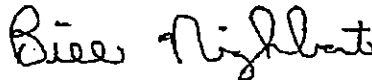
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Ms. Yvette G. Taylor
Page 2
May 16, 2007

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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

**TO BE ADDED AFTER PUBLIC
REVIEW AND COMMENT
PERIOD**

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_{2.5} 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_{2.5} Standards (69 FR 40004, July 1, 2004) and
- Transportation Conformity Rule Revision for PM_{2.5} (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

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**

Kentucky Division

June 10, 2011

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

Mrs. Laurie Leffler, Division Administrator
Federal Highway Administration – Ohio Division
200 N. High Street, Room 328
Columbus, OH 43215-2408

Dear Mrs. Leffler:

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

**2012-2015 Transportation Improvement Program (TIP) for the
Cincinnati Area Metropolitan Planning Organization (MPO)
(MPO resolution approval date April 14, 2011)**

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, and the Transit Authority of Northern Kentucky also had an opportunity to review and comment on the aforementioned document.

We found that these documents met the criteria outlined in the

- Transportation Conformity Rule
- Transportation Conformity Rule Revision for PM_{2.5} and the
- Transportation Conformity Rule Revision for the 8-hour Ozone and PM_{2.5} Standards

We find that the aforementioned document conforms to National Ambient Air Quality Standards (NAAQS) as described and therefore support the Ohio Division of the Federal Highway Administration in making a positive conformity finding on the referenced documents for the 8-hour ozone and PM_{2.5} standards.

Sincerely yours,


John Ballantyne
Program Delivery Team Leader

BSD: slm



c: Yvette Taylor, FTA-R4
Andy Aiello, TANK
Diana Smith, EPA – R4
John Lyons, DAQ
Michael Hancock, KYTC-Administration
Keith Damron, KYTC-Planning
Vickie Bourne, KYTC – Transportation Delivery
James Ballinger, KYTC – District 7
Mark Policinski, Cincinnati Area MPO



U.S. Department
of Transportation

Federal Highway Administration
Tennessee Division Office
404 BNA Drive, Suite 508
Nashville, TN 37217

Federal Transit Administration
Region IV
230 Peachtree St., N.W., Suite 800
Atlanta, GA 30303

April 27, 2010

In Reply Refer To:
HPP-TN

The Honorable Johnny Piper
Chairman
Clarksville Urbanized Area MPO
329 Main Street
Clarksville, TN 37040

Dear Mayor Piper:

The Tennessee and Kentucky Division's of the Federal Highway Administration (FHWA) and the Region IV, Federal Transit Administration (FTA), in coordination with the Region 4, Environmental Protection Agency (EPA), have reviewed the **2035 Metropolitan Transportation Plan (MTP)** and accompanying **Conformity Determination** for the Clarksville Urbanized Area Metropolitan Planning Organization (MPO), adopted simultaneously by the MPO's Executive Board on March 10, 2010. The Tennessee Department of Environment and Conservation, the Tennessee Department of Transportation, the Kentucky Transportation Cabinet, other stakeholders, and the general public also had an opportunity to review and comment on the aforementioned 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. The FHWA and FTA find the Clarksville Urbanized Area MPO's 2035 MTP to be consistent with these requirements.

In coordination with EPA, FHWA and FTA we find that the Conformity Document for the Clarksville Urbanized Area MPO's 2035 MTP 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;



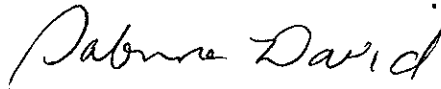
- consistency with the mobile source emission budgets in the State Implementation Plan (SIP); and
- provisions for timely implementation of transportation control measures in the SIP.

We also find that these documents meet the criteria outlined in the Transportation Conformity Rule Revision for 8-hour Ozone Standards.

Therefore, the FHWA and the FTA find that the reviewed documents conform to the 8-hour Ozone Standards.

If you have questions regarding this approval, please contact Britta Stein (FHWA, TN Division) at 615.781.5792 or Abigail Rivera (FTA, Region IV) at 440.865.5624.

Sincerely,



for
Pamela M. Kordenbrock
Division Administrator
Federal Highway Administration
Tennessee Division

cc: Joe Carpenter, Chief, Environment & Planning, TDOT
Jeanne Stevens, Director of Long Range Planning Division, TDOT
Angela Midgett, MPO Program Manager, TDOT
Stan Williams, MPO Coordinator
Abigail Rivera, Community Planner, FTA Region IV
Dianna Smith, Environmental Scientist, EPA Region 4
Bernadette Dupont, Air Quality Specialist, FHWA Kentucky Division



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:

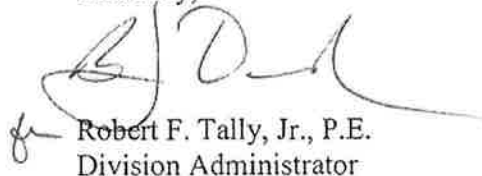
The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) have completed our review of the Evansville Metropolitan Planning Organization (EMPO) 2010-2013 Transportation Improvement Program and their associated conformity analysis adopted by EMPO on February 4, 2010. Our review 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_{2.5} 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_{2.5} 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_{2.5}. If you have any questions regarding this, please contact Janice Osadcuk at 317 226-7486 or by e-mail at 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

May 24, 2012

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

In Reply Refer To:
HPD-KY

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

Dear Mr. Couch:

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

**Amendment 6 to the 2011-2015 Transportation Improvement Program (TIP) and
Amendment 6 to the 2030 Metropolitan Transportation Plan (MTP) for the
Louisville Area Metropolitan Planning Organization (MPO)
(MPO resolution approval date May 24, 2012)**


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

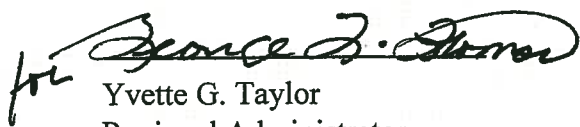
We found that this document meets the five primary criteria of the Transportation Conformity Rule:

- 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 Revision for the 8-hour Ozone and PM_{2.5} Standards and the Transportation Conformity Rule Revision for PM_{2.5}.

We therefore find that the aforementioned document conforms to the 8-hour Ozone and PM_{2.5} standards.

for 
José M. Sepúlveda
Division Administrator
Federal Highway Administration

for 
Yvette G. Taylor
Regional Administrator
Federal Transit Administration

- c: Robert Talley, FHWA-IN
- Scott Davis, EPA-R4
- John Lyons, EPPC-DAQ
- Lauren Anderson, Louisville APCD
- Barry Barker, TARC
- Michael Hancock, KYTC-Administration
- Steve Waddle, KYTC - Administration
- Ron Rigney, KYTC-Program Management
- Keith Damron, KYTC-Planning

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MAY 29 2012

Div. of Planning

EXHIBIT A – 5

STIP PROJECTS

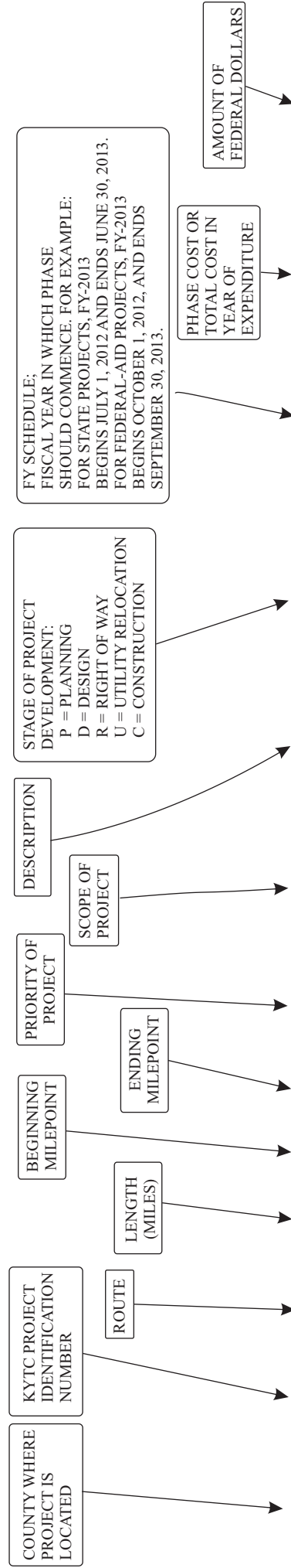
- A. Federally-funded projects sorted alphabetically by county
(Pages 1 - 127)**

- B. Federally-funded ZVarious
(Pages 1 - 9)**

- C. State-funded regionally significant air quality “Non-Exempt” Projects
(Pages 1 - 11)**

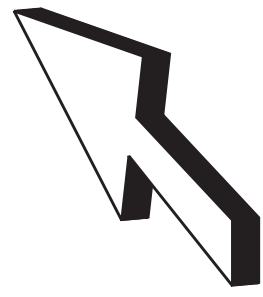
The projects and funding identified under the county name as “ZVarious” are for projects that are determined on an annual basis for various types of work.

KEY TO INTERPRETING INFORMATION PRESENTED FOR FY 2013- FY 2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)



COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FISCAL YEAR FUND SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION
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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)	U	STP	330,000	330,000
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TYPE OF FUNDS TO BE UTILIZED FOR THE PROJECT, ABBREVIATED AS FOLLOWS:

- APD --- FEDERAL APPALACHIAN DEVELOPMENT HIGHWAYS
- BRO --- FEDERAL BRIDGE REPLACEMENT - ON SYSTEM
- BRX --- FEDERAL BRIDGE REPLACEMENT - ON/OFF SYSTEM
- BRZ --- FEDERAL BRIDGE REPLACEMENT - OFF SYSTEM
- CM --- FEDERAL CONGESTION MITIGATION FUNDS
- FH --- FEDERAL FOREST HIGHWAY FUNDS
- HPP --- HIGH PRIORITY PROJECTS
- IF --- INNOVATIVE FINANCING
- IM --- FEDERAL INTERSTATE MAINTENANCE FUNDS
- JM5 --- GARVEE BONDS US-68/KY-80 LAKE BARKLEY AND KY LAKE BRIDGES
- JZ2 --- LOUISVILLE BRIDGES GARVEE BONDS \$236 MILLION
- KYD --- FEDERAL DEMONSTRATION FUNDS ALLOCATED TO KENTUCKY
- NH --- FEDERAL NATIONAL HIGHWAY SYSTEM FUNDS
- RRP --- SAFETY-RAILROAD PROTECTION
- SAF --- FEDERAL SAFETY FUNDS
- SB2 --- STATE BONDS 2010
- SHN --- FEDERAL STP FUNDS DEDICATED TO HENDERSON
- SLO --- FEDERAL STP FUNDS DEDICATED TO LOUISVILLE
- SLX --- FEDERAL STP FUNDS DEDICATED TO LEXINGTON
- SNK --- FEDERAL STP FUNDS DEDICATED TO NORTHERN KENTUCKY
- SPB --- SP BONDS 2009
- SPP --- STATE CONSTRUCTION HIGH PRIORITY PROJECTS
- STP --- FEDERAL STATEWIDE TRANSPORTATION PROGRAM FUNDS
- TE --- FEDERAL TRANSPORTATION ENHANCEMENT PROGRAM FUNDS

EXAMPLE:

**A. Federally-funded projects sorted
alphabetically by county
(Pages 1 - 127)**

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2013 - FY 2016**

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)	U	STP	2013	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	2013	500,000	500,000
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	R	BRZ	2014	65,000	65,000
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	U	BRZ	2014	15,000	15,000
ALLEN	3-1080	KY 2160	0.04	0.626	0.666	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2160 OVER FLORIDA CREEK SOUTH OF INTERSECTION WITH HUNT LANE (CR 1155) (SR 40.8) 002B00048N	D	BRO	2013	300,000	300,000
ALLEN	3-1080	KY 2160	0.04	0.626	0.666	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2160 OVER FLORIDA CREEK SOUTH OF INTERSECTION WITH HUNT LANE (CR 1155) (SR 40.8) 002B00048N	R	BRO	2014	75,000	75,000
ALLEN	3-1080	KY 2160	0.04	0.626	0.666	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2160 OVER FLORIDA CREEK SOUTH OF INTERSECTION WITH HUNT LANE (CR 1155) (SR 40.8) 002B00048N	U	BRO	2014	20,000	20,000
ALLEN	3-1080	KY 2160	0.04	0.626	0.666	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2160 OVER FLORIDA CREEK SOUTH OF INTERSECTION WITH HUNT LANE (CR 1155) (SR 40.8) 002B00048N	C	BRO	2015	175,000	175,000
ALLEN	3-1081	CR 1167		1.674	1.714	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HADE BELL RD (CR 1167) OVER BAYS FORK 0.5 MILE N OF PARDUE RD (CR 1163)(SR 28.7)002C00012N	D	BRZ	2013	150,000	150,000
ALLEN	3-1081	CR 1167		1.674	1.714	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HADE BELL RD (CR 1167) OVER BAYS FORK 0.5 MILE N OF PARDUE RD (CR 1163)(SR 28.7)002C00012N	R	BRZ	2014	65,000	65,000
ALLEN	3-1081	CR 1167		1.674	1.714	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HADE BELL RD (CR 1167) OVER BAYS FORK 0.5 MILE N OF PARDUE RD (CR 1163)(SR 28.7)002C00012N	U	BRZ	2014	85,000	85,000
ALLEN	3-1081	CR 1167		1.674	1.714	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HADE BELL RD (CR 1167) OVER BAYS FORK 0.5 MILE N OF PARDUE RD (CR 1163)(SR 28.7)002C00012N	C	BRZ	2016	175,000	175,000

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2013 - FY 2016**

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
ALLEN	3-1082	PR 1301		0.042	0.082	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BAYS FORK ROAD (PV 1301) OVER BAYS FORK CREEK 0.05 MILE N OF VETERANS MEMORIAL HWY (KY 980)(SR 26.5)002C00036N	D	BRZ	2013	300,000	300,000
ALLEN	3-1082	PR 1301		0.042	0.082	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BAYS FORK ROAD (PV 1301) OVER BAYS FORK CREEK 0.05 MILE N OF VETERANS MEMORIAL HWY (KY 980)(SR 26.5)002C00036N	R	BRZ	2014	65,000	65,000
ALLEN	3-1082	PR 1301		0.042	0.082	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BAYS FORK ROAD (PV 1301) OVER BAYS FORK CREEK 0.05 MILE N OF VETERANS MEMORIAL HWY (KY 980)(SR 26.5)002C00036N	U	BRZ	2014	150,000	150,000
ALLEN	3-1082	PR 1301		0.042	0.082	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BAYS FORK ROAD (PV 1301) OVER BAYS FORK CREEK 0.05 MILE N OF VETERANS MEMORIAL HWY (KY 980)(SR 26.5)002C00036N	C	BRZ	2016	280,000	280,000
BALLARD	1-1143	KY 358		14.034	14.074	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 358 OVER CLAYTON CREEK APPR. 0.5 MILE NORTH OF KY 473 (SR 26.5) 004B00044N	D	BRO	2013	280,000	280,000
BALLARD	1-1143	KY 358		14.034	14.074	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 358 OVER CLAYTON CREEK APPR. 0.5 MILE NORTH OF KY 473 (SR 26.5) 004B00044N	R	BRO	2014	150,000	150,000
BALLARD	1-1143	KY 358		14.034	14.074	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 358 OVER CLAYTON CREEK APPR. 0.5 MILE NORTH OF KY 473 (SR 26.5) 004B00044N	U	BRO	2014	250,000	250,000
BALLARD	1-1143	KY 358		14.034	14.074	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 358 OVER CLAYTON CREEK APPR. 0.5 MILE NORTH OF KY 473 (SR 26.5) 004B00044N	C	BRO	2015	600,000	600,000
BARREN	3-13.2	I 65	4.4	52	52.9	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCTION OF KY 70/KY 90 APPROACHES AT THE I-65/KY70-KY90 INTERCHANGE. (2010BOPC) (SEE 3-13.00 FOR DESIGN PHASE AND SEE 3-13.10 FOR R/W & UTILITY PHASES)	C	NH	2013	3,360,000	3,360,000
BARREN	3-14	I 65	5.3	52.9	53.966	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6-LANES FROM 1.0 MI S OF THE HART CO. LINE TO 0.5 MI N OF THE KY 218 I-CHNG (B32),(10CCR)(12CCR)	C	NH	2013	26,000,000	26,000,000

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2013 - FY 2016**

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	3-14-01	165	5.3	52.9	53.956	RELIABILITY	PREFINANC'D CONVRSN(P)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6-LANES FROM 1.0 MI S OF THE HART CO. LINE TO 0.5 MI N OF THE KY 218 I-CHNG (B32),(10CCR) (IM SHARE)(12CCN)	C	IM	2013	29,000,000	29,000,000
BELL	11-1079	KY 2011	0.1	8.35	8.65	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-2011 (MP 8.498) OVER RED BIRD CREEK; .55 MI SOUTH OF JCT KY 66; (SR=3.5) 007B00074N	R	BRX	2014	250,000	250,000
BELL	11-1079	KY 2011	0.1	8.35	8.65	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-2011 (MP 8.498) OVER RED BIRD CREEK; .55 MI SOUTH OF JCT KY 66; (SR=3.5) 007B00074N	U	BRX	2014	150,000	150,000
BELL	11-1079	KY 2011	0.1	8.35	8.65	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-2011 (MP 8.498) OVER RED BIRD CREEK; .55 MI SOUTH OF JCT KY 66; (SR=3.5) 007B00074N	C	BRX	2016	550,000	550,000
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	R	BRZ	2014	175,000	175,000
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	U	BRZ	2014	175,000	175,000
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	C	BRZ	2016	750,000	750,000
BELL	11-1093	CR 1184		0.01	0.05	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DAVIS OXENDINE RD (CR 1184) OVER HANCES CREEK AT JCT WITH KY 1344(SR 12.9) 007C00061N	D	BRZ	2013	250,000	250,000
BELL	11-1093	CR 1184		0.01	0.05	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DAVIS OXENDINE RD (CR 1184) OVER HANCES CREEK AT JCT WITH KY 1344(SR 12.9) 007C00061N	R	BRZ	2014	50,000	50,000
BELL	11-1093	CR 1184		0.01	0.05	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DAVIS OXENDINE RD (CR 1184) OVER HANCES CREEK AT JCT WITH KY 1344(SR 12.9) 007C00061N	U	BRZ	2014	50,000	50,000
BELL	11-1093	CR 1184		0.01	0.05	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DAVIS OXENDINE RD (CR 1184) OVER HANCES CREEK AT JCT WITH KY 1344(SR 12.9) 007C00061N	C	BRZ	2015	400,000	400,000

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2013 - FY 2016**

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	11-8702	US 119	2.88	13	15.88	RELIABILITY	MAJOR WIDENING(O)	WIDEN US 119 FROM MP 13.0 TO MP 15.88 ALONG EXISTING CORRIDOR. (12CCN)	D	APD	2013	2,900,000	2,320,000
BELL	11-8702	US 119	2.88	13	15.88	RELIABILITY	MAJOR WIDENING(O)	WIDEN US 119 FROM MP 13.0 TO MP 15.88 ALONG EXISTING CORRIDOR. (12CCN)	R	APD	2013	1,450,000	1,160,000
BELL	11-8702	US 119	2.88	13	15.88	RELIABILITY	MAJOR WIDENING(O)	WIDEN US 119 FROM MP 13.0 TO MP 15.88 ALONG EXISTING CORRIDOR. (12CCN)	U	APD	2013	4,100,000	3,280,000
BELL	11-8702	US 119	2.88	13	15.88	RELIABILITY	MAJOR WIDENING(O)	WIDEN US 119 FROM MP 13.0 TO MP 15.88 ALONG EXISTING CORRIDOR. (12CCN)	C	APD	2014	21,000,000	16,800,000
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	2013	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	2013	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	2015	20,810,000	20,810,000
BOONE	6-14.02	I 75	0.1	178.033	178.133	ECONOMIC DEVELOPMENT	PREFINANCD CONVRSN(O)	RECONSTRUCT THE KY-536 (MT. ZION ROAD) INTERCHANGE.	C	IM	2016	10,000,000	10,000,000
BOONE	6-14.5	I 75	1.5	178.039	180.106	RELIABILITY	MINOR WIDENING(O)	ADD AUXILIARY LANES ON I-7175 FROM KY 536 TO US 42 (NB & SB) AS PER THE INTERCHANGE JUSTIFICATION STUDY (US).(10CCR)(12CCR)	R	IM	2013	6,300,000	6,300,000
BOONE	6-14.5	I 75	1.5	178.039	180.106	RELIABILITY	MINOR WIDENING(O)	ADD AUXILIARY LANES ON I-7175 FROM KY 536 TO US 42 (NB & SB) AS PER THE INTERCHANGE JUSTIFICATION STUDY (US).(10CCR)(12CCR)	U	IM	2013	800,000	800,000
BOONE	6-18	I 75	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)(12CCR)	R	IM	2013	2,850,000	2,850,000
BOONE	6-18	I 75	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)(12CCR)	U	IM	2013	1,800,000	1,800,000
BOONE	6-76	KY 212	0.1	0.893	0.914	RELIABILITY	BRIDGE REHAB(P)	PLACE DECK OVERLAY AND REPLACE JOINTS ON THE KY 212 BRIDGE OVER I-275	C	IM	2013	400,000	400,000

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2013 - FY 2016**

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	6-158	KY 536	3	10.4	13.4	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) (10CCR)(12CCR)	R	STP	2013	20,850,000	20,850,000
BOONE	6-318	KY 237		7.921	9.047	RELIABILITY	CONGESTION MITIGTN(O)	LIMBURG ACCESS ROAD AND SIDEWALK FROM THE INTERSECTION OF GATEWAY BLVD AND KY-237 TO EXISTING LIMBURG ROAD (KY-3168) NEAR MILEPOINT 2.10 (2008BOPC),(10CCR)	C	CM	2013	224,343	224,343
BOONE	6-367	US 42	0.263	12.803	13.066	SAFETY	SAFETY(P)	CONSTRUCT ADDITIONAL TURN LANES AT THE INTERSECTION OF KY 842 AND US 42.(12CCR)	D	CM	2013	750,000	750,000
BOONE	6-367	US 42	0.263	12.803	13.066	SAFETY	SAFETY(P)	CONSTRUCT ADDITIONAL TURN LANES AT THE INTERSECTION OF KY 842 AND US 42.(12CCR)	R	CM	2013	1,750,000	1,750,000
BOONE	6-367	US 42	0.263	12.803	13.066	SAFETY	SAFETY(P)	CONSTRUCT ADDITIONAL TURN LANES AT THE INTERSECTION OF KY 842 AND US 42.(12CCR)	U	CM	2013	150,000	150,000
BOONE	6-367	US 42	0.263	12.803	13.066	SAFETY	SAFETY(P)	CONSTRUCT ADDITIONAL TURN LANES AT THE INTERSECTION OF KY 842 AND US 42.(12CCR)	C	CM	2014	2,500,000	2,500,000
BOONE	6-400.06					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2013	50,000	50,000
BOONE	6-400.08					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2013	44,000	44,000
BOONE	6-400.09					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2014	44,000	44,000
BOONE	6-400.1					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2015	44,000	44,000
BOONE	6-400.11					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2016	44,000	44,000
BOONE	6-401.07					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2013	70,000	70,000

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2013 - FY 2016**

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	6-401.08					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2013	56,000	56,000
BOONE	6-401.09					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2014	56,000	56,000
BOONE	6-401.1					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2015	56,000	56,000
BOONE	6-401.11					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2016	56,000	56,000
BOONE	6-966					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2012. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2013	2,100,000	2,100,000
BOONE	6-966.01					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2013. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2013	5,100,000	5,100,000
BOONE	6-966.02					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2014. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2014	5,100,000	5,100,000
BOONE	6-966.03					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2015. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2015	5,100,000	5,100,000
BOONE	6-966.04					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2016. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	2016	5,100,000	5,100,000
BOONE	6-1079	KY 20		2.8	2.86	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 20 OVER WOOLPER CREEK SE OF STONE CREEK LANE (PR 1300)(SR 39.7) 008B00018N	D	BRO	2013	500,000	500,000

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BOONE	6-1079	KY 20		2.8	2.86	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 20 OVER WOOLPER CREEK SE OF STONE CREEK LANE (PR 1300)(SR 39.7) 008B00018N	R	BRO	2014	100,000	100,000
BOONE	6-1079	KY 20		2.8	2.86	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 20 OVER WOOLPER CREEK SE OF STONE CREEK LANE (PR 1300)(SR 39.7) 008B00018N	U	BRO	2014	50,000	50,000
BOONE	6-1079	KY 20		2.8	2.86	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 20 OVER WOOLPER CREEK SE OF STONE CREEK LANE (PR 1300)(SR 39.7) 008B00018N	C	BRO	2015	750,000	750,000
BOONE	6-1082	CR 1065		0.861	0.901	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON LIMABURG CREEK ROAD (CR 1065) OVER LIMABURG CREEK 0.9 MILE N OF KY 18(SR 35.4) 008C00008N	D	BRZ	2013	200,000	200,000
BOONE	6-1082	CR 1065		0.861	0.901	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON LIMABURG CREEK ROAD (CR 1065) OVER LIMABURG CREEK 0.9 MILE N OF KY 18(SR 35.4) 008C00008N	R	BRZ	2014	50,000	50,000
BOONE	6-1082	CR 1065		0.861	0.901	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON LIMABURG CREEK ROAD (CR 1065) OVER LIMABURG CREEK 0.9 MILE N OF KY 18(SR 35.4) 008C00008N	U	BRZ	2014	25,000	25,000
BOONE	6-1082	CR 1065		0.861	0.901	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON LIMABURG CREEK ROAD (CR 1065) OVER LIMABURG CREEK 0.9 MILE N OF KY 18(SR 35.4) 008C00008N	C	BRZ	2016	450,000	450,000
BOONE	6-3700	US 42		13.4	13.489	RELIABILITY	CONGESTION MITIGTN(O)	CONSTRUCT AN ADDITIONAL US-42 LEFT TURN LANE TO NORTHBOUND MALL ROAD (2006BOPC)	C	CM	2013	1,480,000	1,480,000
BOONE	6-3700.01	US 42		13.4	13.489	RELIABILITY	CONGESTION MITIGTN(O)	CONSTRUCT AN ADDITIONAL US-42 LEFT TURN LANE TO NORTHBOUND MALL ROAD PHASE II (RECEIVED 2010 CMAQ FUNDS)(2010BOPC)	C	CM	2013	735,000	735,000
BOONE	6-8001.21	KY 237	2.37	2.251	5.37	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT AND WIDEN KY-237 FROM VALLEY VIEW TO ROGERS LANE (MIDDLE SECTION) (PRIORITY 3). (00CCN)(2004BOPC)(08CCR)(10CCR)(12CCR)	R	STP	2013	7,720,000	7,720,000
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)(12CCR)	C	STP	2013	19,830,000	19,830,000
BOURBON	7-310.2	US 68	4.4			RELIABILITY	MAJOR WIDENING(O)	PARIS-MAYSVILLE ROAD; CONSTRUCT MILLERSBURG BYPASS (SECTION 2)(08CCR)	U	NH	2013	2,400,000	2,400,000

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BOURBON	7-310.2	US 68	4.4			RELIABILITY	MAJOR WIDENING(O)	PARIS-MAYSVILLE ROAD; CONSTRUCT MILLERSBURG BYPASS (SECTION 2)(08CCR)	C	NH	2014	12,690,000	12,690,000
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); (009C00042N)	R	BRZ	2013	135,000	135,000
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); (009C00042N)	U	BRZ	2013	115,000	115,000
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); (009C00042N)	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	R	BRZ	2014	90,000	90,000
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	U	BRZ	2014	75,000	75,000
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	C	BRZ	2016	765,000	765,000
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	2013	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	2013	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	2013	740,000	740,000
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	2013	364,940	364,940

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BOYLE	7-1133	CR 1226		0.004	0.044	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CURTIS RD (CR 1226) OVER N ROLLING FORK AT JCT WITH KY 37(SR 19.2) 011C00042N	D	BRZ	2013	300,000	300,000
BOYLE	7-1133	CR 1226		0.004	0.044	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CURTIS RD (CR 1226) OVER N ROLLING FORK AT JCT WITH KY 37(SR 19.2) 011C00042N	R	BRZ	2014	45,000	45,000
BOYLE	7-1133	CR 1226		0.004	0.044	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CURTIS RD (CR 1226) OVER N ROLLING FORK AT JCT WITH KY 37(SR 19.2) 011C00042N	U	BRZ	2014	45,000	45,000
BOYLE	7-1133	CR 1226		0.004	0.044	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CURTIS RD (CR 1226) OVER N ROLLING FORK AT JCT WITH KY 37(SR 19.2) 011C00042N	C	BRZ	2015	450,000	450,000
BRACKEN	6-1068	CR 1023	0.1	0.46	0.51	RELIABILITY	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	2013	25,000	25,000
BRACKEN	6-1068	CR 1023	0.1	0.46	0.51	RELIABILITY	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	2013	5,000	5,000
BRACKEN	6-1068	CR 1023	0.1	0.46	0.51	RELIABILITY	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	2013	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	R	BRO	2014	150,000	150,000
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	U	BRO	2014	75,000	75,000
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	C	BRO	2016	4,310,000	4,310,000
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) 013B00044N	R	BRX	2014	60,000	60,000

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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) 013B000444N	U	BRX	2014	50,000	50,000
BREATHITT	10-1094	CR 1387	0.1	0.015	0.115	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON ROBINSON ROAD (CR 1387 AT MP 0.065) OVER NORTH FORK KENTUCKY RIVER LOCATED NEAR QUICKSAND, KENTUCKY APPROXIMATELY 300 FEET SOUTH OF THE JUNCTION OF KY 1812. (013C00039N) (SR=4) (2010BOP).	R	BRZ	2013	150,000	150,000
BREATHITT	10-1094	CR 1387	0.1	0.015	0.115	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON ROBINSON ROAD (CR 1387 AT MP 0.065) OVER NORTH FORK KENTUCKY RIVER LOCATED NEAR QUICKSAND, KENTUCKY APPROXIMATELY 300 FEET SOUTH OF THE JUNCTION OF KY 1812. (013C00039N) (SR=4) (2010BOP).	U	BRZ	2013	100,000	100,000
BREATHITT	10-1094	CR 1387	0.1	0.015	0.115	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON ROBINSON ROAD (CR 1387 AT MP 0.065) OVER NORTH FORK KENTUCKY RIVER LOCATED NEAR QUICKSAND, KENTUCKY APPROXIMATELY 300 FEET SOUTH OF THE JUNCTION OF KY 1812. (013C00039N) (SR=4) (2010BOP).	C	BRZ	2013	2,500,000	2,500,000
BREATHITT	10-1096	KY 30		4.853	5.006	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 30 OVER THE MIDDLE FORK OF KENTUCKY RIVER (013B00017N).	D	BRO	2013	300,000	300,000
BREATHITT	10-1096	KY 30		4.853	5.006	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 30 OVER THE MIDDLE FORK OF KENTUCKY RIVER (013B00017N).	R	BRO	2013	500,000	500,000
BREATHITT	10-1096	KY 30		4.853	5.006	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 30 OVER THE MIDDLE FORK OF KENTUCKY RIVER (013B00017N).	U	BRO	2013	150,000	150,000
BREATHITT	10-1096	KY 30		4.853	5.006	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 30 OVER THE MIDDLE FORK OF KENTUCKY RIVER (013B00017N).	C	BRO	2014	3,500,000	3,500,000
BREATHITT	10-1100	KY 476	0.04	4.255	4.295	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 476 OVER CANEY CREEK BETWEEN HARDSHELL CANEY CREEK ROAD (CR 1117) AND NIX BRANCH ROAD (CR 1115)(SR 40.3) 013B000144N	D	BRO	2014	150,000	150,000

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BREATHITT	10-1100	KY 476	0.04	4.255	4.295	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 476 OVER CANEY CREEK BETWEEN HARDSHELL CANEY CREEK ROAD (CR 1117) AND NIX BRANCH ROAD (CR 1115)(SR 40.3) 013B00014N	R	BRO	2015	50,000	50,000
BREATHITT	10-1100	KY 476	0.04	4.255	4.295	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 476 OVER CANEY CREEK BETWEEN HARDSHELL CANEY CREEK ROAD (CR 1117) AND NIX BRANCH ROAD (CR 1115)(SR 40.3) 013B00014N	U	BRO	2015	100,000	100,000
BREATHITT	10-1100	KY 476	0.04	4.255	4.295	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 476 OVER CANEY CREEK BETWEEN HARDSHELL CANEY CREEK ROAD (CR 1117) AND NIX BRANCH ROAD (CR 1115)(SR 40.3) 013B00014N	C	BRO	2016	500,000	500,000
BREATHITT	10-1105	CR 1165	0.092	0.092	0.14	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MARIE ROBERTS ROAD (CR 1165) OVER TROUBLESOME CREEK 0.1 MILE SW OF KY 15(SR 27.1) 013C00011N	D	BRZ	2013	200,000	200,000
BREATHITT	10-1105	CR 1165	0.092	0.092	0.14	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MARIE ROBERTS ROAD (CR 1165) OVER TROUBLESOME CREEK 0.1 MILE SW OF KY 15(SR 27.1) 013C00011N	R	BRZ	2014	50,000	50,000
BREATHITT	10-1105	CR 1165	0.092	0.092	0.14	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MARIE ROBERTS ROAD (CR 1165) OVER TROUBLESOME CREEK 0.1 MILE SW OF KY 15(SR 27.1) 013C00011N	U	BRZ	2014	100,000	100,000
BREATHITT	10-1105	CR 1165	0.092	0.092	0.14	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MARIE ROBERTS ROAD (CR 1165) OVER TROUBLESOME CREEK 0.1 MILE SW OF KY 15(SR 27.1) 013C00011N	C	BRZ	2015	875,000	875,000
BRECKINRIDGE	4-1081	CR 1330	0.229	0.229	0.269	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FALLS OF ROUGH SPUR ROAD (CR 1330) OVER HARRIS FORK 0.24 MILE S OF ROCKVALE-DEMPSTER RD (CR 1636)(SR 21) 014C00018N	D	BRZ	2013	50,000	50,000
BRECKINRIDGE	4-1081	CR 1330	0.229	0.229	0.269	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FALLS OF ROUGH SPUR ROAD (CR 1330) OVER HARRIS FORK 0.24 MILE S OF ROCKVALE-DEMPSTER RD (CR 1636)(SR 21) 014C00018N	R	BRZ	2014	25,000	25,000
BRECKINRIDGE	4-1081	CR 1330	0.229	0.229	0.269	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FALLS OF ROUGH SPUR ROAD (CR 1330) OVER HARRIS FORK 0.24 MILE S OF ROCKVALE-DEMPSTER RD (CR 1636)(SR 21) 014C00018N	U	BRZ	2014	50,000	50,000
BRECKINRIDGE	4-1081	CR 1330	0.229	0.229	0.269	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FALLS OF ROUGH SPUR ROAD (CR 1330) OVER HARRIS FORK 0.24 MILE S OF ROCKVALE-DEMPSTER RD (CR 1636)(SR 21) 014C00018N	C	BRZ	2016	500,000	500,000

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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) 015B00013N	R	BRO	2014	120,000	120,000
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) 015B00013N	U	BRO	2014	80,000	80,000
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) 015B00013N	C	BRO	2016	200,000	200,000
BULLITT	5-8509	KY 245		4.425	6.415	RELIABILITY	MINOR WIDENING(O)	WIDEN KY-245 FROM BERNHEIM FOREST TO THE COMMUNITY COLLEGE. (08CCN)(10CCR)	C	STP	2013	4,000,000	4,000,000
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 CAMP CREEK; 1.0 MI NORTH OF JCT KY 79; (STRUCTURALLY DEFICIENT, SR=44.3) 016B00041N	R	BRX	2014	65,000	65,000
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 CAMP CREEK; 1.0 MI NORTH OF JCT KY 79; (STRUCTURALLY DEFICIENT, SR=44.3) 016B00041N	U	BRX	2014	15,000	15,000
BUTLER	3-1076	KY 403		6.094	6.134	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 403 OVER UNNAMED STREAM SE OF COOL SPRINGS ROAD (CR 1142)(SR 4.1) 016B00067N	D	BRO	2013	300,000	300,000
BUTLER	3-1076	KY 403		6.094	6.134	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 403 OVER UNNAMED STREAM SE OF COOL SPRINGS ROAD (CR 1142)(SR 4.1) 016B00067N	R	BRO	2014	40,000	40,000
BUTLER	3-1076	KY 403		6.094	6.134	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 403 OVER UNNAMED STREAM SE OF COOL SPRINGS ROAD (CR 1142)(SR 4.1) 016B00067N	U	BRO	2014	75,000	75,000
BUTLER	3-1076	KY 403		6.094	6.134	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 403 OVER UNNAMED STREAM SE OF COOL SPRINGS ROAD (CR 1142)(SR 4.1) 016B00067N	C	BRO	2015	325,000	325,000
BUTLER	3-8503	US 231		11.336	11.52	SAFETY	SAFETY-HAZARD ELIM(P)	CONSTRUCT TURN LANES IN BOTH DIRECTIONS AT THE INTERSECTION OF US-231/KY-70 ON TO BOAT FACTORY ROAD. (08CCN)(10CCR)	R	STP	2013	650,000	650,000

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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	3-8503	US 231		11.336	11.52	SAFETY	SAFETY-HAZARD ELIM(P)	CONSTRUCT TURN LANES IN BOTH DIRECTIONS AT THE INTERSECTION OF US-231/KY-70 ON TO BOAT FACTORY ROAD. (08CCN)(10CCR)	U	STP	2013	650,000	650,000
BUTLER	3-8503	US 231		11.336	11.52	SAFETY	SAFETY-HAZARD ELIM(P)	CONSTRUCT TURN LANES IN BOTH DIRECTIONS AT THE INTERSECTION OF US-231/KY-70 ON TO BOAT FACTORY ROAD. (08CCN)(10CCR)	C	STP	2013	1,000,000	1,000,000
CALDWELL	2-193		1			RELIABILITY	NEW ROUTE(O)	SOUTHERN CONNECTOR FROM KY 139 TO KY 91, CALDWELL COUNTY. (TO BE LET WITH 2-153.00)(2006HPP-KY162)	D	HPP	2013	899,900	899,900
CALLOWAY	1-121	KY 1327	0.1	1.49	1.51	RELIABILITY	RECONSTRUCTION(O)	MURRAY FIVE-POINTS INTERSECTION ROUNDABOUT. (12CCR)	R	STP	2013	1,160,000	1,160,000
CALLOWAY	1-121	KY 1327	0.1	1.49	1.51	RELIABILITY	RECONSTRUCTION(O)	MURRAY FIVE-POINTS INTERSECTION ROUNDABOUT. (12CCR)	U	STP	2015	1,690,000	1,690,000
CALLOWAY	1-121	KY 1327	0.1	1.49	1.51	RELIABILITY	RECONSTRUCTION(O)	MURRAY FIVE-POINTS INTERSECTION ROUNDABOUT. (12CCR)	C	STP	2016	3,510,000	3,510,000
CALLOWAY	1-900	KY 1327	0.4	0.4	0.8	SAFETY	SAFETY(P)	CONSTRUCT TURN LANE ON KY 1327 AT CALLOWAY COUNTY SCHOOLS AND MSU AG EXPO CENTER.(12CCR)	D	STP	2013	260,000	260,000
CALLOWAY	1-900	KY 1327	0.4	0.4	0.8	SAFETY	SAFETY(P)	CONSTRUCT TURN LANE ON KY 1327 AT CALLOWAY COUNTY SCHOOLS AND MSU AG EXPO CENTER.(12CCR)	R	STP	2013	100,000	100,000
CALLOWAY	1-900	KY 1327	0.4	0.4	0.8	SAFETY	SAFETY(P)	CONSTRUCT TURN LANE ON KY 1327 AT CALLOWAY COUNTY SCHOOLS AND MSU AG EXPO CENTER.(12CCR)	U	STP	2013	500,000	500,000
CALLOWAY	1-900	KY 1327	0.4	0.4	0.8	SAFETY	SAFETY(P)	CONSTRUCT TURN LANE ON KY 1327 AT CALLOWAY COUNTY SCHOOLS AND MSU AG EXPO CENTER.(12CCR)	C	STP	2014	800,000	800,000
CALLOWAY	1-1061	KY 1536	0.1	0.269	0.339	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): (018B00108N)	R	BRX	2013	530,000	530,000
CALLOWAY	1-1061	KY 1536	0.1	0.269	0.339	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): (018B00108N)	U	BRX	2013	400,000	400,000

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CALLOWAY	1-1061	KY 1536	0.1	0.269	0.339	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); (018B00108N)	C	BRX	2015	750,000	750,000
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) 018B00080N	R	BRX	2014	175,000	175,000
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) 018B00080N	U	BRX	2014	200,000	200,000
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) 018B00080N	C	BRX	2016	440,000	440,000
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 MI N OF JCT CR 5412; (STRUCTURALLY DEFICIENT, SR=37.9) 018C00107N	R	BRZ	2014	60,000	60,000
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 MI N OF JCT CR 5412; (STRUCTURALLY DEFICIENT, SR=37.9) 018C00107N	U	BRZ	2014	50,000	50,000
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 MI N OF JCT CR 5412; (STRUCTURALLY DEFICIENT, SR=37.9) 018C00107N	C	BRZ	2016	400,000	400,000
CALLOWAY	1-1149	CR 1411		1.027	1.067	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CARLTON RD (CR 1411) OVER W FORK ROCKHOUSE CREEK 0.1 MILE W OF COLLINS RD (CR 1505)(SR 37.3)018C00110N	D	BRZ	2014	100,000	100,000
CALLOWAY	1-1149	CR 1411		1.027	1.067	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CARLTON RD (CR 1411) OVER W FORK ROCKHOUSE CREEK 0.1 MILE W OF COLLINS RD (CR 1505)(SR 37.3)018C00110N	R	BRZ	2015	150,000	150,000
CALLOWAY	1-1149	CR 1411		1.027	1.067	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CARLTON RD (CR 1411) OVER W FORK ROCKHOUSE CREEK 0.1 MILE W OF COLLINS RD (CR 1505)(SR 37.3)018C00110N	U	BRZ	2015	100,000	100,000

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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	2013	1,439,839	1,439,839
CAMPBELL	6-407	KY 9		21.82	21.97	SAFETY	SAFETY(P)	KY 9 EXTENSION, CAMPBELL COUNTY. (2006KYD). (KYD FUNDING MOVED FROM 6-8101.02)	R	STP	2013	100,000	100,000
CAMPBELL	6-407	KY 9		21.82	21.97	SAFETY	SAFETY(P)	KY 9 EXTENSION, CAMPBELL COUNTY. (2006KYD). (KYD FUNDING MOVED FROM 6-8101.02)	U	STP	2013	275,000	275,000
CAMPBELL	6-407	KY 9		21.82	21.97	SAFETY	SAFETY(P)	KY 9 EXTENSION, CAMPBELL COUNTY. (2006KYD). (KYD FUNDING MOVED FROM 6-8101.02)	C	STP	2013	1,100,000	1,100,000
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	R	BRX	2014	100,000	100,000
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	U	BRX	2014	50,000	50,000
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	C	BRX	2016	300,000	300,000
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	R	BRZ	2014	230,000	230,000
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	U	BRZ	2014	120,000	120,000
CAMPBELL	6-1077	KY 10		4.567	4.607	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 10 OVER TWELVE MILE CREEK SE OF KY 1997 (SR 15.1) 019B00006N	D	BRO	2013	500,000	500,000
CAMPBELL	6-1077	KY 10		4.567	4.607	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 10 OVER TWELVE MILE CREEK SE OF KY 1997 (SR 15.1) 019B00006N	R	BRO	2015	150,000	150,000
CAMPBELL	6-1077	KY 10		4.567	4.607	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 10 OVER TWELVE MILE CREEK SE OF KY 1997 (SR 15.1) 019B00006N	U	BRO	2015	50,000	50,000

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CAMPBELL	6-1078	KY 2921		0.4	0.54	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2921 OVER BR OF TWELVE MILE CREEK 0.2 MILE NW OF WASHINGTON TRACE ROAD (CR 1006)(SR 24.3) 019B00061N	D	BRO	2013	250,000	250,000
CAMPBELL	6-1078	KY 2921		0.4	0.54	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2921 OVER BR OF TWELVE MILE CREEK 0.2 MILE NW OF WASHINGTON TRACE ROAD (CR 1006)(SR 24.3) 019B00061N	R	BRO	2014	75,000	75,000
CAMPBELL	6-1078	KY 2921		0.4	0.54	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2921 OVER BR OF TWELVE MILE CREEK 0.2 MILE NW OF WASHINGTON TRACE ROAD (CR 1006)(SR 24.3) 019B00061N	U	BRO	2014	50,000	50,000
CAMPBELL	6-1078	KY 2921		0.4	0.54	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2921 OVER BR OF TWELVE MILE CREEK 0.2 MILE NW OF WASHINGTON TRACE ROAD (CR 1006)(SR 24.3) 019B00061N	C	BRO	2015	500,000	500,000
CAMPBELL	6-3701					RELIABILITY	CONGESTION MITIGTN(O)	NEWPORT RIVERFRONT COMMONS BICYCLE/PEDESTRIAN CORRIDOR: PROVIDE ARCHITECTURAL/ENGINEERING, A TRAIL, FURNISHINGS, BOLLARDS, BIKE RACKS, SIGNAGE, & SIDEWALKS. WORK WILL OCCUR ALONG NEWPORT'S RIVERBOAT ROW SCENIC BYWAY. (2010BOPC)	C	CM	2013	701,720	701,720
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	2013	5,399,402	5,399,402
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	2013	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	2013	1,439,839	1,439,839
CARROLL	6-990	KY 47	0.2	0	0.1	SAFETY	SAFETY-HAZARD ELIMP)	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	SAF	2013	280,000	280,000

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CARTER	9-1072	US 60	0.1	26.072	26.172	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	2013	200,000	200,000
CARTER	9-1072	US 60	0.1	26.072	26.172	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	2013	100,000	100,000
CARTER	9-1072	US 60	0.1	26.072	26.172	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	C	BRO	2013	1,100,000	1,100,000
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	R	BRO	2014	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	U	BRO	2014	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	C	BRO	2016	500,000	500,000
CARTER	9-1080	US 60		3.659	3.699	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 60 OVER REEVES BRANCH 0.05 MILE W OF REEVES BRANCH ROAD(CR 1352)(SR 39.4) 022B000038	D	BRO	2013	450,000	450,000
CARTER	9-1080	US 60		3.659	3.699	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 60 OVER REEVES BRANCH 0.05 MILE W OF REEVES BRANCH ROAD(CR 1352)(SR 39.4) 022B000038	R	BRO	2014	75,000	75,000
CARTER	9-1080	US 60		3.659	3.699	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 60 OVER REEVES BRANCH 0.05 MILE W OF REEVES BRANCH ROAD(CR 1352)(SR 39.4) 022B000038	U	BRO	2014	250,000	250,000
CARTER	9-1080	US 60		3.659	3.699	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 60 OVER REEVES BRANCH 0.05 MILE W OF REEVES BRANCH ROAD(CR 1352)(SR 39.4) 022B000038	C	BRO	2015	500,000	500,000
CARTER	9-1081	KY 474		5.062	5.102	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 474 OVER SMITH CREEK IN CARTER AT INTERSECTION OF KY 474 AND NUNN ROAD(CR 1507)(SR 40.1) 022B00123N	D	BRO	2014	450,000	450,000

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CARTER	9-1081	KY 474		5.062	5.102	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 474 OVER SMITH CREEK IN CARTER AT INTERSECTION OF KY 474 AND NUNN ROAD(CR 1507)(SR 40.1) 022B00123N	R	BRO	2015	75,000	75,000
CARTER	9-1081	KY 474		5.062	5.102	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 474 OVER SMITH CREEK IN CARTER AT INTERSECTION OF KY 474 AND NUNN ROAD(CR 1507)(SR 40.1) 022B00123N	U	BRO	2015	150,000	150,000
CARTER	9-1081	KY 474		5.062	5.102	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 474 OVER SMITH CREEK IN CARTER AT INTERSECTION OF KY 474 AND NUNN ROAD(CR 1507)(SR 40.1) 022B00123N	C	BRO	2016	500,000	500,000
CARTER	9-1083	KY 2	0.04	8.734	8.774	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2 OVER JORDA FORK AT INTERSECTION OF KY 2 & JORDAN FORK ROAD(CR 1445)(SR40.2) 022B00072N	D	BRO	2013	650,000	650,000
CARTER	9-1083	KY 2	0.04	8.734	8.774	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2 OVER JORDA FORK AT INTERSECTION OF KY 2 & JORDAN FORK ROAD(CR 1445)(SR40.2) 022B00072N	R	BRO	2014	250,000	250,000
CARTER	9-1083	KY 2	0.04	8.734	8.774	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2 OVER JORDA FORK AT INTERSECTION OF KY 2 & JORDAN FORK ROAD(CR 1445)(SR40.2) 022B00072N	U	BRO	2014	250,000	250,000
CARTER	9-1083	KY 2	0.04	8.734	8.774	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2 OVER JORDA FORK AT INTERSECTION OF KY 2 & JORDAN FORK ROAD(CR 1445)(SR40.2) 022B00072N	C	BRO	2015	400,000	400,000
CHRISTIAN	2-100.01	US 41A	7.6	13.19	13.668	RELIABILITY	RECONSTRUCTION(O)	RIGHT-OF-WAY FOR AND CONSTRUCTION OF PENNYRILE PARKWAY EXTENSION FROM US41A S. TO I-24. (2005HPP-KY107)(SEE 2-100.20 FOR "NH" COMPONENT)	C	HPP	2013	479,497	479,497
CHRISTIAN	2-100.2	US 41A	0.7	13.19	13.668	RELIABILITY	RECONSTRUCTION(O)	E.T. BREATHITT (PENNYRILE) PARKWAY EXTENSION SECTION 1A; RECONSTRUCT US-41A FROM CLINIC DRIVE (INCLUDING CLINIC DR RECONSTRUCTION) TO NORTH ENTRANCE OF THE MALL. (2004BOPC)(CONSTRUCT SEQUENCE 3)(12CCR)	C	NH	2013	8,660,000	8,660,000
CHRISTIAN	2-156	KY 115	0.1	1.1	1.35	SAFETY	SAFETY(P)	RECONSTRUCT THE KY 115/KY 911 INTERSECTION IN OAK GROVE.(03KYDN)(04KYD-KY074)(05KYD) (10CCR)	C	STP	2013	2,930,000	2,930,000
CHRISTIAN	2-180	KY 911	1.8	0	1.835	RELIABILITY	MAJOR WIDENING(O)	WIDEN KY-911 FROM US-41A TO OAK GROVE.(12CCR)	D	STP	2013	500,000	500,000

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CHRISTIAN	2-180	KY 911	1.8	0	1.835	RELIABILITY	MAJOR WIDENING(O)	WIDEN KY-911 FROM US-41A TO OAK GROVE. (12CCR)	R	STP	2013	2,800,000	2,800,000
CHRISTIAN	2-180	KY 911	1.8	0	1.835	RELIABILITY	MAJOR WIDENING(O)	WIDEN KY-911 FROM US-41A TO OAK GROVE. (12CCR)	U	STP	2013	2,310,000	2,310,000
CHRISTIAN	2-203	KY 107		16.7	17.175	RELIABILITY	CONGESTION MITIGTN(O)	INTERSECTION IMPROVEMENT AT KY-107 AND KOFFMAN DRIVE JUST SOUTH OF COUNTRY CLUB LANE IN HOPKINSVILLE. (2006BOPC)	R	CM	2013	240,000	240,000
CHRISTIAN	2-203	KY 107		16.7	17.175	RELIABILITY	CONGESTION MITIGTN(O)	INTERSECTION IMPROVEMENT AT KY-107 AND KOFFMAN DRIVE JUST SOUTH OF COUNTRY CLUB LANE IN HOPKINSVILLE. (2006BOPC)	U	CM	2013	550,000	550,000
CHRISTIAN	2-203	KY 107		16.7	17.175	RELIABILITY	CONGESTION MITIGTN(O)	INTERSECTION IMPROVEMENT AT KY-107 AND KOFFMAN DRIVE JUST SOUTH OF COUNTRY CLUB LANE IN HOPKINSVILLE. (2006BOPC)	C	CM	2013	650,000	650,000
CHRISTIAN	2-1085	CR 1116		0.019	0.059	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON SUB STATION RD (CR 1116) OVER CSX RR 0.04 MILE E OF US 41 (SR 34.4) 024C00034N	D	BRZ	2013	175,000	175,000
CHRISTIAN	2-1085	CR 1116		0.019	0.059	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON SUB STATION RD (CR 1116) OVER CSX RR 0.04 MILE E OF US 41 (SR 34.4) 024C00034N	R	BRZ	2015	150,000	150,000
CHRISTIAN	2-1085	CR 1116		0.019	0.059	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON SUB STATION RD (CR 1116) OVER CSX RR 0.04 MILE E OF US 41 (SR 34.4) 024C00034N	U	BRZ	2015	120,000	120,000
CHRISTIAN	2-3700	KY 1007		1.3	1.4	RELIABILITY	CONGESTION MITIGTN(O)	NORTH DRIVE/GLASS AVENUE TRAFFIC CONGESTION IMPROVEMENT PROJECT: CONSTRUCTION OF LEFT-HAND TURNING LANES AT THE INTERSECTION OF NORTH DRIVE AND GLASS AVENUE. (2010BOPC)	R	CM	2013	51,000	51,000
CHRISTIAN	2-3700	KY 1007		1.3	1.4	RELIABILITY	CONGESTION MITIGTN(O)	NORTH DRIVE/GLASS AVENUE TRAFFIC CONGESTION IMPROVEMENT PROJECT: CONSTRUCTION OF LEFT-HAND TURNING LANES AT THE INTERSECTION OF NORTH DRIVE AND GLASS AVENUE. (2010BOPC)	C	CM	2013	1,413,000	1,413,000
CHRISTIAN	2-8505					RELIABILITY	NEW ROUTE(O)	EXTEND LOVERS LANE AND MAKE SAFETY IMPROVEMENTS. (08CCN)(10CCR)(12CCR)	R	STP	2013	1,000,000	1,000,000
CHRISTIAN	2-8505					RELIABILITY	NEW ROUTE(O)	EXTEND LOVERS LANE AND MAKE SAFETY IMPROVEMENTS. (08CCN)(10CCR)(12CCR)	U	STP	2013	1,570,000	1,570,000
CHRISTIAN	2-8505					RELIABILITY	NEW ROUTE(O)	EXTEND LOVERS LANE AND MAKE SAFETY IMPROVEMENTS. (08CCN)(10CCR)(12CCR)	C	STP	2013	3,300,000	3,300,000

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CLARK	7-88	US 60	0.1	14.055	14.101	RELIABILITY	BRIDGE REHAB(P)	PLACE LATEX OVERLAY AND REPLACE JOINTS ON THE US 60 BRIDGE OVER I-64 WEST OF THE MONTGOMERY COUNTY LINE	C	IM	2013	275,000	275,000
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	R	BRX	2014	100,000	100,000
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	U	BRX	2014	85,000	85,000
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	C	BRX	2016	550,000	550,000
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	2013	138,864	138,864
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	NH	2013	11,140,000	11,140,000
CLARK	7-8506.01	I 64	2.575	95.1	97.675	RELIABILITY	MAJOR WIDENING(O)	I-64/MOUNTAIN PARKWAY INTERCHANGE.(12CCR)	R	NH	2016	1,000,000	1,000,000
CLAY	11-1069	CR 1113A	0.1	0	0.042	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	2013	300,000	300,000
CLAY	11-1069	CR 1113A	0.1	0	0.042	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	2013	230,000	230,000

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CLAY	11-1069	CR 1113A	0.1	0	0.042	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	2013	850,000	850,000
CLAY	11-1088	US 421		20.462	20.502	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 421 OVER ISLAND CREEK AT INTERSECTION OF US 421 & BOWLING BRANCH RD (CR 1346)(SR 27.8) 026B00001N	D	BRO	2013	320,000	320,000
CLAY	11-1088	US 421		20.462	20.502	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 421 OVER ISLAND CREEK AT INTERSECTION OF US 421 & BOWLING BRANCH RD (CR 1346)(SR 27.8) 026B00001N	R	BRO	2014	200,000	200,000
CLAY	11-1088	US 421		20.462	20.502	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 421 OVER ISLAND CREEK AT INTERSECTION OF US 421 & BOWLING BRANCH RD (CR 1346)(SR 27.8) 026B00001N	U	BRO	2014	125,000	125,000
CLAY	11-1088	US 421		20.462	20.502	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 421 OVER ISLAND CREEK AT INTERSECTION OF US 421 & BOWLING BRANCH RD (CR 1346)(SR 27.8) 026B00001N	C	BRO	2015	2,100,000	2,100,000
CLAY	11-1091	CR 1004		0.144	0.184	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BEECH CREEK RD (CR 1004) OVER GOOSE CREEK AT INTERSECTION WITH CHANDLER BRANCH RD (CR 1003)(SR 30.8) C00001N	D	BRZ	2013	400,000	400,000
CLAY	11-1091	CR 1004		0.144	0.184	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BEECH CREEK RD (CR 1004) OVER GOOSE CREEK AT INTERSECTION WITH CHANDLER BRANCH RD (CR 1003)(SR 30.8) C00001N	R	BRZ	2015	75,000	75,000
CLAY	11-1091	CR 1004		0.144	0.184	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BEECH CREEK RD (CR 1004) OVER GOOSE CREEK AT INTERSECTION WITH CHANDLER BRANCH RD (CR 1003)(SR 30.8) C00001N	U	BRZ	2015	50,000	50,000
CLAY	11-1092	CR 1154		0	0.035	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MILL CREEK ROAD (CR 1154) OVER GOOSE CREEK AT JCT WITH KY 1524 (SR 47) 026C00025N	D	BRZ	2015	250,000	250,000
CLINTON	8-8600	KY 90	10.873			RELIABILITY	RELOCATION(O)	RELOCATE US 127 FROM KY 90 TO EXISTING US-127 NORTH OF KY-90 APPROX. 0.18 MILES EAST OF THE INTERSECTION OF AARON RIDGE ROAD. (10CCN)(12CCR)	C	STP	2016	22,000,000	22,000,000

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CLINTON	8-8601.26	US 127	2.52			RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCTION OF US 127 FROM APPROX. 1.14 MILES NORTH OF THE INTERSECTION OF KY 3063 AND OLD US 127, EXTENDING NORTH TO KY 1730, LOCATED APPROX. 0.36 MILES EAST OF THE INTERSECTION OF KY 1730 AND MANTOWN RD. (SEE 8-108 AND 8-115 FOR PE & ENV)(12CCR)	C	NH	2016	37,400,000	37,400,000
CLINTON	8-8601.3	US 127	2.37			RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCTION OF US 127 FROM APPROX. 0.18 MILES EAST OF THE INTERSECTION OF AARON RIDGE ROAD AND OLD US 127, EXTENDING NORTH TO APPROX. 1.14 MILES NORTH OF THE INTERSECTION OF KY 3063 AND OLD US 127. (SEE 8-108 AND 8-115 FOR PE & ENV)(12CCR)	C	STP	2016	13,600,000	13,600,000
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	2013	1,950,000	1,950,000
DAVISS	2-287.2	US 60				RELIABILITY	RECONSTRUCTION(O)	US 60/KY 54 INTERCHANGE MODIFICATIONS/IMPROVEMENTS (2011BOPC)(12CCR)	D	STP	2013	200,000	200,000
DAVISS	2-287.2	US 60				RELIABILITY	RECONSTRUCTION(O)	US 60/KY 54 INTERCHANGE MODIFICATIONS/IMPROVEMENTS (2011BOPC)(12CCR)	R	STP	2013	400,000	400,000
DAVISS	2-287.2	US 60				RELIABILITY	RECONSTRUCTION(O)	US 60/KY 54 INTERCHANGE MODIFICATIONS/IMPROVEMENTS (2011BOPC)(12CCR)	U	STP	2013	400,000	400,000
DAVISS	2-287.2	US 60				RELIABILITY	RECONSTRUCTION(O)	US 60/KY 54 INTERCHANGE MODIFICATIONS/IMPROVEMENTS (2011BOPC)(12CCR)	C	STP	2013	2,850,000	2,850,000
DAVISS	2-287.52	US 60	2.2			RELIABILITY	RELOCATION(O)	TRANSPORTATION IMPROVEMENTS TO US 60 OWENSBORO, DAVIESS COUNTY. (2005HPP-KY167)(SEE 2-287.20 FOR "STP" COMPONENT)	C	HPP	2013	1,812,278	1,812,278
DAVISS	2-1066	CR 1060	0.1	1.893	1.941	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON CR-1060 OVER BLACKFORD CREEK (C18). (SR=19.9)(08CCR): (030C00018N)	R	BRZ	2013	110,000	110,000
DAVISS	2-1066	CR 1060	0.1	1.893	1.941	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON CR-1060 OVER BLACKFORD CREEK (C18). (SR=19.9)(08CCR): (030C00018N)	U	BRZ	2013	110,000	110,000

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DAVISS	2-1066	CR 1060	0.1	1.893	1.941	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON CR-1060 OVER BLACKFORD CREEK (C18). (SR=19.9)(08CCR); (030C00018N)	C	BRZ	2013	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	2013	130,000	130,000
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	R	BRZ	2014	120,000	120,000
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	U	BRZ	2014	150,000	150,000
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	C	BRZ	2016	370,000	370,000
DAVISS	2-8504	US 60				RELIABILITY	RELOCATION(O)	RELOCATE US-60 BYPASS EAST OF OWENSBORO (EAST COUNTY CORRIDOR) PRIORITY SECTION: FROM REID ROAD EAST TO EXISTING US 60 EAST OF OWENSBORO. (98KYD) (2005HPP-KY158) (SEE 2-287.5 AND 2-287.51 FOR "FS" COMPONENTS)(08CCN)	C	HPP	2013	1,591,762	1,591,762
EDMONSON	3-149	KY 70	0.36	9.882	10.07	RELIABILITY	SPOT IMPROVEMENTS(O)	RECONSTRUCT KY-70/KY-259 FOR NORTHBOUND LEFT-TURN LANE AT KY 70/KY 259 INTERSECTION. (2005HPP-KY118) (10CCR)	C	HPP	2013	979,880	979,880
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	2013	27,500,000	27,500,000
ELLIOTT	9-192.01	KY 32		0	8.656	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-32 FROM KY-504 NEAR ELLIOTTVILLE TO KY-7 NEAR NEWFOUNDLAND. (PRIORITY SECTION I)(06CCR) (08CCR) (10CCR)(12CCR)	D	STP	2013	3,800,000	3,800,000
ELLIOTT	9-192.01	KY 32		0	8.656	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-32 FROM KY-504 NEAR ELLIOTTVILLE TO KY-7 NEAR NEWFOUNDLAND. (PRIORITY SECTION I)(06CCR) (08CCR) (10CCR)(12CCR)	R	STP	2013	6,000,000	6,000,000

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ELLIOTT	9-192.01	KY 32		0	8.656	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-32 FROM KY-504 NEAR ELLIOTTVILLE TO KY-7 NEAR NEWFOUNDLAND. (PRIORITY SECTION I)(06CCR) (08CCR) (10CCR)(12CCR)	U	STP	2013	3,000,000	3,000,000
ELLIOTT	9-192.01	KY 32		0	8.656	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-32 FROM KY-504 NEAR ELLIOTTVILLE TO KY-7 NEAR NEWFOUNDLAND. (PRIORITY SECTION I)(06CCR) (08CCR) (10CCR)(12CCR)	C	STP	2015	20,000,000	20,000,000
ELLIOTT	9-228	KY 7	6.956	0	6.956	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY 7 FROM SOUTH CITY LIMITS OF SANDY HOOK TOWARD WRIGLEY. (12CCR)	D	STP	2014	1,000,000	1,000,000
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	2013	539,940	539,940
FAYETTE	7-220	US 25	1	8.4	9.55	SAFETY	BIKE/PEP FACIL(O)	RICHMOND ROAD MULTITUDE PATH IN LEXINGTON BETWEEN EAGLE CREEK DRIVE AND JACOBSON PARK. (LOCAL MATCH) (ALL WORK BY LFUCG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2013	580,000	580,000
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 TIP). (SEE 7-223.02 FOR "SLX" COMPONENT)(TO BE LET WITH 7-226.40)(08CCR) (10CCR)	C	STP	2013	15,000,000	15,000,000
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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2013	4,856,384	4,856,384
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 TWIN RIDGE DRIVE. (LOCAL MATCH) (ALL WORK BY LFUCG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2013	4,500,000	4,500,000

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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)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2013	3,790,000	3,790,000
FAYETTE	7-225	KY 1927	1	2.7	3.95	RELIABILITY	MAJOR WIDENING(O)	LIBERTY ROAD/TODDS ROAD; WIDEN FROM 0.2 MI S OF ANDOVER FOREST DRIVE/FOREST HILL DRIVE TO I-75 (SECTION 2) (ALL WORK BY LFUCG)(SEE 7-590.00 FOR SECTION 1) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	R	SLX	2013	2,520,000	2,520,000
FAYETTE	7-225	KY 1927	1	2.7	3.95	RELIABILITY	MAJOR WIDENING(O)	LIBERTY ROAD/TODDS ROAD; WIDEN FROM 0.2 MI S OF ANDOVER FOREST DRIVE/FOREST HILL DRIVE TO I-75 (SECTION 2) (ALL WORK BY LFUCG)(SEE 7-590.00 FOR SECTION 1) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	U	SLX	2013	1,460,000	1,460,000
FAYETTE	7-225	KY 1927	1	2.7	3.95	RELIABILITY	MAJOR WIDENING(O)	LIBERTY ROAD/TODDS ROAD; WIDEN FROM 0.2 MI S OF ANDOVER FOREST DRIVE/FOREST HILL DRIVE TO I-75 (SECTION 2) (ALL WORK BY LFUCG)(SEE 7-590.00 FOR SECTION 1) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2014	4,760,000	4,760,000
FAYETTE	7-225.01	KY 1927	1	2.7	3.95	RELIABILITY	PREFINANCD CONVRSN(O)	LIBERTY ROAD/TODDS ROAD; WIDEN FROM 0.2 MI S OF ANDOVER FOREST DRIVE/FOREST HILL DRIVE TO I-75 (SECTION 2). (ADDITIONAL FUNDING FOR C PHASE) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2015	5,360,000	5,360,000
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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2013	630,000	630,000

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FAYETTE	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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2013	650,000	650,000
FAYETTE	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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2013	650,000	650,000
FAYETTE	7-229.2		0.3			SAFETY	BIKE/PED FACIL(O)	SOUTH ELKHORN TRAIL IN LEXINGTON (PRIORITY SECTION 2); FROM JOSEPH BRYAN WAY THROUGH NS RAILROAD TUNNEL TO WAVELAND HISTORIC SITE (ALL WORK BY LFUCG). (TOTAL COST=\$266,250) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2013	286,000	286,000
FAYETTE	7-229.3		0.3			SAFETY	BIKE/PED FACIL(O)	SOUTH ELKHORN TRAIL(PRIORITY SECTION 3); FROM LOCHDALE TERRACE, EXTENDING NORTHERLY UNDER MAN O' WAR BOULEVARD TO SHILLITO PARK.(LOCAL MATCH)(DESIGN BY LFUCG)(ALL WORK BY LFUCG)(2004BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2013	430,000	430,000
FAYETTE	7-231	CS 3817		0.504	0.591	SAFETY	BIKE/PED FACIL(O)	ADD BIKE LANE ON ROSE STREET FROM ROSE LANE TO EUCLID.(LFUCG T.I.P.) (LOCAL MATCH)(ALL WORK BY LFUCG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	R	SLX	2013	30,000	30,000
FAYETTE	7-231	CS 3817		0.504	0.591	SAFETY	BIKE/PED FACIL(O)	ADD BIKE LANE ON ROSE STREET FROM ROSE LANE TO EUCLID.(LFUCG T.I.P.) (LOCAL MATCH)(ALL WORK BY LFUCG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	2013	140,000	140,000
FAYETTE	7-279	KY 4		4.335	4.951	RELIABILITY	I-CHANGE RECONST(O)	RECONSTRUCTION OF KY-4/US-60 (VERSAILLES ROAD) INTERCHANGE.(12CCN)	R	STP	2013	1,000,000	1,000,000

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FAYETTE	7-279	KY 4		4.335	4.951	RELIABILITY	I-CHANGE RECONST(O)	RECONSTRUCTION OF KY-4/US-60 (VERSAILLES ROAD) INTERCHANGE.(12CCN)	U	STP	2013	2,000,000	2,000,000
FAYETTE	7-279	KY 4		4.335	4.951	RELIABILITY	I-CHANGE RECONST(O)	RECONSTRUCTION OF KY-4/US-60 (VERSAILLES ROAD) INTERCHANGE.(12CCN)	C	STP	2013	12,000,000	12,000,000
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.(2002BOFC)(2004BOPP)(10CCR)(12CCR)	R	NH	2013	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.(2002BOFC)(2004BOPP)(10CCR)(12CCR)	U	NH	2013	5,200,000	5,200,000
FAYETTE	7-412	US 27	0.126	8.324	8.45	RELIABILITY	RECONSTRUCTION(O)	REPLACE L&N RAILROAD BRIDGE OVERPASS (MP 8.378), IMPROVE DRAINAGE AND TYPICAL SECTION ON US 27 (NORTH BROADWAY)(12CCR)	D	STP	2013	1,000,000	1,000,000
FAYETTE	7-412	US 27	0.126	8.324	8.45	RELIABILITY	RECONSTRUCTION(O)	REPLACE L&N RAILROAD BRIDGE OVERPASS (MP 8.378), IMPROVE DRAINAGE AND TYPICAL SECTION ON US 27 (NORTH BROADWAY)(12CCR)	R	STP	2016	2,000,000	2,000,000
FAYETTE	7-412	US 27	0.126	8.324	8.45	RELIABILITY	RECONSTRUCTION(O)	REPLACE L&N RAILROAD BRIDGE OVERPASS (MP 8.378), IMPROVE DRAINAGE AND TYPICAL SECTION ON US 27 (NORTH BROADWAY)(12CCR)	U	STP	2016	1,000,000	1,000,000
FAYETTE	7-413	KY 922	0.33	2.72	3.05	RELIABILITY	RECONSTRUCTION(O)	CONSTRUCT AN ADDITIONAL LANE ON KY 922 (NEWTOWN PIKE) FROM PINTAIL DR (MAIN ENTRANCE TO THE MARRIOTT GRIFFIN GATE) TO THE BEGINNING OF THE SOUTHBOUND I-75 ENTRANCE RAMP.(12CCR)	D	STP	2013	200,000	200,000
FAYETTE	7-413	KY 922	0.33	2.72	3.05	RELIABILITY	RECONSTRUCTION(O)	CONSTRUCT AN ADDITIONAL LANE ON KY 922 (NEWTOWN PIKE) FROM PINTAIL DR (MAIN ENTRANCE TO THE MARRIOTT GRIFFIN GATE) TO THE BEGINNING OF THE SOUTHBOUND I-75 ENTRANCE RAMP.(12CCR)	R	STP	2013	1,500,000	1,500,000

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FAYETTE	7-413	KY 922	0.33	2.72	3.05	RELIABILITY	RECONSTRUCTION(O)	CONSTRUCT AN ADDITIONAL LANE ON KY 922 (NEWTOWN PIKE) FROM PINTAIL DR (MAIN ENTRANCE TO THE MARRIOTT GRIFFIN GATE) TO THE BEGINNING OF THE SOUTHBOUND I-75 ENTRANCE RAMP.(12CCR)	U	STP	2013	500,000	500,000
FAYETTE	7-413	KY 922	0.33	2.72	3.05	RELIABILITY	RECONSTRUCTION(O)	CONSTRUCT AN ADDITIONAL LANE ON KY 922 (NEWTOWN PIKE) FROM PINTAIL DR (MAIN ENTRANCE TO THE MARRIOTT GRIFFIN GATE) TO THE BEGINNING OF THE SOUTHBOUND I-75 ENTRANCE RAMP.(12CCR)	C	NH	2016	800,000	800,000
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)(SEE ITEM NO 7-593.05 FOR HPP FUNDS)	D	STP	2013	5,241,000	5,241,000
FAYETTE	7-593.1					RELIABILITY	NEW ROUTE(O)	NEWTOWN PIKE EXTENSION - PRIORITY 2: REDEVELOPMENT OF SOUTHBEND PARK NEIGHBORHOOD (MITIGATION AREA). (PHASE I) (2005HPP-KY114)	U	STP	2013	520,000	520,000
FAYETTE	7-593.1					RELIABILITY	NEW ROUTE(O)	NEWTOWN PIKE EXTENSION - PRIORITY 2: REDEVELOPMENT OF SOUTHBEND PARK NEIGHBORHOOD (MITIGATION AREA). (PHASE I) (2005HPP-KY114)	C	STP	2013	8,220,000	8,220,000
FAYETTE	7-593.12					RELIABILITY	NEW ROUTE(O)	NEWTOWN PIKE EXTENSION - PRIORITY 2: REDEVELOPMENT OF SOUTHBEND PARK NEIGHBORHOOD (MITIGATION AREA). (PHASE I) (2005HPP-KY114)(10CCR)	C	STP	2013	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 LFUGG); (034C00010N)	C	BRX	2013	810,000	810,000
FAYETTE	7-1129	US 421	0.04	4.426	4.466	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 421 OVER FORK OF TOWN BRANCH AT INTERSECTION OF US 421 AND BRACKTOWN RD (CS 4008)(SR 27.8) 034B00018N	D	BRO	2013	300,000	300,000
FAYETTE	7-1129	US 421	0.04	4.426	4.466	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 421 OVER FORK OF TOWN BRANCH AT INTERSECTION OF US 421 AND BRACKTOWN RD (CS 4008)(SR 27.8) 034B00018N	R	BRO	2014	125,000	125,000

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FAYETTE	7-1129	US 421	0.04	4.426	4.466	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 421 OVER FORK OF TOWN BRANCH AT INTERSECTION OF US 421 AND BRACKTOWN RD (CS 4008)(SR 27.8) 034B00018N	U	BRO	2014	125,000	125,000
FAYETTE	7-1129	US 421	0.04	4.426	4.466	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 421 OVER FORK OF TOWN BRANCH AT INTERSECTION OF US 421 AND BRACKTOWN RD (CS 4008)(SR 27.8) 034B00018N	C	BRO	2016	800,000	800,000
FAYETTE	7-1132	CS 3605		1.656	1.696	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MALABU DRIVE (CS 3605) OVER BRANCH HICKMAN CREEK AT JCT WITH TATES CREEK ROAD (KY 1974)(SR 40) 034C00038N	D	BRZ	2014	300,000	300,000
FAYETTE	7-1132	CS 3605		1.656	1.696	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MALABU DRIVE (CS 3605) OVER BRANCH HICKMAN CREEK AT JCT WITH TATES CREEK ROAD (KY 1974)(SR 40) 034C00038N	R	BRZ	2016	100,000	100,000
FAYETTE	7-1132	CS 3605		1.656	1.696	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MALABU DRIVE (CS 3605) OVER BRANCH HICKMAN CREEK AT JCT WITH TATES CREEK ROAD (KY 1974)(SR 40) 034C00038N	U	BRZ	2016	100,000	100,000
FAYETTE	7-2033	US 60	8	0	4.679	RELIABILITY	PAVEMENT REHAB-PR(P)	PAVEMENT REHAB ON US 60 FROM BLUEGRASS PARKWAY TO KY 4 IN LEXINGTON.(12CCR)	C	NH	2013	25,000,000	25,000,000
FAYETTE	7-3701	IC 8104W		0	0.372	RELIABILITY	CONGESTION MITIGTN(O)	UNIVERSITY DRIVE BIKE LANE EXTENSION: ENGINEERING AND CONSTRUCTION OF A BIKE LANE ON UNIVERSITY DRIVE FROM COOPER DRIVE TO ALUMNI DRIVE AT THE UNIVERSITY OF KENTUCKY. (2010BOPC)	C	CM	2013	68,740	68,740
FAYETTE	7-3702					RELIABILITY	CONGESTION MITIGTN(O)	TOWN BRANCH TRAIL CROSSING- INSTALLATION OF TRAIL FROM NEW CIRCLE ROAD TO MCCONNELL SPRINGS PARK CROSSING OLD FRANKFORT PIKE (2010BOPC).	D	CM	2013	42,281	42,281
FAYETTE	7-3702					RELIABILITY	CONGESTION MITIGTN(O)	TOWN BRANCH TRAIL CROSSING- INSTALLATION OF TRAIL FROM NEW CIRCLE ROAD TO MCCONNELL SPRINGS PARK CROSSING OLD FRANKFORT PIKE (2010BOPC).	C	CM	2013	416,700	416,700

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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	2013	30,000	30,000
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)	C	SLX	2013	3,380,000	3,380,000
FLEMING	9-1084	KY 32	0.04	7.76	7.8	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 32 OVER MUD LICK CREEK 0.2 MILES W OF CRAINTOWN RD (CR 1302)(SR 48.9) 035B00038N	D	BRO	2014	500,000	500,000
FLEMING	9-1084	KY 32	0.04	7.76	7.8	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 32 OVER MUD LICK CREEK 0.2 MILES W OF CRAINTOWN RD (CR 1302)(SR 48.9) 035B00038N	R	BRO	2015	150,000	150,000
FLEMING	9-1084	KY 32	0.04	7.76	7.8	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 32 OVER MUD LICK CREEK 0.2 MILES W OF CRAINTOWN RD (CR 1302)(SR 48.9) 035B00038N	U	BRO	2015	250,000	250,000
FLEMING	9-1084	KY 32	0.04	7.76	7.8	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 32 OVER MUD LICK CREEK 0.2 MILES W OF CRAINTOWN RD (CR 1302)(SR 48.9) 035B00038N	C	BRO	2016	400,000	400,000
FLEMING	9-3021	KY 158				RELIABILITY	BRIDGE REHAB(P)	RESTORATION OF RINGO'S MILL COVERED BRIDGE LOCATED ON KY 158 AT RAWLINGS ROAD APPROX 7.274 MILES EAST OF HILLSBORO (FY2010 NHCBC PROJECT) (2010 BOPC).	C	KYD	2013	406,400	406,400
FLOYD	12-191	US 23	1	12.775	13.775	SAFETY	SAFETY(P)	MITIGATE SAFETY HAZARDS DUE TO SPEED, POOR ACCESS CONTROL BETWEEN KY 80 AND INTERSECTION WITH KY 3384.(12CCR)	D	NH	2013	400,000	400,000
FLOYD	12-191	US 23	1	12.775	13.775	SAFETY	SAFETY(P)	MITIGATE SAFETY HAZARDS DUE TO SPEED, POOR ACCESS CONTROL BETWEEN KY 80 AND INTERSECTION WITH KY 3384.(12CCR)	R	STP	2013	400,000	400,000
FLOYD	12-191	US 23	1	12.775	13.775	SAFETY	SAFETY(P)	MITIGATE SAFETY HAZARDS DUE TO SPEED, POOR ACCESS CONTROL BETWEEN KY 80 AND INTERSECTION WITH KY 3384.(12CCR)	U	STP	2013	500,000	500,000

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FLOYD	12-191	US 23	1	12.775	13.775	SAFETY	SAFETY(P)	MITIGATE SAFETY HAZARDS DUE TO SPEED, POOR ACCESS CONTROL BETWEEN KY 80 AND INTERSECTION WITH KY 3384.(12CCR)	C	NH	2015	1,800,000	1,800,000
FLOYD	12-1071	KY 1428	0.1	8.685	8.725	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER COW CREEK (B03) 0.02 MI S. JCT. KY-194. (SR=31.5); (036B00003N)	C	BRX	2013	1,520,000	1,520,000
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); (036C000059N)	C	BRZ	2013	410,000	410,000
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); (036B000065N)	C	BRZ	2013	840,000	840,000
FLOYD	12-1084	KY 466	0.1	3.559	3.599	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON KY-466 OVER LEFT FORK BEAVER CREEK (B30). (SR=37.5); (036B000030N)	R	BRX	2013	410,000	410,000
FLOYD	12-1084	KY 466	0.1	3.559	3.599	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON KY-466 OVER LEFT FORK BEAVER CREEK (B30). (SR=37.5); (036B000030N)	U	BRX	2013	290,000	290,000
FLOYD	12-1084	KY 466	0.1	3.559	3.599	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON KY-466 OVER LEFT FORK BEAVER CREEK (B30). (SR=37.5); (036B000030N)	C	BRX	2013	1,090,000	1,090,000
FLOYD	12-1085	KY 777	0.1	0.175	0.215	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON KY-777 OVER RIGHT FORK BEAVER CREEK (B76). (SR=3.0); (036B000076N)	R	BRX	2013	250,000	250,000
FLOYD	12-1085	KY 777	0.1	0.175	0.215	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON KY-777 OVER RIGHT FORK BEAVER CREEK (B76). (SR=3.0); (036B000076N)	U	BRX	2013	300,000	300,000
FLOYD	12-1085	KY 777	0.1	0.175	0.215	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON KY-777 OVER RIGHT FORK BEAVER CREEK (B76). (SR=3.0); (036B000076N)	C	BRX	2013	1,130,000	1,130,000
FLOYD	12-1111	KY 1100		5.231	5.271	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1100 OVER LITTLE PAINT CREEK NEAR FLOYD/JOHNSON COUNTY LINE (SR 47.1) 036B00002N	D	BRO	2014	300,000	300,000

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FLOYD	12-1111	KY 1100		5.231	5.271	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1100 OVER LITTLE PAINT CREEK NEAR FLOYD/JOHNSON COUNTY LINE (SR 47.1) 036B00002N	R	BRO	2015	75,000	75,000
FLOYD	12-1111	KY 1100		5.231	5.271	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1100 OVER LITTLE PAINT CREEK NEAR FLOYD/JOHNSON COUNTY LINE (SR 47.1) 036B00002N	U	BRO	2015	135,000	135,000
FLOYD	12-1111	KY 1100		5.231	5.271	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1100 OVER LITTLE PAINT CREEK NEAR FLOYD/JOHNSON COUNTY LINE (SR 47.1) 036B00002N	C	BRO	2016	900,000	900,000
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 ACCOMODATE LEFT TURN LANES. (2000BOP)	R	SAF	2013	400,000	400,000
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 ACCOMODATE LEFT TURN LANES. (2000BOP)	U	SAF	2013	90,000	90,000
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 ACCOMODATE LEFT TURN LANES. (2000BOP)	C	SAF	2013	1,720,000	1,720,000
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	R	BRO	2014	150,000	150,000
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	U	BRO	2014	30,000	30,000
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	C	BRO	2016	390,000	390,000
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	R	BRO	2014	100,000	100,000

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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	U	BRO	2014	60,000	60,000
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	C	BRO	2016	200,000	200,000
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	R	BRO	2014	75,000	75,000
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	U	BRO	2014	30,000	30,000
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	C	BRO	2016	300,000	300,000
FRANKLIN	5-1065	US 460		2.177	2.217	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 460 OVER SOUTH ELKHORN CREEK AT INTERSECTION OF US 460 AND N SCRUGGS LN(CR 1010)(SR 41.3) 037B00006N (PART-WIDTH CONSTRUCTION ON EXISTING LOCATION)	D	BRO	2015	250,000	250,000
FRANKLIN	5-1065	US 460		2.177	2.217	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 460 OVER SOUTH ELKHORN CREEK AT INTERSECTION OF US 460 AND N SCRUGGS LN(CR 1010)(SR 41.3) 037B00006N (PART-WIDTH CONSTRUCTION ON EXISTING LOCATION)	R	BRO	2016	100,000	100,000
FRANKLIN	5-1065	US 460		2.177	2.217	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 460 OVER SOUTH ELKHORN CREEK AT INTERSECTION OF US 460 AND N SCRUGGS LN(CR 1010)(SR 41.3) 037B00006N (PART-WIDTH CONSTRUCTION ON EXISTING LOCATION)	U	BRO	2016	200,000	200,000
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	2013	120,000	120,000

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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	2013	110,000	110,000
FULTON	1-1144	KY 1909		0.712	0.752	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1909 OVER LITTLE BAYOU DE CHIEN CREEK S OF INTERSECTION WITH KY 2149 (SR 28.7) 038B00074N	D	BRO	2014	225,000	225,000
FULTON	1-1144	KY 1909		0.712	0.752	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1909 OVER LITTLE BAYOU DE CHIEN CREEK S OF INTERSECTION WITH KY 2149 (SR 28.7) 038B00074N	R	BRO	2015	150,000	150,000
FULTON	1-1144	KY 1909		0.712	0.752	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1909 OVER LITTLE BAYOU DE CHIEN CREEK S OF INTERSECTION WITH KY 2149 (SR 28.7) 038B00074N	U	BRO	2015	150,000	150,000
FULTON	1-1144	KY 1909		0.712	0.752	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1909 OVER LITTLE BAYOU DE CHIEN CREEK S OF INTERSECTION WITH KY 2149 (SR 28.7) 038B00074N	C	BRO	2016	400,000	400,000
FULTON	1-1148	CR 1011		0.247	0.287	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HOLLAND LN (CR 1011) OVER BRANCH OF HARRIS FORK CREEK 0.26 MILE E OF KENTUCKY AVE (KY 307)(SR 31.9)038C00001N(12CCR)	D	BRZ	2013	100,000	100,000
FULTON	1-1148	CR 1011		0.247	0.287	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HOLLAND LN (CR 1011) OVER BRANCH OF HARRIS FORK CREEK 0.26 MILE E OF KENTUCKY AVE (KY 307)(SR 31.9)038C00001N(12CCR)	R	BRZ	2014	150,000	150,000
FULTON	1-1148	CR 1011		0.247	0.287	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HOLLAND LN (CR 1011) OVER BRANCH OF HARRIS FORK CREEK 0.26 MILE E OF KENTUCKY AVE (KY 307)(SR 31.9)038C00001N(12CCR)	U	BRZ	2014	100,000	100,000
FULTON	1-1148	CR 1011		0.247	0.287	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HOLLAND LN (CR 1011) OVER BRANCH OF HARRIS FORK CREEK 0.26 MILE E OF KENTUCKY AVE (KY 307)(SR 31.9)038C00001N(12CCR)	C	BRZ	2014	300,000	300,000
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	2013	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)	C	STP	2014	16,010,000	16,010,000

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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	R	BRX	2014	75,000	75,000
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	U	BRX	2014	60,000	60,000
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	C	BRX	2016	350,000	350,000
GARRARD	7-1122	KY 563	0.1	3.84	3.915	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	R	BRX	2014	80,000	80,000
GARRARD	7-1122	KY 563	0.1	3.84	3.915	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	U	BRX	2014	70,000	70,000
GARRARD	7-1122	KY 563	0.1	3.84	3.915	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	C	BRX	2016	430,000	430,000
GRANT	6-1059	CS 4009	0.1	0	0.09	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	2013	1,170,000	1,170,000
GRANT	6-8714	CR 1138	0.05	0.28	0.33	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON SOUTH END OF BLANCHET ROAD 0.3 MILES NORTHEAST OF US 25.(12CCN)	D	BRO	2013	400,000	400,000
GRANT	6-8714	CR 1138	0.05	0.28	0.33	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON SOUTH END OF BLANCHET ROAD 0.3 MILES NORTHEAST OF US 25.(12CCN)	R	BRO	2013	50,000	50,000
GRANT	6-8714	CR 1138	0.05	0.28	0.33	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON SOUTH END OF BLANCHET ROAD 0.3 MILES NORTHEAST OF US 25.(12CCN)	U	BRO	2013	100,000	100,000
GRANT	6-8714	CR 1138	0.05	0.28	0.33	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON SOUTH END OF BLANCHET ROAD 0.3 MILES NORTHEAST OF US 25.(12CCN)	C	BRO	2014	1,000,000	1,000,000
GRANT	6-8715	CR 1138	0.07	1.95	2.02	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON NORTH END OF BLANCHET ROAD 0.2 MILES SOUTHEAST OF THE JUNCTION WITH US 25.(12CCN)	D	BRO	2013	400,000	400,000

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GRANT	6-8715	CR 1138	0.07	1.95	2.02	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON NORTH END OF BLANCHET ROAD 0.2 MILES SOUTH EAST OF THE JUNCTION WITH US 25. (12CCN)	R	BRO	2013	50,000	50,000
GRANT	6-8715	CR 1138	0.07	1.95	2.02	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON NORTH END OF BLANCHET ROAD 0.2 MILES SOUTH EAST OF THE JUNCTION WITH US 25. (12CCN)	U	BRO	2013	100,000	100,000
GRANT	6-8715	CR 1138	0.07	1.95	2.02	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON NORTH END OF BLANCHET ROAD 0.2 MILES SOUTH EAST OF THE JUNCTION WITH US 25. (12CCN)	C	BRO	2014	1,000,000	1,000,000
GRANT	6-8716	CR 1142	0.05	0.02	0.07	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON NORTH END OF DELANEY ROAD 0.1 MILE NORTH OF THE JUNCTION WITH US 25. (12CCN)	D	BRO	2013	400,000	400,000
GRANT	6-8716	CR 1142	0.05	0.02	0.07	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON NORTH END OF DELANEY ROAD 0.1 MILE NORTH OF THE JUNCTION WITH US 25. (12CCN)	R	BRO	2013	50,000	50,000
GRANT	6-8716	CR 1142	0.05	0.02	0.07	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON NORTH END OF DELANEY ROAD 0.1 MILE NORTH OF THE JUNCTION WITH US 25. (12CCN)	U	BRO	2013	100,000	100,000
GRANT	6-8716	CR 1142	0.05	0.02	0.07	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON NORTH END OF DELANEY ROAD 0.1 MILE NORTH OF THE JUNCTION WITH US 25. (12CCN)	C	BRO	2014	1,000,000	1,000,000
GRAVES	1-193	JC 9003		20.9	21.9	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT JULIAN CARROLL PKWY INTERSECTION W/THE MAYFIELD BYPASS TO PROVIDE SUPERIOR THROUGH MOVEMENT TO THE PARKWAY. (I-69 CORRIDOR IMPROVEMENT)(12CCR)	D	NH	2013	2,000,000	2,000,000
GRAVES	1-193	JC 9003		20.9	21.9	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT JULIAN CARROLL PKWY INTERSECTION W/THE MAYFIELD BYPASS TO PROVIDE SUPERIOR THROUGH MOVEMENT TO THE PARKWAY. (I-69 CORRIDOR IMPROVEMENT)(12CCR)	R	NH	2015	5,000,000	5,000,000
GRAVES	1-193	JC 9003		20.9	21.9	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT JULIAN CARROLL PKWY INTERSECTION W/THE MAYFIELD BYPASS TO PROVIDE SUPERIOR THROUGH MOVEMENT TO THE PARKWAY. (I-69 CORRIDOR IMPROVEMENT)(12CCR)	U	NH	2015	2,500,000	2,500,000
GRAVES	1-1041	CR 1430	0.1	0.642	0.862	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER P&L RAILWAY (C179) 0.2MILE OF JCT. CR-5485. (SR=36.8): (042C00179N)(12CCR)	U	BRZ	2013	190,000	190,000

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GRAVES	1-1056	KY 97	0.1	8.081	8.149	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	2013	160,000	160,000
GRAVES	1-1056	KY 97	0.1	8.081	8.149	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	2013	150,000	150,000
GRAVES	1-1056	KY 97	0.1	8.081	8.149	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)	C	BRX	2013	600,000	600,000
GRAVES	1-1058	KY 945	0.1	4.995	5.083	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): (042B00187N)	R	BRX	2013	160,000	160,000
GRAVES	1-1058	KY 945	0.1	4.995	5.083	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): (042B00187N)	U	BRX	2013	225,000	225,000
GRAVES	1-1058	KY 945	0.1	4.995	5.083	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): (042B00187N)	C	BRX	2014	475,000	475,000
GRAVES	1-1060	KY 97	0.1	16.586	16.648	SAFETY	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): (042B00046N)	R	BRX	2013	210,000	210,000
GRAVES	1-1060	KY 97	0.1	16.586	16.648	SAFETY	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): (042B00046N)	U	BRX	2013	300,000	300,000
GRAVES	1-1060	KY 97	0.1	16.586	16.648	SAFETY	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): (042B00046N)	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	R	BRX	2014	280,000	280,000

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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	U	BRX	2014	225,000	225,000
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	C	BRX	2016	450,000	450,000
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	R	BRZ	2014	75,000	75,000
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	U	BRZ	2014	50,000	50,000
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	C	BRZ	2016	500,000	500,000
GRAVES	1-1146	KY 945	0.04	7.197	7.237	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 945 OVER BRANCH OF BRUSH CREEK S OF INTERSECTION WITH BURCHARD RD (CR 1416)(SR 16.8)042B00206N	D	BRO	2013	220,000	220,000
GRAVES	1-1146	KY 945	0.04	7.197	7.237	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 945 OVER BRANCH OF BRUSH CREEK S OF INTERSECTION WITH BURCHARD RD (CR 1416)(SR 16.8)042B00206N	R	BRO	2014	150,000	150,000
GRAVES	1-1146	KY 945	0.04	7.197	7.237	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 945 OVER BRANCH OF BRUSH CREEK S OF INTERSECTION WITH BURCHARD RD (CR 1416)(SR 16.8)042B00206N	U	BRO	2014	200,000	200,000
GRAVES	1-1146	KY 945	0.04	7.197	7.237	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 945 OVER BRANCH OF BRUSH CREEK S OF INTERSECTION WITH BURCHARD RD (CR 1416)(SR 16.8)042B00206N	C	BRO	2015	400,000	400,000
GRAVES	1-1147	CR 1384		0.403	0.443	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON RULE SHACK ROAD OVER IC RAILROAD 0.4 MILE E OF KY 339(SR29.3)042C00146N	D	BRZ	2013	300,000	300,000

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GRAVES	1-1147	CR 1384		0.403	0.443	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON RULE SHACK ROAD OVER IC RAILROAD 0.4 MILE E OF KY 339(SR29.3)042C00146N	R	BRZ	2014	200,000	200,000
GRAVES	1-1147	CR 1384		0.403	0.443	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON RULE SHACK ROAD OVER IC RAILROAD 0.4 MILE E OF KY 339(SR29.3)042C00146N	U	BRZ	2014	225,000	225,000
GRAVES	1-1147	CR 1384		0.403	0.443	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON RULE SHACK ROAD OVER IC RAILROAD 0.4 MILE E OF KY 339(SR29.3)042C00146N	C	BRZ	2016	1,500,000	1,500,000
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	2013	130,000	130,000
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	2013	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	C	BRO	2014	370,000	370,000
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	R	BRZ	2014	50,000	50,000
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	U	BRZ	2014	75,000	75,000
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	C	BRZ	2016	300,000	300,000
GRAYSON	4-1071	CR 1872	0.1	1.772	1.812	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1872 (MP 1.792) OVER SPRING FORK; .7 MI SW OF JCT KY 54; (STRUCTURALLY DEFICIENT, SR=16.8) 043C00024N	R	BRZ	2014	50,000	50,000
GRAYSON	4-1071	CR 1872	0.1	1.772	1.812	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1872 (MP 1.792) OVER SPRING FORK; .7 MI SW OF JCT KY 54; (STRUCTURALLY DEFICIENT, SR=16.8) 043C00024N	U	BRZ	2014	75,000	75,000
GRAYSON	4-1071	CR 1872	0.1	1.772	1.812	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1872 (MP 1.792) OVER SPRING FORK; .7 MI SW OF JCT KY 54; (STRUCTURALLY DEFICIENT, SR=16.8) 043C00024N	C	BRZ	2016	240,000	240,000

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GREEN	8-128.12	KY 61				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).	C	HPP	2013	1,362,678	1,362,678
GREEN	8-128.5	KY 61	10.4			RELIABILITY	RECONSTRUCTION(O)	COLUMBIA TO GREENSBURG PRIORITY SECTION 2: RECONSTRUCT KY-61 FROM COLUMBIA TO KY-487. (2002BOP)(SPECIAL FEDERAL APPROPRIATION OF KENTUCKY DISCRETIONARY FUNDS REQUIRED: FUNDS NOT CURRENTLY AVAILABLE FOR D, R, U & C)	P	KYD	2013	36,955	36,955
GREEN	8-8710	US 68	14.287	0	14.287	RELIABILITY	SCOPING STUDY(O)	SCOPING STUDY AND DESIGN FOR US-68 FROM METCALFE COUNTY TO THE US-61/US-68 INTERSECTION.(12CCN)	D	STP	2013	2,000,000	2,000,000
GREEN	8-8713	KY 61				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE CANEY FORK BLUE SPRINGS BRIDGE ON KY-61.(12CCN)	D	BRO	2013	150,000	150,000
GREEN	8-8713	KY 61				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE CANEY FORK BLUE SPRINGS BRIDGE ON KY-61.(12CCN)	R	BRO	2013	200,000	200,000
GREEN	8-8713	KY 61				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE CANEY FORK BLUE SPRINGS BRIDGE ON KY-61.(12CCN)	U	BRO	2013	100,000	100,000
GREEN	8-8713	KY 61				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE CANEY FORK BLUE SPRINGS BRIDGE ON KY-61.(12CCN)	C	BRO	2014	1,550,000	1,550,000
GREEN	8-8714	KY 61	0.1	6	6.06	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-61 BETWEEN MP 6.0 AND MP 6.1.(12CCN)	C	BRO	2013	1,000,000	1,000,000
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	2013	1,130,000	1,130,000
GREENUP	9-1073	KY 244	0.1	0	0.207	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) 045B00039N	R	BRX	2013	250,000	250,000
GREENUP	9-1073	KY 244	0.1	0	0.207	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) 045B00039N	U	BRX	2013	500,000	500,000

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GREENUP	9-1073	KY 244	0.1	0	0.207	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) 045B00039N	C	BRX	2015	6,700,000	6,700,000
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) 045C00051N	D	BRZ	2013	110,000	110,000
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) 045C00051N	R	BRZ	2014	50,000	50,000
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) 045C00051N	U	BRZ	2014	25,000	25,000
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) 045C00051N	C	BRZ	2016	1,000,000	1,000,000
HANCOCK	2-1082	KY 2124	0.04	2.593	2.633	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2124 OVER SOUTH FORK OF PANTHER CREEK SW OF INTERSECTION WITH HICKORY RIDGE RD (CR 1127)(SR 33.5)046B00031N	D	BRO	2013	150,000	150,000
HANCOCK	2-1082	KY 2124	0.04	2.593	2.633	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2124 OVER SOUTH FORK OF PANTHER CREEK SW OF INTERSECTION WITH HICKORY RIDGE RD (CR 1127)(SR 33.5)046B00031N	R	BRO	2014	75,000	75,000
HANCOCK	2-1082	KY 2124	0.04	2.593	2.633	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2124 OVER SOUTH FORK OF PANTHER CREEK SW OF INTERSECTION WITH HICKORY RIDGE RD (CR 1127)(SR 33.5)046B00031N	U	BRO	2014	75,000	75,000
HANCOCK	2-1082	KY 2124	0.04	2.593	2.633	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2124 OVER SOUTH FORK OF PANTHER CREEK SW OF INTERSECTION WITH HICKORY RIDGE RD (CR 1127)(SR 33.5)046B00031N	C	BRO	2015	300,000	300,000
HARDIN	4-18	I 65	5	81	86	RELIABILITY	MAJOR WIDENING(O)	HARDIN I-65; WIDEN I-65 TO 6 LANES FROM MP 81 TO MP 86; INCLUDES NOLIN RIVER BRIDGE.(12CCR)	D	NH	2013	2,500,000	2,500,000
HARDIN	4-18	I 65	5	81	86	RELIABILITY	MAJOR WIDENING(O)	HARDIN I-65; WIDEN I-65 TO 6 LANES FROM MP 81 TO MP 86; INCLUDES NOLIN RIVER BRIDGE.(12CCR)	R	NH	2015	1,200,000	1,200,000

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HARDIN	4-18	I 65	5	81	86	RELIABILITY	MAJOR WIDENING(O)	HARDIN I-65; WIDEN I-65 TO 6 LANES FROM MP 81 TO MP 86; INCLUDES NOLIN RIVER BRIDGE.(12CCR)	U	NH	2015	1,500,000	1,500,000
HARDIN	4-18	I 65	5	81	86	RELIABILITY	MAJOR WIDENING(O)	HARDIN I-65; WIDEN I-65 TO 6 LANES FROM MP 81 TO MP 86; INCLUDES NOLIN RIVER BRIDGE.(12CCR)	C	NH	2016	30,000,000	30,000,000
HARDIN	4-19	I 65	5.341	86	91.341	RELIABILITY	MAJOR WIDENING(O)	HARDIN I-65; WIDEN I-65 TO 6 LANES FROM MP 86 TO MP 91.3.(12CCR)	D	NH	2013	1,800,000	1,800,000
HARDIN	4-19	I 65	5.341	86	91.341	RELIABILITY	MAJOR WIDENING(O)	HARDIN I-65; WIDEN I-65 TO 6 LANES FROM MP 86 TO MP 91.3.(12CCR)	R	NH	2015	800,000	800,000
HARDIN	4-19	I 65	5.341	86	91.341	RELIABILITY	MAJOR WIDENING(O)	HARDIN I-65; WIDEN I-65 TO 6 LANES FROM MP 86 TO MP 91.3.(12CCR)	U	NH	2015	1,000,000	1,000,000
HARDIN	4-199	US 31W	36.4	36.4	36.8	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER P&L AND CSX RAILROADS (MP 36.4 TO 36.8 IN WEST POINT) (047B00007N).	D	STP	2013	1,000,000	1,000,000
HARDIN	4-199	US 31W	36.4	36.4	36.8	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER P&L AND CSX RAILROADS (MP 36.4 TO 36.8 IN WEST POINT) (047B00007N).	R	STP	2015	100,000	100,000
HARDIN	4-199	US 31W	36.4	36.4	36.8	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER P&L AND CSX RAILROADS (MP 36.4 TO 36.8 IN WEST POINT) (047B00007N).	U	STP	2015	1,000,000	1,000,000
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	2015	370,000	370,000
HARDIN	4-1077	US 62	8.894	8.894	8.934	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 62 OVER UNNAMED STREAM 0.65 MILE SW OF KY 1375 (S LONG GROVE RD)(SR 48.5) 047B00052N	D	BRO	2014	75,000	75,000
HARDIN	4-1077	US 62	8.894	8.894	8.934	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 62 OVER UNNAMED STREAM 0.65 MILE SW OF KY 1375 (S LONG GROVE RD)(SR 48.5) 047B00052N	R	BRO	2015	75,000	75,000
HARDIN	4-1077	US 62	8.894	8.894	8.934	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 62 OVER UNNAMED STREAM 0.65 MILE SW OF KY 1375 (S LONG GROVE RD)(SR 48.5) 047B00052N	U	BRO	2015	75,000	75,000
HARDIN	4-1077	US 62	8.894	8.894	8.934	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 62 OVER UNNAMED STREAM 0.65 MILE SW OF KY 1375 (S LONG GROVE RD)(SR 48.5) 047B00052N	C	BRO	2016	225,000	225,000
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	2013	80,000	80,000

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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	2013	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	2013	1,090,000	1,090,000
HARLAN	11-1087	KY 72		6.539	6.579	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 72 OVER CATRON CREEK AT INTERSECTION OF KY 72 AND SMITH LANE (CR 1226L)(SR 30) 048B00030N	D	BRO	2013	400,000	400,000
HARLAN	11-1087	KY 72		6.539	6.579	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 72 OVER CATRON CREEK AT INTERSECTION OF KY 72 AND SMITH LANE (CR 1226L)(SR 30) 048B00030N	R	BRO	2014	50,000	50,000
HARLAN	11-1087	KY 72		6.539	6.579	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 72 OVER CATRON CREEK AT INTERSECTION OF KY 72 AND SMITH LANE (CR 1226L)(SR 30) 048B00030N	U	BRO	2014	50,000	50,000
HARLAN	11-1087	KY 72		6.539	6.579	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 72 OVER CATRON CREEK AT INTERSECTION OF KY 72 AND SMITH LANE (CR 1226L)(SR 30) 048B00030N	C	BRO	2015	1,300,000	1,300,000
HARLAN	11-8703	US 119	3.2	10.7	13.9	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 119 FROM MP 10.7 TO MP 13.9 ALONG NEW CORRIDOR.(12CCN)	D	APD	2013	2,500,000	2,000,000
HARLAN	11-8703	US 119	3.2	10.7	13.9	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 119 FROM MP 10.7 TO MP 13.9 ALONG NEW CORRIDOR.(12CCN)	R	APD	2013	2,700,000	2,160,000
HARLAN	11-8703	US 119	3.2	10.7	13.9	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 119 FROM MP 10.7 TO MP 13.9 ALONG NEW CORRIDOR.(12CCN)	U	APD	2013	7,400,000	5,920,000
HARLAN	11-8703	US 119	3.2	10.7	13.9	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 119 FROM MP 10.7 TO MP 13.9 ALONG NEW CORRIDOR.(12CCN)	C	APD	2014	48,300,000	38,640,000
HARRISON	6-1083	CR 1052		2.913	2.953	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON STRATTON ROAD (CR 1052) OVER STRATTON BRANCH 0.3 MILE NE OF CSX RAILROAD(SR 23.5) 049C00018N	D	BRZ	2013	150,000	150,000
HARRISON	6-1083	CR 1052		2.913	2.953	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON STRATTON ROAD (CR 1052) OVER STRATTON BRANCH 0.3 MILE NE OF CSX RAILROAD(SR 23.5) 049C00018N	R	BRZ	2014	25,000	25,000

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HARRISON	6-1083	CR 1052		2.913	2.953	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON STRATTON ROAD (CR 1052) OVER STRATTON BRANCH 0.3 MILE NE OF CSX RAILROAD(SR 23.5) 049C00018N	U	BRZ	2014	25,000	25,000
HARRISON	6-1083	CR 1052		2.913	2.953	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON STRATTON ROAD (CR 1052) OVER STRATTON BRANCH 0.3 MILE NE OF CSX RAILROAD(SR 23.5) 049C00018N	C	BRZ	2015	250,000	250,000
HART	4-13	165	3	58.2	61.2	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.5 MI N OF THE KY-218 I-CHNG (B32) TO GREEN RIVER BRIDGE (B31) (04CCN)(12CCR)	D	IM	2013	1,500,000	1,500,000
HART	4-13	165	3	58.2	61.2	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.5 MI N OF THE KY-218 I-CHNG (B32) TO GREEN RIVER BRIDGE (B31) (04CCN)(12CCR)	R	IM	2013	500,000	500,000
HART	4-13	165	3	58.2	61.2	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.5 MI N OF THE KY-218 I-CHNG (B32) TO GREEN RIVER BRIDGE (B31) (04CCN)(12CCR)	U	IM	2013	1,000,000	1,000,000
HART	4-13	165	3	58.2	61.2	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.5 MI N OF THE KY-218 I-CHNG (B32) TO GREEN RIVER BRIDGE (B31) (04CCN)(12CCR)	C	IM	2014	40,500,000	40,500,000
HART	4-14	165	3.7	61.2	64.9	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM GREEN RIVER BRIDGE (B31) TO 0.8 MI N OF THE US 31W BRIDGE (INCLUDES THE GREEN RIVER BRIDGE) (B27)(04CCN)(12CCR)	R	IM	2013	700,000	700,000
HART	4-14	165	3.7	61.2	64.9	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM GREEN RIVER BRIDGE (B31) TO 0.8 MI N OF THE US 31W BRIDGE (INCLUDES THE GREEN RIVER BRIDGE) (B27)(04CCN)(12CCR)	U	IM	2013	1,000,000	1,000,000

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HART	4-14	165	3.7	61.2	64.9	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM GREEN RIVER BRIDGE (B31) TO 0.8 MI N OF THE US 31W BRIDGE (INCLUDES THE GREEN RIVER BRIDGE) (B27)(04CCN)(12CCR)	C	IM	2014	25,000,000	25,000,000
HART	4-14.01	165	3.7	61.2	64.9	RELIABILITY	PREFINANCD CONVRSN(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM GREEN RIVER BRIDGE (B31) TO 0.8 MI N OF THE US 31W BRIDGE (INCLUDES THE GREEN RIVER BRIDGE) (B27). ADDITIONAL FUNDING FOR C PHASE.(12CCR)	C	STP	2015	25,000,000	25,000,000
HART	4-15	165	6.1	64.9	71	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.8 MI N OF THE US 31W BRIDGE (B27) TO 0.6 MI N OF THE KY 728 BRIDGE (B08). (PE & ENV UNDER 4-10.05)(04CCN)(08CCR)(10CCR)(12CCR)	D	IM	2013	2,000,000	2,000,000
HART	4-15	165	6.1	64.9	71	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.8 MI N OF THE US 31W BRIDGE (B27) TO 0.6 MI N OF THE KY 728 BRIDGE (B08). (PE & ENV UNDER 4-10.05)(04CCN)(08CCR)(10CCR)(12CCR)	R	IM	2014	700,000	700,000
HART	4-15	165	6.1	64.9	71	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.8 MI N OF THE US 31W BRIDGE (B27) TO 0.6 MI N OF THE KY 728 BRIDGE (B08). (PE & ENV UNDER 4-10.05)(04CCN)(08CCR)(10CCR)(12CCR)	U	IM	2014	1,000,000	1,000,000
HART	4-15	165	6.1	64.9	71	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.8 MI N OF THE US 31W BRIDGE (B27) TO 0.6 MI N OF THE KY 728 BRIDGE (B08). (PE & ENV UNDER 4-10.05)(04CCN)(08CCR)(10CCR)(12CCR)	C	IM	2016	26,000,000	26,000,000

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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 (B08) TO 0.1 MI N OF KY 224 (B16). (PE & ENV UNDER 4-10.05)(04CCN)(12CCR)	D	IM	2013	1,800,000	1,800,000
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 (B08) TO 0.1 MI N OF KY 224 (B16). (PE & ENV UNDER 4-10.05)(04CCN)(12CCR)	R	IM	2015	700,000	700,000
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 (B08) TO 0.1 MI N OF KY 224 (B16). (PE & ENV UNDER 4-10.05)(04CCN)(12CCR)	U	IM	2015	1,000,000	1,000,000
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 (B08) TO 0.1 MI N OF KY 224 (B16). (PE & ENV UNDER 4-10.05)(04CCN)(12CCR)	C	IM	2016	22,000,000	22,000,000
HART	4-27	165				RELIABILITY	MAJOR WIDENING(O)	EVALUATE FINANCIAL FEASIBILITY OF DESIGN/ BUILD OPPORTUNITIES FOR I-65 WIDENING TO 6-LANES BETWEEN PARK CITY AND ELIZABETHTOWN. (12CCR)	D	NH	2013	500,000	500,000
HART	4-28	165	26.4	64.9	74.622	RELIABILITY	PHASE I DESIGN(O)	PHASE I DESIGN FOR I-65 WIDENING FROM MP 64.9 TO MP 91.3.(12CCR)	D	NH	2013	2,500,000	2,500,000
HART	4-1080	CR 1407		1.649	1.689	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CAMPGROUND ROAD (CR 1407) OVER BACON CREEK 0.33 MILE SE OF PRICEVILLE RD (KY 728)(SR 18.8) 050C00018N	D	BRZ	2013	50,000	50,000
HART	4-1080	CR 1407		1.649	1.689	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CAMPGROUND ROAD (CR 1407) OVER BACON CREEK 0.33 MILE SE OF PRICEVILLE RD (KY 728)(SR 18.8) 050C00018N	R	BRZ	2014	25,000	25,000
HART	4-1080	CR 1407		1.649	1.689	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CAMPGROUND ROAD (CR 1407) OVER BACON CREEK 0.33 MILE SE OF PRICEVILLE RD (KY 728)(SR 18.8) 050C00018N	U	BRZ	2014	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
HART	4-1080	CR 1407		1.649	1.689	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CAMPGROUND ROAD (CR 1407) OVER BACON CREEK 0.33 MILE SE OF PRICEVILLE RD (KY 728)(SR 18-8) 050C00018N	C	BRZ	2016	500,000	500,000
HENDERSON	2-700.07					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STIP' FUNDS DEDICATED TO HENDERSON FOR FY 2012.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SHN	2013	500,000	500,000
HENDERSON	2-700.08					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STIP' FUNDS DEDICATED TO HENDERSON FOR FY 2013.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SHN	2013	500,000	500,000
HENDERSON	2-700.09					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STIP' FUNDS DEDICATED TO HENDERSON FOR FY 2014.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SHN	2014	500,000	500,000
HENDERSON	2-700.1					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STIP' FUNDS DEDICATED TO HENDERSON FOR FY 2015.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SHN	2015	500,000	500,000
HENDERSON	2-700.11					SAFETY	MATCHED FED FUNDS(O)	FEDERAL 'STIP' FUNDS DEDICATED TO HENDERSON FOR FY 2016.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SHN	2016	500,000	500,000
HENDERSON	2-711	US 41		12.766	12.906	SAFETY	SAFETY(P)	US 41/KY 812 INTERSECTION UPGRADE: ADD RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING. KYTC PROJECT WITH KYTC PROVIDING 20% MATCH.(TOLL CREDITS)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	D	SHN	2013	250,000	250,000
HENDERSON	2-711	US 41		12.766	12.906	SAFETY	SAFETY(P)	US 41/KY 812 INTERSECTION UPGRADE: ADD RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING. KYTC PROJECT WITH KYTC PROVIDING 20% MATCH.(TOLL CREDITS)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	R	SHN	2014	50,000	50,000
HENDERSON	2-711	US 41		12.766	12.906	SAFETY	SAFETY(P)	US 41/KY 812 INTERSECTION UPGRADE: ADD RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING. KYTC PROJECT WITH KYTC PROVIDING 20% MATCH.(TOLL CREDITS)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	U	SHN	2014	100,000	100,000

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HENDERSON	2-711	US 41		12.766	12.906	SAFETY	SAFETY(P)	US 41/KY 812 INTERSECTION UPGRADE: ADD RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING. KYTC PROJECT WITH KYTC PROVIDING 20% MATCH.(TOLL CREDITS)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SHN	2015	550,000	550,000
HENDERSON	2-712	CS 1142		1.099	1.668	RELIABILITY	RECONSTRUCTION(O)	N GREEN RIVER RD UPGRADE-(OSAGE DR TO WOODSPOINT DR).PROJECT WILL INCLUDE UPGRADING EXISTING PAVEMENT TO 28 FT WIDE PAVEMENT W/ CURB & GUTTER & SIDEWALK. LPA PROJECT. CITY TO PROVIDE MATCH.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	R	SHN	2013	175,000	175,000
HENDERSON	2-712	CS 1142		1.099	1.668	RELIABILITY	RECONSTRUCTION(O)	N GREEN RIVER RD UPGRADE-(OSAGE DR TO WOODSPOINT DR).PROJECT WILL INCLUDE UPGRADING EXISTING PAVEMENT TO 28 FT WIDE PAVEMENT W/ CURB & GUTTER & SIDEWALK. LPA PROJECT. CITY TO PROVIDE MATCH.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	U	SHN	2013	300,000	300,000
HENDERSON	2-712	CS 1142		1.099	1.668	RELIABILITY	RECONSTRUCTION(O)	N GREEN RIVER RD UPGRADE-(OSAGE DR TO WOODSPOINT DR).PROJECT WILL INCLUDE UPGRADING EXISTING PAVEMENT TO 28 FT WIDE PAVEMENT W/ CURB & GUTTER & SIDEWALK. LPA PROJECT. CITY TO PROVIDE MATCH.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SHN	2013	675,000	675,000
HENDERSON	2-713	CS 1453		0.72	0.77	RELIABILITY	BRIDGE REPLACEMENT(P)	WATHEN BRIDGE REPLACEMENT: REPLACE EXISTING BRIDGE WITH 6FT PRECAST CONCRETE BOX CULVERT, PAVEMENT AND GUARDRAIL. LPA PROJECT. CITY TO PROVIDE MATCH.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	D	SHN	2013	25,000	25,000

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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
HENDERSON	2-713	CS 1453		0.72	0.77	RELIABILITY	BRIDGE REPLACEMENT(P)	WATHEN BRIDGE REPLACEMENT: REPLACE EXISTING BRIDGE WITH 6FT PRECAST CONCRETE BOX CULVERT, PAVEMENT AND GUARDRAIL. LPA PROJECT. CITY TO PROVIDE MATCH.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	R	SHN	2014	10,000	10,000
HENDERSON	2-713	CS 1453		0.72	0.77	RELIABILITY	BRIDGE REPLACEMENT(P)	WATHEN BRIDGE REPLACEMENT: REPLACE EXISTING BRIDGE WITH 6FT PRECAST CONCRETE BOX CULVERT, PAVEMENT AND GUARDRAIL. LPA PROJECT. CITY TO PROVIDE MATCH.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	U	SHN	2014	15,000	15,000
HENDERSON	2-713	CS 1453		0.72	0.77	RELIABILITY	BRIDGE REPLACEMENT(P)	WATHEN BRIDGE REPLACEMENT: REPLACE EXISTING BRIDGE WITH 6FT PRECAST CONCRETE BOX CULVERT, PAVEMENT AND GUARDRAIL. LPA PROJECT. CITY TO PROVIDE MATCH.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SHN	2015	200,000	200,000
HENDERSON	2-902					SAFETY	SAFETY-HAZARD ELIM(P)	SAFETY CORRIDORS	C	SAF	2013	13,000	13,000
HENDERSON	2-968	KY 351	0.6	4.7	5.432	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	SAF	2013	90,000	90,000
HENDERSON	2-968	KY 351	0.6	4.7	5.432	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	SAF	2013	170,000	170,000
HENDERSON	2-968	KY 351	0.6	4.7	5.432	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	SAF	2013	1,170,000	1,170,000
HENDERSON	2-1069	KY 136	0.1	24.585	24.635	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)	R	BRX	2013	75,000	75,000

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HENDERSON	2-1069	KY 136	0.1	24.585	24.635	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)	U	BRX	2013	75,000	75,000
HENDERSON	2-1069	KY 136	0.1	24.585	24.635	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)	C	BRX	2014	570,000	570,000
HENDERSON	2-1080	US 60		19.236	19.444	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 60 OVER GREEN RIVER AT INTERSECTION WITH KY 1078 (SR 39)051B00015N,(12CCR)	D	BRO	2013	1,500,000	1,500,000
HENDERSON	2-1080	US 60		19.236	19.444	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 60 OVER GREEN RIVER AT INTERSECTION WITH KY 1078 (SR 39)051B00015N,(12CCR)	R	BRO	2014	250,000	250,000
HENDERSON	2-1080	US 60		19.236	19.444	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 60 OVER GREEN RIVER AT INTERSECTION WITH KY 1078 (SR 39)051B00015N,(12CCR)	U	BRO	2014	250,000	250,000
HENDERSON	2-1080	US 60		19.236	19.444	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 60 OVER GREEN RIVER AT INTERSECTION WITH KY 1078 (SR 39)051B00015N,(12CCR)	C	BRO	2015	25,000,000	25,000,000
HENDERSON	2-8304	EB 9004		68.25	68.75	RELIABILITY	I-CHANGE RECONST(O)	RECONSTRUCT/COMPLETE THE HALF INTERCHANGE AT EXIT 68 (KY 416) ON THE BREATHITT PARKWAY. (I-69 CORRIDOR IMPROVEMENT)(06CCN)(08CCR)(12C CR)	R	NH	2013	730,000	730,000
HENDERSON	2-8304	EB 9004		68.25	68.75	RELIABILITY	I-CHANGE RECONST(O)	RECONSTRUCT/COMPLETE THE HALF INTERCHANGE AT EXIT 68 (KY 416) ON THE BREATHITT PARKWAY. (I-69 CORRIDOR IMPROVEMENT)(06CCN)(08CCR)(12C CR)	U	NH	2013	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 (KY 416) ON THE BREATHITT PARKWAY. (I-69 CORRIDOR IMPROVEMENT)(06CCN)(08CCR)(12C CR)	C	STP	2013	4,680,000	4,680,000
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	2013	30,000	30,000

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HENRY	5-1066	KY 55		6.105	6.145	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 55 OVER DAUGHERTY CREEK 0.17 MILE N OF JONES RD (CR 1331)(SR 46.8) 052B00003N	D	BRO	2014	200,000	200,000
HENRY	5-1066	KY 55		6.105	6.145	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 55 OVER DAUGHERTY CREEK 0.17 MILE N OF JONES RD (CR 1331)(SR 46.8) 052B00003N	R	BRO	2015	80,000	80,000
HENRY	5-1066	KY 55		6.105	6.145	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 55 OVER DAUGHERTY CREEK 0.17 MILE N OF JONES RD (CR 1331)(SR 46.8) 052B00003N	U	BRO	2015	10,000	10,000
HENRY	5-1066	KY 55		6.105	6.145	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 55 OVER DAUGHERTY CREEK 0.17 MILE N OF JONES RD (CR 1331)(SR 46.8) 052B00003N	C	BRO	2016	120,000	120,000
HICKMAN	1-1018	KY 307	0.2	4.51	4.916	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	2013	420,000	420,000
HICKMAN	1-1018	KY 307	0.2	4.51	4.916	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	2013	390,000	390,000
HICKMAN	1-1018	KY 307	0.2	4.51	4.916	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	2013	3,390,000	3,390,000
HICKMAN	1-1057	KY 1037	0.1	0.45	0.512	SAFETY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON KY-1037 OVER SOUTHERN RAILROAD (RR615) BETWEEN KY-123 AND KY-780. (SR=18.9): (053R00615N)	U	BRX	2013	225,000	225,000
HICKMAN	1-1057	KY 1037	0.1	0.45	0.512	SAFETY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON KY-1037 OVER SOUTHERN RAILROAD (RR615) BETWEEN KY-123 AND KY-780. (SR=18.9): (053R00615N)	C	BRX	2013	1,100,000	1,100,000

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HICKMAN	1-1062	KY 1826	0.1	4.888	4.988	SAFETY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON KY-1826 OVER TOWN CREEK (B79) IN CLINTON. (SR=24.4); (053B00079N)	R	BRX	2013	250,000	250,000
HICKMAN	1-1062	KY 1826	0.1	4.888	4.988	SAFETY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON KY-1826 OVER TOWN CREEK (B79) IN CLINTON. (SR=24.4); (053B00079N)	U	BRX	2013	600,000	600,000
HICKMAN	1-1062	KY 1826	0.1	4.888	4.988	SAFETY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON KY-1826 OVER TOWN CREEK (B79) IN CLINTON. (SR=24.4); (053B00079N)	C	BRX	2016	2,500,000	2,500,000
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	2013	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	2013	983,928	983,928
HOPKINS	2-225	EB 9004		33.876	34.64	RELIABILITY	RECONSTRUCTION(O)	IMPROVE RAMP CONFIGURATION AT THE EXISTING I-69/WESTERN KENTUCKY PARKWAY/PENNYRILE PARKWAY INTERCHANGE (I-69 CORRIDOR IMPROVEMENT)(12CCR)	D	IM	2013	500,000	500,000
HOPKINS	2-225	EB 9004		33.876	34.64	RELIABILITY	RECONSTRUCTION(O)	IMPROVE RAMP CONFIGURATION AT THE EXISTING I-69/WESTERN KENTUCKY PARKWAY/PENNYRILE PARKWAY INTERCHANGE (I-69 CORRIDOR IMPROVEMENT)(12CCR)	C	IM	2014	10,000,000	10,000,000
HOPKINS	2-232	EB 9004		37	55.003	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT ELEMENTS OF EXISTING EDWARD T BREATHTT PKWY (PENNYRILE PARKWAY) BETWEEN MP 37.0 AND MP 73.4 TO UPGRADE GEOMETRICS TO INTERSTATE STANDARDS (I-69 CORRIDOR IMPROVEMENT)	C	NH	2014	10,000,000	10,000,000
HOPKINS	2-235	EB 9004	36.4	37	55.003	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT ELEMENTS OF EXISTING PENNYRILE PARKWAY BETWEEN MP 37.0 AND MP 73.4 TO UPGRADE GEOMETRICS TO INTERSTATE STANDARDS (I-69 CORRIDOR IMPROVEMENT)	C	NH	2014	6,000,000	6,000,000
HOPKINS	2-1067	CR 1092	0.1	1.69	1.902	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON CR-1092 OVER CSX RAILROAD (C04). (SR=48.9); (054C00004N)	C	BRZ	2013	1,880,000	1,880,000

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HOPKINS	2-1070	KY 502	0.1	3.23	3.27	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)	R	BRX	2013	75,000	75,000
HOPKINS	2-1070	KY 502	0.1	3.23	3.27	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)	U	BRX	2013	25,000	25,000
HOPKINS	2-1070	KY 502	0.1	3.23	3.27	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)	C	BRX	2014	1,970,000	1,970,000
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 PENNYRILE PARKWAY; (FUNCTIONALLY OBSOLETE, SR=49.9) 054B00022N	R	BRX	2014	160,000	160,000
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 PENNYRILE PARKWAY; (FUNCTIONALLY OBSOLETE, SR=49.9) 054B00022N	U	BRX	2014	300,000	300,000
HOPKINS	2-1079	KY 262		2.734	2.774	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 262 OVER GREASEY CREEK 0.67 MILE E OF BEAN CEMETERY RD (CR 1396)(SR 25.1)054B00107N	D	BRO	2013	150,000	150,000
HOPKINS	2-1079	KY 262		2.734	2.774	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 262 OVER GREASEY CREEK 0.67 MILE E OF BEAN CEMETERY RD (CR 1396)(SR 25.1)054B00107N	R	BRO	2014	175,000	175,000
HOPKINS	2-1079	KY 262		2.734	2.774	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 262 OVER GREASEY CREEK 0.67 MILE E OF BEAN CEMETERY RD (CR 1396)(SR 25.1)054B00107N	U	BRO	2014	225,000	225,000
HOPKINS	2-1079	KY 262		2.734	2.774	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 262 OVER GREASEY CREEK 0.67 MILE E OF BEAN CEMETERY RD (CR 1396)(SR 25.1)054B00107N	C	BRO	2015	500,000	500,000
HOPKINS	2-1081	KY 293		0	0.044	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 293 AT THE CALDWELL/HOPKINS COUNTY LINE(SR 37.7)054B00115N	D	BRO	2013	300,000	300,000
HOPKINS	2-1081	KY 293		0	0.044	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 293 AT THE CALDWELL/HOPKINS COUNTY LINE(SR 37.7)054B00115N	R	BRO	2014	500,000	500,000
HOPKINS	2-1081	KY 293		0	0.044	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 293 AT THE CALDWELL/HOPKINS COUNTY LINE(SR 37.7)054B00115N	U	BRO	2014	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
HOPKINS	2-1081	KY 293		0	0.044	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 293 AT THE CALDWELL/HOPKINS COUNTY LINE(SR 37.7)054B00115N	C	BRO	2015	1,450,000	1,450,000
HOPKINS	2-1084	KY 1069	0.04	2.355	2.395	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1069 OVER OTTER CREEK AT INTERSECTION OF J D BUCHANAN RD (CR 1093)(SR 43.9)054B00157N	D	BRO	2014	150,000	150,000
HOPKINS	2-1084	KY 1069	0.04	2.355	2.395	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1069 OVER OTTER CREEK AT INTERSECTION OF J D BUCHANAN RD (CR 1093)(SR 43.9)054B00157N	R	BRO	2015	150,000	150,000
HOPKINS	2-1084	KY 1069	0.04	2.355	2.395	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1069 OVER OTTER CREEK AT INTERSECTION OF J D BUCHANAN RD (CR 1093)(SR 43.9)054B00157N	U	BRO	2015	170,000	170,000
HOPKINS	2-1084	KY 1069	0.04	2.355	2.395	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1069 OVER OTTER CREEK AT INTERSECTION OF J D BUCHANAN RD (CR 1093)(SR 43.9)054B00157N	C	BRO	2016	450,000	450,000
HOPKINS	2-8500	169		94.45	94.65	RELIABILITY	I-CHANGE RECONST(O)	I-69 (WESTERN KENTUCKY PARKWAY)/KY109 INTERCHANGE IMPROVEMENTS. (I-69 CORRIDOR IMPROVEMENT) (08CCN)	C	NH	2013	7,000,000	7,000,000
HOPKINS	2-8633	EB 9004	1.04	36.5	37.54	SAFETY	SAFETY(P)	UPGRADE MORTON'S GAP INTERCHANGE AT MP 37.07 TO INTERSTATE STANDARDS (I-69 CORRIDOR IMPROVEMENT). (10CCN)(12CCR)	R	IM	2013	1,450,000	1,450,000
HOPKINS	2-8633	EB 9004	1.04	36.5	37.54	SAFETY	SAFETY(P)	UPGRADE MORTON'S GAP INTERCHANGE AT MP 37.07 TO INTERSTATE STANDARDS (I-69 CORRIDOR IMPROVEMENT). (10CCN)(12CCR)	U	IM	2013	800,000	800,000
HOPKINS	2-8633	EB 9004	1.04	36.5	37.54	SAFETY	SAFETY(P)	UPGRADE MORTON'S GAP INTERCHANGE AT MP 37.07 TO INTERSTATE STANDARDS (I-69 CORRIDOR IMPROVEMENT). (10CCN)(12CCR)	C	IM	2015	8,000,000	8,000,000
JACKSON	11-1090	US 421	0.04	13.919	13.959	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 421 OVER PIGEON ROOST CREEK AT INTERSECTION WITH WATER STREET E(CS 1006)(SR 43.9) 055B00157N	D	BRO	2014	300,000	300,000
JACKSON	11-1090	US 421	0.04	13.919	13.959	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 421 OVER PIGEON ROOST CREEK AT INTERSECTION WITH WATER STREET E(CS 1006)(SR 43.9) 055B00157N	R	BRO	2015	100,000	100,000

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JACKSON	11-1090	US 421	0.04	13.919	13.959	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 421 OVER PIGEON ROOST CREEK AT INTERSECTION WITH WATER STREET E(CS 1006)(SR 43.9) 055B00157N	U	BRO	2015	50,000	50,000
JACKSON	11-1090	US 421	0.04	13.919	13.959	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 421 OVER PIGEON ROOST CREEK AT INTERSECTION WITH WATER STREET E(CS 1006)(SR 43.9) 055B00157N	C	BRO	2016	555,000	555,000
JEFFERSON	5-15.2	I 264				RELIABILITY	BRIDGE PAINTING(P)	PHASE 2: CLEAN AND PAINT STEEL BRIDGES AND STEEL BEARINGS ON THE WATTERSON EXPRESSWAY. (PHASE 2) (2008BOPC)(12CCR)	C	IM	2015	3,370,000	3,370,000
JEFFERSON	5-15.3	I 264				RELIABILITY	BRIDGE PAINTING(P)	PHASE 3: CLEAN AND PAINT STEEL BRIDGES AND STEEL BEARINGS ON THE WATTERSON EXPRESSWAY. (2008BOPC)(12CCR)	C	IM	2015	4,360,000	4,360,000
JEFFERSON	5-21	I 265	0.3	25.3	25.6	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	SNYDER FREEWAY; RECONSTRUCT 2 RAMP AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE. (DESIGNED WITH 5-41.00)(2006BOPP)(12CCR)	R	IM	2015	6,200,000	6,200,000
JEFFERSON	5-21	I 265	0.3	25.3	25.6	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	SNYDER FREEWAY; RECONSTRUCT 2 RAMP AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE. (DESIGNED WITH 5-41.00)(2006BOPP)(12CCR)	U	IM	2015	7,800,000	7,800,000
JEFFERSON	5-48.3	I 71	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	2013	500,000	500,000
JEFFERSON	5-48.3	I 71	2.3	7.5	9.8	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCTION OF THE I-71/I-265 (SNYDER FREEWAY) INTERCHANGE (INTERIM IMPROVEMENTS). (2004BOPC)(08CCR)(10CCR)	R	NH	2013	3,830,000	3,830,000
JEFFERSON	5-48.3	I 71	2.3	7.5	9.8	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCTION OF THE I-71/I-265 (SNYDER FREEWAY) INTERCHANGE (INTERIM IMPROVEMENTS). (2004BOPC)(08CCR)(10CCR)	U	NH	2014	1,220,000	1,220,000
JEFFERSON	5-48.3	I 71	2.3	7.5	9.8	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCTION OF THE I-71/I-265 (SNYDER FREEWAY) INTERCHANGE (INTERIM IMPROVEMENTS). (2004BOPC)(08CCR)(10CCR)	C	NH	2015	8,000,000	8,000,000

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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.) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	R	SLO	2013	3,680,000	3,680,000
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.) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	U	SLO	2013	5,930,000	5,930,000
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.) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2014	17,370,000	17,370,000
JEFFERSON	5-159	I 64	0.4	0.502	0.779	RELIABILITY	RECONSTRUCTION(O)	WIDEN I-64 WESTBOUND RAMP TO I-264 WESTBOUND FROM ONE TO TWO LANES FOR ENTIRE LENGTH AND OTHER NEEDED IMPROVEMENTS TO ADDRESS WEAVE ISSUES AT MERGE ON I-264. (2006BOPP)(12CCR)	R	NH	2014	7,040,000	7,040,000
JEFFERSON	5-159	I 64	0.4	0.502	0.779	RELIABILITY	RECONSTRUCTION(O)	WIDEN I-64 WESTBOUND RAMP TO I-264 WESTBOUND FROM ONE TO TWO LANES FOR ENTIRE LENGTH AND OTHER NEEDED IMPROVEMENTS TO ADDRESS WEAVE ISSUES AT MERGE ON I-264. (2006BOPP)(12CCR)	U	NH	2014	2,080,000	2,080,000
JEFFERSON	5-205	I 65		0	0.621	SAFETY	SAFETY(P)	RECONSTRUCT SECOND CURVE ONLY ON I-65 SOUTHBOUND RAMP AT KY-1065 (OUTER LOOP).	C	IM	2013	1,820,000	1,820,000
JEFFERSON	5-263	I 265	0.7	11.3	12	SAFETY	SAFETY(P)	IMPROVE I-265/KY-61 (PRESTON HWY) INTERCHANGE AS RECOMMENDED BY KIPDA'S INTERCHANGE STUDY.	R	IM	2013	280,000	280,000
JEFFERSON	5-263	I 265	0.7	11.3	12	SAFETY	SAFETY(P)	IMPROVE I-265/KY-61 (PRESTON HWY) INTERCHANGE AS RECOMMENDED BY KIPDA'S INTERCHANGE STUDY.	U	IM	2013	220,000	220,000
JEFFERSON	5-263	I 265	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	2013	2,750,000	2,750,000

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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	2013	210,000	210,000
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.	R	IM	2013	100,000	100,000
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.	U	IM	2013	100,000	100,000
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	2013	1,920,000	1,920,000
JEFFERSON	5-353	CR 1006C	0.85	0.773	1.232	RELIABILITY	MINOR WIDENING(O)	ENGLISH STATION ROAD IN LOUISVILLE; WIDEN TO 3 LANES FROM AVOCA ROAD TO AIKEN ROAD. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	R	SLO	2013	2,500,000	2,500,000
JEFFERSON	5-353	CR 1006C	0.85	0.773	1.232	RELIABILITY	MINOR WIDENING(O)	ENGLISH STATION ROAD IN LOUISVILLE; WIDEN TO 3 LANES FROM AVOCA ROAD TO AIKEN ROAD. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	U	SLO	2013	300,000	300,000
JEFFERSON	5-353	CR 1006C	0.85	0.773	1.232	RELIABILITY	MINOR WIDENING(O)	ENGLISH STATION ROAD IN LOUISVILLE; WIDEN TO 3 LANES FROM AVOCA ROAD TO AIKEN ROAD. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2013	4,000,000	4,000,000
JEFFERSON	5-378.1	165	0.1	0	0.155	RELIABILITY	RECONSTRUCTION(O)	EXTEND/RECONSTRUCT I-65 SB RAMP TO BROOK STREET (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLO	2013	4,160,000	4,160,000
JEFFERSON	5-393.02					RELIABILITY	TRANSP ENHANCEMENT(P)	21ST CENTURY PARKS PROJECT IN LOUISVILLE, KENTUCKY. (2005HPP-KY163)	C	HPP	2013	18,399,980	18,399,980
JEFFERSON	5-393.08					RELIABILITY	TRANSP ENHANCEMENT(P)	21ST CENTURY PARKS PROJECT IN LOUISVILLE, KENTUCKY. (2008KYD-KY176)	C	KYD	2013	5,464,850	5,464,850

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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.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLO	2013	7,000,000	7,000,000
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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	R	SLO	2013	3,400,000	3,400,000
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 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	U	SLO	2013	70,000	70,000
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 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLO	2013	290,000	290,000
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). (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	D	SLO	2013	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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	D	SLO	2013	520,000	520,000
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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	R	SLO	2013	1,160,000	1,160,000
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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	U	SLO	2013	680,000	680,000

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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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2015	4,870,000	4,870,000
JEFFERSON	5-439.03					SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF VARIOUS SIDEWALK PROJECTS IN LOUISVILLE METRO ON VARIOUS LOCALLY MAINTAINED ROADS. (2006BOPC) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2013	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. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2013	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. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2013	40,000	40,000
JEFFERSON	5-442					SAFETY	BIKE/PED FACIL(O)	SENECA PARK LOOP EXTENSIONS (EAST AND WEST). (LOCAL MATCH)(ALL WORK BY LOUISVILLE METRO)(2004BOPC) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2013	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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2013	650,000	650,000
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	2013	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	2013	490,000	490,000

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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	2013	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	2013	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. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	R	SLO	2013	640,000	640,000
JEFFERSON	5-446	KY 155	0.756	3.947	4.703	RELIABILITY	SAFETY(P)	RECONSTRUCT INTERSECTION OF KY-155 AND KY-148. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	U	SLO	2013	370,000	370,000
JEFFERSON	5-446	KY 155	0.756	3.947	4.703	RELIABILITY	SAFETY(P)	RECONSTRUCT INTERSECTION OF KY-155 AND KY-148. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2013	1,040,000	1,040,000
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)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	R	SLO	2013	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)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	U	SLO	2013	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)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLO	2013	1,000,000	1,000,000

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JEFFERSON	5-469	US 60		11.093	12.895	RELIABILITY	CONGESTION MITIGTN(O)	NORTHEAST LOUISVILLE LOOP MULTI-USE PATH: CONSTRUCT A PAVED MULTI-USE TRAIL, DRAINAGE IMPROVEMENTS AND PROVIDE SIGNAGE. WORK WILL OCCUR ON SHELBYVILLE RD. BETWEEN OLD SHELBYVILLE RD AND N. BECKLEY STATION. (2010BOPC)	C	CM	2013	678,500	678,500
JEFFERSON	5-474	I 265	0.82	28.28	29.1	SAFETY	SAFETY(P)	REDUCE CONGESTION AND IMPROVE SAFETY AT THE KY 3084 (OLD HENRY ROAD) INTERCHANGE. (12CCR)	D	IM	2013	1,000,000	1,000,000
JEFFERSON	5-474	I 265	0.82	28.28	29.1	SAFETY	SAFETY(P)	REDUCE CONGESTION AND IMPROVE SAFETY AT THE KY 3084 (OLD HENRY ROAD) INTERCHANGE. (12CCR)	R	NH	2016	75,000	75,000
JEFFERSON	5-474	I 265	0.82	28.28	29.1	SAFETY	SAFETY(P)	REDUCE CONGESTION AND IMPROVE SAFETY AT THE KY 3084 (OLD HENRY ROAD) INTERCHANGE. (12CCR)	U	NH	2016	150,000	150,000
JEFFERSON	5-502					RELIABILITY	MATCHED FED FUNDS(O)	LOUISVILLE MEDICAL CENTER DEVELOPMENT CORPORATION PROJECT, KENTUCKY. (05KYD-KY092)(ALL WORK BY LMCDG VIA AN INTERAGENCY AGREEMENT)	C	KYD	2013	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 SHARED USE PATH. PROJECT WILL INCLUDE WETLAND RESTORATION ON SCHOOL SITE.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	D	SLO	2013	12,500	12,500
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 SHARED USE PATH. PROJECT WILL INCLUDE WETLAND RESTORATION ON SCHOOL SITE.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLO	2013	70,000	70,000

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JEFFERSON	5-594	I 264		20.9	22.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN WATTERSON EXPRESSWAY FROM WESTPORT ROAD (KY 1447) TO I-71.(12CCR)	D	IM	2013	3,000,000	3,000,000
JEFFERSON	5-594	I 264		20.9	22.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN WATTERSON EXPRESSWAY FROM WESTPORT ROAD (KY 1447) TO I-71.(12CCR)	R	IM	2015	2,000,000	2,000,000
JEFFERSON	5-594	I 264		20.9	22.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN WATTERSON EXPRESSWAY FROM WESTPORT ROAD (KY 1447) TO I-71.(12CCR)	U	IM	2015	1,200,000	1,200,000
JEFFERSON	5-700.02					RELIABILITY	ENVIRO MITIGATION(P)	LOUISVILLE BRIDGES; OVERALL PROJECT MITIGATION REQUIREMENTS.(CRAFTSMAN TRAINING)	D	STP	2013	1,560,000	1,560,000
JEFFERSON	5-710.07					RELIABILITY	ENVIRO MITIGATION(P)	LOUISVILLE BRIDGES; ENVIRONMENTAL & HISTORIC MITIGATION AND ENHANCEMENTS.	C	NH	2013	1,050,000	1,050,000
JEFFERSON	5-710.08					RELIABILITY	ENVIRO MITIGATION(P)	LOUISVILLE BRIDGES; ENVIRONMENTAL & HISTORIC MITIGATION AND ENHANCEMENTS.	C	NH	2014	1,100,000	1,100,000
JEFFERSON	5-711.3					RELIABILITY	RECONSTRUCTION(O)	LOUISVILLE BRIDGES PROJECT	C	JZ2	2013	23,380,000	0
JEFFERSON	5-712.4					RELIABILITY	I-CHANGE RECONST(O)	LOUISVILLE BRIDGES; KENTUCKY TRADITIONAL IM FUNDING FOR FY 2013	C	IM	2013	25,000,000	25,000,000
JEFFERSON	5-712.41					RELIABILITY	I-CHANGE RECONST(O)	LOUISVILLE BRIDGES; KENTUCKY TRADITIONAL NH FUNDING FOR FY 2013	C	NH	2013	25,000,000	25,000,000
JEFFERSON	5-712.5					RELIABILITY	RECONSTRUCTION(O)	LOUISVILLE BRIDGES PROJECT	C	JZ2	2014	85,000,000	0
JEFFERSON	5-713.1					RELIABILITY	I-CHANGE RECONST(O)	LOUISVILLE BRIDGES; KENTUCKY TRADITIONAL IM FUNDING FOR FY 2014	C	IM	2014	25,000,000	25,000,000
JEFFERSON	5-713.2					RELIABILITY	I-CHANGE RECONST(O)	LOUISVILLE BRIDGES; KENTUCKY TRADITIONAL NH FUNDING FOR FY 2014	C	NH	2014	25,000,000	25,000,000
JEFFERSON	5-713.3					RELIABILITY	RECONSTRUCTION(O)	LOUISVILLE BRIDGES PROJECT	C	JZ2	2015	36,744,000	0
JEFFERSON	5-715.2					RELIABILITY	I-CHANGE RECONST(O)	LOUISVILLE BRIDGES; KENTUCKY TRADITIONAL IM FUNDING FOR FY 2015	C	IM	2015	25,000,000	25,000,000
JEFFERSON	5-715.21					RELIABILITY	I-CHANGE RECONST(O)	LOUISVILLE BRIDGES; KENTUCKY TRADITIONAL NH FUNDING FOR FY 2015	C	NH	2015	25,000,000	25,000,000
JEFFERSON	5-715.3					RELIABILITY	I-CHANGE RECONST(O)	LOUISVILLE BRIDGES; KENTUCKY TRADITIONAL IM FUNDING FOR FY 2016	C	IM	2016	25,000,000	25,000,000
JEFFERSON	5-715.31					RELIABILITY	I-CHANGE RECONST(O)	LOUISVILLE BRIDGES; KENTUCKY TRADITIONAL NH FUNDING FOR FY 2016	C	NH	2016	25,000,000	25,000,000
JEFFERSON	5-736					RELIABILITY	RECONSTRUCTION(O)	LOUISVILLE BRIDGES PROJECT	C	JZ2	2014	90,876,000	0

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JEFFERSON	5-737					NEW ROUTES	NEW ROUTE(O)	LOUISVILLE BRIDGES TOLL BOND REVENUES FOR KENTUCKY PORTION OF THE PROJECT	C	IF	2015	99,000,000	0
JEFFERSON	5-737.01					NEW ROUTES	NEW ROUTE(O)	LOUISVILLE BRIDGES TOLL BOND REVENUES FOR KENTUCKY PORTION OF THE PROJECT	C	IF	2015	66,450,000	0
JEFFERSON	5-737.02					NEW ROUTES	NEW ROUTE(O)	LOUISVILLE BRIDGES TOLL BOND REVENUES FOR KENTUCKY PORTION OF THE PROJECT	C	IF	2016	99,500,000	0
JEFFERSON	5-737.03					NEW ROUTES	NEW ROUTE(O)	LOUISVILLE BRIDGES TOLL BOND REVENUES FOR KENTUCKY PORTION OF THE PROJECT	C	IF	2016	99,500,000	0
JEFFERSON	5-737.04					NEW ROUTES	NEW ROUTE(O)	LOUISVILLE BRIDGES TOLL BOND REVENUES FOR KENTUCKY PORTION OF THE PROJECT	C	IF	2016	99,500,000	0
JEFFERSON	5-737.05					NEW ROUTES	NEW ROUTE(O)	LOUISVILLE BRIDGES TOLL BOND REVENUES FOR KENTUCKY PORTION OF THE PROJECT	C	IF	2016	87,854,000	0
JEFFERSON	5-802	I 264	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	2013	1,079,000	1,079,000
JEFFERSON	5-803	I 264	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	2013	2,506,000	2,506,000
JEFFERSON	5-804	I 264	0.1	21.8	22.3	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT I-264 (WATTERSON EXPRESSWAY) / US-42 INTERCHANGE AS A SPUJ,(12CCR)	D	STP	2013	2,990,000	2,990,000
JEFFERSON	5-804	I 264	0.1	21.8	22.3	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT I-264 (WATTERSON EXPRESSWAY) / US-42 INTERCHANGE AS A SPUJ,(12CCR)	R	STP	2015	1,800,000	1,800,000
JEFFERSON	5-804.1	I 264		21.8	22.3	RELIABILITY	I-CHANGE RECONST(O)	INTERIM OPERATIONAL IMPROVEMENTS TO THE I-264 (WATTERSON EXPRESSWAY) / US 42 INTERCHANGE INCLUDING RAMP SPLIT AND DUAL LEFT ON THE I-264 EB EXIT RAMP.	R	STP	2013	1,400,000	1,400,000
JEFFERSON	5-804.1	I 264		21.8	22.3	RELIABILITY	I-CHANGE RECONST(O)	INTERIM OPERATIONAL IMPROVEMENTS TO THE I-264 (WATTERSON EXPRESSWAY) / US 42 INTERCHANGE INCLUDING RAMP SPLIT AND DUAL LEFT ON THE I-264 EB EXIT RAMP.	U	STP	2013	600,000	600,000
JEFFERSON	5-804.1	I 264		21.8	22.3	RELIABILITY	I-CHANGE RECONST(O)	INTERIM OPERATIONAL IMPROVEMENTS TO THE I-264 (WATTERSON EXPRESSWAY) / US 42 INTERCHANGE INCLUDING RAMP SPLIT AND DUAL LEFT ON THE I-264 EB EXIT RAMP.	C	STP	2013	1,700,000	1,700,000

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JEFFERSON	5-965.12					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2016 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2016	12,500,000	12,500,000
JEFFERSON	5-1012.12					RELIABILITY	CONGESTION MITIGTN(O)	LOUISVILLE INCIDENT MANAGEMENT PROGRAM (TRIMARC) CONSTRUCTION. (KYTC SHARE)	C	CM	2013	1,410,000	1,410,000
JEFFERSON	5-1052	US 42	0.1	0.23	0.29	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	2013	50,000	50,000
JEFFERSON	5-1052	US 42	0.1	0.23	0.29	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)	C	BRO	2013	450,000	450,000
JEFFERSON	5-1061	CR 1019L	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-KY 2055; (STRUCTURALLY DEFICIENT, SR=4) 056C00104N	D	BRZ	2013	200,000	200,000
JEFFERSON	5-1061	CR 1019L	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-KY 2055; (STRUCTURALLY DEFICIENT, SR=4) 056C00104N	R	BRZ	2014	30,000	30,000
JEFFERSON	5-1061	CR 1019L	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-KY 2055; (STRUCTURALLY DEFICIENT, SR=4) 056C00104N	U	BRZ	2014	20,000	20,000
JEFFERSON	5-1061	CR 1019L	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-KY 2055; (STRUCTURALLY DEFICIENT, SR=4) 056C00104N	C	BRZ	2016	250,000	250,000

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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	2013	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)	C	BRZ	2014	600,000	600,000
JEFFERSON	5-1064	US 60A		5.698	5.738	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON EASTERN PARKWAY (US 60A) OVER SOUTH FORK BEARGRASS CREEK 0.2 MILE NE OF POPLAR LEVEL RD (KY 864)(SR 43.6) 056B00139N	D	BRO	2014	250,000	250,000
JEFFERSON	5-1064	US 60A		5.698	5.738	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON EASTERN PARKWAY (US 60A) OVER SOUTH FORK BEARGRASS CREEK 0.2 MILE NE OF POPLAR LEVEL RD (KY 864)(SR 43.6) 056B00139N	R	BRO	2015	10,000	10,000
JEFFERSON	5-1064	US 60A		5.698	5.738	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON EASTERN PARKWAY (US 60A) OVER SOUTH FORK BEARGRASS CREEK 0.2 MILE NE OF POPLAR LEVEL RD (KY 864)(SR 43.6) 056B00139N	U	BRO	2015	100,000	100,000
JEFFERSON	5-1064	US 60A		5.698	5.738	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON EASTERN PARKWAY (US 60A) OVER SOUTH FORK BEARGRASS CREEK 0.2 MILE NE OF POPLAR LEVEL RD (KY 864)(SR 43.6) 056B00139N	C	BRO	2016	800,000	800,000
JEFFERSON	5-1067	US 150	0.04	3.6	3.64	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON E BROADWAY (US 150) OVER SOUTH FORK BEARGRASS CREEK AT INTERSECTION WITH BRENT STREET (CS 1312G)(SR 38) 056B00348N	D	BRO	2013	250,000	250,000
JEFFERSON	5-1067	US 150	0.04	3.6	3.64	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON E BROADWAY (US 150) OVER SOUTH FORK BEARGRASS CREEK AT INTERSECTION WITH BRENT STREET (CS 1312G)(SR 38) 056B00348N	R	BRO	2014	10,000	10,000

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JEFFERSON	5-1067	US 150	0.04	3.6	3.64	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON E BROADWAY (US 150) OVER SOUTH FORK BEARGRASS CREEK AT INTERSECTION WITH BRENT STREET (CS 1312G)(SR 38) 056B00348N	U	BRO	2014	100,000	100,000
JEFFERSON	5-1067	US 150	0.04	3.6	3.64	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ONE BROADWAY (US 150) OVER SOUTH FORK BEARGRASS CREEK AT INTERSECTION WITH BRENT STREET (CS 1312G)(SR 38) 056B00348N	C	BRO	2015	850,000	850,000
JEFFERSON	5-1068	CR 1004N		0.737	0.777	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FAIRMOUNT RD (CR 1004N) OVER CEDAR CREEK 0.2 MILE W OF FARMERS WAY (PR 1021N)(SR 16.8) 056C00054N	D	BRZ	2013	200,000	200,000
JEFFERSON	5-1068	CR 1004N		0.737	0.777	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FAIRMOUNT RD (CR 1004N) OVER CEDAR CREEK 0.2 MILE W OF FARMERS WAY (PR 1021N)(SR 16.8) 056C00054N	R	BRZ	2014	100,000	100,000
JEFFERSON	5-1068	CR 1004N		0.737	0.777	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FAIRMOUNT RD (CR 1004N) OVER CEDAR CREEK 0.2 MILE W OF FARMERS WAY (PR 1021N)(SR 16.8) 056C00054N	U	BRZ	2014	50,000	50,000
JEFFERSON	5-1068	CR 1004N		0.737	0.777	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FAIRMOUNT RD (CR 1004N) OVER CEDAR CREEK 0.2 MILE W OF FARMERS WAY (PR 1021N)(SR 16.8) 056C00054N	C	BRZ	2015	500,000	500,000
JEFFERSON	5-1070	CS 1017G		1.293	1.333	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON E KENTUCKY ST (CS 1017G) OVER SOUTH FORK BEARGRASS CREEK 0.01 MILE E OF SCHILLER AVE (CS 1138G)(SR 48.8) 066C00083N	D	BRZ	2015	200,000	200,000
JEFFERSON	5-2043.01	I 65		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	2013	100,000	100,000
JEFFERSON	5-3013	KY 155		9.024	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	2013	840,000	840,000

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JEFFERSON	5-3703	CS 1002A				RELIABILITY	CONGESTION MITIGTN(O)	CONSTRUCTION OF A NEW BICYCLE PARKING & INTERMODAL TRANSIT STATION AT THE NW CORNER OF W. JEFFERSON STREET AND S. 4TH STREET (2010BOPC).	C	CM	2013	1,353,920	1,353,920
JEFFERSON	5-3704					RELIABILITY	CONGESTION MITIGTN(O)	LOU METRO BICYCLE FACILITY IMPROVEMENTS - STRIPING, SIGNAGE & SIGNALIZATION 2010 (2010BOPC)	C	CM	2013	154,000	154,000
JEFFERSON	5-3706					RELIABILITY	CONGESTION MITIGTN(O)	PILOT SYSTEM FOR THE INSTALLATION OF FOUR BIKE KIOSKS TO BE LOCATED AT: LIBERTY & 8TH; W JEFFERSON & 6TH; W MUHAMMAD ALI BLVD & S 5TH; & E GRAY & S PRESTON ST (2010BOPC)	C	CM	2013	184,000	184,000
JEFFERSON	5-8412					SAFETY	SAFETY-RR PROTECTN(P)	CONSTRUCT A RAILROAD SAFETY CROSSING, IMPROVE LIGHTING, ERECT SIGNALS, AND ROADWAY CROSSINGS BETWEEN CARDINAL AND HILL STREETS. (08CCCN)(12CCR)	C	SAF	2013	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 (06CCCN). (10CCR)	R	STP	2013	840,000	840,000
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 (06CCCN). (10CCR)	U	STP	2013	1,630,000	1,630,000
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 (06CCCN). (10CCR)	C	STP	2013	3,150,000	3,150,000
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)(12CCR)	D	STP	2013	550,000	550,000

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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. (2000BOP)(04CCR)(06CCR)(08CCR)(10CCR)(12CCR)	R	STP	2013	31,000,000	31,000,000
JESSAMINE	7-87.5		2.66			RELIABILITY	NEW ROUTE(O)	EAST NICHOLASVILLE BYPASS SECTION II; FROM KY-39, EXTENDING SOUTHEASTERLY TO US-27 SOUTH OF NICHOLASVILLE. (SEE 7-8305.00 FOR D PHASE.)(2000BOP)(12CCR)	R	STP	2013	17,640,000	17,640,000
JESSAMINE	7-87.5		2.66			RELIABILITY	NEW ROUTE(O)	EAST NICHOLASVILLE BYPASS SECTION II; FROM KY-39, EXTENDING SOUTHEASTERLY TO US-27 SOUTH OF NICHOLASVILLE. (SEE 7-8305.00 FOR D PHASE.)(2000BOP)(12CCR)	U	STP	2013	4,170,000	4,170,000
JESSAMINE	7-87.5		2.66			RELIABILITY	NEW ROUTE(O)	EAST NICHOLASVILLE BYPASS SECTION II; FROM KY-39, EXTENDING SOUTHEASTERLY TO US-27 SOUTH OF NICHOLASVILLE. (SEE 7-8305.00 FOR D PHASE.)(2000BOP)(12CCR)	C	STP	2015	13,240,000	13,240,000
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)	R	SLX	2013	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	2013	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	2013	275,000	275,000
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	2013	20,000	20,000
JESSAMINE	7-414	KY 1980	3.205	0	3.205	SAFETY	SAFETY(P)	IMPROVE ROADWAY GEOMETRICS, TYPICAL SECTION, AND ROADWAY HAZARDS ON KY 1980 (BRANNON RD) FROM US 68 (HARRODSBURG RD) TO US 27 (NICHOLASVILLE RD)(12CCR)	D	STP	2013	2,000,000	2,000,000

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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
JESSAMINE	7-414	KY 1980	3.205	0	3.205	SAFETY	SAFETY(P)	IMPROVE ROADWAY GEOMETRICS, TYPICAL SECTION, AND ROADWAY HAZARDS ON KY 1980 (BRANNON RD) FROM US 68 (HARRODSBURG RD) TO US 27 (NICHOLASVILLE RD)(12CCR)	R	STP	2016	7,500,000	7,500,000
JESSAMINE	7-915	US 68	0.7	4.1	4.8	SAFETY	SAFETY(P)	RECONSTRUCT INTERSECTION OF KY 29 NORTH OF WILMORE.	D	STP	2013	600,000	600,000
JESSAMINE	7-915	US 68	0.7	4.1	4.8	SAFETY	SAFETY(P)	RECONSTRUCT INTERSECTION OF KY 29 NORTH OF WILMORE.	R	STP	2014	1,500,000	1,500,000
JESSAMINE	7-915	US 68	0.7	4.1	4.8	SAFETY	SAFETY(P)	RECONSTRUCT INTERSECTION OF KY 29 NORTH OF WILMORE.	U	STP	2015	600,000	600,000
JESSAMINE	7-915	US 68	0.7	4.1	4.8	SAFETY	SAFETY(P)	RECONSTRUCT INTERSECTION OF KY 29 NORTH OF WILMORE.	C	STP	2016	3,000,000	3,000,000
JESSAMINE	7-8404	US 27				RELIABILITY	NEW ROUTE(O)	CONSTRUCT A NEW 4 LANE CONNECTOR BETWEEN US-27 AND I-75. (08CCN)(12CCR)	D	STP	2013	1,500,000	1,500,000
JESSAMINE	7-8404	US 27				RELIABILITY	NEW ROUTE(O)	CONSTRUCT A NEW 4 LANE CONNECTOR BETWEEN US-27 AND I-75. (08CCN)(12CCR)	R	STP	2013	10,000,000	10,000,000
JESSAMINE	7-8404	US 27				RELIABILITY	NEW ROUTE(O)	CONSTRUCT A NEW 4 LANE CONNECTOR BETWEEN US-27 AND I-75. (08CCN)(12CCR)	U	STP	2015	3,000,000	3,000,000
JOHNSON	12-134.02	KY 172	9.132	9.232	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	2013	1,637	1,637
JOHNSON	12-1114	KY 40	0.372	0.412	0.412	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 40 OVER BRANCH OF LITTLE PAINT CREEK 0.38 MILE NE OF JOHNSON/MAGOFFIN COUNTY LINE (SR 12.5) 058B00012N	D	BRO	2013	300,000	300,000
JOHNSON	12-1114	KY 40	0.372	0.412	0.412	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 40 OVER BRANCH OF LITTLE PAINT CREEK 0.38 MILE NE OF JOHNSON/MAGOFFIN COUNTY LINE (SR 12.5) 058B00012N	R	BRO	2014	400,000	400,000
JOHNSON	12-1114	KY 40	0.372	0.412	0.412	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 40 OVER BRANCH OF LITTLE PAINT CREEK 0.38 MILE NE OF JOHNSON/MAGOFFIN COUNTY LINE (SR 12.5) 058B00012N	U	BRO	2014	225,000	225,000
JOHNSON	12-1114	KY 40	0.372	0.412	0.412	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 40 OVER BRANCH OF LITTLE PAINT CREEK 0.38 MILE NE OF JOHNSON/MAGOFFIN COUNTY LINE (SR 12.5) 058B00012N	C	BRO	2015	950,000	950,000

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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 AND KY 143): (059B00046N)	D	HPP	2013	22,260,437	22,260,437
KENTON	6-162.01	KY 536	4.5	0	4.476	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-536 TO 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)(12CCR)	R	STP	2014	22,050,000	22,050,000
KENTON	6-1070	CS 2097	0.1	0.144	0.223	SAFETY	BRIDGE REPLACEMENT(P)	WEST 15TH STREET; REPLACE BRIDGE AND APPROACHES OVER CSX RR IN COVINGTON (C29). (SR=3.9): (059C00029N)(12CCR)	D	BRZ	2013	200,000	200,000
KENTON	6-1070	CS 2097	0.1	0.144	0.223	SAFETY	BRIDGE REPLACEMENT(P)	WEST 15TH STREET; REPLACE BRIDGE AND APPROACHES OVER CSX RR IN COVINGTON (C29). (SR=3.9): (059C00029N)(12CCR)	R	BRZ	2013	200,000	200,000
KENTON	6-1070	CS 2097	0.1	0.144	0.223	SAFETY	BRIDGE REPLACEMENT(P)	WEST 15TH STREET; REPLACE BRIDGE AND APPROACHES OVER CSX RR IN COVINGTON (C29). (SR=3.9): (059C00029N)(12CCR)	U	BRZ	2013	150,000	150,000
KENTON	6-1070	CS 2097	0.1	0.144	0.223	SAFETY	BRIDGE REPLACEMENT(P)	WEST 15TH STREET; REPLACE BRIDGE AND APPROACHES OVER CSX RR IN COVINGTON (C29). (SR=3.9): (059C00029N)(12CCR)	C	BRZ	2014	1,305,000	1,305,000
KENTON	6-1075	KY 1120	0.1	0.59	0.65	RELIABILITY	BRIDGE REPLACEMENT(P)	EVALUATE BRIDGE ON KY-1120 (MP 0.621) OVER CSX RAILROAD; 11TH ST E OF RUSSELL ST; (STRUCTURALLY DEFICIENT; SR=3) 059B00083N	R	BRO	2014	560,000	560,000
KENTON	6-1075	KY 1120	0.1	0.59	0.65	RELIABILITY	BRIDGE REPLACEMENT(P)	EVALUATE BRIDGE ON KY-1120 (MP 0.621) OVER CSX RAILROAD; 11TH ST E OF RUSSELL ST; (STRUCTURALLY DEFICIENT; SR=3) 059B00083N	U	BRO	2014	550,000	550,000
KENTON	6-1075	KY 1120	0.1	0.59	0.65	RELIABILITY	BRIDGE REPLACEMENT(P)	EVALUATE BRIDGE ON KY-1120 (MP 0.621) OVER CSX RAILROAD; 11TH ST E OF RUSSELL ST; (STRUCTURALLY DEFICIENT; SR=3) 059B00083N	C	BRO	2015	1,000,000	1,000,000
KENTON	6-1080	KY 2045		3.711	3.76	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON PRUETT RD (KY 2045) OVER DECOURSEY CREEK AT JCT WITH MARSHALL RD (CS 1007)(SR 18.2) 059B00030N	D	BRO	2013	350,000	350,000

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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
KENTON	6-1080	KY 2045		3.711	3.76	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON PRUETT RD (KY 2045) OVER DECOURSEY CREEK AT JCT WITH MARSHALL RD (CS 1007)(SR 18.2) 059B00030N	R	BRO	2014	50,000	50,000
KENTON	6-1080	KY 2045		3.711	3.76	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON PRUETT RD (KY 2045) OVER DECOURSEY CREEK AT JCT WITH MARSHALL RD (CS 1007)(SR 18.2) 059B00030N	U	BRO	2014	50,000	50,000
KENTON	6-1080	KY 2045		3.711	3.76	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON PRUETT RD (KY 2045) OVER DECOURSEY CREEK AT JCT WITH MARSHALL RD (CS 1007)(SR 18.2) 059B00030N	C	BRO	2015	500,000	500,000
KENTON	6-3703	KY 8		6.434	6.65	RELIABILITY	CONGESTION MITIGTN(O)	INSTALL AN ADDITIONAL LANE WITHIN ROW ON KY-8 (4TH ST) INTERSECTING WITH PHILADELPHIA ST IN COVINGTON. WORK WILL OCCUR ON 4TH ST WEST OF PHILADELPHIA ST TO CRESCENT ST. (2010BOPC)	C	CM	2013	1,260,000	1,260,000
KENTON	6-3704	US 25		12.8	13	RELIABILITY	CONGESTION MITIGTN(O)	ELIMINATION OF A TRAFFIC SIGNAL BY REALIGNING AN INTERSECTION ON US-25 (MAIN ST AT PIKE ST) ALLOWING FREE FLOW TRAFFIC IN COVINGTON (2010BOPC).	C	CM	2013	760,000	760,000
KNOTT	12-1116	CR 1008		0	0.04	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON ROCKLICK BRANCH (CR 1008) OVER RIGHT FORK BEAVER CREEK AT JCT WITH SOUTH HIGHWAY 7 (KY 7)(SR 43.9) 060C00006N	D	BRZ	2014	300,000	300,000
KNOTT	12-1116	CR 1008		0	0.04	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON ROCKLICK BRANCH (CR 1008) OVER RIGHT FORK BEAVER CREEK AT JCT WITH SOUTH HIGHWAY 7 (KY 7)(SR 43.9) 060C00006N	R	BRZ	2015	75,000	75,000
KNOTT	12-1116	CR 1008		0	0.04	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON ROCKLICK BRANCH (CR 1008) OVER RIGHT FORK BEAVER CREEK AT JCT WITH SOUTH HIGHWAY 7 (KY 7)(SR 43.9) 060C00006N	U	BRZ	2015	325,000	325,000
KNOX	11-188	US 25E	1.976	24.221	26.197	RELIABILITY	MAJOR WIDENING(O)	MAJOR WIDENING - ADDRESS SAFETY AND CAPACITY ON US 25E FROM CORBIN BYPASS TO KNOX/LAUREL COUNTY LINE. IMPROVE SAFETY ALONG CORRIDOR BY PROVIDING IMPROVED ACCESS MANAGEMENT.(12CCR)	D	NH	2013	1,280,000	1,280,000

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KNOX	11-188	US 25E	1.976	24.221	26.197	RELIABILITY	MAJOR WIDENING(O)	MAJOR WIDENING - ADDRESS SAFETY AND CAPACITY ON US 25E FROM CORBIN BYPASS TO KNOX/LAUREL COUNTY LINE. IMPROVE SAFETY ALONG CORRIDOR BY PROVIDING IMPROVED ACCESS MANAGEMENT. (12CCR)	R	NH	2015	1,800,000	1,800,000
KNOX	11-188	US 25E	1.976	24.221	26.197	RELIABILITY	MAJOR WIDENING(O)	MAJOR WIDENING - ADDRESS SAFETY AND CAPACITY ON US 25E FROM CORBIN BYPASS TO KNOX/LAUREL COUNTY LINE. IMPROVE SAFETY ALONG CORRIDOR BY PROVIDING IMPROVED ACCESS MANAGEMENT. (12CCR)	U	NH	2015	1,000,000	1,000,000
KNOX	11-1075	KY 6	0.1	0.223	0.263	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	2013	100,000	100,000
KNOX	11-1075	KY 6	0.1	0.223	0.263	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	2013	75,000	75,000
KNOX	11-1075	KY 6	0.1	0.223	0.263	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)	C	BRX	2013	272,000	272,000
KNOX	11-1076	KY 6	0.1	0.809	0.849	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	2013	100,000	100,000
KNOX	11-1076	KY 6	0.1	0.809	0.849	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	2013	75,000	75,000
KNOX	11-1076	KY 6	0.1	0.809	0.849	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)	C	BRX	2013	226,000	226,000
KNOX	11-1077	KY 2418	0.1	0.054	0.094	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	2013	70,000	70,000

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KNOX	11-1077	KY 2418	0.1	0.054	0.094	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	2013	70,000	70,000
KNOX	11-1077	KY 2418	0.1	0.054	0.094	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)	C	BRX	2013	690,000	690,000
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(12CCR)	R	BRX	2013	150,000	150,000
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(12CCR)	U	BRX	2013	150,000	150,000
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(12CCR)	C	BRX	2014	400,000	400,000
KNOX	11-8705	KY 223	0.044	15.26	15.304	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE STINKING CREEK ROAD BROWNS BRANCH BRIDGE.(12CCN)	D	BRX	2013	200,000	200,000
KNOX	11-8705	KY 223	0.044	15.26	15.304	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE STINKING CREEK ROAD BROWNS BRANCH BRIDGE.(12CCN)	R	BRX	2013	25,000	25,000
KNOX	11-8705	KY 223	0.044	15.26	15.304	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE STINKING CREEK ROAD BROWNS BRANCH BRIDGE.(12CCN)	U	BRX	2013	25,000	25,000
KNOX	11-8705	KY 223	0.044	15.26	15.304	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE STINKING CREEK ROAD BROWNS BRANCH BRIDGE.(12CCN)	C	BRX	2013	515,000	515,000
KNOX	11-8714	CR 1168L	0.05	0	0.05	SAFETY	SAFETY-RR PROTECTN(P)	INSTALL RAILROAD CROSSING GATES AT THE SCHOOL STREET CROSSING IN ARTEMUS.(12CCN)	D	SAF	2013	175,000	175,000
LARUE	4-17	I 65	5	76	78.661	RELIABILITY	MAJOR WIDENING(O)	LARUE/HARDIN I-65; WIDEN I-65 TO 6 LANES FROM MP 76 TO MP 81.(12CCR)	D	NH	2013	1,800,000	1,800,000
LARUE	4-17	I 65	5	76	78.661	RELIABILITY	MAJOR WIDENING(O)	LARUE/HARDIN I-65; WIDEN I-65 TO 6 LANES FROM MP 76 TO MP 81.(12CCR)	R	NH	2014	800,000	800,000

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LARUE	4-17	165	5	76	78.661	RELIABILITY	MAJOR WIDENING(O)	LARUE/HARDIN I-65; WIDEN I-65 TO 6 LANES FROM MP 76 TO MP 81.(12CCR)	U	NH	2016	1,000,000	1,000,000
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	2013	983,928	983,928
LAUREL	11-185	US 25E	2.024	0	2.024	RELIABILITY	MAJOR WIDENING(O)	MAJOR WIDENING - ADDRESS SAFETY, CAPACITY, AND ACCESS MANAGEMENT ON US 25E FROM KNOX/LAUREL COUNTY LINE TO KY 770 (12CCR)	D	NH	2013	1,300,000	1,300,000
LAUREL	11-185	US 25E	2.024	0	2.024	RELIABILITY	MAJOR WIDENING(O)	MAJOR WIDENING - ADDRESS SAFETY, CAPACITY, AND ACCESS MANAGEMENT ON US 25E FROM KNOX/LAUREL COUNTY LINE TO KY 770 (12CCR)	R	NH	2014	2,100,000	2,100,000
LAUREL	11-185	US 25E	2.024	0	2.024	RELIABILITY	MAJOR WIDENING(O)	MAJOR WIDENING - ADDRESS SAFETY, CAPACITY, AND ACCESS MANAGEMENT ON US 25E FROM KNOX/LAUREL COUNTY LINE TO KY 770 (12CCR)	U	NH	2015	1,500,000	1,500,000
LAUREL	11-185	US 25E	2.024	0	2.024	RELIABILITY	MAJOR WIDENING(O)	MAJOR WIDENING - ADDRESS SAFETY, CAPACITY, AND ACCESS MANAGEMENT ON US 25E FROM KNOX/LAUREL COUNTY LINE TO KY 770 (12CCR)	C	NH	2016	7,500,000	7,500,000
LAUREL	11-904.01	KY 363	0.2	9.1	9.3	SAFETY	SAFETY-HAZARD ELIMP	CONSTRUCT A ROUNDABOUT ON KY-363 AT KY-1006. (06CCR)	R	SAF	2013	1,110,000	1,110,000
LAUREL	11-904.01	KY 363	0.2	9.1	9.3	SAFETY	SAFETY-HAZARD ELIMP	CONSTRUCT A ROUNDABOUT ON KY-363 AT KY-1006. (06CCR)	U	SAF	2013	640,000	640,000
LAUREL	11-904.01	KY 363	0.2	9.1	9.3	SAFETY	SAFETY-HAZARD ELIMP	CONSTRUCT A ROUNDABOUT ON KY-363 AT KY-1006. (06CCR)	C	SAF	2013	1,170,000	1,170,000
LAUREL	11-1080	KY 578	0.1	5.269	5.309	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) 063B00069N	R	BRX	2014	175,000	175,000
LAUREL	11-1080	KY 578	0.1	5.269	5.309	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) 063B00069N	U	BRX	2014	200,000	200,000
LAUREL	11-1080	KY 578	0.1	5.269	5.309	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) 063B00069N	C	BRX	2016	650,000	650,000

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LAUREL	11-1086	175		30.553	30.643	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE NORTHBOUND BRIDGE ON I 75 OVER LAUREL RIVER 1.8 MILES N OF US 25E EXIT (SR 43.2) 063B00043R	D	BRO	2015	600,000	600,000
LAUREL	11-1094	CR 1862		1.071	1.111	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DOG BRANCH MAIL RD (CR 1862) OVER SINKING CREEK 0.56 MILE NW OF SINKING CREEK RD (FD 781)(SR 13.8) 063C00025N	D	BRZ	2013	250,000	250,000
LAUREL	11-1094	CR 1862		1.071	1.111	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DOG BRANCH MAIL RD (CR 1862) OVER SINKING CREEK 0.56 MILE NW OF SINKING CREEK RD (FD 781)(SR 13.8) 063C00025N	R	BRZ	2014	50,000	50,000
LAUREL	11-1094	CR 1862		1.071	1.111	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DOG BRANCH MAIL RD (CR 1862) OVER SINKING CREEK 0.56 MILE NW OF SINKING CREEK RD (FD 781)(SR 13.8) 063C00025N	U	BRZ	2014	50,000	50,000
LAUREL	11-1094	CR 1862		1.071	1.111	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DOG BRANCH MAIL RD (CR 1862) OVER SINKING CREEK 0.56 MILE NW OF SINKING CREEK RD (FD 781)(SR 13.8) 063C00025N	C	BRZ	2016	1,000,000	1,000,000
LAWRENCE	12-284	KY 32	4	23.64	27.64	RELIABILITY	RECONSTRUCTION(O)	LOUISA-SANDY HOOK ROAD; 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	2013	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	R	BRZ	2014	120,000	120,000
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	U	BRZ	2014	90,000	90,000
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	C	BRZ	2016	550,000	550,000
LAWRENCE	12-1118	CR 1202		0.844	0.884	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MATTIE RD (CR 1202) OVER RIGHT FORK OF LITTLE BLAIN 0.38 MILE W OF ASH BRANCH RD (CR 1161)(SR 47) 064C00011N	D	BRZ	2015	300,000	300,000

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LAWRENCE	12-1118	CR 1202		0.844	0.884	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MATTIE RD (CR 1202) OVER RIGHT FORK OF LITTLE BLAIN 0.38 MILE W OF ASH BRANCH RD (CR 1161)(SR 47) 064C00011N	R	BRZ	2016	75,000	75,000
LAWRENCE	12-1118	CR 1202		0.844	0.884	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MATTIE RD (CR 1202) OVER RIGHT FORK OF LITTLE BLAIN 0.38 MILE W OF ASH BRANCH RD (CR 1161)(SR 47) 064C00011N	U	BRZ	2016	75,000	75,000
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	2013	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	2013	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	2014	8,120,000	8,120,000
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	R	BRZ	2014	25,000	25,000
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	U	BRZ	2014	20,000	20,000
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	C	BRZ	2016	210,000	210,000
LEE	10-1106	CS 1005		0.167	0.207	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON SILVER CREEK RD (CS 1005) OVER SILVER CREEK 0.06 MILE N OF WADE RD (CS 1011)(SR 20.5) 065C00025N	D	BRZ	2013	225,000	225,000
LEE	10-1106	CS 1005		0.167	0.207	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON SILVER CREEK RD (CS 1005) OVER SILVER CREEK 0.06 MILE N OF WADE RD (CS 1011)(SR 20.5) 065C00025N	R	BRZ	2014	50,000	50,000
LEE	10-1106	CS 1005		0.167	0.207	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON SILVER CREEK RD (CS 1005) OVER SILVER CREEK 0.06 MILE N OF WADE RD (CS 1011)(SR 20.5) 065C00025N	U	BRZ	2014	50,000	50,000
LEE	10-1106	CS 1005		0.167	0.207	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON SILVER CREEK RD (CS 1005) OVER SILVER CREEK 0.06 MILE N OF WADE RD (CS 1011)(SR 20.5) 065C00025N	C	BRZ	2015	500,000	500,000

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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	2013	230,000	230,000
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)	U	BRZ	2013	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	2013	490,000	490,000
LESLIE	11-1068	CR 1241	0.1	0	0.033	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	2013	230,000	230,000
LESLIE	11-1068	CR 1241	0.1	0	0.033	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	2013	120,000	120,000
LESLIE	11-1068	CR 1241	0.1	0	0.033	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	2013	440,000	440,000
LESLIE	11-1089	KY 80		5.142	5.182	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 80 OVER CUTSHIN CREEK AT INTERSECTION WITH BUSY HOLLOW DR (CR 1063)(SR 30) 066B00002N	D	BRO	2013	400,000	400,000

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LESLIE	11-1089	KY 80		5.142	5.182	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 80 OVER CUTSHIN CREEK AT INTERSECTION WITH BUSY HOLLOW DR (CR 1063)(SR 30) 066B00002N	R	BRO	2014	250,000	250,000
LESLIE	11-1089	KY 80		5.142	5.182	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 80 OVER CUTSHIN CREEK AT INTERSECTION WITH BUSY HOLLOW DR (CR 1063)(SR 30) 066B00002N	U	BRO	2014	175,000	175,000
LESLIE	11-1089	KY 80		5.142	5.182	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 80 OVER CUTSHIN CREEK AT INTERSECTION WITH BUSY HOLLOW DR (CR 1063)(SR 30) 066B00002N	C	BRO	2015	1,681,000	1,681,000
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	2013	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	2013	20,670,000	16,536,000
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	2013	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	12,480,000	9,984,000

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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. (RW FOR SECTIONS 3 & 4) (F16) (2000BOP)	R	APD	2013	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	2013	26,080,000	20,864,000
LETCHER	12-314	US 119	4.3			RELIABILITY	RECONSTRUCTION(O)	HARLAN-WHITESBURG; PINE MOUNTAIN; OVEN FORK TO WHITESBURG (F16.1)	D	APD	2016	4,180,000	3,344,000
LETCHER	12-1091	CR 1245	0.1	0.034	0.074	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)	R	BRZ	2013	100,000	100,000
LETCHER	12-1091	CR 1245	0.1	0.034	0.074	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)	U	BRZ	2013	125,000	125,000
LETCHER	12-1091	CR 1245	0.1	0.034	0.074	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)	C	BRZ	2014	550,000	550,000
LETCHER	12-1094	KY 343	0.1	0.622	0.662	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)	C	BRX	2014	670,000	670,000
LETCHER	12-1096	CR 1391	0.1	0.041	0.081	SAFETY	BRIDGE REPLACEMENT(P)	ISOM RACE TRACK ROAD; REPLACE BRIDGE OVER ROCKHOUSE CREEK (C35) 0.05 MILE SE OF KY-7. (SR=5.0); (067C00035N)	R	BRZ	2013	170,000	170,000
LETCHER	12-1096	CR 1391	0.1	0.041	0.081	SAFETY	BRIDGE REPLACEMENT(P)	ISOM RACE TRACK ROAD; REPLACE BRIDGE OVER ROCKHOUSE CREEK (C35) 0.05 MILE SE OF KY-7. (SR=5.0); (067C00035N)	U	BRZ	2013	170,000	170,000

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LETCHER	12-1096	CR 1391	0.1	0.041	0.081	SAFETY	BRIDGE REPLACEMENT(P)	ISOM RACE TRACK ROAD; REPLACE BRIDGE OVER ROCKHOUSE CREEK (C35) 0.05 MILE SE OF KY-7. (SR=5.0); (067C00035N)	C	BRZ	2014	900,000	900,000
LETCHER	12-1097	KY 343	0.1	1.604	1.644	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)	C	BRX	2014	680,000	680,000
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	R	BRZ	2014	100,000	100,000
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	U	BRZ	2014	120,000	120,000
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	C	BRZ	2016	300,000	300,000
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	R	BRZ	2014	100,000	100,000
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	U	BRZ	2014	75,000	75,000
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	C	BRZ	2016	430,000	430,000
LETCHER	12-1113	KY 2034C	0.04	0.006	0.046	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2034C OVER N FORK KY RIVER 0.02 E OF US 119(SR 42.7) 067B00121N	D	BRO	2014	400,000	400,000
LETCHER	12-1113	KY 2034C	0.04	0.006	0.046	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2034C OVER N FORK KY RIVER 0.02 E OF US 119(SR 42.7) 067B00121N	R	BRO	2015	420,000	420,000
LETCHER	12-1113	KY 2034C	0.04	0.006	0.046	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2034C OVER N FORK KY RIVER 0.02 E OF US 119(SR 42.7) 067B00121N	U	BRO	2015	125,000	125,000

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LETCHER	12-1113	KY 2034C	0.04	0.006	0.046	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2034C OVER N FORK KY RIVER 0.02 E OF US 119(SR 42.7) 067B00121N	C	BRO	2016	1,350,000	1,350,000
LETCHER	12-1117	CR 1359Q4		0.002	0.042	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON STEEL BRIDGE RD (CR 1359Q4) OVER NORTH FORK OF KENTUCKY RIVER AT JCT WITH HIGHWAY 7 (KY 7)(SR 24) C00080N	D	BRZ	2013	300,000	300,000
LETCHER	12-1117	CR 1359Q4		0.002	0.042	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON STEEL BRIDGE RD (CR 1359Q4) OVER NORTH FORK OF KENTUCKY RIVER AT JCT WITH HIGHWAY 7 (KY 7)(SR 24) C00080N	R	BRZ	2014	250,000	250,000
LETCHER	12-1117	CR 1359Q4		0.002	0.042	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON STEEL BRIDGE RD (CR 1359Q4) OVER NORTH FORK OF KENTUCKY RIVER AT JCT WITH HIGHWAY 7 (KY 7)(SR 24) C00080N	U	BRZ	2014	50,000	50,000
LETCHER	12-1117	CR 1359Q4		0.002	0.042	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON STEEL BRIDGE RD (CR 1359Q4) OVER NORTH FORK OF KENTUCKY RIVER AT JCT WITH HIGHWAY 7 (KY 7)(SR 24) C00080N	C	BRZ	2015	875,000	875,000
LEWIS	9-1082	KY 8	0.074	22.563	22.637	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 8 OVER KINNICONNICK CREEK 0.094 MILE W OF DUDLEY AVE (CR-1031A) (SR 26.5) 068B00003N	D	BRO	2013	450,000	450,000
LEWIS	9-1082	KY 8	0.074	22.563	22.637	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 8 OVER KINNICONNICK CREEK 0.094 MILE W OF DUDLEY AVE (CR-1031A) (SR 26.5) 068B00003N	R	BRO	2015	150,000	150,000
LEWIS	9-1082	KY 8	0.074	22.563	22.637	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 8 OVER KINNICONNICK CREEK 0.094 MILE W OF DUDLEY AVE (CR-1031A) (SR 26.5) 068B00003N	U	BRO	2015	150,000	150,000
LEWIS	9-1085	CR 1338		0.025	0.065	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BROWNS RUN RD (CR 1338) OVER CABIN CREEK 0.03 MILE SW OF CABIN CREEK RD (CR 1333)(SR 2) 068C00036N	D	BRZ	2013	350,000	350,000
LEWIS	9-1085	CR 1338		0.025	0.065	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BROWNS RUN RD (CR 1338) OVER CABIN CREEK 0.03 MILE SW OF CABIN CREEK RD (CR 1333)(SR 2) 068C00036N	R	BRZ	2014	50,000	50,000
LEWIS	9-1085	CR 1338		0.025	0.065	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BROWNS RUN RD (CR 1338) OVER CABIN CREEK 0.03 MILE SW OF CABIN CREEK RD (CR 1333)(SR 2) 068C00036N	U	BRZ	2014	10,000	10,000

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LEWIS	9-1085	CR 1338		0.025	0.065	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BROWNS RUN RD (CR 1338) OVER CABIN CREEK 0.03 MILE SW OF CABIN CREEK RD (CR 1333)(SR 2) 068C00036N	C	BRZ	2015	400,000	400,000
LINCOLN	8-167	US 27	4.712	11.169	15.881	RELIABILITY	RECONSTRUCTION(O)	CONTINUE ONGOING IMPROVEMENTS TO US-27 CORRIDOR FROM SOMERSET TO LEXINGTON. IMPROVE LEVEL OF SERVICE AND SAFETY ON US-27 FROM KY-1247 TO EDUCATION WAY	D	NH	2016	2,100,000	2,100,000
LINCOLN	8-907	KY 78	0.45	8.2	8.65	SAFETY	SAFETY-HAZARD ELIMP)	HORIZONTAL/VERTICAL REALIGNMENT AND SIGHT DISTANCE IMPROVEMENT ON KY-78 1.5 MILES EAST OF TURNERSVILLE. B/C=2.11 (2004BOPC)	C	SAF	2013	940,000	940,000
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	2013	80,000	80,000
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	2013	50,000	50,000
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	C	BRO	2013	310,000	310,000
LINCOLN	8-1055	KY 1247	0.04	17.67	17.71	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1247 OVER ST. ASAPH CREEK 0.044 S OF KY 78(SR 45.4) 069B00055N	D	BRO	2014	375,000	375,000
LINCOLN	8-1055	KY 1247	0.04	17.67	17.71	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1247 OVER ST. ASAPH CREEK 0.044 S OF KY 78(SR 45.4) 069B00055N	R	BRO	2015	100,000	100,000
LINCOLN	8-1055	KY 1247	0.04	17.67	17.71	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1247 OVER ST. ASAPH CREEK 0.044 S OF KY 78(SR 45.4) 069B00055N	U	BRO	2015	320,000	320,000
LINCOLN	8-1055	KY 1247	0.04	17.67	17.71	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1247 OVER ST. ASAPH CREEK 0.044 S OF KY 78(SR 45.4) 069B00055N	C	BRO	2016	740,000	740,000
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	2013	1,560,000	1,560,000

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LIVINGSTON	1-1059	KY 453	0.1	14.133	14.197	SAFETY	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); (070B00029N)	R	BRX	2013	240,000	240,000
LIVINGSTON	1-1059	KY 453	0.1	14.133	14.197	SAFETY	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); (070B00029N)	U	BRX	2013	250,000	250,000
LIVINGSTON	1-1059	KY 453	0.1	14.133	14.197	SAFETY	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); (070B00029N)	C	BRX	2014	900,000	900,000
LIVINGSTON	1-1142	US 60	0.344	12.348	12.692	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 60 OVER THE CUMBERLAND RIVER 0.27 MILE N OF KY 70 (SR 32.7) 070B00017N.	D	BRO	2013	2,000,000	2,000,000
LIVINGSTON	1-1142	US 60	0.344	12.348	12.692	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 60 OVER THE CUMBERLAND RIVER 0.27 MILE N OF KY 70 (SR 32.7) 070B00017N.	R	BRO	2015	300,000	300,000
LIVINGSTON	1-1142	US 60	0.344	12.348	12.692	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 60 OVER THE CUMBERLAND RIVER 0.27 MILE N OF KY 70 (SR 32.7) 070B00017N.	U	BRO	2015	350,000	350,000
LIVINGSTON	1-1145	KY 866	0.04	0.022	0.062	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 866 OVER FORK OF GUM CREEK 0.02 MILE N OF KY 1664(SR 28.1)070B00050N	D	BRO	2013	200,000	200,000
LIVINGSTON	1-1145	KY 866	0.04	0.022	0.062	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 866 OVER FORK OF GUM CREEK 0.02 MILE N OF KY 1664(SR 28.1)070B00050N	R	BRO	2014	100,000	100,000
LIVINGSTON	1-1145	KY 866	0.04	0.022	0.062	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 866 OVER FORK OF GUM CREEK 0.02 MILE N OF KY 1664(SR 28.1)070B00050N	U	BRO	2014	100,000	100,000
LIVINGSTON	1-1145	KY 866	0.04	0.022	0.062	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 866 OVER FORK OF GUM CREEK 0.02 MILE N OF KY 1664(SR 28.1)070B00050N	C	BRO	2015	400,000	400,000
LOGAN	3-903	US 68X		1.466	1.527	SAFETY	SAFETY-HAZARD ELIM(P)	RECONSTRUCTION TO IMPROVE GEOMETRICS OF THE US 68X AND KY 2146 INTERSECTION IN RUSSELLVILLE. (2008BOPC)(10CCR)	C	SAF	2013	300,000	300,000

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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	R	BRX	2014	65,000	65,000
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	U	BRX	2014	70,000	70,000
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	C	BRX	2016	460,000	460,000
LOGAN	3-1078	KY 2146	0.04	0.609	0.649	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2146 OVER TOWN BRANCH 0.1 MILE W OF KY 3519(SR 49.3) 071B00067N	D	BRO	2014	300,000	300,000
LOGAN	3-1078	KY 2146	0.04	0.609	0.649	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2146 OVER TOWN BRANCH 0.1 MILE W OF KY 3519(SR 49.3) 071B00067N	R	BRO	2015	80,000	80,000
LOGAN	3-1078	KY 2146	0.04	0.609	0.649	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2146 OVER TOWN BRANCH 0.1 MILE W OF KY 3519(SR 49.3) 071B00067N	U	BRO	2015	70,000	70,000
LOGAN	3-1078	KY 2146	0.04	0.609	0.649	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2146 OVER TOWN BRANCH 0.1 MILE W OF KY 3519(SR 49.3) 071B00067N	C	BRO	2016	350,000	350,000
LOGAN	3-1079	KY 663	0.04	8.52	8.56	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 663 OVER PLEASANT RUN CREEK 2.099 MILES S OF KY 100(SR 49.1) 071B00057N	D	BRO	2014	300,000	300,000
LOGAN	3-1079	KY 663	0.04	8.52	8.56	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 663 OVER PLEASANT RUN CREEK 2.099 MILES S OF KY 100(SR 49.1) 071B00057N	R	BRO	2015	50,000	50,000
LOGAN	3-1079	KY 663	0.04	8.52	8.56	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 663 OVER PLEASANT RUN CREEK 2.099 MILES S OF KY 100(SR 49.1) 071B00057N	U	BRO	2015	75,000	75,000
LOGAN	3-1079	KY 663	0.04	8.52	8.56	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 663 OVER PLEASANT RUN CREEK 2.099 MILES S OF KY 100(SR 49.1) 071B00057N	C	BRO	2016	200,000	200,000
LOGAN	3-1083	CR 1249		0.786	0.826	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON LOGAN MILL RD (CR 1249) OVER RED RIVER 0.78 MILE SE OF ORNDORFF MILL RD (KY 96)(SR 25.3)071C00023N	D	BRZ	2013	250,000	250,000
LOGAN	3-1083	CR 1249		0.786	0.826	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON LOGAN MILL RD (CR 1249) OVER RED RIVER 0.78 MILE SE OF ORNDORFF MILL RD (KY 96)(SR 25.3)071C00023N	R	BRZ	2014	70,000	70,000

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LOGAN	3-1083	CR 1249		0.786	0.826	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON LOGAN MILL RD (CR 1249) OVER RED RIVER 0.78 MILE SE OF ORNDORFF MILL RD (KY 96)(SR 25.3)071C00023N	U	BRZ	2014	190,000	190,000
LOGAN	3-1083	CR 1249		0.786	0.826	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON LOGAN MILL RD (CR 1249) OVER RED RIVER 0.78 MILE SE OF ORNDORFF MILL RD (KY 96)(SR 25.3)071C00023N	C	BRZ	2016	850,000	850,000
MADISON	7-236	KY 595		2.565	2.665	RELIABILITY	SCOPING STUDY(O)	COMPREHENSIVE TRAFFIC STUDY FOR INTERSECTION OF MAIN STREET AND BERA COLLEGE CAMPUS, BERA. (2005HPP-KY112)(MOA WITH BERA).	C	HPP	2013	431,952	431,952
MADISON	7-251.01	US 25	3.5	11.903	15.442	RELIABILITY	MAJOR WIDENING(O)	WIDEN US-25 FROM US-421 NORTH TO KY-876. STATE TO PROVIDE DESIGN AND PLANS, AND FUNDS FOR THIS PROJECT ARE REQUESTED TO BE PAID TO THE MADISON COUNTY FISCAL COURT, WHICH SHALL COORDINATE THE PROJECT. (2005HPP-KY110)(06CCR)	C	HPP	2013	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)(12CCR)	R	NH	2013	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)(12CCR)	U	NH	2013	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)(12CCR)	C	NH	2014	10,820,000	10,820,000
MADISON	7-1126	KY 3376	0.04	4.586	4.626	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 3376 OVER HAYS FORK 0.048 SOUTH OF US 421 (SR 23.1) 076B00086N.	D	BRO	2013	300,000	300,000
MADISON	7-1126	KY 3376	0.04	4.586	4.626	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 3376 OVER HAYS FORK 0.048 SOUTH OF US 421 (SR 23.1) 076B00086N.	R	BRO	2014	80,000	80,000
MADISON	7-1126	KY 3376	0.04	4.586	4.626	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 3376 OVER HAYS FORK 0.048 SOUTH OF US 421 (SR 23.1) 076B00086N.	U	BRO	2014	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
MADISON	7-1126	KY 3376	0.04	4.586	4.626	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 3376 OVER HAYS FORK 0.048 SOUTH OF US 421 (SR 23.1) 076B00086N.	C	BRO	2015	550,000	550,000
MADISON	7-1130	US 421	0.04	2.443	2.483	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BATTLEFIELD MEMORIAL HWY (US 421) OVER COWBELL CREEK AT JCT WITH HIGHWAY 21 E (KY 21)(SR 45.5) 076B000021	D	BRO	2014	300,000	300,000
MADISON	7-1130	US 421	0.04	2.443	2.483	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BATTLEFIELD MEMORIAL HWY (US 421) OVER COWBELL CREEK AT JCT WITH HIGHWAY 21 E (KY 21)(SR 45.5) 076B000021	R	BRO	2015	90,000	90,000
MADISON	7-1130	US 421	0.04	2.443	2.483	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BATTLEFIELD MEMORIAL HWY (US 421) OVER COWBELL CREEK AT JCT WITH HIGHWAY 21 E (KY 21)(SR 45.5) 076B000021	U	BRO	2015	90,000	90,000
MADISON	7-1130	US 421	0.04	2.443	2.483	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BATTLEFIELD MEMORIAL HWY (US 421) OVER COWBELL CREEK AT JCT WITH HIGHWAY 21 E (KY 21)(SR 45.5) 076B000021	C	BRO	2016	625,000	625,000
MADISON	7-1131	CR 1158		0.252	0.292	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON OLD HAYS FORK LN (CR 1158) OVER BRANCH OF HAYS FORK 0.2 MILE SE OF BATTLEFIELD MEMORIAL HWY (US 421)(SR 16.9) 076C00023N	D	BRZ	2013	300,000	300,000
MADISON	7-1131	CR 1158		0.252	0.292	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON OLD HAYS FORK LN (CR 1158) OVER BRANCH OF HAYS FORK 0.2 MILE SE OF BATTLEFIELD MEMORIAL HWY (US 421)(SR 16.9) 076C00023N	R	BRZ	2014	40,000	40,000
MADISON	7-1131	CR 1158		0.252	0.292	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON OLD HAYS FORK LN (CR 1158) OVER BRANCH OF HAYS FORK 0.2 MILE SE OF BATTLEFIELD MEMORIAL HWY (US 421)(SR 16.9) 076C00023N	U	BRZ	2014	40,000	40,000
MADISON	7-1131	CR 1158		0.252	0.292	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON OLD HAYS FORK LN (CR 1158) OVER BRANCH OF HAYS FORK 0.2 MILE SE OF BATTLEFIELD MEMORIAL HWY (US 421)(SR 16.9) 076C00023N	C	BRZ	2015	400,000	400,000
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. (INCLUDES 7-8400) (B40) (08CCN)(10CCR)	R	STP	2013	3,000,000	3,000,000

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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. (INCLUDES 7-8400) (B40) (08CCN)(10CCR)	U	STP	2015	8,000,000	8,000,000
MAGOFFIN	10-126.5	KY 9009	2.5	63.084	64.9	RELIABILITY	MAJOR WIDENING(O)	WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.3MI E OF THE KY-134-JOHNSON CREEK BR TO 0.3MI W OF THE CUTINO-HAGER RD O-PASS - SECTION 5	D	NH	2014	1,500,000	1,500,000
MAGOFFIN	10-126.5	KY 9009	2.5	63.084	64.9	RELIABILITY	MAJOR WIDENING(O)	WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.3MI E OF THE KY-134-JOHNSON CREEK BR TO 0.3MI W OF THE CUTINO-HAGER RD O-PASS - SECTION 5	R	NH	2016	955,000	955,000
MAGOFFIN	10-126.5	KY 9009	2.5	63.084	64.9	RELIABILITY	MAJOR WIDENING(O)	WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.3MI E OF THE KY-134-JOHNSON CREEK BR TO 0.3MI W OF THE CUTINO-HAGER RD O-PASS - SECTION 5	U	NH	2016	575,000	575,000
MAGOFFIN	10-166	US 460	2.08	12.486	14.566	RELIABILITY	MAJOR WIDENING(O)	WIDEN THE MOUNTAIN PARKWAY EXTENSION (KY 114/US 460) THROUGH THE CONGESTED AREA AT SALYERSVILLE.	D	NH	2014	2,000,000	2,000,000
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	R	BRZ	2014	25,000	25,000
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	U	BRZ	2014	20,000	20,000
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	C	BRZ	2016	240,000	240,000
MAGOFFIN	10-1098	KY 2019	0.04	2.898	2.938	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2019 OVER LICK CREEK 0.055 MILE S OF KY 3334 (SR 31.9) 077B00062N	D	BRO	2013	200,000	200,000
MAGOFFIN	10-1098	KY 2019	0.04	2.898	2.938	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2019 OVER LICK CREEK 0.055 MILE S OF KY 3334 (SR 31.9) 077B00062N	R	BRO	2014	100,000	100,000
MAGOFFIN	10-1098	KY 2019	0.04	2.898	2.938	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2019 OVER LICK CREEK 0.055 MILE S OF KY 3334 (SR 31.9) 077B00062N	U	BRO	2014	100,000	100,000
MAGOFFIN	10-1098	KY 2019	0.04	2.898	2.938	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2019 OVER LICK CREEK 0.055 MILE S OF KY 3334 (SR 31.9) 077B00062N	C	BRO	2015	750,000	750,000

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MAGOFFIN	10-1099	KY 2019	0.04	5.497	5.537	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2019 OVER RACCOON CREEK 0.039 S OF KY 1081(SR 33.2) 077B00063N	D	BRO	2013	200,000	200,000
MAGOFFIN	10-1099	KY 2019	0.04	5.497	5.537	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2019 OVER RACCOON CREEK 0.039 S OF KY 1081(SR 33.2) 077B00063N	R	BRO	2014	50,000	50,000
MAGOFFIN	10-1099	KY 2019	0.04	5.497	5.537	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2019 OVER RACCOON CREEK 0.039 S OF KY 1081(SR 33.2) 077B00063N	U	BRO	2014	100,000	100,000
MAGOFFIN	10-1099	KY 2019	0.04	5.497	5.537	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2019 OVER RACCOON CREEK 0.039 S OF KY 1081(SR 33.2) 077B00063N	C	BRO	2015	500,000	500,000
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	R	BRX	2014	90,000	90,000
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	U	BRX	2014	190,000	190,000
MARION	4-1076	KY 49	0.04	20.553	20.593	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 49 OVER HAMILTON BRANCH 0.33 MILE E OF COWHERD LN (CR-1301) (SR 41.4) 078B00031N	D	BRO	2013	75,000	75,000
MARION	4-1076	KY 49	0.04	20.553	20.593	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 49 OVER HAMILTON BRANCH 0.33 MILE E OF COWHERD LN (CR-1301) (SR 41.4) 078B00031N	R	BRO	2014	75,000	75,000
MARION	4-1076	KY 49	0.04	20.553	20.593	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 49 OVER HAMILTON BRANCH 0.33 MILE E OF COWHERD LN (CR-1301) (SR 41.4) 078B00031N	U	BRO	2014	75,000	75,000
MARION	4-1076	KY 49	0.04	20.553	20.593	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 49 OVER HAMILTON BRANCH 0.33 MILE E OF COWHERD LN (CR-1301) (SR 41.4) 078B00031N	C	BRO	2015	275,000	275,000
MARSHALL	1-180.7	US 68	1.2	27.801	28.146	RELIABILITY	BRIDGE REPLACEMENT(P)	CADIZ-AURORA; BRIDGE OVER KENTUCKY LAKE (ESTIMATED CONSTRUCTION PHASE COST IS \$165 MILLION); (079B00023N)(10CCR)	U	NH	2013	520,000	520,000
MARSHALL	1-180.7	US 68	1.2	27.801	28.146	RELIABILITY	BRIDGE REPLACEMENT(P)	CADIZ-AURORA; BRIDGE OVER KENTUCKY LAKE (ESTIMATED CONSTRUCTION PHASE COST IS \$165 MILLION); (079B00023N)(10CCR)	C	JM5	2014	50,000,000	0
MARSHALL	1-180.71	US 68	1.2	27.801	28.146	RELIABILITY	PREFINANCD CONVRSN(O)	CADIZ-AURORA; BRIDGE OVER KENTUCKY LAKE (ADDITIONAL FUNDING FOR C PHASE)(10CCR)	C	JM5	2015	65,000,000	0

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MARSHALL	1-180.72	US 68	0.7	27.801	28.146	RELIABILITY	PREFINANCD CONVRSN(O)	CADIZ-AURORA; BRIDGE OVER KENTUCKY LAKE (ADDITIONAL FUNDING FOR C PHASE)	C	JM5	2016	50,000,000	0
MARSHALL	1-234	JC 9003		34.487	52	SAFETY	SAFETY(P)	RECONSTRUCT ELEMENTS OF EXISTING PURCHASE PARKWAY FROM MP 25 TO MP 52 (I-69 CORRIDOR IMPROVEMENT)	D	NH	2014	500,000	500,000
MARSHALL	1-234	JC 9003		34.487	52	SAFETY	SAFETY(P)	RECONSTRUCT ELEMENTS OF EXISTING PURCHASE PARKWAY FROM MP 25 TO MP 52 (I-69 CORRIDOR IMPROVEMENT)	C	NH	2015	7,000,000	7,000,000
MARSHALL	1-800	I 24	0.1	24.5	25.379	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT I-24/PURCHASE PARKWAY INTERCHANGE (I-69 CORRIDOR IMPROVEMENT) (12CCR)	D	NH	2013	2,400,000	2,400,000
MARSHALL	1-800	I 24	0.1	24.5	25.379	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT I-24/PURCHASE PARKWAY INTERCHANGE (I-69 CORRIDOR IMPROVEMENT) (12CCR)	R	NH	2015	3,100,000	3,100,000
MARSHALL	1-800	I 24	0.1	24.5	25.379	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT I-24/PURCHASE PARKWAY INTERCHANGE (I-69 CORRIDOR IMPROVEMENT) (12CCR)	U	NH	2015	1,600,000	1,600,000
MARSHALL	1-800	I 24	0.1	24.5	25.379	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT I-24/PURCHASE PARKWAY INTERCHANGE (I-69 CORRIDOR IMPROVEMENT) (12CCR)	C	NH	2016	16,000,000	16,000,000
MARTIN	12-154.11	KY 40	2			RELIABILITY	RELOCATION(O)	INEZ TO WARFIELD (SECTION 2-1); FROM LITTLE BLACKLOG TO BOOTH FORK. [STA. 190+00 TO STA. 298+00 (ENGLISH)] (2002BOP)(12CCR)	U	STP	2013	2,000,000	2,000,000
MARTIN	12-154.11	KY 40	2			RELIABILITY	RELOCATION(O)	INEZ TO WARFIELD (SECTION 2-1); FROM LITTLE BLACKLOG TO BOOTH FORK. [STA. 190+00 TO STA. 298+00 (ENGLISH)] (2002BOP)(12CCR)	C	STP	2014	35,000,000	35,000,000
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); (080C00026N)	C	BRZ	2013	530,000	530,000
MARTIN	12-1112	KY 40	0.04	18.242	18.282	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 40 OVER BUCK CREEK AT THE KY 2031 INTERSECTION (SR 49.8) 080B00002N.	D	BRO	2014	300,000	300,000
MARTIN	12-1112	KY 40	0.04	18.242	18.282	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 40 OVER BUCK CREEK AT THE KY 2031 INTERSECTION (SR 49.8) 080B00002N.	R	BRO	2015	140,000	140,000

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MARTIN	12-1112	KY 40	0.04	18.242	18.282	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 40 OVER BUCK CREEK AT THE KY 2031 INTERSECTION (SR 49.8) 080B00002N.	U	BRO	2015	175,000	175,000
MARTIN	12-1112	KY 40	0.04	18.242	18.282	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 40 OVER BUCK CREEK AT THE KY 2031 INTERSECTION (SR 49.8) 080B00002N.	C	BRO	2016	500,000	500,000
MASON	9-1087	CR 1122	0.04	1.565	1.605	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DIXON PIKE (CR 1122) OVER LICKING RIVER 0.34 MILE S OF THOMAS LN (CR 1130)(SR 26.5) 081C00018N	D	BRZ	2013	400,000	400,000
MASON	9-1087	CR 1122	0.04	1.565	1.605	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DIXON PIKE (CR 1122) OVER LICKING RIVER 0.34 MILE S OF THOMAS LN (CR 1130)(SR 26.5) 081C00018N	R	BRZ	2014	25,000	25,000
MASON	9-1087	CR 1122	0.04	1.565	1.605	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DIXON PIKE (CR 1122) OVER LICKING RIVER 0.34 MILE S OF THOMAS LN (CR 1130)(SR 26.5) 081C00018N	U	BRZ	2014	10,000	10,000
MASON	9-1087	CR 1122	0.04	1.565	1.605	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DIXON PIKE (CR 1122) OVER LICKING RIVER 0.34 MILE S OF THOMAS LN (CR 1130)(SR 26.5) 081C00018N	C	BRZ	2016	450,000	450,000
MASON	9-1088	CR 1206	0.238	0.278	0.278	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FLAT FORK RD (CR 1206) OVER FLAT FORK 0.24 MILE S OF FLEMINGSBURG MAYSlick RD (KY 161)(SR 30) 081C00025N	D	BRZ	2014	350,000	350,000
MASON	9-1088	CR 1206	0.238	0.278	0.278	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FLAT FORK RD (CR 1206) OVER FLAT FORK 0.24 MILE S OF FLEMINGSBURG MAYSlick RD (KY 161)(SR 30) 081C00025N	R	BRZ	2015	25,000	25,000
MASON	9-1088	CR 1206	0.238	0.278	0.278	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FLAT FORK RD (CR 1206) OVER FLAT FORK 0.24 MILE S OF FLEMINGSBURG MAYSlick RD (KY 161)(SR 30) 081C00025N	U	BRZ	2015	10,000	10,000
MCCRACKEN	1-2	124	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	2013	260,000	260,000
MCCRACKEN	1-122.01					RELIABILITY	TRANSP ENHANCEMENT(P)	PADUCAH WATERFRONT DEVELOPMENT PROJECT. (2006KYD)	C	KYD	2013	2,276,900	2,276,900
MCCRACKEN	1-122.02					RELIABILITY	TRANSP ENHANCEMENT(P)	PADUCAH WATERFRONT DEVELOPMENT PROJECT. (2008KYD-KY180) (2010BOPC)	C	KYD	2013	3,920,000	3,920,000

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MCCRACKEN	1-1055	US 62	0.1	0.852	0.92	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): (073B00024N)	R	BRO	2013	270,000	270,000
MCCRACKEN	1-1055	US 62	0.1	0.852	0.92	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): (073B00024N)	U	BRO	2013	350,000	350,000
MCCRACKEN	1-1055	US 62	0.1	0.852	0.92	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): (073B00024N)	C	BRO	2013	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.(10CCR)	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.(10CCR)	R	STP	2014	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.(10CCR)	U	STP	2015	3,520,000	3,520,000
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.(10CCR)	C	STP	2016	14,630,000	14,630,000
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).(10CCR)(12CCR)	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).(10CCR)(12CCR)	R	STP	2014	7,300,000	7,300,000
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).(10CCR)(12CCR)	U	STP	2015	3,380,000	3,380,000
MCCRACKEN	1-1115.7	US 60		19.513	19.886	RELIABILITY	BRIDGE REPLACEMENT(P)	TO REMOVE EXISTING TENNESSEE RIVER BRIDGE UPON COMPLETION OF NEW US 60 TENNESSEE RIVER BRIDGE(073B00004N)	D	BRO	2013	250,000	250,000
MCCRACKEN	1-1115.7	US 60		19.513	19.886	RELIABILITY	BRIDGE REPLACEMENT(P)	TO REMOVE EXISTING TENNESSEE RIVER BRIDGE UPON COMPLETION OF NEW US 60 TENNESSEE RIVER BRIDGE(073B00004N)	C	BRO	2014	2,500,000	2,500,000

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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	R	BRO	2014	310,000	310,000
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	U	BRO	2014	375,000	375,000
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	C	BRO	2016	510,000	510,000
MCCRACKEN	1-1141	KY 305	0.04	6.045	6.085	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-305 OVER MASSAC CREEK 0.023 E OF KY 1565(SR 20.7073B00098N.	D	BRO	2013	325,000	325,000
MCCRACKEN	1-1141	KY 305	0.04	6.045	6.085	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-305 OVER MASSAC CREEK 0.023 E OF KY 1565(SR 20.7073B00098N.	R	BRO	2014	125,000	125,000
MCCRACKEN	1-1141	KY 305	0.04	6.045	6.085	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-305 OVER MASSAC CREEK 0.023 E OF KY 1565(SR 20.7073B00098N.	U	BRO	2014	500,000	500,000
MCCRACKEN	1-1141	KY 305	0.04	6.045	6.085	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-305 OVER MASSAC CREEK 0.023 E OF KY 1565(SR 20.7073B00098N.	C	BRO	2015	1,250,000	1,250,000
MCLEAN	2-1078	US 431	0.071	0	0.071	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE OVERFLOW STRUCTURE ON US-431 AT THE MUHLENBERG-MCLEAN CO LINE (SR 39) B00056N.	D	BRO	2013	300,000	300,000
MCLEAN	2-1078	US 431	0.071	0	0.071	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE OVERFLOW STRUCTURE ON US-431 AT THE MUHLENBERG-MCLEAN CO LINE (SR 39) B00056N.	R	BRO	2014	200,000	200,000
MCLEAN	2-1078	US 431	0.071	0	0.071	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE OVERFLOW STRUCTURE ON US-431 AT THE MUHLENBERG-MCLEAN CO LINE (SR 39) B00056N.	U	BRO	2014	100,000	100,000
MCLEAN	2-1078	US 431	0.071	0	0.071	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE OVERFLOW STRUCTURE ON US-431 AT THE MUHLENBERG-MCLEAN CO LINE (SR 39) B00056N.	C	BRO	2015	2,400,000	2,400,000
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	R	BRO	2014	50,000	50,000

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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	U	BRO	2014	100,000	100,000
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	C	BRO	2016	1,100,000	1,100,000
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	2013	350,000	350,000
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	2013	280,000	280,000
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)	C	BRO	2014	8,330,000	8,330,000
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	2013	100,000	100,000
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)	U	BRZ	2013	75,000	75,000
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)	C	BRZ	2014	750,000	750,000
MERCER	7-1128	US 68	0.04	12.442	12.482	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 68 OVER SHAKER CREEK 0.019 W OF CHATHAM RD(CR-1113)(SR 36.2) 084B00001N	D	BRO	2013	300,000	300,000
MERCER	7-1128	US 68	0.04	12.442	12.482	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 68 OVER SHAKER CREEK 0.019 W OF CHATHAM RD(CR-1113)(SR 36.2) 084B00001N	R	BRO	2014	60,000	60,000

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MERCER	7-1128	US 68	0.04	12.442	12.482	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 68 OVER SHAKER CREEK 0.019 W OF CHATHAM RD(CR-1113)(SR 36.2) 084B00001N	U	BRO	2014	70,000	70,000
MERCER	7-1128	US 68	0.04	12.442	12.482	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 68 OVER SHAKER CREEK 0.019 W OF CHATHAM RD(CR-1113)(SR 36.2) 084B00001N	C	BRO	2015	650,000	650,000
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)(12CCR)	C	STP	2013	15,190,000	15,190,000
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	R	BRZ	2014	60,000	60,000
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	U	BRZ	2014	65,000	65,000
METCALFE	3-8706	US 68	9.826	10.2	20.026	RELIABILITY	SCOPING STUDY(O)	SCOPING STUDY AND DESIGN ON US-68 FROM THE CUMBERLAND PARKWAY TO THE GREEN/METCALFE COUNTY LINE. (12CCN)	D	STP	2013	2,500,000	2,500,000
MONROE	3-276.57	KY 163	3.61			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	2013	4,840,000	4,840,000
MONROE	3-1084	CR 1354		1.954	1.994	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON NEW SALEM RD (CR 1354) OVER PETER CREEK 0.2 MILE E OF BETHLEHAM CHURCH RD (CR 1335)(SR 35.4) 086C00015N	D	BRZ	2014	300,000	300,000
MONROE	3-1084	CR 1354		1.954	1.994	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON NEW SALEM RD (CR 1354) OVER PETER CREEK 0.2 MILE E OF BETHLEHAM CHURCH RD (CR 1335)(SR 35.4) 086C00015N	R	BRZ	2015	85,000	85,000

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MONROE	3-1084	CR 1354		1.954	1.994	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON NEW SALEM RD (CR 1354) OVER PETER CREEK 0.2 MILE E OF BETHLEHAM CHURCH RD (CR 1335)(SR 35.4) 086C00015N	U	BRZ	2015	50,000	50,000
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)	R	STP	2013	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	2013	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	2014	15,060,000	15,060,000
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	2013	749,899	749,899
MONTGOMERY	7-244.01	KY 11		9.246	10.007	RELIABILITY	MAJOR WIDENING(O)	WIDEN KY 11 FROM US 460 TO THE MOUNT STERLING BYPASS, MONTGOMERY COUNTY. (2005HPP-KY136)(AGREEMENT WITH COUNTY IN PLACE) (SEE 7-244.00 FOR "HPP" COMPONENT)	C	STP	2013	600,000	600,000
MONTGOMERY	7-250.1	US 460	1.14	18.4	19.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 460 AT LUCKY STOP HILL. (12CCR)	D	STP	2013	500,000	500,000
MONTGOMERY	7-250.1	US 460	1.14	18.4	19.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 460 AT LUCKY STOP HILL. (12CCR)	R	STP	2013	1,500,000	1,500,000
MONTGOMERY	7-250.1	US 460	1.14	18.4	19.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 460 AT LUCKY STOP HILL. (12CCR)	U	STP	2013	1,500,000	1,500,000
MONTGOMERY	7-250.1	US 460	1.14	18.4	19.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 460 AT LUCKY STOP HILL. (12CCR)	C	STP	2016	7,000,000	7,000,000

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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	R	BRZ	2014	85,000	85,000
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	U	BRZ	2014	70,000	70,000
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	C	BRZ	2016	715,000	715,000
MORGAN	10-126.6	KY 9009	3.2	59.248	62.4	RELIABILITY	MAJOR WIDENING(O)	WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.45 MI WEST OF KY-134 @ INSKO TO 0.3 MI EAST OF THE KY-134-JOHNSON CREEK BRIDGE - SECTION 6 (12CCR)	D	NH	2013	1,040,000	1,040,000
MORGAN	10-126.6	KY 9009	3.2	59.248	62.4	RELIABILITY	MAJOR WIDENING(O)	WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.45 MI WEST OF KY-134 @ INSKO TO 0.3 MI EAST OF THE KY-134-JOHNSON CREEK BRIDGE - SECTION 6 (12CCR)	R	NH	2015	3,480,000	3,480,000
MORGAN	10-126.6	KY 9009	3.2	59.248	62.4	RELIABILITY	MAJOR WIDENING(O)	WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.45 MI WEST OF KY-134 @ INSKO TO 0.3 MI EAST OF THE KY-134-JOHNSON CREEK BRIDGE - SECTION 6 (12CCR)	U	NH	2015	900,000	900,000
MUHLBERG	2-976	US 431	0.3	23	23.36	SAFETY	SAFETY-HAZARD ELIMP	US 431 @ 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	SAF	2013	1,360,000	1,360,000
MUHLBERG	2-1087	CR 1296		0.567	0.607	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON JARRELS CREEK RD (CR 1296) OVER JARRELS CREEK 0.56 MILE N OF KY 189 (SR 19.8)089C00013N	D	BRZ	2013	150,000	150,000
MUHLBERG	2-1087	CR 1296		0.567	0.607	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON JARRELS CREEK RD (CR 1296) OVER JARRELS CREEK 0.56 MILE N OF KY 189 (SR 19.8)089C00013N	R	BRZ	2014	150,000	150,000
MUHLBERG	2-1087	CR 1296		0.567	0.607	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON JARRELS CREEK RD (CR 1296) OVER JARRELS CREEK 0.56 MILE N OF KY 189 (SR 19.8)089C00013N	U	BRZ	2014	75,000	75,000

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MUHLENBERG	2-1087	CR 1296		0.567	0.607	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON JARRELS CREEK RD (CR 1296) OVER JARRELS CREEK 0.56 MILE N OF KY 189 (SR 19.8)090C00013N	C	BRZ	2015	350,000	350,000
NELSON	4-914	US 150		2.26	7.68	SAFETY	SAFETY-HAZARD ELIM(P)	TRENCH A 3'X4" EARTH SHOULDER AND REPLACE WITH 4" ASPHALT BINDER AND MILL AND SAW RUMBLE STRIPS ON US 150 FROM 0.3 MI EAST OF BG PARKWAY IN NELSON COUNTY TO 0.3 MI EAST OF KY 152 IN WASHINGTON COUNTY.	C	SAF	2013	746,400	746,400
NELSON	4-1068	US 150	0.1	7.606	7.682	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	2013	75,000	75,000
NELSON	4-1068	US 150	0.1	7.606	7.682	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	C	BRO	2013	4,120,000	4,120,000
NELSON	4-1075	US 62	0.04	24.917	24.957	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US-62 OVER EAST FRK OF SIMPSON CREEK 0.01 MILES S OF KY-55 (SR 49.5) 090B00023N.(12CCR)	D	BRO	2013	75,000	75,000
NELSON	4-1075	US 62	0.04	24.917	24.957	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US-62 OVER EAST FRK OF SIMPSON CREEK 0.01 MILES S OF KY-55 (SR 49.5) 090B00023N.(12CCR)	R	BRO	2013	75,000	75,000
NELSON	4-1075	US 62	0.04	24.917	24.957	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US-62 OVER EAST FRK OF SIMPSON CREEK 0.01 MILES S OF KY-55 (SR 49.5) 090B00023N.(12CCR)	U	BRO	2013	75,000	75,000
NELSON	4-1075	US 62	0.04	24.917	24.957	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US-62 OVER EAST FRK OF SIMPSON CREEK 0.01 MILES S OF KY-55 (SR 49.5) 090B00023N.(12CCR)	C	BRO	2014	275,000	275,000
NELSON	4-1078	US 62	0.04	27.278	27.318	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 62 OVER HINKLE CREEK 0.012 MILE E OF KY 55(SR 34.6) 090B00096N (12CCR)	D	BRO	2013	100,000	100,000
NELSON	4-1078	US 62	0.04	27.278	27.318	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 62 OVER HINKLE CREEK 0.012 MILE E OF KY 55(SR 34.6) 090B00096N (12CCR)	R	BRO	2013	150,000	150,000
NELSON	4-1078	US 62	0.04	27.278	27.318	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 62 OVER HINKLE CREEK 0.012 MILE E OF KY 55(SR 34.6) 090B00096N (12CCR)	U	BRO	2013	150,000	150,000
NELSON	4-1078	US 62	0.04	27.278	27.318	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 62 OVER HINKLE CREEK 0.012 MILE E OF KY 55(SR 34.6) 090B00096N (12CCR)	C	BRO	2014	600,000	600,000

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NELSON	4-1079	KY 458	0.09	0	0.042	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON OLD TUNNEL MILL RD (KY 458) OVER CHAPLIN RIVER AT COUNTY LINE (SR 49.2) 090B00066 (12CCR)	D	BRO	2013	150,000	150,000
NELSON	4-1079	KY 458	0.09	0	0.042	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON OLD TUNNEL MILL RD (KY 458) OVER CHAPLIN RIVER AT COUNTY LINE (SR 49.2) 090B00066 (12CCR)	R	BRO	2013	90,000	90,000
NELSON	4-1079	KY 458	0.09	0	0.042	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON OLD TUNNEL MILL RD (KY 458) OVER CHAPLIN RIVER AT COUNTY LINE (SR 49.2) 090B00066 (12CCR)	U	BRO	2013	50,000	50,000
NELSON	4-1079	KY 458	0.09	0	0.042	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON OLD TUNNEL MILL RD (KY 458) OVER CHAPLIN RIVER AT COUNTY LINE (SR 49.2) 090B00066 (12CCR)	C	BRO	2014	1,100,000	1,100,000
NELSON	4-1083	CR 1327		3.411	3.451	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MOBLEY MILL RD (CR 1327) OVER FROMAN CREEK 0.72 MILE W OF LENORE RD (KY 2739)(SR 24.5) 090C00039N (12CCR)	D	BRX	2013	75,000	75,000
NELSON	4-1083	CR 1327		3.411	3.451	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MOBLEY MILL RD (CR 1327) OVER FROMAN CREEK 0.72 MILE W OF LENORE RD (KY 2739)(SR 24.5) 090C00039N (12CCR)	R	BRX	2013	75,000	75,000
NELSON	4-1083	CR 1327		3.411	3.451	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MOBLEY MILL RD (CR 1327) OVER FROMAN CREEK 0.72 MILE W OF LENORE RD (KY 2739)(SR 24.5) 090C00039N (12CCR)	U	BRX	2013	60,000	60,000
NELSON	4-1083	CR 1327		3.411	3.451	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MOBLEY MILL RD (CR 1327) OVER FROMAN CREEK 0.72 MILE W OF LENORE RD (KY 2739)(SR 24.5) 090C00039N (12CCR)	C	BRX	2014	750,000	750,000
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)(12CCR)	R	NH	2014	3,490,000	3,490,000
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)(12CCR)	U	NH	2014	7,580,000	7,580,000
NICHOLAS	9-205	KY 36	0.183	3.1	3.283	SAFETY	SAFETY(P)	RECONSTRUCT KY 36-KY 32 NEAR THE NICHOLAS COUNTY SCHOOLS PROPERTY. MP 3.10 TO MP 3.283. (12CCR)	D	STP	2013	750,000	750,000

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NICHOLAS	9-205	KY 36	0.183	3.1	3.283	SAFETY	SAFETY(P)	RECONSTRUCT KY 36-KY 32 NEAR THE NICHOLAS COUNTY SCHOOLS PROPERTY. MP 3.10 TO MP 3.283. (12CCR)	R	STP	2013	1,000,000	1,000,000
NICHOLAS	9-205	KY 36	0.183	3.1	3.283	SAFETY	SAFETY(P)	RECONSTRUCT KY 36-KY 32 NEAR THE NICHOLAS COUNTY SCHOOLS PROPERTY. MP 3.10 TO MP 3.283. (12CCR)	U	STP	2013	850,000	850,000
NICHOLAS	9-205	KY 36	0.183	3.1	3.283	SAFETY	SAFETY(P)	RECONSTRUCT KY 36-KY 32 NEAR THE NICHOLAS COUNTY SCHOOLS PROPERTY. MP 3.10 TO MP 3.283. (12CCR)	C	STP	2013	4,500,000	4,500,000
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	2013	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	2013	100,000	100,000
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	C	BRO	2014	2,000,000	2,000,000
NICHOLAS	9-8503	KY 1285		1.7	1.9	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE & APPROACHES ON KY 1285 OVER NORTH FORK OF SOMERSET CREEK (B05) 1.8 MILES NORTH OF THE JUNCTION OF KY 57 (SR 39.5)(10CCR)	R	BRX	2013	40,000	40,000
NICHOLAS	9-8503	KY 1285		1.7	1.9	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE & APPROACHES ON KY 1285 OVER NORTH FORK OF SOMERSET CREEK (B05) 1.8 MILES NORTH OF THE JUNCTION OF KY 57 (SR 39.5)(10CCR)	U	BRX	2013	120,000	120,000
NICHOLAS	9-8503	KY 1285		1.7	1.9	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE & APPROACHES ON KY 1285 OVER NORTH FORK OF SOMERSET CREEK (B05) 1.8 MILES NORTH OF THE JUNCTION OF KY 57 (SR 39.5)(10CCR)	C	BRX	2013	375,000	375,000
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	2013	100,000	100,000

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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	2013	75,000	75,000
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	C	BRO	2013	1,360,000	1,360,000
OHIO	2-1077	CR 1194	0.1	0.029	0.129	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1194 (MP 0.079) OVER THREEELICK CREEK; .15 MI W JCT CR 5172; (STRUCTURALLY DEFICIENT, SR=2) 092C00128N	R	BRZ	2014	100,000	100,000
OHIO	2-1077	CR 1194	0.1	0.029	0.129	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1194 (MP 0.079) OVER THREEELICK CREEK; .15 MI W JCT CR 5172; (STRUCTURALLY DEFICIENT, SR=2) 092C00128N	U	BRZ	2014	150,000	150,000
OHIO	2-1077	CR 1194	0.1	0.029	0.129	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1194 (MP 0.079) OVER THREEELICK CREEK; .15 MI W JCT CR 5172; (STRUCTURALLY DEFICIENT, SR=2) 092C00128N	C	BRZ	2016	340,000	340,000
OHIO	2-1083	US 62	0.04	11.892	11.932	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 62 OVER BRANCH OF THREE LICK FORK 0.23 MILE E OF GREEN MEADOWS DR (CS 6068)(SR 49.2)092B000032	D	BRO	2014	250,000	250,000
OHIO	2-1083	US 62	0.04	11.892	11.932	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 62 OVER BRANCH OF THREE LICK FORK 0.23 MILE E OF GREEN MEADOWS DR (CS 6068)(SR 49.2)092B000032	R	BRO	2015	200,000	200,000
OHIO	2-1083	US 62	0.04	11.892	11.932	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 62 OVER BRANCH OF THREE LICK FORK 0.23 MILE E OF GREEN MEADOWS DR (CS 6068)(SR 49.2)092B000032	U	BRO	2015	75,000	75,000
OHIO	2-1083	US 62	0.04	11.892	11.932	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 62 OVER BRANCH OF THREE LICK FORK 0.23 MILE E OF GREEN MEADOWS DR (CS 6068)(SR 49.2)092B000032	C	BRO	2016	625,000	625,000
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	2013	16,820,000	16,820,000

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OLDHAM	5-410					SAFETY	BIKE/PED FACIL(O)	INTER-URBAN GREENWAY: CONSTRUCT A NON-MOTORIZED CORRIDOR FROM LAGRANGE TO JEFFERSON COUNTY LINE. (LOU T.I.P.) (LOCAL MATCH) (ALL WORK BY OLDHAM COUNTY) (2002BOPC) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	U	SLO	2013	50,000	50,000
OLDHAM	5-410.01					SAFETY	PREFINANCD CONVRSN(O)	INTER-URBAN GREENWAY: CONSTRUCT A NON-MOTORIZED CORRIDOR FROM LAGRANGE TO JEFFERSON COUNTY LINE. (ADDITIONAL FUNDING FOR C PHASE) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2013	440,000	440,000
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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	R	SLO	2013	3,190,000	3,190,000
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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	U	SLO	2013	1,350,000	1,350,000
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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2014	9,750,000	9,750,000
OLDHAM	5-440.1	KY 1793		1.542	1.828	SAFETY	SAFETY(P)	CONSTRUCT SIDEWALKS ON KY 1793 FROM RIDGEVIEW DRIVE TO SETTLERS POINT TRAIL, AND A SIDEWALK CONNECTION FROM TIMOTHY WAY TO PEGGY BAKER PARK. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLO	2013	72,690	72,690
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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	R	SLO	2013	2,850,000	2,850,000

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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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	U	SLO	2013	770,000	770,000
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) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	2014	4,010,000	4,010,000
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	2013	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	2013	420,000	420,000
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	2013	610,000	610,000
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	2013	840,000	840,000
OLDHAM	5-468					RELIABILITY	CONGESTION MITIGTN(O)	CONSTRUCTION OF A PARK AND RIDE FACILITY INCLUDING A PARKING LOT, SHELTER, PLAYGROUND, BIKE LOCKERS, WALKWAYS, AND A 1000' ACCESS ROAD LOCATED ON APPLE PATCH WAY OFF OF KY-329 NEAR I-71 EXIT 14 IN CRESTWOOD.(2010BOPC)	C	CM	2013	702,551	702,551
OWEN	6-1066	KY 355	0.1	13.307	13.457	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); (094B000009N)	R	BRX	2013	80,000	80,000

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OWEN	6-1066	KY 355	0.1	13.307	13.457	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	2013	50,000	50,000
OWEN	6-1066	KY 355	0.1	13.307	13.457	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	2013	1,990,000	1,990,000
OWSLEY	10-1084	KY 30	0.1	5.066	5.13	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	2013	440,000	440,000
OWSLEY	10-1084	KY 30	0.1	5.066	5.13	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	2013	3,790,000	3,790,000
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	R	BRZ	2014	100,000	100,000
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	U	BRZ	2014	50,000	50,000
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	C	BRZ	2016	430,000	430,000
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) 096B00038N	R	BRX	2014	75,000	75,000
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) 096B00038N	U	BRX	2014	50,000	50,000
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) 096B00038N	C	BRX	2016	400,000	400,000

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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) 096B00004N	R	BRX	2014	100,000	100,000
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) 096B00004N	U	BRX	2014	75,000	75,000
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) 096B00004N	C	BRX	2016	2,350,000	2,350,000
PENDLETON	6-1081	KY 330	0.04	8.638	8.678	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 330 OVER SHORT CREEK 0.35 MILE N OF J H GODMAN RD (CR 1238)(SR 47.3) 096B00012N	D	BRO	2014	350,000	350,000
PENDLETON	6-1081	KY 330	0.04	8.638	8.678	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 330 OVER SHORT CREEK 0.35 MILE N OF J H GODMAN RD (CR 1238)(SR 47.3) 096B00012N	R	BRO	2015	50,000	50,000
PENDLETON	6-1081	KY 330	0.04	8.638	8.678	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 330 OVER SHORT CREEK 0.35 MILE N OF J H GODMAN RD (CR 1238)(SR 47.3) 096B00012N	U	BRO	2015	25,000	25,000
PENDLETON	6-1081	KY 330	0.04	8.638	8.678	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 330 OVER SHORT CREEK 0.35 MILE N OF J H GODMAN RD (CR 1238)(SR 47.3) 096B00012N	C	BRO	2016	500,000	500,000
PERRY	10-158	KY 15	1.243	13.269	14.512	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY, UPGRADE GEOMETRICS, AND ADDRESS CAPACITY ISSUES FOR KY 15 IN PERRY COUNTY FROM MORTON BOULEVARD TO KY 15 BYPASS	D	NH	2013	1,500,000	1,500,000
PERRY	10-158	KY 15	1.243	13.269	14.512	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY, UPGRADE GEOMETRICS, AND ADDRESS CAPACITY ISSUES FOR KY 15 IN PERRY COUNTY FROM MORTON BOULEVARD TO KY 15 BYPASS	R	NH	2015	9,875,000	9,875,000
PERRY	10-158	KY 15	1.243	13.269	14.512	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY, UPGRADE GEOMETRICS, AND ADDRESS CAPACITY ISSUES FOR KY 15 IN PERRY COUNTY FROM MORTON BOULEVARD TO KY 15 BYPASS	U	NH	2016	575,000	575,000
PERRY	10-159	KY 15	2.314	14.486	16.8	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY, UPGRADE GEOMETRICS, AND ADDRESS CAPACITY ISSUES FOR KY 15 FROM MORTON BOULEVARD TO BONNYMAN. (12CCR)	D	NH	2013	300,000	300,000

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PERRY	10-159	KY 15	2.314	14.486	16.8	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY, UPGRADE GEOMETRICS, AND ADDRESS CAPACITY ISSUES FOR KY 15 FROM MORTON BOULEVARD TO BONNYMAN. (12CCR)	R	NH	2014	6,000,000	6,000,000
PERRY	10-159	KY 15	2.314	14.486	16.8	RELIABILITY	RECONSTRUCTION(O)	IMPROVE SAFETY, UPGRADE GEOMETRICS, AND ADDRESS CAPACITY ISSUES FOR KY 15 FROM MORTON BOULEVARD TO BONNYMAN. (12CCR)	U	NH	2014	1,800,000	1,800,000
PERRY	10-269	KY 15	2.4	14.486	16.847	RELIABILITY	MAJOR WIDENING(O)	HAZARD-MOUNTAIN PARKWAY; RECONSTRUCT FROM 0.7 MI NORTH OF KY-550 TO 0.8 MI NORTH OF KY-267 (CONST PHASE IN ITEM NO. 10-269.02)(RU-04DEOB)(12CCN)	R	NH	2015	4,730,000	4,730,000
PERRY	10-269	KY 15	2.4	14.486	16.847	RELIABILITY	MAJOR WIDENING(O)	HAZARD-MOUNTAIN PARKWAY; RECONSTRUCT FROM 0.7 MI NORTH OF KY-550 TO 0.8 MI NORTH OF KY-267 (CONST PHASE IN ITEM NO. 10-269.02)(RU-04DEOB)(12CCN)	U	NH	2015	1,560,000	1,560,000
PERRY	10-1082	KY 80	0.1	6.92	7.32	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	2013	630,000	630,000
PERRY	10-1082	KY 80	0.1	6.92	7.32	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	2013	240,000	240,000
PERRY	10-1082	KY 80	0.1	6.92	7.32	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON KY-80 AT THE CSX RAILROAD AND KENTUCKY RIVER (B29). (SR=6.5); (097B00029N)(10CCR)	C	BRO	2013	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	R	BRO	2013	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	2013	25,000	25,000

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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	C	BRO	2013	1,300,000	1,300,000
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	R	BRO	2013	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	2013	125,000	125,000
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	C	BRO	2013	3,000,000	3,000,000
PERRY	10-1101	KY 1166	0.04	2.137	2.177	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON RIGHT FORK MACES CREEK RD (KY 1166) OVER RIGHT FORK MACES CREEK AT INTERSECTION WITH HUNTER RIDGE LN (CR 1226Q3)(SR 36.3) 097B00101N	D	BRO	2013	200,000	200,000
PERRY	10-1101	KY 1166	0.04	2.137	2.177	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON RIGHT FORK MACES CREEK RD (KY 1166) OVER RIGHT FORK MACES CREEK AT INTERSECTION WITH HUNTER RIDGE LN (CR 1226Q3)(SR 36.3) 097B00101N	R	BRO	2014	50,000	50,000
PERRY	10-1101	KY 1166	0.04	2.137	2.177	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON RIGHT FORK MACES CREEK RD (KY 1166) OVER RIGHT FORK MACES CREEK AT INTERSECTION WITH HUNTER RIDGE LN (CR 1226Q3)(SR 36.3) 097B00101N	U	BRO	2014	50,000	50,000
PERRY	10-1101	KY 1166	0.04	2.137	2.177	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON RIGHT FORK MACES CREEK RD (KY 1166) OVER RIGHT FORK MACES CREEK AT INTERSECTION WITH HUNTER RIDGE LN (CR 1226Q3)(SR 36.3) 097B00101N	C	BRO	2015	500,000	500,000

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PERRY	10-1102	KY 1146	0.04	2.679	2.712	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BULAN HINER RD (KY 1146) OVER TRACE FORK AT JCT WITH KENTUCKY HIGHWAY 476 (KY 476)(SR 25.5) 097B00103N	D	BRO	2013	300,000	300,000
PERRY	10-1102	KY 1146	0.04	2.679	2.712	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BULAN HINER RD (KY 1146) OVER TRACE FORK AT JCT WITH KENTUCKY HIGHWAY 476 (KY 476)(SR 25.5) 097B00103N	R	BRO	2015	200,000	200,000
PERRY	10-1102	KY 1146	0.04	2.679	2.712	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BULAN HINER RD (KY 1146) OVER TRACE FORK AT JCT WITH KENTUCKY HIGHWAY 476 (KY 476)(SR 25.5) 097B00103N	U	BRO	2015	150,000	150,000
PERRY	10-1103	KY 2021	0.04	1.075	1.115	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BIG WILLARD RD (KY 2021) OVER WILLARD CREEK AT INTERSECTION WITH BEECH NUT LN (CR 1213)(SR 44.6) 097B00027N	D	BRO	2014	200,000	200,000
PERRY	10-1103	KY 2021	0.04	1.075	1.115	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BIG WILLARD RD (KY 2021) OVER WILLARD CREEK AT INTERSECTION WITH BEECH NUT LN (CR 1213)(SR 44.6) 097B00027N	R	BRO	2015	100,000	100,000
PERRY	10-1103	KY 2021	0.04	1.075	1.115	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BIG WILLARD RD (KY 2021) OVER WILLARD CREEK AT INTERSECTION WITH BEECH NUT LN (CR 1213)(SR 44.6) 097B00027N	U	BRO	2015	50,000	50,000
PERRY	10-1103	KY 2021	0.04	1.075	1.115	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BIG WILLARD RD (KY 2021) OVER WILLARD CREEK AT INTERSECTION WITH BEECH NUT LN (CR 1213)(SR 44.6) 097B00027N	C	BRO	2016	600,000	600,000
PERRY	10-1104	CR 1539		0	0.03	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON OLD BEECH FORK RD (CR 1539) OVER LEATHERWOOD CREEK AT JCT WITH KENTUCKY HIGHWAY 699 (KY 699)(SR 7.3) 097C00045N	D	BRZ	2013	225,000	225,000
PERRY	10-1104	CR 1539		0	0.03	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON OLD BEECH FORK RD (CR 1539) OVER LEATHERWOOD CREEK AT JCT WITH KENTUCKY HIGHWAY 699 (KY 699)(SR 7.3) 097C00045N	R	BRZ	2014	50,000	50,000

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PERRY	10-1104	CR 1539		0	0.03	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON OLD BEECH FORK RD (CR 1539) OVER LEATHERWOOD CREEK AT JCT WITH KENTUCKY HIGHWAY 699 (KY 699)(SR 7.3) 097C00045N	U	BRZ	2014	50,000	50,000
PERRY	10-1104	CR 1539		0	0.03	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON OLD BEECH FORK RD (CR 1539) OVER LEATHERWOOD CREEK AT JCT WITH KENTUCKY HIGHWAY 699 (KY 699)(SR 7.3) 097C00045N	C	BRZ	2015	500,000	500,000
PERRY	10-1107	CR 1107		0.062	0.102	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BLACK HAWK RD (CR 1107) OVER CARR FORK AT JCT WITH RAPTOR LN (CR 1179)(SR 4.3) 097C00006N	D	BRZ	2013	200,000	200,000
PERRY	10-1107	CR 1107		0.062	0.102	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BLACK HAWK RD (CR 1107) OVER CARR FORK AT JCT WITH RAPTOR LN (CR 1179)(SR 4.3) 097C00006N	R	BRZ	2014	50,000	50,000
PERRY	10-1107	CR 1107		0.062	0.102	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BLACK HAWK RD (CR 1107) OVER CARR FORK AT JCT WITH RAPTOR LN (CR 1179)(SR 4.3) 097C00006N	U	BRZ	2014	50,000	50,000
PERRY	10-1107	CR 1107		0.062	0.102	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON BLACK HAWK RD (CR 1107) OVER CARR FORK AT JCT WITH RAPTOR LN (CR 1179)(SR 4.3) 097C00006N	C	BRZ	2015	750,000	750,000
PIKE	12-66.01	I 66				RELIABILITY	NEW ROUTE(O)	I-66 PIKE COUNTY, KENTUCKY. (05KYD-KY088)	C	KYD	2013	983,928	983,928
PIKE	12-66.1	I 66	9.5			RELIABILITY	NEW ROUTE(O)	FROM US-23 NEAR PIKEVILLE, NE TO KIMPER. (04KYD-KY068)	D	KYD	2013	2,000,000	2,000,000
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	2013	52,000,000	41,600,000
PIKE	12-263.63	US 460	1.7			RELIABILITY	PREFINANCD CONVRSN(O)	PIKEVILLE TO VA. STATE LINE; US460/KY80 FROM KY-195 TO EAST OF POND CREEK - SECTION 6A. (ADDITIONAL FUNDING FOR C PHASE 12-263.61)	C	APD	2014	30,000,000	24,000,000
PIKE	12-263.67	US 460	0.4			RELIABILITY	RELOCATION(O)	PIKEVILLE TO VA. STATE LINE; US-460/KY-80 FROM DUNLEARY HOLLOW TO KY-80 AT BEAVER CREEK (SECTION 6C) BRIDGE ONLY.	C	APD	2015	30,300,000	24,240,000

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PIKE	12-263.68	US 460	0.4			RELIABILITY	PREFINANCD CONVRSN(O)	PIKEVILLE TO VA. STATE LINE; US-460/KY-80 FROM DUNLEARY HOLLOW TO KY-80 AT BEAVER CREEK (SECTION 6C) BRIDGE ONLY. (ADDITIONAL FUNDING FOR C PHASE 12-263.67)	C	APD	2016	29,000,000	23,200,000
PIKE	12-263.74	US 460	0.6			RELIABILITY	PREFINANCD CONVRSN(O)	PIKEVILLE TO VA. STATE LINE; US 460/KY 80 AT BEAVER CREEK NEAR BEAVER BOTTOM (SECTION 7A-2), RAMP 2, GRADE, DRAIN AND SURFACING.	C	APD	2015	19,000,000	15,200,000
PIKE	12-263.76	US 460	1.1			RELIABILITY	PREFINANCD CONVRSN(O)	PIKEVILLE TO VA. STATE LINE; US460/KY80 FROM EAST OF BEAVER BOTTOM TO BEAVER CREEK NEAR FLAT FORK (SECTION 7B). (ADDITIONAL FUNDING FOR C PHASE 12-263.74)	C	APD	2016	10,000,000	8,000,000
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 BEAVER CREEK STATION 885+00 NEAR KY 1373 (SECTION 8A).	C	APD	2013	25,100,000	20,080,000
PIKE	12-1076	KY 199	0.1	8.608	8.648	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON KY-199 OVER POND CREEK (B33)(SR=46.8); (098B00033N)	C	BRO	2013	960,000	960,000
PIKE	12-1098	CR 1584	0.1	0.04	0.08	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)	R	BRZ	2013	100,000	100,000
PIKE	12-1098	CR 1584	0.1	0.04	0.08	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)	U	BRZ	2013	200,000	200,000
PIKE	12-1098	CR 1584	0.1	0.04	0.08	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)	C	BRZ	2014	625,000	625,000
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	R	BRX	2014	140,000	140,000
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	U	BRX	2014	110,000	110,000

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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	C	BRX	2016	550,000	550,000
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	R	BRX	2014	80,000	80,000
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	U	BRX	2014	110,000	110,000
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	C	BRX	2016	410,000	410,000
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	R	BRO	2014	200,000	200,000
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	U	BRO	2014	340,000	340,000
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	C	BRO	2016	1,100,000	1,100,000
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	R	BRO	2014	90,000	90,000
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	U	BRO	2014	100,000	100,000
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	C	BRO	2016	370,000	370,000

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PIKE	12-1115	KY 1441	0.04	10.279	10.319	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FISHTRAP RD (KY 1441) OVER RACCOON CREEK AT INTERSECTION WITH COON CREEK (CR 1371)(SR 37.9) 098B00093N	D	BRO	2013	375,000	375,000
PIKE	12-1115	KY 1441	0.04	10.279	10.319	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FISHTRAP RD (KY 1441) OVER RACCOON CREEK AT INTERSECTION WITH COON CREEK (CR 1371)(SR 37.9) 098B00093N	R	BRO	2014	400,000	400,000
PIKE	12-1115	KY 1441	0.04	10.279	10.319	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FISHTRAP RD (KY 1441) OVER RACCOON CREEK AT INTERSECTION WITH COON CREEK (CR 1371)(SR 37.9) 098B00093N	U	BRO	2014	225,000	225,000
PIKE	12-1115	KY 1441	0.04	10.279	10.319	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FISHTRAP RD (KY 1441) OVER RACCOON CREEK AT INTERSECTION WITH COON CREEK (CR 1371)(SR 37.9) 098B00093N	C	BRO	2016	950,000	950,000
POWELL	10-1085	KY 11	0.1	4	4.19	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	2013	50,000	50,000
POWELL	10-1085	KY 11	0.1	4	4.19	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	2013	80,000	80,000
POWELL	10-1085	KY 11	0.1	4	4.19	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	2013	850,000	850,000
POWELL	10-1097	KY 1057	0.04	3.138	3.178	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-1057 OVER FRAMES BRANCH 0.01 N OF WILLOUGHBY RD (CR-1237) (SR 38.3) 099B00079N.	D	BRO	2013	175,000	175,000
POWELL	10-1097	KY 1057	0.04	3.138	3.178	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-1057 OVER FRAMES BRANCH 0.01 N OF WILLOUGHBY RD (CR-1237) (SR 38.3) 099B00079N.	R	BRO	2014	50,000	50,000
POWELL	10-1097	KY 1057	0.04	3.138	3.178	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-1057 OVER FRAMES BRANCH 0.01 N OF WILLOUGHBY RD (CR-1237) (SR 38.3) 099B00079N.	U	BRO	2014	50,000	50,000

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POWELL	10-1097	KY 1057	0.04	3.138	3.178	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-1057 OVER FRAMES BRANCH 0.01 N OF WILLOUGHBY RD (CR-1237) (SR 38.3) 099B00079N.	C	BRO	2015	500,000	500,000
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	NH	2013	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	NH	2013	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	NH	2013	1,629,000	1,629,000
PULASKI	8-59.5		4.55			RELIABILITY	NEW ROUTE(O)	SOMERSET NORTHERN BYPASS (I-66) SECTION 3; FROM WEST OF THE BRIDGE OVER US-27 AND THE SOUTHERN RR, E TO KY-39 N OF BROYLES RD. (INCLUDES I-CHING AT KY-39). (CONST SEQ. 3) (2002BOP)(04KYD)(05KYD)	C	KYD	2013	1,135,713	1,135,713
PULASKI	8-119	KY 914	3.2	10.1	13.3	RELIABILITY	MAJOR WIDENING(O)	SOMERSET SOUTHEAST BYPASS; MAJOR WIDENING TO 4 LANES FROM APPROXIMATELY 0.4 MI WEST OF KY 769 TO KY 80. (12CCR)	D	STP	2013	500,000	500,000
PULASKI	8-119	KY 914	3.2	10.1	13.3	RELIABILITY	MAJOR WIDENING(O)	SOMERSET SOUTHEAST BYPASS; MAJOR WIDENING TO 4 LANES FROM APPROXIMATELY 0.4 MI WEST OF KY 769 TO KY 80. (12CCR)	R	STP	2014	300,000	300,000
PULASKI	8-119	KY 914	3.2	10.1	13.3	RELIABILITY	MAJOR WIDENING(O)	SOMERSET SOUTHEAST BYPASS; MAJOR WIDENING TO 4 LANES FROM APPROXIMATELY 0.4 MI WEST OF KY 769 TO KY 80. (12CCR)	U	STP	2014	300,000	300,000
PULASKI	8-908	US 27	0.158	16.862	17.02	SAFETY	SAFETY-HAZARD ELIM(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	SAF	2013	34,000	34,000
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)	R	BRX	2013	290,000	290,000

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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=1.5); (100B00023N)	U	BRX	2013	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=1.5); (100B00023N)	C	BRX	2013	680,000	680,000
PULASKI	8-1054	KY 196	0.04	5.568	5.608	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 196 OVER SPUTTER CREEK 0.757 MILE W OF KY 1664(SR 30.5) 100B000026N	D	BRO	2013	300,000	300,000
PULASKI	8-1054	KY 196	0.04	5.568	5.608	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 196 OVER SPUTTER CREEK 0.757 MILE W OF KY 1664(SR 30.5) 100B000026N	R	BRO	2014	60,000	60,000
PULASKI	8-1054	KY 196	0.04	5.568	5.608	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 196 OVER SPUTTER CREEK 0.757 MILE W OF KY 1664(SR 30.5) 100B000026N	U	BRO	2014	160,000	160,000
PULASKI	8-1054	KY 196	0.04	5.568	5.608	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 196 OVER SPUTTER CREEK 0.757 MILE W OF KY 1664(SR 30.5) 100B000026N	C	BRO	2015	580,000	580,000
PULASKI	8-1056	KY 1674	0.04	2.421	2.461	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1674 OVER BIG CLIFTY CREEK AT BETHLEHEM RIDGE RD (CR 1672)(SR 44.7) 100B000056N	D	BRO	2014	350,000	350,000
PULASKI	8-1056	KY 1674	0.04	2.421	2.461	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1674 OVER BIG CLIFTY CREEK AT BETHLEHEM RIDGE RD (CR 1672)(SR 44.7) 100B000056N	R	BRO	2015	45,000	45,000
PULASKI	8-1056	KY 1674	0.04	2.421	2.461	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1674 OVER BIG CLIFTY CREEK AT BETHLEHEM RIDGE RD (CR 1672)(SR 44.7) 100B000056N	U	BRO	2015	100,000	100,000
PULASKI	8-1056	KY 1674	0.04	2.421	2.461	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1674 OVER BIG CLIFTY CREEK AT BETHLEHEM RIDGE RD (CR 1672)(SR 44.7) 100B000056N	C	BRO	2016	860,000	860,000
PULASKI	8-1059	CR 1086		1.013	1.053	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON GLADE FORK RD (CR 1086) OVER GLADE FORK CREEK 0.06 MILE S OF JIM WEAVER RD (CR 1087)(SR 18.6) 100C00010N	D	BRZ	2013	250,000	250,000
PULASKI	8-1059	CR 1086		1.013	1.053	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON GLADE FORK RD (CR 1086) OVER GLADE FORK CREEK 0.06 MILE S OF JIM WEAVER RD (CR 1087)(SR 18.6) 100C00010N	R	BRZ	2014	50,000	50,000

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PULASKI	8-1059	CR 1086		1.013	1.053	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON GLADE FORK RD (CR 1086) OVER GLADE FORK CREEK 0.06 MILE S OF JIM WEAVER RD (CR 1087)(SR 18.6) 100C00010N	U	BRZ	2014	120,000	120,000
PULASKI	8-1059	CR 1086		1.013	1.053	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON GLADE FORK RD (CR 1086) OVER GLADE FORK CREEK 0.06 MILE S OF JIM WEAVER RD (CR 1087)(SR 18.6) 100C00010N	C	BRZ	2015	570,000	570,000
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	2013	1,500,000	1,500,000
ROCKCASTLE	8-1052	KY 1505	0.04	0.046	0.086	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1505 OVER DIX RIVER 0.037 EAST OF KY 2250 (OLD US-150) (SR 25.2) 102B00046N.	D	BRO	2013	400,000	400,000
ROCKCASTLE	8-1052	KY 1505	0.04	0.046	0.086	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1505 OVER DIX RIVER 0.037 EAST OF KY 2250 (OLD US-150) (SR 25.2) 102B00046N.	R	BRO	2014	60,000	60,000
ROCKCASTLE	8-1052	KY 1505	0.04	0.046	0.086	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1505 OVER DIX RIVER 0.037 EAST OF KY 2250 (OLD US-150) (SR 25.2) 102B00046N.	U	BRO	2014	225,000	225,000
ROCKCASTLE	8-1052	KY 1505	0.04	0.046	0.086	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1505 OVER DIX RIVER 0.037 EAST OF KY 2250 (OLD US-150) (SR 25.2) 102B00046N.	C	BRO	2015	1,300,000	1,300,000
ROCKCASTLE	8-1053	KY 1787	0.04	3.614	3.654	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1787 OVER DAVIS BRANCH 0.07 S OF SALT SPRINGS HOLLOW RD(CR-1048)(SR 37.5) 102B00038N	D	BRO	2013	300,000	300,000
ROCKCASTLE	8-1053	KY 1787	0.04	3.614	3.654	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1787 OVER DAVIS BRANCH 0.07 S OF SALT SPRINGS HOLLOW RD(CR-1048)(SR 37.5) 102B00038N	R	BRO	2014	40,000	40,000
ROCKCASTLE	8-1053	KY 1787	0.04	3.614	3.654	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1787 OVER DAVIS BRANCH 0.07 S OF SALT SPRINGS HOLLOW RD(CR-1048)(SR 37.5) 102B00038N	U	BRO	2014	110,000	110,000
ROCKCASTLE	8-1053	KY 1787	0.04	3.614	3.654	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1787 OVER DAVIS BRANCH 0.07 S OF SALT SPRINGS HOLLOW RD(CR-1048)(SR 37.5) 102B00038N	C	BRO	2015	690,000	690,000
ROCKCASTLE	8-1057	CR 1071		1.713	1.753	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON WILDIE RD (CR 1071) OVER CLEAR CREEK 0.67 MILE S OF DISPUTANTA RD (KY 1787)(SR 17.6) 102C00008N	D	BRZ	2013	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
ROCKCASTLE	8-1057	CR 1071		1.713	1.753	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON WILDIE RD (CR 1071) OVER CLEAR CREEK 0.67 MILE S OF DISPUTANTA RD (KY 1787)(SR 17.6) 102C00008N	R	BRZ	2014	50,000	50,000
ROCKCASTLE	8-1057	CR 1071		1.713	1.753	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON WILDIE RD (CR 1071) OVER CLEAR CREEK 0.67 MILE S OF DISPUTANTA RD (KY 1787)(SR 17.6) 102C00008N	U	BRZ	2014	100,000	100,000
ROCKCASTLE	8-1057	CR 1071		1.713	1.753	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON WILDIE RD (CR 1071) OVER CLEAR CREEK 0.67 MILE S OF DISPUTANTA RD (KY 1787)(SR 17.6) 102C00008N	C	BRZ	2015	560,000	560,000
ROCKCASTLE	8-1058	CR 1071		2.181	2.221	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON WILDIE RD (CR 1071) OVER CLEAR CREEK 0.2 MILE S OF DISPUTANTA RD (KY 1787)(SR 17.6) 102C00009N	D	BRZ	2013	250,000	250,000
ROCKCASTLE	8-1058	CR 1071		2.181	2.221	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON WILDIE RD (CR 1071) OVER CLEAR CREEK 0.2 MILE S OF DISPUTANTA RD (KY 1787)(SR 17.6) 102C00009N	R	BRZ	2014	50,000	50,000
ROCKCASTLE	8-1058	CR 1071		2.181	2.221	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON WILDIE RD (CR 1071) OVER CLEAR CREEK 0.2 MILE S OF DISPUTANTA RD (KY 1787)(SR 17.6) 102C00009N	U	BRZ	2014	100,000	100,000
ROCKCASTLE	8-1058	CR 1071		2.181	2.221	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON WILDIE RD (CR 1071) OVER CLEAR CREEK 0.2 MILE S OF DISPUTANTA RD (KY 1787)(SR 17.6) 102C00009N	C	BRZ	2015	570,000	570,000
ROWAN	9-1061	US 60	0.1	14.855	14.955	RELIABILITY	BRIDGE REPLACEMENT(P)	ON US-60 OVER HAYS BRANCH (B06). (SR=13.3): (103B00006N)	U	BRO	2013	430,000	430,000
ROWAN	9-1061	US 60	0.1	14.855	14.955	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON US-60 OVER HAYS BRANCH (B06). (SR=13.3): (103B00006N)	C	BRO	2013	1,500,000	1,500,000
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	R	BRO	2014	100,000	100,000
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	U	BRO	2014	75,000	75,000
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	C	BRO	2016	570,000	570,000

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ROWAN	9-1086	CR 1070		0.01	0.05	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HAMILTON RD (CR 1070) OVER TRIPLETT CREEK 0.02 MILE N OF US 60 (SR 26.1) 103C00056N	D	BRZ	2013	350,000	350,000
ROWAN	9-1086	CR 1070		0.01	0.05	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HAMILTON RD (CR 1070) OVER TRIPLETT CREEK 0.02 MILE N OF US 60 (SR 26.1) 103C00056N	R	BRZ	2014	50,000	50,000
ROWAN	9-1086	CR 1070		0.01	0.05	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HAMILTON RD (CR 1070) OVER TRIPLETT CREEK 0.02 MILE N OF US 60 (SR 26.1) 103C00056N	U	BRZ	2014	10,000	10,000
ROWAN	9-1086	CR 1070		0.01	0.05	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HAMILTON RD (CR 1070) OVER TRIPLETT CREEK 0.02 MILE N OF US 60 (SR 26.1) 103C00056N	C	BRZ	2015	400,000	400,000
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	2013	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	2013	13,500,000	13,500,000
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)(12CCR)	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)(12CCR)	U	STP	2013	3,360,000	3,360,000
SCOTT	7-212	US 460	1.6	7.055	8.583	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-460 FROM KY-227 AT GREAT CROSSING TO APPROX. 0.3 MILE EAST OF GEORGETOWN BYPASS (US 460B). (04CCR)(10CCR)	R	STP	2013	1,840,000	1,840,000
SCOTT	7-212	US 460	1.6	7.055	8.583	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-460 FROM KY-227 AT GREAT CROSSING TO APPROX. 0.3 MILE EAST OF GEORGETOWN BYPASS (US 460B). (04CCR)(10CCR)	U	STP	2013	500,000	500,000

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SCOTT	7-212	US 460	1.6	7.055	8.583	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-460 FROM KY-227 AT GREAT CROSSING TO APPROX. 0.3 MILE EAST OF GEORGETOWN BYPASS (US 460B). (04CCCR)(10CCR)	C	STP	2013	3,340,000	3,340,000
SCOTT	7-1127	KY 1689	0.04	1.801	1.841	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1689 OVER LECOMPTES RUN 0.46 MILE W OF KY 227(SR 37.5) 105B00038N	D	BRO	2013	300,000	300,000
SCOTT	7-1127	KY 1689	0.04	1.801	1.841	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1689 OVER LECOMPTES RUN 0.46 MILE W OF KY 227(SR 37.5) 105B00038N	R	BRO	2014	60,000	60,000
SCOTT	7-1127	KY 1689	0.04	1.801	1.841	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1689 OVER LECOMPTES RUN 0.46 MILE W OF KY 227(SR 37.5) 105B00038N	U	BRO	2014	60,000	60,000
SCOTT	7-1127	KY 1689	0.04	1.801	1.841	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1689 OVER LECOMPTES RUN 0.46 MILE W OF KY 227(SR 37.5) 105B00038N	C	BRO	2015	600,000	600,000
SHELBY	5-65.25	164	0.4	27.361	27.786	RELIABILITY	I-CHANGE RECONST(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	2013	110,000	110,000
SHELBY	5-65.25	164	0.4	27.361	27.786	RELIABILITY	I-CHANGE RECONST(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	2013	1,270,000	1,270,000
SHELBY	5-65.25	164	0.4	27.361	27.786	RELIABILITY	I-CHANGE RECONST(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	2013	2,380,000	2,380,000
SHELBY	5-65.3	164	4.3	28	32.3	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCT KY-55 INTERCHANGE. (2006BOPC)(NH PORTION)(12CCR)	C	NH	2013	1,500,000	1,500,000
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 (TO BE LET WITH 5-65.25) (02KYD)(NCPD)(2004BOPC) (08CCR)(10CCR)(12CCR)	C	STP	2013	7,920,000	7,920,000
SHELBY	5-1041	CR 1329	0.1	0.35	0.42	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER CLEAR CREEK (C47) 0.1 MI N OF WASHINGTON STREET/US-60W. (SR=17.7) (10CCN)	C	BRX	2013	940,000	940,000
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	2013	110,000	110,000

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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	R	BRO	2014	100,000	100,000
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	U	BRO	2014	70,000	70,000
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	C	BRO	2016	570,000	570,000
SHELBY	5-1063	KY 55	0.04	3.839	3.879	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-55 OVER BULL SKIN CREEK 0.18 MILE N OF HERITAGE LN (PR-1212)(SR 35.9) 106B00020N.	D	BRO	2013	250,000	250,000
SHELBY	5-1063	KY 55	0.04	3.839	3.879	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-55 OVER BULL SKIN CREEK 0.18 MILE N OF HERITAGE LN (PR-1212)(SR 35.9) 106B00020N.	R	BRO	2014	100,000	100,000
SHELBY	5-1063	KY 55	0.04	3.839	3.879	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-55 OVER BULL SKIN CREEK 0.18 MILE N OF HERITAGE LN (PR-1212)(SR 35.9) 106B00020N.	U	BRO	2014	100,000	100,000
SHELBY	5-1063	KY 55	0.04	3.839	3.879	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-55 OVER BULL SKIN CREEK 0.18 MILE N OF HERITAGE LN (PR-1212)(SR 35.9) 106B00020N.	C	BRO	2015	850,000	850,000
SHELBY	5-1069	CR 1036		0.462	0.502	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON SCRABBLE RD (CR 1036) OVER BACKBONE CREEK 0.47 MILE E OF CEDARMORE RD (KY 1922)(SR 44.2) 106C00055N	D	BRZ	2014	150,000	150,000
SHELBY	5-1069	CR 1036		0.462	0.502	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON SCRABBLE RD (CR 1036) OVER BACKBONE CREEK 0.47 MILE E OF CEDARMORE RD (KY 1922)(SR 44.2) 106C00055N	R	BRZ	2016	20,000	20,000
SHELBY	5-1069	CR 1036		0.462	0.502	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON SCRABBLE RD (CR 1036) OVER BACKBONE CREEK 0.47 MILE E OF CEDARMORE RD (KY 1922)(SR 44.2) 106C00055N	U	BRZ	2016	10,000	10,000
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	2013	110,000	110,000

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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	2013	110,000	110,000
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)(12CCR)	R	STP	2013	560,000	560,000
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)(12CCR)	U	STP	2013	1,340,000	1,340,000
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	2013	9,970,000	9,970,000
SIMPSON	3-8-3	US 31W	2.6	2.732	5.273	RELIABILITY	MAJOR WIDENING(O)	US-31W SECTION 3: FROM NORTH OF I-65 INTERCHANGE TO KY-1008 AT FRANKLIN. (04CCR)(08CCR)(10CCR)	C	STP	2013	7,580,000	7,580,000
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). (12CCR)	R	STP	2013	2,000,000	2,000,000
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). (12CCR)	U	STP	2013	1,560,000	1,560,000
SPENCER	5-1033	KY 55	0.2	5.93	6.4	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE SALT RIVER BRIDGE IN TAYLORSVILLE (B04). (SR=41.2)(08CCR):	U	BRO	2013	550,000	550,000
SPENCER	5-1033	KY 55	0.2	5.93	6.4	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE SALT RIVER BRIDGE IN TAYLORSVILLE (B04). (SR=41.2)(08CCR):	C	BRO	2014	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	2013	160,000	160,000
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	R	BRX	2014	80,000	80,000
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	U	BRX	2014	40,000	40,000

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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 U & C) (12CCR)	D	HPP	2013	3,819,200	3,819,200
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 U & C) (12CCR)	R	STP	2013	1,050,000	1,050,000
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	2013	60,000	60,000
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)	C	BRZ	2013	1,630,000	1,630,000
TAYLOR	4-1082	CR 1001		1.58	1.62	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON WISE RD (CR 1001) OVER LONG BRANCH .08 MILE W OF LONG BRANCH RD (CR 1002)(SR 23.7) 109C00001N	D	BRZ	2013	50,000	50,000
TAYLOR	4-1082	CR 1001		1.58	1.62	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON WISE RD (CR 1001) OVER LONG BRANCH .08 MILE W OF LONG BRANCH RD (CR 1002)(SR 23.7) 109C00001N	R	BRZ	2014	25,000	25,000
TAYLOR	4-1082	CR 1001		1.58	1.62	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON WISE RD (CR 1001) OVER LONG BRANCH .08 MILE W OF LONG BRANCH RD (CR 1002)(SR 23.7) 109C00001N	U	BRZ	2014	50,000	50,000
TAYLOR	4-1082	CR 1001		1.58	1.62	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON WISE RD (CR 1001) OVER LONG BRANCH .08 MILE W OF LONG BRANCH RD (CR 1002)(SR 23.7) 109C00001N	C	BRZ	2016	500,000	500,000
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)(12CCR)	U	NH	2013	3,960,000	3,960,000
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)(12CCR)	C	NH	2014	16,500,000	16,500,000
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	2013	3,970,000	3,970,000

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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)	C	STP	2015	22,880,000	22,880,000
TRIGG	1-180.51	US 68	3.1	8.872	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	NH	2013	4,000,000	4,000,000
TRIGG	1-180.51	US 68	3.1	8.872	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	2014	10,130,000	10,130,000
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)	U	NH	2013	550,000	550,000
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	JM5	2013	50,000,000	0
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	JM5	2014	65,000,000	0
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	JM5	2015	50,000,000	0
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	R	BRX	2014	170,000	170,000
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	U	BRX	2014	200,000	200,000
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	C	BRX	2016	470,000	470,000
TRIMBLE	5-135.81	US 421	0.6	18.776	19.198	RELIABILITY	BRIDGE REPLACEMENT(P)	NEW MILTON-MADISON BRIDGE APPROACHES TO REALIGN US 421 AT BOTTOM OF HILL AT NEW BRIDGE LOCATION.	C	BRO	2016	5,000,000	5,000,000

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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
TRIMBLE	5-905	US 421	0.04	11.278	11.678	SAFETY	SAFETY(P)	ADDRESS SAFETY ISSUES AND ACCESS AT THE INTERSECTION OF US-421/KY-1226 AT MP 11.5. (12CCR)	D	STP	2013	220,000	220,000
TRIMBLE	5-905	US 421	0.04	11.278	11.678	SAFETY	SAFETY(P)	ADDRESS SAFETY ISSUES AND ACCESS AT THE INTERSECTION OF US-421/KY-1226 AT MP 11.5. (12CCR)	R	STP	2013	170,000	170,000
TRIMBLE	5-905	US 421	0.04	11.278	11.678	SAFETY	SAFETY(P)	ADDRESS SAFETY ISSUES AND ACCESS AT THE INTERSECTION OF US-421/KY-1226 AT MP 11.5. (12CCR)	U	STP	2013	110,000	110,000
TRIMBLE	5-905	US 421	0.04	11.278	11.678	SAFETY	SAFETY(P)	ADDRESS SAFETY ISSUES AND ACCESS AT THE INTERSECTION OF US-421/KY-1226 AT MP 11.5. (12CCR)	C	STP	2013	760,000	760,000
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	R	BRO	2014	75,000	75,000
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	U	BRO	2014	125,000	125,000
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	C	BRO	2016	570,000	570,000
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	R	BRO	2014	75,000	75,000
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	U	BRO	2014	125,000	125,000
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	C	BRO	2016	570,000	570,000

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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	I 65				RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT NEW INTERCHANGE ON I-65 TO ACCOMMODATE MAJOR DEVELOPMENT POSSIBILITIES NORTH OF BOWLING GREEN. (06CCR)(SEE 3-16.03;3-16.04; 3-16.05 FOR ADDITIONAL "HPP" FUNDS) (12CCR)	C	IM	2014	10,000,000	10,000,000
WARREN	3-16.03	I 65				RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCTION OF NEW I-65 INTERCHANGE IN WARREN COUNTY. (2005HPP-KY150)(SEE 3-16.00 FOR "STP" COMPONENT)	C	HPP	2013	6,907,700	6,907,700
WARREN	3-16.04	I 65				RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCTION OF NEW I-65 INTERCHANGE IN WARREN COUNTY (SEE 3-16.00 FOR STP COMPONENT)	C	HPP	2013	10,873,668	10,873,668
WARREN	3-16.05	I 65				RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCTION OF INTERCHANGE CONNECTING US31W TO I-65 AT MILE MARKER 32 IN WARREN COUNTY. (2005HPP-KY137) (SEE 3-16.00 FOR "STP" COMPONENT)	C	HPP	2013	1,439,839	1,439,839
WARREN	3-16.11					RELIABILITY	NEW ROUTE(O)	KENTUCKY TRIMODAL TRANSPARK (KY073). (04KYD)	C	KYD	2013	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. (KY081)(05KYD)	C	KYD	2013	1,967,856	1,967,856
WARREN	3-202	WN 9007		9.4	9.6	SAFETY	SAFETY(P)	RECONSTRUCT THE EXISTING NATCHER PARKWAY/US 231 INTERCHANGE ON WEST SIDE OF BOWLING GREEN. (12CCR)	D	NH	2015	1,000,000	1,000,000
WARREN	3-202	WN 9007		9.4	9.6	SAFETY	SAFETY(P)	RECONSTRUCT THE EXISTING NATCHER PARKWAY/US 231 INTERCHANGE ON WEST SIDE OF BOWLING GREEN. (12CCR)	R	NH	2016	700,000	700,000
WARREN	3-202	WN 9007		9.4	9.6	SAFETY	SAFETY(P)	RECONSTRUCT THE EXISTING NATCHER PARKWAY/US 231 INTERCHANGE ON WEST SIDE OF BOWLING GREEN. (12CCR)	U	NH	2016	1,500,000	1,500,000
WARREN	3-1070	CR 1301	0.1	0.1	0.345	SAFETY	BRIDGE REPLACEMENT(P)	WEST BOGLE ROAD; REPLACE BRIDGE AND APPROACHES OVER RJC RAILROAD 0.20 MILE SOUTHEAST OF US-68 (C7). (SR=16.5): (114C00007N)	R	BRZ	2013	50,000	50,000
WARREN	3-1070	CR 1301	0.1	0.1	0.345	SAFETY	BRIDGE REPLACEMENT(P)	WEST BOGLE ROAD; REPLACE BRIDGE AND APPROACHES OVER RJC RAILROAD 0.20 MILE SOUTHEAST OF US-68 (C7). (SR=16.5): (114C00007N)	U	BRZ	2013	300,000	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
WARREN	3-1070	CR 1301	0.1	0.1	0.345	SAFETY	BRIDGE REPLACEMENT(P)	WEST BOGLE ROAD; REPLACE BRIDGE AND APPROACHES OVER RJC RAILROAD 0.20 MILE SOUTHEAST OF US-68 (C7). (SR=16.5); (114C00007N)	C	BRZ	2014	450,000	450,000
WARREN	3-1077	KY 234	0.06	9.746	9.806	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-234 OVER DRAKES CREEK 0.097 E OF SHAKER MILL RD (CR-1131) (SR 42.8) 114B00012N.	D	BRO	2013	510,000	510,000
WARREN	3-1077	KY 234	0.06	9.746	9.806	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-234 OVER DRAKES CREEK 0.097 E OF SHAKER MILL RD (CR-1131) (SR 42.8) 114B00012N.	R	BRO	2015	500,000	500,000
WARREN	3-1077	KY 234	0.06	9.746	9.806	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-234 OVER DRAKES CREEK 0.097 E OF SHAKER MILL RD (CR-1131) (SR 42.8) 114B00012N.	U	BRO	2015	1,200,000	1,200,000
WARREN	3-8707	WN 9007	0.6	3.4	4	RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT A NEW INTERCHANGE ON THE NATCHER PARKWAY AT ELROD ROAD IN BOWLING GREEN (MP 3.4 TO MP 4.0).(12CCN)	D	NH	2013	700,000	700,000
WARREN	3-8707	WN 9007	0.6	3.4	4	RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT A NEW INTERCHANGE ON THE NATCHER PARKWAY AT ELROD ROAD IN BOWLING GREEN (MP 3.4 TO MP 4.0).(12CCN)	R	NH	2014	2,000,000	2,000,000
WARREN	3-8707	WN 9007	0.6	3.4	4	RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT A NEW INTERCHANGE ON THE NATCHER PARKWAY AT ELROD ROAD IN BOWLING GREEN (MP 3.4 TO MP 4.0).(12CCN)	U	NH	2014	950,000	950,000
WARREN	3-8707	WN 9007	0.6	3.4	4	RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT A NEW INTERCHANGE ON THE NATCHER PARKWAY AT ELROD ROAD IN BOWLING GREEN (MP 3.4 TO MP 4.0).(12CCN)	C	NH	2014	6,300,000	6,300,000
WASHINGTON	4-1069	US 150	0.1	0.045	0.12	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	2013	120,000	120,000
WASHINGTON	4-1069	US 150	0.1	0.045	0.12	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	2013	75,000	75,000

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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	0.045	0.12	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	C	BRO	2013	2,490,000	2,490,000
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	R	BRZ	2014	90,000	90,000
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	U	BRZ	2014	65,000	65,000
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	C	BRZ	2016	500,000	500,000
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	R	BRZ	2014	80,000	80,000
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	U	BRZ	2014	65,000	65,000
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	C	BRZ	2016	375,000	375,000
WEBSTER	2-1086	CR 1009		1.061	1.101	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON COUNTRYSIDE DR (CR 1009) OVER BRANCH OF KNOBLICK CREEK 0.07 MILE S OF COTTINGHAM PRATT RD (CR 1010)(SR 34) 117C00004N	D	BRZ	2013	150,000	150,000
WEBSTER	2-1086	CR 1009		1.061	1.101	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON COUNTRYSIDE DR (CR 1009) OVER BRANCH OF KNOBLICK CREEK 0.07 MILE S OF COTTINGHAM PRATT RD (CR 1010)(SR 34) 117C00004N	R	BRZ	2014	100,000	100,000

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
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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
WEBSTER	2-1086	CR 1009		1.061	1.101	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON COUNTRYSIDE DR (CR 1009) OVER BRANCH OF KNOBLICK CREEK 0.07 MILE S OF COTTINGHAM PRATT RD (CR 1010)(SR 34) 117C00004N	U	BRZ	2014	100,000	100,000
WEBSTER	2-1086	CR 1009		1.061	1.101	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON COUNTRYSIDE DR (CR 1009) OVER BRANCH OF KNOBLICK CREEK 0.07 MILE S OF COTTINGHAM PRATT RD (CR 1010)(SR 34) 117C00004N	C	BRZ	2015	300,000	300,000
WEBSTER	2-8637	EB 9004		62.4	62.85	RELIABILITY	DESIGN ENGINEERING(O)	RECONSTRUCT EDWARD T BREATHITT (PENNYRILE) PARKWAY / KY 56 INTERCHANGE NEAR SEBREE. (I-69 CORRIDOR IMPROVEMENT). (10CCN)	R	NH	2014	1,000,000	1,000,000
WEBSTER	2-8637	EB 9004		62.4	62.85	RELIABILITY	DESIGN ENGINEERING(O)	RECONSTRUCT EDWARD T BREATHITT (PENNYRILE) PARKWAY / KY 56 INTERCHANGE NEAR SEBREE. (I-69 CORRIDOR IMPROVEMENT). (10CCN)	U	NH	2014	500,000	500,000
WEBSTER	2-8637	EB 9004		62.4	62.85	RELIABILITY	DESIGN ENGINEERING(O)	RECONSTRUCT EDWARD T BREATHITT (PENNYRILE) PARKWAY / KY 56 INTERCHANGE NEAR SEBREE. (I-69 CORRIDOR IMPROVEMENT). (10CCN)	C	NH	2015	8,000,000	8,000,000
WHITLEY	11-186	US 25W	2.225	28.2	30.425	RELIABILITY	MAJOR WIDENING(O)	MAJOR WIDENING, ADDRESSES CONGESTION, FREIGHT MOVEMENT, AND ACCESS ALONG 25W FROM KY 727 TO KY 3041. (12CCR)	D	STP	2013	1,345,000	1,345,000
WHITLEY	11-186	US 25W	2.225	28.2	30.425	RELIABILITY	MAJOR WIDENING(O)	MAJOR WIDENING, ADDRESSES CONGESTION, FREIGHT MOVEMENT, AND ACCESS ALONG 25W FROM KY 727 TO KY 3041. (12CCR)	R	STP	2015	1,935,000	1,935,000
WHITLEY	11-186	US 25W	2.225	28.2	30.425	RELIABILITY	MAJOR WIDENING(O)	MAJOR WIDENING, ADDRESSES CONGESTION, FREIGHT MOVEMENT, AND ACCESS ALONG 25W FROM KY 727 TO KY 3041. (12CCR)	U	STP	2016	1,000,000	1,000,000
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 (118B00022N).	R	BRO	2013	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 (118B00022N).	U	BRO	2013	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 (118B00022N).	C	BRO	2013	2,500,000	2,500,000

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FY 2013 - FY 2016**

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
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. (12CCR)	R	BRZ	2014	225,000	225,000
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. (12CCR)	U	BRZ	2014	200,000	200,000
WOLFE	10-126.03	KY 9009	30.4	43.104	57.681	RELIABILITY	SCOPING STUDY(O)	WIDEN THE MOUNTAIN PARKWAY TO 4-LANES FROM CAMPTON TO SALYERSVILLE, PHASE II DESIGN.	D	STP	2013	3,500,000	3,500,000
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)	C	BRX	2013	1,120,000	1,120,000
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	NH	2013	2,290,000	2,290,000

**B. Federally-funded ZVarious
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**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
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	99-65.09					RELIABILITY	BRIDGE REHAB(P)	BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE INTERSTATE HIGHWAY SYSTEM FOR FY 2012.	C	IM	2013	500,000	500,000
ZVARIOUS	99-65.1					RELIABILITY	BRIDGE REHAB(P)	BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE INTERSTATE HIGHWAY SYSTEM FOR FY 2013.	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 FOR FY 2014. (2006BOPP)	C	IM	2014	3,600,000	3,600,000
ZVARIOUS	99-65.12					RELIABILITY	BRIDGE REHAB(P)	BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE INTERSTATE HIGHWAY SYSTEM FOR FY 2015.	C	IM	2015	3,600,000	3,600,000
ZVARIOUS	99-65.13					RELIABILITY	BRIDGE REHAB(P)	BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE INTERSTATE HIGHWAY SYSTEM FOR FY 2016. (2009BOPP)	C	IM	2016	3,700,000	3,700,000
ZVARIOUS	99-66.07					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2012.(10CCR)	C	NH	2013	2,000,000	2,000,000
ZVARIOUS	99-66.08					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2013.	C	NH	2013	2,000,000	2,000,000
ZVARIOUS	99-66.09					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2014.	C	NH	2014	2,000,000	2,000,000
ZVARIOUS	99-66.1					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2015.	C	NH	2015	2,000,000	2,000,000
ZVARIOUS	99-66.11					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2016.	C	NH	2016	2,000,000	2,000,000
ZVARIOUS	99-195.14					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2012. (98CCR)	C	TE	2013	13,000,000	13,000,000
ZVARIOUS	99-195.15					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2013. (98CCR)	C	TE	2013	13,000,000	13,000,000
ZVARIOUS	99-195.16					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2014 (98CCR)	C	TE	2014	13,000,000	13,000,000
ZVARIOUS	99-195.17					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2015.	C	TE	2015	13,000,000	13,000,000
ZVARIOUS	99-195.18					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2016.	C	TE	2016	13,000,000	13,000,000
ZVARIOUS	99-219.11					RELIABILITY	CONGESTION MITIGTN(O) STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2013.		C	CM	2013	10,000,000	10,000,000

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
ZVARIOUS LISTING OF PROJECT PHASES
FY 2013 - FY 2016**

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 MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2014.	C	CM	2014	12,900,000	12,900,000
ZVARIOUS	99-219.13					RELIABILITY	CONGESTION MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2015.	C	CM	2015	12,900,000	12,900,000
ZVARIOUS	99-219.14					RELIABILITY	CONGESTION MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2016.	C	CM	2016	12,900,000	12,900,000
ZVARIOUS	99-224.06					RELIABILITY	PAVEMENT REHAB-PR(P)	PAVEMENT REHAB ON PRIMARY SYSTEM ROUTES IN KENTUCKY FOR FY 2013. (12CCR)	C	STP	2013	15,000,000	15,000,000
ZVARIOUS	99-224.07					RELIABILITY	PAVEMENT REHAB-PR(P)	PAVEMENT REHAB ON PRIMARY SYSTEM ROUTES IN KENTUCKY FOR FY 2014. (12CCR)	C	STP	2014	15,000,000	15,000,000
ZVARIOUS	99-224.08					RELIABILITY	PAVEMENT REHAB-PRK(P)	PAVEMENT REHAB ON PRIMARY SYSTEM ROUTES IN KENTUCKY FOR FY 2015. (12CCR)	C	STP	2015	20,000,000	20,000,000
ZVARIOUS	99-224.09					RELIABILITY	PAVEMENT REHAB-PR(P)	PAVEMENT REHAB ON PRIMARY SYSTEM ROUTES IN KENTUCKY FOR FY 2016.(12CCR)	C	STP	2016	20,000,000	20,000,000
ZVARIOUS	99-302.08					RELIABILITY	SIGNAL SYS IMPROVE(P)	SIGNAL SYSTEM UPGRADES.	C	STP	2013	1,000,000	1,000,000
ZVARIOUS	99-327.09					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2013	C	BRO	2013	2,300,000	2,300,000
ZVARIOUS	99-327.1					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2014	C	BRO	2014	2,400,000	2,400,000
ZVARIOUS	99-327.11					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2015	C	BRO	2015	2,400,000	2,400,000
ZVARIOUS	99-327.12					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2016	C	BRO	2016	2,500,000	2,500,000
ZVARIOUS	99-333.08					RELIABILITY	FOREST HIGHWAY(P)	STATEWIDE FOREST HIGHWAY FUNDS FOR FY 2012.	C	FH	2013	500,000	500,000
ZVARIOUS	99-333.09					RELIABILITY	FOREST HIGHWAY(P)	STATEWIDE FOREST HIGHWAY FUNDS FOR FY 2013.	C	FH	2013	500,000	500,000
ZVARIOUS	99-333.1					RELIABILITY	FOREST HIGHWAY(P)	STATEWIDE FOREST HIGHWAY FUNDS FOR FY 2014.	C	FH	2014	500,000	500,000
ZVARIOUS	99-333.11					RELIABILITY	FOREST HIGHWAY(P)	STATEWIDE FOREST HIGHWAY FUNDS FOR FY 2015.	C	FH	2015	500,000	500,000
ZVARIOUS	99-333.12					RELIABILITY	FOREST HIGHWAY(P)	STATEWIDE FOREST HIGHWAY FUNDS FOR FY 2016.	C	FH	2016	500,000	500,000
ZVARIOUS	99-337.08					RELIABILITY	PAVEMENT REHAB-INT(P)	STATEWIDE I-STATE ROUTES FOR FY 2013. (12CCR)	C	IM	2013	15,000,000	15,000,000
ZVARIOUS	99-337.09					RELIABILITY	PAVEMENT REHAB-INT(P)	STATEWIDE I-STATE ROUTES FOR FY 2014. (12CCR)	C	IM	2014	15,000,000	15,000,000
ZVARIOUS	99-337.1					RELIABILITY	PAVEMENT REHAB-INT(P)	STATEWIDE I-STATE ROUTES FOR FY 2015. (12CCR)	C	IM	2015	15,000,000	15,000,000
ZVARIOUS	99-337.11					RELIABILITY	PAVEMENT REHAB-INT(P)	STATEWIDE I-STATE ROUTES FOR FY 2016. (12CCR)	C	IM	2016	16,000,000	16,000,000

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ZVARIOUS LISTING OF PROJECT PHASES
FY 2013 - FY 2016**

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	99-346.09					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2013	C	BRZ	2013	900,000	900,000
ZVARIOUS	99-346.1					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2014	C	BRZ	2014	900,000	900,000
ZVARIOUS	99-346.11					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2015	C	BRZ	2015	900,000	900,000
ZVARIOUS	99-346.12					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2016	C	BRZ	2016	1,000,000	1,000,000
ZVARIOUS	99-352.08					SAFETY	SAFETY-RR PROTECTN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2012.	C	RRP	2013	3,600,000	3,600,000
ZVARIOUS	99-352.09					SAFETY	SAFETY-RR PROTECTN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2013.	C	RRP	2013	3,600,000	3,600,000
ZVARIOUS	99-352.1					SAFETY	SAFETY-RR PROTECTN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2014.	C	RRP	2014	3,600,000	3,600,000
ZVARIOUS	99-352.11					SAFETY	SAFETY-RR PROTECTN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2015.	C	RRP	2015	3,600,000	3,600,000
ZVARIOUS	99-352.12					SAFETY	SAFETY-RR SEPARATN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2016.	C	RRP	2016	3,600,000	3,600,000
ZVARIOUS	99-369.04					RELIABILITY	PAVEMENT REHAB-PRI(P)	PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2014.(10CCR)	C	NH	2014	2,000,000	2,000,000
ZVARIOUS	99-369.05					RELIABILITY	PAVEMENT REHAB-PRI(P)	PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2015.	C	NH	2015	3,000,000	3,000,000
ZVARIOUS	99-383.03					SAFETY	GUARDRAIL REPLCMNT(P)	REPLACE TYPE 7/TEXAS TWIST GUARDRAIL ON INTERSTATES AND PARKWAYS FOR FY 2012.	C	NH	2013	2,000,000	2,000,000
ZVARIOUS	99-383.04					SAFETY	GUARDRAIL REPLCMNT(P)	REPLACE TYPE 7/TEXAS TWIST GUARDRAIL ON INTERSTATES AND PARKWAYS FOR FY 2013.	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 FOR FY 2014.	C	NH	2014	2,000,000	2,000,000
ZVARIOUS	99-383.06					SAFETY	GUARDRAIL REPLCMNT(P)	REPLACE TYPE 7/TEXAS TWIST GUARDRAIL ON INTERSTATES AND PARKWAYS FOR FY 2015.	C	NH	2015	2,000,000	2,000,000
ZVARIOUS	99-383.07					SAFETY	GUARDRAIL REPLCMNT(P)	REPLACE TYPE 7/TEXAS TWIST GUARDRAIL ON INTERSTATES AND PARKWAYS FOR FY 2016.	C	NH	2016	2,000,000	2,000,000
ZVARIOUS	99-388.03					SAFETY	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2013	C	BRO	2013	1,400,000	1,400,000
ZVARIOUS	99-388.04					SAFETY	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2014.	C	BRO	2014	1,400,000	1,400,000
ZVARIOUS	99-388.05					SAFETY	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2015.	C	BRO	2015	1,500,000	1,500,000
ZVARIOUS	99-388.06					SAFETY	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2016.	C	BRO	2016	1,500,000	1,500,000
ZVARIOUS	99-391					RELIABILITY	DESIGN ENGINEERING(O)	STATEWIDE HIGHWAY PROJECT DESIGN ACTIVITIES.	D	STP	2014	5,000,000	5,000,000

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ZVARIOUS LISTING OF PROJECT PHASES
FY 2013 - FY 2016**

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	99-391.01					RELIABILITY	DESIGN ENGINEERING(O)	STATEWIDE HIGHWAY PROJECT DESIGN ACTIVITIES. (I2CCR)	D	STP	2015	10,000,000	10,000,000
ZVARIOUS	99-391.02					RELIABILITY	DESIGN ENGINEERING(O)	STATEWIDE HIGHWAY PROJECT DESIGN ACTIVITIES.	D	STP	2016	10,000,000	10,000,000
ZVARIOUS	99-394	171	77.7	0	77.7	SAFETY	SAFETY(P)	EVALUATE I-71 CORRIDOR AND DETERMINE NEEDED IMPROVEMENTS AND RELATIVE PRIORITIES FOR SAFETY AND CONGESTION REVIEW OF I-71 FROM I-66 IN JEFFERSON COUNTY TO I-75 IN BOONE COUNTY.	D	NH	2013	1,250,000	1,250,000
ZVARIOUS	99-396					RELIABILITY	RECONSTRUCTION(O)	ADDITIONAL FUNDING FOR APD-ELIGIBLE HIGHWAY PROJECTS	C	APD	2014	27,000,000	21,600,000
ZVARIOUS	99-398	171				RELIABILITY	MAJOR WIDENING(O)	WIDEN PRIORITY SECTION OF I-71 BETWEEN I-265 AND I-75. (I2CCR)	D	NH	2014	2,500,000	2,500,000
ZVARIOUS	99-398	171				RELIABILITY	MAJOR WIDENING(O)	WIDEN PRIORITY SECTION OF I-71 BETWEEN I-265 AND I-75. (I2CCR)	R	NH	2016	1,000,000	1,000,000
ZVARIOUS	99-398	171				RELIABILITY	MAJOR WIDENING(O)	WIDEN PRIORITY SECTION OF I-71 BETWEEN I-265 AND I-75. (I2CCR)	U	NH	2016	500,000	500,000
ZVARIOUS	99-911.01					SAFETY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2012.	C	SAF	2013	13,000,000	13,000,000
ZVARIOUS	99-911.02					SAFETY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2013.	C	SAF	2013	17,500,000	17,500,000
ZVARIOUS	99-911.03					SAFETY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2014.	C	SAF	2014	22,100,000	22,100,000
ZVARIOUS	99-911.04					SAFETY	SAFETY(P)	STATEWIDE SAFETY PROGRAM FOR FY 2015.	C	SAF	2015	22,100,000	22,100,000
ZVARIOUS	99-911.05					SAFETY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2016.	C	SAF	2016	22,100,000	22,100,000
ZVARIOUS	99-1063.09					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2013	C	BRX	2013	400,000	400,000
ZVARIOUS	99-1063.1					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2014	C	BRX	2014	400,000	400,000
ZVARIOUS	99-1063.11					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2015	C	BRX	2015	450,000	450,000
ZVARIOUS	99-1063.12					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2016	C	BRX	2016	450,000	450,000
ZVARIOUS	99-1071					SAFETY	BRIDGE INSPECTION(P)	ESTABLISH STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES	C	BRO	2013	3,000,000	3,000,000
ZVARIOUS	99-1071.01					SAFETY	BRIDGE INSPECTION(P)	ESTABLISH STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES	C	BRO	2013	1,000,000	1,000,000
ZVARIOUS	99-1071.02					SAFETY	BRIDGE INSPECTION(P)	ESTABLISH STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES	C	BRO	2014	1,000,000	1,000,000

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
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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	99-1071.03					SAFETY	BRIDGE INSPECTION(P)	ESTABLISH STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES	C	BRO	2015	1,500,000	1,500,000
ZVARIOUS	99-1071.04					SAFETY	BRIDGE INSPECTION(P)	ESTABLISH STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES	C	BRO	2016	1,500,000	1,500,000
ZVARIOUS	99-1073.01					RELIABILITY	BRIDGE REPLACEMENT(P)	STATEWIDE "BRO" FUNDS FOR FY 2012.	C	BRO	2013	5,000,000	5,000,000
ZVARIOUS	99-1073.02					RELIABILITY	BRIDGE REPLACEMENT(P)	STATEWIDE "BRO" FUNDS FOR FY 2013.	C	BRO	2013	3,000,000	3,000,000
ZVARIOUS	99-1073.03					RELIABILITY	BRIDGE REPLACEMENT(P)	STATEWIDE "BRO" FUNDS FOR FY 2014.	C	BRO	2014	1,000,000	1,000,000
ZVARIOUS	99-1073.05					RELIABILITY	BRIDGE REPLACEMENT(P)	STATEWIDE "BRO" FUNDS FOR FY 2016.	C	BRO	2016	7,000,000	7,000,000
ZVARIOUS	99-1074.04					RELIABILITY	BRIDGE REPLACEMENT(P)	STATEWIDE OFF SYSTEM BRIDGE REPLACEMENT PROJECTS.	C	BRZ	2014	1,000,000	1,000,000
ZVARIOUS	99-1075.05					RELIABILITY	BRIDGE REPLACEMENT(P)	STATEWIDE "BRX" FUNDS FOR FY 2014.	C	BRX	2014	2,000,000	2,000,000
ZVARIOUS	99-1075.06					RELIABILITY	BRIDGE REPLACEMENT(P)	STATEWIDE "BRX" FUNDS FOR FY 2015.	C	BRX	2015	1,000,000	1,000,000
ZVARIOUS	99-9064.02	1 64				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-64 FOR FY 2012. (JM03-FD53 "IM" COMPONENT)	C	IM	2013	1,600,000	1,600,000
ZVARIOUS	99-9064.03	1 64				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-64 FOR FY 2012. (JM03-FD53 "NH" COMPONENT)	C	NH	2013	2,400,000	2,400,000
ZVARIOUS	99-9064.04	1 64				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-64 FOR FY 2013. (JM03-FD53 "IM" COMPONENT)	C	IM	2013	1,600,000	1,600,000
ZVARIOUS	99-9064.05	1 64				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-64 FOR FY 2013. (JM03-FD53 "NH" COMPONENT)	C	NH	2013	2,400,000	2,400,000
ZVARIOUS	99-9064.06	1 64				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-64 FOR FY 2014. (JM03-FD53 "IM" COMPONENT)	C	IM	2014	1,600,000	1,600,000
ZVARIOUS	99-9064.07	1 64				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-64 FOR FY 2014. (JM03-FD53 "NH" COMPONENT)	C	NH	2014	2,400,000	2,400,000
ZVARIOUS	99-9064.08	1 64				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-64 FOR FY 2015. (JM03-FD53 "IM" COMPONENT)	C	IM	2015	1,600,000	1,600,000
ZVARIOUS	99-9064.09	1 64				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-64 FOR FY 2015. (JM03-FD53 "NH" COMPONENT)	C	NH	2015	2,400,000	2,400,000
ZVARIOUS	99-9064.1	1 64				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-64 FOR FY 2016. (JM03-FD53 "IM" COMPONENT)	C	IM	2016	1,600,000	1,600,000

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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
ZVARIOUS	99-9064.11	I 64				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-64 FOR FY 2016. (JM03-FD53 "NH" COMPONENT)	C	NH	2016	2,400,000	2,400,000
ZVARIOUS	99-9065.08	I 65				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65 FOR FY 2012. (JM01-FD53 "IM" COMPONENT)	C	IM	2013	8,200,000	8,200,000
ZVARIOUS	99-9065.09	I 65				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65 FOR FY 2012. (JM01-FD53 "NH" COMPONENT)	C	NH	2013	12,300,000	12,300,000
ZVARIOUS	99-9065.1	I 65				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65 FOR FY 2013. (JM01-FD53 "IM" COMPONENT)	C	IM	2013	8,200,000	8,200,000
ZVARIOUS	99-9065.11	I 65				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65 FOR FY 2013. (JM01-FD53 "NH" COMPONENT)	C	NH	2013	12,300,000	12,300,000
ZVARIOUS	99-9065.12	I 65				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65 FOR FY 2014. (JM01-FD53 "IM" COMPONENT)	C	IM	2014	8,200,000	8,200,000
ZVARIOUS	99-9065.13	I 65				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65 FOR FY 2014. (JM01-FD53 "NH" COMPONENT)	C	NH	2014	12,300,000	12,300,000
ZVARIOUS	99-9065.14	I 65				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65 FOR FY 2015. (JM01-FD53 "IM" COMPONENT)	C	IM	2015	8,200,000	8,200,000
ZVARIOUS	99-9065.15	I 65				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65 FOR FY 2015. (JM01-FD53 "NH" COMPONENT)	C	NH	2015	12,300,000	12,300,000
ZVARIOUS	99-9065.16	I 65				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65 FOR FY 2016. (JM01-FD53 "IM" COMPONENT)	C	IM	2016	8,200,000	8,200,000
ZVARIOUS	99-9065.17	I 65				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65 FOR FY 2016. (JM01-FD53 "NH" COMPONENT)	C	NH	2016	12,300,000	12,300,000
ZVARIOUS	99-9068.01	US 60	0.001			SAFETY	BRIDGE REPLACEMENT(P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (BRO) FOR FY 2014.(079B00023N, 111B00020N)	C	BRO	2014	13,950,000	13,950,000
ZVARIOUS	99-9068.02	US 68	0.001			SAFETY	BRIDGE REPLACEMENT(P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (BRO) FOR FY 2015.(079B00023N, 111B00020N)	C	BRO	2015	13,950,000	13,950,000
ZVARIOUS	99-9068.03	US 68	0.001			SAFETY	BRIDGE REPLACEMENT(P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (BRO) FOR FY 2016.(079B00023N, 111B00020N)	C	BRO	2016	13,950,000	13,950,000
ZVARIOUS	99-9068.61	US 68				RELIABILITY	BRIDGE REPLACEMENT(P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE FOR FY 2014. (12CCR)	C	BRO	2014	13,950,000	13,950,000

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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
ZVARIOUS	99-9068.62	US 68				RELIABILITY	BRIDGE REPLACEMENT(P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE FOR FY 2015.	C	STP	2015	13,950,000	13,950,000
ZVARIOUS	99-9068.63	US 68				RELIABILITY	BRIDGE REPLACEMENT(P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE FOR FY 2016.	C	STP	2016	13,950,000	13,950,000
ZVARIOUS	99-9075.06	I 75				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-75 FOR FY 2012. (JM02-FD53 "IM" COMPONENT)	C	IM	2013	8,200,000	8,200,000
ZVARIOUS	99-9075.07	I 75				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-75 FOR FY 2012. (JM02-FD53 "NH" COMPONENT)	C	NH	2013	12,300,000	12,300,000
ZVARIOUS	99-9075.08	I 75				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-75 FOR FY 2013. (JM02-FD53 "IM" COMPONENT)	C	IM	2013	8,200,000	8,200,000
ZVARIOUS	99-9075.09	I 75				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-75 FOR FY 2013. (JM02-FD53 "NH" COMPONENT)	C	NH	2013	12,300,000	12,300,000
ZVARIOUS	99-9075.1	I 75				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-75 FOR FY 2014. (JM02-FD53 "IM" COMPONENT)	C	IM	2014	8,200,000	8,200,000
ZVARIOUS	99-9075.11	I 75				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-75 FOR FY 2014. (JM02-FD53 "NH" COMPONENT)	C	NH	2014	12,300,000	12,300,000
ZVARIOUS	99-9075.12	I 75				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-75 FOR FY 2015. (JM02-FD53 "IM" COMPONENT)	C	IM	2015	8,200,000	8,200,000
ZVARIOUS	99-9075.13	I 75				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-75 FOR FY 2015. (JM02-FD53 "NH" COMPONENT)	C	NH	2015	12,300,000	12,300,000
ZVARIOUS	99-9075.14	I 75				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-75 FOR FY 2016. (JM02-FD53 "IM" COMPONENT)	C	IM	2016	8,200,000	8,200,000
ZVARIOUS	99-9075.15	I 75				RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-75 FOR FY 2016. (JM02-FD53 "NH" COMPONENT)	C	NH	2016	12,300,000	12,300,000
ZVARIOUS	99-9659					RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2012. (JZ1-FD53 "IM" COMPONENT)	C	IM	2013	2,200,000	2,200,000
ZVARIOUS	99-9659.01					RELIABILITY	NEW ROUTE(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2012. (JZ1-FD53 "NH" COMPONENT)	C	NH	2013	2,200,000	2,200,000
ZVARIOUS	99-9659.03					RELIABILITY	NEW ROUTE(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2013. (JZ1-FD53 "IM" COMPONENT)	C	IM	2013	2,200,000	2,200,000

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
ZVARIOUS LISTING OF PROJECT PHASES
FY 2013 - FY 2016**

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	99-9659.04					RELIABILITY	NEW ROUTE(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2013. (JZ1-FD53 "NH" COMPONENT)	C	NH	2013	2,200,000	2,200,000
ZVARIOUS	99-9659.06					RELIABILITY	NEW ROUTE(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2014. (JZ1-FD53 "IM" COMPONENT)	C	IM	2014	2,200,000	2,200,000
ZVARIOUS	99-9659.07					RELIABILITY	NEW ROUTE(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2014. (JZ1-FD53 "NH" COMPONENT)	C	NH	2014	2,200,000	2,200,000
ZVARIOUS	99-9659.09					RELIABILITY	NEW ROUTE(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2015. (JZ1-FD53 "IM" COMPONENT)	C	IM	2015	2,200,000	2,200,000
ZVARIOUS	99-9659.1					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2015. (JZ1-FD53 "NH" COMPONENT)	C	NH	2015	2,200,000	2,200,000
ZVARIOUS	99-9659.12					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2016. (JZ1-FD53 "IM" COMPONENT)	C	IM	2016	2,200,000	2,200,000
ZVARIOUS	99-9659.13					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2016. (JZ1-FD53 "NH" COMPONENT)	C	NH	2016	2,200,000	2,200,000
ZVARIOUS	99-9659.6					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2012. (JZ2-FD53 "IM" COMPONENT)	C	IM	2013	2,505,000	2,505,000
ZVARIOUS	99-9659.61					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2012. (JZ2-FD53 "NH" COMPONENT)	C	NH	2013	2,505,000	2,505,000
ZVARIOUS	99-9659.62					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2013. (JZ2-FD53 "IM" COMPONENT)	C	IM	2013	5,050,000	5,050,000
ZVARIOUS	99-9659.63					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2013. (JZ2-FD53 "NH" COMPONENT)	C	NH	2013	5,050,000	5,050,000
ZVARIOUS	99-9659.64					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2014. (JZ2-FD53 "IM" COMPONENT)	C	IM	2014	5,050,000	5,050,000

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
ZVARIOUS LISTING OF PROJECT PHASES
FY 2013 - FY 2016**

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	99-9659.65					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2014. (JZ2-FD53 "NH" COMPONENT)	C	NH	2014	5,050,000	5,050,000
ZVARIOUS	99-9659.66					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2015. (JZ2-FD53 "IM" COMPONENT)	C	IM	2015	5,050,000	5,050,000
ZVARIOUS	99-9659.67					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2015. (JZ2-FD53 "NH" COMPONENT)	C	NH	2015	5,050,000	5,050,000
ZVARIOUS	99-9659.68					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2016. (JZ2-FD53 "IM" COMPONENT)	C	IM	2016	5,050,000	5,050,000
ZVARIOUS	99-9659.69					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2016. (JZ2-FD53 "NH" COMPONENT)	C	NH	2016	5,050,000	5,050,000

**C. State-funded regionally significant
air quality “Non-Exempt” Projects
(Pages 1 - 11)**

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECTS
FY 2013 - FY 2016**

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	6-158	KY 536	3	10.4	13.4	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) (10CCR)(12CCR)	U	SPP	2015	3,750,000	0
BOONE	6-409	I 75	0.083	180.3	180.6	SAFETY	SAFETY(P)	CONSTRUCT A RAMP FROM THE MALL ROAD INTERCHANGE TO SOUTHBOUND I-75.(12CCR)	D	SPP	2013	250,000	0
BOONE	6-409	I 75	0.083	180.3	180.6	SAFETY	SAFETY(P)	CONSTRUCT A RAMP FROM THE MALL ROAD INTERCHANGE TO SOUTHBOUND I-75.(12CCR)	R	SPP	2014	250,000	0
BOONE	6-409	I 75	0.083	180.3	180.6	SAFETY	SAFETY(P)	CONSTRUCT A RAMP FROM THE MALL ROAD INTERCHANGE TO SOUTHBOUND I-75.(12CCR)	U	SPP	2014	50,000	0
BOONE	6-409	I 75	0.083	180.3	180.6	SAFETY	SAFETY(P)	CONSTRUCT A RAMP FROM THE MALL ROAD INTERCHANGE TO SOUTHBOUND I-75.(12CCR)	C	SPP	2015	1,500,000	0
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)(12CCR)	D	SPP	2013	600,000	0
BOYD	9-206	US 60	1.8	8	9.8	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 60 FROM KY 716 TO ROSE HILL CEMETERY. (12CCR)	D	SPP	2014	400,000	0
BOYD	9-206	US 60	1.8	8	9.8	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 60 FROM KY 716 TO ROSE HILL CEMETERY. (12CCR)	U	SPP	2015	100,000	0
BOYD	9-206	US 60	1.8	8	9.8	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 60 FROM KY 716 TO ROSE HILL CEMETERY. (12CCR)	C	SPP	2016	1,600,000	0
BOYD	9-8400	US 60	2.02	0.2	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) (10CCR)(12CCR)	R	SB2	2013	4,700,000	0
BOYD	9-8400	US 60	2.02	0.2	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) (10CCR)(12CCR)	U	SB2	2013	2,500,000	0

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECTS
FY 2013 - FY 2016**

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
BOYD	9-8400	US 60	2.02	0.2	4.02	RELIABILITY	CONGESTION MITIGATION(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) (10CCR)(12CCR)	C	SB2	2014	31,500,000	0
BULLITT	5-117.1	KY 61	2.2	14.43	16.667	RELIABILITY	MAJOR WIDENING(O)	KY-61 BEGINS SOUTH OF KY-44 AND ENDS NORTH OF THE NEWLY CONSTRUCTED CONESTOGA PARKWAY. (CONSTRUCTION SEQUENCE 3) (10CCR)(12CCR)	C	SPP	2013	18,610,000	0
BULLITT	5-117.2	KY 61	1.3	16.667	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) (10CCR)(12CCR)	C	SPP	2013	12,560,000	0
BULLITT	5-117.31	KY 61	1.5	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)(12CCR)	C	SPP	2013	13,760,000	0
BULLITT	5-391.2	KY 480	0.83	2.01	2.84	RELIABILITY	RECONSTRUCTION(O)	WIDEN CEDAR GROVE ROAD (KY 480) FROM CEDAR GROVE ELEMENTARY SCHOOL TO VALLEY VIEW DRIVE.(12CCR)	D	SPP	2013	750,000	0
BULLITT	5-391.2	KY 480	0.83	2.01	2.84	RELIABILITY	RECONSTRUCTION(O)	WIDEN CEDAR GROVE ROAD (KY 480) FROM CEDAR GROVE ELEMENTARY SCHOOL TO VALLEY VIEW DRIVE.(12CCR)	R	SPP	2013	60,000	0
BULLITT	5-391.2	KY 480	0.83	2.01	2.84	RELIABILITY	RECONSTRUCTION(O)	WIDEN CEDAR GROVE ROAD (KY 480) FROM CEDAR GROVE ELEMENTARY SCHOOL TO VALLEY VIEW DRIVE.(12CCR)	U	SPP	2013	1,000,000	0
BULLITT	5-391.2	KY 480	0.83	2.01	2.84	RELIABILITY	RECONSTRUCTION(O)	WIDEN CEDAR GROVE ROAD (KY 480) FROM CEDAR GROVE ELEMENTARY SCHOOL TO VALLEY VIEW DRIVE.(12CCR)	C	SPP	2014	6,300,000	0
BULLITT	5-8709					RELIABILITY	NEW ROUTE(O)	NEW ROUTE FROM KY 480 TO KY 44 WITH SALT RIVER CROSSING.(12CCN)	D	SPP	2013	3,000,000	0
BULLITT	5-8710					RELIABILITY	NEW ROUTE(O)	NEW ROUTE NORTHWEST OF MT. WASHINGTON FROM US 31E TO KY 2706.(12CCN)	D	SPP	2013	1,000,000	0

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REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECTS
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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
CAMPBELL	6-352	KY 536	3.5			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)(12CCR)	R	SPP	2014	11,000,000	0
CAMPBELL	6-8101.01	KY 9				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)(10CCR)(12CCR)	R	SPP	2013	6,000,000	0
CAMPBELL	6-8101.01	KY 9				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)(10CCR)(12CCR)	C	SPP	2014	12,000,000	0
DAVISS	2-194	KY 144	1.1	6.3	7.4	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-144 IN THE VICINITY OF PLEASANT VALLEY ROAD. DESIGN PHASE MONEY WAS MOVED FROM 2-8631.00(10CCR)(12CCR)	R	SPP	2013	750,000	0
DAVISS	2-194	KY 144	1.1	6.3	7.4	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-144 IN THE VICINITY OF PLEASANT VALLEY ROAD. DESIGN PHASE MONEY WAS MOVED FROM 2-8631.00(10CCR)(12CCR)	U	SPP	2013	500,000	0
DAVISS	2-194	KY 144	1.1	6.3	7.4	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-144 IN THE VICINITY OF PLEASANT VALLEY ROAD. DESIGN PHASE MONEY WAS MOVED FROM 2-8631.00(10CCR)(12CCR)	C	SPP	2014	1,090,000	0
DAVISS	2-229	KY 298		7.7	7.8	SAFETY	SAFETY(P)	RECONSTRUCT INTERSECTION AT FAIRVIEW DRIVE (KY 3143) AND KY 298. (12CCR)	D	SPP	2013	500,000	0
DAVISS	2-229	KY 298		7.7	7.8	SAFETY	SAFETY(P)	RECONSTRUCT INTERSECTION AT FAIRVIEW DRIVE (KY 3143) AND KY 298. (12CCR)	R	SPP	2015	600,000	0
DAVISS	2-229	KY 298		7.7	7.8	SAFETY	SAFETY(P)	RECONSTRUCT INTERSECTION AT FAIRVIEW DRIVE (KY 3143) AND KY 298. (12CCR)	U	SPP	2015	1,000,000	0
DAVISS	2-8300	KY 54	3.5	4.505	8.003	RELIABILITY	MAJOR WIDENING(O)	WIDENING KY-54 FROM THE US-60 BYPASS TO WHITESVILLE FROM MILEPOST 4.51 TO MILEPOST 8.0. (06CCN)(10CCR)(12CCR)	R	SPP	2013	7,660,000	0
DAVISS	2-8300	KY 54	3.5	4.505	8.003	RELIABILITY	MAJOR WIDENING(O)	WIDENING KY-54 FROM THE US-60 BYPASS TO WHITESVILLE FROM MILEPOST 4.51 TO MILEPOST 8.0. (06CCN)(10CCR)(12CCR)	U	SPP	2013	17,040,000	0

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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
DAVISS	2-8701	KY 2262	0.795	0.699	1.494	RELIABILITY	BRIDGE PAINTING(P)	PAIN GLOVER CARY BRIDGE ACROSS THE OHIO RIVER. (PROJECT COSTS SHALL BE MATCHED EQUALLY BY THE STATE OF INDIANA).(12CCN)	C	SPP	2013	8,500,000	0
FAYETTE	7-113	KY 4	4.102	4.629	8.26	RELIABILITY	MAJOR WIDENING(O)	NEW CIRCLE ROAD REHAB AND WIDENING FROM VERSAILLES ROAD TO NEAR GEORGETOWN ROAD. (12CCR)	R	SPP	2013	15,230,000	0
FAYETTE	7-113	KY 4	4.102	4.629	8.26	RELIABILITY	MAJOR WIDENING(O)	NEW CIRCLE ROAD REHAB AND WIDENING FROM VERSAILLES ROAD TO NEAR GEORGETOWN ROAD. (12CCR)	U	SPP	2013	5,200,000	0
FAYETTE	7-113	KY 4	4.102	4.629	8.26	RELIABILITY	MAJOR WIDENING(O)	NEW CIRCLE ROAD REHAB AND WIDENING FROM VERSAILLES ROAD TO NEAR GEORGETOWN ROAD. (12CCR)	C	SB2	2015	19,430,000	0
FAYETTE	7-226.1		1.7			RELIABILITY	NEW ROUTE(O)	CITATION BOULEVARD - PHASE IIA; FROM SOUTHERN RR TO MERCER ROAD. (LOCAL MATCH) (ALL WORK BY LFUGG)(2006BOPC)(08CCR)(12CCR)	C	SPP	2013	21,120,000	0
FAYETTE	7-226.4					RELIABILITY	NEW ROUTE(O)	CITATION BOULEVARD - PHASE IIB; FROM MERCER ROAD TO LEESTOWN ROAD/ALEXANDRIA DR. (LOCAL MATCH) (ALL WORK BY LFUGG) (TO BE LET WITH 7-223.00)(2006BOPC)(08CCR)(12CCR)	C	SPP	2013	2,710,000	0
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)(10CCR)(12CCR)	C	SPP	2015	17,650,000	0
FAYETTE	7-593.2					RELIABILITY	NEW ROUTE(O)	NEWTOWN PIKE EXTENSION - PRIORITY 3: FROM VERSAILLES ROAD TO BROADWAY. (PHASE II)(08CCR)(10CCR)	U	SPP	2013	5,439,800	0
FAYETTE	7-593.2					RELIABILITY	NEW ROUTE(O)	NEWTOWN PIKE EXTENSION - PRIORITY 3: FROM VERSAILLES ROAD TO BROADWAY. (PHASE II)(08CCR)(10CCR)	C	SPP	2014	16,059,800	0
GREENUP	9-8407	KY 750	0.1	0	0.114	RELIABILITY	SAFETY(P)	RECONSTRUCT FROM KY-3105 TO US-23 IN RACELAND. (08CCN)(12CCR)	C	SPP	2013	1,300,000	0

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REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECTS
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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
HARDIN	4-198	KY 3005				NEW ROUTES	PE & ENVIRONMENTAL(O)	PRELIMINARY ENGINEERING FOR THE EXTENSION OF RING ROAD FROM THE WESTERN KENTUCKY PARKWAY TO I-65.(12CCR)	D	SPP	2014	1,500,000	0
HENDERSON	2-69.02	I 69				RELIABILITY	NEW ROUTE(O)	PROJECT REVIEW TO LOCATE ALIGNMENT FOR INTERSTATE 69 AROUND HENDERSON FROM E.T. BREATHITT PARKWAY (PENNYRILE PARKWAY) TO OHIO RIVER CROSSING. (I-69 CORRIDOR IMPROVEMENT). (10CCR)	D	SPP	2013	1,000,000	0
JEFFERSON	5-122	KY 1065	0.2	9.944	10.009	SAFETY	SAFETY(P)	MAJOR REVISION OF THE INTERSECTION LOCATED AT THE OUTER LOOP, FEGENBUSH LANE, AND BEULAH CHURCH ROAD. TURN LANE TO BE COMPLETED BY TRANSPORTATION CABINET PER AGREEMENT. (04CCN)(08CCR)(10CCR)(12CCR)	C	SPP	2013	4,950,000	0
JEFFERSON	5-247.1	KY 1450	1.6	1.873	3.542	RELIABILITY	MAJOR WIDENING(O)	WIDEN BLUE LICK ROAD FROM SNYDER FREEWAY NORTH TO KY-61 (LOU T.I.P.) (SECTION 2) (RU-04DEOB)(08CCR)(12CCR)	C	SPP	2013	9,740,000	0
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)(12CCR)	R	SPP	2013	60,000	0
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)(12CCR)	U	SPP	2013	60,000	0
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)(12CCR)	C	SPP	2014	2,340,000	0
JEFFERSON	5-323.01	KY 1931	2.6	0.54	3.148	RELIABILITY	MAJOR WIDENING(O)	WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DIXIE HWY (US-31W) (3-LANE IMPROVEMENT) FROM MP 0.54 TO MP 3.148. (98CCR)(R-04DEOB)(04CCR)(BOP2006P)(10CCR)(12CCR)	R	SPP	2013	10,480,000	0

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
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FY 2013 - FY 2016**

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	5-323.01	KY 1931	2.6	0.54	3.148	RELIABILITY	MAJOR WIDENING(O)	WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DIXIE HWY (US-31W) (3-LANE IMPROVEMENT) FROM MP 0.54 TO MP 3.148. (98CCR)(R-04DEOB)(04CCR)(BOP2006P)(10CCR)(12CCR)	U	SPP	2014	4,000,000	0
JEFFERSON	5-323.01	KY 1931	2.6	0.54	3.148	RELIABILITY	MAJOR WIDENING(O)	WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DIXIE HWY (US-31W) (3-LANE IMPROVEMENT) FROM MP 0.54 TO MP 3.148. (98CCR)(R-04DEOB)(04CCR)(BOP2006P)(10CCR)(12CCR)	C	SPP	2015	12,170,000	0
JEFFERSON	5-8001	CR 1007G	0.9	0.114	1.004	RELIABILITY	MINOR WIDENING(O)	WIDEN BUECHEL BANK ROAD TO 3 LANES FROM GE APPLIANCE PARK TO BUECHEL BY-PASS (00CCN) (FUNDING MOVED FROM 5-8105 IN 2010 ENACTED HIGHWAY PLAN FOR R, U, AND C PHASES).(12CCR)	R	SPP	2013	1,030,000	0
JEFFERSON	5-8001	CR 1007G	0.9	0.114	1.004	RELIABILITY	MINOR WIDENING(O)	WIDEN BUECHEL BANK ROAD TO 3 LANES FROM GE APPLIANCE PARK TO BUECHEL BY-PASS (00CCN) (FUNDING MOVED FROM 5-8105 IN 2010 ENACTED HIGHWAY PLAN FOR R, U, AND C PHASES).(12CCR)	U	SPP	2013	420,000	0
JEFFERSON	5-8001	CR 1007G	0.9	0.114	1.004	RELIABILITY	MINOR WIDENING(O)	WIDEN BUECHEL BANK ROAD TO 3 LANES FROM GE APPLIANCE PARK TO BUECHEL BY-PASS (00CCN) (FUNDING MOVED FROM 5-8105 IN 2010 ENACTED HIGHWAY PLAN FOR R, U, AND C PHASES).(12CCR)	C	SPP	2013	2,600,000	0
JEFFERSON	5-8402	KY 2053				RELIABILITY	NEW ROUTE(O)	DESIGN AND CONSTRUCT (PHASE 3) A NEW NORTH/SOUTH PARK ROAD ON THE EAST SIDE OF THE LAKE TRAVERSING THE QUAIL CHASE GOLF COURSE TO CONNECT TO THE SOUTHERN PORTION OF MCNEELEY LAKE, MT. WASHINGTON ROAD, AND CEDAR CREEK ROAD. (08CCN)(12CCR)	D	SPP	2013	1,700,000	0

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FY 2013 - FY 2016**

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	5-8402	KY 2053				RELIABILITY	NEW ROUTE(O)	DESIGN AND CONSTRUCT (PHASE 3) A NEW NORTH/SOUTH PARK ROAD ON THE EAST SIDE OF THE LAKE TRaversing THE QUAIL CHASE GOLF COURSE TO CONNECT TO THE SOUTHERN PORTION OF MCNEELEY LAKE, MT. WASHINGTON ROAD, AND CEDAR CREEK ROAD. (08CCN)(12CCR)	U	SPP	2013	300,000	0
JEFFERSON	5-8402	KY 2053				RELIABILITY	NEW ROUTE(O)	DESIGN AND CONSTRUCT (PHASE 3) A NEW NORTH/SOUTH PARK ROAD ON THE EAST SIDE OF THE LAKE TRaversing THE QUAIL CHASE GOLF COURSE TO CONNECT TO THE SOUTHERN PORTION OF MCNEELEY LAKE, MT. WASHINGTON ROAD, AND CEDAR CREEK ROAD. (08CCN)(12CCR)	C	SPP	2014	5,200,000	0
JEFFERSON	5-8414.01	CS 1040F		0.8	1.8	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.(12CCR)	C	SPP	2013	8,500,000	0
JEFFERSON	5-8703	US 31E	0.932	16.635	17.567	SAFETY	BIKE/PED FACIL(O)	RESURFACE, STREETScape, PEDESTRIAN BUMP-OUTS AND OTHER TRAFFIC IMPROVEMENTS ON EAST MARKET STREET FROM BAXTER TO BROOK STREET. BETWEEN NUCLEUS UL URBAN RESEARCH PARK AND HOME OF THE INNOCENTS.(12CCN)	D	SPP	2013	1,500,000	0
JEFFERSON	5-8703	US 31E	0.932	16.635	17.567	SAFETY	BIKE/PED FACIL(O)	RESURFACE, STREETScape, PEDESTRIAN BUMP-OUTS AND OTHER TRAFFIC IMPROVEMENTS ON EAST MARKET STREET FROM BAXTER TO BROOK STREET. BETWEEN NUCLEUS UL URBAN RESEARCH PARK AND HOME OF THE INNOCENTS.(12CCN)	C	SPP	2014	8,500,000	0
JEFFERSON	5-8704	CS 1040F	1	0.8	1.8	RELIABILITY	PREFINANCD CONVRNS(P)	RELOCATE CRITTENDEN DRIVE/LOUISVILLE REGIONAL AIRPORT AUTHORITY TO ALLOW FOR CONSTRUCTION FOR A TAXIWAY TO ACCOMMODATE GROUP 6 AIRCRAFT FOR THE UPS WORLDPORT EXPANSION.(12CCN)	C	SPP	2014	8,500,000	0

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECTS
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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	5-8707					RELIABILITY	NEW ROUTE(O)	CONSTRUCT A NEW EXTENSION ROAD FROM SOUTH FOURTH STREET TO WARNOCK. PROJECT SHALL BE MATCHED BY 20% FUNDING MADE AVAILABLE AS PER AGREEMENT WITH THE UNIVERSITY OF LOUISVILLE FOUNDATION AND KYTC.(12CCN)	D	SPP	2013	2,400,000	0
JEFFERSON	5-8707					RELIABILITY	NEW ROUTE(O)	CONSTRUCT A NEW EXTENSION ROAD FROM SOUTH FOURTH STREET TO WARNOCK. PROJECT SHALL BE MATCHED BY 20% FUNDING MADE AVAILABLE AS PER AGREEMENT WITH THE UNIVERSITY OF LOUISVILLE FOUNDATION AND KYTC.(12CCN)	R	SPP	2013	1,200,000	0
JEFFERSON	5-8707					RELIABILITY	NEW ROUTE(O)	CONSTRUCT A NEW EXTENSION ROAD FROM SOUTH FOURTH STREET TO WARNOCK. PROJECT SHALL BE MATCHED BY 20% FUNDING MADE AVAILABLE AS PER AGREEMENT WITH THE UNIVERSITY OF LOUISVILLE FOUNDATION AND KYTC.(12CCN)	U	SPP	2013	1,200,000	0
JEFFERSON	5-8707					RELIABILITY	NEW ROUTE(O)	CONSTRUCT A NEW EXTENSION ROAD FROM SOUTH FOURTH STREET TO WARNOCK. PROJECT SHALL BE MATCHED BY 20% FUNDING MADE AVAILABLE AS PER AGREEMENT WITH THE UNIVERSITY OF LOUISVILLE FOUNDATION AND KYTC.(12CCN)	C	SPP	2015	20,000,000	0
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. (2000BOP)(04CCR)(06CCR)(08CCR)(10CCR)(12CCR)	U	SPP	2013	5,200,000	0
JESSAMINE	7-376	CS 1486A				RELIABILITY	NEW ROUTE(O)	EXTEND EAST BRANNON ROAD FROM END OF EXISTING ROAD FROM EAST OF LAUDERDALE DRIVE (CS 1501) TO TATES CREEK ROAD (KY 1974) (2-LANE IMPROVEMENT)(12CCR)	D	SPP	2013	1,000,000	0

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REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECTS
FY 2013 - FY 2016**

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
JESSAMINE	7-410					NEW ROUTES	NEW ROUTE(O)	PERFORM PRELIMINARY ENGINEERING AND EVALUATE THE FINANCIAL FEASIBILITY OF DESIGN/BUILD/TOLL FOR NEW CONNECTOR BETWEEN US 27 NORTH OF NICHOLASVILLE AND I-75 AT THE KY 627 INTERCHANGE.(12CCR)	D	SPP	2013	2,500,000	0
KENTON	6-17.09	175		191.277	191.777	RELIABILITY	RELOCATION(O)	BRENT SPENCE BRIDGE RELOCATION PROJECT (ADDITIONAL PROJECT FUNDS)(10CCR)	C	SB2	2013	6,520,000	0
KENTON	6-344.3	KY 16				RELIABILITY	RELOCATION(O)	RECONSTRUCT KY-16 (TAYLOR MILL ROAD) FROM SUNBRIGHT DRIVE TO OLD TAYLOR MILL CONNECTOR #1. (SECTION 1A) SEE 6-344.11 FOR R AND U PHASES)(2008BOPC)(10CCR)(12CCR)	C	SPP	2013	10,300,000	0
KENTON	6-344.4	KY 16				RELIABILITY	RELOCATION(O)	RECONSTRUCT KY-16 (TAYLOR MILL ROAD) FROM OLD TAYLOR MILL CONNECTOR #1 TO BLACKSTONE. (SECTION 1C) (SEE 6-344.11 FOR R AND U PHASES) (2008BOPC)(10CCR)(12CCR)	C	SPP	2013	11,760,000	0
KENTON	6-8307.1	KY 1501		0	1.032	RELIABILITY	SCOPING STUDY(O)	RECONSTRUCT HANDS PIKE (KY 1501) FROM KY 17 TO CRYSTAL LAKE DRIVE.(12CCR)	D	SPP	2013	250,000	0
KENTON	6-8307.1	KY 1501		0	1.032	RELIABILITY	SCOPING STUDY(O)	RECONSTRUCT HANDS PIKE (KY 1501) FROM KY 17 TO CRYSTAL LAKE DRIVE.(12CCR)	R	SPP	2013	2,500,000	0
KENTON	6-8307.1	KY 1501		0	1.032	RELIABILITY	SCOPING STUDY(O)	RECONSTRUCT HANDS PIKE (KY 1501) FROM KY 17 TO CRYSTAL LAKE DRIVE.(12CCR)	U	SPP	2013	1,100,000	0
KENTON	6-8307.1	KY 1501		0	1.032	RELIABILITY	SCOPING STUDY(O)	RECONSTRUCT HANDS PIKE (KY 1501) FROM KY 17 TO CRYSTAL LAKE DRIVE.(12CCR)	C	SPP	2014	6,000,000	0
MEADE	4-297.61	KY 313	4.4			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)(10CCR)(12CCR)	C	SPP	2013	13,520,000	0
MEADE	4-297.65	KY 313	2.3			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)(12CCR)	R	SPP	2013	6,950,000	0

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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
MEADE	4-297.65	KY 313	2.3			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)(12CCR)	U	SPP	2013	1,410,000	0
MEADE	4-297.65	KY 313	2.3			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)(12CCR)	C	SPP	2014	14,630,000	0
OLDHAM	5-304.1	KY 22	2.1	3.25	5.32	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCT KY-22 FROM KY-329 TO ABBOTT LANE. (2004BOPC)(08CCR)(10CCR)(12CCR)	R	SPP	2013	2,320,000	0
OLDHAM	5-304.1	KY 22	2.1	3.25	5.32	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCT KY-22 FROM KY-329 TO ABBOTT LANE. (2004BOPC)(08CCR)(10CCR)(12CCR)	U	SPP	2013	2,340,000	0
OLDHAM	5-304.1	KY 22	2.1	3.25	5.32	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCT KY-22 FROM KY-329 TO ABBOTT LANE. (2004BOPC)(08CCR)(10CCR)(12CCR)	C	SPP	2013	11,400,000	0
OLDHAM	5-304.15	KY 22	1.4	3.929	5.32	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCT KY-22 FROM KY-329B TO ABBOTT LANE INCLUDING THE TERMINI INTERSECTIONS OF KY 22 @ KY 329B AND KY 22 @ ABBOTT LANE. ("BRIDGE HILL")(12CCR)	C	SPP	2016	10,200,000	0
OLDHAM	5-367.2		2.2			RELIABILITY	NEW ROUTE(O)	EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR)	R	SB2	2013	6,750,000	0
OLDHAM	5-367.2		2.2			RELIABILITY	NEW ROUTE(O)	EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR)	U	SB2	2013	3,300,000	0
OLDHAM	5-367.2		2.2			RELIABILITY	NEW ROUTE(O)	EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR)	C	SB2	2014	9,000,000	0
OLDHAM	5-8201.01					RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT NEW I-71 OVERPASS WITH APPROACHES FROM COMMERCE PARKWAY TO PEAK ROAD. (06CCR)(12CCR)	R	SPP	2013	2,070,000	0
OLDHAM	5-8201.01					RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT NEW I-71 OVERPASS WITH APPROACHES FROM COMMERCE PARKWAY TO PEAK ROAD. (06CCR)(12CCR)	U	SPP	2013	1,040,000	0
OLDHAM	5-8201.01					RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT NEW I-71 OVERPASS WITH APPROACHES FROM COMMERCE PARKWAY TO PEAK ROAD. (06CCR)(12CCR)	C	SPP	2013	12,510,000	0

**2012 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECTS
FY 2013 - FY 2016**

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	5-8708					RELIABILITY	NEW ROUTE(O)	PROVIDE A NEW FOUR LANE CONNECTOR BETWEEN THE NEW I-71 OVERPASS AND US 53. [RING ROAD] (12CCN)	D	SPP	2013	2,400,000	0
OLDHAM	5-8708					RELIABILITY	NEW ROUTE(O)	PROVIDE A NEW FOUR LANE CONNECTOR BETWEEN THE NEW I-71 OVERPASS AND US 53. [RING ROAD] (12CCN)	C	SPP	2014	10,700,000	0
WARREN	3-199	US 31W		5.083	6.684	RELIABILITY	MAJOR WIDENING(O)	WIDEN TO 5 LANES FROM 0.3 MILE SOUTH OF KY 242 TO DILLARD ROAD.(12CCR)	D	SPP	2013	1,000,000	0
WARREN	3-199	US 31W		5.083	6.684	RELIABILITY	MAJOR WIDENING(O)	WIDEN TO 5 LANES FROM 0.3 MILE SOUTH OF KY 242 TO DILLARD ROAD.(12CCR)	R	SPP	2014	1,750,000	0
WARREN	3-199	US 31W		5.083	6.684	RELIABILITY	MAJOR WIDENING(O)	WIDEN TO 5 LANES FROM 0.3 MILE SOUTH OF KY 242 TO DILLARD ROAD.(12CCR)	U	SPP	2014	2,000,000	0
WARREN	3-8702	US 231	0.998	9.455	10.453	RELIABILITY	MAJOR WIDENING(O)	WIDEN AND EXPAND US 231 FROM LOVER'S LANE TO THREE SPRINGS ROAD. (12CCN)	D	SPP	2013	750,000	0
WARREN	3-8702	US 231	0.998	9.455	10.453	RELIABILITY	MAJOR WIDENING(O)	WIDEN AND EXPAND US 231 FROM LOVER'S LANE TO THREE SPRINGS ROAD. (12CCN)	R	SPP	2014	1,600,000	0
WARREN	3-8702	US 231	0.998	9.455	10.453	RELIABILITY	MAJOR WIDENING(O)	WIDEN AND EXPAND US 231 FROM LOVER'S LANE TO THREE SPRINGS ROAD. (12CCN)	U	SPP	2015	2,000,000	0
WARREN	3-8702	US 231	0.998	9.455	10.453	RELIABILITY	MAJOR WIDENING(O)	WIDEN AND EXPAND US 231 FROM LOVER'S LANE TO THREE SPRINGS ROAD. (12CCN)	C	SPP	2016	5,000,000	0

EXHIBIT A – 6

**SAFE ROUTES TO SCHOOL
PROJECTS**

SAFE ROUTES TO SCHOOL PROGRAM PROJECTS AS OF JUNE 30, 2012

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Federal Funds</u>
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.	C	\$228,000
Bourbon	City of Paris	Project Walk to School	New sidewalks will be constructed within the right of way; bicycle racks will also be purchased and placed nearby. Work will occur from the intersection of Bethlehem Road and US 27/68 on the east side of Bethlehem Road to just past Park Place Court.	C	\$215,700
Boyd	City of Ashland	Ashland Safe Routes to School	Construct new sidewalk along Blackburn Avenue.	D	\$23,199
Boyd	City of Ashland	Ashland Safe Routes to School	Construct new sidewalk along Blackburn Avenue.	C	\$208,791
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.	C	\$94,202
Breckinridge	City of Cloverport	William Natcher Elementary & Frederick Fraize Middle SRTS Project	Provide new or improved sidewalks, striping, & signage near William Natcher Elementary & Fraize Middle School. Work will occur on Poplar, Fifth, Elm Verden, W Huston, Chestnut, Main & Lynn Streets along with reworking the steps on Iron Ore Hill.	C	\$236,400
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.	C	\$198,467
Campbell	City of Dayton	Dayton Pike Project	Construct new sidewalk along Dayton Pike.	D	\$16,120
Campbell	City of Dayton	Dayton Pike Project	Construct new sidewalk along Dayton Pike.	C	\$145,080

SAFE ROUTES TO SCHOOL PROGRAM PROJECTS AS OF JUNE 30, 2012

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Federal Funds</u>
Casey	City of Liberty	Liberty Elementary Safe Routes to School	Construct new sidewalk along Montgomery Street.	D	\$17,400
Casey	City of Liberty	Liberty Elementary Safe Routes to School	Construct new sidewalk along Montgomery Street.	C	\$131,465
Franklin	City of Frankfort	Bondurant Connectivity Project	Provide 1400 feet of new 10 foot wide pedestrian sidewalks including crosswalks and off street bicycle facilities. Work will occur near Bridgeport Elementary and will make the connection between Westwood Drive and Bondurant Middle School and Doctor's Drive.	C	\$195,936
Gallatin	City of Warsaw	Warsaw's Safe Routes to School	Sidewalk construction near the school property on High St, near the library on 4th St, Kirby Ave, Center St, and US 35 near the Sports Complex.	C	\$243,000
Hart	City of Munfordville	Connecting our Community: Munfordville Sidewalk Project	Provide new or improved sidewalks, striping and signage in downtown near Munfordville School. Work will occur from West Union Street to West Elk Street on Munford Avenue.	C	\$198,000
Henderson	City of Henderson	Sand Lane Sidewalk Project	Construct new pedestrian and bicycle path along Sand Lane.	D	\$21,297
Henderson	City of Henderson	Sand Lane Sidewalk Project	Construct new pedestrian and bicycle path along Sand Lane.	C	\$191,675
Henry	City of New Castle	New Castle Elementary Safe Routes to School	Construct new sidewalk along South Property Street.	D	\$25,000
Henry	City of New Castle	New Castle Elementary Safe Routes to School	Construct new sidewalk along South Property Street.	C	\$225,000
Jefferson	Louisville Metro Government	Portland Elementary Safe Routes to School	To provide sidewalks, ADA ramps, signage and striping within the Portland Historic District near the elementary school. Work will occur at the intersection on Northwestern Parkway at 33rd, 34th, and 35th street; ADA ramps will be constructed at the Portland Avenue intersection with Northwestern Parkway.	C	\$37,605

SAFE ROUTES TO SCHOOL PROGRAM PROJECTS AS OF JUNE 30, 2012

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Federal Funds</u>
Jefferson	Jefferson County Public Schools	Rangeland Elementary Safe Routes to School	Project involves widening sidewalks, repaving, adding striping in parking lot, improving sightlines and adding ramps and bike racks on school property at Rangeland Elementary school in Louisville. Work will occur at various locations on school property located off Rangeland Road.	C	\$28,378
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.	C	\$34,500
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.	R	\$30,000
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.	C	\$117,200
Lewis	City of Vanceburg	City of Vanceburg SRTS	To construct new sidewalks, install bike racks, install drainage features and signs and to also fund an educational program to promote bicycle and pedestrian safety. Work will occur along KY 59 beginning at the intersection of KY 59 and KY 8 extending for approximately 3/4 of a mile south and ending at Washington Avenue and KY 59.	C	\$230,000
Lincoln	City of Crab Orchard	City of Crab Orchard SRTS	This project includes new sidewalks, utility relocation, crosswalks, and traffic signs in the right of way. Work will occur an estimated 2,100 LF from existing sidewalk near intersection of KY 643 and Main Street along KY 643 to Maple Ave.	C	\$30,665
Lincoln	City of Waynesburg/ Lincoln County	Waynesburg Elementary Safe Routes to School Phase I	Construct new sidewalk along KY 328.	D	\$13,000
Lincoln	City of Waynesburg/ Lincoln County	Waynesburg Elementary Safe Routes to School Phase I	Construct new sidewalk along KY 328.	C	\$117,000

**SAFE ROUTES TO SCHOOL PROGRAM PROJECTS
AS OF JUNE 30, 2012**

<u>County</u>	<u>Applicant Name</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Federal Funds</u>
Madison	City of Berea	Berea Bicycle Lane Project	Construction of bicycle paths to encircle Berea Community School.	D	\$15,000
Madison	City of Berea	Berea Bicycle Lane Project	Construction of bicycle paths to encircle Berea Community School.	C	\$131,500
Marion	City of Lebanon	Lebanon Elementary SRTS	Installation of crosswalks, bike racks, public educational/signage and other related items. Project will begin at Main Street and end at Veteran's Drive.	C	\$12,325
Nelson	City of Bloomfield	Bloomfield Elementary and Middle Schools SRTS Project	The project involves the replacement and installation of new sidewalks within the right of way. Work will occur from the intersection of Arnold Lane and US 62, 1412' on the north side of US 62 going east and then from the intersection of Arnold Lane and US 62, 2059' on the west side of Arnold Lane going north. This includes a small portion of the sidewalk turning into the entry roads to the schools. The project also involves the intersection of Arnold Lane and the entryway into the elementary school approximately 645' on the west side of Arnold Lane and the north side of the entryway; work continues from the intersection of Faith Avenue and Arnold Lane approximately 818' on Faith Ave going west.	C	\$210,500
Powell	City of Stanton	Railroad Street Sidewalk Project	Construct new sidewalk along Railroad Street.	D	\$25,000
Powell	City of Stanton	Railroad Street Sidewalk Project	Construct new sidewalk along Railroad Street.	C	\$225,000
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.	C	\$250,000

EXHIBIT A – 7

TRANSPORTATION ENHANCEMENT PROJECTS

**TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS
AS OF JUNE 30, 2012**

<u>County</u>	<u>Applicant</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>	<u>Funds for State Forces Project Management Costs</u>	<u>Total Federal Cost</u>	<u>Category</u>
Adair	City of Columbia	Public Square Underground Electrical Service	This project will include installation of underground electrical service to provide enhanced lighting. It will also include the installation of brick pavers over utility ditches to beautify the area where KY highways 55,80, and 61 converge.	C	\$10,000	\$1,000	\$11,000	Landscaping and Scenic Beautification
Allen	City of Scottsville	Heart of Scottsville Streetscape Project Final Phase	Construction of sidewalks, lighting, landscaping, handrails, and constructing ADA ramps. Work will occur on streets adjacent to the Public Square off east Main Street to south 1st Street.	C	\$287,750	\$5,000	\$292,750	Pedestrian and Bicycle Facilities
Ballard	City of Barlow	Barlow Sidewalk Project	Project will include replacement of deteriorated sidewalks.	C	\$47,000	\$2,500	\$49,500	Pedestrian and Bicycle Facilities
Ballard	Ballard Co. Fiscal Court	Courthouse Square Beautification Project	Remove & replace sidewalks around the county courthouse, provide installation of a fence & remove bushes. Work will occur around the courthouse on the northeast corner of US 51 & KY 121.	C	\$54,630	\$2,000	\$56,630	Pedestrian and Bicycle Facilities
Barren	City of Park City	US 31 W Sidewalk Project	This project will include installation of sidewalks along US 31 W.	C	\$59,500	\$2,500	\$62,000	Pedestrian and Bicycle Facilities
Boone	Boone County Fiscal Court	Burlington Sidewalk Project Phase III	Construct new sidewalks and ramps in Burlington along Idlewild Road. Work will involve the construction of 3,666 feet of new sidewalks along Idlewild Rd connecting to Boone County fairgrounds and the entrance to England Idlewild Park; also to existing sections of sidewalks on Conrad Lane and Bullittsville Road.	C	\$252,911	\$5,000	\$257,911	Pedestrian and Bicycle Facilities
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. Work will occur only at the Stoner Creek bridge limits.	C	\$350,000	\$5,000	\$355,000	Pedestrian and Bicycle Facilities
Bracken	City of Augusta	Landscaping & Beautification Project	Landscaping and beautification work at the intersection of KY 8 and KY 19 in Augusta.	C	\$36,000	\$1,000	\$37,000	Landscaping and Scenic Beautification
Bracken	City of Brooksville	City of Brooksville Sidewalks/ City of Brooksville SRTS	Installation of sidewalks, public education/signage & striping. The project will begin at the east end of Brooksville at KY 10 and proceed west until it intersects with KY 1159 and Taylor Elementary and Bracken Middle School.	C	\$136,850	\$3,000	\$139,850	Landscaping and Scenic Beautification

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Bullitt	Bullitt County Fiscal Court	Exit 112/I-65 Landscape & Beautification Project	Beautification of Exit 112 on I-65, including landscaping, fencing, and concrete stamping in the medians to make the area more inviting to travelers.	C	\$430,000	\$7,000	\$437,000	Landscaping and Scenic Beautification
Carroll	City of Ghent	Historic District Sidewalk Project	The project involves the replacement of sidewalks, culvert installation, tree removal and constructing ADA ramps. Work will occur on the west side of Main Cross between Union and Ferry Streets.	C	\$83,763	\$1,500	\$85,263	Pedestrian and Bicycle Facilities
Carroll	Carroll County Fiscal Court	Carroll County Streetscape	Replace existing sidewalks & walkways, install landscaping, lighting and interpretive signage bounding the Courthouse Square in downtown Carrollton	C	\$167,960	\$3,000	\$170,960	Pedestrian and Bicycle Facilities
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. Old Hitchins School is located on the northeast corner of the intersection of Route 1 and Route 773 near Grayson.	C	\$131,709	\$4,000	\$135,709	Historic Preservation
Christian	City of Hopkinsville	Access Hopkinsville Streetscape Project Phase II	Continuation of Phase I Project - Engineering, sidewalk installation, median installation, lighting, landscaping and signage. Work will occur on Campbell Street from 14th Street to 18th Street.	C	\$264,000	\$5,000	\$269,000	Pedestrian and Bicycle Facilities
Christian	City of Crofton	Old Crofton Hotel Building Restoration	Restoration of the Old Crofton Hotel, which will serve as a welcome center. This historic structure was built in 1904. The welcome center will accommodate thousands of visitors traveling on the Pennyrite Parkway and US 41 between Evansville, Ind., and Nashville, Tenn.	C	\$298,000	\$5,500	\$303,500	Scenic or Historic Highway Programs
Christian	City of Hopkinsville	Access Hopkinsville/Transportation Museum	The two part project provides a streetscape that will include sidewalks, lighting, and the establishment of landscaped medians and signage will be included. A new entryway into downtown Hopkinsville will be created. The second priority will be the completion of the Transportation Museum in the old fire station on 9th street.	C	\$653,600	\$9,000	\$662,600	Transportation Museum & Pedestrian and Bicycle Facilities

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AS OF JUNE 30, 2012**

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Clark	Clark County Fiscal Court	Lower Howard's Creek Nature & Heritage Preserve	Improve 2.1 miles of historic pioneer roads and rebuild 600 yards of retaining, boundary, and turnpike stone fences and the installation of a composting toilet also the construction of two low water crossings and one bridge. Work will occur within the Nature Preserves located at 1945 Athens-Boonesboro Rd, Winchester.	C	\$576,000	\$8,000	\$584,000	Pedestrian and Bicycle Facilities
Daviess	City of Owensboro	Owensboro Museum of Science & History - "River History Exhibit"	Flatboat, steamboat, pilot house 19th Century, cooperage exhibits-construction, installation, audio/visual/graphics/props, lighting	C	\$250,000	\$4,000	\$254,000	Transportation Museum
Daviess	Daviess Co. Fiscal Court	Utica Trail Project	Rock, drainage, signage, crosswalk, bollards, engineering, asphalt, labor and equipment. Work will occur for 2.5 miles along the Owensboro-Moorman Railroad easement beginning at Ben Ford Road and extending south to KY 140 in Utica.	C	\$317,788	\$5,000	\$322,788	Pedestrian and Bicycle Facilities
Elliott	Elliott County Fiscal Court	Elliott County Multi-Use Trail Project	Develop & enhance a multi-use trail by widening & restriping an existing road, constructing new bathrooms, providing benches, adding bicycle racks, surfacing, & providing a parking lot & driveway.	C	\$265,000	\$5,000	\$270,000	Pedestrian and Bicycle Facilities
Fayette	LFUCG	South Limestone Streetscape Improvements	Installation of amenities, including trash cans, benches, bike racks, planters, new racks, bollards and wayfinding signage. Work will occur on South Limestone from Vine to Avenue of Champions and Vine Street from Broadway to Limestone	C	\$526,800	\$8,500	\$535,300	Landscaping and Scenic Beautification
Fayette	LFUCG	Legacy Trail Phase III	Installation of amenities including limestone hardscapes, crosswalk enhancements, benches, bike racks, landscaping, vertical path markers & interpretive signage. Work will occur on Legacy Trail beginning at Jefferson St, 3rd St, & 4th St & ends at the Isaac Murphy Memorial Gardens at Midland Ave.	C	\$2,488,800	\$13,000	\$2,501,800	Pedestrian and Bicycle Facilities
Fleming	City of Ewing	Ewing Depot Restoration Project	The project involves the restoration of the Ewing depot in the City of Ewing. Work will occur at the Ewing depot.	C	\$80,000	\$2,500	\$82,500	Historic Transportation Buildings

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AS OF JUNE 30, 2012**

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Floyd	Floyd County Fiscal Court	Dewey Lake Trail Project	Trail construction, installation of signage, crossings, gates, restroom renovations, construction of a picnic shelter and other campground improvements in the German Bridge campground area at Dewey Lake.	C	\$807,790	\$10,000	\$817,790	Pedestrian and Bicycle Facilities
Hancock	Hancock County Fiscal Court	Windward Heights Safe Routes to School	Sidewalk construction, engineering, drainage structures, & signals at the north side of KY 271 from Windward Heights apartments to Eastwind Court & along Eastwind Court to Windward Heights subdivision entrance	C	\$78,590	\$2,500	\$81,090	Pedestrian and Bicycle Facilities
Hart	City of Munfordville	Munfordville Sidewalk Improvements Project	Provide new or improved sidewalks, striping, & signage in downtown on Main Street (US 31W) in the courthouse area.	C	\$155,185	\$3,000	\$158,185	Pedestrian and Bicycle Facilities
Henry	City of Campbellsburg	Cardinal Drive Sidewalk Project	Construct new or improved sidewalks near Campbellsburg Elementary School along Cardinal Drive and College Court.	C	\$23,228	\$1,000	\$24,228	Pedestrian and Bicycle Facilities
Henry	City of Pleasureville	Pleasureville Sidewalk Project	Engineering and sidewalk construction at the intersection of US 421 and Hwy 241 and extending along Hwy 241 (Main St) approximately 5714 linear feet in Pleasureville.	C	\$62,858	\$2,500	\$65,358	Pedestrian and Bicycle Facilities
Henry	City of Eminence	Eminence Pedestrian Walkway	This project will involve the replacement of deteriorated sidewalks through downtown Eminence.	C	\$71,300	\$2,500	\$73,800	Pedestrian and Bicycle Facilities
Hickman	City of Clinton	Clinton Sidewalk Rehab and Beautification Project	This project will allow the city to replace sidewalks, improve landscaping, and scenic beautification	C	\$33,000	\$1,000	\$34,000	Pedestrian and Bicycle Facilities/Landscaping and Scenic Beautification
Hopkins	City of Earlington	Earlington Decorative Lighting Project	Decorative lighting and sidewalk replacement. Work will occur along the main intersection in downtown Earlington including the first block of east and west Main Street and north and south Lee Trover Todd Jr. highway.	C	\$33,850	\$1,000	\$34,850	Pedestrian and Bicycle Facilities
Hopkins	City of Mortons Gap	Mortons Gap Trail Lighting Project	Install light poles with fixtures along a one mile section of Mortons Gap Trail.	C	\$80,000	\$2,000	\$82,000	Pedestrian and Bicycle Facilities
Hopkins	City of Hanson	City of Hanson Walking Trail	The 1.6 mile concrete trail will provide a 5 foot wide artery linking homes to other facilities in Hanson, including the elementary school.	C	\$78,000	\$2,500	\$80,500	Pedestrian and Bicycle Facilities

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Jefferson	Louisville-Jefferson County Metro Government	LaGrange Road Pedestrian Facilities Project	Install sidewalks, bicycle lanes, & intersection improvements. Work will occur on LaGrange Rd between Lyndon Ln & Whippys Mill Rd, on KY 146 between Lyndon Ln & Whippys Mill Rd. The turn lane will be on LaGrange Rd at Whippys Mill Rd.	C	\$902,800	\$11,000	\$913,800	Pedestrian and Bicycle Facilities
Jessamine	City of Wilmore	Transportation Museum and Welcome Center Project	This project will enable the city to purchase a building and 3 acres of land to protect a historic view shed that accompanies the home of Norfolk Southern Railroad. The second floor of the bldg will be turned into a transportation museum.	C	\$438,000	\$7,000	\$445,000	Acquisition of Scenic or Historic Easements & Sites including Battlefields/ Transportation Museum
Letcher	City of Jenkins	Jenkins Safe Routes to School Project Phase II	Construct new sidewalks near the high school at the intersection of KY 3086 and KY 2550 extending approximately 583 feet.	C	\$14,700	\$1,000	\$15,700	Pedestrian and Bicycle Facilities
Lincoln	Lincoln County Fiscal Court	Veterans Memorial Park Trailway Project	Installation of approximately 1.27 miles of concrete walking path that is 5 feet wide, a bituminous concrete bicycle path that is 8 feet wide, a chain link fence & drainage. Work will occur at the intersection of Herndon & Danville Ave & follow Herndon Ave east to Lancaster St & onto US 27, then cross US 27 & continue to the Veteran's Memorial Recreational park that is located off US 150.	C	\$489,600	\$7,000	\$496,600	Pedestrian and Bicycle Facilities
Lyon	City of Eddyville	Eddyville SRTS Project	Provide new storm sewers, sidewalks, ADA ramps and signage near the Lyon County schools along Linden Ave and Fairview Ave from Jenkins Road to Chestnut Road.	C	\$121,500	\$3,000	\$124,500	Pedestrian and Bicycle Facilities
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. Barnett-Herndon House located along US 421 in Richmond.	C	\$400,000	\$6,000	\$406,000	Historic Preservation
Madison	City of Richmond	Tates Creek Trail	Project will allow the city to construct a sidewalk along the old abandoned Riney B rail that runs along KY 169.	C	\$142,000	\$3,500	\$145,500	Pedestrian and Bicycle Facilities

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Magoffin	City of Salyersville	Salyersville Sidewalk Project	Design, removal, and replacement of sidewalks on KY 40, S. Church Street, and Dixie Avenue.	C	\$251,834	\$5,000	\$256,834	Pedestrian and Bicycle Facilities
Martin	City of Inez	Rockcastle Creek Pedway Project	Design & construction of pedestrian bridge near the middle fork of the Rockcastle Creek; beginning at the Skeeze Ward Manor Housing Complex crossing Rockcastle Creek & ending at Boardwalk St.	C	\$296,500	\$5,000	\$301,500	Pedestrian and Bicycle Facilities
Mason	City of Maysville	Sidewalk Replacement & Landscaping Project	Replacement and installation of sidewalks and engineering and landscaping in downtown Maysville. Work will occur adjacent (north and south) to Third Street from Mulberry Alley to Sutton Street.	C	\$109,256	\$3,500	\$112,756	Pedestrian and Bicycle Facilities
McCracken	City of Paducah	Paducah Greenway Trail Phase III	Construct 4,000 feet of trail crossing at the county park, including a gravel parking lot and the construction of a wooden trailway and bridge. The project will extend the existing Paducah Greenway trail west through Perkins Creek Nature Preserve.	C	\$450,000	\$6,000	\$456,000	Pedestrian and Bicycle Facilities
Montgomery	City of Jeffersonville	Jeffersonville Sidewalk Project	The project will include the construction of new sidewalks adjacent to KY 213 S. The project will begin at the intersection of US 460 and KY 213 going south to the entrance to Jeffersonville Park on the west side in Mt. Sterling.	C	\$50,500	\$2,000	\$52,500	Pedestrian and Bicycle Facilities
Montgomery	Montgomery County Fiscal Court	Montgomery County History Museum & Visitor Center Phase II	The project will include the rehabilitation of the second floor of the building; the work will include HVAC, flooring, walls, ceilings, plumbing and fixtures, elevator installation. The project is located at 38 Broadway Street in downtown Mt. Sterling.	C	\$185,000	\$3,500	\$188,500	Scenic or historic highway programs
Nelson	City of New Haven	Kentucky Railway Museum Historic Railroad Turntable Restoration	Installation of a Historic Preserved Turntable and related site work along with emergency track restoration and repair and the preservation and restoration of a historic rail car, the	C	\$382,950	\$7,000	\$389,950	Transportation Museum

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Ohio	City of Hartford	Oakwood Drive and Union Street Sidewalk Improvements	Oakwood Drive And Union Street Sidewalk Improvements - Provide Architecture/Engineering And Construct New Sidewalks Or Repair Sidewalks Along East Union Street From Us 231 To Oakwood Dr & Along Oakwood Dr From Union St To Iron Mt Road	C	\$209,792	\$3,000	\$212,792	Pedestrian and Bicycle Facilities
Ohio	City of Hartford	Pedestrian Facility Project	Replacement of aging, cracked and buckled sidewalks in downtown Hartford.	C	\$107,500	\$3,500	\$111,000	Pedestrian and Bicycle Facilities
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 square feet 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. 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.	C	\$391,083	\$7,000	\$398,083	Scenic or Historic highway programs
Pulaski	Pulaski county Fiscal Court	Fountain Square Beautification Project	Landscaping, architecture/engineering, fountain repair, furnishings, new sidewalks or repair sidewalks at the fountain square in Somerset.	C	\$727,360	\$8,000	\$735,360	Pedestrian and Bicycle Facilities
Rockcastle	City of Livingston	Sidewalk, Lighting, & Landscape Improvements	Install new sidewalks, lighting, and other amenities on Mullins St, Church St, McClure St, School St, and Main St (US-25)	C	\$286,500	\$5,000	\$291,500	Pedestrian and Bicycle Facilities
Shelby	City of Shelbyville	Sanford Lane Sidewalk Project	Construct new sidewalk in the right of way on the south side of Sanford Lane from Smithfield Road and extend to Cardinal Drive	R	\$6,000	\$500	\$6,500	Pedestrian and Bicycle Facilities
Shelby	City of Shelbyville	Sanford Lane Sidewalk Project	Construct new sidewalk in the right of way on the south side of Sanford Lane from Smithfield Road and extend to Cardinal Drive	C	\$21,420	\$500	\$21,920	Pedestrian and Bicycle Facilities

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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 Veechdale Road to Fairview Drive.	R	\$50,000	\$1,000	\$51,000	Pedestrian and Bicycle Facilities
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 Veechdale Road to Fairview Drive.	U	\$100,000	\$2,000	\$102,000	Pedestrian and Bicycle Facilities
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 Veechdale Road to Fairview Drive.	C	\$134,000	\$2,000	\$136,000	Pedestrian and Bicycle Facilities
Shelby	Shelby County Fiscal Court	Hospital Drive Sidewalk Project	This project will allow for construction of 1700 linear feet of sidewalk with curb and guttering along Hospital Drive. The new sidewalks will connect with US 60 sidewalks.	C	\$92,300	\$3,500	\$95,800	Pedestrian and Bicycle Facilities
Statewide	Kentucky Historical Society	KY Historical Society Historic Markers-Phase III	This project will include repair or replacement of damaged historical markers	C	\$55,500	\$2,500	\$58,000	Scenic or Historic Highway Programs
Todd	Todd County Board of Education	Walk with Us	Provide engineering and construct new sidewalks. Work will occur along US 68, Sunset Drive and South Streets Avenue and on school property located at Todd County Middle School in Elkton.	C	\$207,000	\$3,000	\$210,000	Pedestrian and Bicycle Facilities
Todd	City of Elkton	South Streets Avenue Sidewalk Project	This project will include the replacement of old, deteriorating sidewalks and expansion of the current sidewalk system. Curb and gutter will be added and drainage work will be conducted.	C	\$179,500	\$3,500	\$183,000	Pedestrian and Bicycle Facilities
Warren	Warren County Fiscal Court	Linking Communities, Schools & Parks Project	Construction of a 4.5-mile bike/walking trail to connect Woodburn to Buchannon Park & to Richpond schools. The project will extend from the intersection of Fletcher St. & Allen Springs Rd. in Woodburn to Richpond Schools located on Richpond Rd.	C	\$728,000	\$8,000	\$736,000	Pedestrian and Bicycle Facilities

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Wayne	City of Monticello	Monticello Sidewalks	Installation of sidewalks within the right of way on various streets in Monticello. Safe Routes to School Project.	C	\$193,883	\$3,000	\$196,883	Pedestrian and Bicycle Facilities
Woodford	City of Versailles	Streetscape Renovation Project Phase III	Lighting, utility relocation, signage, striping & sidewalk repair at US 60X, Green St, North St, Depot St, Broadway & Elm St as they intersect Main St (US 60X) in Versailles	U	\$65,000	\$1,000	\$66,000	Pedestrian and Bicycle Facilities
Woodford	City of Versailles	Streetscape Renovation Project Phase III	Lighting, utility relocation, signage, striping & sidewalk repair at US 60X, Green St, North St, Depot St, Broadway & Elm St as they intersect Main St (US 60X) in Versailles	C	\$288,000	\$2,000	\$290,000	Pedestrian and Bicycle Facilities

EXHIBIT A - 8

CONGESTION MITIGATION AND AIR QUALITY PROJECTS

**CONGESTION MITIGATION
AND AIR QUALITY IMPROVEMENT PROGRAM
AS OF JUNE 30, 2012**

<u>County</u>	<u>Applicant</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>	<u>Funds for State Forces Project Management Costs</u>	<u>Total Federal Cost</u>
Boone	OKI	Construct additional US 42 left turn lane to northbound Mall Road	Construct additional US 42 left turn lane to northbound Mall Road.	C	\$1,480,000	\$10,000	\$1,490,000
Boone	Boone County	Limaburg Access Road and Sidewalk	Limaburg Access Road and Sidewalk.	C	\$219,343	\$2,000	\$221,343
Boone	TANK	TANK Transit Hub - Florence	Transit Authority of Northern Kentucky's Transit Hub located on Heights Blvd just east of the intersection of Heights Blvd and Mall Road in Florence.	C	\$1,122,703	\$10,000	\$1,132,703
Boone	KYTC	Construct an Additional US 42 Left Turn Lane to Northbound Mall Road	Construct an additional left turn lane onto eastbound US 42 within the existing right-of-way onto northbound Florence Mall Road.	C	\$725,000	\$10,000	\$735,000
Campbell	City of Newport	Newport Riverfront Commons Bicycle/Pedestrian Corridor	Provide architectural/engineering, a multi-use trail, furnishings, bollards, bike racks, signage, and new sidewalks or repair existing sidewalks. Work will occur along the corridor at Newport's Riverboat Row Scenic byway.	C	\$690,720	\$11,000	\$701,720
Christian	District 2	North Drive/ Glass Avenue Traffic Congestion Improvement Project	Construction of left-hand turning lanes at the intersection of North Drive and Glass Avenue.	R	\$50,000	\$1,000	\$51,000
Christian	District 2	North Drive/ Glass Avenue Traffic Congestion Improvement Project	Construction of left-hand turning lanes at the intersection of North Drive and Glass Avenue.	C	\$1,400,000	\$13,000	\$1,413,000
Fayette	LFUCG	Gainesway Trail	Construction of bike-ped trail connecting Tates Creek school complex, Gainesway Park, and Millcreek Elementary.	C	\$410,000	\$4,000	\$414,000
Fayette	LFUCG	Southland Drive Bike/Pedestrian Improvements	Construct one mile of bike lanes along Southland Drive from Rosemont Garden to Nicholasville Road. Construct sidewalks under railroad bridge that crosses Southland Drive.	C	\$200,000	\$2,500	\$202,500

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AND AIR QUALITY IMPROVEMENT PROGRAM
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Fayette	LFUGG	Loudon Avenue Sidewalk Project	The project will include the construction of 4,000 feet of new sidewalks. Work will involve the construction of new sidewalk between Newtown Pike and Russell Cave Road.	C	\$214,400	\$3,500	\$217,900
Fayette	University of Kentucky	University Drive Bike Lane Extension	Engineering and construction of a bike lane on University Drive from Cooper Drive to Alumni Drive in Lexington.	C	\$66,240	\$2,500	\$68,740
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.	D	\$15,000	\$1,000	\$16,000
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.	C	\$135,000	\$3,000	\$138,000
Fayette	LFUGG-Division of Community Development	Town Branch Trail Crossing	Installation of trail from New Circle Road to McConnell Springs Park crossing Old Frankfort Pike.	D	\$40,870	\$1,000	\$41,870
Fayette	LFUGG-Division of Community Development	Town Branch Trail Crossing	Installation of trail from New Circle Road to McConnell Springs Park crossing Old Frankfort Pike.	C	\$367,830	\$7,000	\$374,830
Jefferson	Louisville Metro Public Works and Assets	River Road Corridor Bicycle Improvements	Improvements may include on-road bicycle lanes or off-road multi-use paths with connections to numerous parks and destinations.	R	\$259,500	\$3,000	\$262,500
Jefferson	Louisville Metro Public Works and Assets	River Road Corridor Bicycle Improvements	Improvements may include on-road bicycle lanes or off-road multi-use paths with connections to numerous parks and destinations.	U	\$80,000	\$1,000	\$81,000
Jefferson	Louisville Metro Public Works and Assets	River Road Corridor Bicycle Improvements	Improvements may include on-road bicycle lanes or off-road multi-use paths with connections to numerous parks and destinations.	C	\$574,700	\$7,000	\$581,700
Jefferson	Lou Metro	Northeast Louisville Loop Multi-Use Path	Construct a paved multi-use trail, drainage improvements and provide signage. Work will occur on Shelbyville Rd. between Old Shelbyville Rd and N. Beckley Station.	C	\$670,000	\$8,500	\$678,500

**CONGESTION MITIGATION
AND AIR QUALITY IMPROVEMENT PROGRAM
AS OF JUNE 30, 2012**

<u>County</u>	<u>Applicant</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>	<u>Funds for State Forces Project Management Costs</u>	<u>Total Federal Cost</u>
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.	D	\$15,000	\$1,000	\$16,000
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.	C	\$135,000	\$3,000	\$138,000
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.	D	\$135,392	\$2,000	\$137,392
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.	C	\$1,218,528	\$13,000	\$1,231,528
Jefferson	Lou Metro	Bicycle Sharing System	Pilot system for the installation of four kiosks for the purpose of managing 50 bikes to be located at: Liberty & 8th; W Jefferson & 6th; W Muhammad Ali Blvd & S 5th; & E Gray & S Preston St.	D	\$18,000	\$1,000	\$19,000
Jefferson	Lou Metro	Bicycle Sharing System	Pilot system for the installation of four kiosks for the purpose of managing 50 bikes to be located at: Liberty & 8th; W Jefferson & 6th; W Muhammad Ali Blvd & S 5th; & E Gray & S Preston St.	C	\$162,000	\$3,000	\$165,000
Kenton	KYTC	Extend right turn lane on Turkeyfoot Road (KY-1303) to I-275 eastbound	Extend right turn lane on Turkeyfoot Road (KY-1303) to I-275 eastbound.	C	\$880,000	\$8,000	\$888,000
Kenton	KYTC	Widen I-275 westbound ramp to allow for a dual left turn lane from NB Turkeyfoot Road (KY-1303)	Widen I-275 westbound ramp to allow for a dual left turn lane from NB Turkeyfoot Road (KY-1303).	C	\$447,500	\$4,000	\$451,500
Kenton	KYTC District 6	Kyle's Lane Realignment	Realigning Kyle's Lane (KY-1072) with George Huser Drive to eliminate the 100 ft offset.	R	\$500,000	\$5,000	\$505,000

**CONGESTION MITIGATION
AND AIR QUALITY IMPROVEMENT PROGRAM
AS OF JUNE 30, 2012**

<u>County</u>	<u>Applicant</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Phase</u>	<u>Total Phase Cost</u>	<u>Funds for State Forces Project Management Costs</u>	<u>Total Federal Cost</u>
Kenton	KYTC District 6	Kyle's Lane Realignment	Realigning Kyle's Lane (KY-1072) with George Huser Drive to eliminate the 100 ft offset.	U	\$100,000	\$1,000	\$101,000
Kenton	KYTC District 6	Kyle's Lane Realignment	Realigning Kyle's Lane (KY-1072) with George Huser Drive to eliminate the 100 ft offset.	C	\$1,100,000	\$10,000	\$1,110,000
Kenton	KYTC	Additional lane on 4th Street west of Philadelphia Street	The project will include the installation of an additional lane on KY-8 (4th St) intersecting with Philadelphia St in Covington. Work will occur on 4th St west of Philadelphia St to Crescent St.	R	\$30,000	\$1,000	\$31,000
Kenton	KYTC	Additional lane on 4th Street west of Philadelphia Street	The project will include the installation of an additional lane on KY-8 (4th St) intersecting with Philadelphia St in Covington. Work will occur on 4th St west of Philadelphia St to Crescent St.	U	\$75,000	\$1,000	\$76,000
Kenton	KYTC	Additional lane on 4th Street west of Philadelphia Street	The project will include the installation of an additional lane on KY-8 (4th St) intersecting with Philadelphia St in Covington. Work will occur on 4th St west of Philadelphia St to Crescent St.	C	\$1,040,000	\$10,000	\$1,050,000
Kenton	KYTC	Main Street Realignment at Pike Street and Traffic Signal Removal	The project will include the elimination of a traffic signal by realigning an intersection on Main St at Pike St allowing free flow traffic in Covington.	R	\$350,000	\$3,500	\$353,500
Kenton	KYTC	Main Street Realignment at Pike Street and Traffic Signal Removal	The project will include the elimination of a traffic signal by realigning an intersection on Main St at Pike St allowing free flow traffic in Covington.	U	\$50,000	\$1,000	\$51,000
Kenton	KYTC	Main Street Realignment at Pike Street and Traffic Signal Removal	The project will include the elimination of a traffic signal by realigning an intersection on Main St at Pike St allowing free flow traffic in Covington.	C	\$300,000	\$3,000	\$303,000
Oldham	Oldham Co Planning and Zoning	KY 53 Access & Congestion Management	Provides support for KY 53 Access and Congestion Management. Implement Oldham Co Major Thoroughfare Plan; signal improvements with adjusted timing.	C	\$532,252	\$5,000	\$537,252
Oldham	Oldham County Planning and Development Services	The Park and Ride at Apple Patch	A park and ride facility with 126 car lot on 3.59 acres and a 1000' access road on 1.37 acres. The project includes a shelter, playground, bike lockers, and walkways. The project is located off Hwy 329 near exit 14 off of I-71.	C	\$694,051	\$8,500	\$702,551

EXHIBIT A - 9

PUBLIC TRANSPORTATION (TRANSIT) PROJECTS

Kentucky Transportation
Office of Transportation Delivery
Kentucky Section 5307
STIP FY 2013-2016

FY 2013 Urbanized Area	FY 2013 Operating	FY 2013 Capital	FY 2013 Planning	Total Federal
Ashland	\$ 463,174.00	\$ 189,745.00	\$ -	\$ 652,919.00
Bowling Green	\$ 524,077.00	\$ 179,692.00	\$ 15,000.00	\$ 718,769.00
Clarksville	\$ 310,000.00	\$ -	\$ -	\$ 310,000.00
Henderson	\$ 515,842.00	\$ 239,053.00	\$ 10,000.00	\$ 764,895.00
Lextran	\$ -	\$ 4,390,004.00	\$ -	\$ 4,390,004.00
Owensboro	\$ 564,720.00	\$ 288,595.00	\$ 14,400.00	\$ 867,715.00
Radcliff/E'Town	\$ 701,561.00	\$ 69,420.00	\$ -	\$ 770,981.00
Tank	\$ -	\$ 17,264,075.00	\$ -	\$ 17,264,075.00
Tarc/Louisville-IN	\$ -	\$ 13,146,548.00	\$ -	\$ 13,146,548.00
	\$ 3,079,374.00	\$ 35,767,132.00	\$ 39,400.00	\$ 38,885,906.00

FY 2014 Urbanized Area	FY 2014 Operating	FY 2014 Capital	FY 2014 Planning	Total Federal
Ashland	\$ 486,332.70	\$ 199,232.25	\$ -	\$ 685,564.95
Bowling Green	\$ 550,280.85	\$ 188,676.60	\$ 15,750.00	\$ 754,707.45
Clarksville	\$ 325,500.00	\$ -	\$ -	\$ 325,500.00
Henderson	\$ 541,634.10	\$ 251,005.65	\$ 10,500.00	\$ 803,139.75
Lextran	\$ -	\$ 4,609,504.20	\$ -	\$ 4,609,504.20
Owensboro	\$ 592,956.00	\$ 303,024.75	\$ 15,120.00	\$ 911,100.75
Radcliff/E'Town	\$ 736,639.05	\$ 72,891.00	\$ -	\$ 809,530.05
Tank	\$ -	\$ 18,127,278.75	\$ -	\$ 18,127,278.75
Tarc	\$ -	\$ 13,803,875.40	\$ -	\$ 13,803,875.40
	\$ 3,233,342.70	\$ 37,555,488.60	\$ 41,370.00	\$ 40,830,201.30

FY 2015 Urbanized Area	FY 2015 Operating	FY 2015 Capital	FY 2015 Planning	Total Federal
Ashland	\$ 510,649.34	\$ 209,193.86	\$ -	\$ 719,843.20
Bowling Green	\$ 577,794.89	\$ 198,110.43	\$ 16,537.50	\$ 792,442.82
Clarksville	\$ 341,775.00	\$ -	\$ -	\$ 341,775.00
Henderson	\$ 568,715.81	\$ 263,555.93	\$ 11,025.00	\$ 843,296.74
Lextran	\$ -	\$ 4,839,979.41	\$ -	\$ 4,839,979.41
Owensboro	\$ 622,603.80	\$ 318,175.99	\$ 15,876.00	\$ 956,655.79
Radcliff/E'Town	\$ 773,471.00	\$ 76,535.55	\$ -	\$ 850,006.55
Tank	\$ -	\$ 19,033,642.69	\$ -	\$ 19,033,642.69
Tarc	\$ -	\$ 14,494,069.17	\$ -	\$ 14,494,069.17
	\$ 3,395,009.84	\$ 39,433,263.03	\$ 43,438.50	\$ 42,871,711.37

FY 2016 Urbanized Area	FY 2016 Operating	FY 2016 Capital	FY 2016 Planning	Total Federal
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Ashland	\$	536,181.80	\$	219,653.56	\$	-	\$	755,835.36
Bowling Green	\$	606,684.64	\$	208,015.95	\$	17,364.38	\$	832,064.96
Clarksville	\$	358,863.75	\$	-	\$	-	\$	358,863.75
Henderson	\$	597,151.60	\$	276,733.73	\$	11,576.25	\$	885,461.57
Lextran	\$	-	\$	5,081,978.38	\$	-	\$	5,081,978.38
Owensboro	\$	653,733.99	\$	334,084.79	\$	16,669.80	\$	1,004,488.58
Radcliff/E'Town	\$	812,144.55	\$	80,362.33	\$	-	\$	892,506.88
Tank	\$	-	\$	19,985,324.82	\$	-	\$	19,985,324.82
Tarc	\$	-	\$	15,218,772.63	\$	-	\$	15,218,772.63
	\$	<u>3,564,760.33</u>	\$	<u>41,404,926.18</u>	\$	<u>45,610.43</u>	\$	<u>45,015,296.93</u>

Kentucky Transportation
 Office of Transportation Delivery
 Kentucky Section 5309
 STIP FY 2013-2016
 Contact: Vickie Bourne or Eric Perez

SECTION 5309

Discretionary Capital Apportionment

July 1, 2013 to June 30, 2016

5309 Bus and Bus Facility Program

Capital KYTC/Office of Transportation Delivery - Veterans Transportation & Community Living Initiative	Federal Share	Local/State Share	Total
	\$ 797,506.00	\$ 199,376.50	\$ 996,882.50
TOTALS	\$ 797,506.00	\$ 199,376.50	\$ 996,882.50

Office of Transportation Delivery
SECTION 5310 SPECIALIZED & ELDERLY CAPITAL PROGRAMS

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

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

	July 1, 2012 to June 30, 2013			July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016					
	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$135,200	\$16,900	\$16,900	\$169,000	\$149,058	\$18,632	\$18,632	\$186,323	\$156,511	\$19,564	\$19,564	\$195,639
	(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, 2012 to June 30, 2013			July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016					
	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$80,000	\$10,000	\$10,000	\$100,000	\$44,100	\$5,513	\$5,513	\$55,125	\$46,305	\$5,788	\$5,788	\$57,881
	(3) 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, 2012 to June 30, 2013			July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016					
	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$205,600	\$25,700	\$25,700	\$257,000	\$226,674	\$28,334	\$28,334	\$283,343	\$238,008	\$29,751	\$29,751	\$297,510
	(6) Replacement vans											

CENTRAL KENTUCKY COMMUNITY ACTION COUNCIL

LEAD AGENCY over six counties: Breckinridge, Grayson, Larue,
Marion, Nelson, and Washington

	July 1, 2012 to June 30, 2013			July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016					
	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$73,619	\$9,202	\$9,202	\$92,024	\$81,165	\$10,146	\$10,146	\$101,456	\$85,223	\$10,653	\$10,653	\$106,529
	(4) Replacement vans											

NORTHERN KENTUCKY ADD

LEAD AGENCY over eight counties: Boone, Campbell, Carroll, Gallatin, Grant, Kenton, Owen, and Pendleton
There are over 8 known eligible agencies in area

	July 1, 2012 to June 30, 2013			July 1, 2013 to June 30, 2014			July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016		
	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$105,600	\$13,200	\$13,200	\$132,000	\$110,880	\$13,860	\$13,860	\$138,600	\$116,424	\$14,563	\$14,563	\$145,530
	(3) Replacement vans											

PENNYRILE ALLIED COMMUNITY SERVICES ORGANIZATION

LEAD AGENCY over eight counties
Caldwell, Christian, Crittenden, Hopkins, Livingston, Lyon, Muhlenberg, and Todd

	July 1, 2012 to June 30, 2013			July 1, 2013 to June 30, 2014			July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016		
	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$143,200	\$17,900	\$17,900	\$179,000	\$150,360	\$18,795	\$18,795	\$187,950	\$157,878	\$19,735	\$19,735	\$197,348
	(6) Replacement vans											

PURCHASE AREA DEVELOPMENT DISTRICT

LEAD AGENCY for these eight counties: Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, McCracken, and Marshall

	July 1, 2012 to June 30, 2013			July 1, 2013 to June 30, 2014			July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016		
	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$61,200	\$7,650	\$7,650	\$76,500	\$64,260	\$8,033	\$8,033	\$80,325	\$67,473	\$8,434	\$8,434	\$84,341
	(2) Replacement vans				(1) 15-Passenger Van							

RURAL TRANSIT ENTERPRISES COORDINATED, INC.

LEAD AGENCY over six counties: Bell, Harlan, Knox, Laurel, Rockcastle, and Whitley

	July 1, 2012 to June 30, 2013			July 1, 2013 to June 30, 2014			July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016		
	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$160,800	\$20,100	\$20,100	\$201,000	\$168,840	\$21,105	\$21,105	\$211,050	\$177,282	\$22,160	\$22,160	\$221,603
	(5) Replacement vans											

MIDDLE KENTUCKY RIVER AREA DEVELOPMENT COUNCIL

LEAD AGENCY over four counties: Wolfe, Owsley, Lee and Breathitt

	July 1, 2012 to June 30, 2013			July 1, 2013 to June 30, 2014			July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016		
	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$45,600	\$5,700	\$5,700	\$57,000	\$42,000	\$5,250	\$5,250	\$52,500	\$44,100	\$5,513	\$5,513	\$55,125
	(2) Replacement vans											

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:
Daviss, Hancock, Henderson, McLean, Ohio, Union, and Webster

July 1, 2012 to June 30, 2013		July 1, 2013 to June 30, 2014		July 1, 2014 to June 30, 2015		July 1, 2015 to June 30, 2016	
Federal	ConRev & Farebox	Federal	ConRev & Farebox	Federal	ConRev & Farebox	Federal	ConRev & Farebox
\$495,000	\$516,450,000	\$519,750	\$519,750	\$345,738	\$545,738	\$573,024	\$6,534,793
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$6,635,000	TOTAL	\$6,966,750	TOTAL	\$7,315,088	TOTAL	\$7,660,842

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

July 1, 2012 to June 30, 2013		July 1, 2013 to June 30, 2014		July 1, 2014 to June 30, 2015		July 1, 2015 to June 30, 2016	
Federal	ConRev & Farebox	Federal	ConRev & Farebox	Federal	ConRev & Farebox	Federal	ConRev & Farebox
\$20,000	\$5,000	\$21,000	\$5,250	\$22,050	\$5,513	\$23,153	\$5,768
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$25,000	TOTAL	\$26,250	TOTAL	\$27,563	TOTAL	\$28,941

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, 2012 to June 30, 2013		July 1, 2013 to June 30, 2014		July 1, 2014 to June 30, 2015		July 1, 2015 to June 30, 2016	
Federal	ConRev & Farebox	Federal	ConRev & Farebox	Federal	ConRev & Farebox	Federal	ConRev & Farebox
\$557,150	\$3,960,000	\$585,008	\$4,158,000	\$614,258	\$4,365,900	\$644,971	\$4,584,195
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$5,074,300	TOTAL	\$5,328,015	TOTAL	\$5,594,416	TOTAL	\$5,874,137

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

July 1, 2012 to June 30, 2013		July 1, 2013 to June 30, 2014		July 1, 2014 to June 30, 2015		July 1, 2015 to June 30, 2016	
Federal	ConRev & Farebox	Federal	ConRev & Farebox	Federal	ConRev & Farebox	Federal	ConRev & Farebox
\$452,844	\$290,556	\$475,486	\$305,084	\$499,261	\$320,338	\$524,224	\$336,355
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$1,196,244	TOTAL	\$1,256,066	TOTAL	\$1,318,659	TOTAL	\$1,384,802

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

July 1, 2012 to June 30, 2013		July 1, 2013 to June 30, 2014		July 1, 2014 to June 30, 2015		July 1, 2015 to June 30, 2016	
Federal	ConRev & Farebox	Federal	ConRev & Farebox	Federal	ConRev & Farebox	Federal	ConRev & Farebox
\$505,332	\$22,200	\$530,599	\$23,310	\$557,129	\$24,476	\$584,985	\$25,699
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$1,032,864	TOTAL	\$1,084,507	TOTAL	\$1,138,733	TOTAL	\$1,195,669

FEDERATED TRANSPORTATION SERVICES OF THE BLUEGRASS, INC.

(FTSB)
 Offers technical assistance, training, coordination, etc. for 23 counties:
 Anderson, Bath, Bourbon, Boyle, Clark, Esill, 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, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
RTAP	\$302,759	\$0	\$302,759	\$15,033,000	\$317,897	\$0	\$317,897	\$15,784,660	\$333,792	\$0	\$333,792	\$16,573,683	\$350,481	\$0	\$350,481	\$17,402,677
TOTAL	\$302,759	\$0	\$302,759	\$15,033,000	\$317,897	\$0	\$317,897	\$15,784,660	\$333,792	\$0	\$333,792	\$16,573,683	\$350,481	\$0	\$350,481	\$17,402,677

FULTON COUNTY TRANSIT AUTHORITY

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

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	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	\$899,056
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$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	\$899,056

CITY OF GLASGOW (GLASGOW TRANSIT DEPT)

Serves City of Glasgow with ptt-devialim and contractual public transportation

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Operating	\$50,000	\$0	\$50,000	\$10,000	\$52,500	\$0	\$52,500	\$10,500	\$55,125	\$0	\$55,125	\$11,025	\$57,881	\$0	\$57,881	\$11,576
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$50,000	\$0	\$50,000	\$10,000	\$52,500	\$0	\$52,500	\$10,500	\$55,125	\$0	\$55,125	\$11,025	\$57,881	\$0	\$57,881	\$11,576

KENTUCKY RIVER FOOTHILLS DEVELOPMENT COUNCIL, INC.

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

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$396,472	\$0	\$396,472	\$488,126	\$416,296	\$0	\$416,296	\$572,532	\$437,110	\$0	\$437,110	\$538,159	\$458,966	\$0	\$458,966	\$565,067
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$396,472	\$0	\$396,472	\$488,126	\$416,296	\$0	\$416,296	\$572,532	\$437,110	\$0	\$437,110	\$538,159	\$458,966	\$0	\$458,966	\$565,067

MURRAY/CALLOWAY COUNTY TRANSIT AUTHORITY

Serves Calloway County with demand response and contractual transportation

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$378,106	\$0	\$378,106	\$555,000	\$397,011	\$0	\$397,011	\$652,760	\$416,862	\$0	\$416,862	\$611,888	\$437,705	\$0	\$437,705	\$642,482
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$378,106	\$0	\$378,106	\$555,000	\$397,011	\$0	\$397,011	\$652,760	\$416,862	\$0	\$416,862	\$611,888	\$437,705	\$0	\$437,705	\$642,482

Owen County Fiscal Court
Serves Owen County
Gallatin

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$50,000	\$0	\$50,000	\$43,500	\$2,500	\$0	\$2,500	\$46,675	\$5,125	\$0	\$5,125	\$47,959	\$57,881	\$0	\$57,881	\$50,357
Capital	\$10,000	\$1,250	\$1,250	\$0	\$10,500	\$1,313	\$1,313	\$0	\$11,025	\$1,378	\$1,378	\$0	\$11,576	\$1,447	\$1,447	\$0
TOTAL	\$60,000	\$1,250	\$51,250	\$43,500	\$11,000	\$2,626	\$3,626	\$46,675	\$16,150	\$1,378	\$6,503	\$47,959	\$23,157	\$1,447	\$59,328	\$50,357

Gallatin County Fiscal Court
Serves Gallatin County
Gallatin

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$35,000	\$0	\$35,000	\$43,500	\$36,750	\$0	\$36,750	\$46,675	\$38,588	\$0	\$38,588	\$47,959	\$40,517	\$0	\$40,517	\$50,357
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$35,000	\$0	\$35,000	\$43,500	\$36,750	\$0	\$36,750	\$46,675	\$38,588	\$0	\$38,588	\$47,959	\$40,517	\$0	\$40,517	\$50,357

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

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$1,799,591	\$0	\$1,799,591	\$1,495,000	\$1,869,571	\$0	\$1,869,571	\$1,569,750	\$1,984,049	\$0	\$1,984,049	\$1,648,238	\$2,083,252	\$0	\$2,083,252	\$1,730,649
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$1,799,591	\$0	\$1,799,591	\$1,495,000	\$1,869,571	\$0	\$1,869,571	\$1,569,750	\$1,984,049	\$0	\$1,984,049	\$1,648,238	\$2,083,252	\$0	\$2,083,252	\$1,730,649

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

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$187,163	\$0	\$187,163	\$2,178,250	\$196,521	\$0	\$196,521	\$2,287,163	\$206,347	\$0	\$206,347	\$2,401,521	\$216,665	\$0	\$216,665	\$2,521,697
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$187,163	\$0	\$187,163	\$2,178,250	\$196,521	\$0	\$196,521	\$2,287,163	\$206,347	\$0	\$206,347	\$2,401,521	\$216,665	\$0	\$216,665	\$2,521,697

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, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Administrative	\$50,000	\$0	\$11,250	\$0	\$52,500	\$0	\$11,813	\$0	\$55,125	\$0	\$12,403	\$0	\$57,881	\$0	\$13,023	\$0
TOTAL	\$50,000	\$0	\$11,250	\$0	\$52,500	\$0	\$11,813	\$0	\$55,125	\$0	\$12,403	\$0	\$57,881	\$0	\$13,023	\$0

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

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$0	\$0	\$2,628,568	\$7,870,558	\$0	\$0	\$2,759,996	\$8,284,088	\$2,897,996	\$0	\$2,897,996	\$8,677,290	\$3,042,896	\$0	\$5,042,896	\$9,111,155
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$2,628,568	\$7,870,558	\$0	\$0	\$2,759,996	\$8,284,088	\$2,897,996	\$0	\$2,897,996	\$8,677,290	\$3,042,896	\$0	\$5,042,896	\$9,111,155
TOTAL	\$13,127,694				\$13,784,079				\$14,473,283							\$15,196,947

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

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$0	\$0	\$844,951	\$1,305,563	\$887,199	\$0	\$887,199	\$1,370,841	\$931,558	\$0	\$931,558	\$1,439,383	\$978,136	\$0	\$978,136	\$1,511,352
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$844,951	\$1,305,563	\$887,199	\$0	\$887,199	\$1,370,841	\$931,558	\$0	\$931,558	\$1,439,383	\$978,136	\$0	\$978,136	\$1,511,352
TOTAL	\$2,995,465				\$3,145,238				\$3,302,500							\$3,467,625

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

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$0	\$0	\$349,351	\$52,000	\$366,819	\$0	\$366,819	\$54,600	\$385,159	\$0	\$385,159	\$57,330	\$404,417	\$0	\$404,417	\$60,197
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$349,351	\$52,000	\$366,819	\$0	\$366,819	\$54,600	\$385,159	\$0	\$385,159	\$57,330	\$404,417	\$0	\$404,417	\$60,197
TOTAL	\$750,702				\$786,237				\$827,649							\$869,031

HARLAN COUNTY COMMUNITY ACTION AGENCY
 Serves Harlan County with demand response and contractual transportation

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$0	\$0	\$230,971	\$257,500	\$242,520	\$0	\$242,520	\$270,375	\$254,646	\$0	\$254,646	\$283,684	\$267,378	\$0	\$267,378	\$298,088
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$230,971	\$257,500	\$242,520	\$0	\$242,520	\$270,375	\$254,646	\$0	\$254,646	\$283,684	\$267,378	\$0	\$267,378	\$298,088
TOTAL	\$719,442				\$755,414				\$793,185							\$832,844

CUMBERLAND VALLEY AREA DEVELOPMENT DISTRICT
 Offering technical assistance, training, coordination, etc. for 21 counties

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Admin	\$0	\$0	\$5,000	\$0	\$21,000	\$0	\$5,250	\$0	\$22,050	\$0	\$5,513	\$0	\$23,153	\$0	\$5,788	\$0
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$5,000	\$0	\$21,000	\$0	\$5,250	\$0	\$22,050	\$0	\$5,513	\$0	\$23,153	\$0	\$5,788	\$0
TOTAL	\$25,000				\$26,250				\$27,563							\$28,941

NORTHERN KENTUCKY AREA DEVELOPMENT DISTRICT
 Offering technical assistance, training, coordination, etc. for 8 counties

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Admin	\$0	\$0	\$2,500	\$0	\$10,500	\$0	\$2,025	\$0	\$11,025	\$0	\$2,756	\$0	\$11,576	\$0	\$2,884	\$0
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$2,500	\$0	\$10,500	\$0	\$2,025	\$0	\$11,025	\$0	\$2,756	\$0	\$11,576	\$0	\$2,884	\$0
TOTAL	\$12,500				\$13,125				\$13,781							\$14,470

LKLP COMMUNITY ACTION COUNCIL

Serves 4 counties (Leslie, Knott, Letcher, and Perry) with demand response and contractual transportation

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$394,077	\$0	\$394,077	\$19,200,000	\$413,781	\$0	\$413,781	\$20,160,000	\$434,470	\$0	\$434,470	\$21,168,000	\$456,193	\$0	\$456,193	\$22,226,400
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$394,077	\$0	\$394,077	\$19,200,000	\$413,781	\$0	\$413,781	\$20,160,000	\$434,470	\$0	\$434,470	\$21,168,000	\$456,193	\$0	\$456,193	\$22,226,400

CITY OF MAYSVILLE (MAYSVILLE TRANSIT SYSTEM)

Serving City of Maysville with fixed route as well as serving 5 counties (Mason, Fleming, Bracken, Lewis and Robertson)

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$118,404	\$0	\$118,404	\$108,300	\$124,324	\$0	\$124,324	\$113,715	\$130,540	\$0	\$130,540	\$119,401	\$137,067	\$0	\$137,067	\$125,371
Capital	\$30,000	\$3,750	\$3,750	\$0	\$3,938	\$3,938	\$3,938	\$0	\$4,134	\$4,134	\$4,134	\$0	\$34,729	\$4,341	\$4,341	\$0
TOTAL	\$148,404	\$3,750	\$122,154	\$108,300	\$128,262	\$3,938	\$128,262	\$113,715	\$134,674	\$8,268	\$134,674	\$119,401	\$171,796	\$8,475	\$171,796	\$125,371

SANDY VALLEY TRANSPORTATION SERVICE

Serves 5 counties (Johnson, Martin, Pike, Floyd and Magoffin) with demand response and contractual transportation

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$951,748	\$0	\$951,748	\$2,247,000	\$999,335	\$0	\$999,335	\$2,359,350	\$1,049,302	\$0	\$1,049,302	\$2,477,318	\$1,101,767	\$0	\$1,101,767	\$2,601,183
Capital	\$18,000	\$2,250	\$2,250	\$0	\$2,363	\$2,363	\$2,363	\$0	\$2,481	\$2,481	\$2,481	\$0	\$20,837	\$2,605	\$2,605	\$0
TOTAL	\$969,748	\$2,250	\$954,000	\$2,247,000	\$1,001,698	\$2,363	\$1,001,698	\$2,359,350	\$1,051,783	\$2,481	\$2,481	\$2,477,318	\$1,122,604	\$4,810	\$4,810	\$2,601,183

LICKING VALLEY COMMUNITY ACTION PROGRAM

Serves 5 counties (Bracken, Robertson, Mason, Lewis, Fleming)

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$73,658	\$0	\$73,658	\$226,344	\$77,341	\$0	\$77,341	\$237,661	\$31,208	\$0	\$31,208	\$249,544	\$95,268	\$0	\$95,268	\$262,021
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$73,658	\$0	\$73,658	\$226,344	\$77,341	\$0	\$77,341	\$237,661	\$31,208	\$0	\$31,208	\$249,544	\$95,268	\$0	\$95,268	\$262,021

HDB SERVICE GROUP, INC. (LOCAL TRANSIT)

Serves Oldham County

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$64,000	\$0	\$64,000	\$8,000	\$67,200	\$0	\$67,200	\$8,400	\$70,560	\$0	\$70,560	\$8,820	\$74,088	\$0	\$74,088	\$9,261
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$64,000	\$0	\$64,000	\$8,000	\$67,200	\$0	\$67,200	\$8,400	\$70,560	\$0	\$70,560	\$8,820	\$74,088	\$0	\$74,088	\$9,261

MIDDLE KENTUCKY COMMUNITY ACTION PARTNERSHIP

Serves Breathitt County

	July 1, 2012 to June 30, 2013				July 1, 2013 to June 30, 2014				July 1, 2014 to June 30, 2015				July 1, 2015 to June 30, 2016			
	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox	Federal	State	Local	ConRev & Farebox
Oper/Admin	\$219,611	\$0	\$219,611	\$12,121	\$230,592	\$0	\$230,592	\$12,727	\$242,121	\$0	\$242,121	\$13,363	\$254,227	\$0	\$254,227	\$14,032
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$219,611	\$0	\$219,611	\$12,121	\$230,592	\$0	\$230,592	\$12,727	\$242,121	\$0	\$242,121	\$13,363	\$254,227	\$0	\$254,227	\$14,032

LOUISVILLE WHEELS TRANSPORTION, INC.															
Serves Jefferson, Bullitt, Spencer, Shelby, Henry, and Trimble Counties															
July 1, 2012 to June 30, 2013															
	Federal	State	Local	&Fairbox	TOTAL	Federal	State	Local	&Fairbox	TOTAL	Federal	State	Local	&Fairbox	TOTAL
Oper/Admin	\$797,000	\$0	\$0	\$1,507,000	\$3,101,000	\$836,950	\$0	\$836,950	\$1,582,360	\$3,256,050	\$976,693	\$0	\$876,693	\$1,661,468	\$3,418,853
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GATEWAY COMMUNITY SERVICES ORGANIZATION															
Serves Morgan County															
July 1, 2012 to June 30, 2013															
	Federal	State	Local	&Fairbox	TOTAL	Federal	State	Local	&Fairbox	TOTAL	Federal	State	Local	&Fairbox	TOTAL
Oper/Admin	\$23,105	\$0	\$0	\$2,250	\$48,460	\$24,260	\$0	\$24,260	\$2,363	\$50,883	\$25,473	\$0	\$25,473	\$2,481	\$53,427
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

TOTALS	\$12,477,861	\$7,250	\$12,350,861	\$63,328,768	\$88,164,740	\$13,101,754	\$7,613	\$12,968,404	\$66,495,206	\$92,572,977	\$13,756,842	\$7,993	\$13,616,824	\$69,819,967	\$97,201,626
SECTION 5311						\$14,444,684	\$8,393	\$14,297,665	\$73,310,965	\$102,061,707					

SECTION 5316 Job Access and Reverse Commute
 For Nonurbanized Areas Less than 50,000 in Population
 STIP FY 2013-2016

	July 1, 2012 to June 30, 2013				
	Federal	State	Local	TOTAL	
Operating/Capital	\$1,320,475	\$0	\$1,320,475	\$2,640,950	→ 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.
	July 1, 2013 to June 30, 2014				
	Federal	State	Local	TOTAL	
Operating/Capital	\$1,386,499	\$0	\$1,386,499	\$2,772,998	→ 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.
	July 1, 2014 to June 30, 2015				
	Federal	State	Local	TOTAL	
Operating/Capital	\$1,455,824	\$0	\$1,455,824	\$2,911,647	→ 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.
	July 1, 2015 to June 30, 2016				
	Federal	State	Local	TOTAL	
Operating/Capital	\$1,528,615	\$0	\$1,528,615	\$3,057,230	→ 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)
- 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, 2012 to June 30, 2013			
	Federal	State	Local	TOTAL
Operating/Capital	\$333,093	\$0	\$333,093	\$666,186
Owensboro Transit				
Audubon Area Com Services				
Transit Authority of Central Kentucky				
Housing Authority of Bowling Green				
Operating/Capital	\$349,748	\$0	\$349,748	\$699,495
Owensboro Transit				
Audubon Area Com Services				
Transit Authority of Central Kentucky				
Housing Authority of Bowling Green				
Operating/Capital	\$367,235	\$0	\$367,235	\$734,470
Owensboro Transit				
Audubon Area Com Services				
Transit Authority of Central Kentucky				
Housing Authority of Bowling Green				
Operating/Capital	\$385,597	\$0	\$385,597	\$771,194
Owensboro Transit				
Audubon Area Com Services				
Transit Authority of Central Kentucky				
Housing Authority of Bowling Green				

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

July 1, 2012 to June 30, 2013

	Federal	State	Local	TOTAL
Operating/Capital				
Lexington, KY	\$165,739	\$0	\$165,739	\$331,478
Cincinnati, OH-KY-IN	\$767,447	\$0	\$767,447	\$1,534,894
Evansville, IN-KY	\$131,628	\$0	\$131,628	\$263,256
Louisville, KY-IN	\$533,943	\$0	\$533,943	\$1,067,886

July 1, 2013 to June 30, 2014

	Federal	State	Local	TOTAL
Operating/Capital				
Lexington, KY	\$174,026	\$0	\$174,026	\$348,052
Cincinnati, OH-KY-IN	\$805,819	\$0	\$805,819	\$1,611,639
Evansville, IN-KY	\$138,209	\$0	\$138,209	\$276,419
Louisville, KY-IN	\$560,640	\$0	\$560,640	\$1,121,280

July 1, 2014 to June 30, 2015

	Federal	State	Local	TOTAL
Operating/Capital				
Lexington, KY	\$182,727	\$0	\$182,727	\$365,454
Cincinnati, OH-KY-IN	\$846,110	\$0	\$846,110	\$1,692,221
Evansville, IN-KY	\$145,120	\$0	\$145,120	\$290,240
Louisville, KY-IN	\$588,672	\$0	\$588,672	\$1,177,344

July 1, 2015 to June 30, 2016

	Federal	State	Local	TOTAL
Operating/Capital				
Lexington, KY	\$191,864	\$0	\$191,864	\$383,727
Cincinnati, OH-KY-IN	\$888,416	\$0	\$888,416	\$1,776,832
Evansville, IN-KY	\$152,376	\$0	\$152,376	\$304,752
Louisville, KY-IN	\$618,106	\$0	\$618,106	\$1,236,212

Kentucky Transportation
Office of Transportation Delivery
Kentucky Section 5317
STIP FY 2013-2016

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

July 1, 2012 to June 30, 2013				
	Federal	State	Local	TOTAL
Operating/Capital	\$733,017	\$0	\$733,017	\$1,466,034 →

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	\$769,668	\$0	\$769,668	\$1,539,336 →

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, 2014 to June 30, 2015				
	Federal	State	Local	TOTAL
Operating/Capital	\$808,151	\$0	\$808,151	\$1,616,302 →

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, 2015 to June 30, 2016				
	Federal	State	Local	TOTAL
Operating/Capital	\$848,559	\$0	\$848,559	\$1,697,118 →

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)
- Pennyrite 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)
- 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, 2012 to June 30, 2013

	Federal	State	Local	TOTAL
Capital	\$199,355	\$0	\$199,355	\$398,710

Audubon Area Com Services
Owensboro Transit
Transit Authority of Central Kentucky
State Wide

July 1, 2013 to June 30, 2014

	Federal	State	Local	TOTAL
Capital	\$209,323	\$0	\$209,323	\$418,646

Audubon Area Com Services
Owensboro Transit
Transit Authority of Central Kentucky
State Wide

July 1, 2014 to June 30, 2015

	Federal	State	Local	TOTAL
Operating/Capital	\$219,789	\$0	\$219,789	\$439,578

Audubon Area Com Services
Owensboro Transit
Transit Authority of Central Kentucky
State Wide

July 1, 2015 to June 30, 2016

	Federal	State	Local	TOTAL
Operating/Capital	\$230,778	\$0	\$230,778	\$461,557

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, 2012 to June 30, 2013

	Federal	State	Local	TOTAL
Operating/Capital				
Lexington, KY	\$88,444	\$0	\$88,444	\$176,888
Cincinnati, OH-KY-IN	\$513,867	\$0	\$513,867	\$1,027,734
Evansville, IN-KY	\$87,505	\$0	\$87,505	\$175,010
Louisville, KY-IN	\$345,200	\$0	\$345,200	\$690,400

July 1, 2013 to June 30, 2014

	Federal	State	Local	TOTAL
Operating/Capital				
Lexington, KY	\$92,866	\$0	\$92,866	\$185,732
Cincinnati, OH-KY-IN	\$539,560	\$0	\$539,560	\$1,079,121
Evansville, IN-KY	\$91,880	\$0	\$91,880	\$183,761
Louisville, KY-IN	\$362,460	\$0	\$362,460	\$724,920

July 1, 2014 to June 30, 2015

	Federal	State	Local	TOTAL
Operating/Capital				
Lexington, KY	\$97,510	\$0	\$97,510	\$195,019
Cincinnati, OH-KY-IN	\$566,538	\$0	\$566,538	\$1,133,077
Evansville, IN-KY	\$96,474	\$0	\$96,474	\$192,949
Louisville, KY-IN	\$380,583	\$0	\$380,583	\$761,166

July 1, 2015 to June 30, 2016

	Federal	State	Local	TOTAL
Operating/Capital				
Lexington, KY	\$102,385	\$0	\$102,385	\$204,770
Cincinnati, OH-KY-IN	\$594,865	\$0	\$594,865	\$1,189,731
Evansville, IN-KY	\$101,298	\$0	\$101,298	\$202,596
Louisville, KY-IN	\$399,612	\$0	\$399,612	\$799,224

EXHIBIT A - 10

AVIATION IMPROVEMENTS

**AIRPORT DEVELOPMENT PROJECTS
FY 2013 - FY 2016**

Airport Name	Associated City	Project Description	Project Total	FAA Share	State Share	Local Share
Ashland Regional Airport	Ashland	Runway Crack Repair and Seal Coat	\$300,000.00	\$0.00	\$300,000.00	\$0.00
Bowling Green-Warren County Regional Airport	Bowling Green	Sink Hole Repair	\$50,000.00	\$0.00	\$50,000.00	\$0.00
Lake Barkley State Resort Park Airport	Cadiz	Runway Crack Repair and Overlay	\$1,200,000.00	\$13,500.00	\$1,500.00	\$0.00
Taylor County Airport	Campbellsville	Install New Runway End Identifier Lights (with New Cable)	\$140,000.00	\$0.00	\$140,000.00	\$0.00
Taylor County Airport	Campbellsville	Runway Edge Drainage System	\$400,000.00	\$0.00	\$400,000.00	\$0.00
Columbia-Adair County Airport	Columbia	Runway Edge Lighting Rehabilitation	\$150,000.00	\$0.00	\$150,000.00	\$0.00
Cynthiana-Harrison County Airport	Cynthiana	Terminal building construction - Debt service #4b of 10	\$85,150.00	\$0.00	\$85,150.00	\$0.00
Cynthiana-Harrison County Airport	Cynthiana	Terminal building construction - Debt service #5a of 10	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Stuart Powell Field	Danville	Terminal building construction - Debt service #4b of 10	\$85,150.00	\$0.00	\$85,150.00	\$0.00
Stuart Powell Field	Danville	Terminal building construction - Debt service #5a of 10	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Tradewater Airport	Dawson Springs	Taxiway Repair and Drainage Improvements	\$250,000.00	\$0.00	\$250,000.00	\$0.00
Elizabethtown Regional Airport	Elizabethtown	Apron Overlay	\$600,000.00	\$0.00	\$600,000.00	\$0.00
Falmouth-Pendleton County Airport	Falmouth	Apron Coal Tar Seal Coat	\$40,000.00	\$0.00	\$40,000.00	\$0.00
Fleming-Mason Airport	Flemingsburg	Automated Weather Observation System Upgrade	\$105,283.00	\$0.00	\$105,283.00	\$0.00
Capital City Airport	Frankfort	Runway Safety Overrun Improvement	\$2,000,000.00	\$76,635.00	\$8,515.00	\$0.00
Georgetown-Scott County Regional Airport	Georgetown	Terminal building construction - Debt service #4b of 10	\$85,150.00	\$0.00	\$85,150.00	\$0.00
Georgetown-Scott County Regional Airport	Georgetown	Terminal building construction - Debt service #5a of 10	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Muhlenberg County Airport	Greenville	Terminal building construction - Debt service #4b of 10	\$85,150.00	\$0.00	\$85,150.00	\$0.00
Muhlenberg County Airport	Greenville	Terminal building construction - Debt service #5a of 10	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Wendell H. Ford Airport	Hazard	Runway Crack Repair and Seal Coat	\$300,000.00	\$0.00	\$300,000.00	\$0.00
Hopkinsville-Christian County Airport	Hopkinsville	Terminal building construction - Debt service #4b of 10	\$85,150.00	\$0.00	\$85,150.00	\$0.00
Hopkinsville-Christian County Airport	Hopkinsville	Terminal building construction - Debt service #5a of 10	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Russell County Airport	Jamestown	Runway Crack Repair	\$75,000.00	\$0.00	\$75,000.00	\$0.00
Hancock County Airport	Lewisport	Terminal building construction - Debt service #4b of 10	\$85,150.00	\$0.00	\$85,150.00	\$0.00
Hancock County Airport	Lewisport	Terminal building construction - Debt service #5a of 10	\$15,000.00	\$0.00	\$15,000.00	\$0.00

**AIRPORT DEVELOPMENT PROJECTS
FY 2013 - FY 2016**

Airport Name	Associated City	Project Description	Project Total	FAA Share	State Share	Local Share
Liberty-Casey County Airport	Liberty	Install New Wind Cone and Segmented Circle	\$25,000.00	\$0.00	\$25,000.00	\$0.00
Liberty-Casey County Airport	Liberty	Runway Crack Repair and Seal Coat	\$150,000.00	\$0.00	\$150,000.00	\$0.00
London-Corbin Airport	London	Apron Overlay	\$600,000.00	\$0.00	\$600,000.00	\$0.00
London-Corbin Airport	London	Property Inventory Survey (Exhibit "A")	\$30,000.00	\$0.00	\$30,000.00	\$0.00
London-Corbin Airport	London	Runway Crack Repair and Seal Coat	\$475,000.00	\$0.00	\$475,000.00	\$0.00
Middlesboro-Bell County Airport	Middlesboro	Runway Slurry Seal Treatment	\$175,000.00	\$0.00	\$175,000.00	\$0.00
Wayne County Airport	Monticello	Apron Crack Repair/Seal Coat	\$150,000.00	\$0.00	\$150,000.00	\$0.00
Wayne County Airport	Monticello	Runway Crack Repair and Seal Coat	\$300,000.00	\$0.00	\$300,000.00	\$0.00
Morehead-Rowan County Airport	Morehead	Terminal building construction - Debt service #4b of 10	\$85,150.00	\$0.00	\$85,150.00	\$0.00
Morehead-Rowan County Airport	Morehead	Terminal building construction - Debt service #5a of 10	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Mt. Sterling-Montgomery Co. Airport	Mt. Sterling	Obstruction Clearing (on state R.O.W.)	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Mt. Sterling-Montgomery Co. Airport	Mt. Sterling	Terminal Building Renovation/Expansion	\$100,000.00	\$0.00	\$100,000.00	\$0.00
Pikeville-Pike County Regional Airport	Pikeville	Automated Weather Observation System Upgrade	\$109,304.00	\$0.00	\$109,304.00	\$0.00
Russellville-Logan County Airport	Russellville	Terminal building construction - Debt service #4b of 10	\$85,150.00	\$0.00	\$85,150.00	\$0.00
Russellville-Logan County Airport	Russellville	Terminal building construction - Debt service #5a of 10	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Lake Cumberland Regional Airport	Somerset	Apron Crack Repair/Seal Coat	\$350,000.00	\$0.00	\$350,000.00	\$0.00
Lake Cumberland Regional Airport	Somerset	Runway Crack Repair	\$100,000.00	\$0.00	\$100,000.00	\$0.00
Lebanon-Springfield Airport	Springfield	Runway Crack Repair	\$75,000.00	\$0.00	\$75,000.00	\$0.00
Tompkinsville-Monroe County Airport	Tompkinsville	Terminal building construction - Debt service #4b of 10	\$85,150.00	\$0.00	\$85,150.00	\$0.00
Tompkinsville-Monroe County Airport	Tompkinsville	Terminal building construction - Debt service #5a of 10	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Williamsburg-Whitley County Airport	Williamsburg	Land Acquisition - Debt Service #10 of 10	\$97,328.00	\$0.00	\$97,328.00	\$0.00
Williamsburg-Whitley County Airport	Williamsburg	Terminal building construction - Debt service #4b of 10	\$85,150.00	\$0.00	\$85,150.00	\$0.00
Williamsburg-Whitley County Airport	Williamsburg	Terminal building construction - Debt service #5a of 10	\$15,000.00	\$0.00	\$15,000.00	\$0.00

EXHIBIT A - 11

**RECREATIONAL TRAILS
PROJECTS**

2011 RECREATIONAL TRAILS FINAL PROJECTS

County	Project No.	Project Name	Applicant	ADD	Project Description	Score	RTP Request	LPA Match
Boyle	38	Jackson Park Trails Improvements	City of Danville	Bluegrass	Construct 3,000 ft. of new asphalt trail, resurface existing 4,000 ft. of trail and pave an existing 16,000 ft. trailhead parking lot located in the 33 acre Jackson Park.	68	43,500.00	43,500.00
Caldwell	6	Dodson Park Recreational Trails Project	City of Princeton	Pennyville	Construct a 1,100 LF long, 6 ft. wide, including 5" of DGA stone and 3" of surface material for walking located in the Dodson Park.	50	9,990.00	9,990.00
Campbell	33	A.J. Jolly Park Multi-Purpose Pathway	Campbell County Fiscal Court	Northern Kentucky	Resubmitted application to construct a 4,000 ft. asphalt trail, 8 ft. wide to link the park to neighborhoods and work place. The trail is for walking, biking and skating.	76	32,000.00	32,000.00
Carroll	17	Park to Park Trails, Phase II: Carrollton River Walk	City of Carrollton	Northern Kentucky	Phase II Park to Park Trails: Connect three miles of new land trails with four miles of blueway. This project will connect a proposed trail in Point Park. This project also includes enhancement of a new pier at the end of the proposed River Walk at Seminary Street, creating canoe/kayak access, and providing an additional 4 miles of blueway on the Kentucky River. This blueway will connect Point Park to the state park, for a total of 7 miles of new trails.	95	100,000.00	351,605.00
Christian	36	West Side Walking Bridge Project	City of Hopkinsville	Pennyville	Resubmitted application to construct a 200 ft. walking bridge between the existing Westside Park to the south side Little River. It will also connect neighborhoods. The bridge will support and enhances an existing 6 miles of trails for walking, biking, and skating.	57	62,500.00	62,500.00
Estill	28	Kentucky River Park & Recreation Center Phase II Trail Project	Estill County Fiscal Court	Bluegrass	Resubmitted application to construct a 1.8 mile trail, 9 ft. wide for walking and skating: 1 mile asphalt, .8 nature trail located in the Kentucky River Park & Recreation Center. Project includes trailhead (restroom), trailside facilities (lighting, benches, and signs).	61	100,000.00	110,096.00
Fleming	29	Flemingsburg Reservoir Trail Project Phase II	City of Flemingsburg	Buffalo Trace	Phase II will provide trailside facilities to support an existing 4,188 ft. nature trail, 5 ft. wide surrounding the Flemingsburg Reservoir. The project includes 3 fountains to decrease duck weed and install lighting for user safety.	48	20,000.00	20,000.00
Floyd	16	Elk Horn Park Fitness Trail and Trail Maintenance Project	Floyd County Fiscal Court	Big Sandy	Installation of fitness equipment along a section of the existing trail; there will be six stations along the trail near the entrance to the park. Floyd County Fiscal Court received an award for 09 but no MOA executed yet. Dewey Lake Trail/German Bridge Campground Project.	71	9,357.00	10,357.00
Franklin	18	Pinsly Trail	City of Frankfort	Bluegrass	Construct a 1.65 mile gravel trail along the old Pinsly Railroad line from Clinton Ave. in Downtown Frankfort to Rouse Ave. near Wilkinson Blvd. The trail will be directly behind Kentucky State University and there will be a connection through the university to downtown.	76	20,000.00	58,435.00
Garrard	27	Logan Hubble Walking Trail	Garrard County Fiscal Court	Bluegrass	Resubmitted application to construct a 1.1 mile looping walking trail at the Logan Hubble Park in Garrard County. The project also includes trailhead (parking) and trailside facilities (signs, benches, landscaping).	58	60,000.00	60,000.00
Graves	42	Graves County Fitness Trail Extension	Graves County Fiscal Court	Purchase	Extend an existing 1.26 miles of Kess Creek Walking Trail to South 10th Street and will extend trail southward toward KY80 for a 1 mile extension and include a trailhead pavilion behind the Mayfield-Graves County YMCA.	52	90,000.00	90,000.00
Greenup	30	Greenup County Extension Service Walking Trail	Greenup County Extension District Board	FIVCO	Construct a .55 mile, 8-10 ft. wide asphalt trail for walking located at the Greenup County Extension Office. Land will be part of the match.	52	20,000.00	20,000.00

2011 RECREATIONAL TRAILS FINAL PROJECTS

County	Project No.	Project Name	Applicant	ADD	Project Description	Score	RTP Request	LPA Match
Hart	23	Munfordville Soccer Complex Phase III	City of Munfordville	Barren River	Construct a 1/2 mile walking trail in the Munfordville Sports Complex. The project also includes laying gravel on parking areas which are currently constructed of leveled dirt. Project also includes trailside facilities (benches, trash receptacles, and signage).	55	59,584.00	48,838.00
Henderson	12	Interconnecting Bike Way of Henderson/Henderson Co.	City of Henderson	Green River	Construct 5,695 ft. asphalt trail to connect northern part to the southernmost part of the city. Project includes signage and 10 bike racks in various locations.	72	100,000.00	100,000.00
Henderson	22	Henderson County Park Walking/Bicycle Trail	Henderson County Fiscal Court	Green River	Construct a 2 mile asphalt trail, 10 feet wide. Identical project to the RTP# 403-10 project.	48	55,000.00	75,000.00
Hopkins	3	Dawson Springs City Park Recreational Trails	City of Dawson Springs	Pennyrite	Resubmitted application to construct a 1,500 ft. asphalt trail, 10ft. wide for walking, biking, and skating. The project includes resurfacing a 60x80 parking area/trailhead.	50	12,896.00	27,500.00
Hopkins	46	Earlington ATV Park Project	City of Earlington	Pennyrite	Develop a trailhead facility to accommodate 7 existing trails, each 1,800-2,100 feet in length for the Loch Mary Lake ATV Park.	48	50,662.00	50,662.00
Jefferson	37	Jeffersontown Gaslight Recreational Workplace Trail Amenity Project	City of Jeffersontown	KIPDA	The project includes trailside facilities to support an existing 3.6 miles of trail. The amenities include signage, benches, trash receptacles, picnic tables, bike racks, and fitness stations.	68	14,667.00	15,000.00
Kenton	35	Ludlow FitCircuit Trail - Albert S. Ludlow Memorial Park	City of Ludlow	Northern Kentucky	Resubmitted application to construct 2,000 ft. of concrete trail for walking and biking located in the Albert S. Ludlow Memorial Park. The project includes fitness station equipment and signage.	60	19,177.00	19,590.00
Laurel	26	London-Laurel County Wellness Park Project Phase II	City of London	Cumberland Valley	Construct 2-miles of 4 ft. wide bicycling trails and approximately 1-mile of 4 ft. wide walking trail in the London-Laurel County Wellness Park located off of Highway 192. The project will include trailside facilities (picnic tables, benches, trash receptacles, bicycle racks, and outdoor charcoal grills, and signage) placed alongside the trails.	66	100,000.00	100,000.00
Laurel	47	Trail & Ancillary Facility Maintenance - London Ranger District FY2012	Forest Service	Cumberland Valley	Provide maintenance to existing 30 miles of OHV Trails and maintenance to existing 103 non-motorized trails. The project includes maintenance to trailhead and trailside facilities.	78	38,000.00	38,000.00
Lewis	25	Kinniconick Blueway	Lewis County Fiscal Court	Buffalo Trace	Develop two blueway trail facilities on Kinniconick Creek. Plan is to develop 18 holes of fishing, boating, and swimming. Mill Pond: Project will include: erecting signage, improving an existing gravel lot into asphalt parking lot, marking the property boundary with split rail fence, installing trash receptacles, benches, security lighting, drinking fountain and spigot, removing trash and flood debris, and upgrading the poorly maintained creek access from a dirt/gravel road to a concrete launch ramp. McDowell: Erecting signage, repaving an abandoned spur of county road for parking, upgrading the gravel connector to asphalt, marking the property with split rail fence, installing trash receptacles, benches, security lighting, drinking fountain and spigot, building a bench cut natural surface ADA compliant pedestrian access ramp to the creek at the steep location and improving the boat access area to a concrete launch ramp.	62	100,000.00	100,000.00
Livingston	5	Livingston County Park Trail Project-Phase 2	Livingston County Fiscal Court	Pennyrite	Improvements to existing facilities for the trail system, it will create 2,400 feet of 8 foot wide asphalt trail for walking and biking.	50	19,197.00	19,197.00
Mason	31	Lawrence Creek Greenway Trail Project	City of Maysville	Buffalo Trace	Open RTP# 383-09 Construct 4,500 ft. nature (pebbled rock) trail, 10 ft. wide for walking and biking. The trail will begin at Armvets Memorial Park and end at the Maysville Community Technical College. The Lawrence Creek Greenway Trails is approx. 3 miles.	54	40,400.00	40,400.00

2011 RECREATIONAL TRAILS FINAL PROJECTS

County		Project No.	Project Name	Applicant	ADD	Project Description	Score	RTP Request	LPA Match
McCreary	45	Rock Ridge OHV Trail Maintenance	Forest Service	Lake Cumberland Gateway		Provide maintenance to existing 5.9 miles of OHV trails, improve intermittent stream crossings and trailhead Bulletin Board.	69	40,000.00	40,000.00
Morgan	14	DeLancy Park Walking Trail	Morgan County Fiscal Court			Construct a 1/3 mile paved walking trail, 8 ft. wide around the perimeter of DeLancy Park located off Hwy 191.	50	23,935.00	23,935.00
Muhlenberg	7	Central City Trailhead Facility Project	City of Central City	Pennyville		Construct a trailhead facility (restrooms) to support a 7 mile Muhlenberg County Rail-Trail. The building will be block and by 40'x10'. It will have a lift station and water and sewer lines.	48	54,735.00	54,735.00
Ohio	13	Ellis Park Recreational Trail Enhancement Project	City of Hartford	Green River		Resubmitted application to purchase and install lights and benches along the Ellis Park Recreational Trail located in the City of Hartford.	50	8,500.00	8,500.00
Oldham	39	Wendell Moore Park Recreational Trail Paving Project	Oldham County Fiscal Court	KIPDA		Pave an existing 1.75 mile 3-loop trail system and .72 mile Lakeside Connector Trail. The project includes trailside facilities. The trails are used for walking, biking, and skating, and will be ADA accessible.	68	41,688.00	41,689.48
Pike	20	Bob Amos Horse Trail Project	City of Pikeville	Big Sandy		Resubmitted application to construct a 1.35 mile, 10 ft. wide nature trail for hiking and equestrian use. The project includes a stable to accommodate 20 horses, a parking area to accommodate trailers, gates, and signage at the Island Creek trailhead.	61	100,000.00	108,500.00
Powell	11	City of Stanton Walking Trail at Stanton City Park	City of Stanton	Bluegrass		Construct .6 mile long asphalt walking/jogging trail, 8 ft. wide located at the Stanton City Park. The trail will loop around the perimeter of the park and have a paved cross walk through the center of the park, making it a figure 8.	56	17,601.00	17,601.00
Powell	44	Powell County Adventure Trails	Powell County Tourism	Bluegrass		Construct 5 miles of nature trails 18-31 inches wide for mountain biking constructed by IMBA standards. The project includes acquiring easements and trailside facilities.	80	100,000.00	149,375.00
Pulaski	24	Woodstock and Firebrook Park Recreational Trails Project	Pulaski County Fiscal Court	Lake Cumberland		Construct .33 mile 8 ft. wide asphalt trail at Woodstock Recreational area and .35 mile 8 ft. wide asphalt trail located in the Firebrook Park. Both trails include footbridges.	57	27,259.00	27,619.00
Shelby	34	Red Orchard Park Phase II	Shelby County Fiscal Court	KIPDA		Purchase and install playtrail accessories for 3 miles of trails located in the Red Orchard Park. The trails are used for walking, equestrian, and access to canoeing.	82	42,500.00	42,500.00
Statewide	1	Southeast Equestrian Trails Conference	Tourism Arts & Heritage Cabinet			Host the Southeast Equestrian Trails Conference (SETC) in July 2012 located at the Embassy Suites Hotel in Lexington, KY.		15,000.00	15,000.00
Statewide		RTP Administration	Local Government			Administer the Recreational Trails Program		50,000.00	50,000.00
Trimble	32	City of Bedford Recreational Trail Park Project	City of Bedford	KIPDA		Construct a 850 ft. - 1 mile asphalt walking trail 8ft. wide located in a 3 acre park for walking, biking, and skating.	73	50,000.00	50,000.00
Whitley	19	Bacon Creek Recreational Trails Project	City of Corbin	Cumberland Valley		Construct a 5,727 ft. concrete multi-purpose trail, 6 ft. wide along Bacon Creek off of South Main Street and the Cumberland Falls Highway in Corbin, Kentucky. The project will include trailside facilities (benches and signage) and the construction of a pedestrian bridge across Bacon Creek.	54	100,000.00	144,590.00
Wolfe	40	Campton/Wolfe County Trail Expansion Project	City of Campton	Kentucky River		Expand existing trail 3,110 ft., 5 ft. wide partially paved with gravel. The trail is used for walking and biking. The project includes trailside facilities (shelters).	56	51,500.00	51,500.00
								1,899,648.00	2,328,214.48
									39

APPENDIX B

METROPOLITAN PLANNING ORGANIZATION (MPO) FINANCIAL PLANS

**Operations and Maintenance Costs
MPO Areas**

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

**Bowling Green FY 2012-2016 TIP;
Financial Plan**

**Clarksville/Oak Grove FY 2011-2014 TIP;
Financial Plan**

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

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

**Louisville FY 2011-2015 TIP;
Financial Plan**

**Northern KY/OKI FY 2012-2015 TIP;
Financial Plan**

**Owensboro FY 2011-2016 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													Projected Operations and Maintenance Costs				
MPO	Counties	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Sum Total	Average	MPO Average Total	2013	2014	2015	2016
		Ashland	Boyd Greenup	1.3 1.7	1.4 1.0	1.5 1.0	1.5 1.4	1.6 1.6	1.6 1.5	1.6 2.1	1.7 1.7	2.5 2.0	2.7 2.6	2.7 2.6	20.2 19.2	1.8 1.7	3.6	3.6	3.7
Bowling Green	Warren	3.3	2.4	2.9	3.2	3.4	4.3	4.8	4.0	4.3	4.9	5.4	42.7	3.9	3.9	3.9	4.0	4.1	4.2
Cincinnati	Boone Campbell	3.6 2.1	4.1 1.7	5.5 3.0	3.9 2.7	4.0 1.8	4.0 3.1	5.0 3.2	4.4 3.0	5.9 2.6	6.7 3.0	7.9 3.5	55.0 29.7	5.0 2.7					
	Kenton	2.0	3.4	7.1	5.6	3.0	2.5	4.8	4.4	3.5	4.3	4.8	45.5	4.1	11.8	11.8	12.2	12.5	12.9
Clarksville	Christian	2.4	2.3	3.1	4.1	2.5	3.1	2.9	3.2	4.3	4.3	4.0	36.2	3.3	3.3	3.3	3.4	3.5	3.6
Henderson	Henderson	1.4	1.3	2.0	3.3	1.8	1.9	2.4	2.6	3.4	3.7	3.1	26.8	2.4	2.4	2.4	2.5	2.6	2.7
Lexington	Fayette Jessamine	3.8 0.7	3.4 0.6	5.8 0.7	4.2 1.3	3.6 0.8	6.3 0.9	3.7 1.8	4.4 1.7	7.5 1.4	8.2 1.5	7.3 2.4	58.1 13.8	5.3 1.3	6.5	6.5	6.7	6.9	7.1
Louisville	Bullitt Jefferson	1.8 13.9	1.6 8.6	1.9 11.6	2.7 20.4	3.6 13.1	2.2 14.8	1.9 15.3	1.9 23.0	3.5 15.7	2.9 21.9	2.7 18.7	26.8 177.3	2.4 16.1					
	Oldham	1.4	1.5	1.7	2.0	1.8	2.0	1.8	1.8	2.0	2.2	1.9	20.1	1.8	20.4	20.4	21.0	21.6	22.2
Owensboro	Daviess	2.4	2.0	3.2	4.2	2.4	2.2	2.4	2.4	3.8	4.5	4.9	34.2	3.1	3.1	3.1	3.2	3.3	3.4
Radcliff/Etown	Hardin Meade	2.9 0.8	2.9 0.6	3.0 0.8	3.9 1.2	4.2 1.3	3.5 1.2	4.1 1.3	3.5 1.1	4.6 1.3	3.5 1.1	4.9 1.4	41.0 12.0	3.7 1.1	4.8	4.8	5.0	5.1	5.3
SUMMARY TOTALS		45.3	38.8	54.8	65.8	50.8	55.1	59.1	64.8	68.3	78.0	78.1	658.7	59.9	59.9	59.9	61.6	63.3	65.3

**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 \$
HPP	\$3,321,250	0	0	0	0	\$3,321,250
HES	\$420,000	0	0	0	0	\$420,000
BRX	\$1,137,803	\$4,313,970	0	0	0	\$5,451,773
BRO	\$1,660,372	\$950,510	0	0	0	\$2,610,882
IM	\$21,000	\$36,400,000	0	0	0	\$36,421,000
BRZ	\$150,688	0	\$623,563	0	0	\$774,251
TOTAL	\$6,711,113	\$41,664,480	\$623,563	0	0	\$48,999,156

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 th 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 2012-2016 TIP;
Financial Plan**

IM – Interstate Maintenance
KYD – Demonstration Funds to Kentucky
NH – Federal National Highway System
NHG – NH Released Due To Garvee
RRP – Safety – Railroad Protection
RRS – Safety – Railroad Separation
SRTS – Safe Routes to School
STP – Surface Transportation Program
TCSP – Transportation & Community System Preservation Funds
TE – Transportation Enhancement Projects

State Programs

SB2 – State Bonds 2010
SP – State Construction Funds
SPB – State Bonds 2009
SPP – State Construction High Priority

Transportation Projects Tables

The Transportation Improvement Program (TIP) contains transportation projects the Bowling Green – Warren County MPO believes are necessary for a planned, orderly, and efficient transportation network of the Bowling Green Urban Area. These projects represent the desires of Bowling Green and Warren County for developing highway, pedestrian, bike, and transit projects through Fiscal Years 2012 – 2016. The TIP is prepared in accordance with the Participation Plan of the MPO that requires that the MPOs develop and utilize a participation process that provides reasonable opportunities for interested parties to comment on the Metropolitan Transportation Plan, Transportation Improvement Program, and other planning documents and activities within the MPO (refer to the Participation Plan for more information). A number of these projects rely upon federal and state funds; however, many are matched with local funds.

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 contained in the Clean Air Act of 1990 and subsequent rulemaking. 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 Constraint

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) required that Transportation Improvement Programs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. Additionally, only those projects for which a current or proposed revenue source can be identified may be listed, thus ensuring a balance between total project costs and revenues. This requirement helps the MPO and State develop a deliverable program of projects.

Although the Bowling Green – Warren County MPO has significant input in the identification of needs and the determination of project funding priorities, it should be understood that the MPO does not have direct control over any source of funding identified herein. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet (KYTC). In order to address the full range of transportation needs, on a statewide level and within the Bowling Green – Warren County urbanized area, KYTC makes use of a variety of available revenue sources (or funding types). The revenue sources eligible and currently allocated for use within the Bowling Green – Warren County area are identified on *pages 4 and 5*.

The specific projects shown in the Project Listing tables beginning on *page 18* have been identified by KYTC, along with associated programmed or planned revenue sources and schedules in the KYTC Statewide Transportation Improvement Plan and/or the Kentucky Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to the adjustments that must be made to balance costs and revenues (or maintain financial constraint) at the statewide level, and also due to various project related delays. These changes will be initiated by KYTC and will be reflected in this document by TIP Administrative Modifications or Amendments.

This plan is financially constrained, including only projects with designated federal or state funding. Timetables shown on these projects are estimated based upon available funds and were developed cooperatively with the MPO, 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 1* below provides a summary of each funding type by year.

Table 1													
Summary of Funding Type													
Bowling Green – Warren County MPO													
Transportation Improvement Program FY 2012-2016													
Funding Type	FY 2012		FY 2013		FY 2014		FY 2015		FY 2016		TOTAL		
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	
BRZ	\$160,000	\$160,000	\$350,000	\$350,000	\$450,000	\$450,000					\$960,000	\$960,000	
FTA 5307/5309	\$2,445,163	\$2,445,163	\$3,542,500	\$3,542,500	\$2,569,000	\$2,569,000	\$2,710,000	\$2,710,000	\$2,865,000	\$2,865,000	\$14,131,668	\$14,131,668	
FTA 5310	\$213,000	\$213,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$613,000	\$613,000	
FTA 5316 (JARC)	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000	\$1,500,000	
HPP	\$33,011,206	\$33,011,206									\$33,011,206	\$33,011,206	
KYD	\$8,167,856	\$8,167,856									\$8,167,856	\$8,167,856	
NH	\$14,000,000	\$14,000,000	\$10,750,000	\$10,750,000							\$24,750,000	\$24,750,000	
STP	\$27,180,000	\$27,180,000									\$27,180,000	\$27,180,000	
TE	\$981,000	\$981,000									\$981,000	\$981,000	
SB2	\$2,200,000	\$2,200,000									\$2,200,000	\$2,200,000	
SPB	\$10,790,000	\$10,790,000									\$10,790,000	\$10,790,000	
SPP	\$5,800,000	\$5,800,000									\$5,800,000	\$5,800,000	
TOTAL	\$105,248,225	\$105,248,225	\$15,042,500	\$15,042,500	\$3,419,000	\$3,419,000	\$3,110,000	\$3,110,000	\$402,865	\$402,865	\$130,084,730	\$130,084,730	

Table 2			
Completed Projects from FY 2007 – 2012 TIP			
Bowling Green – Warren County MPO			
Transportation Improvement Program FY 2012 – 2016			
KYTC 6 YP ID	Project ID	Route	Project Description
3-9.70	2007-1	I-65	Landscaping on I-65 from Carter-Sims Road south of Bowling Green to KY 1339 in Edmonson County
3-10.41	2007-2	I-65	Widen I-65 to 6 lanes from 1.07 miles south of Salem Road to 0.14 miles north of KY 240 (Warren/Simpson County)
3-10.50 and 3-10.51	2007-3 and 2007-4	I-65	Widen I-65 to 6 0.14 miles north of KY 240 to 0.14 miles north of Carter-Sims Road (4.24 miles)
3-18.00	2007-11	I-65	Initial advanced transportation management system on I-65 around Bowling Green (ITS on I-65 around Bowling Green)
3-312.00	2007-14	US 31W	Major widening from north of Campbell Lane to 4-lane section near the Natcher Parkway in Bowling Green
N/A	2007-18	N/A	Shared use paths connecting 8 schools, rec. facilities, neighborhoods and other community businesses and facilities (Bowling Green Community Bicycle & Pedestrian Facilities)
N/A	2007-19	N/A	Safe Routes to School in Warren County/City of Bowling Green – The project will include sidewalk construction, educational activities including, training for volunteers at each school and public awareness campaigns
N/A	2008-20	N/A	Blueways Recreational Trails – develop a Blueways Trails System, featuring numerous access points throughout Warren County and southern parts of Logan and Simpson Counties for watercraft, canoeing, kayaking, jogging, and hiking. The new trail length will be 600 feet in length and 8 feet wide, with gravel surface. The project also involves documenting and mapping the rivers for the purpose of motorized and non-motorized watercraft use.
N/A	2008-21	N/A	Linking Schools and Commerce in Bowling Green – develop a 205 mile shared use trail connecting area schools, parks, and shopping areas to residential neighborhoods, completing a 14.4 mile network.
N/A	2008-22	N/A	Bowling Green Portage Railroad Preservation – develop a 0.5 mile trail connecting Boat Landing Park to nearby Hobson Grove Park through a residential neighborhood.
N/A	2008-23	N/A	National Corvette Museum Simulator Theater – development of interactive educational materials for driver, bicycle and pedestrian safety.

Grouped Projects

Transportation planning regulations applicable to the development and content of Metropolitan Transportation Plans (MTP) 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-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 MTP or Transportation Improvement Program (TIP). Individual projects from grouped project categories will be incorporated into the MTP and/or TIP by Administrative Modification as they

are defined (in terms of project description, scope, and cost) and approved. Allowing such MTP and TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review), simplifies and streamlines MTP/TIP maintenance and project approval processes.

Grouped project categories utilized by Bowling Green – Warren County MPO are shown in **Table 3**. 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” document dated July 20, 2007. This was done for applicability to the Bowling Green – Warren 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 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 beginning on page 5 for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. It should also be understood that the dollar amounts shown in the Grouped Projects Table that follows 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. 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 and MTP (if applicable) - 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 3					
Grouped Projects					
Bowling Green – Warren County MPO					
Transportation Improvement Program FY 2012 – 2016					
Program - Project Types	2012	2013	2014	2015	2016
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	\$300,000	\$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 cost only-refer to text for explanation

**The Bowling Green MPO area is not currently eligible for Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds. However, if Warren County becomes designated as an air quality non-attainment area in the future, local entities would become qualified to submit applications for eligible CMAQ funded projects

**Clarksville/Oak Grove FY 2011-2014 TIP;
Financial Plan**

INTRODUCTION

The Clarksville Area Metropolitan Planning Organization (MPO) which is federally mandated to carryout the planning and programming of federal and regionally significant transportation activities within the cities of Clarksville and Oak Grove, Montgomery County, portions of Christian County and portions of the City of Hopkinsville has prepared the following Fiscal Year (FY) 2011 through 2014 (October 1, 2010 through September 30, 2014) Transportation Improvement Program (TIP) for the Clarksville area.

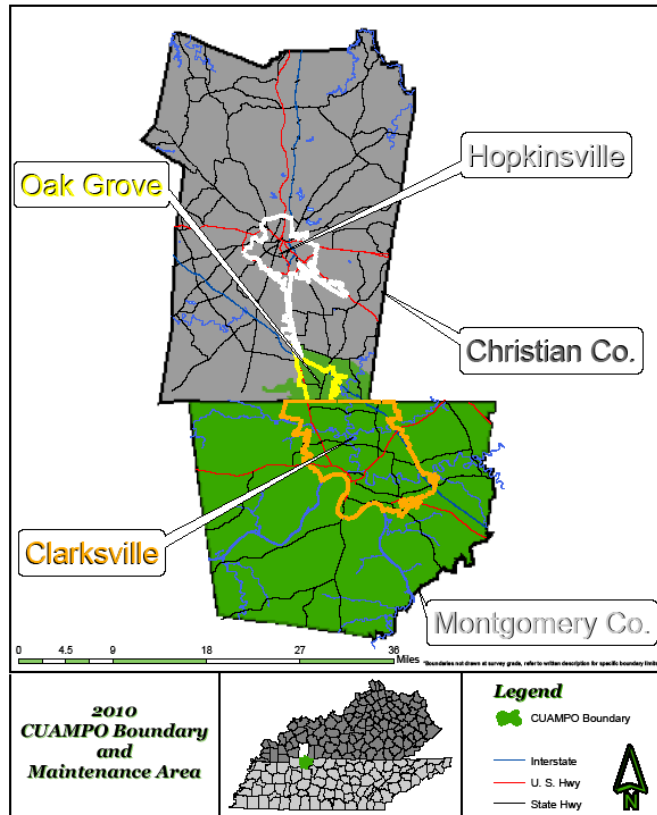
The FY 2011 through FY 2014 TIP is a product of the ongoing transportation planning process of the Clarksville MPO. The purpose of the TIP is to identify all transportation projects funded by federal Title 23 and the Federal Transit Act within the Clarksville urbanized area, including streets and highways, transit service and facilities, bicycle and pedestrian facilities and transportation enhancement projects. It is also to ensure coordination of transportation improvements by local, state, and federal agencies.

The TIP is the primary responsibility of the MPO as required by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act- a Legacy for Users (SAFETEA-LU). The TIP is developed and updated quadrennially by the MPO, and covers a four-year time period. The TIP identifies the region's highest priority transportation projects, develops a multi-year implementation program, and identifies necessary federal and non-federal funding. The TIP is updated at least every four years through a cooperative effort of local, state and federal agencies, compatibly with the STIP development and approved by the MPO and the Governor. The FY2011-2014 TIP is consistent with the approved and air quality conforming 2035 Metropolitan Transportation Plan (MTP).

PLANNING AREA

The planning area of the Clarksville MPO comprises a total of approximately 574 square miles incorporating the cities of Clarksville, Tennessee and Oak Grove, Kentucky, Montgomery County, portions of Christian County and a portion of the City of Hopkinsville, Kentucky. (See Figure 1).

Figure 1 - Clarksville MPO Area



**FIGURE 1: Orange Outline Area: Clarksville City Limits
Yellow Outline Area: Oak Grove City Limits
White Outline Area: Hopkinsville City Limits**

MPO ORGANIZATION

The Clarksville MPO is a multi-jurisdictional entity that is comprised of local governments within the Clarksville-Oak Grove area, which is federally mandated to carryout a coordinated, cooperative, comprehensive “3C” transportation planning process. The MPO is lead by an Executive Board, which is the policy board of the MPO, a Technical Coordinating Committee that provides recommendations to the Executive Board, and a professional MPO staff.

The current composition of the MPO Executive Board consists of the following nine (9) elected and appointed officials from these state and local governments:

- Mr. Gerald F. Nicely, Commissioner - Tennessee Department of Transportation (TDOT)
- Mr. Mike Hancock, Acting Secretary - Kentucky Transportation Cabinet (KYTC)
- The Honorable Carolyn Bowers, County Mayor - Montgomery County, Tennessee
- The Honorable Johnny Piper, Mayor - City of Clarksville, Tennessee
- The Honorable Steve Tribble, County Judge Executive - Christian County, Kentucky
- The Honorable Daniel Kemp, Mayor - City of Hopkinsville, Kentucky
- The Honorable Daniel Potter, Mayor - City of Oak Grove, Kentucky
- Mr. Sam Edwards, Executive Director - Greater Nashville Regional Council
- Mr. Jimmy Smith, Director- Clarksville Transit System

The Board also includes representation from the Federal Highway Administration and Federal Transit Administration as non-voting members.

The Technical Coordinating Committee (TCC), which is comprised of a diverse group of transportation professionals, advises the Executive Board members on all aspects of the planning process. The TCC includes engineers and transportation and land use planners from Federal, State and Local agencies, as well as representatives from the transit, air, bicycle / pedestrian, and rail industries. Member agencies and representatives of the TCC include:

City of Clarksville

David Shepard Street Department
Vince Camacho, Chief of Staff

Clarksville Transit System

Jimmy Smith, Director
Arthur Bing, Operations Manager

City of Oak Grove, KY

Bill Chaudoin, Planner

Kentucky Transportation Cabinet

J. R. Ham , Planning
Nick Hall, District 2
Vickie Bourne, Office of Transportation Delivery

Tennessee Department of Transportation

Deborah Fleming, Planning
Jerry Roache, Public Transportation
Cammie Woodle, Title VI

Federal Highway Administration

Bernadette Dupont and Ian Chidister,
Kentucky Division
Britta Stein, Tennessee Division

Christian Co., KY - John Mahre

Clarksville-Montgomery Co RPC - David Riggins

Federal Transit Administration – Abigail Rivera and
Jeff Anoka

Fort Campbell Military Reserve - Chris Brown and
Wally Crow

Greater Nashville Regional Council – Tanisha Hall

Hopkinsville-Christian Co Planning Commission -
Steve Bourne

John F. Outlaw Field – Jerry Clark

Montgomery Co. Highway Dept. – Mike Frost

Montgomery Co. Admin. & Development – Clint
Camp

Pennyrile Area Dev. District, KY - Craig Morris

R.J. Corman Railroad Company – Joe Reynolds

TN Dept. of Environ. & Conservation - Marc Corrigan

KY Division for Air Quality – John Gowins

Bicycle / Pedestrian – Larry Nicholson

EPA – Dianna Smith, Air Modeling Division

Mid-Cumberland HRA – Jeff Pancirov

The MPO staff is physically housed at the Clarksville-Montgomery County Regional Planning Commission and is responsible for all planning and administrative functions of the MPO. The Clarksville Transit System (CTS) is also an important entity within the MPO area and performs various transit planning related work tasks within the MPO area. Specific MPO and CTS staff responsibilities are indicated in each work task described in the Unified Planning Work Program (UPWP).

The MPO is bound by its operating procedures, which are documented in the MPO's Transportation Planning Prospectus. The Prospectus includes a brief history of the Clarksville MPO, a listing of Executive Board and TCC members and operating procedures. Periodically the Prospectus is revised to ensure the region maintains a continuous and comprehensive transportation planning process. The Prospectus is available on the MPO's web page at www.cuampo.com . The Memorandum of Agreement between the Kentucky Transportation Cabinet and the Tennessee Department of Transportation for the Clarksville MPO is to clearly identify the responsibilities of each agency. This Memorandum was devised

for bi-state MPOs to cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process.

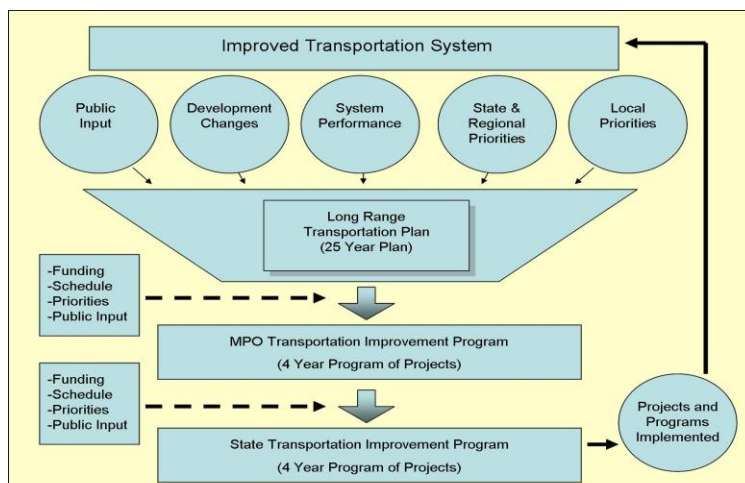
TIP PROGRAM DEVELOPMENT

The TIP is a programming document that details a 4-year budget of transportation projects. It is developed and adopted at least every four years by the MPO in response to the transportation needs within the MPO area for all modes of transportation (roadways, bikeways, pedestrian facilities and transit) within the Clarksville MPO area. All projects that are funded with federal funds, either under Federal Highway Administration Title 23 USC or the Federal Transit Act, must be included in the TIP, as well as projects that do not use federal funds but are considered regionally significant.

Projects that are added to the TIP for funding and implementation must be consistent with the region’s Metropolitan Transportation Plan (MTP) and corresponding Air Quality Conformity Report. Page 15 in this document describes the conformity process and how the TIP meets conformity. The MTP details a list of all the projects proposed for completion in the MPO region over the next 25-years. Projects in the MPO’s MTP are divided into three groups: 1) short-term needs – proposed for completion by 2016, 2) mid-term needs – proposed for completion by 2025, and 3) long-term needs – proposed for completion by 2035. In order for a project to be included in the TIP, it must be in the short-term list of projects in the MTP. Projects funded under the Bridge and Interstate Maintenance program and projects on the National Highway System are selected by the MPO in consultation with the State and public transportation operator(s).

Through a continuing and cooperative effort with the Tennessee Department of Transportation, the Kentucky Transportation Cabinet, the Clarksville Transit System, and local jurisdictions within the region, the FY2011-2014 TIP has been developed. The TIP public participation process follows the process outlined in the adopted public participation plan (PPP). After receiving public input on the TIP, it must be submitted to TDOT and KYTC for inclusion in the respective State Transportation Improvement Plan (STIP). Figure 2 illustrates the relationship of the TIP to the overall planning process within the MPO area.

Figure 2 - Transportation Improvement Program Development Process



The STIPs are then submitted to the Federal Highway Administration and the Federal Transit Administration for official approval.

While the MPO is responsible for the programming of transportation improvements, the implementation of projects (e.g. construction or service operation) is carried out either by the cities, counties, or state departments of transportation within the region.

PUBLIC PARTICIPATION

Public input is a critical element in the development of plans and programs by the MPO. The TIP is a significant document because it provides citizens, the business community, and agencies a comprehensive understanding of the types of transportation projects that will be funded and implemented over the next several years. The public participation process for the TIP is based on the policies and procedures outlined in the MPO's public participation plan (PPP).

The MPO consulted, as appropriate, with State, Local and Federal agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of the MTP and the TIP. Each agency was contacted during the preliminary review by TDOT, FHWA and FTA. The agencies were asked to review the TIP at the MPO website and submit any comments. The TIP consultation involved comparison of the TIP with State conservation plans or maps; and/or comparison of transportation plans to inventories of natural or historic resources, if available.

Another group targeted by the MPO is the traditionally underserved. Traditionally underserved communities include minorities, transit dependent citizens, low income individuals and families, the elderly and persons with disabilities.

The Draft FY2011-FY2014 TIP for the Clarksville Urbanized Area was developed with significant attention to public participation. During the development of the TIP the MPO and Clarksville Transit System staff worked with members of the Transportation Committee during the development of the City's Masterplan. The Transportation Committee prioritized the transportation needs for Clarksville based on short and long range time frames. There were five meetings held that were open to the public to discuss the transportation needs for continual growth and congestion issues throughout the community. The Masterplan meetings were discussed in The Leaf Chronicle newspaper. There was a suggestion page for the public to submit comments or concerns on the City's website to be reviewed by the Committee. The draft TIP was placed on the MPO website prior to the TDOT initial review and was made available at the Regional Planning Commission Office in hard copy. CTS staff submitted their projects to the MPO for inclusion into the TIP.

The MPO staff met with both city and county personnel including the Mayors, Engineers, Superintendent/Director of Highway/Street Departments about their surface transportation needs and concerns. The development of the Masterplan included discussion of areas in the County that are developing rapidly with industrial and residential development. The City and County continue to work jointly on projects for the betterment of the residents in both the City and County. During the development of the TIP, at Regional Planning Commission, City Council and County Commission meetings discussions included road conditions, congestions

and priorities. These meetings are open to the public. Due to funding constraints there were no new projects added to the TIP except for an ARRA/TIGER grant submitted by TDOT Planning.

The MPO staff contacted representatives from Ft. Campbell Planning Department to review their concerns and road priorities for projects off post in both Kentucky and Tennessee. The MPO staff also met and had discussions with the Oak Grove, Kentucky City Engineer and Mayor about road project needs and priorities.

For a Kentucky project to receive funding in the TIP, it must be either in the Kentucky Six Year Plan or have other identified funding. The MPO staff attended the Pennyrile Area Development District, Regional Transportation Committee which met quarterly in Hopkinsville, Kentucky to prioritize projects for consideration into the 6 yr plan. Kentucky projects were submitted by KYTC Planning Department staff for the 6 yr plan consideration.

Prior to the MPO adopting the TIP, citizens, interested parties, and local and regional agencies consultation groups were given a 14-day public comment period to review the Draft TIP and provide comments concerning the development of the TIP and the intent to fund specific projects. Advertisements were placed in the local newspapers (the Leaf-Chronicle, Fort Campbell Courier Newspaper, and the Kentucky New Era) as well as the El Crucero, a locally distributed Hispanic (written in Spanish) newspaper, notifying the public that the TIP was available for comment.

The TIP was made available in draft form prior to adoption by the MPO Executive Board. The draft TIP was placed in the following locations to provide citizens access to the TIP: Regional Planning Commission - 329 Main Street and on-line at the MPO's website (www.cuampo.com). In Kentucky the draft TIP was placed in the following locations: Hopkinsville's City Hall and Oak Grove's City Hall. Notification of the availability of the draft TIP was placed at the following locations, written in English and Spanish:

- Montgomery County Library
- Montgomery County Court House
- City of Clarksville City Hall
- Clarksville Chamber of Commerce
- City of Oak Grove City Hall
- City of Hopkinsville City Hall
- Hopkinsville Chamber of Commerce
- Christian County Court House
- Ft. Campbell Military Installation Library
- CUAMPO Office
- Clarksville Department of Electricity
- CTS buses and station
- Austin Peay Hispanic Student Center
- City of Clarksville Housing Authority
- City of Clarksville Human Services
- City of Clarksville Community Centers
- Montgomery County Community Centers

All public comments are considered/addressed by the Executive Board members prior to the final adoption by the MPO Executive Board. A final public hearing is held at the Executive Board meeting to conclude the public comment period.

Public comments received on this TIP and the disposition of comments are included in Section C in this document.

AMENDMENT AND ADJUSTMENT PROCEDURES

The TIP is subject to amendments and/or administrative adjustments throughout the fiscal year due to numerous factors. Such changes reflect project changes which may affect the TIP's programming. The following describes each of these procedures:

Amendments - are those that:

- Add a new project or delete a programmed project in the TIP
- Change the scope of an existing project to drop a project feature that was used to justify its selection
- Change the project termini
- Increase the cost of any phase of any project listed in the current TIP by more than 30%
- Could potentially be inconsistent with the MPO's MTP
- Change a project feature or add a new project that would affect the air quality conformity analysis
- Add new, unprogrammed funds regardless of the source

Amendments requiring a new conformity finding may take an additional three to six months for approval. These involve any changes to the MPO's MTP, such as:

- Changing the number of through-lanes shown on the network
- Adding or deleting road segments
- Adding or deleting transit projects

Amendments to the TIP follow a less intense public participation process as does the adoption of a new TIP, as detailed in the MPO's Public Participation Plan. When new selection criteria for TIP projects are adopted by the TCC and Executive Board, amendments to the TIP will be subject to the same review. Amendments are to be recommended by the TCC for Executive Board consideration and action. The public is given 14-days to review prior to adoption consideration by the Executive Board. After the Executive Board has considered and addressed any public comments official adoption of the amendment can take place. After approval by the Executive Board, amendments are forwarded to TDOT, KYTC, FHWA and FTA for approval.

Administrative Adjustments - include all modifications other than amendments. Adjustments usually involve:

- Shifting funds between years
- Moving project staging between years without affecting the scope of the project, affecting its expected completion
- Changing the federal/state/local funding source
- Changing the designated responsible agency with the original sponsor's approval

- Changing project funding in the TIP, up to a maximum change of 30%

Administrative Adjustments are typically requested by TDOT or the KYTC, and processed by MPO staff. Administrative Adjustments must be consistent with the requirements in 23 CFR 450 regarding fiscal constraint and air quality conformity. Administrative Adjustments do not require public participation. However, periodic status reports on the TIP illustrating such TIP adjustments shall be produced and disseminated to the TCC, Executive Board, and general public. Administrative Adjustments are submitted by the MPO staff to TDOT/KYTC for approval. TDOT/KYTC forwards adjustments to FHWA/FTA.

PROJECT PRIORITIES

Over the last several decades, the Clarksville region has experienced extraordinary changes in population and economic development activity. New jobs, new housing, new shopping and entertainment opportunities, and other changes have added to the region's attractiveness as a destination to live, work, and play. With these changes has come an ever increasing demand for transportation infrastructure and services necessary to support the region's growing population.

REGIONAL TRENDS

In 1990, nearly 170,000 persons resided in the counties of Montgomery and Christian. Today the number of residents is over 237,000 and by 2035 the population is projected to be nearly 380,000. Trends indicate that travel situations on other roadways in the region are only going to worsen in the future.

Figure 3 provides a snapshot of several indicators of growth trends and projections within Montgomery and Christian Counties. Understanding changing conditions and projecting likely future conditions allows the MPO to best establish transportation strategies and projects capable of ensuring continued prosperity within the region.

**Figure 3
Growth Trends & Projections within the Region**

2035 POPULATION FORECAST AND TREND:

Population Forecast	1990	2000	2008	2035	Percent Change (1990-2000)	Percent Change (2008-2035)
Clarksville MPO Area	97,581	121,189	161,320	273,340	24%	69%
Christian County	68,941	72,265	79,820	124,142	5%	56%
Montgomery County	100,498	134,768	157,955	255,349	34%	62%
Total Population (2 Counties)	169,439	207,033	237,775	379,491	22%	60%
MPO% of 2 County Population	56%	59%	68%	72%	3%	6%

2035 EMPLOYMENT FORECAST AND TRENDS:

Employment Forecast	2008	2035	Percent Change (2008-2035)
Total Jobs*	50,214	107,919	115%
Land Area (Sq. miles)	572	572	-
Jobs per Sq. Mile	88	189	115%

2035 VEHICLE HOURS TRAVELED:

Roadways	Without Improvements*	With Improvements**	Percent Difference
Collector	64,061	57,491	-10%
Minor Arterial	52,385	43,755	-16%
Principal Arterial	126,763	104,240	-18%
Interstate	24,633	22,342	-9%
Total VHT	267,841	227,827	-15%

* Without additional road improvements beyond transportation improvements currently under construction/development as described in the existing and committed (E+C) roadway network—from the MTP 2008-2035.

** With planned improvements recommended in Section 7.0 from the MTP 2008-2035.

2035 TRANSIT RIDERSHIP FORECAST AND TRENDS:

2008 (Current Ridership)		2025 TN Statewide Plan	2025 (Current Per Capita)	2035 (Current Per Capita)	2025 and 2035 (Future Ridership)
Annual # of Trips	Trips Per Capita	Tripling Est. # of Trips*	Keeping Up Est. # of Trips**	Keeping Up Est. # of Trips**	Estimated Increase in Future Transit Ridership
727,757	4.6	1,586,477	1,008,341	1,176,487	39% to 62%

* Based on 2025 Tripling of Ridership for the Clarksville area from the Tennessee Twenty Five Year Statewide Transit Plan - Task 6: Factors Influencing Transit Demand in 2025 from the MTP 2008-2035.

** “Keeping Up” assumes 4.6 trips per capita from the MTP 2008-2035.

PRIORITIZATION

The development of the FY2011-2014 TIP was shaped largely by the goals of the MTP, current and emerging trends within the region relative to population and employment growth, and the desires of local jurisdictions and citizens within the region.

As part of Clarksville 2035 MTP, which was adopted March 10, 2010, seven goals were followed to guide the development of future transportation solutions for the region over the next 25 years.

2035 Metropolitan Transportation Plan Goals

Goal 1 - Enhance and Maintain an Efficient and Safe Highway and Street Network
Goal 2 - Manage the Local Thoroughfare System to Minimize Congestion
Goal 3 - Promote Use of Alternative Transportation Modes
Goal 4 - Improve Transit Accessibility for All Citizens
Goal 5 - Develop an Integrated Multi-Modal Transportation System that Balances the Needs of both Passenger and Freight Traffic
Goal 6 - Develop a Transportation System that Preserves the Natural and Cultural Environment
Goal 7 - Maintain and Enhance the Region’s Economic Vitality

Each proposed transportation improvement for consideration in the TIP was compared to the stated goals and objectives of the MPO's MTP. Additionally, each MPO member jurisdiction was given the opportunity to provide a relative prioritization based on their understanding of current community priorities and development commitments. From this, a prioritization classification was assigned to each project with an "A" priority being assigned to those projects considered for funding within the FY2011-2014 TIP.

The MPO has established a detailed set of project selection criteria forging a greater linkage between the stated goals of the MPO's MTP and other local emphasis areas. The enhanced selection criteria allows for a more quantitative assessment of project needs and aids in the ultimate prioritization of projects.

Local STP and CMAQ projects will be submitted to the MPO for project consideration. Projects will then be selected using the adopted criteria and will be amended into the TIP. The Selection Criteria Review for STP and CMAQ projects is in Appendix F-1.

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 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 Improvement Program (HSIP) - Safe, Accountable, Flexible, and Efficient Transportation Equity Act- 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. This program has two sub-programs, the High Risk Rural Roads Program (HRRR) and the Highway Rail Grade Crossing Program. 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. The MPO, in consultation with TDOT and KYTC, was able to determine future operations and maintenance funding levels for streets and highways for the MPO area based on historic funding trends. A three percent annual growth rate compounded annually over current funding levels was determined to be appropriate for operations and maintenance funding based on past funding growth trends within the MPO area. Operating and maintenance expenses are assumed to grow at a similar rate accounting for incremental increases in operating and maintenance costs. 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. These activities are not funded through or scheduled in the TIP.

**Figure 4
Transportation Improvement Program Funding Sources**

<u>System</u>	<u>Project Initiation</u>	<u>Funding Source</u>	<u>Match Ratio</u>
A. Streets and Highways			
Interstate Maintenance (IM)	State DOT/Cabinet	Federal State	90% 10%
National Highway System (NHS)	State DOT/Cabinet	Federal State	80% 20%
Surface Transportation Program (STP)	Local Government	Federal Local	80% 20%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Local Government	Federal Local	80% 20% (has been up to 100% as in '08-'09)
State Funds (STA or SP and SPPR)	State DOT/Cabinet	State	100%
Bridge Replacement Program Local (BRR-L)	State DOT/Cabinet	Federal Local	80% 20%

Bridge Replacement Program State (BRR-S)	State DOT/Cabinet	Federal State	80% 20%
Highway Safety Improvement Project (HSIP)	State DOT/Cabinet	Federal State	90% 10%
High Priority Project (HPP)	State DOT/Cabinet	Federal State	80% 20%
High Priority Project Local(HPP-L)	State DOT/Cabinet	Federal Local	80% 20%
ITS (Intelligent Transportation Systems)	State DOT/Cabinet	Federal Local	80% 20%
KYD (Kentucky Discretionary)	State DOT/Cabinet	Federal	100%
PLHD (Public Lands Highway Discretionary)	State DOT/Cabinet	Federal	100%

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

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. An inflation rate of approximately 3% for future year revenues was also used by the MPO staff to estimate anticipated L-STP annual allocations.

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.

GROUPED PROJECTS FOR KYTC

Transportation planning regulations applicable to the development and content of Metropolitan Transportation Plans (MTP) 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 MTP or Transportation Improvement Program (TIP). Individual projects from grouped project categories will be incorporated into the MTP and/or TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such MTP and TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review), simplifies and streamlines MTP/TIP maintenance and project approval processes.

Grouped project categories utilized by the Clarksville Urbanized Area MPO are shown in Table 5. The list of grouped projects utilized here is recommended by the KYTC. By listing these project types in the MTP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the MTP in the future via streamlined procedures. MTP 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, it should be understood that the dollar amounts shown in the Grouped Projects Table 5 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. 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 and MTP (if applicable) - 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.

CONFORMITY DETERMINATION

MTP CONFORMITY

The Clean Air Act (CAA) as Amended requires that transportation plans, programs, and projects in non-attainment areas not cause or contribute to violations of the National Ambient Air Quality Standards (NAAQS). Pursuant to Clean Air Act Amendments (CAAA), the Environmental Protection Agency (EPA) is required to set NAAQS (standards) sufficient to protect the public health with an adequate margin of safety. In 2008, EPA revised the NAAQS for ozone from 0.08 parts per million (ppm) measured over 8-hour intervals to 0.075 ppm measured over 8-hour intervals in order to reflect the best scientific evidence available on the public health effects of ozone.

Transportation conformity is a mechanism to ensure that federal funding and approval are given to those transportation activities that are consistent with the air quality goals of the SIPs (i.e., in this case, for Kentucky and Tennessee). Pursuant to provisions of the

CAAA of 1990, the U.S. Environmental Protection Agency (US EPA) designated a two county area in the Clarksville area as a basic non-attainment area for ozone under the eight-hour ozone standard in April 2004 (effective June 15, 2004). The Clarksville ozone non-attainment area included Christian County, Kentucky and Montgomery County, Tennessee. The Clarksville MPO consists of Montgomery County and portions of Christian County. The Clarksville MPO's Transportation Plan and Transportation Improvement Program address the MPO area only. The areas outside of the Clarksville MPO's planning boundary but within the previous non-attainment area boundary are considered "donut" areas. The emissions related to transportation activities in the "donut" area must be included in the overall regional emissions analysis for the Clarksville MPO's planning documents in order for a conformity determination to be approved by the U.S. Department of Transportation.

On November 21, 2005, Montgomery County was redesignated as Attainment with a Maintenance Plan for 8-hour ozone standard. On February 24, 2006 Christian County was redesignated as Attainment with a Maintenance Plan for 8-hour ozone standard. The date of the conformity determination for the Clarksville MPO was approved July 28, 2005 and as amended November 29, 2006.

The projects in the FY2011-2014 TIP are a subset of the most recently approved conforming 2035 MTP which was adopted on March 10, 2010 and the conformity determination for the Clarksville MPO was approved April 27, 2010. The projects listed in the FY2011-2014 TIP are consistent with the conforming 2035 MTP. Each project in the TIP has a corresponding MTP number which allows for the cross referencing of projects between the TIP and MTP. If a project is part of the existing + committed list for the MTP, it is shown as "E+C" on the TIP project page.

INTERAGENCY CONSULTATION

A multi-party, interagency coordination conference call including representatives from the Clarksville MPO, the Federal Highway Administration (FHWA), US EPA, Tennessee Department of Transportation (TDOT), and the Kentucky Transportation Cabinet (KYTC) was held June 30, 2010. The call was focused on giving parties the opportunity to discuss the issues surrounding the development of the conformity demonstration for the 2011-2014 TIP. The following issues and concerns were addressed as a result of the IAC call.

1. Diane Smith, EPA, asked that the Intro of the TIP include a statement that the TIP is consistent with the 2035 plan and approved Conformity Report.
2. The IAC requested the TDOT schedule for the TIP and was emailed by Stan Williams during the call.
3. Deborah Fleming, TDOT, stated that TDOT had until July 6th to make comments on the TIP review and that the Final TIP must be sent to TDOT by Oct.22.10.
4. Stan Williams, MPO, stated the Executive Board will approve the draft around the end of August or 1st of September.
5. Jesse Mayes, KYTC, said he sees no issues with conformity as the TIP is consistent with the 2035 MTP.
6. Britta Stein, TN FHWA, requested pie charts be added to the Financial Summary in the B-1 Section.

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

Section 3 - Funding the TIP

2010-2013 Transportation Improvement Program

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%

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

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.

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

Indiana						
Funding Source	Unobligated Prior Year 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
Kentucky						
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 ³	Average Annual Available Revenues	2010-2013 Projected Available Revenues	Programmed Local Costs 2010-2013	Surplus/Deficit
Indiana						
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 ¹	\$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
Kentucky						
Henderson County	\$3,075,228	\$2,933,944	\$141,284	\$577,979	\$2,700	\$575,279
City of Henderson ²	\$1,248,531	\$1,101,233	\$147,298	\$2,660,332	\$2,057,750	\$602,582
HART ¹	\$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

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

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

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

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as well. The TIP includes recommendations for the highway system, transit projects, bicycle and pedestrian projects and other transportation system improvements.

Recommended new projects received from the participation process are processed by MPO staff and recorded into a public participation database for review and categorization. Immediate safety issues are forwarded to the local government committees and to the KYTC Highway District offices for their consultation.

The results of these efforts are integrated into a criteria-based scoring procedure to rank projects on how they meet federal, state, and local planning and safety goals and objectives. A full description of the prioritization process is found in Appendix 4 of the 2035 MTP.

The MPO TPC reviews and approves the TIP which is provided to the KYTC for inclusion in the STIP and for consideration of the state's six-year highway plan.

Regardless of how a project originates, in order to become eligible for federal funding, transportation improvements must initially be identified in the MPO's MTP and meet all public input and coordination requirements. The purpose of the MTP is to identify regional transportation needs over a twenty-year period; the 2035 MTP covers a 26-year time period. Once a project is included in the adopted plan, it can be then be programmed in the TIP. The purpose of the TIP is to schedule and implement planned transportation projects over a four-year fiscal period. The TIP is updated at least every four years, although it may be amended or modified by the TPC at anytime. The updating of this document and any subsequent amendments gives local officials a direct, continuing role in the programming of transportation improvements.

The TIP includes not only the mandated federally-funded program projects, but also those projects shown to use state and local funds. Thus, a total program of transportation projects is presented in this document.

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.

HIGHWAY ELEMENT	FY 2010 – FY 2013 TOTALS
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"> • SLX projects receive anticipated revenue of \$5,800,000 per year as allocated by the State. 	

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 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
Subtotal	\$ 20,138,748	\$ 21,427,937	\$ 22,499,334	\$ 23,624,301	\$ 24,805,516	\$ 26,045,791	\$ 92,357,087
Capital Outlays							
	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2010 – FY 2013 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
Total Capital Outlay	\$ 8,546,000	\$ 12,019,000	\$ 6,877,000	\$ 7,144,000	\$ 7,226,000	\$ 7,482,000	\$ 33,266,000
Total Operating and Capital Expenditures	\$ 8,546,000	\$ 12,019,000	\$ 6,877,000	\$ 7,144,000	\$ 7,226,000	\$ 7,482,000	\$ 33,266,000

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
Total Expenditures	\$ 28,684,478	\$ 33,446,937	\$ 29,376,334	\$ 30,768,301	\$ 32,031,516
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
Total Expenditures	\$ 33,527,791	\$ 34,533,625	\$ 35,569,633	\$ 36,636,722	\$ 37,735,824
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
Total Expenditures	\$ 38,490,541	\$ 39,260,351	\$ 40,045,558	\$ 40,846,470	\$ 41,663,399
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
Total Expenditures	\$ 42,080,033	\$ 42,500,833	\$ 42,925,842	\$ 43,355,100	\$ 43,788,651
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
Total Expenditures	\$ 44,226,538	\$ 44,668,803	\$ 45,115,491	\$ 45,566,646	\$ 46,022,312
Fiscal Year	FY 2034	FY 2035			
Total Operating Expenditures	\$ 36,109,579	\$ 36,470,674			
Total Capital Outlays	\$ 10,372,957	\$ 10,476,686			
Total Expenditures	\$ 46,482,536	\$ 46,947,361			

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
Total	28,684,748.00	33,446,937.00	22,325,491.44	23,218,991.10	24,147,750.74	25,113,940.77

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
Total	\$481,050,870

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 *

	2010	2011	2012	2013
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 2011-2015 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 90% 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 90%.

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 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.

In Kentucky, the MPO recommends priorities for their non-attainment/maintenance area and the responsibility for determining final priorities for funding rests with the state. In Indiana, the responsibility for setting priority for CMAQ funds sub-allocated to the non-attainment/maintenance areas rests with the MPO. CMAQ monies typically receive an 80% federal obligation toward the cost of each project.

Highway Safety Improvement Program-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 in Kentucky rests with the state, and in Indiana, INDOT sub-allocates funds to the MPOs. The federal share of all Highway Safety Improvement Program projects is 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 priorities 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 each 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 not only improve safety, but also 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.

Other Funds

In 1976, the Kentucky General Assembly appropriated funds to allow the Kentucky Transportation Cabinet to begin matching public transportation capital grants. Since that time, KYTC has been able to provide up to half of the nonfederal share of capital costs, within budgetary limitations. All transit systems operating in Kentucky are requested to annually review their capital equipment needs for the coming three-year period. The resulting Kentucky Public Transportation Capital Improvement Program is used as the basis for awarding state funds.

The Indiana Department of Transportation provides funds from the Public Mass Transportation Fund to match federal transit grants. Created in 1980, the fund is derived from a dedication of .76 percent of the state's 5 percent general sales and use taxes. The state helps provide up to two-thirds of the nonfederal share required to match a federal capital or operating grant by matching up to 100 percent of locally derived income up to the allocation amount. State funds are allocated each calendar year by a performance-based formula. Awards are limited to an amount equal to 100 percent of the projects' locally derived income or the system's formula allocation, whichever is less.

Local funding for TARC is provided by a one-fifth of one percent occupation tax approved by the voters of Louisville and Jefferson County on November 4, 1974. The occupational tax became legally effective on January 1, 1975, and can be used by TARC for operating and capital matching funds.

Federal Funds for Fiscal Years 2011 Through 2015

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.

The transportation act requires that all plan documents, including the Transportation Improvement Program be fiscally constrained. There should not be more dollars scheduled for programming in the Transportation Improvement Program than there are dollars available. KIPDA is responsible for programming all federal projects in the TIP. For those federal funds that are not sub-allocated to the Louisville urbanized area, a reasonable estimate of funds that may be obligated is to be made by the states.

Most of the federal funding categories used for funding projects operate at the state's discretion. The projects requesting these funding sources originate from the states, but still require final approval for use through the Transportation Policy Committee's TIP approval process.

Surface Transportation Program-Urban

In the project listings of the TIP, Surface Transportation Program-Urban funds for Kentucky and Indiana are identified as "STP-Urban". In accordance with SAFETEA-LU, 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 \$2,768,535 will be allocated to the urbanized area for each of FY 2011, FY 2012, FY 2013, FY 2014, and FY 2015. 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. Figure 6 provides a breakdown of STP-Urban funds by project type with 96% being programmed for road projects. The financial plan in Table 2 shows the amount of STP-Urban funds programmed for Clark and Floyd counties.

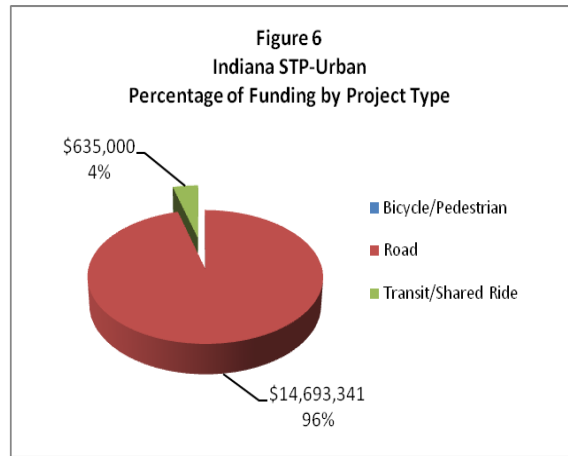
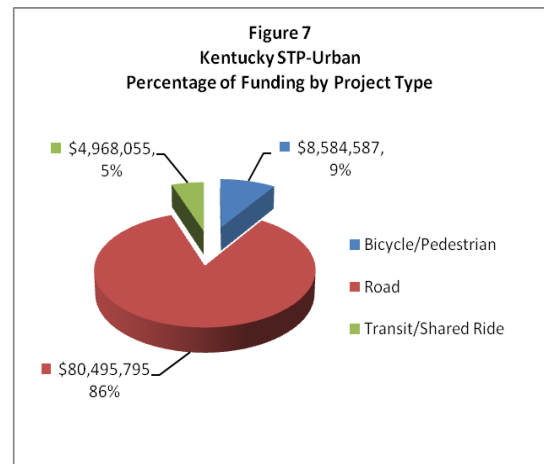


Table 2					
Financial Plan of					
Indiana STP-Urban Funds					
Surface Transportation Program					
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Annual Allocation	\$2,768,535	\$2,768,535	\$2,768,535	\$2,768,535	\$2,768,535
Carryover From Previous Year	\$1,495,009	\$1,881,544	\$624,455	\$726,273	\$367,808
Balance of Funds Available	\$4,263,544	\$4,650,079	\$3,392,990	\$3,494,808	\$3,136,343
Dollars Programmed	\$2,382,000	\$4,025,624	\$2,666,717	\$3,127,000	\$3,127,000
Balance Remaining	\$1,881,544	\$624,455	\$726,273	\$367,808	\$9,343

Kentucky

The Kentucky Transportation Cabinet has estimated that \$13,700,000 will be allocated to the urbanized area for each of FY 2011, FY 2012, FY 2013, FY 2014, and FY 2015. Table 3 shows the financial plan for the Kentucky STP-Urban dollars in the TIP. The percentage of Kentucky STP-Urban funds programmed for road projects is 86%, while 9% is programmed for stand-alone bicycle and pedestrian projects, and 5% is programmed for transit, as shown in Figure 7.



Surface Transportation Program					
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Annual Allocation	\$13,700,000	\$13,700,000	\$13,700,000	\$13,700,000	\$13,700,000
Carryover From Previous Year	\$25,566,471	\$8,552,478	\$985,802	\$323,420	\$2,438,622
Balance of Funds Available	\$39,266,471	\$22,252,478	\$14,685,802	\$14,023,420	\$16,138,622
Dollars Programmed	\$30,713,993	\$21,266,676	\$14,362,382	\$11,584,798	\$16,120,588
Balance Remaining	\$8,552,478	\$985,802	\$323,420	\$2,438,622	\$18,034

Congestion Mitigation and Air Quality

In the project listing of the TIP, Congestion Mitigation and Air Quality (CMAQ) funds are identified as "CMAQ". The CMAQ dollars are intended solely for projects and programs that will improve air quality in those areas designated as non-attainment or as maintenance areas for air pollutants. These dollars are intended to work closely with the Clean Air Act Amendments of 1990, and can be used only on projects that are able to demonstrate positive air quality benefits and do not add capacity for single-occupant-vehicles. Locally, Clark and Floyd counties in Indiana and Bullitt, Jefferson, and Oldham counties in Kentucky are designated as a maintenance area for the 8-hour ozone standard. Clark and Floyd counties and Madison Township of Jefferson County in Indiana, and Bullitt and Jefferson counties in Kentucky are designated as a non-attainment area for the annual PM2.5 standard.

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 \$975,000 each year. The financial plan of Indiana CMAQ funds for FY 2011 and FY 2012 is shown in Table 4. A call for projects has not been issued for FY 2013, FY 2014, or FY 2015.

Table 4 Financial Plan of Indiana CMAQ Funds					
Congestion Mitigation and Air Quality					
	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Annual Allocation	\$974,850	\$974,850	\$974,850	\$974,850	\$974,850
Carryover From Previous Year	\$2,112,860	\$342,710	\$417,560	\$0	\$0
Balance of Funds Available	\$3,087,710	\$1,317,560	\$1,392,410	\$974,850	\$974,850
Dollars Programmed	\$2,745,000	\$900,000	\$0	\$0	\$0
Balance Remaining	\$342,710	\$417,560	\$1,392,410	\$974,850	\$974,850

Note: A call for CMAQ projects has not yet been held for FY 2013, FY 2014, or FY 2015.

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.

Applications from Clark and Floyd counties are submitted to KIPDA, prioritized as a recommendation to the state, and then forwarded to the Indiana Department of Transportation for review by the Transportation Enhancement committee and governor. Applications from Bullitt, Jefferson, and Oldham counties are submitted directly to the

Kentucky Transportation Cabinet for review by the Transportation Enhancement committee and governor. Due to the inability of the states to provide a forecast of how many TE dollars will be spent in our urbanized area, future 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.

Highway Safety Improvement Program – Indiana

Beginning in FY 2010, the Indiana Department of Transportation sub-allocates Highway Safety Improvement Program (HSIP) funds to the Clark and Floyd counties. These are federal funds to be used for safety improvements on local public roads maintained by counties, cities, and towns. The program is designed to fund projects that reduce the number and severity of highway related crashes and to decrease the potential for crashes on all highways. KIPDA receives approximately \$280,000 annually for this program.

The Indiana Department of Transportation issues an annual call for applications for this funding. Applications from Clark and Floyd counties are submitted to KIPDA and then forwarded to the Indiana Department of Transportation for an eligibility finding. After projects are determined to be eligible for the funds, they are prioritized and reviewed for inclusion in the Transportation Improvement Program. At this time, projects are currently under review for the use of these funds.

Financial Plan of Funds

A financial plan of federal funds that are programmed in the TIP for FY 2011 through FY 2015 is shown in Table 5. These estimates of funds are based on the project costs, which are supplied by the Kentucky Transportation Cabinet, Indiana Department of Transportation, TARC, and other project sponsors. Not all state funded projects are required to be included in the TIP; therefore state funds are not included in this table.

A requirement of SAFETEA-LU is to reflect the Transportation Improvement Program in Year of Expenditure. As the term implies, Year of Expenditure involves adjusting project costs and revenues in the TIP so that they reflect anticipated dollar amounts in the year in which they are scheduled to be expended. Projects in the FY 2011 – FY 2015 Transportation Improvement Program have been adjusted for Year of Expenditure using adjustment factors developed in consultation with the Indiana Department of Transportation and the Kentucky Transportation Cabinet.

At the time that this document went to print, the Kentucky General Assembly had only approved projects for FY 2011 and FY 2012 from the 2010 Kentucky Highway Plan. It is anticipated that additional projects will be added to the Transportation Improvement Program as they are approved. In Indiana, the planning process is on-going and additional projects will be added as they are identified.

Table 5
FY 2011 – FY 2015 Transportation Improvement Program

**Financial Plan of Federal Funds
Indiana**

FY 2011				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$625,000	\$500,000	\$125,000	\$625,000
CMAQ	\$3,087,710	\$2,620,000	\$50,000	\$2,670,000
CMAQ-State	\$110,000	\$88,000	\$22,000	\$110,000
HSIP	\$280,000	\$0	\$0	\$0
IM	\$4,847,750	\$4,312,975	\$534,775	\$4,847,750
NHS	\$5,967,000	\$4,773,600	\$1,193,400	\$5,967,000
Safety	\$1,175,000	\$1,050,000	\$125,000	\$1,175,000
Section 5310	\$129,000	\$103,200	\$25,800	\$129,000
STP-State	\$50,175,700	\$40,268,000	\$9,907,700	\$50,175,700
STP-Urban	\$5,329,430	\$2,382,000	\$595,500	\$2,977,500
TE	\$0	\$0	\$0	\$0
Total	\$71,726,590	\$56,097,775	\$12,579,175	\$68,676,950

FY 2012				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$625,000	\$500,000	\$125,000	\$625,000
CMAQ *	\$1,317,560	\$900,000	\$225,000	\$1,125,000
HSIP	\$280,000	\$0	\$0	\$0
IM	\$1,250,000	\$1,100,000	\$150,000	\$1,250,000
NHS	\$12,324,000	\$9,859,200	\$2,464,800	\$12,324,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
STP-State	\$2,000,000	\$1,600,000	\$400,000	\$2,000,000
STP-Urban	\$5,812,599	\$4,025,624	\$881,406	\$4,907,030
TE *	\$0	\$0	\$0	\$0
Total	\$24,234,159	\$18,484,824	\$4,371,206	\$22,856,030

FY 2013				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$625,000	\$500,000	\$125,000	\$625,000
CMAQ *	\$1,392,410	\$0	\$0	\$0
HSIP	\$280,000	\$0	\$0	\$0
IM	\$250,000	\$200,000	\$50,000	\$250,000
NHS	\$1,500,000	\$1,200,000	\$300,000	\$1,500,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
STP-State	\$2,200,000	\$1,761,200	\$438,800	\$2,200,000
STP-Urban	\$4,241,238	\$2,666,717	\$666,679	\$3,333,396
TE *	\$0	\$0	\$0	\$0
Total	\$11,113,648	\$6,827,917	\$1,705,479	\$8,533,396

Table 5 (Continued)
FY 2011 – FY 2015 Transportation Improvement Program
Financial Plan of Federal Funds
Indiana

FY 2014				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$625,000	\$500,000	\$125,000	\$625,000
CMAQ *	\$974,850	\$0	\$0	\$0
HSIP	\$280,000	\$0	\$0	\$0
IM	\$63,850,000	\$57,440,000	\$6,410,000	\$63,850,000
NHS	\$32,300,000	\$25,840,000	\$6,460,000	\$32,300,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
STP-State	\$41,315	\$33,052	\$8,263	\$41,315
STP-Urban	\$4,368,510	\$3,127,000	\$781,750	\$3,908,750
TE *	\$0	\$0	\$0	\$0
Total	\$103,064,675	\$87,440,052	\$13,910,013	\$101,350,065

FY 2015				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$625,000	\$500,000	\$125,000	\$625,000
CMAQ *	\$974,850	\$0	\$0	\$0
HSIP	\$280,000	\$0	\$0	\$0
IM	\$250,000	\$200,000	\$50,000	\$250,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
STP-State	\$1,000	\$800	\$200	\$1,000
STP-Urban	\$3,920,429	\$3,127,000	\$781,750	\$3,908,750
TE *	\$0	\$0	\$0	\$0
Total	\$6,676,279	\$4,327,800	\$1,081,950	\$5,409,750

* These funds are programmed annually, therefore, projected revenue and project costs are not known at this time. Additional projects could be programmed

Table 5 (Continued)
FY 2011 – FY 2015 Transportation Improvement Program
Financial Plan of Federal Funds
Kentucky

FY 2011				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$625,000	\$500,000	\$125,000	\$625,000
CMAQ	\$2,622,839	\$2,098,251	\$524,588	\$2,622,839
HPP	\$15,400,000	\$15,400,000	\$0	\$15,400,000
IM	\$17,370,000	\$17,370,000	\$0	\$17,370,000
IMD	\$3,400,000	\$3,400,000	\$0	\$3,400,000
NHS	\$564,000	\$564,000	\$0	\$564,000
Rail	\$563,000	\$563,000	\$0	\$563,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
Section 5307	\$16,826,680	\$13,461,344	\$3,365,336	\$16,826,680
STP-State	\$14,917,760	\$12,246,208	\$2,671,552	\$14,917,760
STP-Urban	\$49,083,089	\$30,713,993	\$3,350,813	\$34,064,806
TE*	\$0			\$0
Total	\$121,997,368	\$96,816,796	\$10,162,289	\$106,979,085

FY 2012				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
IM	\$35,350,000	\$35,350,000	\$0	\$35,350,000
NHS	\$53,700,000	\$53,700,000	\$0	\$53,700,000
Rail	\$575,000	\$575,000	\$0	\$575,000
Section 5307	\$16,803,214	\$13,370,571	\$3,432,643	\$16,803,214
STP-State	\$14,392,070	\$11,613,656	\$2,778,414	\$14,392,070
STP-Urban	\$27,815,598	\$21,266,676	\$2,561,082	\$23,827,758
TE*	\$0			\$0
Total	\$148,635,882	\$135,875,903	\$8,772,139	\$144,648,042

FY 2013				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Section 5307	\$17,506,478	\$14,005,182	\$3,501,296	\$17,506,478
STP-Urban	\$18,357,253	\$14,362,382	\$1,226,657	\$15,589,039
Total	\$35,863,731	\$28,367,564	\$4,727,953	\$33,095,517

Table 5 (Continued)
FY 2011 – FY 2015 Transportation Improvement Program
Financial Plan of Federal Funds
Kentucky

FY 2014				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Section 5307	\$17,856,607	\$14,285,286	\$3,571,321	\$17,856,607
STP-Urban	\$17,529,275	\$11,584,798	\$597,856	\$12,182,654
Total	\$35,385,882	\$25,870,084	\$4,169,177	\$30,039,261

FY 2015				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Section 5307	\$17,187,504	\$14,570,992	\$3,642,748	\$18,213,740
STP-Urban	\$20,173,278	\$16,120,588	\$2,888,748	\$19,009,336
Total	\$37,360,782	\$30,691,580	\$6,531,496	\$37,223,076

* 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.

**Northern KY/OKI FY 2012-2015 TIP;
Financial Plan**

FISCAL CONSTRAINT

SAFETEA-LU requires that the Transportation Improvement Program include a financial plan that demonstrates the TIP can be implemented with financial resources reasonably assumed to be available through the planning period. The development of the financial plan represents a comprehensive, cooperative and continuing planning process that includes ODOT, KYTC, INDOT and the local transit operators in the region.

FISCAL CONSTRAINT FOR OKI SUB-ALLOCATED FEDERAL FUNDS

An additional feature of the TIP is that the projects listed in the document are financially constrained. All highway and transit programs list associated funding sources and amounts that are needed to complete the projects. These sources include federal, state and local funds that have been committed to a project in a specific fiscal year. In some cases, matching funds may be available only in certain fiscal years and OKI works with sponsors to match up the needed federal funds with local funds in a required fiscal year.

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 2012 through 2015 and the associated programmed amounts.

The Ohio fiscal analysis shows that the OKI budget is fiscally constrained in Ohio during the period fiscal year 2012 through 2015. Transfers between OKI STP and CMAQ funds are completed during the period with all original amounts of funding returned to their respective funding levels.

Table 7 provides information on the fiscal constraint analysis for Northern Kentucky. Unlike the Ohio Department of Transportation, the Kentucky Transportation Cabinet only sub-allocates SNK (STP for Northern Kentucky) federal funds; the Cabinet does not pass through CMAQ or Enhancement funding to the MPO's, nor does it require constraint against a pass-through obligation ceiling. The comments listed in the table provide information on the specific highway or planning projects that are utilizing the sub-allocated SNK federal funds for each fiscal year covered with the current TIP. The table documents that the Kentucky portion of the region has achieved fiscal constraint for pass-through funds with the FY 2012 – 2015 TIP.

Table 8 provides information on the fiscal constraint analysis for the Indiana portion of the region. The Indiana Department of Transportation (INDOT) sub-allocates STP, CMAQ and Highway Safety Improvement Program (HSIP) federal funds to the MPO's in Indiana. Beginning in fiscal year 2012, INDOT will sub-allocate Transportation Enhancement federal funds to the MPO's. The table demonstrates that the Indiana portion of the region has achieved fiscal constraint with pass-through funds between FY 2012 – 2015.

Table 6 Ohio OKI Sub-allocated Funds
FY 2012 - 2015 TIP Fiscal Constraint

Year		4TA7 (STP)	4TB7 (CMAQ)	4TC7 (TE)	Comments
2011	Current Budget	\$56,033,006	\$14,879,226	\$1,633,974	
	Encumbered To Date	\$1,224,592	\$1,210,606	\$149,469	
	Remaining Project Demand	<u>\$37,276,917</u>	<u>\$6,229,050</u>	<u>\$1,457,768</u>	
	Projected Carry Over	\$17,531,497	\$7,439,570	\$26,737	
2012	Current Budget	\$20,296,354	\$10,833,507	\$2,029,635	
	FY 11 Carry Forward	<u>\$17,531,497</u>	<u>\$7,439,570</u>	<u>\$26,737</u>	
	Available 2012 Budget	\$37,827,851	\$18,273,077	\$2,056,372	
	Project Demand	<u>\$26,953,804</u>	<u>\$14,545,870</u>	<u>\$1,781,800</u>	
	Shortfall/Balance	\$10,874,047	\$3,727,207	\$274,572	
	SAC Budget transactions	\$0	\$0	\$0	
	Revised Available Budget	\$37,827,851	\$18,273,077	\$2,056,372	
Carry Over	\$10,874,047	\$3,727,207	\$274,572		
2013	Current Budget	\$21,138,855	\$11,158,513	\$2,090,524	
	FY 12 Carry Forward	<u>\$10,874,047</u>	<u>\$3,727,207</u>	<u>\$274,572</u>	
	Available 2013 Budget	\$32,012,902	\$14,885,720	\$2,365,096	
	Project Demand	<u>\$25,158,275</u>	<u>\$20,081,420</u>	<u>\$572,000</u>	
	Shortfall/Balance	\$6,854,627	(\$5,195,700)	\$1,793,096	STP funds transferred to CMAQ funds in FY 2013
	SAC Budget transactions	(\$5,195,700)	\$5,195,700	\$0	
	Revised Available Budget	\$26,817,202	\$20,081,420	\$2,365,096	
Carry Over	\$1,658,927	\$0	\$1,793,096		
2014	Current Budget	\$21,532,402	\$11,493,268	\$2,153,240	
	FY 13 Carry Forward	<u>\$1,658,927</u>	\$0	<u>\$1,793,096</u>	
	Available 2014 Budget	\$23,191,329	\$11,493,268	\$3,946,336	
	Project Demand	<u>\$30,537,627</u>	<u>\$5,306,889</u>	\$0	
	Shortfall/Balance	(\$7,346,298)	\$6,186,379	\$3,946,336	CMAQ and TE funds transferred to STP funds in FY 2014
	SAC Budget transactions	\$7,346,298	(\$6,186,379)	(\$1,159,919)	
	Revised Available Budget	\$30,537,627	\$5,306,889	\$2,786,417	
Carry Over	\$0	\$0	\$2,786,417		
2015	Current Budget	\$22,178,374	\$11,838,066	\$2,217,837	
	FY 14 Carry Forward	<u>\$0</u>	<u>\$0</u>	<u>\$2,786,417</u>	
	Net 2014 Budget	\$22,178,374	\$11,838,066	\$5,004,254	
	Project Demand	<u>\$15,226,853</u>	<u>\$9,508,987</u>	<u>\$0</u>	
	Shortfall/Balance	\$6,951,521	\$2,329,079	\$5,004,254	
	SAC Budget transactions	(\$2,150,558)	\$990,679	\$1,159,919	STP funds transferred to STP and TE funds in FY 2015
	Revised Available Budget	\$20,027,776	\$12,828,745	\$6,164,173	
Carry Over	\$4,800,923	\$3,319,758	\$6,164,173		

Table 7 Kentucky OKI Sub-allocated Funds
 FY 2012 - 2015 TIP Fiscal Constraint

Year		SNK	Comments
2011	Current Budget	\$17,513,934	6-403.00 (D)-\$396,000; 6-405.00 (D)-\$100,000; 6-406.00 (D)-\$152,000; 6-1041 (Ozone)-\$22,256;
	Project Demand	\$15,821,805	6-400.06 (RS)-\$44,800; 6-401.06 (FIAM)-\$55,906; 6-193.03 (C)-\$15,360,000
	Projected Carry Over	\$1,692,129	Recovered highway funds-\$186,195
2012	Current Budget	\$5,360,000	6-406.00 (C)-\$1,416,000; Edgewood LED (C)-\$50,960; 6-405.00 (C)-\$100,000
	FY 11 Carry Forward	<u>\$1,692,129</u>	6-400.07 (RS)-\$50,000; 6-401.07 (PIng.)-\$95,000
	Available 2012 Budget	\$7,052,129	
	Project Demand	<u>\$1,686,960</u>	
	Shortfall/Balance	\$5,365,169	
Carry Over	\$5,365,169		
2013	Current Budget	\$3,000,000	6-403.00 (C)-\$935,759; 6-405.00 (C)-\$4,650,000; Dudley Rd. (C)-\$1,207,100
	FY 12 Carry Forward	<u>\$5,365,169</u>	6-400.08 (RS)-\$44,000; 6-401.08 (PIng.)-\$81,000
	Available 2013 Budget	\$8,365,169	
	Project Demand	<u>\$6,992,859</u>	
	Shortfall/Balance	\$1,372,310	
Carry Over	\$1,372,310		
2014	Current Budget	\$3,000,000	6-400.09 (RS)-\$44,000; 6-401.09 (PIng.)-\$81,000
	FY 13 Carry Forward	<u>\$1,372,310</u>	
	Available 2014 Budget	\$4,372,310	
	Project Demand	<u>\$100,000</u>	
	Shortfall/Balance	\$4,272,310	
Carry Over	\$4,272,310		
2015	Current Budget	\$3,000,000	6-400.10 (RS)-\$44,000; 6-401.10 (PIng.)-\$81,000
	FY 14 Carry Forward	<u>\$4,272,310</u>	
	Net 2014 Budget	\$7,272,310	
	Project Demand	<u>\$100,000</u>	
	Shortfall/Balance	\$7,172,310	
Carry Over	\$7,172,310		

Table 8 Indiana OKI Sub-allocated Funds
FY 2012 - 2015 TIP Fiscal Constraint

Year		STP	CMAQ	TE	HSIP
2011	Available Funds	\$710,763	\$843,628	\$0	\$62,225
	Project Demand	\$594,204	\$646,545	\$0	\$48,600
	Projected Carry Over	\$116,559	\$197,083	\$0	\$13,625
2012	Current Budget	\$95,606	\$130,935	\$9,561	\$11,327
	FY 11 Carry Forward	<u>\$116,559</u>	<u>\$197,083</u>	<u>\$0</u>	<u>\$13,625</u>
	Available 2012 Budget	\$212,165	\$328,018	\$9,561	\$24,952
	Project Demand	\$0	\$0	\$0	\$0
	Shortfall/Balance	\$212,165	\$328,018	\$9,561	\$24,952
	Carry Over	\$212,165	\$328,018	\$9,561	\$24,952
2013	Current Budget	\$95,606	\$130,935	\$9,561	\$11,327
	FY 12 Carry Forward	<u>\$212,165</u>	<u>\$328,018</u>	<u>\$9,561</u>	<u>\$24,952</u>
	Available 2013 Budget	\$307,771	\$458,953	\$19,122	\$36,279
	Project Demand	\$0	\$0	\$0	\$0
	Shortfall/Balance	\$307,771	\$458,953	\$19,122	\$36,279
	Carry Over	\$307,771	\$458,953	\$19,122	\$36,279
2014	Current Budget	\$95,606	\$130,935	\$9,561	\$11,327
	FY 13 Carry Forward	<u>\$307,771</u>	<u>\$458,953</u>	<u>\$19,122</u>	<u>\$36,279</u>
	Available 2014 Budget	\$403,377	\$589,888	\$28,683	\$47,606
	Project Demand	\$0	\$0	\$0	\$0
	Shortfall/Balance	\$403,377	\$589,888	\$28,683	\$47,606
	Carry Over	\$403,377	\$589,888	\$28,683	\$47,606
2015	Current Budget	\$95,606	\$130,935	\$9,561	\$11,327
	FY 14 Carry Forward	<u>\$403,377</u>	<u>\$589,888</u>	<u>\$28,683</u>	<u>\$47,606</u>
	Net 2014 Budget	\$498,983	\$720,823	\$38,244	\$58,933
	Project Demand	\$0	\$0	\$0	\$0
	Shortfall/Balance	\$498,983	\$720,823	\$38,244	\$58,933
	Carry Over	\$498,983	\$720,823	\$38,244	\$58,933

FISCAL CONSTRAINT FOR FEDERAL FUNDS ALLOCATED TO THE STATES

The majority of projects shown in the highway section of the TIP are financed through ODOT, KYTC and INDOT managed funding sources. The fiscal constraint analyses for these projects are recorded in the State Transportation improvement Programs (STIP) for each of these states.

Tables 9A, 9B and 9C provides a listing of programmed highway projects by funding category for the highway projects in Ohio, Kentucky and Indiana.

FISCAL CONSTRAINT FOR FUNDS ALLOCATED TO TRANSIT AGENCIES

There are six transit agencies in the OKI region: Butler County RTA, Clermont Transportation Connection, Middletown Transit System, SORTA, TANK and Warren County Transit System. In addition, OKI acts as the designated recipient for Job Access/Reverse Commute (FTA Section 5316) and New Freedom (FTA Section 5317) federal funds allocated to the Cincinnati urbanized area. Anticipated funds for these programs are shown in the OKI table within the transit TIP tables. In addition, all of the transit agencies have transit tables that illustrate anticipated funds and projects from FY 2012-2015. An entry for the Specialized Transportation program (FTA Section 5310) is listed in the Ohio Line Items section of the TIP. Since funds are not sub-allocated to the regions in Ohio, no cost is shown in the listing.

The fiscal constraint analysis for Specialized Transportation projects in Ohio is shown in the Financial Analysis of the State Transportation Improvement program for FY 2012-2015. OKI is not involved with the Specialized Transportation program in Kentucky or Indiana. JARC and New Freedom funds are competitively selected and receive funding after it is made available to the Cincinnati urbanized area. As the designated recipient, OKI will ensure that funding for these two programs will not exceed the amount of funds available.

Table 10 demonstrates fiscal conformity for FTA Section 5307 funds for the four transit agencies in the Cincinnati urbanized area. While the SORTA projects appear to be higher than their allocation, a portion of these funds are received on the behalf of Butler County RTA and Clermont Transportation Connection to operate express service in their service areas. In addition, the second table lists all transit projects by funding category planned during the four year time horizon of the TIP.

**Owensboro FY 2011-2016 TIP;
Financial Plan**

INTRODUCTION

The organization outlined on the previous pages is the framework within which the Owensboro – Daviess County MPO conducts the urban transportation planning process. An important part of this process is the Owensboro - Daviess County 2040 Metropolitan Transportation Plan (MTP), and Transportation Improvement Program, FY 2011- 2016 (TIP). The MTP is a statement, expressed in terms of capital projects, of the transportation system required to serve the forecast travel demand for some specified future year. Capacity-enhancing projects in this and in future versions of the TIP must arise from the MTP.

The TIP is the compilation of all publicly assisted transportation projects, including both highway and transit elements, constrained to available funding levels. It is the MPO's program for transportation improvement, the mechanism by which the city and county, acting together in a coordinated effort, place system improvements in a comprehensive perspective in order to allocate limited resources in the most beneficial manner. Upon adoption by the MPO Policy Committee it becomes a policy document, directing the flow of transportation improvements in the urban area.

Inclusion in the TIP is a prerequisite for federal funding assistance. Any project must be included in it in order to receive federal authorization in the current year. Once authorized, that particular phase need not be included in any future TIPs. Highway projects are customarily divided into design (D), right-of-way acquisition (R), utility relocation (U), and construction (C). These phases are staged out over a period of years, and advance with the project's actual progress. Since the construction is the final step, the project is no longer included in the TIP after it has been awarded for construction. For transit projects, the project is removed as soon as the Federal Transit Administration approves the grant.

Highway projects can be added or removed at the request of the Policy Committee. This sometimes occurs as the MPO revises its priorities. The MPO Policy Committee acts on a resolution amending the TIP to modify existing projects or add new projects to the TIP from the MTP. This process is limited for completely new projects, as all projects in the TIP must be derived from the currently approved MTP.

Updates to the Owensboro MPO TIP begin with identifying the MPO's goals and objectives. The SAFETEA - LU established eight planning factors to consider when identifying future transportation needs, corridor Plans/Special Studies: 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency; 2) Increase the safety and security of the transportation system for motorized and non-motorized users; 3) Increase the accessibility and mobility options available to people and to freight; 4) Protect and enhance the environment, promote energy conservation, and improve quality of life; 5) Enhance the integration and connectivity of the transportation system, across and between modes, for people and for freight; 6) Promote efficient system management and operation through the development of a congestion management plan; and 7) Emphasize the preservation of the existing transportation system; and 8) Increases the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users. Although all the planning factors are considered, the Owensboro MPO has chosen the following three planning factors as the region's primary transportation goals and objectives when prioritizing projects: economic vitality, safety and security, and system preservation.

PROJECT TYPES AND PROJECT FUNDS CLASSIFICATION

The type of funds to be utilized for the projects involving federal and state funds are in accordance with the recently adopted Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), and are abbreviated as follows:

CMAQ = Federal Congestion Mitigation and Air Quality

SAF = Federal Safety

STP = Federal Surface Transportation

BRO = Fed. Bridge Replacement on Federal System

BRX = Fed. Bridge Replacement off Federal System

HPP = High Priority Projects

NH = Federal National Highway System

TE = Federal Transportation Enhancement Projects

STP = Federal Surface Transportation; Any Project

SP = State Project

LOCAL = City of Owensboro and/or Daviess County

FTA = Federal Transit Administration

KYTC = Kentucky Transportation Cabinet

CITY = City of Owensboro

HUD = Housing and Urban Development

TCSP = Transportation & Community System Preservation Funds

SR2S = Safe Routes to School

The Transportation Improvement Program (TIP) outlines transportation projects involving federal funds, which local officials and agencies believe are necessary for a planned, orderly and efficient transportation network in the Owensboro urban area. These projects represent the desires of Owensboro and Daviess County for developing highway, airport, riverport and transit projects. The preparation of the TIP was advertised in accordance with the adopted MPO Participation Plan to afford an opportunity for public comment. A number of these projects rely upon federal and state funds; however, many are supported with local funds. Projects are prioritized by year in the TIP tables. The highest priority projects are those listed in the Annual Element of the TIP, and are recognized by fiscal year priority for non-Annual Element projects. A brief description of the type of projects presented in the TIP, by table, appears below:

Table 1: Highway Major Construction Projects

Outlines major new highway construction projects scheduled for implementation during the next six years, which are in conformance with the Metropolitan Transportation Plan for the urban area.

Table 2: Traffic Operation Projects

Outlines improvements needed to improve traffic mobility and safety in the urban area.

Table 3: Highway Reconstruction Projects

Lists streets which are in need of reconstruction and improvement to upgrade these structures to arterial/collector standards.

Table 4: Highway Intersection Projects

Outlines intersection projects designed to improve traffic safety and mobility.

Table 5: Highway Maintenance Projects

Outlines highway maintenance projects.

Table 6: Transit Capital Assistance Projects

Outlines capital improvements projects proposed for the Owensboro Transit System, through federal funding assistance from the Federal Transit Administration (FTA).

Table 7: Transit Operating Assistance Projects

Outlines a projection of funds to be requested from FTA to assist the City of Owensboro in meeting the net operating costs involved in providing transit service.

Table 8: Special Funding Projects

Outlines the transportation enhancement and special funding projects.

Grouped Projects: list of possible projects that can be incorporated based on statewide priorities. Such are usually non-controversial and produce negligible impacts to air quality.

The projects listed under FY 2011 category are considered as the Annual Element of the Transportation Improvement Program.

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 \$18.6 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 \$1.5 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 \$1.5 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 \$18 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 MTP.

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 MTP.

Appendix 1 – Fiscal Constraint

Table 1 – Major Highway Construction

Project	Cost	Funding	Fiscal Constraint Explanation
US 60 Bypass Extension GR-02-0001	\$36,432	HPP/NH/STP	Not Included - due to being federal earmark
Southtown Blvd (KY 2121) GR-02-0003	\$16,230	SP	Not Included - state project listed only for information
Southtown Blvd GR-02-0031	\$10,012	Local	Not Included – local project by developer
Fairview Drive Extension GR-02-0021	\$6,400	Local	Not Included – local project by developer
KY 54 Right-of-Way and Utilities Phase GR-02-0012	\$24,740	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. A portion of the US 60 Bypass Extension added costs are due to addition revenue expected from the transportation economic stimulus package.

Table 2 – Highway Traffic Operations

Operations Projects TO-02-0001	\$9,478,277	NH	Included in fiscal constraint
Rail-Highway Protection TO-02-0002	\$9,478,277	STP	Included in fiscal constraint
Statewide Pavement Marker 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 th Street GR-02-0022	\$1,721	Local	Not Included City Funded
Panther Creek Bridge GR-02-0050	\$630	BRX	Included in fiscal constraint
Blackford Creek Bridge GR-02-0065	\$1,280	BRX	Included in fiscal constraint
Panther Creek Bridge GR-02-0076	\$130	SP	Not Included – state project listed only for information
Grimes Avenue Extension GR-020071	\$1,800	Local	Not Included City Funded

There is a total of \$1,910,000 included in the fiscal constraint portion of the TIP.

Table 4 – Highway Intersection Projects

KY 81/KY 56/ Worthington Road Roundabout GR-02-0014	\$2,690,000	CMAQ	Included in fiscal constraint
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There is a total of \$2,690,000 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
US 2155 Bridge Rehab GR-02-0077	\$3,000	KYD	Included in fiscal constraint

There is \$5,500,000 included in the fiscal constraint.

Table 6 – Transit Capital Projects

According to Tables 6, 6a, and 6b, the transit capital projects are expected to cost, \$13,183,000.

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 pages 18 thru 23, the following is broken out:

STP funds	\$1,208	Included in fiscal constraint
TE funds	\$858	Included in fiscal constraint
SRTS funds	\$218	Included in fiscal constraint
CMAQ funds	\$572	Included in fiscal constraint
Safe Routes to School	\$218	Included in fiscal constraint
Waterfront Development	\$34,555	Not included in fiscal constraint ***
Recreational Trails	\$25	Included in fiscal constraint

*** Local Match included in total cost

The total of projects included in fiscal constraint is \$3,099,000 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	\$51,259,000
Highway Costs	<u>\$37,061,000</u>
	\$14,198,000

The Owensboro – Daviess County MPO is within the fiscal constraint allowed by a total of \$14,198,000.

Fiscal Constraint – Transit

The Owensboro Transit System is expected to receive \$250,000 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	\$8,981,000
Transit Costs	\$8,981,000

The MPO demonstrates fiscal constraint for the local transit system.

**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
TOTAL	\$39,340,208	\$39,340,208	\$95,047,000	\$95,047,000	\$66,168,000	\$66,168,000	\$113,674,320	\$113,674,320	\$5,849,293	\$5,849,293	\$6,083,265	\$6,083,265	\$326,162,086	\$326,162,086	\$11,188,776	\$166,811

*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

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

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/

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

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

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/

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 – POLICY ADVISOR	GERI GRIGSBY	3124	564-5102	564-9540	6

BUDGET AND FISCAL MANAGEMENT, OFFICE OF

TITLE	NAME	EXTENSION	PHONE	FAX	LOCATION
EXECUTIVE DIRECTOR	TAMMY BRANHAM	3146	564-4550	564-9454	6
DEPUTY EXECUTIVE DIRECTOR	DAVID TALLEY	3716	564-4550	564-9454	6
ACCOUNTS, DIRECTOR	RONNIE O'NAN	3698	564-7334	564-5621	4
PURCHASES, DIRECTOR	PEGGY STRATTON	3705	564-4630	564-7069	4

CIVIL RIGHTS & SMALL BUSINESS DEVELOPMENT, OFFICE FOR

TITLE	NAME	EXTENSION	PHONE	FAX	LOCATION
EXECUTIVE DIRECTOR	TYRA REDUS	3061	564-4610	564-7462 / 6683	6
DEPUTY EXECUTIVE DIRECTOR	(VACANT)	3061	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	CYNTHIA JAMES*	N/A	564-0501	564-6862	700 LOUISVILLE RD (BERRY MANSION)
DEPUTY EXECUTIVE DIRECTOR	(VACANT)	N/A	564-0501	564-6862	700 LOUISVILLE RD (BERRY MANSION)

LEGAL SERVICES, OFFICE OF

TITLE	NAME	EXTENSION	PHONE	FAX	LOCATION
EXECUTIVE DIRECTOR	REBECCA GOODMAN	3092	564-7650	564-5238	6
DEPUTY EXECUTIVE DIRECTOR	WILLIAM FOGLE	4395	564-7650	564-5238	6
GENERAL COUNSEL II	KEVIN MOORE	3089	564-7650	564-5238	6

HUMAN RESOURCE MANAGEMENT, OFFICE OF

TITLE	NAME	EXTENSION	PHONE	FAX	LOCATION
EXECUTIVE DIRECTOR	(VACANT)	3038	564-4610	564-0845 / 6683	6
DEPUTY EXECUTIVE DIRECTOR	TRINTA COX	3038	564-4610	564-0845 / 6683	6
PERSONNEL ADMINISTRATION, DIRECTOR	(VACANT)	3038	564-4610	564-0845 / 6683	6
EMPLOYEE MANAGEMENT, DIRECTOR	(VACANT)	3038	564-4610	564-6683	6
PROFESSIONAL DEVELOPMENT & ORGANIZATIONAL MANAGEMENT, DIRECTOR	(VACANT)	3038	564-4610	564-6683	6

PUBLIC AFFAIRS, OFFICE OF

TITLE	NAME	EXTENSION	PHONE	FAX	LOCATION
EXECUTIVE DIRECTOR	CHARLES WOLFE	5031	564-3419	564-4809	6

SUPPORT SERVICES, OFFICE OF

TITLE	NAME	EXTENSION	PHONE	FAX	LOCATION
EXECUTIVE DIRECTOR	PATRICK GRUGIN	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	4298	564-3880	564-6849	1

*Acting

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Organizational Management Branch
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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)

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	R. WINN TURNEY	N/A	564-4480	564-7953	90 AIRPORT RD
DEPUTY COMMISSIONER	HENRY LACKEY	N/A	564-4480	564-7953	90 AIRPORT RD
KENTUCKY AIRPORT ZONING COMMISSION, ADMINISTRATOR	JOHN HOULIHAN	N/A	564-0099	564-0172	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	4269	564-7000	564-6403	2
DEPUTY COMMISSIONER	(VACANT)	4243	564-7000	564-6403	2
DRIVER LICENSING, DIRECTOR	BILL HEISE	4222	564-1257	564-0109	2
MOTOR CARRIERS, DIRECTOR	MARTIN MATHEWS	4167	564-1257	564-2132	2
MOTOR VEHICLE LICENSING, DIRECTOR	HEATHER STOUT	4040	564-1257	564-0471	2

RURAL & MUNICIPAL AID, DEPARTMENT OF

TITLE	NAME	EXTENSION	PHONE	FAX	LOCATION
COMMISSIONER	DON PASLEY	3053	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

HIGHWAYS, DEPARTMENT OF

TITLE	NAME	EXTENSION	PHONE	FAX	LOCATION
COMMISSIONER	STEVEN WADDLE	5025	564-3730	564-2277	6
STATE HIGHWAY ENGINEER	STEVEN WADDLE	5025	564-3730	564-2277	6
ASSISTANT STATE HIGHWAY ENGINEER TRANSPORTATION RESEARCH BOARD (TRB) STATE REPRESENTATIVE	ROBERT "BOB" LEWIS	5025	564-3730	564-2277	6
ASSISTANT STATE HIGHWAY ENGINEER (LOUISVILLE BRIDGES)	GARY VALENTINE	N/A	502-564-5400	502 210-5494	8310 WESTPORT D-5 LOUISVILLE
ASSISTANT STATE HIGHWAY ENGINEER LOCAL PUBLIC AGENCY (LPA) PROJECTS	DAVID MOSES	5025	564-3730	564-2277	6
PROGRAM MANAGEMENT, TE DIRECTOR	RON RIGNEY	5029	564-3388	564-4809	6

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PROJECT DEVELOPMENT, OFFICE OF					
EXECUTIVE DIRECTOR	KEVIN DAMRON	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	(VACANT)	5025	564-3730	564-2277	6
DEPUTY EXECUTIVE DIRECTORS	CHRISTOPHER 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	ALLEN MYERS	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 JR	N/A	564-3916	564-3198	1234 WILKINSON
HIGHWAY SAFETY, OFFICE OF					
EXECUTIVE DIRECTOR	(VACANT)	3142	564-1438	564-2629	6
DEPUTY EXECUTIVE DIRECTOR	(VACANT)	3142	564-1438	564-2629	4
INCIDENT MANAGEMENT, DIRECTOR	JEFF BIBB	4340	564-2080	564-2978	1
HIGHWAY SAFETY PROGRAMS, DIRECTOR	WILLIAM BELL	3605	564-1438	564-2629	4

*Acting
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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	JERRY RAVENSRAFT	POST OFFICE BOX 11127	X620-07
		LEXINGTON, KY 40512-0127	FX: (859) 246-2354

DISTRICT 8 – SOMERSET

EXECUTIVE DIRECTOR	RODNEY LITTLE*	1660 SOUTH HIGHWAY 27	PH: (606) 677-4017
ADMINISTRATIVE COORDINATOR	KENNETH ISAACS	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	CORBETT CAUDILL	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

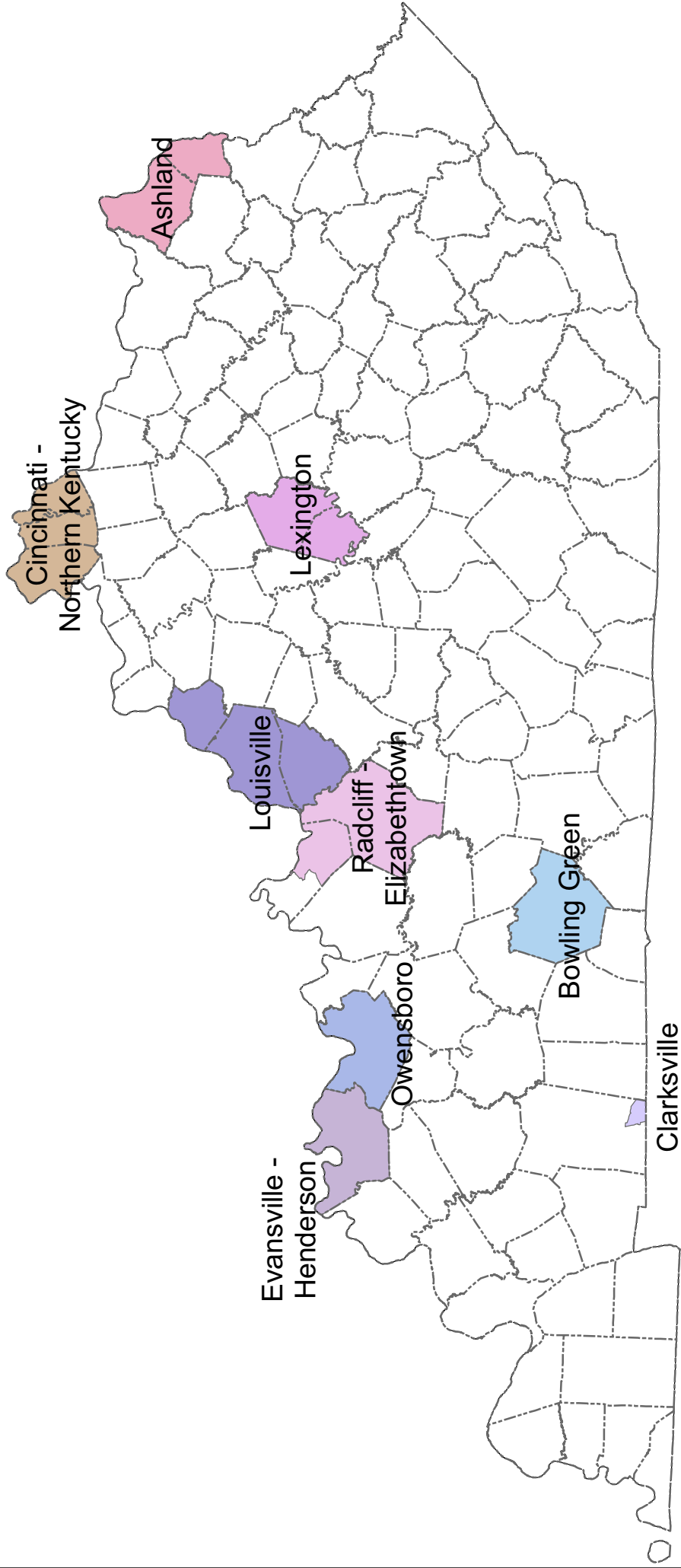
EXECUTIVE DIRECTOR	MARY WESTFALL-HOLBROOK**	109 LORAIN STREET	PH: (606) 433-7791
ADMINISTRATIVE COORDINATOR	PAUL THOMPSON	PIKEVILLE, KY 41501-2486	X620-12
			FX: (606) 433-7765

*Acting

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MPO Planning Boundaries

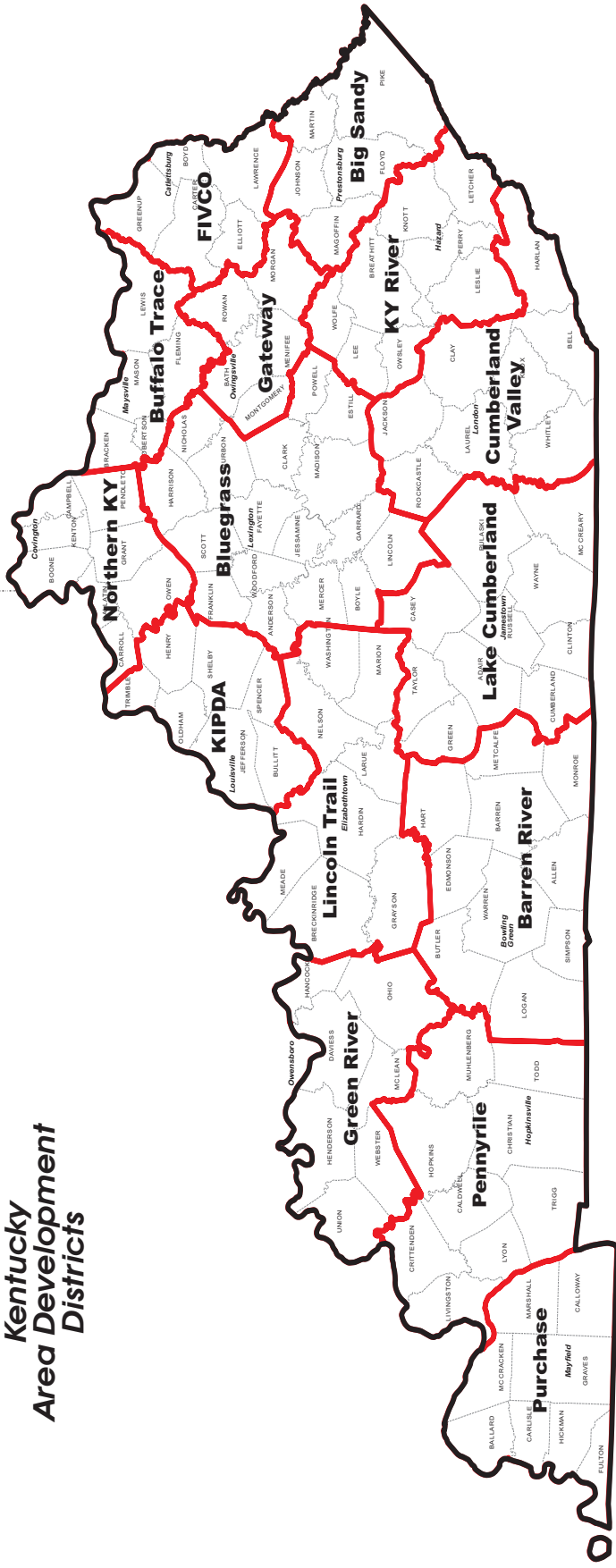


As of July 2007

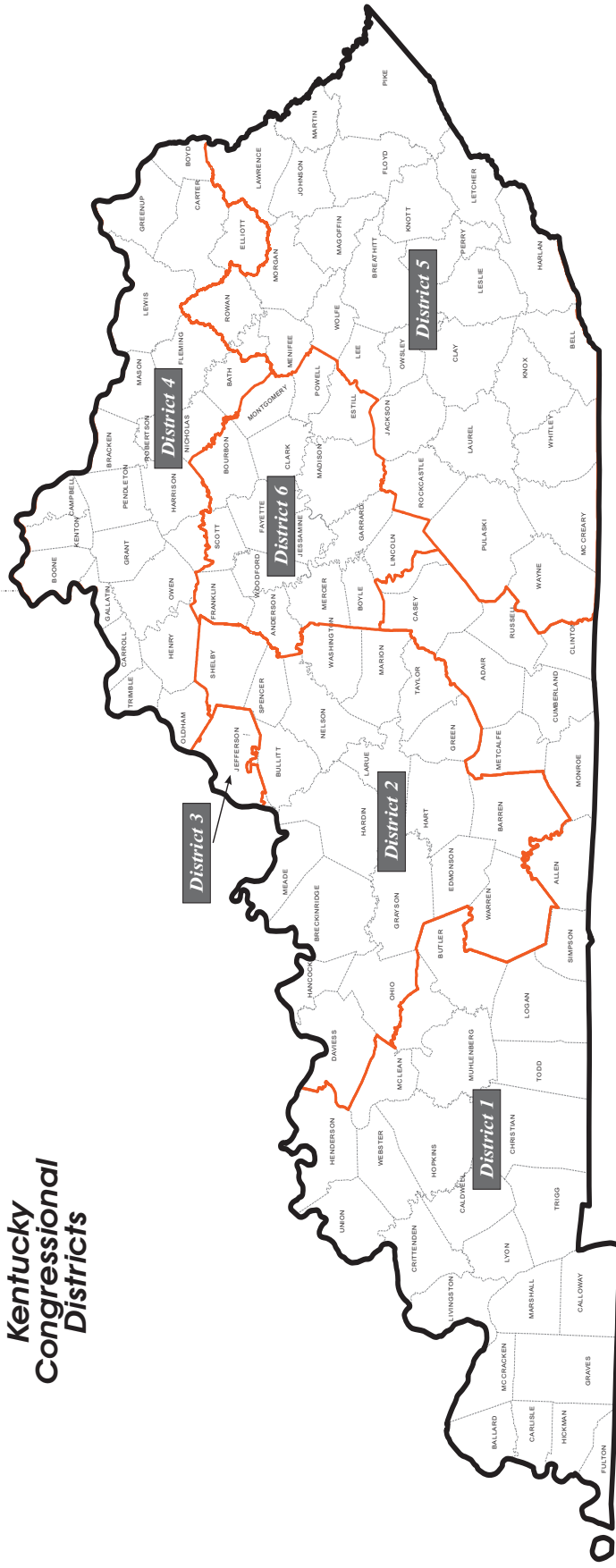
METROPOLITAN PLANNING ORGANIZATIONS

MPO	MPO STAFF AGENCY	PLANNING AREA Counties	ADDRESS	PHONE / FAX	DIRECTOR Name/Title	MPO AGENCY PLANNER Name/Title
ASH Ashland	FIVCO www.fivco.org	KY-Boyd, Greenup	FIVCO Area Development District 32 Fivco Court Grayson, KY 41143	P:(606) 929-1366 F:(606) 929-1390	Ms. Sherry McDavid Executive Director sherry@fivco.org	Ms. Terri Sicking Transportation Planner terri@fivco.org
BWG Bowling Green - Warren County	BRADD www.bradd.org	KY- Warren	Barren River Area Development District 177 Graham Avenue Bowling Green, KY 42101	P:(270) 781-2381 F:(270) 842-0768	Mr. Rodney Kirtley Executive Director rkirtley@bradd.org	Mr. Gene Becker, Director of Planning gene@bradd.org Ms. Amy Scott, MPO Director ascott@bradd.org
CIN Cincinnati/ Northern Kentucky	OKI www.oki.org	KY-Boone, Kenton, Campbell OH-Butler, Clermont, Hamilton, Warren IN-Deerborn	Ohio-Kentucky-Indiana Regional Council of Governments 720 Pete Rose Way, Suite 420 Cincinnati, OH 45202	P:(513) 621-6300 F:(513) 621-9325	Mr. Mark Policinski Executive Director mpolicinski@oki.org	Mr. Bob Koehler (Plan & UPWP) Deputy Executive Director bkoehler@oki.org Mr. Mark Paine (TIP)
CLK Clarksville/ Fort Campbell/ Oak Grove	CUAMPO www.cuampo.com	KY- *Christian TN - Montgomery	Clarksville-Montgomery Co. Regional Planning Commission 329 Main Street Clarksville, TN 37040	P:(931) 645-7448 F:(931) 645-7481	Mr. David Riggins Executive Secretary david.riggins@cityofclarksville.com	Mr. Stan Williams Transportation Planner stan.williams@cityofclarksville.com
HEN Evansville/ Henderson	EMPO www.evansvillempo.com	KY- Henderson IN-Vanderburg, Gibson, Posey, *Warrick	Evansville Metropolitan Planning Org Civic Center, Room 316 1 NW Martin Luther King Blvd. Evansville, IN 47708-1833	P:(812) 436-7833 F:(812) 436-7834	Mr. Brad Mills Executive Director bmills@evansvillempo.com	Mr. Seyed Shokouhza deh Deputy Director sshokouhza deh@evansvillempo.com
LEX Lexington/ Nicholasville/ Wilmore	LAMPO www.lexareampo.org	KY- Fayette, Jessamine	Lexington Area MPO 101 E. Vine Street, 7th Floor Lexington, KY 40507-1310	P:(859) 258-3160 F:(859) 258-3163	Mr. Chris King Director of Planning chrisk@lexingtonky.gov	Mr. Max Conyers Transportation Planning Manager maxc2@lexingtonky.gov
LOU Louisville/ Southern Indiana	KIPDA www.kipda.org	KY-Jefferson, Bullitt, Oldham IN - Clark, Floyd	Kentuckiana Regional Planning & Development Agency 11520 Commonwealth Drive Louisville, KY 40299	P:(502) 266-6084 F:(502) 266-5047	Mr. Jack Couch Executive Director jack.couch@ky.gov	Mr. Larry Chaney Transportation Director larrychaney@ky.gov
OWN Owensboro - Daviess County	GRADD www.gradd.org	KY-Daviess	Green River Area Development District 3860 US Highway 60 West Owensboro, KY 42301-0290	P:(270) 926-4433 F:(270) 684-0714	Mr. Jiten Shah Executive Director jitenshah@gradd.com	Mr. Keith Harpole, Associate Director For Transportation keithharpole@gradd.com
REZ Radcliff/ Elizabethtown	LTADD www.ltadd.org	KY-Hardin *Meade	Lincoln Trail Area Development District 613 College Street Road Elizabethtown, KY 42702-0604	P:(270) 769-2393 F:(270) 769-2993	Mr. Wendell Lawrence Executive Director wendell@ltadd.org	Mr. Mike Skaggs Senior Transportation Planner miskaggs@ltadd.org

Kentucky Area Development Districts



Kentucky Congressional Districts



KENTUCKY AREA DEVELOPMENT DISTRICTS

ADD	Executive Director Email Address	Telephone #	Fax #	Address	City	ZipCode
Barren River ADD						
Rodney Kirtley,						
Executive Director	rkirtley@bradd.org	502-781-2381	270-842-0768	P.O. Box 90005	Bowling Green	42102-9005
Big Sandy ADD						
Sandy Runyon,						
Executive Director	sandy.runyon@bigsandy.org	606-886-2374	606-886-3382	110 Resource Court	Prestonsburg	41653-1842
Bluegrass ADD						
Lenny Stoltz,						
Executive Director	lstoltz@bgadd.org	859-269-8021	859-269-7917	699 Perimeter Drive	Lexington	40517-4287
Buffalo Trace ADD						
Amy Kennedy,						
Executive Director	akennedy@btadd.com	606-564-6894	606-564-0955	P.O. Box 460	Maysville	41056-0460
Cumberland Valley ADD						
Mike Patrick,						
Executive Director	mpatrick@cvadd.org	606-864-7391	606-878-7361	P.O. Box 1740	London	40743-1740
FIVCO ADD						
Sherry R. McDavid,						
Executive Director	sherry@fvco.org	606-929-1366	606-929-1390	32 FIVCO Court	Grayson	41143
Gateway ADD						
Gail K. Wright,						
Executive Director	gailk.wright@ky.gov	606-780-0090	606-780-0111	110 Lake Park Dr. at Eagle Point - MMRC	Morehead	40351
Green River ADD						
Jiten Shah,						
Executive Director	jitenshah@gradd.com	270-926-4433	270-684-0714	3860 U.S. Highway 60 West	Owensboro	42301-0290
KIPDA ADD						
Jack Couch,						
Executive Director	jack.couch@ky.gov	502-266-6084	502-266-5047	11520 Commonwealth Dr	Louisville	40299-2340
Kentucky River ADD						
Mike Miller,						
Executive Director	mike@kradd.org	606-436-3158	606-436-2144	917 Perry Park Road	Hazard	41701-5322
Lake Cumberland ADD						
Donna Diaz,						
Executive Director	donnad@lcadd.org	270-866-4200	270-866-2044	P.O. Box 1570	Russell Springs	42642-1570
Lincoln Trail ADD						
Wendell C. Lawrence,						
Executive Director	wendell@ltadd.org	270-769-2393	270-769-2993	P.O. Box 604	Elizabethtown	42702-0604

KENTUCKY AREA DEVELOPMENT DISTRICTS

ADD	Executive Director Email Address	Telephone #	Fax #	Address	City	ZipCode
Northern KY ADD						
Lisa Cooper, Executive Director	lisa.cooper@nkadd.org	859-283-1885	859-283-8178	22 Spiral Drive	Florence	41042-1300
Pennyrite ADD						
Chris Sutton, Executive Director	Chris.Sutton@ky.gov	270-886-9484	270-886-3211	300 Hammond Drive	Hopkinsville	42240-7952
Purchase ADD						
Jennifer Beck-Walker, Executive Director	jennifer.beckwalker@purchaseadd.org	270-247-7171	270-251-6110	P.O. Box 588	Mayfield	42066-0588
KY Council of ADDs						
Vacant, Executive Director	Vacant	502-875-2515	502-875-0946	501 Capital Avenue	Frankfort	40601-2838

Kentucky Division

Staff Directory

Kentucky Division
Federal Highway Administration
 John C. Watts Federal Building
 330 West Broadway
 Frankfort, Kentucky 40601
Visitor Information
 Phone: (502) 223-6720
 FAX: (502) 223-6735
Kentucky.FHWA@dot.gov

Office Of Division Administrator

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Steve Mills	steve.mills@dot.gov	Assistant Division Administrator	(502) 223-6723
Teresa Witt	teresa.witt@dot.gov	Administrative Officer	(502) 223-6760
Sonya Mullins	sonya.mullins@dot.gov	Administrative Operations Assistant	(502) 223-6762
Camille Robinson	camille.robinson@dot.gov	Civil Rights Specialist	(502) 223-6743

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Keenan Clarke	keenan.clarke@dot.gov	Financial Specialist	(502) 223-6752
Jeanette Sheldon	jeanette.sheldon@dot.gov	Financial Assistant	(502) 223-6759
Larin Vonnahme	larin.vonnahme@dot.gov	Sr. Systems Engineer - GDIT	(502) 223-6746

Project Delivery Team

Darrin Grenfell	darrin.grenfell@dot.gov	Team Leader	(502) 223-6727
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Mary Murray	mary.murray@dot.gov	Transportation Engineer - Construction and Operations	(502) 223-6745
Ryan Tenges	ryan.tenges@dot.gov	Transportation Engineer - Safety/Construction and Operations Engineer	(502) 223-6750
Marilyn Valdez	marilyn.valdez@dot.gov	Transportation Engineer - PDP	(502) 223-6744

Program Delivery Team

John Ballantyne	john.ballantyne@dot.gov	Team Leader	(502) 223-6747
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Anthony Goodman	anthony.goodman@dot.gov	Environmental Specialist	(502) 223-6742
Greg Rawlings	greg.rawlings@dot.gov	Transportation Specialist	(502) 223-6728

Technical Services Team

Robert Tucker	robert.tucker@dot.gov	Team Leader	(502) 223-6763
David Whitworth	david.whitworth@dot.gov	Realty Officer	(502) 223-6741
Duane Thomas	duane.thomas@dot.gov	Major Projects Coordinator	(502) 223-6749
Tony Young	tony.young@dot.gov	Safety Specialist	(502) 223-6751

Federal Motor Carrier Safety Administration (FMCSA)

Kentucky Division

John C. Watts Federal Building
330 West Broadway, Room 124
Frankfort, KY 40601
Telephone (502) 223-6779
Fax (502) 223-6767

Primary Emergency Contact (24/7)

Pamela Rice

Division Administrator

(502) 223-6768, Work
(502) 330-0157, Cell/BB
pamela.rice@dot.gov

Bradley Scalos

State Programs Manager

(502) 223-6772, Work
(502) 330-6973, Cell/BB
bradley.scalos@dot.gov

Linda Goodman

Federal Programs Manager

(502) 223-6775, Work
(502) 330-6974, Cell/BB
linda.goodman@dot.gov

Secondary FMCSA Contact Personnel

(Use when none of primary contacts can be reached)

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SI/Hazardous Materials Specialist

(502) 223-6774, Work
(502) 221-5581, Cell/BB
terrell.cook@dot.gov

Jeanette Minor

Safety Investigator

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(502) 221-5578, Cell/BB
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Randall Russell

Safety Investigator

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Charles M. Smith

Transportation Assistant

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charles.m.smith@dot.gov

