

KENTUCKY

Statewide Transportation Improvement Program

(STIP)

Fiscal Years 2015 - 2018

August 2014



Kentucky Transportation Cabinet - Division of Program Management

Steven L. Beshear
Governor
Commonwealth of Kentucky

Michael W. Hancock
Secretary
Kentucky Transportation Cabinet



U.S. Department of Transportation

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

Federal Transit Administration
Region IV
230 Peachtree Street NW,
Suite 800
Atlanta, GA 30303-1512

September 23, 2014

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

Dear Mr. Hancock:

Subject: 2015-2018 Statewide Transportation Improvement Program (STIP) Approval and Planning Finding

In accordance with 23 CFR 450.220, the Federal Highway Administration and the Federal Transit Administration have reviewed the FY 2015-2018 Kentucky Statewide Transportation Improvement Program (STIP). We would like to take this opportunity to comment on the Kentucky Transportation Cabinet's (KYTC's) transportation planning process. There are several noteworthy practices. These observations and recommendations form the basis for the following STIP approval.

Specific noteworthy elements of the KYTC statewide planning process:

- The KYTC *District Transportation Plans* (DTPs) are data driven and give opportunities for local agencies and planning organizations to provide input for District and Statewide planning documents. These will be helpful as Transportation Performance Measurement requirements are implemented.
- The KYTC organized regular meetings with the Metropolitan Planning Organizations (MPOs) and Area Development Districts (ADDs). These meetings provided excellent forums for the exchange of information and appropriate coordination of planning efforts.
- The KYTC published a *2011 Statewide Transportation Planning Program Rural Consultation Report*. It outlines the planning process and the interaction of the ADDs, MPOs and statewide local officials. It details ongoing concentrated efforts to solicit input from mayors, county judge executives, and other local officials to develop the Six Year Plan, the Long-Range Statewide Transportation Plan (LRSTP), and the STIP.
- The STIP is fiscally constrained based on reasonable estimates of anticipated revenues and updated project cost estimates. The STIP recognizes that there are several major projects that

require detailed financial plans prior to advancement. The Apportionments Versus Planned Obligations table helps explain the Kentucky planned federal-aid program. A tracking table of all STIP projects (including Amendments and Modifications) with approval dates provides continuous tracking of the connection between project planning and implementation.

- The KYTC has submitted the *Kentucky Recommended 2010 Adjusted Urban Area (UAB) Boundaries*. Outreach to public planning partners will provide the Commonwealth a current comprehensive transportation network.
- The list of Transportation Improvement Programs (TIPs) included by reference is listed on page two of the STIP. Approval dates range from 2011 to 2013. The Air Quality Conformity Determinations for Maintenance Areas is Appendix A-4 in the STIP.
- The *2014 Kentucky Statewide Rail Plan Update* is being circulated for public and agency review. The previous version was the 2002 Statewide Rail Plan. We look forward to receiving a copy of the final adopted version.
- Kentucky's *Long Range Statewide Transportation Plan (LRSTP) 2014-2035* has been circulated for public review. The "Your Turn" promotion to gather extensive public comments utilized comprehensive and innovative measures. We look forward to receiving a copy of the final adopted version.

We also offer several recommendations for process improvements, including:

- 23 CFR 450.216 requires that the STIP must be fiscally constrained and account for project authorizations, STIP Amendments, and STIP Modifications. By mutual agreement, fiscal constraint should be reaffirmed in an annual end-of-federal-fiscal-year "fiscal constraint" recalculation. An updated comparison of available funding and specific projects costs should be completed by December 31, 2015; and each December thereafter.
- 23 CFR 450.314(a) requires updated written planning agreements to identify roles and responsibilities between the State DOTs, MPOs and the public transit operators. KYTC can consider inclusion of the provisions of MAP 21 regarding establishing performance measures and targets in the planning process. The KYTC should compile and, if necessary, update planning agreements with all MPOs and transit operators.
- 23 CFR 450.218 requires that the KYTC and MPOs self-certify compliance with Title VI and the Americans with Disabilities Act (ADA) in their planning documents. 28 CFR 35.150(d) requires governments (both state and local with 50 or more employees) to develop a transition plan by July 26, 1992. Early involvement in KYTC planning and project delivery processes can provide the greatest opportunities for ADA compliance and decision-making. The KYTC and the MPOs should ensure that ADA Transition Plans are in place and updated in all LPAs with 50 or more employees.

- The KYTC should continue working with the Kentucky Division to reduce inactive LPA projects and implement the recommendations of the 2013 *Kentucky Program Review of Inactive LPA Projects*. In 2012 the KYTC released the *LPA Project Guide: Federal-Aid Highway Program Project Development Guide for Local Public Agencies* (Guide). We recommend that the KYTC update the Guide and provide ongoing training on project administration to District staff and LPAs with emphasis on project scope, budget and schedule.
- We encourage the KYTC to continue efforts to update the “Public Involvement Process (PIP)”. We recommend the document be simplified for public interpretation and include current standards as listed in 23 CFR 450.210, specifically including visualization techniques.
- The Kentucky Statewide Intermodal Freight Plan has not been updated since 2006. We recommend that the KYTC should update the Plan while involving a wide range of stakeholders.

The KYTC should submit an annual report to address progress on the implementing the above recommendations.

Based on our review of the FY 2015-2018 Kentucky Statewide Transportation Improvement Program (STIP), our certification reviews, your self-certification statements, our above observations and comments, our regular coordination with the MPO and KYTC planning activities; we find that the STIP was developed through a continuing, cooperative, and comprehensive planning process that substantially meets the requirements of 23 USC 134 and 135 and 49 USC 5303-5305.



Yvette G. Taylor
Regional Administrator
Federal Transit Administration



José M. Sepúlveda
Division Administrator
Federal Highway Administration



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

August 22, 2014

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

Dear Mr. Sepulveda:

As per the August 2014 review comments from FHWA and FTA, we have finalized the Kentucky Transportation Cabinet's Fiscal Years 2015-2018 Statewide Transportation Improvement Program (STIP) for your approval. The 2014 STIP was developed in accordance with federal regulations. The implementation of the 2014 STIP will be in accordance with the MAP-21 programs and guidelines, and will be conducted through the cooperative efforts of the KYTC, FHWA, and FTA to ensure that all federal-aid funding is utilized in accordance with federal guidelines and federal regulations.

The STIP contains listings of highway and transit projects within the 120 Kentucky counties and the District 99 ZVarious funding categories. The identified STIP projects located within Metropolitan Planning Organizations (MPO) areas provides the entire listing of statewide and MPO transportation projects within the Commonwealth of Kentucky. However, the projects located within a MPO designated area and not identified within the current MPO's TIP will be processed through the corresponding MPO's TIP modification or amendment process. Upon completion of the MPO TIP modification or amendment, the modification or amendment will be added to the STIP prior to authorization of federal funding for the corresponding project.

We appreciate the assistance of FHWA and FTA, and look forward to implementation of the FY 2015-2018 Statewide Transportation Improvement Program (STIP).

Sincerely,

A handwritten signature in cursive script that reads "Ronald B. Rigney".

Ronald B. Rigney, P.E. & P.L.S.

Director, Division of Program Management

RBR:SLC

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



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Kentucky's







Statewide Transportation Improvement Program for FY 2015-2018

The Kentucky Legislature enacted House Bill 236, House Bill 237 and House Joint Resolution 62 during the 2014 Regular Session of the General Assembly. House Bill 236 is the Biennial Budget for the Kentucky Transportation Cabinet and provides operating funds for FY 2015 and FY 2016. House Bill 237 is the Biennial Highway Construction Plan for FY 2015 and FY 2016 and House Joint Resolution 62 is the Highway Preconstruction Program Plan for FY 2017 through FY 2020. Collectively, HB 237 and HJR 62 make up the 2014 Highway Plan. The Transportation Cabinet's overall transportation program contained within the FY 2015-2018 STIP is consistent with the state and federal revenue estimates and assumptions and contains projects as identified within the 2014 Highway Plan.

<http://transportation.ky.gov/Program-Management/Pages/2015-STIP-Book.aspx>

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

The following table is a general crosswalk comparison of SAFETEA-LU funding programs outlining the type of funds and yearly amount of planned funding for each program vs. the MAP-21 funding programs outlining type of funds and yearly amount of planned funding for each program.

SAFETEA-LU FUNDING PROGRAMS			MAP-21 FUNDING PROGRAMS		
TYPE OF FUNDS	AMOUNT (In Millions)		TYPE OF FUNDS	AMOUNT (In Millions)	
Interstate Maintenance (IM)	123.6		National Highway Performance	391.8	
National Highway System (NH)	140.8		Projected Available Funding	391.8	
Bridge (On System) (BRO)	56.0				
Appalachian Development Hwy Sys (APD)	48.8				
Combined Funding Totals	369.2				
Bridge (On/Off and Off System) (BRX) and (BRZ)	21.5		Surface Transportation Program	180.2	
Surface Transportation (STP, SHN, SLO, SLX, SNK)	166.0		Projected Available Funding	180.2	
Combined Funding Totals	187.5				
Transportation Enhancement (TE)	13.3		Transportation Alternatives	12.9	
Recreational Trails (RTP)	1.2		Projected Available Funding	12.9	
Safe Routes to School (SRS)	2.0				
Combined Funding Totals	16.5				
Metropolitan Planning (PL)	2.2		Metropolitan Planning	2.4	
Congestion Mitigation (CM)	12.9		Congestion Mitigation (CM)	13.2	
Highway Safety Improvements (SAF)	22.1		Highway Safety Improvement	43.1	
Rail-Highway Crossings (RRP) and (RRS)	3.6		Projected Available Funding	43.1	
Combined Funding Totals	25.7				
COMBINED SAFETEA-LU FUNDING TOTALS	614.0		COMBINED MAP-21 FUNDING TOTALS	643.6	

The 2014 STIP was developed in accordance with federal regulations. The implementation of the 2014 STIP will be conducted through the crosswalk between SAFETEA-LU programs and guidelines and the MAP-21 programs and guidelines, and will be conducted through the cooperative efforts of the KYTC, FHWA, and FTA to ensure that all federal-aid funding is utilized in accordance with federal guidelines and federal regulations.

Statewide Transportation Improvement Program for FY 2015-2018

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM for FY 2015-2018

I. Introduction

In the current Transportation Act, "Moving Ahead for Progress in the 21st Century Act" (MAP-21), Section 1201 "Metropolitan Transportation Planning," Section 1202 "Statewide and Nonmetropolitan Transportation Planning," Section 134 "Metropolitan Transportation Planning" and Section 135 "Statewide and Nonmetropolitan Transportation Planning" of Title 23, United States Code was amended. The amended language includes specific details pertaining to the development of the Long Range Statewide Transportation Plan (LRSTP), Statewide Transportation Improvement Program (STIP), and the development of Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) within areas served by Metropolitan Planning Organizations (MPOs), which perform transportation planning functions in urbanized areas with a population of 50,000 or greater. MAP-21 states 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." It further emphasized that each state undertake 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. MAP-21 also introduced requirements for states and metropolitan planning organizations to use performance measures to assess the performance of the surface transportation system.

As required by Title 23, United States Code, section 135, paragraph (g) (1): Each state shall develop a statewide transportation improvement program for all areas of the State. Such program shall cover a period of 4 years and be updated every 4 years or more frequently if the Governor elects to update more frequently. The STIP is to be developed for all areas of the state in cooperation with MPOs and local officials, shall be deemed consistent with the applicable State Implementation Plan developed pursuant to the Clean Air Act (42 U.S.C. 7401 et seq.), shall contain primarily those project phases for which funding can reasonably be expected, and shall reflect the statewide priorities for programming and funds expenditure. The STIP is to be a truly multimodal plan, and the public must be afforded the opportunity to comment on the proposed program. FHWA and FTA reviews the STIP and issue a Planning Finding in accordance with 23 CFR 450.220 as per the requirements of 23 USC 134 and 135 of 49 USC 5303-5305.

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 2015-2018) and contains federally-funded projects. Regionally significant state-funded projects are also included in order to meet air quality conformity requirements.

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

As noted, the FY 2015-2018 STIP contains all the federally-funded scheduled projects in Kentucky, including projects located within the metropolitan planning areas for the following urbanized areas: Bowling Green, Cincinnati-Northern Kentucky, Clarksville-Oak Grove, Elizabethtown, Evansville-Henderson, Huntington-Ashland, Lexington, Louisville, and Owensboro. A project located within these metropolitan planning areas must be included in the appropriate MPO's TIP before it can be included in the STIP and before funding can be authorized. Each TIP must be approved by the MPO's Policy Board.

The following TIPs are incorporated by reference into this document:

- Ashland FY 2013-2017 TIP; approved June 2013
- Bowling Green FY 2012-2016 TIP; approved September 2011
- Cincinnati-Northern Kentucky FY 2014-2017 TIP; approved April 2013
- Clarksville-Oak Grove FY 2014-2017 TIP; approved October 2013
- Evansville-Henderson FY 2013-2016 TIP; approved April 2013
- Lexington FY 2013-2016 TIP; approved April 2013
- Louisville FY 2014-2017 TIP; approved July 2013
- Owensboro FY 2011-2016 TIP; approved March 2011
- Radcliff-Elizabethtown FY 2013-2018 TIP; approved October 2013

When new TIPs are finalized or existing TIPs are amended, changes will 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) and is administered through the KYTC State Highway Engineer's Office.

In addition to research developed in cooperation with 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, includes 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 is developing mechanisms for evaluating these items as it strives to implement Kentucky's transportation planning process.

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

1. Political Activities
2. Conflict of Interest
3. Code of Ethics
4. Smoking
5. Drug-Free Workplace
6. Americans with Disabilities (ADA)
7. Workplace Violence
8. Work Performed Off the Rights-of-Way of State Maintained Roads and Highways
9. 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 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 MTPs and their 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 MPOs web pages, or 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 staff and committee 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 MPOs web pages. The process is periodically reviewed to determine its effectiveness and 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 LRSTP and the STIP, the KYTC has developed a public involvement process that provides opportunities for public review and comment at key decision points.

Through assistance from the ADDs and MPOs, the KYTC will pursue appropriate measures to reach the general public including those traditionally underserved within the state. 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 Newsjournal – 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 LRSTP or STIP 30 calendar days
- Amendments to LRSTP or STIP 15 calendar days
- Administrative Modifications to LRSTP 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 (www.transportation.ky.gov) as part of the Cabinet’s commitment to the use of visualization techniques.

Long Range Statewide Transportation Plan (LRSTP) and STIP

The formal LRSTP document will cover a minimum 20-year planning horizon, and periodically the KYTC will evaluate, revise, and update the LRSTP as appropriate. The KYTC will work cooperatively with the MPOs, ADDs, and Highway District Offices to develop consistent, appropriate statewide goals for inclusion in the policy based LRSTP. The MPOs MTPs are incorporated into the LRSTP 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 LRSTP and STIP documents, the KYTC will allow a minimum of 30 calendar days for public review and written comments for each proposed new LRSTP and each proposed new STIP. Notice of the 30-day public review and comment period will be advertised in statewide, significant regional and demographically targeted newspapers throughout the Commonwealth of Kentucky through assistance from the ADDs and MPOs as appropriate.

The Draft LRSTP and Draft STIP will be publicly displayed in the KYTC Central Office, each of the 12 Highway District Offices, each of the 15 ADD Offices, and each of the 9 MPO 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 in 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 LRSTP and STIP, or magnitude of public response indicates to the KYTC the need for additional public information.

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

In reviewing a Draft LRSTP 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, A.2., KYTC Interested Parties; the various state, federal, and local agencies are involved in the development process of the LRSTP and STIP at key decision points throughout the entire process.

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

For the LRSTP, the following apply:

After the initial 30-day public review and comment period, the KYTC will aggregate comments, prepare responses, and finalize the LRSTP document. Copies of the final edition of the LRSTP document will be made available to both FHWA and FTA. The final LRSTP 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 FHWA and FTA for review and comment. When 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 2015-2018 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 MTP. If acceptable, the project list of the shorter-range metropolitan area TIP must also be determined to be consistent with the MTP and in conformance with the SIP. STIP projects for 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

The Kentucky counties of Boone, Kenton, and Campbell have partial portions of their county designated as "nonattainment" for the 2008 8-hour ozone standard based on EPA airsheds. The 2008 8-Hour Ozone designations took effect July 20, 2012. The previous 1997 8-Hour Ozone standard was partially revoked, for conformity only. The planning requirement is still in effect.

Additionally, Bullitt and Jefferson Counties are designated as "nonattainment" for the 1997 fine particulate matter (PM_{2.5}) NAAQS. The Kentucky counties of Boone, Boyd, Campbell, Kenton, and a portion of Lawrence County 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" 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 a portion of 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 for 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 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. The Louisville Metro Air Pollution Control District (LMAPCD) performs the conformity analysis for the Louisville MPO's MTP. The Ohio-Kentucky-Indiana (OKI) Regional Council of Governments performs the conformity analysis for the Cincinnati-Hamilton MPO's MTP. The Kentucky-Ohio-Virginia (KYOVA) Interstate Planning Commission performs the conformity analysis for the Huntington-Ashland MPO's MTP. 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 2015-2018 STIP has been developed in full recognition of Title 23, which establishes a distinct funding source to address Congestion Mitigation and Air Quality (CMAQ) issues. FHWA 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. Funding for these projects is awarded through an application process and must be transportation related, must reduce emissions, and must be in an air quality nonattainment or maintenance area. Formerly designated areas are still eligible to apply for CMAQ funding. If the proposed project is located within an urbanized area, the sponsor submits applications to the MPO for their prioritization which then forwards the applications and rankings to the KYTC's Office of Local Programs. The KYTC selects eligible CMAQ projects to be funded as the federal CMAQ funding is available. FHWA makes an eligibility determination and the KYTC is responsible for the disbursement and management of the CMAQ funds. Application cycles may vary depending upon the availability of federal CMAQ funding. CMAQ projects are listed in Appendix A, Exhibit A-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. In addition, with the passage of the enabling legislation by the Kentucky General Assembly to use "Grant Anticipation Revenue Vehicles (GARVEEs)" bond funds, the fiscal constraint calculations include the debt service payments for GARVEE bonds (Table 1, page 15). The FY 2015-2018 STIP Fiscal Balance Worksheets show anticipated funding levels (apportionments) and compares them against planned outlays (obligations) for each of the next four fiscal years (FY 2015 through FY 2018). The anticipated federal-aid highway funding and anticipated federal transit funding apportionments for FY 2015-2018 are shown in Table 2 on page 16. The anticipated federal-aid highway funding and anticipated federal transit funding obligations for FY 2015-2018 are shown in Table 3 on page 17. And, the rolled up totals for each of the MAP-21 federal-aid highway funding categories for "Anticipated Apportionments" vs "Planned Obligations" and "Projected End of Fiscal Year Advance Construction" are shown in Table 4 on page 18.

The planned federal obligations are based upon the estimated project phase costs in projected "Year of Expenditure" dollars by using the "Cost in Today's Dollars" and using a 4 percent yearly inflation factor for design, utility, and construction phases and using a 5 percent yearly inflation factor for the right-of-way phase. The FY 2015-2018 STIP federal

funding level forecasts are based on the current Transportation Act, MAP-21, enacted by the United States Congress in July 2012 and expires October 1, 2014. A continuing resolution was approved by Congress on July 31, 2014, and signed into law by President Barack Obama on August 8, 2014 to provide \$10.8 billion for the Highway Trust Fund, and extending MAP-21 from October 1, 2014 through May 2015.

For the purposes of this edition of the FY 2015-2018 STIP, the funding levels for FY 2015 through FY 2018 are straight-line projections equivalent to federal-aid highway funding for FY 2014, as approved by Congressional resolutions. These state-specific levels of funding are broken down into individual program funding categories as determined by MAP-21 application to Federal Highway Trust Fund formulas.

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

The federal funding target amounts used to fiscally balance the FY 2015-2018 STIP, based upon projected estimated apportionments of category-by-category federal funding expectations of total federal-aid dollars available during Fiscal Years 2015 through 2018, is anticipated to be approximately \$2.5 billion. Adding the carry-over federal funding from FY 2014, the total revenue expectation that supports projects in this edition of the STIP is approximately \$3.3 billion. The total of the scheduled federal-aid funding obligations for the FY 2015-2018 STIP is approximately \$3.4 billion. The ratio of the scheduled federal-aid obligations to the scheduled federal-aid apportionments is 1.02 for the planned projects listed in the FY 2015-2018 STIP. Thus, the FY 2015-2018 STIP is fiscally constrained.

It is possible that the final federal appropriation for any given year may change these estimates slightly, but these changes should not substantially alter the ability of the Cabinet to deliver planned federal-aid highway projects. For the planned obligations scheduled in FY 2018, only the GARVEE bond debt service payments, MPO dedicated STP, Eastern Federal Lands, and the \$50 million of IM funding for the Louisville Bridges design/build awarded project are listed as planned obligations. Everything else scheduled in FY 2018 are shown as an "Illustrative Project" in the event that additional federal-aid highway funding becomes available beyond the anticipated planned apportionments. 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 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's Cash Flow Management Process for using the federal AC prefinancing process outlines that the KYTC keep the federal-aid highway program "Earned Unbilled" to less than \$50 million. The "Earned Unbilled" federal-aid highway funding amount is the amount of state dollars that have been used to pay expenditures on a federal AC prefinanced project that eventually will be converted to current federal-aid highway funding and then a request will be sent to FHWA for reimbursement of eligible project expenditures. Kentucky's current AC total is approximately \$155 million, and the current "Earned Unbilled" total for those projects, is under \$10 million.

The projected end of fiscal year "advance construction" is \$273 million for FY 2015; \$509 million for FY 2016; \$755 million for FY 2017; and \$396 million for FY 2018. However, the amount of "advance construction" will depend upon several factors including the timing of the actual congressional release of yearly federal-aid highway funding obligation authority and the programming of federal-aid highway funded projects near the end of each federal fiscal year.

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

It is also important to note that the KYTC utilizes innovative financing options permitted under federal transportation law. In particular, during the 2004 General Assembly's legislative session, House Bill 418 was passed, enabling the KYTC to pursue a specific group of interstate widening projects through an innovative financing technique known as "Grant Anticipation Revenue Vehicles (GARVEEs)." The General Assembly's enactment of House Bill 267 (Appropriations Bill) during the 2005 legislative session, provided to the KYTC, approval of \$150 million in appropriation authority in Fiscal Years 2004-2005 for GARVEE bond funds. In addition, during the 2006 General Assembly's legislative session the General Assembly provided within House Bill 380 approval to the KYTC an additional \$290 million in appropriation of authority in Fiscal Years 2006-2008 for GARVEE bond funds. The 2008 General Assembly made available the ability to use \$231 million of GARVEE bond funds to support the Louisville Bridges project within House Bill 410. Also, during the 2010 Extraordinary Session, the General Assembly made available the option to use an additional \$105 million of GARVEE bond funds to support the Louisville Bridges project within House Bill 3. In addition, the option to use \$330 million of GARVEE bond funds to support the construction of the two (2) US 68/KY 80 bridges over Kentucky Lake and Lake Barkley was made available within House Bill 3. Therefore, the Kentucky General Assembly has provided the KYTC the ability to use \$1.1 billion in

GARVEE bond funds, along with the approval of usage of federal-aid highway funding to provide debt service payments on the GARVEE bonds.

The GARVEE financing technique is permitted by federal law and involves the commitment of future federal-aid appropriations as leveraging for current year highway improvements. The primary benefit of such an arrangement is that major highway improvements can be purchased at today's prices and paid for with interest over a multi-year timeframe. The application of the GARVEE principle is very similar to home mortgage financing, but is used to purchase major highway investments when "pay-as-you-go" is not the desirable course.

With the passage of the enabling legislation by the Kentucky General Assembly to use GARVEE bond funds, the KYTC has begun activities on the corresponding approved projects. The breakdown of the required federal-aid highway funding to cover the corresponding debt service for each of the GARVEE bond funded projects is shown under the "ZVarious" County item numbers as shown on Table 1, on page 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 FHWA as Advance Construct (AC) projects. Again, as explained previously, the AC process is defined as "Advance Construction of Federal-Aid Projects," whereby the state may request and receive approval to construct federal-aid projects in advance of the apportionment of authorized federal-aid funds. The AC conversion of the federal funding for the GARVEE bond program will be distributed over a period of fourteen years, and will be in accordance with the GARVEE bond program Memorandum of Agreement (MOA). At the beginning of each federal fiscal year, federal programming documents for GARVEE bond projects AC conversions will be submitted to FHWA to use current federal-aid highway funding apportionments and current formula funding obligation authority. The total amount of the AC conversions will be the amount of federal funding required to cover the yearly debt service (principal, interest, and other costs incidental to the sale of eligible bond issue) as outlined within each of the approved GARVEE bond programs. The required 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 FY 2015-2018 STIP includes federally-funded projects and only the state-funded projects that are regionally significant to meet transportation air quality conformity requirements, including the projects within the MPO

areas. The projects located within each of the MPO areas included within the STIP are subject to approval and inclusion within the respective MPO's TIP and subsequent amendments for each of these MPO areas. In addition, like the FY 2015-2018 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 MPO's TIP financial plans are developed in cooperation with the KYTC and the transit operators, based upon projected estimates of available federal and state funds within the MPO areas. Based upon the financial plan, the MPOs TIPs contain only project phases that funding can be reasonably expected to be available for each of the project's identified phase, funding source, fiscal year schedule, and the estimated cost.

Kentucky has several transportation "Mega Projects" (projects having a total estimated cost of greater than \$500 million as identified within Section 12) underway throughout the Commonwealth of Kentucky. As required by federal regulations, each of the "Mega Projects" require the preparation of financial plans on projects funded with federal funding, and the financial plans for the "Mega Projects" must be updated each year. The updates to the financial plans outlines current project expenditures, updates current cost estimates in year of expenditure dollars for each remaining project phase, and outlines the required remaining funding to complete the "Mega Project." As the "Mega Projects" financial plans are updated, changes in estimated costs and required funding for future project phases will be addressed through the STIP and MTP/TIP amendment or administrative modification processes, as necessary.

As evidenced by Table 2, 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 2014 Enacted Highway Plan as approved by the 2014 Kentucky General Assembly, unless Congress and FHWA direct otherwise. The project phases listed in no way constitute an effort to denigrate the importance of any project to the community or region it serves. The KYTC will work diligently to implement all STIP projects as quickly as funding limitations will permit.

Shifting projects between fiscal years of the STIP may be conducted when determined essential to the effective use of federal-aid highway program dollars. It is

expected that such changes would normally be “minor,” for example; advancing a non-controversial project to replace a project not able to meet the assigned schedule, with respect to STIP activity. If such adjustments involve actions determined by the KYTC to be “major” in nature (e.g., acceleration of a controversial project), then a formal STIP amendment would be pursued.

The operation and maintenance of existing transportation facilities within the state is a primary concern among Kentucky citizens, and included within the FY 2015-2018 STIP are federally-funded system preservation projects. In addition to the federally-funded system preservation projects, Table 2 contains a line-item outlining the FY 2015-2018 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 2015	FY 2016	FY 2017	FY 2018	TOTAL
Interstate 65, Interstate 75, and Interstate 64 Widening ZVarious 99-9050 Series	44	44	44	44	176
Louisville Bridges Project ZVarious 99-9659 Series	15	15	15	34	79
US 68/KY 80 Lake Barkley and Kentucky Lake Bridges ZVarious 99-9068 Series	23	46	46	46	161
TOTALS	82	105	105	124	416

TABLE 2

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET
 FY 2015 - 2018 PLANNED FEDERAL-AID PROGRAM
 APPORTIONMENTS VERSUS PLANNED OBLIGATIONS

ESTIMATED APPORTIONMENTS (\$ MILLIONS)											
2014 AVAILABLE CARRYOVER APPORTIONMENTS (SEE NOTE 1)	2014 CARRYOVER OBLIGATION AUTHORITY	ESTIMATED FY 2015 THROUGH FY 2018 YEARLY APPORTIONMENTS (SEE NOTE 2)	FY 2015 PLUS CARRYOVER	FY 2015 CARRYOVER	FY 2016 PLUS CARRYOVER	FY 2016 CARRYOVER	FY 2017 PLUS CARRYOVER	FY 2017 CARRYOVER	FY 2018 PLUS CARRYOVER	FY 2018 CARRYOVER	TOTAL STIP APPORTIONMENTS
I. HIGHWAY FEDERAL FUNDS											
MAP-21 FUNDING PROGRAM AS SUBALLOCATED BY KENTUCKY GENERAL ASSEMBLY											
1	0	56	57	0	56	0	56	0	56	0	225
NHPP - BRIDGE REPLACEMENT (BRD)	0	10	10	0	10	0	10	0	10	0	40
STP - BRIDGE REPLACEMENT (BRX)	0	12	12	0	12	0	12	0	12	0	46
STP - BRIDGE REPLACEMENT (BRZ)	32	13	45	10	23	10	23	10	23	23	84
CONGESTION MITIGATION (CM)	13	11	25	15	26	16	27	17	28	18	89
PLANNING (SPRPL)	5	0	8	8	8	6	6	6	6	6	24
METRO PLANNING (PL)	3	0	134	137	134	0	134	0	134	0	539
NHPP - INTERSTATE/INTEGRATED MAINTENANCE (IM)	151	0	188	340	188	0	188	0	188	0	905
NHPP - NATIONAL HIGHWAYS (NH)	101	0	42	45	87	48	90	50	92	92	270
HSIP - SAFETY (SAF) PROGRAM	181	0	307	0	126	0	126	0	126	0	686
STP - SURFACE TRANSPORTATION (Includes Statewide STP, (SEE NOTE 3))	3	0	1	0	1	0	1	0	1	0	5
Dedicated STP SHM funding within Henderson MPO Area,	61	0	79	0	18	0	18	0	18	0	133
Dedicated STP SLO funding within Louisville MPO Area,	17	0	23	0	6	3	9	0	6	0	42
Dedicated STP SLX funding within Lexington MPO Area,	13	0	20	0	7	0	7	0	7	0	41
Dedicated STP SHK funding within Northern Kentucky MPO Area,	2	0	1	0	1	0	1	0	1	0	7
Dedicated STP SAH funding within Ashland MPO Area,	0.038	0.038	0.076	0.000	0.038	0.00	0.038	0.00	0.038	0.00	0
Dedicated TAP funding within Henderson MPO Area,	1	0	2	0	1	0	1	0	1	1	6
Dedicated TAP funding within Louisville MPO Area,	0.38	0.00	0.76	0.00	0.38	0.0	0.38	0.0	0.38	0.0	2
Dedicated TAP funding within Lexington MPO Area,	0.43	0.00	0.44	0.87	0.44	0.0	0.44	0.0	0.44	0.0	2
Dedicated TAP funding within Northern Kentucky MPO Area,	0.07	0.00	0.08	0.15	0.08	0.0	0.08	0.0	0.08	0.0	0
Dedicated TAP SAH funding within Ashland MPO Area,	9	0	10	9	19	9	19	9	19	19	48
TRANSPORTATION ALTERNATIVES (TAP) Statewide	41	0	41	1	1	0	1	0	1	0	41
TRANSPORTATION ENHANCEMENT (TE) Statewide	69	69	69	19	19	19	19	19	19	19	69
FEDERAL DEMONSTRATION PROJECTS (STATEWIDE HPP)	14	0	14	0	0	0	0	0	0	0	14
FEDERAL DISCRETIONARY PROJECTS (KYD)	2.0	0.0	3.6	0.0	2	0.0	2	0.0	2	1.0	8
FOREST HIGHWAY/PUBLIC LANDS (FH)	22	41	25	0	3	0	3	0	3	0	34
NHPP - APPALACHIAN DEVELOPMENT (APD)	741	132	1,386	105	749	111	755	111	755	179	3,819
SUBTOTALS - HIGHWAY FEDERAL FUNDS	1,653	0	0	0	0	0	0	0	0	0	1,653
II. GARVEE BONDS (GVB)	165	0	0	0	0	0	0	0	0	0	165
SUBTOTALS GARVEE BONDS	165	0	0	0	0	0	0	0	0	0	165
III. STATE FUNDS (SFP OR BONDS)	0	0	360	0	320	0	240	0	220	0	1,140
STATE CONSTRUCTION FUNDS (SPP OR BONDS)	0	0	0	0	0	0	0	0	0	0	0
STATE MATCHING FUNDS (SEE NOTE 4)	0	0	323	0	323	0	323	0	323	0	1,292
STATE FUNDED OPERATIONS AND MAINTENANCE PROGRAM	0	0	683	0	643	0	653	0	643	0	2,432
SUBTOTALS STATE FUNDS TOTALS	0	0	644	2,089	1,392	0	1,316	0	1,286	0	5,916
HIGHWAY FUNDING TOTALS	906	0	2,099	1,392	1,316	0	1,286	0	1,286	0	5,916
IV. MAP-21 FEDERAL TRANSIT/STATE ASSISTANCE											
SECTION 5311 RURAL TRANSPORTATION											
SECTION 5310 SPECIALIZED PROGRAMS			18.69		19.63		20.61		21.64		80.57
KENTUCKY SECTION 5307			4.99		5.24		5.50		5.78		21.52
PUBLIC TRANSIT CAPITAL DISCRETIONARY			23.66		24.55		26.09		27.39		102.00
SUBTOTALS "TRANSIT FEDERAL FUNDS"			53.42		56.40		58.90		61.85		230.27
SECTION 5311 (STATE FUNDING)			0.00		0.00		0.00		0.00		0.00
SECTION 5311 (CONREV & FAREBOX FUNDING)			17.51		18.38		19.30		20.27		75.47
SECTION 5310 (STATE FUNDING)			92.38		97.00		101.86		106.94		398.17
SECTION 5310 (LOCAL FUNDING)			0.62		0.66		0.69		0.72		2.69
SECTION 5307 (LOCAL FUNDING)			0.62		0.66		0.69		0.72		2.69
SECTION 5307 (LOCAL FUNDING)			8.49		8.92		9.36		9.83		36.61
PUBLIC TRANSIT CAPITAL DISCRETIONARY (STATE MATCH)			0.76		0.80		0.84		0.88		3.27
PUBLIC TRANSIT CAPITAL DISCRETIONARY (LOCAL MATCH)			121.45		127.21		133.57		140.24		522.47
SUBTOTALS "NON-FEDERAL TRANSIT FUNDS"			174.87		183.90		192.47		202.09		752.43
TRANSIT FUNDING TOTALS			174.87		183.90		192.47		202.09		752.43

TABLE 3

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET
 FY 2016 - 2018 PLANNED FEDERAL-AID PROGRAM
 APPORTIONMENTS VERSUS PLANNED OBLIGATIONS

PLANNED OBLIGATIONS (IN MILLIONS)													
PROGRAM	PROJECTS OR CONSTRUCTION OBLIGATIONS (SEE NOTE 1)	FY 2015 OBLIGATIONS	FY 2016 OBLIGATIONS	FY 2017 OBLIGATIONS	FY 2018 OBLIGATIONS	END OF FY 2016 PROJECTED OBLIGATIONS	END OF FY 2017 PROJECTED OBLIGATIONS	FY 2018 PROJECTED OBLIGATIONS	END OF FY 2018 PROJECTED OBLIGATIONS	COMBINED TOTALS PROJECTED FY 2018	COMBINED APPORTIONMENTS AVAILABLE FOR AC FY 2013 THROUGH FY 2018	PROJECTED AC AT END OF FY 2018	PARITY OF OBLIGATIONS TO APPORTIONMENTS
I. HIGHWAY FEDERAL FUNDS													
NHPP - BRIDGE REPLACEMENT (BR0)	(2)	95	(40)	70	(64)	(31)	(64)	23	(31)	(91)	160	(31)	254
SIP - BRIDGE REPLACEMENT (BR2)	0	17	(7)	15	(12)	10	(12)	0	(2)	(33)	31	(2)	42
SIP - BRIDGE REPLACEMENT (BRZ)	0	31	(19)	15	(22)	10	(20)	0	(9)	(70)	61	(9)	55
CONGESTION MITIGATION (CM) PLANNING (SPRPL)	0	35	0	13	0	13	0	0	0	0	0	0	61
METRO PLANNING (PL)	0	2	0	2	0	2	0	2	0	0	0	0	8
NHPP - INTERSTATE MAINTENANCE (M0)	(6)	205	(74)	204	(145)	119	(130)	61	(76)	(431)	355	(76)	609
NHPP - NATIONAL HIGHWAYS (NH)	(20)	367	(56)	252	(120)	288	(219)	47	(78)	(600)	423	(78)	954
HSP - SAFETY (SAF) PROGRAM (includes Statewide SIP, (SEE NOTE 3))	(5)	94	0	40	0	41	0	0	0	(5)	5	0	174
SIP - SURFACE TRANSPORTATION (includes Statewide SIP, (SEE NOTE 3))	(114)	251	(58)	207	(138)	278	(290)	23	(87)	(986)	600	(187)	759
Dedicated STP SNK funding within Henderson MPO Area,	0	4	(1)	1	(1)	1	(1)	1	(1)	(2)	2	(1)	6
Dedicated STP SLO funding within Louisville MPO Area,	0	81	(2)	22	(6)	18	(6)	18	(6)	(20)	14	(6)	139
Dedicated STP SLX funding within Lexington MPO Area,	0	25	(2)	2	0	14	(4)	4	(2)	(7)	6	(2)	44
Dedicated STP SNK funding within Northern Kentucky MPO Area,	0	21	(1)	7	(1)	8	(2)	7	(1)	(5)	4	(1)	43
Dedicated STP SAH funding within Ashland MPO Area,	0	4	(0)	1	(0)	1	(0)	1	(0)	(0)	0	(0)	7
Dedicated TAP funding within Henderson MPO Area,	0	0.08	(0)	0.038	(0)	0.038	(0)	0.038	(0)	(0)	0	(0)	0
Dedicated TAP funding within Louisville MPO Area,	0	2	0	1	0	1	0	1	0	0	0	0	5
Dedicated TAP funding within Lexington MPO Area,	0	0.8	(0)	0.38	(0)	0.38	(0)	0.38	(0)	(0)	0	(0)	2
Dedicated TAP funding within Northern Kentucky MPO Area,	0	0.9	(0)	0.43	(0)	0.43	(0)	0.43	0	(0)	0	0	2
Dedicated TAP SAH funding within Ashland MPO Area,	0	0.2	(0)	0.07	(0)	0.07	(0)	0.07	(0)	(0)	0	(0)	0
TRANSPORTATION ALTERNATIVES (TAP) Statewide	0	10	0	10	0	10	0	0	0	0	0	0	29
TRANSPORTATION ENHANCEMENT (TE) Statewide	0	40	0	1	0	0	0	0	0	0	0	0	41
FEDERAL DEMONSTRATION PROJECTS (STATEWIDE HPP)	0	50	0	0	0	0	0	0	0	0	0	0	50
FEDERAL DISCRETIONARY PROJECTS (RYD)	0	15	(1)	0	(1)	0	(1)	0	(1)	(4)	3	(1)	15
FOREST HIGHWAY/PUBLIC LANDS (FH)	0	5	(1)	1	(0)	1	(0)	1	0	(2)	2	0	8
NHPP - APPALACHIAN DEVELOPMENT (APD)	0	36	(11)	2	(10)	2	(7)	0	(4)	(31)	28	(4)	37
SUBTOTALS "HIGHWAY FEDERAL FUNDS"	(155)	1,399	(273)	875	(609)	890	(755)	218	(396)	(2,089)	1,693	(396)	3,382
II. GARVEE BONDS (IMS 1.12)													
III. GARVEE BONDS (MS 3.12)													
SUBTOTALS GARVEE BONDS													
IV. STATE FUNDING (SPP OR BONDS)													
NON-EXEMPT STATE FUNDED PROJECTS	0	360	320	240	220	240	220	220	220	1,440	1,440	1,440	1,440
STATE MATCHING FUNDS	0	0	0	0	0	0	0	0	0	0	0	0	0
STATE FUNDED OPERATIONS AND MAINTENANCE PROGRAM	0	323	323	323	323	323	323	323	323	1,292	1,292	1,292	1,292
SUBTOTALS "STATE FUNDS"	0	683	643	563	543	563	543	543	543	2,432	2,432	2,432	2,432
HIGHWAY FUNDING OBLIGATION TOTALS													
		(155)	2,082	1,518	1,453	1,453	761	761	761	5,979	5,979	5,979	5,979
IV. MAP-21 FEDERAL TRANSIT/STATE ASSISTANCE													
SECTION 5311 RURAL TRANSPORTATION		18.69	19.63	20.61	21.64	20.61	21.64	21.64	21.64	80.57	80.57	80.57	80.57
SECTION 5310 SPECIALIZED PROGRAMS		4.99	5.24	5.50	5.78	5.50	5.78	5.78	5.78	21.52	21.52	21.52	21.52
KENTUCKY SECTION 5307		23.66	24.85	26.09	27.39	26.09	27.39	27.39	27.39	102.00	102.00	102.00	102.00
PUBLIC TRANSIT CAPITAL DISCRETIONARY		6.07	6.38	6.70	7.03	6.70	7.03	7.03	7.03	26.18	26.18	26.18	26.18
SUBTOTALS "TRANSIT FEDERAL FUNDING OBLIGATIONS"		53.42	56.10	58.90	61.85	58.90	61.85	61.85	61.85	230.27	230.27	230.27	230.27
SECTION 5311 (LOCAL FUNDING)		17.51	18.30	19.30	20.27	19.30	20.27	20.27	20.27	75.47	75.47	75.47	75.47
SECTION 5311 (CONREV & FAREBOX FUNDING)		92.38	97.00	101.85	106.94	101.85	106.94	106.94	106.94	398.17	398.17	398.17	398.17
SECTION 5310 (STATE FUNDING)		0.62	0.66	0.69	0.72	0.69	0.72	0.72	0.72	2.69	2.69	2.69	2.69
SECTION 5310 (LOCAL FUNDING)		8.49	8.92	9.36	9.83	9.36	9.83	9.83	9.83	36.61	36.61	36.61	36.61
PUBLIC TRANSIT CAPITAL DISCRETIONARY (STATE MATCH)		0.76	0.80	0.84	0.88	0.84	0.88	0.88	0.88	3.27	3.27	3.27	3.27
SUBTOTALS "NON-FEDERAL TRANSIT FUNDING OBLIGATIONS"		121.45	127.21	133.57	140.24	133.57	140.24	140.24	140.24	522.17	522.17	522.17	522.17
SUBTOTALS TRANSIT FUNDING OBLIGATIONS		174.57	183.30	192.47	202.09	192.47	202.09	202.09	202.09	752.43	752.43	752.43	752.43

TABLE 4

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET
 FY 2015 - 2018 PLANNED FEDERAL-AID PROGRAM
 APPORTIONMENTS VERSUS PLANNED OBLIGATIONS

TYPE OF FUNDING	2014 AVAILABLE CARRYOVER APPORTIONMENTS	FY 2015 PLANNED OBLIGATIONS AND AC CONVERSIONS		FY 2016 PLANNED OBLIGATIONS AND AC CONVERSIONS		FY 2017 PLANNED OBLIGATIONS AND AC CONVERSIONS		FY 2018 PLANNED OBLIGATIONS AND AC CONVERSIONS	
		FISCAL YEAR APPORTIONMENTS	739	(181)	709	(329)	801	(419)	569
NHPP	177	381	(181)	320	(172)	470	(322)	345	(197)
STP	181	148	(83)	0	0	0	0	0	0
CM	32	13	35	0	0	13	0	0	0
SPR (Statewide)	13	11	10	0	0	0	0	10	0
PL (Metro)	5	2	2	0	0	2	0	2	0
HSP	101	42	99	0	0	41	0	0	0
STP (SHN Dedicated to Henderson MPO Area)	3	1	4	(1)	(1)	1	(1)	1	(1)
STP (SLO Dedicated to Louisville MPO Area)	61	18	81	(2)	(2)	24	(6)	24	(6)
STP (SLX Dedicated to Lexington MPO Area)	17	6	25	(2)	(2)	14	(4)	8	(2)
STP (SNK Dedicated to Northern Kentucky MPO Area)	13	7	21	(1)	(1)	9	(2)	8	(1)
STP (SAH Dedicated to Ashland MPO Area)	2	1	4	(0)	(0)	1	(0)	1	(0)
TAP Dedicated to Henderson MPO Area	0	0	0	(0)	(0)	0	(0)	0	(0)
TAP Dedicated to Louisville MPO Area	1	1	2	0	0	1	0	1	0
TAP Dedicated to Lexington MPO Area	0	0	1	(0)	(0)	0	(0)	0	(0)
TAP Dedicated to Northern Kentucky MPO Area	0	0	1	(0)	(0)	0	(0)	0	(0)
TAP Dedicated to Ashland MPO Area	9	10	10	0	0	10	0	0	0
TE (Carryover from SAFETEA-LU)	41	0	40	0	0	1	0	0	0
HPP (Carryover from SAFETEA-LU)	69	0	50	0	0	0	0	0	0
KYD (Carryover from SAFETEA-LU)	14	1	15	(1)	(1)	1	(1)	1	(1)
FH	2	2	5	(1)	(1)	2	(0)	1	0
COMBINED TOTAL	741	644	1554	(273)	(509)	1399	(755)	973	(396)

NOTES FOR ITEMS WITHIN FY 2015 - 2018 STIP FISCAL BALANCE SHEET

(1) THE APPORTIONMENT BALANCES SHOWN ARE NOT INDICATIVE OF ACTUAL OBLIGATION AUTHORITY BALANCES. DUE TO FEDERAL LIMITATIONS, THE ACTUAL TOTAL OBLIGATION AUTHORITY BALANCE ENTERING FY 2015 FOR THE FEDERAL "FORMULA FUNDING PROGRAMS" WILL BE ZERO.

(2) FEDERAL FUNDS FOR FY 2015, FY 2016, FY 2017, AND FY 2018 ARE BASED ON STRAIGHT LINE PROJECTION OF FY 2014 MAP-21 APPORTIONMENT TABLES.

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

(4) TOLL CREDITS WILL BE USED FOR REQUIRED MATCHING FUNDS FOR FY 2015 THROUGH FY 2018 FUNDING. THE USE OF TOLL CREDITS INCREASES THE USE OF FEDERAL FUNDING CONTRIBUTION FROM 80/90 PERCENT TO 100 PERCENT OF PROGRAMMED COST. THUS, REDUCING THE AVAILABLE FEDERAL FUNDING ACCORDINGLY.

(5) IF PLANNED OBLIGATIONS ARE GREATER THAN THE ANNUAL APPORTIONMENTS IN A GIVEN FISCAL YEAR, THE DIFFERENCE WILL BE MANAGED USING THE FEDERAL "ADVANCE CONSTRUCTION" MECHANISM. THE GOAL OF THE KYTC IS TO MANAGE THE YEARLY TOTAL OF "ADVANCE CONSTRUCTION" THROUGH THE KYTC CASH MANAGEMENT PROCESS. THE PROJECTED END OF FISCAL YEAR "ADVANCE CONSTRUCTION" IS \$273 MILLION FOR FY 2015; \$509 MILLION FOR FY 2016; \$755 MILLION FOR FY 2017; AND \$396 MILLION FOR FY 2018. HOWEVER, THE AMOUNT OF "ADVANCE CONSTRUCTION" WILL DEPEND UPON SEVERAL FACTORS INCLUDING THE TIMING OF THE ACTUAL CONGRESSIONAL RELEASE OF YEARLY FEDERAL-AID HIGHWAY FUNDING OBLIGATION AUTHORITY AND THE PROGRAMMING OF FEDERAL-AID HIGHWAY FUNDED PROJECTS NEAR THE END OF EACH FEDERAL FISCAL YEAR.

6. Revisions to the LRSTP or STIP

On various occasions revisions may be required to the LRSTP or STIP. Revisions to a LRSTP or STIP may involve a minor revision or 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

MAP-21 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. MAP-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.

MAP-21 requires that each state carry out a statewide transportation planning process that provides for consideration with governments in both the metropolitan areas and in the nonmetropolitan areas, for identification 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 MAP-21 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 2014 Enacted Highway Plan and FY 2015-2018 STIP have been developed to support that goal.

1. Planned Highway Improvements

In developing the highway element of the FY 2015-2018 STIP, the KYTC relied heavily upon its ongoing project identification and scheduling mechanisms, particularly the long-range planning process. The KYTC projected federal and state funding levels were used in the development of the Recommended FY 2014-2020 Highway Plan submitted to the Kentucky General Assembly in January 2014. The Kentucky General Assembly by law has the right to remove, add to, or edit projects contained in the Recommended Highway Plan. The 2014 General Assembly approved Kentucky’s 2014 Highway Plan (FY 2014-2020) in April 2014. The 2014 Highway Plan is the primary basis for the federal-aid highway element of the FY 2015-2018 STIP. Included within the 2014 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 2014 Highway Plan are projects that are scheduled to use GARVEE bond 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, MPO and ADD transportation committees, the general public, and from within our own agency’s Central Office and District Offices. Each of these sources yielded valuable input for consideration in the development of the state’s long-range highway plan and the highway plan.

The KYTC considered technical data on the ability of candidate projects to improve safety, increase system reliability, and contribute toward enhancing regional economic

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

As the Highway Plan was developed, projects were selected from the KYTC's District Transportation Plans and from the MPOs MTPs within reasonably anticipated funding. 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 2015-2018 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 2015-2018 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 LRSTP or STIP, along with the STIP end of fiscal year "fiscal constraint" recalculations.

The listing of FY 2015-2018 STIP projects is contained in Appendix A, Exhibit A-5. The KYTC will administer each of the projects listed unless clearly indicated in the project description as being handled otherwise. Included as part of the listing of projects, is the "Priority" column which is a quick reference for project priority of the corresponding project. The project priority is listed as Safety, Reliability, New Routes, or Economic Development as defined by the following definitions:

Safety: Providing for the safety and security of motorized and non-motorized users who travel Kentucky's highways is the KYTC's highest priority. The FY 2015-2018 STIP includes several programs of projects that serve to address the safety needs on Kentucky's highways. In accordance with MAP-21, Kentucky has developed a Strategic Highway Safety Plan (SHSP) that combines all statewide enforcement, engineering, education, and emergency response issues into a single coherent plan. The "engineering" element of the SHSP is primarily addressed through the Highway Safety Improvement Program (HSIP) which funds infrastructure-related safety improvements. The "educational" and "enforcement" elements of the SHSP are addressed in the Highway Safety Plan (HSP) which funds behavioral-related safety improvements.

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

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

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

In an effort to provide a consistent, ongoing set of performance measurements for the maintenance condition of Kentucky's state-maintained highway system, the KYTC has developed a Maintenance Rating Program (MRP). The purpose of the MRP is to assess maintenance activities as they relate to customer expectations, provide data to support needed performance improvements, ensure that the KYTC system preservation strategies are working, and to meet federal asset management requirements. Through the MRP, the KYTC has proposed some budgetary adjustments for the FY 2015-2018 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 2015-2018 STIP. The KYTC's desire is to improve overall pavement conditions and meet the public expectation that Kentucky's roads will be kept in the best possible shape.

According to the KYTC inventory data, approximately 73% of Kentucky's bridges are performing the function that they were designed to fulfill without presenting any particular problems. Of the remainder, 7% are classified as "structurally deficient" and 20% are classified as "functionally obsolete." The phrase "structurally deficient" implies that there is a structural problem that will eventually require attention. Many times, these structural problems are 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: Highway congestion and its impact on economic development in Kentucky is very much a "relative" issue. While Kentucky does not have the overly-oppressive highway congestion found in many of the nation's very large cities, there are times when congestion in our urban centers is just as frustrating to Kentucky drivers. Morning and afternoon "rush hours" create traffic problems on many of our city streets, urban beltlines, and metro area interstate highway arteries. Additionally, "just in time" delivery schedules have created "rolling warehouses" on many of Kentucky's rural interstates, resulting in truck percentages of 50% in some instances. Such heavy truck volumes reduce levels of service on our major roadways, and create safety issues and driver frustration. As traffic and freight volumes

increase in the years ahead, our existing highway network will become more and more constrained and potentially impact Kentucky's competitiveness in the global marketplace.

Each of the FY 2015-2018 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 MAP-21, 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 KYTC.

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 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.

Railway-Highway Crossings Program

This program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. The railway-highway crossing program will be conducted in accordance with regulations as outlined in the corresponding section of MAP-21, Section 1519; and 23 USC 130.

The railway-highway crossings program funding level determined for each state is set aside from the state's HSIP amount. Activities funded under this program are also eligible

for funding under the broader HSIP eligibilities. The federal-aid highway funding anticipated apportionments and planned obligations for the Railway-Highway Crossings railroad protective devices (RRP) and the railroad separation (RRS) projects are included within the HSIP – Safety categories in the Fiscal Constraint tables.

Highway Safety Plan (HSP)

The purpose of the Highway Safety Plan (HSP) is to identify problem areas of the state regarding the behavioral aspects of highway safety, develop performance goals and objectives, and establish programs and projects to reduce fatalities and serious injuries on Kentucky's highways. The federal funding is a combination from FHWA and the National Highway Traffic Safety Administration (NHTSA). The HSP is an integral part of Kentucky's overall Strategic Highway Safety Plan (SHSP) as required by MAP-21. 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
- 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. Both FHWA and NHTSA provide federal funding that is dispersed to various agencies based upon the identified problem areas. Three national law enforcement mobilizations are conducted each year to specifically draw attention to safety belt usage and drunk driving. These are "Click It or Ticket," U Drive, U Text, U Pay," and "Drive Sober or Get Pulled Over." Our summer-driving state initiative is "Blue Lights Across the Bluegrass," which focuses on speeding but also encompasses other emphasis areas.

Highway Safety Education Program

The Highway Safety Education Program (Education Branch) was created in 1994 as the educational arm of the Cabinet's Safety Corridor Program. The 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. Buckle-up 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
- j. Motorcycle Safety events
- k. Mature driving presentations

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

Safe Routes to School (SRTS) Program (MAP-21 eliminated SRTS Program)

The SRTS 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. MAP-21 eliminated the SRTS program and made SRTS type projects eligible under the Transportation Alternatives Program (TAP). However, the states are permitted to use the remainder of allocated SRTS funding for projects that qualify under the SRTS provision outlined in SAFETEA-LU. 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, 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.

3. Intelligent Transportation System (ITS)

The KYTC has a variety of Intelligent Transportation System (ITS) programs both operational and under construction throughout Kentucky. The Cabinet has operational freeway traffic management systems in Northern Kentucky (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 and additional assets are being added as part of the Ohio River Bridges project. ITS projects to provide additional instrumentation within the Elizabethtown, Louisville, Oldham County, and Boone County areas are complete. 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.

4. Transportation Alternatives Program (TAP)

Section 1122 of MAP-21 established TAP in 23 U.S.C. 213. Section 1105 of MAP-21 provides the apportionment of funds in 23 U.S.C. 104(b), from which TAP funding is set aside. Funding for a state's Recreational Trails Program is taken off the top of the state's TAP apportionment. In addition, 50% of a state's TAP funds are suballocated to urbanized areas with populations over 200,000, urban areas with populations of 5,001 to 200,000, and areas with population of 5,000 or less. The remaining 50% may be used in any area of the state. The funding suballocated to areas with populations over 200,000 is awarded through an application process managed by the area's MPO. The MPO selects the projects, and the selected projects are administered through the Office of Local Programs (OLP). All TAP projects require a 20% match. Eligible activities for TAP funding are defined under 23 U.S.C. 213(b). The former Safe Routes to School Program (SRTS) activities are now eligible under this program, with a 20% match requirement. Application cycles are typically held each year but are dependent on the availability of funds. As new project selections are made, the new projects will be incorporated into the STIP thru the STIP Administrative Modification process.

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

Transportation Enhancement (TE), National Scenic Byways and Highways (NSB), and Transportation Community and System Preservation (TCSP) Programs

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

- Transportation Enhancements (TE)
- National Scenic Byways and Highways (NSB)
- Transportation Community and System Preservation (TCSP)

States with balances of TE and SRTS funds are still allowed to spend the remaining dollars apportioned to their state. Since NSB and TCSP projects were awarded at a federal level, any state with an open NSB or TCSP project may finish out the project. However, no new federal funding will be provided for these programs.

Transportation Enhancements (TE) (see Appendix A, Exhibit A-7)

5. Transportation Enhancement (TE) Projects (MAP-21 eliminated TE funding)

Under MAP-21 the federal-aid highway TE funding was eliminated. However, the states are permitted to use the remainder of allocated TE funding for projects that qualify under at least one of twelve eligible TE 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 (TCSP) Program (MAP-21 eliminated the TCSP Program)

MAP-21 eliminated the TCSP program; however, the states are permitted to use the remainder of allocated TCSP funding for projects that received the TCSP federal-aid highway discretionary funding.

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.

7. Planned Public Transportation (Transit) Projects

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

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

Section 5307 program funds are used by transit operators in urbanized areas. The

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

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

Section 5309 has evolved into a formula capital program that provides capital for three primary activities: new fixed-guideways or extensions to fixed-guideways, bus rapid transit projects operating in mixed traffic, and projects that improve capacity on an existing fixed-guideway system.

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

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

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

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

With regard to transit project identification, the KYTC advertises annually for competitive proposals for Sections 5310, 5311, 5303, 5304, 5307 (where KYTC is the designated recipient) and 5339, as well as relying heavily upon past experience to develop the transit element of the FY 2015-2018 STIP. Since the passage of MAP-21 the KYTC has been cognizant of the many opportunities for combining highway and transit funding for individual projects and programs, and fully expects to take advantage of these opportunities in the future. Kentucky's MPOs are seriously studying transit options for addressing metropolitan traffic issues, and are engaged in the project prioritization efforts which truly represent a multimodal approach to overcoming urban congestion.

Funding amounts are projected apportionments and the Transit improvements are based on historical need.

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

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

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

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

Human Service Transportation Delivery Process

The KYTC's Office of Transportation Delivery receives funding from the Department of Medicaid to finance the transportation brokerage for Human Service

Transportation Delivery non-emergency medical transportation. The Department of the Blind and Vocational Rehab reimburse the transportation broker at the local level, and funding does not flow through the Transportation Cabinet. Each funding stream meets the respective program requirements. Public Transit, Vocational Rehab, Department of the Blind, and non-emergency medical trips are coordinated at the transportation broker level. Ridership is over \$3.3 million 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 level for Kentucky is \$2.8 million for FY 2014 and \$3.5 million for FY 2015. 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 2014 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 2 contains a line-item outlining the FY 2015-2018 scheduled state funding for the KYTC's operations and maintenance program, and Appendix B contains the MPOs Financial Plans, which includes a line-item outlining the operations and maintenance program within each MPO area.

The annual state-funded Maintenance and Traffic Operations Programs are comprised of four major sub-programs: Roadway Maintenance, Bridge Maintenance, Rest Area Maintenance, Weigh Station 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 27,629 miles of highways in Kentucky.

The Bridge Maintenance Program performs activities on bridges such as inspections, load ratings, painting, deck repair, and structural work on the Commonwealth's 9,000 total state-maintained bridges. The Rest Area Maintenance Program provides upkeep and janitorial services at 23 rest area facilities and 7 truck rest havens across the state, along with the maintenance and upkeep of the various truck weight stations located throughout the Commonwealth of Kentucky. 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 27,629 miles of state-maintained 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 23 U.S. Code 206 (d). Funds may be used to provide and maintain trails, trailside, and trailhead facilities, including provisions to facilitate access for people with disabilities. Funds may also be used to acquire easements or land for trails.

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 2014 Highway Plan was developed, strong consideration was given to the funding needs associated with six (6) "Mega Projects" located in Kentucky. The six (6)

“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, (5) proposed I-69 Spur; I-66/I-65 Spur; and I-67 Spur, and (6) 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, MAP-21, 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 six (6) “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 MPO's long range planning document. The other financial plan was 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 (\$1.3 billion for the Downtown Crossing and \$1.3 billion for the East End Crossing) 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 at an estimated cost of \$1.3 billion and Kentucky for construction of the Downtown Crossing at an estimated cost of \$1.3 billion, 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 financial plan was approved by FHWA on August 1, 2012, and the 2013 Annual Update to the Financial Plan was approved by FHWA on January 31, 2014. Both the East End Crossing, led by Indiana, and the Downtown Crossing, led by Kentucky, selected their teams to deliver their respective portions of the project. The KYTC selected a design-build team and awarded an \$860 million contract on December 28, 2012. Design work commenced in January 2013 and is nearly complete as of June 2014. Construction began in July 2013 and is approximately 30% complete as of June 2014. The substantial completion date of the Downtown Crossing is December 9, 2016.

The 2014 General Assembly approved the use of \$50 million per year of traditional federal-aid funding for the project. In July 2013, the Kentucky Asset Liability Commission issued \$236 million in GARVEE bonds. On December 12, 2013, the Kentucky Public Transportation Infrastructure Authority (KPTIA) closed on a \$452.2 million loan with the US Department of Transportation (US DOT) through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. On December 20, 2013, KPTIA sold approximately \$275.67 million in toll revenue bonds and \$452.2 million in bond anticipation notes (BANs) to complete Kentucky's LSIORB financing. The BANs will be retired on or before July 1, 2017, when the TIFIA loan proceeds will be drawn. The Major Project Management Plan and other detailed project information can be found on the web site: www.kyinbridges.com.

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 and evaluation of financial implementation are currently underway to determine the most feasible and efficient way to deliver this project to construction in order to address the safety concerns and 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 the 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 counties in the Appalachia region.

At the present time, there are three independent segments of the Proposed Interstate 66 that have been involved in some degree of highway project development. The first of these segments is the Northern 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 underway. Construction of the Northern Somerset Bypass is complete from the Cumberland Parkway east to US 27 north of Somerset. Construction from US 27 north to KY 80 east of Somerset is expected to cost \$127 million in 2014 dollars.

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, environmental work, and the financial plan are currently on hold for this section, pending resolution of funding issues. 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 cliffline, 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 over \$500 million.

The third section of the Proposed Interstate 66 that was 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 has been completed, and the preliminary right-of-way plans have been completed for a 6-mile section in Pike County. 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 \$1 billion to complete this connection between US 23 and US 52. Due to funding concerns, this segment of I-66 is on hold at this time.

Proposed Interstate 69

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

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

For Interstate 69 to become fully functional in Kentucky, it is expected that the existing parkway system will have to be upgraded. The Purchase, Western Kentucky, and Pennyrite Parkways are all 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 could cost \$700 million or more if full federal interstate standards were to be achieved. The 2014 Highway Plan includes smaller projects aimed at gaining approval for formal federal I-69 designation with more minimal investment. At Henderson, the new route and its new Ohio River Bridge will likely cost an additional \$800 million or more to complete. The KYTC has recently completed a study of the parkway upgrade needs from Interstate 24 to Henderson and has worked with Indiana to develop a Draft Environmental Impact Statement for the new Ohio River crossing at Henderson. Continuing work on the Interstate 69 connection between Kentucky and Indiana will depend upon the financial support that can be garnered for the project through bi-state funding cooperation and our continuing partnership with FHWA.

Proposed Interstate I-69 Spur; I-66/I-65 Spur; and I-67 Spur

The KYTC recently completed a strategic corridor planning study and high level overview of the proposed I-66/I-65 Spur, the I-67 Spur, and the I-69 Spur to evaluate the upgrades necessary for the Audubon Parkway between Henderson, Kentucky and Owensboro, Kentucky (I-69 Spur approximately 24 miles); the Natcher Parkway between Bowling Green, Kentucky and Owensboro, Kentucky (I-66/I-65 Spur approximately 70 miles); the US 60 Wendell Ford Expressway from Audubon Parkway to Natcher Parkway in Owensboro, Kentucky (part of I-69 Spur approximately 7 miles); and the US 60 Wendell Ford Expressway from the Natcher Parkway to KY 54 Interchange with the new US 60 Bypass to US 60 to US 60/US 231 intersection near Maceo, Kentucky and following US 231 to the William H. Natcher Parkway Bridge over the Ohio River to Indiana (I-67 Spur approximately 14 miles). For these Interstate Spurs to become fully functional in Kentucky, it is expected that the existing parkway system will have to be upgraded. These studies were just completed in May 2014.

These corridors are expected to improve traffic flow between Owensboro, Henderson, Madisonville, Bowling Green, and Indiana, and enhance economic development in this portion of western Kentucky. Preliminary estimates to provide the required upgrades is estimated to cost approximately \$412 million (I-69 Spur-\$87 million; I-66/I-65 Spur-\$148 million; and I-67 Spur \$177 million) or more to accomplish. Continuing work on Interstate 69 Spur, Interstate 66/65 Spur, and Interstate 67 Spur 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 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 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 a 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 completed, 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 the 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 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. Also, 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.

As per the December 2013 Financial Management Plan Update, the projected total costs in "Year of Expenditure" dollars of all project segments of the Selected Alternatives are estimated to cost \$584.2 million. The projected \$584.2 million total cost corresponds with FHWA's October 2011 "Cost Estimate Review Report" for the US 68/KY 80 Corridor from Aurora, Kentucky to Cadiz, Kentucky project. In December 2013, the expenditures

to-date for all segments of the US 68/KY 80 Corridor from Aurora, Kentucky to Cadiz, Kentucky project was approximately \$95.5 million, thus, leaving approximately \$488.7 million future remaining project expenditures.

Currently, the KYTC has awarded a project along the corridor for the construction of the bridge over the lagoon west of Kentucky Lake and the Kentucky Lake causeway widening project. The project was awarded on March 1, 2013, for approximately \$24 million, and as of June 2014 the project is 89 percent complete.

In addition, the KYTC has awarded a project for the construction of the Kentucky Lake Bridge. The project was awarded February 10, 2014, for approximately \$132 million. Work on the project began April 16, 2014, and as of June 2014 the project is only 2 percent complete.

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 12, 2014

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).

MW11RBR/SLC



An Equal Opportunity Employer M/F/D



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 12, 2014

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:

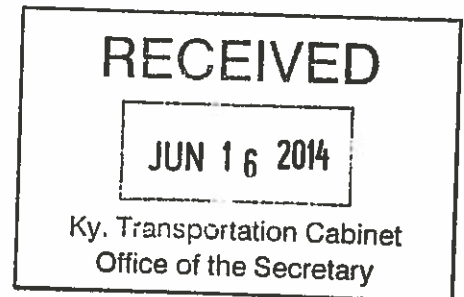
- Statewide Transportation Improvement Programs and Amendments
- Metropolitan Transportation Improvement Programs and Amendments
- Metropolitan Transportation Plans and Amendments
- Metropolitan Planning Organization Agency Designations
- Annual Certification of Public Road Mileage in Kentucky

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,

A handwritten signature in black ink, appearing to read "Steven L. Beshear".

Steven L. Beshear



KENTUCKY

Transportation Planning Process Certification

In accordance with 23 CFR 450.218 (a), the Kentucky Transportation Cabinet hereby certifies that, to the best of its knowledge and belief, the federally required transportation planning process is being carried out in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



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

6/12/14
Date



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

June 13, 2014

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

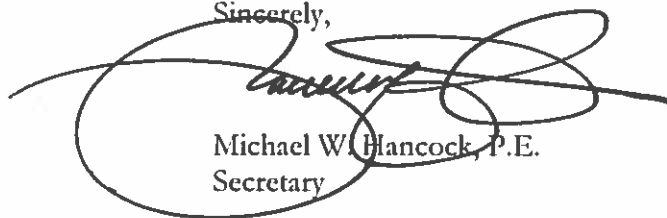
Dear Mr. Sepulveda:

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

MW11RBR:SLC

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



An Equal Opportunity Employer M/F/D



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

June 13, 2014

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-IJJ, "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

MWII:RBR:SLC

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



An Equal Opportunity Employer M/F/D



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

Kentucky Division

June 9, 2014

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

In Reply Refer To:
HPD-KY

Mr. 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 and found the proposed activities eligible for federal planning funds under 23 U.S.C. 134, 135, 505 or 49 U.S.C. 5303-5305, 5313(b) and the provisions of 23 CFR 420 and 23 CFR 450.

**Planning Work Program
SP 0015 (001)
June 16, 2014 - June 15, 2015
(2015 SPR Work Program - Subpart A)**

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, 2014– June 15, 2015.** 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,



Bernadette Dupont
Transportation Specialist

c: John Moore, KYTC – Planning
Ron Rigney, KYTC – Program Management



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

Kentucky Division

May 8, 2013

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

In Reply Refer To:
HDA-KY

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 2014 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 effort that went into the development of these work programs and thank you for working with our office to make improvements.

Sincerely,

Bernadette Dupont
Transportation Specialist



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

Kentucky Division

May 12, 2014

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

In Reply Refer To:
HPD-KY

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 Unified Planning Work Programs (UPWPs) and found the proposed activities eligible for federal planning funds.

2015 Bowling Green-Warren County MPO UPWP	(Policy Board Approval 4/23/14)
2015 Cincinnati Area MPO	(Policy Board Approval 4/10/14)
2015-2016 Evansville MPO	(Policy Board Endorsement 4/3/14)
2015 KYOVA MPO UPWP	(Policy Board Adopted 2/21/14)
2015 Lexington Area MPO UPWP	(Policy Board Adopted 4/23/14)
2015 Owensboro-Daviess County MPO UPWP	(Policy Board Approval 3/25/14)
2015 Radcliff/Elizabethtown MPO UPWP	(Policy Board Approval 4/24/14)

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

A separate eligibility letter will be written for the following UPWPs when received.

2014-2015 Clarksville Area MPO UPWP Update
2015 Louisville Area MPO UPWP

Sincerely,

Bernadette Dupont
Transportation Specialist

METROPOLITAN TRANSPORTATION PLANNING PROCESS
CERTIFICATION

WHEREAS the USDOT Moving Ahead for Progress in the 21st Century (MAP-21) legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet, Ohio and West Virginia Departments of Transportation and the KYOVA Interstate Planning Commission, the Metropolitan Planning Organization for the Huntington, WV-KY-OH 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:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- II. In nonattainment and maintenance areas, sections 174 and 176 © and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 © and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964 as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the 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 the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

KYOVA Interstate Planning Commission

[Signature]
Chairman

2/21/14
Date

West Virginia Department of Transportation

[Signature]
Signature

Secretary of Transportation / Commissioner of Highways
Title

3/5/14
Date

Kentucky Transportation Cabinet

[Signature]
Signature

Planning Director
Title

3-17-14
Date

Ohio Department of Transportation

[Signature]
Signature

DDD
Title

4-8-14
Date

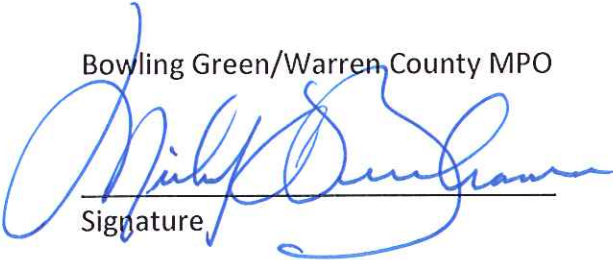
METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

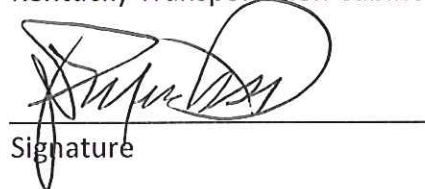
1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4.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

Bowling Green/Warren County MPO

Kentucky Transportation Cabinet



Signature



Signature

MPO Chairman

Chief District Engineer

Title

Title

September 26, 2011

September 26, 2011

Date

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;

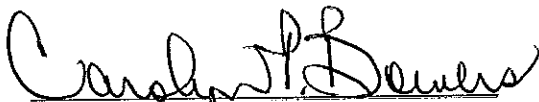
X (6) 23CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

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

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

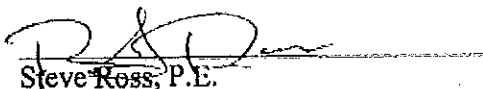
X (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

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



Mayor Carolyn Bowers, Chairman
Clarksville Urbanized Area MPO

10-14-13
Date



Steve Ross, P.E.
Kentucky Transportation Cabinet

10-10-13
Date

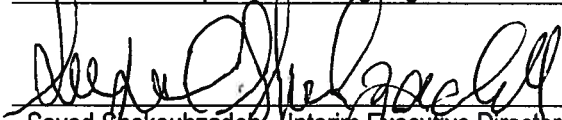
METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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:

- II. 23 U.S.C. 134, 49 U.S.C. Section 5303 and this subpart;
- III. 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;
- IV. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- V. 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;
- VI. Section 1101 (b) of the MAP-21 (Pub.L. 112-41) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VII. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VIII. 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;
- IX. 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. Section 324 of title 23 U.S.C. regarding prohibition or discrimination based on gender; and
- XI. 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.

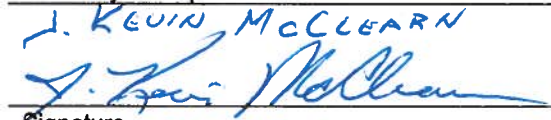
Evansville Metropolitan Planning Organization


Seyed Shokouhzadeh - Interim Executive Director

Date

2/7/13

Kentucky Transportation Cabinet


Signature

Date

FEB. 7, 2013

**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

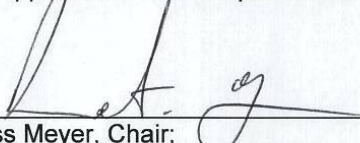
WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO and the Kentucky Transportation Cabinet to certify that the transportation planning process be carried on cooperatively in conformance with the regulations; and

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 MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, the U.S Department of Transportation conducted an on-site certification review at the Lexington Area MPO offices in June, 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 24, 2013, 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.



Russ Meyer, Chair;
Lexington Area Metropolitan Planning Organization

April 24, 2013
DATE



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

04-24-13
DATE

Figure 5
Self-Certification
Kentucky

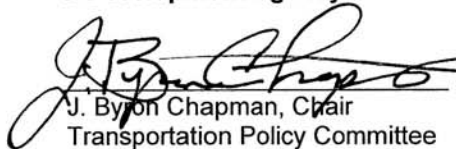
Metropolitan Transportation Planning Process Certification

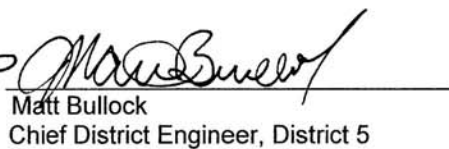
In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet (KYTC) and the Kentuckiana Regional Planning & Development Agency (KIPDA), Metropolitan Planning Organization for the Louisville/Jefferson County (KY-IN) Urbanized Area hereby certify that the transportation planning process is addressing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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Kentuckiana Regional Planning
& Development Agency**

Kentucky Transportation Cabinet


J. Byron Chapman, Chair
Transportation Policy Committee


Matt Bullock
Chief District Engineer, District 5

7/25/13
Date

7-25-13
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

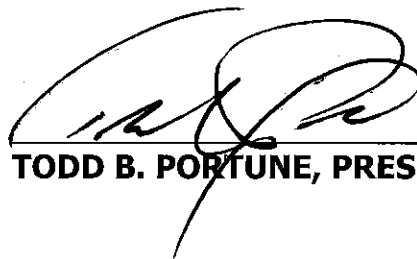
WHEREAS, the federal regulations also require that the metropolitan transportation planning process be carried out in accordance with all applicable requirements including:

- (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;
- (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 2012, and issued a subsequent finding, including five commendations, that the Ohio-Kentucky-Indiana Regional Council of Governments was fully certified as meeting all pertinent requirements; Now, therefore,

BE IT RESOLVED that the Board of Directors of the Ohio-Kentucky-Indiana Regional Council of Governments, at its regular public meeting of April 10, 2014 hereby 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.



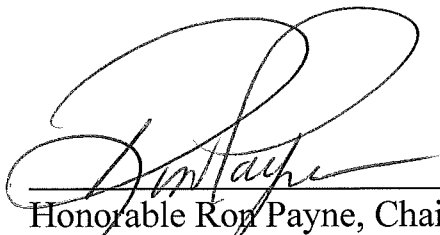
TODD B. PORTUNE, PRESIDENT

4/10/14
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


4/25/11

Date

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

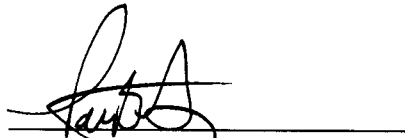
In accordance with 23 CFR 450.334, the Kentucky Transportation Cabinet and the Radcliff/Elizabethtown Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all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

24 OCT 2013
DATE



Patty Dunaway, Chief District Engineer
Kentucky Transportation Cabinet, District 4

10-24-13
DATE

EXHIBIT A – 2

PUBLIC PARTICIPATION PROCESS FOR STIP AND STATEWIDE TRANSPORTATION PLANNING



THE PUBLIC PARTICIPATION PLAN FOR STATEWIDE TRANSPORTATION PLANNING

Interested Parties, Public Involvement, and Consultation Process

2014

KENTUCKY TRANSPORTATION CABINET
THE PUBLIC PARTICIPATION PLAN FOR
STATEWIDE TRANSPORTATION PLANNING
Interested Parties, Public Involvement, and Consultation Process

The Kentucky Transportation Cabinet (KYTC) has established procedures for the development of the Long Range Statewide Transportation Plan (LRSTP) and the Statewide Transportation Improvement Program (STIP) as mandated by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Congressional Acts that authorized ongoing federal-aid transportation programs. In developing these procedures, the KYTC complied with 23 CFR 450.210 for “Interested Parties, Public Involvement, and Consultation” processes by providing opportunities for public review and comment at key decision points. At this writing, regulations have not yet been fully developed for implementation of MAP-21. However, the KYTC is attempting to be “pre-compliant” with MAP-21 regulations to the practical extent.

Within this document, the KYTC has established the following procedures to cover the LRSTP, the STIP and the Consultation Process. These procedures include the identification of interested parties, the use of the Area Development District (ADD), Metropolitan Planning Organization (MPO), and KYTC Central and District Offices in engaging the public, and the consultation process for the identification and prioritization of transportation needs. Located in Appendix A, this Public Participation Plan includes a visual interpretation of public engagement for the LRSTP, the STIP, and the Consultation Process. Located in Appendix B, this document includes a visual interpretation of the diversity of the state’s population as it relates to public engagement.

1. INTERESTED PARTIES

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

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

The entire planning process and the identification of transportation needs throughout the Commonwealth, utilizes input from the KYTC Central Office Divisions, the 12 KYTC Highway District Offices, city mayors, county judges, MPOs, ADDs, state legislators, and

through written comments and requests from a variety of sources such as:

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

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 throughout the LRSTP and STIP document development and the project identification, prioritization, and development process.

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 individual ADD Office website 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 are posted on the websites of the ADD and MPO offices. The process is periodically reviewed to determine its effectiveness. Revisions are made as deemed appropriate.

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

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 LRSTP and the STIP, the KYTC has developed a public involvement process that provides opportunities for public review and comment at key decision points.

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

within statewide, significant regional and demographically targeted newspapers as appropriate. The notices for public review and comments may be advertised within statewide newspapers including the:

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

Based upon the demographic diversity of the state as indicated through an analysis of the most recent census data, efforts will be made for an effective outreach to the broad spectrum of citizens based upon their age, race, and income level.

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 LRSTP or STIP | 30 calendar days |
| • Amendments to LRSTP or STIP | 15 calendar days |
| • Administrative Modifications to LRSTP 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 (www.transportation.ky.gov) as part of the Cabinet's commitment to the use of visualization techniques.

2.3.2. New LRSTP or STIP

The formal LRSTP document will cover a minimum 20-year planning horizon, and periodically the KYTC will evaluate, revise, and update the LRSTP as appropriate. The MPOs Metropolitan Transportation Plans will be incorporated into the LRSTP by reference.

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

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.

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

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

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

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

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

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

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

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

In reviewing a Draft LRSTP or Draft STIP, the KYTC shall involve various interagency groups that represent environmental, traffic, ridesharing, parking, transportation safety and enforcement, airports, port authorities, toll authorities, and appropriate private transportation provider concerns. The KYTC will also involve city officials as appropriate, as well as local,

state, and federal environmental resources and permit agencies. In each case, the reviewing entity will be expected to provide comments within the specified review period. As noted in Section 1 – Interested Parties and Section 3 – Consultation Process, the various state, federal, and local agencies are involved in the development process of the LRSTP and STIP at key decision points throughout the entire process.

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

For the LRSTP, the following apply:

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

For the STIP, the following apply:

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

2.3.3. Revisions to the LRSTP or STIP

On various occasions revisions may be required to the LRSTP or STIP. Revisions to a LRSTP or STIP may involve a minor revision or 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 that are not considered to be of appropriate scale for individual identification in a given program year as outlined in 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93.126 “Exempt Projects” and 93.127 “Projects Exempt from Regional Emissions Analysis.” These appropriately identified projects may be grouped by function, work type, and/or geographic area into the ZVarious programs and other program placeholders to determine if a STIP revision is required.

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.
- The delineation of projects in program placeholder which include:
 - Congestion Mitigation and Air Quality (CMAQ) projects
 - Transportation Alternatives (TA) projects
 - High Cost Safety Improvement (HSIP-HCS) projects

An administrative modification is a revision that does not require:

- Public review and comment.
- 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 not considered to be of appropriate scale for individual identification as outlined in 23 CFR 771.117 (c) and

(d) and/or 40 CFR part 93.126 “Exempt Projects” and 93.127 “Projects Exempt from Regional Emissions Analysis,” which are the grouped projects listed in the ZVarious programs and other program placeholders.

An amendment is a revision that requires:

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

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

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

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

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

3. CONSULTATION PROCESS

The KYTC receives numerous requests each year from the 12 KYTC Highway District Offices, input from city mayors, county judges, MPOs, ADDs, state legislators, and through written comments and requests from the general public and concerned citizens. The KYTC has established guidelines 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 requests are considered on a case-by-case basis, and each requestor may be provided with written correspondence explaining what can be done at the current time and recommendations for future actions. These requests are assembled within an electronic transportation needs database (Project Identification Form (PIF) database) along with maintaining hard copies of project requests and corresponding project information. This listing of identified transportation needs is referred to as the “Unscheduled Needs List (UNL).”

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

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

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

Through this consultation process, 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 prioritization process is repeated every two years to ensure that the KYTC keeps the transportation needs current and assures a continuing and proactive planning process.

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

As a method to capture comments for this plan, please click on the following “Your Turn” website link and then click on the link to a brief survey of four questions concerning this Public Participation Plan (PPP). This survey link will be active from Monday, September 30, 2013 to Friday, November 15, 2013.

<http://yourturn.transportation.ky.gov>

Additionally, 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
E-mail: kytc.ppp@ky.gov

For special accommodations or additional information, please contact KYTC Division of Planning at 502-564-7183.

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

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

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



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.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.

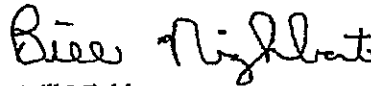
In accordance with the Cabinet's "Public Participation Process for Statewide Transportation Planning," the draft STP was available for public review for a period of thirty days (October 16, 2006 - November 14, 2006) with copies made available at the offices of the state's fifteen Area Development Districts,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

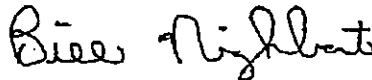
In accordance with the Cabinet's "Public Participation Process for Statewide Transportation Planning," the draft STP was available for public review for a period of thirty days (October 16, 2006 - November 14, 2006) with copies made available at the offices of the state's fifteen Area Development Districts,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

Ms. Yvette G. Taylor
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.

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Sincerely,



Bill Nighbert
Secretary

Enclosures

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

EXHIBIT A - 3

PUBLIC PARTICIPATION DOCUMENTS AND COMMENTS FOR THIS EDITION OF THE STIP

PUBLIC PARTICIPATION PROCESS

As part of the 30-day public participation process, copies of the "Draft" FY 2015-2018 STIP were available for public inspection at statewide Highway District Offices, Area Development District (ADD) Offices, Metropolitan Planning Organizations (MPOs), and Transportation Cabinet Offices in Frankfort. In addition, the "Draft" FY 2015-2018 STIP was available for public review via the KYTC web site, with email capabilities for sending review comments and questions concerning the "Draft" FY 2015-2018 STIP.

The Public Notice was published in the following newspapers outlining the 30-day public availability period for public review and comments on the "Draft" FY 2015-2018 STIP.

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

Minority Newspapers
Louisville Defender

Spanish Newspaper
La Voz de Kentucky
Al Dia en America

PUBLIC NOTICE OF PERIOD FOR REVIEW AND COMMENT ON THE DRAFT FY 2015-2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR KENTUCKY

The Kentucky Transportation Cabinet (KYTC), in accordance with its established "Statewide Transportation Planning Interested Parties, Public Involvement, and Consultation Process," hereby provides notice of the availability of the Draft FY 2015-2018 Statewide Transportation Improvement Program for public inspection, review, and comment for a 30-day period beginning July 14, 2014, and ending August 12, 2014.

The Draft FY 2015-2018 Statewide Transportation Improvement Program will be displayed at the following locations throughout the Commonwealth of Kentucky:

- **KYTC Highway District Offices in Paducah, Madisonville, Bowling Green, Elizabethtown, Louisville, Covington, Lexington, Somerset, Flemingsburg, Jackson, Manchester, and Pikeville.**
- **Area Development District Offices in Mayfield, Hopkinsville, Owensboro, Bowling Green, Elizabethtown, Louisville, Florence, Maysville, Lexington, Owingsville, Catlettsburg, Prestonsburg, Hazard, London, and Russell Springs.**
- **Metropolitan Planning Organization Offices in Clarksville, Tennessee (Fort Campbell); Evansville, Indiana (Henderson); Owensboro; Louisville; Lexington; Cincinnati, Ohio (Northern Kentucky); Catlettsburg; Bowling Green; and Elizabethtown.**
- **KYTC's Division of Transportation Planning Offices located in the Transportation Cabinet Office Building, 5th Floor, 200 Mero Street, Frankfort.**

- **KYTC's Division of Program Management Office located in the Transportation Cabinet Office Building, 6th Floor, 200 Mero Street, Frankfort.**
- **KYTC's Web site at: <http://transportation.kv.gov/Program-Management/Pages/2015-Draft-STIP-Book.aspx>**

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

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

The 30-day public participation process for the "Draft" FY 2015-2018 STIP ended on August 12, 2014. The KYTC did not receive any review comments or questions concerning the "Draft" FY 2015-2018 STIP.

In addition to the above items, each of the MPOs and ADDs has extensive public awareness processes to reach minority and underserved populations within their respective area of the state. Also, the 2014 Enacted Highway Plan, which constitutes the primary basis for the federal-aid highway element of the FY 2015-2018 STIP, is submitted to the Kentucky State Clearinghouse for Intergovernmental Reviews.

EXHIBIT A – 4

**AIR QUALITY CONFORMITY
DETERMINATIONS
FOR
MAINTENANCE AREAS**



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

Kentucky Division

July 22, 2013

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

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

Dear Ms. McDavid:

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

**2013-2017 Transportation Improvement Program (TIP) and
2040 Metropolitan Transportation Plan (MTP) for the
Ashland Area Metropolitan Planning Organization (MPO)
(MPO approval documented in June 15, 2013 resolution)**

The Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the Kentucky Transportation Cabinet's Division of Planning, the Kentucky Transportation Cabinet's Office of Transportation Delivery, and the Ashland Bus Service 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:

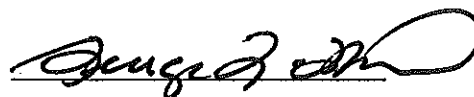
- use of the latest planning assumptions,
- use of the latest emissions model,
- use of appropriate consultation procedures,
- consistency with the mobile source emission budgets in the State Implementation Plan (SIP), and
- provisions for timely implementation of transportation control measures in the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

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

We therefore find that the aforementioned document conforms to the PM_{2.5} standards.



SM José M. Sepúlveda
Division Administrator
Federal Highway Administration



FT2 Yvette G. Taylor
Regional Administrator
Federal Transit Administration

c: Michelle Craig, KYOVA
Thomas Smith, FHWA-WV
Scott Davis, EPA – R4
John Lyons, EPPC – DAQ
Michael Hancock, KYTC – Administration
Steve Waddle, KYTC – Administration
Ron Rigney, KYTC – Program Management
Keith Damron, KYTC – Planning




U.S. Department
of Transportation

Federal Highway
Administration

Memorandum

Subject: Letter of Support for Conformity
Determination

Date: June 17, 2013

From: Jose Sepúlveda, Division Administrator
HDA-KY
Frankfort, KY 

To: Laurie Leffler, Division Administrator
HDA-OH
Columbus, OH

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:

2014-2017 Transportation Improvement Program (TIP) for the Cincinnati Area Metropolitan Planning Organization (MPO) (MPO approval documented on April 11, 2013 resolution)

The Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the Kentucky Transportation Cabinet's Division of Planning, the Kentucky Transportation Cabinet's Office of Transportation Delivery, 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-hr Ozone standard and the PM_{2.5} Annual standard.

BSD: slm



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

Ohio Division

July 1, 2013

200 North High Street, Rm 328
Columbus, Ohio 43215
614-280-6896
614-280-6876

In Reply Refer To:
HDA-OH

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

Dear Director Wray:

We have completed our review of the conformity documentation for the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) 2014-2017 Transportation Improvement Program (TIP). The conformity documentation includes analyses to demonstrate conformity for the applicable standards for the Cincinnati, Ohio area.

Based on our review, and in consultation with the United States Environmental Protection Agency (EPA), we find that the OKI 2014-2017 TIP, conforms to the applicable state implementation plan in accordance with the provisions of the EPA's Transportation Conformity Rule (40 CFR Parts 51 and 93).

In accordance with the June 2004, Memorandum of Agreement (MOA) between the FHWA-Ohio Division and the FTA-Region V, the FTA has concurred with this conformity determination. In accordance with the June 2004 MOA, FHWA's single signature constitutes FHWA and FTA's joint air quality conformity determination for the OKI 2014-2017 TIP.

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

Sincerely,


Laura S. Leffler
Division Administrator

2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM



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

Indiana Division

May 6, 2013

575 N. Pennsylvania St, Room 254
Indianapolis, IN 46204
317-226-7475

In Reply Refer To:
HDA-IN

Mr. Troy Woodruff
Deputy Commissioner
100 North Senate Avenue
Indianapolis, IN 46204


Dear Mr. Woodruff:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the documents necessary to make an air quality conformity finding on the Evansville Metropolitan Planning Organization's (EMPO) FY 2013-2016 Transportation Improvement Program (TIP).

The Indiana Department of Environmental Management, the Indiana Department of Transportation, and the US Environmental Protection Agency have completed their reviews and recommended that we find the FY 2013-2016 TIP for the Evansville Metropolitan planning area conforms to the applicable air quality conformity requirements. Appropriate consultation and public involvement on the conformity analyses was completed.

Therefore, FHWA and FTA find the EMPO the FY 2013-2016 TIP conform as required by the conformity rule. If you have any questions, please contact Michelle Allen, Planning & Environmental Specialist, at 317-226-7344 or at michelle.allen@dot.gov.

Sincerely,


Karen A. Bobo
Acting Division Administrator

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



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

Kentucky Division

September 12, 2013

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

In Reply Refer To:
HPD-KY

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

Dear Mr. Couch:

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

**2014-2017 Transportation Improvement Program (TIP) and
Amendment 8 to the 2030 Metropolitan Transportation Plan (MTP) for the
Louisville Area Metropolitan Planning Organization (MPO)
(MPO approval documented on July 25, 2013 resolution)**

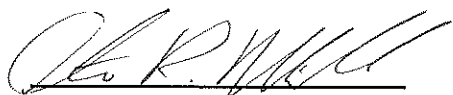
The Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the Kentucky Transportation Cabinet's Division of Planning, the Kentucky Transportation Cabinet's Office of Transportation Delivery, the Louisville Metro Air Pollution Control District, and the Transit Authority of River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

We found that this 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 1997 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



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

EXHIBIT A – 5

STIP PROJECTS

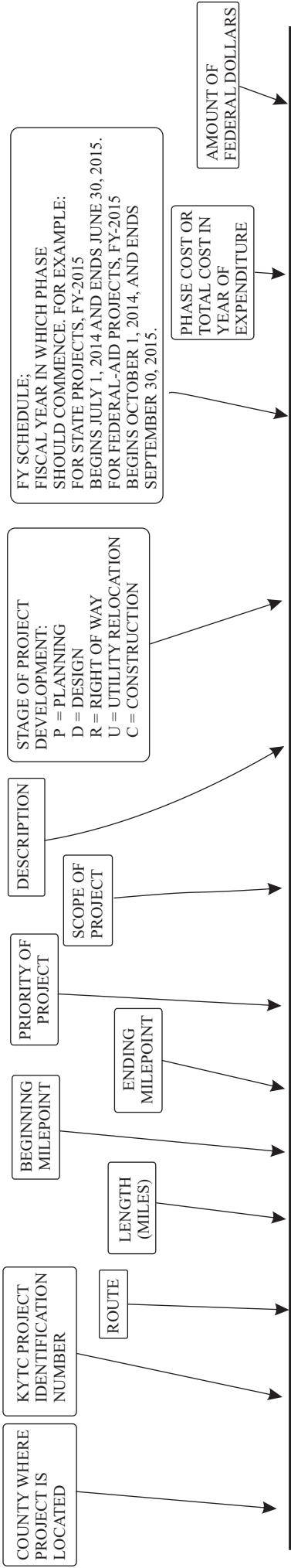
- A. Federally-funded projects sorted alphabetically by county
(Pages 1 - 112)**

- B. Federally-funded ZVarious
(Pages 1 - 7)**

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

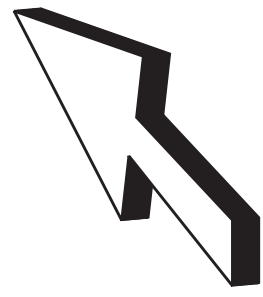
The projects and funding identified under the county name as “ZVarious” are for projects that are determined on an annual basis for various types of work.

KEY TO INTERPRETING INFORMATION PRESENTED FOR FY 2015- FY 2018 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
------------------	----------	--------	-----	-----	----------	--------------	-------------	-------	-----------------------------------	------------------	-----------------

ADAIR	8-8505	KY 206	0.1	0.75	0.85	SAFETY- HAZARD ELIM(P)	IMPROVE SIGHT DISTANCE ON KY-206 NEAR KY-3491. (08CCN) (10CCR)	U	STP	2013	330,000	330,000
-------	--------	--------	-----	------	------	------------------------	--	---	-----	------	---------	---------



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

APD	—	FEDERAL APPALACHIAN DEVELOPMENT HIGHWAYS	RRP	—	SAFETY-RAILROAD PROTECTION
BR2	—	JP2 BRAC BOND PROJECTS SECOND PROGRAM	SAF	—	FEDERAL SAFETY FUNDS
BRO	—	FEDERAL BRIDGE REPLACEMENT - ON SYSTEM	SAH	—	FEDERAL STP FUNDS DEDICATED TO ASHLAND
BRX	—	FEDERAL BRIDGE REPLACEMENT - ON/OFF SYSTEM	SB2	—	STATE BONDS 2010
BRZ	—	FEDERAL BRIDGE REPLACEMENT - OFF SYSTEM	SHN	—	FEDERAL STP FUNDS DEDICATED TO HENDERSON
CM	—	FEDERAL CONGESTION MITIGATION FUNDS	SLO	—	FEDERAL STP FUNDS DEDICATED TO LOUISVILLE
DAR	—	DEFENSE ACCESS ROAD FEDERAL FUNDING	SLX	—	FEDERAL STP FUNDS DEDICATED TO LEXINGTON
FH	—	FEDERAL FOREST HIGHWAY FUNDS	SNK	—	FEDERAL STP FUNDS DEDICATED TO NORTHERN KENTUCKY
HPP	—	HIGH PRIORITY PROJECTS	SP	—	STATE CONSTRUCTION FUNDS "NOT" AVAILABLE
IM	—	FEDERAL INTERSTATE MAINTENANCE FUNDS	SPB	—	SP BONDS 2009
JMS	—	GARVEE BONDS US-68/KY-80 LAKE BARKLEY AND KY LAKE BRIDGES	SPP	—	STATE CONSTRUCTION HIGH PRIORITY PROJECTS
KYD	—	FEDERAL DEMONSTRATION FUNDS ALLOCATED TO KENTUCKY	STP	—	FEDERAL STATEWIDE TRANSPORTATION PROGRAM FUNDS
NH	—	FEDERAL NATIONAL HIGHWAY SYSTEM FUNDS	TE	—	FEDERAL TRANSPORTATION ENHANCEMENT PROGRAM FUNDS

EXAMPLE:

**A. Federally-funded projects sorted
alphabetically by county
(Pages 1 - 112)**

2014 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
 COUNTY LISTING OF PROJECT PHASES
 FY 2015 - FY 2018

COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP	EMP	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	MAP-21 FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
ADAIR	8-170	KY 61	0.197	10.69	10.887	SAFETY	SAFETY(P)	INTERCHANGE LIGHTING AT LOUIE B. NUNN PARKWAY. (12CCR)(14CCR)	D	NHPP	NH	2015	170,000	170,000	NO
ADAIR	8-170	KY 61	0.197	10.69	10.887	SAFETY	SAFETY(P)	INTERCHANGE LIGHTING AT LOUIE B. NUNN PARKWAY. (12CCR)(14CCR)	C	NHPP	NH	2016	570,000	570,000	NO
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	C	STP	BRZ	2017	280,000	280,000	NO
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	NHPP	BRO	2015	80,000	80,000	NO
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	NHPP	BRO	2015	30,000	30,000	NO
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	NHPP	BRO	2015	570,000	570,000	NO
ALLEN	3-1081	CR 1167	0.04	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	STP	BRZ	2016	175,000	175,000	NO
ANDERSON	7-918	US 127				SAFETY	SAFETY-HAZARD ELIM(P)	REPLACE GUARDRAIL END TREATMENTS ON VARIOUS ROUTES IN ANDERSON, BOURBON, BOYLE, CLARK, FAYETTE, JESSAMINE, MADISON, MERCER, MONTGOMERY, SCOTT, AND WOODFORD COUNTIES. (2010BOP)	C	HSP	SAF	2015	907,850	907,850	NO
BALLARD	1-1140.01	US 51	0.97	7.327	8.297	RELIABILITY	BRIDGE REPLACEMENT(P)	PE AND ENVIRONMENTAL FOR REPLACEMENT OF CAIRO BRIDGE AT OR BESIDE EXISTING LOCATION.	P	NHPP	BRO	2017	2,000,000	2,000,000	NO
BALLARD	1-1143	KY 358	0.04	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	NHPP	BRO	2015	250,000	250,000	NO
BALLARD	1-1143	KY 358	0.04	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	NHPP	BRO	2015	580,000	580,000	NO
BARREN	3-8819	KY 90	8.414	0.16	8.574	RELIABILITY	MAJOR WIDENING(O)	MAJOR WIDENING FROM SANDERS STREET IN CAVE CITY TO US 68 (GLASGOW OUTER LOOP) IN GLASGOW. (14CCN)	D	STP	STP	2016	2,500,000	2,500,000	NO

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BARREN	3-8819	KY 90	8.414	0.16	8,574	RELIABILITY	MAJOR WIDENING(O)	MAJOR WIDENING FROM SANDERS STREET IN CAVE CITY TO US 68 (GLASGOW OUTER LOOP) IN GLASGOW. (14CCN)	R	STP	STP	2017	6,000,000	6,000,000	NO
BARREN	3-8819	KY 90	8.414	0.16	8,574	RELIABILITY	MAJOR WIDENING(O)	MAJOR WIDENING FROM SANDERS STREET IN CAVE CITY TO US 68 (GLASGOW OUTER LOOP) IN GLASGOW. (14CCN)	U	STP	STP	2017	3,500,000	3,500,000	NO
BATH	9-8813	US 60	0.2	16.3	16.5	RELIABILITY	PAVEMENT REHAB-INT(P)	INTERSECTION IMPROVEMENT AT KY 211 AND US 60 IN SALT LICK. (14CCN)	D	STP	STP	2015	325,000	325,000	NO
BATH	9-8813	US 60	0.2	16.3	16.5	RELIABILITY	PAVEMENT REHAB-INT(P)	INTERSECTION IMPROVEMENT AT KY 211 AND US 60 IN SALT LICK. (14CCN)	R	STP	STP	2015	350,000	350,000	NO
BATH	9-8813	US 60	0.2	16.3	16.5	RELIABILITY	PAVEMENT REHAB-INT(P)	INTERSECTION IMPROVEMENT AT KY 211 AND US 60 IN SALT LICK. (14CCN)	U	STP	STP	2015	300,000	300,000	NO
BATH	9-8813	US 60	0.2	16.3	16.5	RELIABILITY	PAVEMENT REHAB-INT(P)	INTERSECTION IMPROVEMENT AT KY 211 AND US 60 IN SALT LICK. (14CCN)	C	STP	STP	2016	1,000,000	1,000,000	NO
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	STP	BRX	2015	250,000	250,000	NO
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	STP	BRX	2015	150,000	150,000	NO
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	STP	BRX	2016	550,000	550,000	NO
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	STP	BRZ	2015	50,000	50,000	NO
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	STP	BRZ	2015	400,000	400,000	NO
BOONE	6-9	I275	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	NHPP	IM	2015	20,000	20,000	NO
BOONE	6-14	I75	0.1	177.659	178.345	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT THE KY-536 (MT. ZION ROAD) INTERCHANGE. (14CCR)	R	NHPP	IM	2016	8,930,000	8,930,000	NO
BOONE	6-14	I75	0.1	177.659	178.345	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT THE KY-536 (MT. ZION ROAD) INTERCHANGE. (14CCR)	U	NHPP	IM	2017	5,200,000	5,200,000	NO

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BOONE	6-14	175	0.1	177.659	178.345	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT THE KY-536 (MT. ZION ROAD) INTERCHANGE. (14CCR)	C	NHPP	IM	2018	19,740,000	19,740,000	YES
BOONE	6-14.5	175	1.5	178.039	180.106	RELIABILITY	MINOR WIDENING(O)	ADD AUXILIARY LANES ON I-71/75 FROM KY 536 TO US 42 (NB & SB) AS PER THE INTERCHANGE JUSTIFICATION STUDY (US). (10CCR)(12CCR)	R	NHPP	IM	2016	6,300,000	6,300,000	NO
BOONE	6-14.5	175	1.5	178.039	180.106	RELIABILITY	MINOR WIDENING(O)	ADD AUXILIARY LANES ON I-71/75 FROM KY 536 TO US 42 (NB & SB) AS PER THE INTERCHANGE JUSTIFICATION STUDY (US). (10CCR)(12CCR)	U	NHPP	IM	2017	800,000	800,000	NO
BOONE	6-14.5	175	1.5	178.039	180.106	RELIABILITY	MINOR WIDENING(O)	ADD AUXILIARY LANES ON I-71/75 FROM KY 536 TO US 42 (NB & SB) AS PER THE INTERCHANGE JUSTIFICATION STUDY (US). (10CCR)(12CCR)	C	NHPP	IM	2018	17,600,000	17,600,000	YES
BOONE	6-18	175	0.1	175.217	175.622	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT THE KY-338 (RICHWOOD ROAD) INTERCHANGE. (FUNDING FOR IMR SHOWN UNDER 6 14.01) (10CCR)(12CCR)(14CCR)	R	NHPP	IM	2016	20,950,000	20,950,000	NO
BOONE	6-18	175	0.1	175.217	175.622	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT THE KY-338 (RICHWOOD ROAD) INTERCHANGE. (FUNDING FOR IMR SHOWN UNDER 6 14.01) (10CCR)(12CCR)(14CCR)	U	NHPP	IM	2017	6,240,000	6,240,000	NO
BOONE	6-18	175	0.1	175.217	175.622	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT THE KY-338 (RICHWOOD ROAD) INTERCHANGE. (FUNDING FOR IMR SHOWN UNDER 6 14.01) (10CCR)(12CCR)(14CCR)	C	NHPP	IM	2018	31,710,000	31,710,000	YES
BOONE	6-158	KY 536	3	10.3	13.24	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-536 TO A 5-LANE URBAN SECTION FROM 1500' WEST OF US-42 TO I-75 (MP 10.3 TO MP 13.24). (DOES NOT INCLUDE INTERCHANGE RECONSTRUCTION) (00CCR) (10CCR)(12CCR)(14CCR)	U	STP	STP	2015	4,060,000	4,060,000	NO
BOONE	6-158	KY 536	3	10.3	13.24	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-536 TO A 5-LANE URBAN SECTION FROM 1500' WEST OF US-42 TO I-75 (MP 10.3 TO MP 13.24). (DOES NOT INCLUDE INTERCHANGE RECONSTRUCTION) (00CCR) (10CCR)(12CCR)(14CCR)	C	STP	STP	2017	28,730,000	28,730,000	NO

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BOONE	6-318	KY 237				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	CM	2015	224,343	224,343	NO
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	CM	2015	1,750,000	1,750,000	NO
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	CM	2015	150,000	150,000	NO
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	CM	2015	2,500,000	2,500,000	NO
BOONE	6-400.09					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SNK	2015	44,000	44,000	NO
BOONE	6-400.1					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SNK	2015	44,000	44,000	NO
BOONE	6-400.11					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SNK	2016	44,000	44,000	NO
BOONE	6-400.12					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SNK	2017	44,000	44,000	NO
BOONE	6-400.13					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SNK	2018	44,000	44,000	NO
BOONE	6-401.09					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SNK	2015	56,000	56,000	NO
BOONE	6-401.1					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SNK	2015	56,000	56,000	NO
BOONE	6-401.11					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SNK	2016	56,000	56,000	NO
BOONE	6-401.12					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SNK	2017	56,000	56,000	NO

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BOONE	6-401.13					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SNK	2018	56,000	56,000	NO
BOONE	6-412	US 42	0.2	8.4	8.6	RELIABILITY	MATCHED FED FUNDS(O)	INTERSECTION IMPROVEMENT PROJECT AT US 42 AND RICE PIKE/HICKS PIKE. US 42 MP 8.4 TO 8.6. TOLL CREDITS. (2012BOP)	R	STP	SNK	2015	750,000	750,000	NO
BOONE	6-412	US 42	0.2	8.4	8.6	RELIABILITY	MATCHED FED FUNDS(O)	INTERSECTION IMPROVEMENT PROJECT AT US 42 AND RICE PIKE/HICKS PIKE. US 42 MP 8.4 TO 8.6. TOLL CREDITS. (2012BOP)	U	STP	SNK	2015	600,000	600,000	NO
BOONE	6-412	US 42	0.2	8.4	8.6	RELIABILITY	MATCHED FED FUNDS(O)	INTERSECTION IMPROVEMENT PROJECT AT US 42 AND RICE PIKE/HICKS PIKE. US 42 MP 8.4 TO 8.6. TOLL CREDITS. (2012BOP)	C	STP	SNK	2015	2,750,000	2,750,000	NO
BOONE	6-415	KY 237	0.45	10.9	11.35	RELIABILITY	MATCHED FED FUNDS(O)	PROVIDE ADDITIONAL LEFT TURN LANE ONTO WORLDWIDE BLVD THROUGH LANES ON KY 237 NORTH OF KY 2846 (TANNERS LN). PROVIDE LANE EXTENSION ON WORLDWIDE BLVD FROM KY 237. (2012BOP)(ADM. BY KYTC)	R	STP	SNK	2015	1,000,000	1,000,000	NO
BOONE	6-415	KY 237	0.45	10.9	11.35	RELIABILITY	MATCHED FED FUNDS(O)	PROVIDE ADDITIONAL LEFT TURN LANE ONTO WORLDWIDE BLVD THROUGH LANES ON KY 237 NORTH OF KY 2846 (TANNERS LN). PROVIDE LANE EXTENSION ON WORLDWIDE BLVD FROM KY 237. (2012BOP)(ADM. BY KYTC)	U	STP	SNK	2016	500,000	500,000	NO
BOONE	6-415	KY 237	0.45	10.9	11.35	RELIABILITY	MATCHED FED FUNDS(O)	PROVIDE ADDITIONAL LEFT TURN LANE ONTO WORLDWIDE BLVD THROUGH LANES ON KY 237 NORTH OF KY 2846 (TANNERS LN). PROVIDE LANE EXTENSION ON WORLDWIDE BLVD FROM KY 237. (2012BOP)(ADM. BY KYTC)	C	STP	SNK	2017	3,000,000	3,000,000	NO
BOONE	6-417	PV 1011	0.753	0.747	1.5	RELIABILITY	RECONSTRUCTION(O)	EXTENSION OF WENDELL FORD BLVD TO AERO PKWY, 0.48 MILES. (2012BOP)	C	STP	SNK	2015	2,576,717	2,576,717	NO
BOONE	6-422	CR 1002	0.558	2.1	2.658	RELIABILITY	MATCHED FED FUNDS(O)	RECONSTRUCTION OF THE INTERSECTION OF CAMP ERNST ROAD AND LONGBRANCH ROAD. WIDENING OF 1,900 FEET OF LONGBRANCH ROAD. (2012BOP)	R	STP	SNK	2015	50,000	50,000	NO
BOONE	6-422	CR 1002	0.558	2.1	2.658	RELIABILITY	MATCHED FED FUNDS(O)	RECONSTRUCTION OF THE INTERSECTION OF CAMP ERNST ROAD AND LONGBRANCH ROAD. WIDENING OF 1,900 FEET OF LONGBRANCH ROAD. (2012BOP)	U	STP	SNK	2015	112,000	112,000	NO

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BOONE	6-422	CR 1002	0.558	2.1	2.658	RELIABILITY	MATCHED FED FUNDS(O)	RECONSTRUCTION OF THE INTERSECTION OF CAMP ERNST ROAD AND LONGBRANCH ROAD. WIDENING OF 1,900 FEET OF LONGBRANCH ROAD. (2012BOP)	C	STP	SNK	2016	524,640	524,640	NO
BOONE	6-423	KY 3060	0.45	1.5	1.95	RELIABILITY	MATCHED FED FUNDS(O)	CORRECT GEOMETRIC DEFICIENCIES AND ADD LEFT TURN LANES ON FROGTOWN ROAD AT TRIPLE CROWN BLVD AND CEDARWOOD. (2012BOP)(ADM. BY KYTC)	D	STP	SNK	2016	120,000	120,000	NO
BOONE	6-423	KY 3060	0.45	1.5	1.95	RELIABILITY	MATCHED FED FUNDS(O)	CORRECT GEOMETRIC DEFICIENCIES AND ADD LEFT TURN LANES ON FROGTOWN ROAD AT TRIPLE CROWN BLVD AND CEDARWOOD. (2012BOP)(ADM. BY KYTC)	R	STP	SNK	2017	200,000	200,000	NO
BOONE	6-423	KY 3060	0.45	1.5	1.95	RELIABILITY	MATCHED FED FUNDS(O)	CORRECT GEOMETRIC DEFICIENCIES AND ADD LEFT TURN LANES ON FROGTOWN ROAD AT TRIPLE CROWN BLVD AND CEDARWOOD. (2012BOP)(ADM. BY KYTC)	U	STP	SNK	2017	120,000	120,000	NO
BOONE	6-423	KY 3060	0.45	1.5	1.95	RELIABILITY	MATCHED FED FUNDS(O)	CORRECT GEOMETRIC DEFICIENCIES AND ADD LEFT TURN LANES ON FROGTOWN ROAD AT TRIPLE CROWN BLVD AND CEDARWOOD. (2012BOP)(ADM. BY KYTC)	C	STP	SNK	2018	1,200,000	1,200,000	NO
BOONE	6-700	CR 1057L				RELIABILITY	MATCHED FED FUNDS(O)	TWO-LANE EXTENSION OF EXISTING VETERANS WAY BETWEEN KY 18 AND KY 237. LPA PROJECT (2012BOP)	C	STP	SNK	2015	1,650,000	1,650,000	NO
BOONE	6-966.02					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STIP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2014. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SNK	2015	8,300,000	8,300,000	NO
BOONE	6-966.04					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STIP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2016. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SNK	2016	3,300,000	3,300,000	NO

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BOONE	6-966.06					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STIP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2018 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SNK	2018	5,400,000	5,400,000	NO
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)	R	NHPP	BRO	2015	100,000	100,000	NO
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)	U	NHPP	BRO	2015	50,000	50,000	NO
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)	C	NHPP	BRO	2015	1,500,000	1,500,000	NO
BOONE	6-2039	I275	0.559	13.299	13.858	RELIABILITY	BRIDGE REHAB(P)	DECK OVERLAY ON THE CARROLL CROPPER BRIDGE, I-275 OVER OHIO RIVER IN BOONE COUNTY. (LET BY KYTC W/ INDOT TO REIMBURSE 50% OF THE COST)(2012BOP)(008B00052N)	C	NHPP	IM	2015	13,000,000	13,000,000	NO
BOONE	6-2045	I275		0.363	0.363	RELIABILITY	BRIDGE REHAB(P)	OVERLAY BRIDGE DECK AND REPLACE EXPANSION JOINTS ON THE POINT PLEASANT ROAD BRIDGE OVER I-275 (MP 0.363) NORTHEAST OF KY 236. (008B00053N) (2012BOP)	C	NHPP	IM	2015	250,000	250,000	NO
BOONE	6-8001.21	KY 237	3.119	2.251	5.37	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT AND WIDEN KY 237 FROM VALLEY VIEW DRIVE TO ROGERS LANE. (14CCR)	U	STP	STP	2016	1,120,000	1,120,000	NO
BOONE	6-8001.21	KY 237	3.119	2.251	5.37	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT AND WIDEN KY 237 FROM VALLEY VIEW DRIVE TO ROGERS LANE. (14CCR)	C	STP	STP	2017	20,560,000	20,560,000	NO
BOURBON	7-310.2	US 68	4.4			RELIABILITY	MAJOR WIDENING(O)	PARIS-MAYSVILLE ROAD; CONSTRUCT MILLERSBURG BYPASS (SECTION 2)(08CCR)	C	NHPP	NH	2015	13,160,000	13,160,000	NO
BOURBON	7-365.1	KY 3364	0.1	5.389	5.489	RELIABILITY	BRIDGE REHAB(P)	STRUCTURE OVER SCOTTS CREEK ON KY 3364, 0.7 MILE NORTH OF US 460 AT NORTH MIDDLETOWN (BRIDGE IMPROVEMENTS)	D	KYD	KYD	2015	18,723	18,723	NO
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	STP	BRZ	2015	120,000	120,000	NO

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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	STP	BRZ	2015	500,000	500,000	NO
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 MILE OF JCT KY 353: (STRUCTURALLY DEFICIENT, SR=33.2) 009C00043N	R	STP	BRZ	2015	90,000	90,000	NO
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 MILE OF JCT KY 353: (STRUCTURALLY DEFICIENT, SR=33.2) 009C00043N	U	STP	BRZ	2015	75,000	75,000	NO
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 MILE OF JCT KY 353: (STRUCTURALLY DEFICIENT, SR=33.2) 009C00043N	C	STP	BRZ	2016	765,000	765,000	NO
BOURBON	7-8705	US 460	6.302	1.394	7,696	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 460 FROM RUSSELL CAVE ROAD TO US 27 BYPASS IN PARIS: MP 1.394 TO MP 7.696.(12CCN)(14CCR)	R	STP	STP	2015	3,000,000	3,000,000	NO
BOURBON	7-8705	US 460	6.302	1.394	7,696	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 460 FROM RUSSELL CAVE ROAD TO US 27 BYPASS IN PARIS: MP 1.394 TO MP 7.696.(12CCN)(14CCR)	U	STP	STP	2016	2,500,000	2,500,000	NO
BOURBON	7-8705	US 460	6.302	1.394	7,696	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 460 FROM RUSSELL CAVE ROAD TO US 27 BYPASS IN PARIS: MP 1.394 TO MP 7.696.(12CCN)(14CCR)	C	STP	STP	2017	27,700,000	27,700,000	NO
BOYD	9-208					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2014. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SAH	2015	2,400,000	2,400,000	NO
BOYD	9-208.01					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2015. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SAH	2015	1,200,000	1,200,000	NO
BOYD	9-208.02					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2016. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SAH	2016	1,200,000	1,200,000	NO
BOYD	9-208.03					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2017. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SAH	2017	1,200,000	1,200,000	NO

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BOYD	9-208.04					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL STIP FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2018. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SAH	2018	1,200,000	1,200,000	NO
BOYLE	7-242.01	US 68		6.4	6.418	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE U.S. 68 AND U.S. 150 BRIDGE OVER CHAPLIN RIVER, PERRYVILLE. (2005HPP-KY134)(EARMARK DOES NOT COVER TOTAL CONSTRUCTION COST OF \$1,300,000).	C	HPP	HPP	2015	364,940	364,940	NO
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	STP	BRZ	2015	490,000	490,000	NO
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	STP	BRZ	2015	25,000	25,000	NO
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	STP	BRZ	2015	5,000	5,000	NO
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	STP	BRZ	2015	175,000	175,000	NO
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	NIHPP	BRO	2015	150,000	150,000	NO
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	NIHPP	BRO	2017	4,310,000	4,310,000	NO
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	STP	BRX	2015	60,000	60,000	NO
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	U	STP	BRX	2015	50,000	50,000	NO

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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) 013B00044N	C	STP	BRX	2016	2,000,000	2,000,000	NO
BREATHITT	10-1096	KY 30	0.153	4.853	5.006	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 30 OVER THE MIDDLE FORK OF KENTUCKY RIVER (013B00017N).	C	NHPP	BRO	2015	3,120,000	3,120,000	NO
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	NHPP	BRO	2015	50,000	50,000	NO
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	NHPP	BRO	2015	100,000	100,000	NO
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	NHPP	BRO	2016	520,000	520,000	NO
BREATHITT	10-1105	CR 1165	0.048	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	STP	BRZ	2016	100,000	100,000	NO
BREATHITT	10-1105	CR 1165	0.048	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	STP	BRZ	2018	1,510,000	1,510,000	YES
BRECKINRIDGE	4-1090	CR 1021	0.02	1.42	1.44	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER SINKING CREEK ON DENNIS BRIDGE ROAD (CR 1021) 1.4 MI W OF KY 333 (014C0003N)(SR-26)	D	STP	BRZ	2017	100,000	100,000	NO
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 AND CONSTRUCT ADDITIONAL RAMP ENHANCEMENTS/TURNING LANES ON KY 480 AND AT THE I-65/KY 480 INTERCHANGE. (12CCR)(14CCR)	U	STP	STP	2015	1,000,000	1,000,000	NO

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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 AND CONSTRUCT ADDITIONAL RAMP ENHANCEMENTS/TURNING LANES ON KY 480 AND AT THE I-65/KY 480 INTERCHANGE.(12CCR)(14CCR)	C	STP	STP	2015	7,000,000	7,000,000	NO
BULLITT	5-516					SAFETY	SAFETY(P)	VARIOUS SAFETY PROJECTS IN THE LOUISVILLE URBANIZED AREA.	C	STP	SLO	2015	1,000,000	1,000,000	NO
BULLITT	5-516.01					SAFETY	SAFETY(P)	VARIOUS SAFETY PROJECTS IN THE LOUISVILLE URBANIZED AREA.	C	STP	SLO	2015	1,000,000	1,000,000	NO
BULLITT	5-755	KY 44	0.38	21.07	21.45	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A SIDEWALK ON THE NORTH SIDE OF KY 44 FROM MT. WASHINGTON ELEMENTARY SCHOOL TO FISHER LANE IN MT. WASHINGTON.(2012BOP)	R	STP	SLO	2015	80,000	80,000	NO
BULLITT	5-755	KY 44	0.38	21.07	21.45	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A SIDEWALK ON THE NORTH SIDE OF KY 44 FROM MT. WASHINGTON ELEMENTARY SCHOOL TO FISHER LANE IN MT. WASHINGTON.(2012BOP)	U	STP	SLO	2015	80,000	80,000	NO
BULLITT	5-755	KY 44	0.38	21.07	21.45	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A SIDEWALK ON THE NORTH SIDE OF KY 44 FROM MT. WASHINGTON ELEMENTARY SCHOOL TO FISHER LANE IN MT. WASHINGTON.(2012BOP)	C	STP	SLO	2015	290,000	290,000	NO
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	NHPP	BRO	2015	130,000	130,000	NO
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	NHPP	BRO	2015	90,000	90,000	NO
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	NHPP	BRO	2016	230,000	230,000	NO
BULLITT	5-8509	KY 245	1.99	4.425	6.415	RELIABILITY	MINOR WIDENING(O)	WIDEN KY-245 FROM BERNHEIM FOREST TO THE COMMUNITY COLLEGE. (08CCN)(10CCR)(14CCR)	C	STP	STP	2017	10,510,000	10,510,000	NO

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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	C	STP	BRX	2017	260,000	260,000	NO
BUTLER	3-1076	KY 403	6.094	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	NHPP	BRO	2015	40,000	40,000	NO
BUTLER	3-1076	KY 403	6.094	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	NHPP	BRO	2015	75,000	75,000	NO
BUTLER	3-1076	KY 403	6.094	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	NHPP	BRO	2015	325,000	325,000	NO
BUTLER	3-8503	US 231	0.184	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	STP	2015	1,200,000	1,200,000	NO
CALDWELL	2-153		2.4			RELIABILITY	NEW ROUTE(O)	NEW CONNECTOR FROM HOPKINSVILLE ROAD (KY-91) TO WILSON WAREHOUSE ROAD (KY-293) NORTHEAST OF PRINCETON. (06CCR)(10CCR)(12CCR)(14CCR)	R	STP	STP	2015	2,960,000	2,960,000	NO
CALDWELL	2-153		2.4			RELIABILITY	NEW ROUTE(O)	NEW CONNECTOR FROM HOPKINSVILLE ROAD (KY-91) TO WILSON WAREHOUSE ROAD (KY-293) NORTHEAST OF PRINCETON. (06CCR)(10CCR)(12CCR)(14CCR)	U	STP	STP	2017	2,060,000	2,060,000	NO
CALDWELL	2-153		2.4			RELIABILITY	NEW ROUTE(O)	NEW CONNECTOR FROM HOPKINSVILLE ROAD (KY-91) TO WILSON WAREHOUSE ROAD (KY-293) NORTHEAST OF PRINCETON. (06CCR)(10CCR)(12CCR)(14CCR)	C	STP	STP	2018	13,470,000	13,470,000	YES
CALDWELL	2-193		1			RELIABILITY	NEW ROUTE(O)	SOUTHERN CONNECTOR FROM KY 139 TO KY 91, CALDWELL COUNTY. (2005HPP-KY162)	D	HPP	HPP	2015	9,900	9,900	NO
CALLOWAY	1-121	KY 1327	0.1	1.49	1.51	RELIABILITY	RECONSTRUCTION(O)	MURRAY FIVE-POINTS INTERSECTION ROUNDABOUT. (12CCR)	R	STP	STP	2015	1,160,000	1,160,000	NO
CALLOWAY	1-121	KY 1327	0.1	1.49	1.51	RELIABILITY	RECONSTRUCTION(O)	MURRAY FIVE-POINTS INTERSECTION ROUNDABOUT. (12CCR)	U	STP	STP	2015	1,760,000	1,760,000	NO
CALLOWAY	1-121	KY 1327	0.1	1.49	1.51	RELIABILITY	RECONSTRUCTION(O)	MURRAY FIVE-POINTS INTERSECTION ROUNDABOUT. (12CCR)	C	STP	STP	2016	1,630,000	1,630,000	NO

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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)(AR/W)	C	STP	STP	2015	900,000	900,000	NO
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)	U	STP	BRX	2015	220,000	220,000	NO
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)	C	STP	BRX	2016	520,000	520,000	NO
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)	U	STP	BRZ	2015	60,000	60,000	NO
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)	C	STP	BRZ	2016	450,000	450,000	NO
CALLOWAY	1-1149	CR 1411	0.04	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	STP	BRZ	2015	150,000	150,000	NO
CALLOWAY	1-1149	CR 1411	0.04	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	STP	BRZ	2015	100,000	100,000	NO
CALLOWAY	1-1149	CR 1411	0.04	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	C	STP	BRZ	2017	300,000	300,000	NO
CAMPBELL	6-183	1471	5.016	0	5.016	RELIABILITY	RECONSTRUCTION(O)	STUDY AND REHABILITATE THE I-471 CORRIDOR, CAMPBELL COUNTY, KENTUCKY. (SEE ALSO 6-8104.00)(2005HPP-KY120)	C	HPP	HPP	2015	1,439,839	1,439,839	NO
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)(14CCR)	R	STP	STP	2016	8,940,000	8,940,000	NO
CAMPBELL	6-407	KY 9	0.15	21.82	21.97	SAFETY	SAFETY(P)	KY 9 EXTENSION, CAMPBELL COUNTY. (2006KYD). (KYD FUNDING MOVED FROM 6-8101.02)	R	STP	STP	2015	100,000	100,000	NO

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CAMPBELL	6-407	KY 9	0.15	21.82	21.97	SAFETY	SAFETY(P)	KY 9 EXTENSION, CAMPBELL COUNTY, (2006KYD). (KYD FUNDING MOVED FROM 6-8101.02)	U	STP	STP	2015	630,000	630,000	NO
CAMPBELL	6-407	KY 9	0.15	21.82	21.97	SAFETY	SAFETY(P)	KY 9 EXTENSION, CAMPBELL COUNTY, (2006KYD). (KYD FUNDING MOVED FROM 6-8101.02)	C	STP	STP	2015	2,170,000	2,170,000	NO
CAMPBELL	6-425	KY 1120	0.292	1.375	1.667	RELIABILITY	MATCHED FED FUNDS(O)	CONSTRUCT A SIDEWALK ON THE SOUTH SIDE OF KY 1120 (MEMORIAL PARKWAY) FROM PAVILION PARKWAY TO WILSON ROAD OVER I-471 IN NEWPORT. (2012BOP)	D	STP	SNK	2015	70,000	70,000	NO
CAMPBELL	6-425	KY 1120	0.292	1.375	1.667	RELIABILITY	MATCHED FED FUNDS(O)	CONSTRUCT A SIDEWALK ON THE SOUTH SIDE OF KY 1120 (MEMORIAL PARKWAY) FROM PAVILION PARKWAY TO WILSON ROAD OVER I-471 IN NEWPORT. (2012BOP)	U	STP	SNK	2015	25,000	25,000	NO
CAMPBELL	6-425	KY 1120	0.292	1.375	1.667	RELIABILITY	MATCHED FED FUNDS(O)	CONSTRUCT A SIDEWALK ON THE SOUTH SIDE OF KY 1120 (MEMORIAL PARKWAY) FROM PAVILION PARKWAY TO WILSON ROAD OVER I-471 IN NEWPORT. (2012BOP)	C	STP	SNK	2016	527,000	527,000	NO
CAMPBELL	6-427	KY 1892	0.173	2.395	2.568	RELIABILITY	MATCHED FED FUNDS(O)	ROADWAY REHABILITATION ON CAROTHERS ROAD FROM MONMOUTH STREET (US 27) TO RIGHT TURN LANE INTO NEWPORT SHOPPING CENTER.	D	STP	SNK	2016	104,874	104,874	NO
CAMPBELL	6-427	KY 1892	0.173	2.395	2.568	RELIABILITY	MATCHED FED FUNDS(O)	ROADWAY REHABILITATION ON CAROTHERS ROAD FROM MONMOUTH STREET (US 27) TO RIGHT TURN LANE INTO NEWPORT SHOPPING CENTER.	C	STP	SNK	2017	1,005,052	1,005,052	NO
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	STP	BRX	2015	100,000	100,000	NO
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	STP	BRX	2015	50,000	50,000	NO
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	STP	BRX	2016	300,000	300,000	NO

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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	STP	BRZ	2015	120,000	120,000	NO
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	C	STP	BRZ	2017	1,130,000	1,130,000	NO
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	NHPP	BRO	2015	150,000	150,000	NO
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	NHPP	BRO	2015	50,000	50,000	NO
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	C	NHPP	BRO	2017	1,630,000	1,630,000	NO
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	NHPP	BRO	2015	75,000	75,000	NO
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	NHPP	BRO	2015	50,000	50,000	NO
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	NHPP	BRO	2015	500,000	500,000	NO
CAMPBELL	6-1085	KY 8	0.054	18.017	18.071	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER TWELVEMILE CREEK ON KY 8 0.1 MI N OF NEISES ROAD (CR 1009). (019B00003N)(SR=46.1)	D	STP	BRX	2017	150,000	150,000	NO
CAMPBELL	6-3504					SAFETY	SAFETY-HAZARD ELIM(P)	INSTALLATION OF SIDEWALKS AND TRAFFIC CONTROL MEASURES ALONG: 4TH AND MONMOUTH, FROM SARATOGA TO MONMOUTH AND 3RD STREET AND 8TH STREET/COLUMBIA TO PUTMAN AND 9TH IN THE CITY OF NEWPORT. (2012BOP)	C	HSP	SAF	2015	225,000	225,000	NO
CAMPBELL	6-3505	CS 3085	0.447	0.269	0.716	SAFETY	SAFETY-HAZARD ELIM(P)	CONSTRUCT SIDEWALKS & INSTALL CROSSWALKS & ROADWAY MARKERS ALONG DAYTON PIKE FROM 7TH ST TO CHATEAU DR & ALONG BELMONT RD TO ERVIN TERRACE IN CITY OF DAYTON. (2012BOPC)	C	HSP	SAF	2015	136,200	136,200	NO

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CAMPBELL	6-8105.01	1275				RELIABILITY	NEW ROUTE(O)	TRANSPORTATION IMPROVEMENTS TO AA-1-275 CONNECTOR, CAMPBELL COUNTY. (2005HPP-KY155)(SEE 6-8105.00 FOR "KYD" COMPONENT)(06GCR)(10CCR)	C	HPP	HPP	2015	5,399,401	5,399,401	NO
CAMPBELL	6-8105.02	1275				RELIABILITY	NEW ROUTE(O)	TRANSPORTATION IMPROVEMENTS TO AA-1-275 CONNECTOR, CAMPBELL COUNTY. (2005HPP-KY166)(SEE 6-8105.00 FOR "KYD" COMPONENT)	C	HPP	HPP	2015	7,249,112	7,249,112	NO
CAMPBELL	6-8105.03					RELIABILITY	NEW ROUTE(O)	CONSTRUCT NEW TECHNOLOGY TRIANGLE ACCESS ROAD, CAMPBELL COUNTY, KENTUCKY. (2006HPP-KY126)(2006BOPC)(10CCR)	C	HPP	HPP	2015	1,439,839	1,439,839	NO
CARTER	9-1072	US 60	0.1	26-072	26.172	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US-60 (MP 26.172) OVER UPPER STINSON CREEK: 1.5 MILE OF E-JCT KY 1: (STRUCTURALLY DEFICIENT, SR=29.6) 022B00064N (AR/W)	U	NHPP	BRO	2015	100,000	100,000	NO
CARTER	9-1072	US 60	0.1	26-072	26.172	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US-60 (MP 26.172) OVER UPPER STINSON CREEK: 1.5 MILE OF E-JCT KY 1: (STRUCTURALLY DEFICIENT, SR=29.6) 022B00064N (AR/W)	C	NHPP	BRO	2015	1,100,000	1,100,000	NO
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	NHPP	BRO	2015	100,000	100,000	NO
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	NHPP	BRO	2016	500,000	500,000	NO
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) 022B00038	R	NHPP	BRO	2015	75,000	75,000	NO
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) 022B00038	U	NHPP	BRO	2015	250,000	250,000	NO
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) 022B00038	C	NHPP	BRO	2015	500,000	500,000	NO
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 NUNNIN ROAD(CR 1507)(SR 40.1) 022B00123N	R	NHPP	BRO	2015	75,000	75,000	NO

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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	U	NHPP	BRO	2015	150,000	150,000	NO
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	NHPP	BRO	2016	500,000	500,000	NO
CARTER	9-1083	KY 2	0.04	8.734	8.774	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2 OVER JORDAN FORK ROAD(CR 1445)(SR40.2) 022B00072N	R	NHPP	BRO	2015	250,000	250,000	NO
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	NHPP	BRO	2015	250,000	250,000	NO
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	NHPP	BRO	2015	400,000	400,000	NO
CASEY	8-1064	CR 1006	0.05	1.3	1.35	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRUSH CREEK ON UPPER BRUSH CREEK ROAD (CR 1006) 1.3 MINE OF KY 1552 (023C00002N)(SR-20.3) (EBRP)	D	STIP	BRZ	2015	250,000	250,000	NO
CASEY	8-1064	CR 1006	0.05	1.3	1.35	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRUSH CREEK ON UPPER BRUSH CREEK ROAD (CR 1006) 1.3 MINE OF KY 1552 (023C00002N)(SR-20.3) (EBRP)	R	STIP	BRZ	2016	75,000	75,000	NO
CASEY	8-1064	CR 1006	0.05	1.3	1.35	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRUSH CREEK ON UPPER BRUSH CREEK ROAD (CR 1006) 1.3 MINE OF KY 1552 (023C00002N)(SR-20.3) (EBRP)	U	STIP	BRZ	2016	25,000	25,000	NO
CASEY	8-1064	CR 1006	0.05	1.3	1.35	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRUSH CREEK ON UPPER BRUSH CREEK ROAD (CR 1006) 1.3 MINE OF KY 1552 (023C00002N)(SR-20.3) (EBRP)	C	STIP	BRZ	2016	420,000	420,000	NO
CHRISTIAN	2-100.07	EB 9004				RELIABILITY	NEW ROUTE(O)	CHRISTIAN COUNTY, E.I. BREATHITT (PENNYRILE) PARKWAY EXTENSION.(KY182)(07KYD)(200680 PC)	C	KYD	KYD	2015	2,280,000	2,280,000	NO

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CHRISTIAN	2-136	KY 1682	4			RELIABILITY	NEW ROUTE(O)	EXTEND KY-1682 FROM THE E.T. BREATHITT PARKWAY TO US-68/KY-80 EAST OF HOPKINSVILLE (HOPKINSVILLE NORTHEAST BYPASS).	D	STP	STP	2017	2,710,000	2,710,000	NO
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	STP	2015	2,820,000	2,820,000	NO
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	STP	2015	2,800,000	2,800,000	NO
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	STP	2015	2,310,000	2,310,000	NO
CHRISTIAN	2-180	KY 911	1.8	0	1.835	RELIABILITY	MAJOR WIDENING(O)	WIDEN KY-911 FROM US-41A TO OAK GROVE.(12CCR)	C	STP	STP	2016	8,800,000	8,800,000	NO
CHRISTIAN	2-203	KY 107	0.475	16.7	17.175	RELIABILITY	CONGESTION MITIG(TN)(O)	INTERSECTION IMPROVEMENT AT KY-107 AND KOFFMAN DRIVE JUST SOUTH OF COUNTRY CLUB LANE IN HOPKINSVILLE. (2006BOPC)	R	CM	CM	2015	240,000	240,000	NO
CHRISTIAN	2-203	KY 107	0.475	16.7	17.175	RELIABILITY	CONGESTION MITIG(TN)(O)	INTERSECTION IMPROVEMENT AT KY-107 AND KOFFMAN DRIVE JUST SOUTH OF COUNTRY CLUB LANE IN HOPKINSVILLE. (2006BOPC)	U	CM	CM	2015	550,000	550,000	NO
CHRISTIAN	2-203	KY 107	0.475	16.7	17.175	RELIABILITY	CONGESTION MITIG(TN)(O)	INTERSECTION IMPROVEMENT AT KY-107 AND KOFFMAN DRIVE JUST SOUTH OF COUNTRY CLUB LANE IN HOPKINSVILLE. (2006BOPC)	C	CM	CM	2015	650,000	650,000	NO
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	STP	BRZ	2015	150,000	150,000	NO
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	STP	BRZ	2015	120,000	120,000	NO
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	C	STP	BRZ	2017	500,000	500,000	NO
CHRISTIAN	2-1089	US 41A	0.032	15.386	15.418	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER CSX RR ON WALNUT STREET (US 41A) IN HOPKINSVILLE 475 FT NE OF EAST 21ST STREET (CS 1016) (024B00112N) (SR=47.4)	D	STP	BRX	2018	500,000	500,000	YES

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CHRISTIAN	2-3700	KY 1007	0.1	1.3	1.4	RELIABILITY	CONGESTION MITIGATION(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	CM	2015	51,000	51,000	NO
CHRISTIAN	2-3700	KY 1007	0.1	1.3	1.4	RELIABILITY	CONGESTION MITIGATION(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	CM	2015	1,413,000	1,413,000	NO
CHRISTIAN	2-8505					RELIABILITY	NEW ROUTE(O)	EXTEND LOVERS LANE AND MAKE SAFETY IMPROVEMENTS. (08CCN)(10CCR)(12CCR)	C	STP	STP	2015	2,710,000	2,710,000	NO
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 MIE-CR 1124 @ALLNSVL; (STRUCTURALLY DEFICIENT, SR=23.1) 025B00090N	R	STP	BRX	2015	100,000	100,000	NO
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 MIE-CR 1124 @ALLNSVL; (STRUCTURALLY DEFICIENT, SR=23.1) 025B00090N	U	STP	BRX	2015	90,000	90,000	NO
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 MIE-CR 1124 @ALLNSVL; (STRUCTURALLY DEFICIENT, SR=23.1) 025B00090N	C	STP	BRX	2016	380,000	380,000	NO
CLARK	7-8506.01	164	2.575	95.1	97.675	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCT I-64/MOUNTAIN PARKWAY INTERCHANGE TO ADD NEW RAMPS TO AND FROM THE EAST. (12CCR)(14CCR)	R	NHPP	NH	2016	1,700,000	1,700,000	NO
CLARK	7-8506.01	164	2.575	95.1	97.675	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCT I-64/MOUNTAIN PARKWAY INTERCHANGE TO ADD NEW RAMPS TO AND FROM THE EAST. (12CCR)(14CCR)	U	NHPP	NH	2017	900,000	900,000	NO
CLARK	7-8506.01	164	2.575	95.1	97.675	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCT I-64/MOUNTAIN PARKWAY INTERCHANGE TO ADD NEW RAMPS TO AND FROM THE EAST. (12CCR)(14CCR)	C	NHPP	NH	2018	11,620,000	11,620,000	YES
CLAY	11-1069	CR 1113A		0	0.042	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON CR 1113A OVER BIG CREEK (C63). (SR=4.0)(PROJECT FUNDING COMPLIANCE); (026C00063N)(10CCR)	C	STP	BRZ	2015	1,360,000	1,360,000	NO

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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) 026800001N	R	NHPP	BRO	2015	200,000	200,000	NO
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) 026800001N	U	NHPP	BRO	2015	125,000	125,000	NO
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) 026800001N	C	NHPP	BRO	2015	2,100,000	2,100,000	NO
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	STP	BRZ	2015	75,000	75,000	NO
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	STP	BRZ	2015	50,000	50,000	NO
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	C	STP	BRZ	2018	2,000,000	2,000,000	YES
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	R	STP	BRZ	2017	80,000	80,000	NO
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	U	STP	BRZ	2017	50,000	50,000	NO
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	C	STP	BRZ	2018	750,000	750,000	YES
CLINTON	8-8601.26	US 127	21.3	11.017	20.967	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCTION OF US 127 FROM APPROX 1.14 MI N OF INTERSECTION OF KY 3063 & OLD US 127, EXTENDING N TO KY 1730. LOCATED APPROX 0.36 MIE OF THE INTER. OF KY 1730 & MANTOWN RD.(SEE 8-108 & 8-115 FOR PE&ENV)(12CCR)(G&D)(SEE 8-8601.27 FOR SURFACING)(14CCR)	D	NHPP	NH	2015	2,300,000	2,300,000	NO

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CLINTON	8-8601.26	US 127	21.3	11.017	20,967	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCTION OF US 127 FROM APPROX 1.14 MI N OF INTERSECTION OF KY 3063 & OLD US 127, EXTENDING N TO KY 1730, LOCATED APPROX 0.36 MIE OF THE INTER. OF KY 1730 & MANTTOWN RD.(SEE 8-108 & 8-115 FOR PE&ENV)(12CCR)(G&D)(SEE 8-8601.27 FOR SURFACING)(14CCR)	R	NHPP	NH	2016	1,110,000	1,110,000	NO
CLINTON	8-8601.26	US 127	21.3	11.017	20,967	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCTION OF US 127 FROM APPROX 1.14 MI N OF INTERSECTION OF KY 3063 & OLD US 127, EXTENDING N TO KY 1730, LOCATED APPROX 0.36 MIE OF THE INTER. OF KY 1730 & MANTTOWN RD.(SEE 8-108 & 8-115 FOR PE&ENV)(12CCR)(G&D)(SEE 8-8601.27 FOR SURFACING)(14CCR)	U	NHPP	NH	2016	550,000	550,000	NO
CLINTON	8-8601.26	US 127	21.3	11.017	20,967	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCTION OF US 127 FROM APPROX 1.14 MI N OF INTERSECTION OF KY 3063 & OLD US 127, EXTENDING N TO KY 1730, LOCATED APPROX 0.36 MIE OF THE INTER. OF KY 1730 & MANTTOWN RD.(SEE 8-108 & 8-115 FOR PE&ENV)(12CCR)(G&D)(SEE 8-8601.27 FOR SURFACING)(14CCR)	C	NHPP	NH	2017	10,000,000	10,000,000	NO
CLINTON	8-8601.27	US 127	21.3	11.017	20,967	RELIABILITY	PREFINANCD CONVRSN(P)	RECONSTRUCTION OF US 127 FROM APPROX 1.14 MI N OF INTERSECTION OF KY 3063 & OLD US 127, EXTENDING N TO KY 1730, LOCATED APPROX 0.36 MIE OF THE INTER. OF KY 1730 & MANTTOWN RD.(SEE 8-108 & 8-115 FOR PE&ENV)(12CCR)(SURFACING)(SEE 8-8601.26 FOR G&D)	C	NHPP	NH	2018	16,000,000	16,000,000	YES
CUMBERLAND	8-1060	KY 61	0.14	9.945	10,085	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER CUMBERLAND RIVER ON KY 61 0.1 MI N OF GOLD SPRINGS ROAD (CR 1204).(029800012N)(SR=32)	D	STP	BRX	2018	500,000	500,000	YES
DAVISS	2-237	US 60	0.592	5.69	6,282	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT ON US 60 BETWEEN OAKFORD RD LOOP (CR 1370) TO ADDRESS FLOODING PROBLEM IN THE VICINITY OF THE KIMBERLY-CLARK PLANT (14CCR)	D	STP	STP	2015	250,000	250,000	NO

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DAVISS	2-237	US 60	0.592	5.69	6.282	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT ON US 60 BETWEEN OAKFORD RD LOOP (CR 1370) TO ADDRESS FLOODING PROBLEM IN THE VICINITY OF THE KIMBERLY-CLARK PLANT (14CCR)	R	STP	STP	2015	500,000	500,000	NO
DAVISS	2-237	US 60	0.592	5.69	6.282	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT ON US 60 BETWEEN OAKFORD RD LOOP (CR 1370) TO ADDRESS FLOODING PROBLEM IN THE VICINITY OF THE KIMBERLY-CLARK PLANT (14CCR)	U	STP	STP	2015	500,000	500,000	NO
DAVISS	2-237	US 60	0.592	5.69	6.282	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT ON US 60 BETWEEN OAKFORD RD LOOP (CR 1370) TO ADDRESS FLOODING PROBLEM IN THE VICINITY OF THE KIMBERLY-CLARK PLANT (14CCR)	C	STP	STP	2016	2,000,000	2,000,000	NO
DAVISS	2-287.52	US 60	2.2			RELIABILITY	RELOCATION(O)	TRANSPORTATION IMPROVEMENTS TO US 60 OWENSBORO, DAVIESS COUNTY. (2005HPP-KY158)(2005HPP-KY167)(SEE 2-287.20 FOR "STP" COMPONENT)	C	HPP	HPP	2015	3,404,040	3,404,040	NO
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	STP	BRZ	2015	120,000	120,000	NO
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	STP	BRZ	2015	150,000	150,000	NO
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	STP	BRZ	2016	370,000	370,000	NO
DAVISS	2-1093	CR 1014	0.014	1.326	1.34	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BURNETT FORK ON FIELDS RD (CR 1014) 0.75 MI W OF KY 142 030C00001N SR 39 (EBRP)(14CCR)	D	STP	BRZ	2015	215,000	215,000	NO
DAVISS	2-1093	CR 1014	0.014	1.326	1.34	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BURNETT FORK ON FIELDS RD (CR 1014) 0.75 MI W OF KY 142 030C00001N SR 39 (EBRP)(14CCR)	R	STP	BRZ	2016	75,000	75,000	NO
DAVISS	2-1093	CR 1014	0.014	1.326	1.34	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BURNETT FORK ON FIELDS RD (CR 1014) 0.75 MI W OF KY 142 030C00001N SR 39 (EBRP)(14CCR)	U	STP	BRZ	2016	75,000	75,000	NO

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DAVISS	2-1093	CR 1014	0.014	1.326	1.34	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BURNETT FORK ON FIELDS RD (CR 1014) 0.75 MI W OF KY 142 030C00001N SR 39 (EBRP)(14CCR)	C	STP	BRZ	2016	350,000	350,000	NO
ELLIOTT	9-192.01	KY 32	6.656	2	8.656	RELIABILITY	RECONSTRUCTION(O)	MILES WEST OF STEGALL COLD SPRING ROAD TO KY-7 NEAR NEWFOUNDLAND. (PRIORITY SECTION I)(06CCR) (08CCR) (10CCR)(12CCR)(14CCR)	D	STP	STP	2015	3,800,000	3,800,000	NO
ELLIOTT	9-192.01	KY 32	6.656	2	8.656	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-32 FROM 0.408 MILES WEST OF STEGALL COLD SPRING ROAD TO KY-7 NEAR NEWFOUNDLAND. (PRIORITY SECTION I)(06CCR) (08CCR) (10CCR)(12CCR)(14CCR)	R	STP	STP	2015	7,720,000	7,720,000	NO
ELLIOTT	9-192.01	KY 32	6.656	2	8.656	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-32 FROM 0.408 MILES WEST OF STEGALL COLD SPRING ROAD TO KY-7 NEAR NEWFOUNDLAND. (PRIORITY SECTION I)(06CCR) (08CCR) (10CCR)(12CCR)(14CCR)	U	STP	STP	2015	5,000,000	5,000,000	NO
ELLIOTT	9-192.01	KY 32	6.656	2	8.656	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-32 FROM 0.408 MILES WEST OF STEGALL COLD SPRING ROAD TO KY-7 NEAR NEWFOUNDLAND. (PRIORITY SECTION I)(06CCR) (08CCR) (10CCR)(12CCR)(14CCR)	C	STP	STP	2016	13,000,000	13,000,000	NO
ELLIOTT	9-192.07	KY 32	6.656	2	8.656	RELIABILITY	PREFINANCD CONVRSN(O)	RECONSTRUCT KY-32 FROM 0.408 MILES WEST OF STEGALL COLD SPRING ROAD TO KY-7 NEAR NEWFOUNDLAND. (PRIORITY SECTION I)(06CCR) (08CCR) (10CCR)(12CCR)(14CCR) FUNDING FOR C PHASE(14CCR)	C	STP	STP	2017	30,000,000	30,000,000	NO
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	STP	2015	3,380,000	3,380,000	NO
ELLIOTT	9-8802	KY 32	1	9.2	10.2	RELIABILITY	MAJOR WIDENING(O)	KY-32 FROM 9.2 MILE MARKER TO 10.2 MILE MARKER WIDENING. (14CCN)	D	STP	STP	2015	535,000	535,000	NO
ELLIOTT	9-8802	KY 32	1	9.2	10.2	RELIABILITY	MAJOR WIDENING(O)	KY-32 FROM 9.2 MILE MARKER TO 10.2 MILE MARKER WIDENING. (14CCN)	R	STP	STP	2016	450,000	450,000	NO
ELLIOTT	9-8802	KY 32	1	9.2	10.2	RELIABILITY	MAJOR WIDENING(O)	KY-32 FROM 9.2 MILE MARKER TO 10.2 MILE MARKER WIDENING. (14CCN)	U	STP	STP	2016	300,000	300,000	NO
ESTILL	10-1109	KY 594	0.014	7.523	7.537	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER HENDERSON BRANCH ON KY 594 0.1 MI W OF ECK HOLLOW ROAD (CR 1259) (033B00031N) (SR=7.8)(EBRP)	D	STP	BRX	2015	250,000	250,000	NO

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ESTILL	10-1109	KY 594	0.014	7.523	7.537	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER HENDERSON BRANCH ON KY 594 0.1 MI W OF ECK HOLLOW ROAD (CR 1259).(033B00031N)(SR=7.8)(EBRP)	R	STP	BRX	2016	50,000	50,000	NO
ESTILL	10-1109	KY 594	0.014	7.523	7.537	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER HENDERSON BRANCH ON KY 594 0.1 MI W OF ECK HOLLOW ROAD (CR 1259).(033B00031N)(SR=7.8)(EBRP)	U	STP	BRX	2016	50,000	50,000	NO
ESTILL	10-1109	KY 594	0.014	7.523	7.537	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER HENDERSON BRANCH ON KY 594 0.1 MI W OF ECK HOLLOW ROAD (CR 1259).(033B00031N)(SR=7.8)(EBRP)	C	STP	BRX	2016	500,000	500,000	NO
FAYETTE	7-220	US 25	1	8.4	9.55	SAFETY	BIKE/PED FACIL(O)	RICHMOND ROAD MULTILISE PATH IN LEXINGTON BETWEEN EAGLE CREEK DRIVE AND JACOBSON PARK. (LOCAL MATCH) (ALL WORK BY LFUGG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	STP	SLX	2017	690,000	690,000	NO
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	STP	SLX	2015	4,856,384	4,856,384	NO
FAYETTE	7-224.1	CS 4174	1.9	0	2.01	RELIABILITY	MINOR WIDENING(O)	CLAYS MILL ROAD: WIDEN FROM HARRODSBURG ROAD TO NEW CIRCLE ROAD (SECTION 1) (LFUGG T.I.P.) (LOCAL MATCH) (ALL WORK BY LFUGG) (CONSTRUCTION SEQU. 2) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	R	STP	SLX	2016	1,400,000	1,400,000	NO
FAYETTE	7-224.1	CS 4174	1.9	0	2.01	RELIABILITY	MINOR WIDENING(O)	CLAYS MILL ROAD: WIDEN FROM HARRODSBURG ROAD TO NEW CIRCLE ROAD (SECTION 1) (LFUGG T.I.P.) (LOCAL MATCH) (ALL WORK BY LFUGG) (CONSTRUCTION SEQU. 2) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	U	STP	SLX	2016	280,000	280,000	NO

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FAYETTE	7-224.1	CS 4174	1.9	0	2.01	RELIABILITY	MINOR WIDENING(O)	CLAYS MILL ROAD- WIDEN FROM HARRODSBURG ROAD TO NEW CIRCLE ROAD (SECTION 1) (LFUCG T.I.P.) (LOCAL MATCH) (ALL WORK BY LFUCG) (CONSTRUCTION SEQU 2) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	STP	SLX	2017	11,735,000	11,735,000	NO
FAYETTE	7-224.55	CS 4174	0.674	2.01	2.684	RELIABILITY	MINOR WIDENING(O)	CLAYS MILL ROAD (SECTION 2); WIDEN FROM NEW CIRCLE ROAD TO KEITHSHIRE WAY. (LOCAL MATCH) (ALL WORK BY LFUCG)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	STP	SLX	2015	4,559,000	4,559,000	NO
FAYETTE	7-225	KY 1927	1	2.7	3.95	RELIABILITY	MAJOR WIDENING(O)	LIBERTY ROAD/TODD'S ROAD- WIDEN FROM 0.2 MILES 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	STP	SLX	2015	5,900,000	5,900,000	NO
FAYETTE	7-225.01	KY 1927	1	2.7	3.95	RELIABILITY	PREFINANCD CONVRSN(O)	LIBERTY ROAD/TODD'S ROAD- WIDEN FROM 0.2 MILES OF ANDOVER FOREST DRIVE/FOREST HILL DRIVE TO I-75 (SECTION 2).(ALL WORK BY LFUCG) (ADDITIONAL FUNDING FOR C PHASE) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	STP	SLX	2015	4,000,000	4,000,000	NO
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	STP	SLX	2015	845,000	845,000	NO
FAYETTE	7-227.12					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STIP FUNDS EARMARKED FOR LEXINGTON URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2018. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SLX	2018	3,700,000	3,700,000	NO

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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 LFUGG). (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	STP	SLX	2017	400,000	400,000	NO
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 LFUGG)(ALL WORK BY LFUGG)(2004BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	STP	SLX	2017	625,000	625,000	NO
FAYETTE	7-231	CS 3817	0.087	0.504	0.591	SAFETY	BIKE/PED FACIL(O)	ADD BIKE LANE ON ROSE STREET FROM ROSE LANE TO EUCLID. (LFUGG T.I.P.) (LOCAL MATCH)(ALL WORK BY LFUGG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	R	STP	SLX	2015	37,000	37,000	NO
FAYETTE	7-231	CS 3817	0.087	0.504	0.591	SAFETY	BIKE/PED FACIL(O)	ADD BIKE LANE ON ROSE STREET FROM ROSE LANE TO EUCLID. (LFUGG T.I.P.) (LOCAL MATCH)(ALL WORK BY LFUGG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	STP	SLX	2015	267,000	267,000	NO
FAYETTE	7-252	KY 922	1.837	1.023	2.86	RELIABILITY	MAJOR WIDENING(O)	SIX-LANE NEWTOWN PIKE FROM KY-4 TO I-75.	R	STP	STP	2015	500,000	500,000	NO
FAYETTE	7-279	KY 4	0.616	4.335	4.951	RELIABILITY	I-CHANGE RECONST(O)	RECONSTRUCTION OF KY-4/JUS-60 (VERSAILLES ROAD) INTERCHANGE. (12CCN) (LETW/ 7-113)(14CCR)	C	NHPP	NH	2015	10,970,000	10,970,000	NO
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)(14CCR)	U	NHPP	NH	2015	5,850,000	5,850,000	NO

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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)(14CCR)	C	NHPP	NH	2015	13,700,000	13,700,000	NO
FAYETTE	7-405	CS 1376	0.879	0.33	1.209	RELIABILITY	CONGESTION MITIGTN(O)	CONSTRUCT 4,000 FEET OF A 5 FOOT WIDE SIDEWALK ON THE SOUTH SIDE OF LOUDON AVENUE FROM NEWTOWN PIKE TO RUSSELL CAVE ROAD (2010BOPC)(LET BY CITY)	C	CM	CM	2015	210,000	210,000	NO
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)(14CCR)	R	STP	STP	2018	2,440,000	2,440,000	YES
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)(14CCR)	U	STP	STP	2018	1,550,000	1,550,000	YES
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)(14CCR)	R	NHPP	NH	2016	1,500,000	1,500,000	NO
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)(14CCR)	U	NHPP	NH	2016	500,000	500,000	NO
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)(14CCR)	C	NHPP	NH	2016	800,000	800,000	NO
FAYETTE	7-426	CS 4524	0.1	14.722	14.822	RELIABILITY	RECONSTRUCTION(O)	CONSTRUCT TURN LANES AT THE INTERSECTION OF MAN O' WAR BLVD (CS-4524) AND PINK PIGEON PKWY (CS-2540).	C	STP	SLX	2015	456,000	456,000	NO

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FAYETTE	7-427	CS 4524	0.1	11.773	11.873	RELIABILITY	RECONSTRUCTION(O)	CONSTRUCT TURN LANES AT THE INTERSECTION OF MAN O' WAR BLVD (CS 4524) AND ALUMNI DRIVE (CS 3016).	R	STP	SLX	2015	18,000	18,000	NO
FAYETTE	7-427	CS 4524	0.1	11.773	11.873	RELIABILITY	RECONSTRUCTION(O)	CONSTRUCT TURN LANES AT THE INTERSECTION OF MAN O' WAR BLVD (CS 4524) AND ALUMNI DRIVE (CS 3016).	C	STP	SLX	2015	725,000	725,000	NO
FAYETTE	7-428	CS 4524	0.1	12.736	12.836	RELIABILITY	RECONSTRUCTION(O)	CONSTRUCT TURN LANES AT THE INTERSECTION OF MAN O' WAR BLVD (CS-4524) AND RICHMOND ROAD (US-25).	R	STP	SLX	2015	40,000	40,000	NO
FAYETTE	7-428	CS 4524	0.1	12.736	12.836	RELIABILITY	RECONSTRUCTION(O)	CONSTRUCT TURN LANES AT THE INTERSECTION OF MAN O' WAR BLVD (CS-4524) AND RICHMOND ROAD (US-25).	C	STP	SLX	2015	550,000	550,000	NO
FAYETTE	7-593.14					RELIABILITY	NEW ROUTE(O)	NEWTOWN PIKE EXTENSION - PRIORITY 2: REDEVELOPMENT OF SOUTHWEND PARK NEIGHBORHOOD (MITIGATION AREA). (PHASE I SITE GRADING AND UTILITIES FOR THE NATHANIEL MISSION) (2005HPP-KY114)(2012BOP)	C	STP	STP	2015	120,000	120,000	NO
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 BRACKTOWN RD (CS 4008)(SR 27.8) 034B00018N	R	NHPP	BRO	2015	125,000	125,000	NO
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 BRACKTOWN RD (CS 4008)(SR 27.8) 034B00018N	U	NHPP	BRO	2015	125,000	125,000	NO
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 BRACKTOWN RD (CS 4008)(SR 27.8) 034B00018N	C	NHPP	BRO	2016	800,000	800,000	NO
FAYETTE	7-1132	CS 3605	1.656	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	STP	BRZ	2015	300,000	300,000	NO
FAYETTE	7-1132	CS 3605	1.656	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	STP	BRZ	2016	100,000	100,000	NO

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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	STP	BRZ	2016	100,000	100,000	NO
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	C	STP	BRZ	2018	500,000	500,000	YES
FAYETTE	7-3701	IC-8104W	0.372	0	0.372	RELIABILITY	CONGESTION MITIG(TN)(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	CM	2015	68,740	68,740	NO
FAYETTE	7-3702					RELIABILITY	CONGESTION MITIG(TN)(O)	TOWN BRANCH TRAIL CROSSING- INSTALLATION OF TRAIL FROM NEW CIRCLE ROAD TO MCCONNELL SPRINGS PARK CROSSING OLD FRANKFORT PIKE (2010BOPC).	C	CM	CM	2015	416,700	416,700	NO
FAYETTE	7-3706					RELIABILITY	CONGESTION MITIG(TN)(O)	GAINESWAY TRAIL. CONSTRUCTION OF BIKE-PEL TRAIL CONNECTING TATES CREEK SCHOOL COMPLEX, GAINESWAY PARK, AND MILLCREEK ELEMENTARY. (2012BOP)	C	CM	CM	2015	410,000	410,000	NO
FAYETTE	7-8507	CS 2548				RELIABILITY	NEW ROUTE(O)	COMPLETE CONSTRUCTION ON POLO CLUB BOULEVARD AT DEERHAVEN LANE AND TODD'S ROAD. (08CCN)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	R	STP	SLX	2015	262,000	262,000	NO
FAYETTE	7-8507	CS 2548				RELIABILITY	NEW ROUTE(O)	COMPLETE CONSTRUCTION ON POLO CLUB BOULEVARD AT DEERHAVEN LANE AND TODD'S ROAD. (08CCN)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SLX	2015	1,550,000	1,550,000	NO
FAYETTE	7-8854	KY 4		11.11	11.15	RELIABILITY	CONGESTION MITIG(TN)(O)	REMOVE PART OF MEDIAN NEAR MP 11.1 AND REINSTALL PART OF SAME. ALLOWING ONLY ONE ACCESS POINT TO PROPERTY. WITH SOME REPAVING AND STRIPING. (14CCN)	C	CM	CM	2015	63,000	63,000	NO
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	NHPP	BRO	2015	150,000	150,000	NO

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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	NHPP	BRO	2015	250,000	250,000	NO
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	NHPP	BRO	2016	400,000	400,000	NO
FLEMING	9-1089	KY 560	0.038	3.813	3.851	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER JOHNSON CREEK ON KY 560 0.3 M I S OF FLEMING/MASON CO LINE. (035B00085N)(SR=36.4)(EBRP)	D	STP	BRX	2015	400,000	400,000	NO
FLEMING	9-1089	KY 560	0.038	3.813	3.851	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER JOHNSON CREEK ON KY 560 0.3 M I S OF FLEMING/MASON CO LINE. (035B00085N)(SR=36.4)(EBRP)	R	STP	BRX	2016	100,000	100,000	NO
FLEMING	9-1089	KY 560	0.038	3.813	3.851	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER JOHNSON CREEK ON KY 560 0.3 M I S OF FLEMING/MASON CO LINE. (035B00085N)(SR=36.4)(EBRP)	U	STP	BRX	2016	100,000	100,000	NO
FLEMING	9-1089	KY 560	0.038	3.813	3.851	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER JOHNSON CREEK ON KY 560 0.3 M I S OF FLEMING/MASON CO LINE. (035B00085N)(SR=36.4)(EBRP)	C	STP	BRX	2016	1,000,000	1,000,000	NO
FLEMING	9-1092	CR 1240	0.024	2.04	2.064	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER FLEMING CREEK ON MCINTIRE ROAD (CR 1240) AT THE JCT WITH PIKE BLUFF (CR 1305)(035C00065N)(SR=24)	D	STP	BRZ	2017	350,000	350,000	NO
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 NHC B PROJECT) (2010 BOPC).	C	KYD	KYD	2015	508,000	508,000	NO
FLOYD	12-1.02	KY 114		0	9.48	RELIABILITY	MAJOR WIDENING(O)	PRELIMINARY ENGINEERING AND ENVIRONMENTAL - MOUNTAIN PARKWAY EXTENSION: SALYERSVILLE TO PRESTONBURG; US-460 TO KY 404. (14CCN)	D	NHPP	NH	2015	2,000,000	2,000,000	NO
FLOYD	12-1.2	KY 114	3.5	0	3.48	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: SALYERSVILLE-PRESTONBURG; WIDEN KY 114 TO 4 LANES FROM THE MAGOFFIN/FLOYD COUNTY LINE TO ADAMS CEMETERY ROAD (W JCT CR 1380). (SEE 12-1.01 FOR PE & ENV)(14CCR)	D	NHPP	NH	2017	1,900,000	1,900,000	NO

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FLOYD	12-1.3	KY 114	3.9	3.48	7.354	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: SALVERSVILLE-PRESTONSBURG; WIDEN KY 114 TO 4 LANES FROM ADAMS CEMETERY ROAD (W JCT CR 1380) TO STEVE FITZPATRICK ROAD (W JCT CR 1388). (SEE 12-1.01 FOR PE & ENV)(14CCR)	D	NHPP	NH	2015	3,200,000	3,200,000	NO
FLOYD	12-1.4	KY 114	1.8	7.354	9.092	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: SALVERSVILLE-PRESTONSBURG; WIDEN KY 114 TO 4 LANES FROM STEVE FITZPATRICK ROAD (W JCT CR 1388) TO KY 404 AT PRESTONSBURG. (SEE 12-1.01 FOR PE & ENV)(14CCR)	D	NHPP	NH	2015	1,800,000	1,800,000	NO
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	STP	2015	400,000	400,000	NO
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	STP	2015	500,000	500,000	NO
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	NHPP	NH	2015	1,800,000	1,800,000	NO
FLOYD	12-1075	KY 194	0.1	12.105	12.155	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON KY-194 OVER BRUSHY CREEK (B65) AT THE FLOYD/PIKE COUNTY LINE. (SR-46.5): (036B00065N)	C	STP	BRZ	2015	840,000	840,000	NO
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): (036B00030N)	C	STP	BRX	2015	1,090,000	1,090,000	NO
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	NHPP	BRO	2015	75,000	75,000	NO
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	NHPP	BRO	2015	135,000	135,000	NO
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	NHPP	BRO	2017	900,000	900,000	NO

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FLOYD	12-1119	KY 2557	0.146	0.152	0.298	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LEVISA FORK ON KY 2557 AT JCT US 23 IN JUSTELL. (036B00040N)(SR=19.9)	D	STP	BRX	2018	750,000	750,000	YES
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	NHPP	BRO	2015	60,000	60,000	NO
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	NHPP	BRO	2015	30,000	30,000	NO
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	NHPP	BRO	2016	520,000	520,000	NO
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	NHPP	BRO	2015	100,000	100,000	NO
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	NHPP	BRO	2015	60,000	60,000	NO
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	NHPP	BRO	2016	200,000	200,000	NO
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	NHPP	BRO	2015	50,000	50,000	NO
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	NHPP	BRO	2015	30,000	30,000	NO
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	NHPP	BRO	2016	490,000	490,000	NO

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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	NHPP	BRO	2015	250,000	250,000	NO
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	NHPP	BRO	2017	100,000	100,000	NO
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	NHPP	BRO	2017	200,000	200,000	NO
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	NHPP	IM	2015	120,000	120,000	NO
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	NHPP	IM	2015	110,000	110,000	NO
FRANKLIN	5-8813	US 60	0.098	8.019	8.117	RELIABILITY	TRANSP ENHANCEMENT(P)	CONSTRUCTION AND SIDEWALK IMPROVEMENTS TO THE INTERSECTION OF SECOND STREET AND BRIDGE STREET INCLUDING THE SIDEWALK ALONG SECOND STREET TO EWING STREET. (14CCN)	C	TAP	TE	2017	610,000	610,000	NO
FULTON	1-1144	KY 1909	0.04	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) 038800074N	R	NHPP	BRO	2015	150,000	150,000	NO
FULTON	1-1144	KY 1909	0.04	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) 038800074N	U	NHPP	BRO	2015	150,000	150,000	NO
FULTON	1-1144	KY 1909	0.04	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) 038800074N	C	NHPP	BRO	2016	400,000	400,000	NO

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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\038C0001N\12CCR)	R	STP	BRZ	2015	150,000	150,000	NO
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\038C0001N\12CCR)	U	STP	BRZ	2015	100,000	100,000	NO
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\038C0001N\12CCR)	C	STP	BRZ	2015	300,000	300,000	NO
GALLATIN	6-1089	CR 1001	0.008	1.13	1.138	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LITTLE SUGAR CREEK ON LITTLE SUGAR CREEK ROAD (CR 1001) 1.1 M I S OF US 42 (039C00002N)(SR=46.7)(EBRP)	D	STP	BRZ	2015	100,000	100,000	NO
GALLATIN	6-1089	CR 1001	0.008	1.13	1.138	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LITTLE SUGAR CREEK ON LITTLE SUGAR CREEK ROAD (CR 1001) 1.1 M I S OF US 42 (039C00002N)(SR=46.7)(EBRP)	R	STP	BRZ	2016	100,000	100,000	NO
GALLATIN	6-1089	CR 1001	0.008	1.13	1.138	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LITTLE SUGAR CREEK ON LITTLE SUGAR CREEK ROAD (CR 1001) 1.1 M I S OF US 42 (039C00002N)(SR=46.7)(EBRP)	U	STP	BRZ	2016	100,000	100,000	NO
GALLATIN	6-1089	CR 1001	0.008	1.13	1.138	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LITTLE SUGAR CREEK ON LITTLE SUGAR CREEK ROAD (CR 1001) 1.1 M I S OF US 42 (039C00002N)(SR=46.7)(EBRP)	C	STP	BRZ	2016	200,000	200,000	NO
GALLATIN	6-2044	171		59.433	59.433	RELIABILITY	BRIDGE REHAB(P)	OVERLAY BRIDGE DECK AND REPLACE EXPANSION JOINTS ON THE KY 465 BRIDGE OVER I-71 NORTHEAST OF SPARTA AT (MP 59.433). (039B00015N) (2012BOP)	C	NHPP	IM	2015	250,000	250,000	NO
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	STP	BRX	2015	75,000	75,000	NO
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	STP	BRX	2015	60,000	60,000	NO

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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	C	STP	BRX	2016	350,000	350,000	NO
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	STP	BRX	2015	80,000	80,000	NO
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	STP	BRX	2015	70,000	70,000	NO
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	STP	BRX	2016	430,000	430,000	NO
GRANT	6-411	KY 36	2.9	11.7	14.6	SAFETY	SAFETY(P)	ROADWAY IMPROVEMENTS TO KY-36 FROM I-75 AT WILLIAMSTOWN TO APPROXIMATELY 1 MILE WEST OF HEEKIN CLARKS ROAD.(12CCR)(14CCR)	R	STP	STP	2015	400,000	400,000	NO
GRANT	6-411	KY 36	2.9	11.7	14.6	SAFETY	SAFETY(P)	ROADWAY IMPROVEMENTS TO KY-36 FROM I-75 AT WILLIAMSTOWN TO APPROXIMATELY 1 MILE WEST OF HEEKIN CLARKS ROAD.(12CCR)(14CCR)	U	STP	STP	2015	750,000	750,000	NO
GRANT	6-411	KY 36	2.9	11.7	14.6	SAFETY	SAFETY(P)	ROADWAY IMPROVEMENTS TO KY-36 FROM I-75 AT WILLIAMSTOWN TO APPROXIMATELY 1 MILE WEST OF HEEKIN CLARKS ROAD.(12CCR)(14CCR)	C	STP	STP	2017	9,100,000	9,100,000	NO
GRANT	6-910	KY 22	0.1	6.6	6.7	SAFETY	SAFETY-HAZARD ELIM(P)	INSTALL SIGNS, GUARDRAIL, FRICTION TREATMENT, SHOULDERS AND REMOVE TREES AND BRUSH ON KY-22 AT CLARKS CREEK BRIDGE AND BATON ROUGE ROAD INTERSECTION.(2010BOP)	C	HSIP	SAF	2015	44,000	44,000	NO
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	STP	BRZ	2015	110,000	110,000	NO
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	STP	BRZ	2015	210,000	210,000	NO
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	STP	BRZ	2017	1,000,000	1,000,000	NO

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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 SOUTHEAST OF THE JUNCTION WITH US 25. (12CCN)	R	STP	BRZ	2015	340,000	340,000	NO
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)	U	STP	BRZ	2015	100,000	100,000	NO
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)	C	STP	BRZ	2017	1,000,000	1,000,000	NO
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	NHPP	BRO	2015	180,000	180,000	NO
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	NHPP	BRO	2015	100,000	100,000	NO
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	NHPP	BRO	2015	1,000,000	1,000,000	NO
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) (AR/W)	U	STP	BRX	2015	160,000	160,000	NO
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) (AR/W)	C	STP	BRX	2015	650,000	650,000	NO
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 (AR/W)	U	STP	BRX	2015	250,000	250,000	NO
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 (AR/W)	C	STP	BRX	2016	600,000	600,000	NO
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 MI S OF JCT CR 5221; (STRUCTURALLY DEFICIENT, SR=23.5) 042C00252N (AR/W)	U	STP	BRZ	2015	50,000	50,000	NO

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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 MI S OF ICT CR 5221: (STRUCTURALLY DEFICIENT, SR=23.5) 042C00252N (ARW)	C	STP	BRZ	2016	500,000	500,000	NO
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	NHPP	BRO	2015	200,000	200,000	NO
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	NHPP	BRO	2015	420,000	420,000	NO
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	STP	BRZ	2015	200,000	200,000	NO
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	STP	BRZ	2015	225,000	225,000	NO
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	STP	BRZ	2018	1,500,000	1,500,000	YES
GRAVES	1-1155	CR 1381	0.1	0.6	0.7	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER IC RR ON LEWIS ROAD (CR 1381) 0.6 MI SE OF KY 339 042C00253N SR 32.4 (EBRP)	D	STP	BRZ	2015	250,000	250,000	NO
GRAVES	1-1155	CR 1381	0.1	0.6	0.7	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER IC RR ON LEWIS ROAD (CR 1381) 0.6 MI SE OF KY 339 042C00253N SR 32.4 (EBRP)	R	STP	BRZ	2016	75,000	75,000	NO
GRAVES	1-1155	CR 1381	0.1	0.6	0.7	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER IC RR ON LEWIS ROAD (CR 1381) 0.6 MI SE OF KY 339 042C00253N SR 32.4 (EBRP)	U	STP	BRZ	2016	500,000	500,000	NO
GRAVES	1-1155	CR 1381	0.1	0.6	0.7	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER IC RR ON LEWIS ROAD (CR 1381) 0.6 MI SE OF KY 339 042C00253N SR 32.4 (EBRP)	C	STP	BRZ	2016	800,000	800,000	NO
GRAYSON	4-122	KY 737	2	5.78	6.092	RELIABILITY	RECONSTRUCTION(O)	LEITCHFIELD-HARNED ROAD; BRIDGE DECK REPLACEMENT AT KY 737 AT ROUGH RIVER.	U	STP	BRX	2016	10,000	10,000	NO
GRAYSON	4-122	KY 737	2	5.78	6.092	RELIABILITY	RECONSTRUCTION(O)	LEITCHFIELD-HARNED ROAD; BRIDGE DECK REPLACEMENT AT KY 737 AT ROUGH RIVER.	C	STP	BRX	2017	1,090,000	1,090,000	NO
GRAYSON	4-8502	US 62		23	25.5	RELIABILITY	MINOR WIDENING(O)	WIDEN PORTIONS OF US-62 FROM LEITCHFIELD TO CLARKSON. (08CCN)(10CCR)(14CCN)	R	STP	STP	2015	1,840,000	1,840,000	NO

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GRAYSON	4-8502	US 62		23	25.5	RELIABILITY	MINOR WIDENING(O)	WIDEN PORTIONS OF US-62 FROM LEITCHFIELD TO CLARKSON. (08CCN)(10CCR)(14CCN)	U	STP	STP	2016	730,000	730,000	NO
GRAYSON	4-8502	US 62		23	25.5	RELIABILITY	MINOR WIDENING(O)	WIDEN PORTIONS OF US-62 FROM LEITCHFIELD TO CLARKSON. (08CCN)(10CCR)(14CCN)	C	STP	STP	2017	8,720,000	8,720,000	NO
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	HPP	2015	2,082,599	2,082,599	NO
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	STP	2015	2,000,000	2,000,000	NO
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	STP	BRX	2015	1,090,000	1,090,000	NO
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	STP	BRX	2016	1,000,000	1,000,000	NO
GREENUP	9-1073.01	KY 244		0	0.207	RELIABILITY	PREFINANCD CONVRSN(O)	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 (ADDITIONAL FUNDING FOR C PHASE)	C	STP	BRX	2017	4,000,000	4,000,000	NO
GREENUP	9-1073.02	KY 244		0	0.207	RELIABILITY	PREFINANCD CONVRSN(O)	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 (ADDITIONAL FUNDING FOR C PHASE)	C	STP	BRX	2018	4,370,000	4,370,000	YES
GREENUP	9-1078	CS 1023	0.1	0.071	0.171	RELIABILITY	BRIDGE REPLACEMENT(P)	"DEMOLISH" BRIDGE ON CS-1023 (MP 0.121) OVER TOWN BRANCH; 100' S. JCT KY 2541; (STRUCTURALLY DEFICIENT, SR=16.5) 045C00051N	R	STP	BRZ	2015	50,000	50,000	NO
GREENUP	9-1078	CS 1023	0.1	0.071	0.171	RELIABILITY	BRIDGE REPLACEMENT(P)	"DEMOLISH" BRIDGE ON CS-1023 (MP 0.121) OVER TOWN BRANCH; 100' S. JCT KY 2541; (STRUCTURALLY DEFICIENT, SR=16.5) 045C00051N	U	STP	BRZ	2015	25,000	25,000	NO

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GREENUP	9-1078	CS 1023	0.1	0.071	0.171	RELIABILITY	BRIDGE REPLACEMENT(P)	"DEMOLISH" BRIDGE ON CS-1023 (MP 0.121) OVER TOWN BRANCH; 100' S. JCT KY 2541; (STRUCTURALLY DEFICIENT, SR=16.5) 045C00051N	C	STP	BRZ	2016	1,000,000	1,000,000	NO
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 33.5/046800031N	R	NHPP	BRO	2015	75,000	75,000	NO
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 33.5/046800031N	U	NHPP	BRO	2015	75,000	75,000	NO
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 33.5/046800031N	C	NHPP	BRO	2015	300,000	300,000	NO
HARDIN	4-18	165	4.2	82.2	86.4	RELIABILITY	MAJOR WIDENING(O)	HARDIN I-65; WIDEN I-65 TO 6 LANES FROM 0.6MI N OF OLD SONORA RD TO 0.7MI N OF KY 222; INCLUDES NOLIN RIVER BRIDGE. (12CCR)(14CCR)	R	NHPP	NH	2016	530,000	530,000	NO
HARDIN	4-18	165	4.2	82.2	86.4	RELIABILITY	MAJOR WIDENING(O)	HARDIN I-65; WIDEN I-65 TO 6 LANES FROM 0.6MI N OF OLD SONORA RD TO 0.7MI N OF KY 222; INCLUDES NOLIN RIVER BRIDGE. (12CCR)(14CCR)	C	NHPP	IM	2018	10,000,000	10,000,000	YES
HARDIN	4-18.01	165	4.2	82.2	86.4	RELIABILITY	PREFINANCD CONVRSN(O)	HARDIN I-65; WIDEN I-65 TO 6 LANES FROM 0.6MI N OF OLD SONORA RD TO 0.7MI N OF KY 222; INCLUDES NOLIN RIVER BRIDGE. (12CCR)(14CCR)	C	NHPP	IM	2018	18,100,000	18,100,000	YES
HARDIN	4-18.02	165	4.2	82.2	86.4	RELIABILITY	PREFINANCD CONVRSN(O)	HARDIN I-65; WIDEN I-65 TO 6 LANES FROM 0.6MI N OF OLD SONORA RD TO 0.7MI N OF KY 222; INCLUDES NOLIN RIVER BRIDGE. (12CCR)(14CCR)	C	NHPP	NH	2018	22,100,000	22,100,000	YES
HARDIN	4-19	165	4.7	86.4	91.1	RELIABILITY	MAJOR WIDENING(O)	HARDIN I-65; WIDEN I-65 TO 6 LANES FROM 0.7MI N OF KY 222 TO WESTERN KENTUCKY PKWY.(12CCR)(14CCR)	R	NHPP	NH	2017	110,000	110,000	NO
HARDIN	4-19	165	4.7	86.4	91.1	RELIABILITY	MAJOR WIDENING(O)	HARDIN I-65; WIDEN I-65 TO 6 LANES FROM 0.7MI N OF KY 222 TO WESTERN KENTUCKY PKWY.(12CCR)(14CCR)	U	NHPP	NH	2018	110,000	110,000	YES

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HARDIN	4-19	165	4.7	86.4	91.1	RELIABILITY	MAJOR WIDENING(O)	HARDIN I-65- WIDEN I-65 TO 6 LANES FROM 0.7MI N OF KY 222 TO WESTERN KENTUCKY PKWY.(12CCR)(14CCR)	C	STP	STP	2018	20,000,000	20,000,000	YES
HARDIN	4-199	US 31W	0.4	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	STP	2015	120,000	120,000	NO
HARDIN	4-199	US 31W	0.4	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	STP	2015	110,000	110,000	NO
HARDIN	4-199	US 31W	0.4	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).	C	STP	STP	2017	9,230,000	9,230,000	NO
HARDIN	4-286.1	165	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	NHPP	IM	2015	550,000	550,000	NO
HARDIN	4-1077	US 62	0.4	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	NHPP	BRO	2015	80,000	80,000	NO
HARDIN	4-1077	US 62	0.4	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	NHPP	BRO	2015	110,000	110,000	NO
HARDIN	4-1077	US 62	0.4	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	NHPP	BRO	2017	490,000	490,000	NO
HARLAN	11-929	US 421	21.17	0	21.17	SAFETY	SAFETY-HAZARD ELIM(P)	SAFETY IMPROVEMENTS ON US 421 FROM THE VIRGINIA STATE LINE (MP 0.00) TO (MP 21.17) 0.1 MILE NORTH OF LITTLE SHEPHERD TRAIL (KY 1679)-EXCAVATE ROCK CUTS, WIDEN CURVES AND FLATTEN SLOPES AT VARIOUS LOCATIONS. (2012BOP)	D	HSIP	SAF	2015	60,000	60,000	NO
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	STP	BRX	2015	1,040,000	1,040,000	NO
HARLAN	11-1064	CR 1125	0.1	0	0.032	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON CR-1125 OVER C/OVER FORK OF CUMBERLAND RIVER (C-30). (SR=2.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE: (048C00030N)(REPLACED BY COUNTY)	R	STP	BRZ	2015	230,000	230,000	NO

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HARLAN	11-1064	CR 1125	0.1	0	0.032	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON CR-1125 OVER CLOVER FORK OF CUMBERLAND RIVER (C-30). (SR=2.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE). (048C00030N)(REPLACED BY COUNTY)	U	STP	BRZ	2015	120,000	120,000	NO
HARLAN	11-1064	CR 1125	0.1	0	0.032	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON CR-1125 OVER CLOVER FORK OF CUMBERLAND RIVER (C-30). (SR=2.0)(PROJECT FUNDING CONTINGENT UPON BRIDGE POSTING COMPLIANCE). (048C00030N)(REPLACED BY COUNTY)	C	STP	BRZ	2015	810,000	810,000	NO
HARLAN	11-1087	KY 72	0.04	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	NHPP	BRO	2015	50,000	50,000	NO
HARLAN	11-1087	KY 72	0.04	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	NHPP	BRO	2015	1,300,000	1,300,000	NO
HARLAN	11-8703	US 119	1	11.5	12.5	RELIABILITY	MINOR WIDENING(O)	PROVIDE A PASSING BAY ON US 119 FROM MP 1.2 TO MP 2.2 IN HARLAN COUNTY.(12CCN)(14CCR)	D	NHPP	NH	2015	400,000	400,000	NO
HARLAN	11-8703	US 119	1	11.5	12.5	RELIABILITY	MINOR WIDENING(O)	PROVIDE A PASSING BAY ON US 119 FROM MP 1.2 TO MP 2.2 IN HARLAN COUNTY.(12CCN)(14CCR)	R	NHPP	NH	2016	500,000	500,000	NO
HARLAN	11-8703	US 119	1	11.5	12.5	RELIABILITY	MINOR WIDENING(O)	PROVIDE A PASSING BAY ON US 119 FROM MP 1.2 TO MP 2.2 IN HARLAN COUNTY.(12CCN)(14CCR)	U	NHPP	NH	2016	500,000	500,000	NO
HARLAN	11-8703	US 119	1	11.5	12.5	RELIABILITY	MINOR WIDENING(O)	PROVIDE A PASSING BAY ON US 119 FROM MP 1.2 TO MP 2.2 IN HARLAN COUNTY.(12CCN)(14CCR)	C	NHPP	NH	2017	3,000,000	3,000,000	NO
HART	4-15	165	6.2	64.9	71.1	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.7 MI N OF THE US 31W BRIDGE (B27) TO 0.7 MI N OF THE KY 728 BRIDGE (B08). (PE & ENV UNDER 4-10.05)(04CCN)(08CCR)(10CCR)(12CCR)(AR/W)	C	NHPP	IM	2015	57,000,000	57,000,000	NO

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HART	4-16	165	5.5	71.1	74,622	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.7 MI N OF THE KY 728 BRIDGE (B08) TO 0.7 MI N OF KY 224 (B16). (PE & ENV UNDER 4- 10.05)(04CCN)(12CR)(AR/W)(U PHASE ADVANCED FROM 99- 337.08)(14CCR)	C	NHPP	IM	2016	48,000,000	48,000,000	NO
HENDERSON	2-79.3	US 60	1	7.7	8.71	RELIABILITY	MAJOR WIDENING(O)	WIDEN AND IMPROVE US 60 FROM WEST OF HENDERSON COMMUNITY COLLEGE (MP 7.7) EXTENDING EAST TO KY 425 (MP 8.7). (BOP2012)	R	STP	STP	2015	1,000,000	1,000,000	NO
HENDERSON	2-79.3	US 60	1	7.7	8.71	RELIABILITY	MAJOR WIDENING(O)	WIDEN AND IMPROVE US 60 FROM WEST OF HENDERSON COMMUNITY COLLEGE (MP 7.7) EXTENDING EAST TO KY 425 (MP 8.7). (BOP2012)	U	STP	STP	2015	1,000,000	1,000,000	NO
HENDERSON	2-79.3	US 60	1	7.7	8.71	RELIABILITY	MAJOR WIDENING(O)	WIDEN AND IMPROVE US 60 FROM WEST OF HENDERSON COMMUNITY COLLEGE (MP 7.7) EXTENDING EAST TO KY 425 (MP 8.7). (BOP2012)	C	STP	STP	2016	5,500,000	5,500,000	NO
HENDERSON	2-700.11					SAFETY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON FOR FY 2016. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SHN	2016	100,000	100,000	NO
HENDERSON	2-700.12					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON FOR FY 2017. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SHN	2017	600,000	600,000	NO
HENDERSON	2-700.13					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON FOR FY 2018. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SHN	2018	600,000	600,000	NO
HENDERSON	2-711	US 41	0.14	12.766	12,906	SAFETY	SAFETY(P)	US 41/KY 812 INTERSECTION UPGRADE: ADD RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING. KYTC PROJECT WITH KYTC PROVIDING 20% MATCH.(TOLL CREDITS)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	R	STP	SHN	2015	50,000	50,000	NO
HENDERSON	2-711	US 41	0.14	12.766	12,906	SAFETY	SAFETY(P)	US 41/KY 812 INTERSECTION UPGRADE: ADD RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING. KYTC PROJECT WITH KYTC PROVIDING 20% MATCH.(TOLL CREDITS)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	U	STP	SHN	2015	100,000	100,000	NO

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HENDERSON	2-711	US 41	0.14	12.766	12.906	SAFETY	SAFETY(P)	US 41/KY 812 INTERSECTION UPGRADE: ADD RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING. KYTC PROJECT WITH KYTC PROVIDING 20% MATCH (TOLL CREDITS)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SHN	2015	550,000	550,000	NO
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)(051C00014)	D	STP	SHN	2015	25,000	25,000	NO
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)(051C00014)	R	STP	SHN	2015	10,000	10,000	NO
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)(051C00014)	U	STP	SHN	2015	15,000	15,000	NO
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)(051C00014)	C	STP	SHN	2015	200,000	200,000	NO
HENDERSON	2-714	KY 2183	0.1	1.693	1.793	RELIABILITY	MATCHED FED FUNDS(O)	KY 2183 / KY 1539 INTERSECTION AND UPGRADE: PROJECT WILL RECONSTRUCT THE INTERSECTION AND MAKE IMPROVEMENTS TO THE SOUTHBOUND APPROACH. (2012BOP)	R	STP	SHN	2015	400,000	400,000	NO

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HENDERSON	2-714	KY 2183	0.1	1.693	1,793	RELIABILITY	MATCHED FED FUNDS(O)	KY 2183 / KY 1539 INTERSECTION AND UPGRADE: PROJECT WILL RECONSTRUCT THE INTERSECTION AND MAKE IMPROVEMENTS TO THE SOUTHBOUND APPROACH. (2012BOP)	U	STP	SHN	2015	400,000	400,000	NO
HENDERSON	2-714	KY 2183	0.1	1.693	1,793	RELIABILITY	MATCHED FED FUNDS(O)	KY 2183 / KY 1539 INTERSECTION AND UPGRADE: PROJECT WILL RECONSTRUCT THE INTERSECTION AND MAKE IMPROVEMENTS TO THE SOUTHBOUND APPROACH. (2012BOP)	C	STP	SHN	2015	600,000	600,000	NO
HENDERSON	2-715	US 41	0.1	18.488	18,588	RELIABILITY	MATCHED FED FUNDS(O)	US 41 / WOLF HILLS ROAD INTERSECTION UPGRADE: PROJECT WILL ADD DEDICATED RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING TO BE MODIFIED OR ADDED TO EACH LEG OF THE INTERSECTION. (2012BOP)	R	STP	SHN	2015	50,000	50,000	NO
HENDERSON	2-715	US 41	0.1	18.488	18,588	RELIABILITY	MATCHED FED FUNDS(O)	US 41 / WOLF HILLS ROAD INTERSECTION UPGRADE: PROJECT WILL ADD DEDICATED RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING TO BE MODIFIED OR ADDED TO EACH LEG OF THE INTERSECTION. (2012BOP)	U	STP	SHN	2015	100,000	100,000	NO
HENDERSON	2-715	US 41	0.1	18.488	18,588	RELIABILITY	MATCHED FED FUNDS(O)	US 41 / WOLF HILLS ROAD INTERSECTION UPGRADE: PROJECT WILL ADD DEDICATED RIGHT TURN AND LEFT TURN LANES INCLUDING SIGNAL PHASING TO BE MODIFIED OR ADDED TO EACH LEG OF THE INTERSECTION. (2012BOP)	C	STP	SHN	2016	500,000	500,000	NO
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	STP	SHN	2015	1,500,000	1,500,000	NO
HENDERSON	2-1080	US 60	0.208	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	NHPP	BRO	2015	250,000	250,000	NO
HENDERSON	2-1080	US 60	0.208	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	NHPP	BRO	2015	250,000	250,000	NO

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HENDERSON	2-1080	US 60	0.208	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	NHPP	BRO	2016	10,000,000	10,000,000	NO
HENDERSON	2-1080.01	US 60	0.208	19,236	19,444	RELIABILITY	PREFINANCD CONVRSN(O)	REPLACE BRIDGE ON US 60 OVER GREEN RIVER AT INTERSECTION WITH KY 1078 (SR 39) 051B00015N (ADDITIONAL FUNDING FOR C PHASE)	C	NHPP	BRO	2017	15,000,000	15,000,000	NO
HENDERSON	2-1088	US 41	1.028	19,243	20,271	RELIABILITY	BRIDGE REPLACEMENT(P)	PE AND ENVIRONMENTAL FOR US-41 BRIDGE OVER THE OHIO RIVER BETWEEN HENDERSON AND EVANSVILLE (POSSIBLE INTERMEDIATE SOLUTION FOR FUTURE I-69).	D	NHPP	BRO	2018	2,500,000	2,500,000	YES
HENDERSON	2-1092	CR 1162	0.015	1,445	1,46	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRANCH OF CANOE CREEK ON BUSBY STATION ROAD 0.4 E OF ROBARS-BUSBY STATION ROAD (CR 1154) (051C00041N)(SR=21.8) (EBRP)	D	STP	BRZ	2015	215,000	215,000	NO
HENDERSON	2-1092	CR 1162	0.015	1,445	1,46	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRANCH OF CANOE CREEK ON BUSBY STATION ROAD 0.4 E OF ROBARS-BUSBY STATION ROAD (CR 1154) (051C00041N)(SR=21.8) (EBRP)	R	STP	BRZ	2016	50,000	50,000	NO
HENDERSON	2-1092	CR 1162	0.015	1,445	1,46	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRANCH OF CANOE CREEK ON BUSBY STATION ROAD 0.4 E OF ROBARS-BUSBY STATION ROAD (CR 1154) (051C00041N)(SR=21.8) (EBRP)	U	STP	BRZ	2016	100,000	100,000	NO
HENDERSON	2-1092	CR 1162	0.015	1,445	1,46	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRANCH OF CANOE CREEK ON BUSBY STATION ROAD 0.4 E OF ROBARS-BUSBY STATION ROAD (CR 1154) (051C00041N)(SR=21.8) (EBRP)	C	STP	BRZ	2016	350,000	350,000	NO
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	NHPP	BRO	2015	90,000	90,000	NO
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	NHPP	BRO	2015	60,000	60,000	NO
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	NHPP	BRO	2016	230,000	230,000	NO
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): (053B000079N)	R	STP	BRX	2015	270,000	270,000	NO

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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)	U	STP	BRX	2015	630,000	630,000	NO
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	STP	BRX	2018	2,710,000	2,710,000	YES
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 "STIP" COMPONENT)	C	HPP	HPP	2015	2,879,680	2,879,680	NO
HOPKINS	2-225	169	0.41	106	106.41	RELIABILITY	RECONSTRUCTION(O)	IMPROVE RAMP CONFIGURATION AT THE EXISTING I-69/WESTERN KENTUCKY PARKWAY/PENNYRILE PARKWAY INTERCHANGE (I-69 CORRIDOR IMPROVEMENT)(12CCR)	D	NHPP	IM	2015	500,000	500,000	NO
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 (14CCR)	R	STP	BRX	2015	160,000	160,000	NO
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 (14CCR)	U	STP	BRX	2015	300,000	300,000	NO
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 (14CCR)	C	STP	BRX	2016	680,000	680,000	NO
HOPKINS	2-1079	KY 262	2.734	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 25.1J054B00107N	R	NHPP	BRO	2015	175,000	175,000	NO
HOPKINS	2-1079	KY 262	2.734	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 25.1J054B00107N	U	NHPP	BRO	2015	225,000	225,000	NO
HOPKINS	2-1079	KY 262	2.734	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 25.1J054B00107N	C	NHPP	BRO	2015	500,000	500,000	NO
HOPKINS	2-1081	KY 293	0	0	0.044	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 293 AT THE CALDWELL/HOPKINS COUNTY LINE(SR 37.7054B00115N	R	NHPP	BRO	2015	500,000	500,000	NO

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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	NHPP	BRO	2015	100,000	100,000	NO
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	NHPP	BRO	2015	1,450,000	1,450,000	NO
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	NHPP	BRO	2015	150,000	150,000	NO
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	NHPP	BRO	2015	170,000	170,000	NO
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	NHPP	BRO	2016	450,000	450,000	NO
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	NHPP	BRO	2015	100,000	100,000	NO
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	NHPP	BRO	2015	50,000	50,000	NO
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	NHPP	BRO	2017	555,000	555,000	NO
JEFFERSON	5-15.2	1264				RELIABILITY	BRIDGE PAINTING(P)	PHASE 2: CLEAN AND PAINT STEEL BRIDGES AND STEEL BEARINGS ON THE WATTERSON EXPRESSWAY. (PHASE 2) (2008BOPC)(12CCR)	C	NHPP	IM	2015	3,370,000	3,370,000	NO
JEFFERSON	5-15.3	1264				RELIABILITY	BRIDGE PAINTING(P)	PHASE 3: CLEAN AND PAINT STEEL BRIDGES AND STEEL BEARINGS ON THE WATTERSON EXPRESSWAY. (2008BOPC)(12CCR)	C	NHPP	IM	2015	4,360,000	4,360,000	NO
JEFFERSON	5-21	1265	0.3	25.3	25.6	ECONOMIC DEVELOPMENT	I-CHANGE RECONSTRUCT 2	SNYDER FREEWAY: RECONSTRUCT 2 RAMP AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE. (DESIGNED WITH 5-41.00)(2006BOPP)(12CCR)	R	NHPP	IM	2017	6,510,000	6,510,000	NO

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JEFFERSON	5-21	1265	0.3	25.3	25.6	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	SNYDER FREEWAY- RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE. (DESIGNED WITH 5-41.00)(2006BOPP)(12CCR)	U	NHPP	IM	2017	2,080,000	2,080,000	NO
JEFFERSON	5-48.3	171	2.3	7.5	9.8	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCTION OF THE I-71/I-265 (SNYDER FREEWAY) INTERCHANGE (INTERIM IMPROVEMENTS). (2004BOPC)(08CCR)(10CCR)(14CCR)	R	NHPP	NH	2015	4,440,000	4,440,000	NO
JEFFERSON	5-48.3	171	2.3	7.5	9.8	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCTION OF THE I-71/I-265 (SNYDER FREEWAY) INTERCHANGE (INTERIM IMPROVEMENTS). (2004BOPC)(08CCR)(10CCR)(14CCR)	U	NHPP	NH	2015	1,370,000	1,370,000	NO
JEFFERSON	5-48.3	171	2.3	7.5	9.8	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCTION OF THE I-71/I-265 (SNYDER FREEWAY) INTERCHANGE (INTERIM IMPROVEMENTS). (2004BOPC)(08CCR)(10CCR)(14CCR)	C	NHPP	IM	2016	13,500,000	13,500,000	NO
JEFFERSON	5-63	164	0.3	0	0.316	SAFETY	BRIDGE INSPECTION(P)	I-64 BRIDGE (SHERMAN MINTON) OVER OHIO RIVER @ LOUISVILLE (B279); JOINT PROJECT WITH INDIANA TO PERFORM IN-DEPTH INSPECTION. (056800279N)	C	NHPP	IM	2015	160,000	160,000	NO
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	STP	SLO	2015	11,500,000	11,500,000	NO
JEFFERSON	5-159	164	0.5	0.232	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	NHPP	NH	2015	7,400,000	7,400,000	NO
JEFFERSON	5-159	164	0.5	0.232	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	NHPP	NH	2015	2,170,000	2,170,000	NO

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JEFFERSON	5-159	164	0.5	0.232	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. (2006BOPC)(12CCR)	C	NHPP	NH	2017	14,250,000	14,250,000	NO
JEFFERSON	5-159.01	164	0.4	0.232	0.779	RELIABILITY	PREFINAGD CONVRSN(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. (2006BOPC)(12CCR)	C	STP	STP	2018	15,000,000	15,000,000	YES
JEFFERSON	5-205	165	0.621	0	0.621	SAFETY	SAFETY(P)	RECONSTRUCT SECOND CURVE ONLY ON I-65 SOUTHBOUND RAMP AT KY-1065 (OUTER LOOP). (SEE 5-205.01 FOR BREAKOUT IMPROVEMENTS)	C	NHPP	IM	2015	1,820,000	1,820,000	NO
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	STP	2015	390,000	390,000	NO
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	STP	S/O	2015	3,690,000	3,690,000	NO
JEFFERSON	5-371.12	KY 22	0.4	1.389	1.789	SAFETY	SAFETY(P)	RECONSTRUCT KY-22 AT SPRINGCREST DRIVE. (06CCN) (2004BOPC)(14CCR)	R	STP	STP	2015	400,000	400,000	NO
JEFFERSON	5-371.12	KY 22	0.4	1.389	1.789	SAFETY	SAFETY(P)	RECONSTRUCT KY-22 AT SPRINGCREST DRIVE. (06CCN) (2004BOPC)(14CCR)	U	STP	STP	2015	600,000	600,000	NO
JEFFERSON	5-371.12	KY 22	0.4	1.389	1.789	SAFETY	SAFETY(P)	RECONSTRUCT KY-22 AT SPRINGCREST DRIVE. (06CCN) (2004BOPC)(14CCR)	C	STP	STP	2015	1,190,000	1,190,000	NO
JEFFERSON	5-371.13	KY 22	0.4	2.537	2.937	SAFETY	SAFETY(P)	RECONSTRUCT KY-22 AT GOOSE CREEK ROAD. (06CCN) (2004BOPC)(14CCR)	R	STP	STP	2015	560,000	560,000	NO
JEFFERSON	5-371.13	KY 22	0.4	2.537	2.937	SAFETY	SAFETY(P)	RECONSTRUCT KY-22 AT GOOSE CREEK ROAD. (06CCN) (2004BOPC)(14CCR)	U	STP	STP	2015	970,000	970,000	NO
JEFFERSON	5-371.13	KY 22	0.4	2.537	2.937	SAFETY	SAFETY(P)	RECONSTRUCT KY-22 AT GOOSE CREEK ROAD. (06CCN) (2004BOPC)(14CCR)	C	STP	STP	2015	1,320,000	1,320,000	NO
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	STP	S/O	2015	4,330,000	4,330,000	NO

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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) (LOCAL MATCH)(2004BOPC) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	D	STP	S/O	2015	1,000,000	1,000,000	NO
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) (LOCAL MATCH)(2004BOPC) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	R	STP	S/O	2015	3,750,000	3,750,000	NO
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	STP	S/O	2015	90,000	90,000	NO
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	STP	S/O	2015	780,000	780,000	NO
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	STP	S/O	2015	1,000,000	1,000,000	NO
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	STP	S/O	2015	1,000,000	1,000,000	NO
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	STP	S/O	2015	1,000,000	1,000,000	NO

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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	STP	S/O	2016	4,000,000	4,000,000	NO
JEFFERSON	5-439.03					SAFETY	BIKE/PED FACIL(O)	REHABILITATION AND CONSTRUCTION OF VARIOUS SIDEWALK PROJECTS IN LOUISVILLE METRO. (2006BOPC) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	STP	S/O	2015	100,000	100,000	NO
JEFFERSON	5-439.04					SAFETY	BIKE/PED FACIL(O)	REHABILITATION AND CONSTRUCTION OF VARIOUS SIDEWALK PROJECTS IN LOUISVILLE METRO. (2006BOPC) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	STP	S/O	2016	100,000	100,000	NO
JEFFERSON	5-439.05					SAFETY	BIKE/PED FACIL(O)	REHABILITATION AND CONSTRUCTION OF VARIOUS SIDEWALK PROJECTS IN LOUISVILLE METRO. (2006BOPC) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	STP	S/O	2017	100,000	100,000	NO
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	STP	S/O	2015	40,000	40,000	NO
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	STP	S/O	2015	40,000	40,000	NO
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	STP	S/O	2015	320,000	320,000	NO

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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	STP	S/O	2015	650,000	650,000	NO
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	STP	S/O	2015	320,000	320,000	NO
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	STP	S/O	2015	490,000	490,000	NO
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	STP	S/O	2015	120,000	120,000	NO
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	STP	S/O	2015	290,000	290,000	NO
JEFFERSON	5-469	US 60	1.802	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	CM	2015	678,500	678,500	NO
JEFFERSON	5-470					RELIABILITY	RECONSTRUCTION(O)	CONVERSION OF ONE-WAY STREETS IN DOWNTOWN LOUISVILLE TO TWO-WAY TRAFFIC (MAIN JEFFERSON LIBERTY, MUHAMMAD ALI, CHESTNUT, 3RD STREETS). PHASE 1	C	STP	S/O	2015	2,381,500	2,381,500	NO
JEFFERSON	5-470.1	CS 1049F				RELIABILITY	RECONSTRUCTION(O)	CONVERSION OF ONE-WAY STREETS IN DOWNTOWN LOUISVILLE TO TWO-WAY TRAFFIC (8TH, 7TH, SHELBY, CAMPBELL STREETS). PHASE 2	C	STP	S/O	2015	748,000	748,000	NO

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JEFFERSON	5-474	1265	0.82	28.28	29.1	SAFETY	SAFETY(P)	REDUCE CONGESTION AND IMPROVE SAFETY AT THE KY 3084 (OLD HENRY ROAD) INTERCHANGE. (12CCR)	R	NHPP	NH	2016	300,000	300,000	NO
JEFFERSON	5-474	1265	0.82	28.28	29.1	SAFETY	SAFETY(P)	REDUCE CONGESTION AND IMPROVE SAFETY AT THE KY 3084 (OLD HENRY ROAD) INTERCHANGE. (12CCR)	U	NHPP	NH	2016	700,000	700,000	NO
JEFFERSON	5-474	1265	0.82	28.28	29.1	SAFETY	SAFETY(P)	REDUCE CONGESTION AND IMPROVE SAFETY AT THE KY 3084 (OLD HENRY ROAD) INTERCHANGE. (12CCR)	C	NHPP	IM	2017	5,090,000	5,090,000	NO
JEFFERSON	5-479	CR 1005B	0.614	0	0.614	RELIABILITY	RECONSTRUCTION(O)	WIDEN HUBBARDS LANE FROM US 60 (SHELBYVILLE ROAD) TO KY 1447 (WESTPORT ROAD) AND ADD BIKE LANES FROM KRESGE WAY TO KY 1447 (WESTPORT ROAD) IN LOUISVILLE. (BOPC2010)	U	STP	SLO	2015	500,000	500,000	NO
JEFFERSON	5-479	CR 1005B	0.614	0	0.614	RELIABILITY	RECONSTRUCTION(O)	WIDEN HUBBARDS LANE FROM US 60 (SHELBYVILLE ROAD) TO KY 1447 (WESTPORT ROAD) AND ADD BIKE LANES FROM KRESGE WAY TO KY 1447 (WESTPORT ROAD) IN LOUISVILLE. (BOPC2010)	C	STP	SLO	2016	2,000,000	2,000,000	NO
JEFFERSON	5-482	CR 1001G	0.4	0.2	0.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT GRADE LANE (CR-1001G) IN LOUISVILLE BETWEEN I-65 SB RAMPS AND GRADE LANE CONNECTOR (MP 0.2 TO MP 0.6)(AS PER MOA KY NATIONAL GUARD WILL REIMBURSE KYTC FOR PROJECT COSTS)(2012BOP)	C	DAR	DAR	2015	2,200,000	2,200,000	NO
JEFFERSON	5-483	171	5	9.1	11.315	RELIABILITY	MAJOR WIDENING(O)	WIDEN PRIORITY SECTION OF I-71 BETWEEN I-265 AND CRESTWOOD. (14CCR)	D	NHPP	NH	2015	2,500,000	2,500,000	NO
JEFFERSON	5-483	171	5	9.1	11.315	RELIABILITY	MAJOR WIDENING(O)	WIDEN PRIORITY SECTION OF I-71 BETWEEN I-265 AND CRESTWOOD. (14CCR)	R	NHPP	NH	2016	1,000,000	1,000,000	NO
JEFFERSON	5-483	171	5	9.1	11.315	RELIABILITY	MAJOR WIDENING(O)	WIDEN PRIORITY SECTION OF I-71 BETWEEN I-265 AND CRESTWOOD. (14CCR)	U	NHPP	NH	2016	500,000	500,000	NO
JEFFERSON	5-484					SAFETY	BIKE/PED FACIL(O)	CONSTRUCT A 2800' LONG, 10' WIDE MULTIUSE PATH THROUGH A.B. SAWYER PARK AND CONNECTING TO SURROUNDING NEIGHBORHOODS INCLUDES AN UNDERPASS, BRIDGE, AND SITE AMENITIES.	D	STP	SLO	2015	170,000	170,000	NO

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JEFFERSON	5-484					SAFETY	BIKE/PED FACIL(O)	CONSTRUCT A 2800' LONG, 10' WIDE MULTIUSE PATH THROUGH A.B. SAWYER PARK AND CONNECTING TO SURROUNDING NEIGHBORHOODS INCLUDES AN UNDERPASS, BRIDGE, AND SITE AMENITIES.	C	STP	SLO	2015	700,000	700,000	NO
JEFFERSON	5-485	US 60A	2.793	4.038	6.831	RELIABILITY	PAVEMENT REHAB-PR(P)	RE-CURB US 60A (EASTERN PARKWAY) FROM KY 1631 (GRITTENDEN DRIVE) TO US 31E (BARDSTOWN ROAD).	P	STP	SLO	2015	200,000	200,000	NO
JEFFERSON	5-485	US 60A	2.793	4.038	6.831	RELIABILITY	PAVEMENT REHAB-PR(P)	RE-CURB US 60A (EASTERN PARKWAY) FROM KY 1631 (GRITTENDEN DRIVE) TO US 31E (BARDSTOWN ROAD).	D	STP	SLO	2016	400,000	400,000	NO
JEFFERSON	5-485	US 60A	2.793	4.038	6.831	RELIABILITY	PAVEMENT REHAB-PR(P)	RE-CURB US 60A (EASTERN PARKWAY) FROM KY 1631 (GRITTENDEN DRIVE) TO US 31E (BARDSTOWN ROAD).	C	STP	SLO	2017	3,800,000	3,800,000	NO
JEFFERSON	5-486					SAFETY	BIKE/PED FACIL(O)	GOOD SAMARITAN BICYCLE/PEDESTRIAN TRAIL CONNECTOR: CONSTRUCT A MULTI-USE BICYCLE & PEDESTRIAN TRAIL ALONG OLD TAYLORSVILLE ROAD & JEFFERSON ST IN DOWNTOWN JEFFERSON CONNECTING THE DOWNTOWN ST NETWORK TO THE GOOD SAMARITAN CENTER & BICYCLE/PED TRAIL.	C	STP	SLO	2015	162,000	162,000	NO
JEFFERSON	5-487					RELIABILITY	SCOPING STUDY(O)	PRELIMINARY DESIGN & SCOPING STUDY TO DETERMINE LOCATION OF A MULTI-USE BICYCLE & PEDESTRIAN TRAIL PROJECT ALONG TAYLORSVILLE ROAD FROM DOWNTOWN JEFFERSON TO 21ST CENTURY PARK.	P	STP	SLO	2017	189,000	189,000	NO
JEFFERSON	5-489					SAFETY	BIKE/PED FACIL(O)	DESIGN & CONSTRUCT SHARED USE PATH & LOUISVILLE LOOP TRAILHEAD FACILITIES THRU JEFFERSON MEMORIAL FOREST FROM NORTH END OF SAND QUARRY TUNNEL AT GENE SNYDER FWY TO WEST TERMINUS OF EXISTING MSD TRAIL APPROX. 2.7 MI WHICH WILL INCLUDE BRIDGE OVER POND CR.	D	STP	SLO	2015	333,600	333,600	NO

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JEFFERSON	5-490		2.5			SAFETY	BIKE/PED FACIL(O)	DESIGN & CONSTRUCT SHARED USE PATH & LOUISVILLE LOOP TRAILHEAD FACILITIES THRU JEFFERSON MEMORIAL FOREST FROM BLEVINS GAP ROAD TO NORTH END OF SAND QUARRY TUNNEL AT GENE SNYDER FWY (THE TUNNEL WILL BE PART OF THIS SEGMENT) APPROX. 2.5 MILES.	D	STP	S/O	2015	210,500	210,500	NO
JEFFERSON	5-491					SAFETY	BIKE/PED FACIL(O)	DESIGN AND CONSTRUCT SHARED USE PATH AND LOUISVILLE LOOP TRAILHEAD FACILITIES THROUGH JEFFERSON MEMORIAL FOREST FROM PENDLETON RD AT MEDORA RD TO THE BEGINNING OF JEFFERSON MEMORIAL FOREST PROPERTY ON BLEVINS GAP RD APPROX. 1.3 MILES.	D	STP	S/O	2015	144,240	144,240	NO
JEFFERSON	5-492	CS 3596		0.494	1.005	RELIABILITY	RECONSTRUCTION(O)	MIDDLETOWN STREETScape PHASE VI. ROADWAY AND STREETScape IMPROVEMENTS ON OLD SHELBYVILLE RD FROM EVERGREEN RD TO US 60 (SHELBYVILLE RD).	C	STP	S/O	2015	254,000	254,000	NO
JEFFERSON	5-493					SAFETY	BIKE/PED FACIL(O)	MISCELLANEOUS SIDEWALKS AND HANDICAP RAMPS: CONSTRUCT AND REPLACE VARIOUS SIDEWALKS AND HANDICAP RAMPS THROUGHOUT THE CITY ON A REOCCURRING ANNUAL BASIS.	C	STP	S/O	2017	37,800	37,800	NO
JEFFERSON	5-495	KY 1020		7.837	9.15	SAFETY	BIKE/PED FACIL(O)	OLMSTED PARKWAYS MULTI-USE PATH SYSTEM-SOUTHERN PKWY: CONSTRUCTION OF A 2.5 MILE SHARED USE PATH SYSTEM ALONG SOUTHERN PARKWAY BETWEEN SOUTH 3RD AND NEW CUT ROAD.	C	STP	S/O	2015	1,000,000	1,000,000	NO
JEFFERSON	5-496	KY 2054		0.72	1.22	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A 0.5 MILE SHARED USE PATH SYSTEM ALONG ALGONQUIN PARKWAY BETWEEN WILSON AVENUE AND CYPRESS STREET.	C	STP	S/O	2015	1,000,000	1,000,000	NO
JEFFERSON	5-497	KY 2054		1.22	1.64	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A 0.45 MILE SHARED USE PATH SYSTEM ALONG ALGONQUIN PARKWAY BETWEEN CYPRESS STREET AND DIXIE HWY.	C	STP	S/O	2015	1,000,000	1,000,000	NO

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JEFFERSON	5-498	KY 2054		1.64	2,717	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A 1.2 MILE SHARED USE PATH SYSTEM ALONG ALGONQUIN PARKWAY BETWEEN DIXIE HIGHWAY AND SHARP AVE.	C	STP	SLO	2015	1,000,000	1,000,000	NO
JEFFERSON	5-499	CR 1001B		0	6,761	SAFETY	BIKE/PED FACIL(O)	RIVER ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS FROM DOWNTOWN LOUISVILLE TO THE CITY OF PROSPECT (US 42), 8.5 MILES. (SEE 5-3036.00)	D	STP	SLO	2015	200,000	200,000	NO
JEFFERSON	5-499	CR 1001B		0	6,761	SAFETY	BIKE/PED FACIL(O)	RIVER ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS FROM DOWNTOWN LOUISVILLE TO THE CITY OF PROSPECT (US 42), 8.5 MILES. (SEE 5-3036.00)	C	STP	SLO	2015	2,043,030	2,043,030	NO
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	STP	SLO	2015	12,500	12,500	NO
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	STP	SLO	2015	70,000	70,000	NO
JEFFERSON	5-515					SAFETY	BIKE/PED FACIL(O)	OHIO RIVER LEVEE TRAIL EXTENSION PROJECT- CONSTRUCT A SHARED USE PATH OF APPROXIMATELY 13,000 LINEAR FT BETWEEN RIVERSIDE HISTORIC SITE AND MILL CREEK GENERATING STATION (2012BOP).	C	STP	SLO	2015	701,444	701,444	NO
JEFFERSON	5-516.02					SAFETY	SAFETY(P)	VARIOUS SAFETY PROJECTS IN THE LOUISVILLE URBANIZED AREA.	C	STP	SLO	2016	1,000,000	1,000,000	NO
JEFFERSON	5-516.03					SAFETY	SAFETY(P)	VARIOUS SAFETY PROJECTS IN THE LOUISVILLE URBANIZED AREA.	C	STP	SLO	2017	1,000,000	1,000,000	NO

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JEFFERSON	5-518	CR 1004H	0.151	3-179	3.33	RELIABILITY	MINOR WIDENING(O)	WIDEN WATTERSON TRAIL FROM 2 TO 3 LANES FROM RUCKRIEGEL PARKWAY (CS-2056H) TO MAPLE ROAD (CS-1132H) AND FROM OLD TAYLORSVILLE ROAD (CS-1119H) TO RUCKRIEGEL PARKWAY (KY 1819). PROJECT TO INCLUDE STREETSCAPE ENHANCEMENTS.	D	STP	SIO	2015	117,480	117,480	NO
JEFFERSON	5-518	CR 1004H	0.151	3-179	3.33	RELIABILITY	MINOR WIDENING(O)	WIDEN WATTERSON TRAIL FROM 2 TO 3 LANES FROM RUCKRIEGEL PARKWAY (CS-2056H) TO MAPLE ROAD (CS-1132H) AND FROM OLD TAYLORSVILLE ROAD (CS-1119H) TO RUCKRIEGEL PARKWAY (KY 1819). PROJECT TO INCLUDE STREETSCAPE ENHANCEMENTS.	U	STP	SIO	2015	194,169	194,169	NO
JEFFERSON	5-518	CR 1004H	0.151	3-179	3.33	RELIABILITY	MINOR WIDENING(O)	WIDEN WATTERSON TRAIL FROM 2 TO 3 LANES FROM RUCKRIEGEL PARKWAY (CS-2056H) TO MAPLE ROAD (CS-1132H) AND FROM OLD TAYLORSVILLE ROAD (CS-1119H) TO RUCKRIEGEL PARKWAY (KY 1819). PROJECT TO INCLUDE STREETSCAPE ENHANCEMENTS.	C	STP	SIO	2016	509,788	509,788	NO
JEFFERSON	5-519	CR 1004H	0.831	1-857	2.688	SAFETY	BIKE/PED FACIL(O)	CONSTRUCT A MULTI-USE BICYCLE AND PEDESTRIAN TRAIL ALONG WATTERSON TRAIL FROM MULBERRY ROW WAY TO MANSFIELD ESTATES DRIVE.	C	STP	SIO	2017	656,640	656,640	NO
JEFFERSON	5-594	1264	1.7	20-9	22.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN WATTERSON EXPRESSWAY FROM WESTPORT ROAD (KY 1447) TO I-71.(12CCR)	D	NHPP	IM	2015	3,000,000	3,000,000	NO
JEFFERSON	5-594	1264	1.7	20-9	22.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN WATTERSON EXPRESSWAY FROM WESTPORT ROAD (KY 1447) TO I-71.(12CCR)	R	NHPP	IM	2016	2,000,000	2,000,000	NO
JEFFERSON	5-594	1264	1.7	20-9	22.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN WATTERSON EXPRESSWAY FROM WESTPORT ROAD (KY 1447) TO I-71.(12CCR)	U	NHPP	IM	2016	1,200,000	1,200,000	NO
JEFFERSON	5-710.08					RELIABILITY	ENVIRO MITIGATION(P)	LOUISVILLE BRIDGES; ENVIRONMENTAL & HISTORIC MITIGATION AND ENHANCEMENTS.	C	NHPP	NH	2015	1,100,000	1,100,000	NO
JEFFERSON	5-715.2					RELIABILITY	I-CHANGE RECONST(O)	LOUISVILLE BRIDGES; KENTUCKY TRADITIONAL IM FUNDING FOR FY 2015 PLEDGED TO SUPPORT THE FINANCING OF THE LSIORB (CANNOT BE MOVED)(14CCR)	C	NHPP	IM	2015	15,861,850	15,861,850	NO

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JEFFERSON	5-715.21					RELIABILITY	I-CHANGE RECONST(O)	LOUISVILLE BRIDGES; KENTUCKY TRADITIONAL NH FUNDING FOR FY 2015 PLEDGED TO SUPPORT THE FINANCING OF THE LSIORB (CANNOT BE MOVED)(14CCR)	C	NHPP	NH	2015	23,792,775	23,792,775	NO
JEFFERSON	5-715.3					RELIABILITY	I-CHANGE RECONST(O)	LOUISVILLE BRIDGES; KENTUCKY TRADITIONAL IM FUNDING FOR FY 2016 PLEDGED TO SUPPORT THE FINANCING OF THE LSIORB (CANNOT BE MOVED)(14CCR)	C	NHPP	IM	2016	15,861,850	15,861,850	NO
JEFFERSON	5-715.31					RELIABILITY	I-CHANGE RECONST(O)	LOUISVILLE BRIDGES; KENTUCKY TRADITIONAL NH FUNDING FOR FY 2016 PLEDGED TO SUPPORT THE FINANCING OF THE LSIORB (CANNOT BE MOVED)(14CCR)	C	NHPP	NH	2016	23,792,775	23,792,775	NO
JEFFERSON	5-715.4					RELIABILITY	I-CHANGE RECONST(O)	LOUISVILLE BRIDGES; KENTUCKY TRADITIONAL IM FUNDING FOR FY 2017 PLEDGED TO SUPPORT THE FINANCING OF THE LSIORB (CANNOT BE MOVED)(14CCR)	C	NHPP	IM	2017	17,930,925	17,930,925	NO
JEFFERSON	5-715.41					RELIABILITY	I-CHANGE RECONST(O)	LOUISVILLE BRIDGES; KENTUCKY TRADITIONAL NH FUNDING FOR FY 2017 PLEDGED TO SUPPORT THE FINANCING OF THE LSIORB (CANNOT BE MOVED)(14CCR)	C	NHPP	NH	2017	26,896,387	26,896,387	NO
JEFFERSON	5-715.5					RELIABILITY	I-CHANGE RECONST(O)	LOUISVILLE BRIDGES; KENTUCKY TRADITIONAL IM FUNDING FOR FY 2018 PLEDGED TO SUPPORT THE FINANCING OF THE LSIORB (CANNOT BE MOVED)	C	NHPP	IM	2018	50,000,000	50,000,000	NO
JEFFERSON	5-804	1264	0.1	21.8	22.3	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT I-264 (WATTERSON EXPRESSWAY)/ US-42 INTERCHANGE AS A SPUI.(12CCR)(14CCR)	R	NHPP	NH	2016	1,990,000	1,990,000	NO
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 2014 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	STP	SLO	2015	15,100,000	15,100,000	NO
JEFFERSON	5-965.13					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2015 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	STP	SLO	2015	7,900,000	7,900,000	NO

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JEFFERSON	5-965.14					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STIP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2016 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	STP	SLO	2016	3,800,000	3,800,000	NO
JEFFERSON	5-965.15					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STIP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2017 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SLO	2017	12,100,000	12,100,000	NO
JEFFERSON	5-965.16					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STIP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2018 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SLO	2018	18,000,000	18,000,000	NO
JEFFERSON	5-1012.12					RELIABILITY	CONGESTION MITIGATION(O)	LOUISVILLE INCIDENT MANAGEMENT PROGRAM (TRIMARC) CONSTRUCTION. (KYTC SHARE)	C	CM	CM	2015	1,410,000	1,410,000	NO
JEFFERSON	5-1061	CR 1019L	0.1	0.129	0.229	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1019L (MP 0.179) OVER BEE LICK CREEK; .4 MI NE-MANSLUICK RD-KY 2055; (STRUCTURALLY DEFICIENT, SR=4) 056C00104N	R	STP	BRZ	2015	40,000	40,000	NO
JEFFERSON	5-1061	CR 1019L	0.1	0.129	0.229	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1019L (MP 0.179) OVER BEE LICK CREEK; .4 MI NE-MANSLUICK RD-KY 2055; (STRUCTURALLY DEFICIENT, SR=4) 056C00104N	U	STP	BRZ	2015	50,000	50,000	NO
JEFFERSON	5-1061	CR 1019L	0.1	0.129	0.229	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1019L (MP 0.179) OVER BEE LICK CREEK; .4 MI NE-MANSLUICK RD-KY 2055; (STRUCTURALLY DEFICIENT, SR=4) 056C00104N	C	STP	BRZ	2016	250,000	250,000	NO
JEFFERSON	5-1062					RELIABILITY	BRIDGE REHAB(P)	OLMSTED PARKS HISTORIC BRIDGES: REHABILITATE T1 BRIDGES THROUGH OLMSTED PARK: (056C00032N, 056C00031N, 056C00026N, 056C00027N, 056C00028N, 056C00030N, 056C00029N, 056C00034N, 056C00033N, 056C00139N, 056C00138N)	C	STP	BRZ	2015	600,000	600,000	NO

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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	NHPP	BRO	2015	100,000	100,000	NO
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	NHPP	BRO	2015	500,000	500,000	NO
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	NHPP	BRO	2017	800,000	800,000	NO
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	NHPP	BRO	2015	120,000	120,000	NO
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	NHPP	BRO	2015	220,000	220,000	NO
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	C	NHPP	BRO	2017	850,000	850,000	NO
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	STP	BRZ	2015	100,000	100,000	NO
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	STP	BRZ	2015	50,000	50,000	NO
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	STP	BRZ	2015	500,000	500,000	NO
JEFFERSON	5-1070	CS 1017G	0.04	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) 056C00083N	D	STP	BRZ	2015	200,000	200,000	NO

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JEFFERSON	5-1070	CS 1017G	0.04	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) 056C00083N	R	STP	BRZ	2017	10,000	10,000	NO
JEFFERSON	5-1070	CS 1017G	0.04	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) 056C00083N	U	STP	BRZ	2017	100,000	100,000	NO
JEFFERSON	5-1073	I264		0.15	0.19	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE I-264 EB BRIDGE OVER NORTHWESTERN PARKWAY (KY-3064) (SR-48.0)	D	NHPP	BRO	2015	500,000	500,000	NO
JEFFERSON	5-1073	I264		0.15	0.19	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE I-264 EB BRIDGE OVER NORTHWESTERN PARKWAY (KY-3064) (SR-48.0)	C	NHPP	BRO	2016	2,000,000	2,000,000	NO
JEFFERSON	5-1074	I264	0.044	0.147	0.191	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER NORTHWESTERN PKWY (KY 3064) ON I-264 IN LOUISVILLE. (056B00226R) (SR=48.0)	D	STP	BRX	2017	450,000	450,000	NO
JEFFERSON	5-1077	CR 1001G	0.02	2.48	2.5	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER NORTHERN DITCH ON GRADE LANE (CR 1001G) 0.34 MILES OF KY 1747 (FERN VALLEY ROAD) (056C00064N)(SR=25.4)	D	STP	BRZ	2017	350,000	350,000	NO
JEFFERSON	5-2000.77	I264	7.8	0.46	8.22	RELIABILITY	TRANSP ENHANCEMENT(P)	SHAWNEE EXPRESSWAY LANDSCAPING: I-264 FENCING PROJECT. (2002BOPC)(10CCR)	C	NHPP	IM	2015	110,000	110,000	NO
JEFFERSON	5-3031	CS 1073H	0.352	0	0.352	RELIABILITY	TRANSP ENHANCEMENT(P)	WATTERSON TRAIL PHASE I- IMPROVE STREETScape, RECONSTRUCT SIDEWALKS AND ENHANCE LANDSCAPING FROM MAPLE ROAD TO OLD TAYLORSVILLE ROAD IN JEFFERSONTOWN. (BOPC2012)	C	STP	SLO	2015	416,000	416,000	NO
JEFFERSON	5-3036	CR 1001B	6.761	0	6.761	RELIABILITY	CONGESTION MITIG(TN)(O)	LOUISVILLE LOOP-OHIO RIVER VALLEY NORTHEAST PROJECT. BICYCLE/PEDESTRIAN FACILITIES ALONG A PATH THAT WOULD START AT THE EAST END BRIDGE AND END AT THE CITY OF PROSPECT. (2012BOPC) (SEE 5-499.00)	D	CM	CM	2015	228,000	228,000	NO
JEFFERSON	5-3036	CR 1001B	6.761	0	6.761	RELIABILITY	CONGESTION MITIG(TN)(O)	LOUISVILLE LOOP-OHIO RIVER VALLEY NORTHEAST PROJECT. BICYCLE/PEDESTRIAN FACILITIES ALONG A PATH THAT WOULD START AT THE EAST END BRIDGE AND END AT THE CITY OF PROSPECT. (2012BOPC) (SEE 5-499.00)	C	CM	CM	2015	1,407,000	1,407,000	NO

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JEFFERSON	5-3037	CS 1016F	0.207	0.455	0.662	SAFETY	BIKE/PED FACIL(O)	REHABILITATION OF SIDEWALKS ALONG HILL STREET BETWEEN 6TH STREET AND 7TH STREET. (2012 BOP)	C	STP	S/O	2015	240,000	240,000	NO
JEFFERSON	5-3703	CS 1002A	0.027	0.273	0.3	RELIABILITY	CONGESTION MITIG(TN(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	CM	2015	1,353,920	1,353,920	NO
JEFFERSON	5-3704					RELIABILITY	CONGESTION MITIG(TN(O)	LOU METRO BICYCLE FACILITY IMPROVEMENTS - STRIPING, SIGNAGE & SIGNALIZATION 2010 (2010BOPC)	C	CM	CM	2015	154,000	154,000	NO
JEFFERSON	5-3706		0.1	0.235	0.245	RELIABILITY	CONGESTION MITIG(TN(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	CM	2015	184,000	184,000	NO
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. (08CCN)(12CCR)	C	HSIP	SAF	2015	200,000	200,000	NO
JEFFERSON	5-8501	KY 2055	0.06	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 (SEE 5-8301.00 FOR D PHASE)(06CCN). (10CCR)	C	STP	STP	2015	1,150,000	1,150,000	NO
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 GREEK BRIDGE. (10CCN)(12CCR)	D	STP	STP	2015	600,000	600,000	NO
JEFFERSON	5-8810	KY 1931	0.599	4.887	5.486	RELIABILITY	MINOR WIDENING(O)	THREE LANE WIDENING ALONG KY-1931 FROM THE DOSS HIGH SCHOOL ENTRANCE TO PALATKA ROAD, INCLUDING INTERSECTION IMPROVEMENTS WITH PALATKA ROAD AND TURN LANES. (14CCN)	D	STP	STP	2015	500,000	500,000	NO

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JEFFERSON	5-8810	KY 1931	0.599	4.887	5.486	RELIABILITY	MINOR WIDENING(O)	THREE LANE WIDENING ALONG KY-1931 FROM THE DOSS HIGH SCHOOL ENTRANCE TO PALATKA ROAD, INCLUDING INTERSECTION IMPROVEMENTS WITH PALATKA ROAD AND TURN LANES. (14CCN)	R	STP	STP	2016	2,700,000	2,700,000	NO
JEFFERSON	5-8810	KY 1931	0.599	4.887	5.486	RELIABILITY	MINOR WIDENING(O)	THREE LANE WIDENING ALONG KY-1931 FROM THE DOSS HIGH SCHOOL ENTRANCE TO PALATKA ROAD, INCLUDING INTERSECTION IMPROVEMENTS WITH PALATKA ROAD AND TURN LANES. (14CCN)	U	STP	STP	2017	1,600,000	1,600,000	NO
JEFFERSON	5-8810	KY 1931	0.599	4.887	5.486	RELIABILITY	MINOR WIDENING(O)	THREE LANE WIDENING ALONG KY-1931 FROM THE DOSS HIGH SCHOOL ENTRANCE TO PALATKA ROAD, INCLUDING INTERSECTION IMPROVEMENTS WITH PALATKA ROAD AND TURN LANES. (14CCN)	C	STP	STP	2018	4,800,000	4,800,000	YES
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 7-83305.00 FOR D PHASE).(2008BOP)(12CCR)	C	STP	STP	2015	13,240,000	13,240,000	NO
JESSAMINE	7-396	KY 1268	0.122	12.49	12.612	RELIABILITY	MATCHED FED FUNDS(O)	WILMORE DOWNTOWN DRAINAGE AND STREET IMPROVEMENTS. (2008BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	R	STP	SLX	2015	50,000	50,000	NO
JESSAMINE	7-396	KY 1268	0.122	12.49	12.612	RELIABILITY	MATCHED FED FUNDS(O)	WILMORE DOWNTOWN DRAINAGE AND STREET IMPROVEMENTS. (2008BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	U	STP	SLX	2015	125,000	125,000	NO
JESSAMINE	7-396	KY 1268	0.122	12.49	12.612	RELIABILITY	MATCHED FED FUNDS(O)	WILMORE DOWNTOWN DRAINAGE AND STREET IMPROVEMENTS. (2008BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	SLX	2015	290,000	290,000	NO
JESSAMINE	7-397	KY 29	0.16	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	STP	SLX	2015	20,000	20,000	NO

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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	STP	2016	7,500,000	7,500,000	NO
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)	U	STP	STP	2016	5,000,000	5,000,000	NO
JESSAMINE	7-915	US 68	0.7	4.1	4.8	SAFETY	SAFETY(P)	RECONSTRUCT INTERSECTION OF KY 29 NORTH OF WILMORE.	R	STP	STP	2015	1,500,000	1,500,000	NO
JESSAMINE	7-915	US 68	0.7	4.1	4.8	SAFETY	SAFETY(P)	RECONSTRUCT INTERSECTION OF KY 29 NORTH OF WILMORE.	U	STP	STP	2015	600,000	600,000	NO
JESSAMINE	7-915	US 68	0.7	4.1	4.8	SAFETY	SAFETY(P)	RECONSTRUCT INTERSECTION OF KY 29 NORTH OF WILMORE.	C	STP	STP	2016	3,000,000	3,000,000	NO
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	STP	2017	10,000,000	10,000,000	NO
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	STP	2018	3,000,000	3,000,000	YES
JOHNSON	12-1114	KY 40		0.372	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) 058800012N	R	NHPP	BRO	2015	400,000	400,000	NO
JOHNSON	12-1114	KY 40		0.372	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) 058800012N	U	NHPP	BRO	2015	225,000	225,000	NO
JOHNSON	12-1114	KY 40		0.372	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) 058800012N	C	NHPP	BRO	2015	950,000	950,000	NO
KENTON	6-17.04	175		191.277	191.777	RELIABILITY	BRIDGE REPLACEMENT(P)	TRANSPORTATION IMPROVEMENTS TO BRENT SPENCE BRIDGE. (2005HPP-KY154 AND KY143): (059B00046N) (THESE FUNDS WILL BE USED BY KYTC FOR CONTINUED PROJECT DEVELOPMENT)	C	HPP	HPP	2015	22,260,437	22,260,437	NO
KENTON	6-162.01	KY 536	4.5	0	4.476	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-536 TO A 4 LANE URBAN SECTION FROM THE BOONE COUNTY LINE TO KY-17 (MP 0.0 TO MP 4.5). (00CCR)(04CCN)(06CCR)(2006BOPC)(PHASE I DESIGN SHOWN UNDER 6-162.00)(12CCR)(14CCR)	R	STP	STP	2016	22,050,000	22,050,000	NO

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KENTON	6-162.01	KY 536	4.5	0	4.476	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-536 TO A 4 LANE URBAN SECTION FROM THE BOONE COUNTY LINE TO KY-17 (MP 0.0 TO MP 4.5). (00CCR)(04CCN)(06CCR)(2006BOP)(PHASE I DESIGN SHOWN UNDER 6-162.00)(12CCR)(14CCR)	U	STP	STP	2017	4,160,000	4,160,000	NO
KENTON	6-416	CS 5555	0.51	0	0.51	RELIABILITY	MATCHED FED FUNDS(O)	EXTEND THE SECOND EASTBOUND LANE OF THOMAS MORE PKWY FROM TURKEYFOOT RD TO CENTERVIEW BLVD. (2012BOP)	R	STP	SNK	2015	117,400	117,400	NO
KENTON	6-416	CS 5555	0.51	0	0.51	RELIABILITY	MATCHED FED FUNDS(O)	EXTEND THE SECOND EASTBOUND LANE OF THOMAS MORE PKWY FROM TURKEYFOOT RD TO CENTERVIEW BLVD. (2012BOP)	U	STP	SNK	2015	40,000	40,000	NO
KENTON	6-416	CS 5555	0.51	0	0.51	RELIABILITY	MATCHED FED FUNDS(O)	EXTEND THE SECOND EASTBOUND LANE OF THOMAS MORE PKWY FROM TURKEYFOOT RD TO CENTERVIEW BLVD. (2012BOP)	C	STP	SNK	2016	528,000	528,000	NO
KENTON	6-418	CS 2215	0.17	0	0.17	RELIABILITY	MATCHED FED FUNDS(O)	PAVEMENT AND SIDEWALK RESTORATION ALONG 6TH STREET FROM SCOTT STREET TO RUSSELL STREET (1,400 FEET). ALSO SIDEWALK IMPROVEMENTS ON SCOTT STREET FROM 4TH STREET TO 6TH STREET (900 FEET). (2012BOP)	C	STP	SNK	2015	1,280,508	1,280,508	NO
KENTON	6-419	CR 1316	0.275	0	0.275	RELIABILITY	MATCHED FED FUNDS(O)	PHASE I MULTI-USE PATH ALONG BROMLEY CRESCENT SPRINGS RD FROM ANDERSON ROAD TO AMSTERDAM ROAD. (2012BOP)	R	STP	SNK	2016	400,000	400,000	NO
KENTON	6-419	CR 1316	0.275	0	0.275	RELIABILITY	MATCHED FED FUNDS(O)	PHASE I MULTI-USE PATH ALONG BROMLEY CRESCENT SPRINGS RD FROM ANDERSON ROAD TO AMSTERDAM ROAD. (2012BOP)	U	STP	SNK	2016	800,000	800,000	NO
KENTON	6-419	CR 1316	0.275	0	0.275	RELIABILITY	MATCHED FED FUNDS(O)	PHASE I MULTI-USE PATH ALONG BROMLEY CRESCENT SPRINGS RD FROM ANDERSON ROAD TO AMSTERDAM ROAD. (2012BOP)	C	STP	SNK	2017	3,080,000	3,080,000	NO
KENTON	6-420	CS 2093	0.993	0.336	1.329	RELIABILITY	MATCHED FED FUNDS(O)	RESURFACING OF RUSSELL STREET FROM 6TH STREET TO 18TH STREET (5,600 FEET). (2012BOP)	C	STP	SNK	2015	142,890	142,890	NO
KENTON	6-421	KY 8	3.462	4.2	7.662	RELIABILITY	MATCHED FED FUNDS(O)	PEDESTRIAN/BICYCLE TRAIL THROUGH THE CITIES OF LUDLOW, COVINGTON, NEWPORT & BELLEVUE ALONG THE OHIO RIVER. (2012BOP)	C	STP	SNK	2015	481,600	481,600	NO

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KENTON	6-424	CS 4061	0.01	0.35	0.36	RELIABILITY	MATCHED FED FUNDS(O)	INSTALLATION OF NEW TRAFFIC SIGNAL AT THOMAS MORE PKWY AND SOUTH LOOP ROAD, INCLUDING PEDESTRIAN SIGNALS. (2012BOP)	C	STP	SNK	2016	102,400	102,400	NO
KENTON	6-426	CS 4128	3.114	0	3.114	RELIABILITY	MATCHED FED FUNDS(O)	RESURFACING AND STABILIZATION OF DUDLEY ROAD, BUS SHELTER FROM DIXIE HIGHWAY TO WINDING TRAILS DRIVE.	C	STP	SNK	2015	1,207,100	1,207,100	NO
KENTON	6-701					RELIABILITY	MATCHED FED FUNDS(O)	EDGEWOOD LED SIGNALS INTERSECTIONS ALONG DUDLEY ROAD AND THOMAS MORE PARKWAY. LPA PROJECT (2012BOP)	C	STP	SNK	2015	50,960	50,960	NO
KENTON	6-1070	CS 2097	0.079	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	STP	BRZ	2015	210,000	210,000	NO
KENTON	6-1070	CS 2097	0.079	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	STP	BRZ	2015	210,000	210,000	NO
KENTON	6-1070	CS 2097	0.079	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	STP	BRZ	2015	1,470,000	1,470,000	NO
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	NHPP	BRO	2015	560,000	560,000	NO
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	NHPP	BRO	2015	550,000	550,000	NO
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	NHPP	BRO	2015	1,500,000	1,500,000	NO
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	NHPP	BRO	2015	50,000	50,000	NO
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	NHPP	BRO	2015	50,000	50,000	NO

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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	NHPP	BRO	2015	500,000	500,000	NO
KENTON	6-3704	US 25	0.2	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	CM	2015	760,000	760,000	NO
KENTON	6-9005	KY 1486	0.1	2.5	2.6	SAFETY	SAFETY-HAZARD ELIM(P)	IMPROVE INTERSECTION OF KY 1486 (MP 2.590) AND KY 2047. APPLICATION OF HIGH FRICTION SURFACE, SIGHT DISTANCE, DRAINAGE STRUCTURE IMPROVEMENT, DITCHING, SIGNING AND PAVEMENT MARKINGS. (2012BOP)	R	HSIP	SAF	2015	45,000	45,000	NO
KENTON	6-9005	KY 1486	0.1	2.5	2.6	SAFETY	SAFETY-HAZARD ELIM(P)	IMPROVE INTERSECTION OF KY 1486 (MP 2.590) AND KY 2047. APPLICATION OF HIGH FRICTION SURFACE, SIGHT DISTANCE, DRAINAGE STRUCTURE IMPROVEMENT, DITCHING, SIGNING AND PAVEMENT MARKINGS. (2012BOP)	U	HSIP	SAF	2015	15,000	15,000	NO
KENTON	6-9005	KY 1486	0.1	2.5	2.6	SAFETY	SAFETY-HAZARD ELIM(P)	IMPROVE INTERSECTION OF KY 1486 (MP 2.590) AND KY 2047. APPLICATION OF HIGH FRICTION SURFACE, SIGHT DISTANCE, DRAINAGE STRUCTURE IMPROVEMENT, DITCHING, SIGNING AND PAVEMENT MARKINGS. (2012BOP)	C	HSIP	SAF	2015	200,000	200,000	NO
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	STP	BRZ	2015	75,000	75,000	NO
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	STP	BRZ	2015	325,000	325,000	NO
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	C	STP	BRZ	2017	600,000	600,000	NO
KNOTT	12-8801	KY 899	0.1	3.6	3.7	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT CURVE ON KY 899 IN KNOTT COUNTY BETWEEN MP 3.6 AND MP 3.7. (14CCN)	C	HSIP	SAF	2017	125,000	125,000	NO

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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	NHPP	NH	2015	3,480,000	3,480,000	NO
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	NHPP	NH	2015	1,920,000	1,920,000	NO
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)	C	NHPP	NH	2017	7,000,000	7,000,000	NO
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)(AR/W)	C	STP	BRX	2015	690,000	690,000	NO
KNOX	11-8705	KY 223	0.044	15.26	15.304	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE STINKING CREEK ROAD BROWNS BRANCH BRIDGE. (12CCN)	R	STP	BRX	2015	300,000	300,000	NO
KNOX	11-8705	KY 223	0.044	15.26	15.304	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE STINKING CREEK ROAD BROWNS BRANCH BRIDGE. (12CCN)	U	STP	BRX	2015	90,000	90,000	NO
KNOX	11-8705	KY 223	0.044	15.26	15.304	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE STINKING CREEK ROAD BROWNS BRANCH BRIDGE. (12CCN)	C	STP	BRX	2015	850,000	850,000	NO
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	HSP	SAF	2015	175,000	175,000	NO
KNOX	11-8857	KY 3439	0.9	0	0.9	SAFETY	SAFETY(P)	IMPROVE SAFETY NEAR INTERSECTION OF US 25E AND KY 3439 BY PROVIDING SIDEWALKS TO AN AREA FREQUENTED BY PEDESTRIANS. (MP 0.0-MP 0.9)(14CCN)	D	HSP	SAF	2015	250,000	250,000	NO
KNOX	11-8857	KY 3439	0.9	0	0.9	SAFETY	SAFETY(P)	IMPROVE SAFETY NEAR INTERSECTION OF US 25E AND KY 3439 BY PROVIDING SIDEWALKS TO AN AREA FREQUENTED BY PEDESTRIANS. (MP 0.0-MP 0.9)(14CCN)	R	HSP	SAF	2016	500,000	500,000	NO

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KNOX	11-8857	KY 3439	0.9	0	0.9	SAFETY	SAFETY(P)	IMPROVE SAFETY NEAR INTERSECTION OF US 25E AND KY 3439 BY PROVIDING SIDEWALKS TO AN AREA FREQUENTED BY PEDESTRIANS. (MP 0.0-MP 0.9)(14CCN)	U	HSP	SAF	2016	500,000	500,000	NO
KNOX	11-8857	KY 3439	0.9	0	0.9	SAFETY	SAFETY(P)	IMPROVE SAFETY NEAR INTERSECTION OF US 25E AND KY 3439 BY PROVIDING SIDEWALKS TO AN AREA FREQUENTED BY PEDESTRIANS. (MP 0.0-MP 0.9)(14CCN)	C	HSP	SAF	2017	2,000,000	2,000,000	NO
LARUE	4-17	165	5.6	76.6	78.661	RELIABILITY	MAJOR WIDENING(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.7MI N OF KY 224 TO 0.6MI N OF OLD SONORA ROAD. (NH SHARE)(AR/W)(U PHASE ADVANCE FROM 99-337.08)(14CCR)	C	NHPP	IM	2017	23,200,000	23,200,000	NO
LARUE	4-17.01	165	5.6	76.6	78.661	RELIABILITY	PREFINANCD CONVRSN(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.7MI N OF KY 224 TO 0.6MI N OF OLD SONORA ROAD. (NH SHARE)(AR/W)(U PHASE ADVANCE FROM 99-337.08)(ADDITIONAL FUNDING FOR C PHASE)(12CCR)(14CCR)	C	NHPP	NH	2017	34,800,000	34,800,000	NO
LARUE	4-17.02	165	5.6	76.6	78.661	RELIABILITY	PREFINANCD CONVRSN(O)	TENN. STATE LINE-ELIZABETHTOWN; WIDEN TO 6 LANES FROM 0.7MI N OF KY 224 TO 0.6MI N OF OLD SONORA ROAD. (NH SHARE)(AR/W)(U PHASE ADVANCE FROM 99-337.08)(ADDITIONAL FUNDING FOR C PHASE)(12CCR)	C	NHPP	NH	2017	20,000,000	20,000,000	NO
LARUE	4-1087	KY 61	0.008	1.504	1.512	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER SOUTH FORK BRANCH ON KY 61 0.5 MILE NORTH OF KY 1906 (062B00010N) (SR=49.8)	D	STP	BRX	2017	100,000	100,000	NO
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	NHPP	NH	2015	3,000,000	3,000,000	NO
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	NHPP	NH	2015	2,480,000	2,480,000	NO

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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	NHPP	NH	2017	9,250,000	9,250,000	NO
LAUREL	11-1004.01	KY 363	0.2	9.1	9.3	SAFETY	SAFETY-HAZARD ELIM(P)	CONSTRUCT A ROUNDABOUT ON KY-363 AT KY-1006. (066CCR)	C	HSP	SAF	2015	1,460,000	1,460,000	NO
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	STP	BRX	2015	175,000	175,000	NO
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	STP	BRX	2015	200,000	200,000	NO
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	STP	BRX	2016	1,140,000	1,140,000	NO
LAUREL	11-1086	175	30.553	30.643	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	NHPP	BRO	2015	600,000	600,000	NO
LAUREL	11-1086	175	30.553	30.643	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	U	NHPP	BRO	2016	175,000	175,000	NO
LAUREL	11-1086	175	30.553	30.643	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	C	NHPP	BRO	2018	4,250,000	4,250,000	YES
LAUREL	11-1094	CR 1862	1.071	1.111	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	STP	BRZ	2015	250,000	250,000	NO
LAUREL	11-1094	CR 1862	1.071	1.111	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	STP	BRZ	2015	50,000	50,000	NO
LAUREL	11-1094	CR 1862	1.071	1.111	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	STP	BRZ	2015	50,000	50,000	NO

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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	STP	BRZ	2017	1,000,000	1,000,000	NO
LAUREL	11-1096	KY 312	0.02	1.737	1.757	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER CRAIG CREEK ON KY 312 1.8 MILE SE OF KY 192. (063B00053N)(SR=49.4)(14CCR)	D	STP	BRX	2016	325,000	325,000	NO
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 (AR/W)	C	STP	BRZ	2016	550,000	550,000	NO
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	STP	BRZ	2015	300,000	300,000	NO
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	STP	BRZ	2016	75,000	75,000	NO
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	STP	BRZ	2016	75,000	75,000	NO
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	C	STP	BRZ	2018	350,000	350,000	YES
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	STP	BRZ	2015	20,000	20,000	NO
LEE	10-1106	CS 1005	0.04	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	STP	BRZ	2015	50,000	50,000	NO
LEE	10-1106	CS 1005	0.04	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	STP	BRZ	2015	520,000	520,000	NO
LEE	10-8852	KY 52	0.678	12.078	12.756	SAFETY	SAFETY(P)	CONSTRUCT SIDEWALKS, CURB AND GUTTER ON KY 52 FROM DOWNTOWN BEATTYVILLE TOWARD IRVINE. (14CCN)	C	HSP	SAF	2015	1,500,000	1,500,000	NO

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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); (066G00024N)	R	STP	BRZ	2015	230,000	230,000	NO
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); (066G00024N)	U	STP	BRZ	2015	120,000	120,000	NO
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); (066G00024N)	C	STP	BRZ	2015	470,000	470,000	NO
LESLIE	11-1078	US 421	0.1	15.137	15.177	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON US-421 OVER STINNET CREEK (B08) 0.028 MILE SOUTH OF KY-406 NEAR STINNETT. (SR=26.0) (10CCR)	R	NHPP	BRO	2016	890,000	890,000	NO
LESLIE	11-1078	US 421	0.1	15.137	15.177	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON US-421 OVER STINNET CREEK (B08) 0.028 MILE SOUTH OF KY-406 NEAR STINNETT. (SR=26.0) (10CCR)	U	NHPP	BRO	2018	180,000	180,000	YES
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) 066B000002N	R	NHPP	BRO	2015	250,000	250,000	NO
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) 066B000002N	U	NHPP	BRO	2015	175,000	175,000	NO
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) 066B000002N	C	NHPP	BRO	2015	1,681,000	1,681,000	NO
LESLIE	11-1095	US 421	0.014	18.423	18.437	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER MUINCY CREEK ON US 421 0.5 MILE SOUTH OF TAYLOR MORGAN ROAD (CR 1090).(066B00006N)(SR=31.5)	D	STP	BRX	2017	350,000	350,000	NO

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LESLIE	11-1098	CR 1138	0.02	0	0.02	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER GREASY CREEK ON ELK ROAD (CR 1138) AT JCT WITH KY 2009 (066C00019N)(SR=2) (EBRP)	D	STP	BRZ	2015	250,000	250,000	NO
LESLIE	11-1098	CR 1138	0.02	0	0.02	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER GREASY CREEK ON ELK ROAD (CR 1138) AT JCT WITH KY 2009 (066C00019N)(SR=2) (EBRP)	R	STP	BRZ	2016	30,000	30,000	NO
LESLIE	11-1098	CR 1138	0.02	0	0.02	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER GREASY CREEK ON ELK ROAD (CR 1138) AT JCT WITH KY 2009 (066C00019N)(SR=2) (EBRP)	U	STP	BRZ	2016	50,000	50,000	NO
LESLIE	11-1098	CR 1138	0.02	0	0.02	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER GREASY CREEK ON ELK ROAD (CR 1138) AT JCT WITH KY 2009 (066C00019N)(SR=2) (EBRP)	C	STP	BRZ	2016	600,000	600,000	NO
LETCHER	12-311.39	US 119	4.25			RELIABILITY	RELOCATION(O)	HARLAN-WHITESBURG; PINE MOUNTAIN; PARTIRIDGE 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)(14CCR)	C	NHPP	NH	2015	11,250,000	11,250,000	NO
LETCHER	12-311.77	US 119	1.55			RELIABILITY	RELOCATION(O)	HARLAN-WHITESBURG; PINE MOUNTAIN; PARTIRIDGE 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 EXIST US-119. (F16) (2004BOPC)(CONST. SEC. 4)(GRADE, DRAIN AND SURF)(14CCR)	C	NHPP	APD	2015	35,700,000	35,700,000	NO
LETCHER	12-311.8	US 119	1.6	8.6	10.2	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCTION OF US-119 FROM 0.15 MILE WEST OF KY-806 TO KY-932. 2012BOP	D	NHPP	APD	2016	1,500,000	1,500,000	NO
LETCHER	12-311.8	US 119	1.6	8.6	10.2	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCTION OF US-119 FROM 0.15 MILE WEST OF KY-806 TO KY-932. 2012BOP	R	NHPP	APD	2018	2,500,000	2,500,000	YES
LETCHER	12-1094	KY 343	0.1	0.622	0.662	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE AND APPROACHES ON KY-343 OVER WRIGHT FORK (B79) 50 FEET NE OF HAYMOND HILL ROAD. (SR=3-0): (067B00079N)	C	STP	BRX	2015	670,000	670,000	NO
LETCHER	12-1096	CR 1391	0.1	0.041	0.081	RELIABILITY	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	STP	BRZ	2015	900,000	900,000	NO

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LETCHER	12-1097	KY 343	0.1	1.604	1.644	RELIABILITY	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	STP	BRX	2015	680,000	680,000	NO
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	STP	BRZ	2015	100,000	100,000	NO
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	STP	BRZ	2015	120,000	120,000	NO
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	STP	BRZ	2016	300,000	300,000	NO
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 (ARW)	C	STP	BRZ	2016	430,000	430,000	NO
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	NHPP	BRO	2015	420,000	420,000	NO
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	NHPP	BRO	2015	125,000	125,000	NO
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	NHPP	BRO	2017	1,350,000	1,350,000	NO
LETCHER	12-1117	CR 1359Q4	0.002	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	STP	BRZ	2015	250,000	250,000	NO
LETCHER	12-1117	CR 1359Q4	0.002	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	STP	BRZ	2015	50,000	50,000	NO
LETCHER	12-1117	CR 1359Q4	0.002	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	STP	BRZ	2015	875,000	875,000	NO
LETCHER	12-1120	KY 3404	0.012	0.782	0.794	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER POOR FORK OF CUMBERLAND RIVER ON KY 3404 100 FT SOUTH OF US 119. (067B00114N)(SR=11.7)	D	STP	BRX	2017	275,000	275,000	NO

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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 (14CCR)	R	NHPP	BRO	2015	150,000	150,000	NO
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 (14CCR)	U	NHPP	BRO	2015	150,000	150,000	NO
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 (14CCR)	C	NHPP	BRO	2016	3,000,000	3,000,000	NO
LEWIS	9-1085	CR 1338	0.04	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	STP	BRZ	2015	10,000	10,000	NO
LEWIS	9-1085	CR 1338	0.04	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	STP	BRZ	2015	400,000	400,000	NO
LEWIS	9-8806	CR 1023	4.387	0	3.154	NEW ROUTES	NEW ROUTE(O)	LEWIS-GREENUP CONNECTOR ROAD CONNECTING KY-8 TO KY-10 AT SCAFFOLD LICK ROAD. (14CCN)	P	STP	STP	2015	500,000	500,000	NO
LEWIS	9-8806	CR 1023	4.387	0	3.154	NEW ROUTES	NEW ROUTE(O)	LEWIS-GREENUP CONNECTOR ROAD CONNECTING KY-8 TO KY-10 AT SCAFFOLD LICK ROAD. (14CCN)	D	STP	STP	2015	1,500,000	1,500,000	NO
LEWIS	9-8807	KY 57	4.557	0	4.557	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-57 FROM KY-9 TO FLEMING/LEWIS COUNTY LINE. (14CCN)	D	STP	STP	2015	2,100,000	2,100,000	NO
LEWIS	9-8807	KY 57	4.557	0	4.557	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-57 FROM KY-9 TO FLEMING/LEWIS COUNTY LINE. (14CCN)	R	STP	STP	2017	5,200,000	5,200,000	NO
LEWIS	9-8807	KY 57	4.557	0	4.557	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-57 FROM KY-9 TO FLEMING/LEWIS COUNTY LINE. (14CCN)	U	STP	STP	2018	3,400,000	3,400,000	YES
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	NHPP	NH	2016	2,100,000	2,100,000	NO
LINCOLN	8-196	US 27	0.7	18.2	18.9	RELIABILITY	MAJOR WIDENING(O)	WIDEN US-27 FROM KY-590 TO BELL STREET IN STANFORD (MP 18.2 TO MP 18.9). (INCLUDES NEW GOSHEN CUT-OFF ROAD)(2005HPP-KY115)	D	HPP	HPP	2015	1,439,839	1,439,839	NO

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LINCOLN	8-196	US 27	0.7	18.2	18.9	RELIABILITY	MAJOR WIDENING(O)	WIDEN US-27 FROM KY-590 TO BELL STREET IN STANFORD (MP 18.2 TO MP 18.9). (INCLUDES NEW GOSHEN CUT-OFF ROAD)(2005HPP-KY115)	R	NHPP	NH	2018	1,400,000	1,400,000	YES
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	NHPP	BRO	2015	120,000	120,000	NO
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	NHPP	BRO	2015	350,000	350,000	NO
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	NHPP	BRO	2016	810,000	810,000	NO
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	STP	BRX	2015	1,880,000	1,880,000	NO
LIVINGSTON	1-1142	US 60	0.344	12.524	12.868	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	NHPP	BRO	2015	1,600,000	1,600,000	NO
LIVINGSTON	1-1142	US 60	0.344	12.524	12.868	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	NHPP	BRO	2016	300,000	300,000	NO
LIVINGSTON	1-1142	US 60	0.344	12.524	12.868	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	NHPP	BRO	2016	350,000	350,000	NO
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	NHPP	BRO	2015	100,000	100,000	NO
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	NHPP	BRO	2015	100,000	100,000	NO
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	NHPP	BRO	2015	400,000	400,000	NO
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	STP	BRX	2015	65,000	65,000	NO
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	STP	BRX	2015	70,000	70,000	NO

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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	C	STP	BRX	2016	460,000	460,000	NO
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	NHPP	BRO	2015	80,000	80,000	NO
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	NHPP	BRO	2015	70,000	70,000	NO
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	NHPP	BRO	2016	350,000	350,000	NO
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	NHPP	BRO	2015	50,000	50,000	NO
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	NHPP	BRO	2015	75,000	75,000	NO
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	NHPP	BRO	2016	200,000	200,000	NO
LOGAN	3-1083	CR 1249		0.786	0.826	RELIABILITY	BRIDGE REHAB(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	STP	BRZ	2015	70,000	70,000	NO
LOGAN	3-1083	CR 1249		0.786	0.826	RELIABILITY	BRIDGE REHAB(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	STP	BRZ	2015	190,000	190,000	NO
LOGAN	3-1083	CR 1249		0.786	0.826	RELIABILITY	BRIDGE REHAB(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	STP	BRZ	2016	550,000	550,000	NO
MADISON	7-236	KY 595		2.565	2.665	RELIABILITY	SCOPING STUDY(O)	COMPREHENSIVE TRAFFIC STUDY FOR INTERSECTION OF MAIN STREET AND BEEA COLLEGE CAMPUS, BEEA. (2005HPP-KY112)(MOA WITH BEEA)	C	HPP	HPP	2015	431,951	431,951	NO
MADISON	7-239.01	KY 21	0.074	9.115	9.189	RELIABILITY	BIKE/PED FACIL(O)	IMPROVE PROSPECT STREET PEDESTRIAN ACCESS, BEEA. (SEE 7-8503.00 FOR "STP" FUNDS)(2005HPP-KY128)(MOA WITH BEEA)	C	HPP	HPP	2015	215,463	215,463	NO

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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	HPP	2015	719,920	719,920	NO
MADISON	7-251.4	US 25	2.98	11,903	14,883	RELIABILITY	MAJOR WIDENING(O)	PRIORITY SECTION II: WIDEN US-25 TO 3 LANES FROM US 421 TO PUMPKIN RUN. (2006BOPC)(08CCR)(10CCR)(12CCR)(14CCR)	R	NHPP	NH	2015	4,250,000	4,250,000	NO
MADISON	7-251.4	US 25	2.98	11,903	14,883	RELIABILITY	MAJOR WIDENING(O)	PRIORITY SECTION II: WIDEN US-25 TO 3 LANES FROM US 421 TO PUMPKIN RUN. (2006BOPC)(08CCR)(10CCR)(12CCR)(14CCR)	U	NHPP	NH	2015	5,310,000	5,310,000	NO
MADISON	7-251.4	US 25	2.98	11,903	14,883	RELIABILITY	MAJOR WIDENING(O)	PRIORITY SECTION II: WIDEN US-25 TO 3 LANES FROM US 421 TO PUMPKIN RUN. (2006BOPC)(08CCR)(10CCR)(12CCR)(14CCR)	C	NHPP	NH	2016	10,130,000	10,130,000	NO
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	NHPP	BRO	2015	90,000	90,000	NO
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	NHPP	BRO	2015	100,000	100,000	NO
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	NHPP	BRO	2015	760,000	760,000	NO
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) 076B00021	D	NHPP	BRO	2015	300,000	300,000	NO
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) 076B00021	R	NHPP	BRO	2015	90,000	90,000	NO
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) 076B00021	U	NHPP	BRO	2015	90,000	90,000	NO
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) 076B00021	C	NHPP	BRO	2016	625,000	625,000	NO

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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	STP	BRZ	2015	40,000	40,000	NO
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	STP	BRZ	2015	40,000	40,000	NO
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	STP	BRZ	2015	400,000	400,000	NO
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)(14CCR)	U	NHPP	NH	2015	8,660,000	8,660,000	NO
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)(14CCR)	C	STP	STP	2017	18,720,000	18,720,000	NO
MADISON	7-8820	I75	10.381	87.16	97.541	RELIABILITY	PAVEMENT REHAB-INT(P)	REHABILITATION FROM CLAY'S FERRY BRIDGE TO BARNES MILL ROAD. (14CCN)	D	NHPP	IM	2016	1,500,000	1,500,000	NO
MAGOFFIN	10-126.12	KY 9009	2.4	71	73.4	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM APPROXIMATELY 0.4 MILES EAST OF KY 3050 OVERPASS (MP 71.0) TO 1.1 MI W OF BRIDGE OVER LICKING RIVER (MP 73.4). (2012BOP)	R	STP	STP	2015	1,200,000	1,200,000	NO
MAGOFFIN	10-126.12	KY 9009	2.4	71	73.4	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM APPROXIMATELY 0.4 MILES EAST OF KY 3050 OVERPASS (MP 71.0) TO 1.1 MI W OF BRIDGE OVER LICKING RIVER (MP 73.4). (2012BOP)	U	STP	STP	2015	400,000	400,000	NO

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MAGOFFIN	10-126.12	KY 9009	2.4	71	73.4	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM APPROXIMATELY 0.4 MILES EAST OF KY 3050 OVERPASS (MP 71.0) TO 1.1 MI W OF BRIDGE OVER LICKING RIVER (MP 73.4). (2012BOP)	C	NHPP	NH	2015	18,000,000	18,000,000	NO
MAGOFFIN	10-126.13	KY 9009	2.4	71	73.4	RELIABILITY	PREFINANCD CONVRSN(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM APPROXIMATELY 0.4 MILES EAST OF KY 3050 OVERPASS (MP 71.0) TO 1.1 MI W OF BRIDGE OVER LICKING RIVER (MP 73.4). (2012BOP)(ADDITIONAL FUNDING FOR C PHASE)	C	NHPP	NH	2016	30,000,000	30,000,000	NO
MAGOFFIN	10-126.4	KY 9009	4.6	65	69.6	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.3MI W OF KY 3047 (65.0) TO 0.7 MI W OF MIDDLE FORK LICKING RIVER BRIDGE (69.6). (2012BOP)(14CCR)	R	STP	STP	2017	2,400,000	2,400,000	NO
MAGOFFIN	10-126.4	KY 9009	4.6	65	69.6	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.3MI W OF KY 3047 (65.0) TO 0.7 MI W OF MIDDLE FORK LICKING RIVER BRIDGE (69.6). (2012BOP)(14CCR)	U	STP	STP	2017	750,000	750,000	NO
MAGOFFIN	10-126.5	KY 9009	2.4	63.123	65	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.4 MIE OF THE KY 134 JOHNSON CREEK BR TO 0.3 MI W OF KY 3047 - SECTION 5. (14CCR)	R	NHPP	NH	2015	1,200,000	1,200,000	NO
MAGOFFIN	10-126.5	KY 9009	2.4	63.123	65	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.4 MIE OF THE KY 134 JOHNSON CREEK BR TO 0.3 MI W OF KY 3047 - SECTION 5. (14CCR)	U	NHPP	NH	2015	575,000	575,000	NO
MAGOFFIN	10-126.5	KY 9009	2.4	63.123	65	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.4 MIE OF THE KY 134 JOHNSON CREEK BR TO 0.3 MI W OF KY 3047 - SECTION 5. (14CCR)	C	NHPP	NH	2017	15,000,000	15,000,000	NO

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MAGOFFIN	10-126.51	KY 9009	2.4	63.123	65	RELIABILITY	PREFINANCD CONVRSN(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.4 MIE OF THE KY 134 JOHNSON CREEK BR TO 0.3 MI W OF KY 3047 - SECTION 5.(ADDITIONAL FUNDING FOR C PHASE) (14CCR)	C	STP	STP	2018	15,000,000	15,000,000	YES
MAGOFFIN	10-140.1	KY 9009	1.9	73.4	75.331	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: MOUNTAIN PARKWAY WIDENING AND SAFETY IMPROVEMENTS FROM MP 73.4, 1.1 MI W OF LICKING RIVER BRIDGE, TO MP 75.3 BURNING FORK BRIDGE. (08CCR)(10CCR)(12CCR)(14CCR)(ADDITIONAL SPP FUNDING FOR 10-140.00)	C	STP	STP	2016	10,000,000	10,000,000	NO
MAGOFFIN	10-166	US 460	2.4	12.486	14.566	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY EXTENSION (KY 114/US 460) THROUGH THE CONGESTED AREA AT SALYERSVILLE FROM BURNING FORK BRIDGE TO KY 114. (14CCR)	R	NHPP	NH	2016	5,250,000	5,250,000	NO
MAGOFFIN	10-166.1	US 460	2.4	12.486	14.566	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY EXTENSION (KY 114/US 460) THROUGH THE CONGESTED AREA AT SALYERSVILLE FROM BURNING FORK BRIDGE TO KY 114. (ADDITIONAL MONEY FOR 10-166.00)(14CCR)	R	NHPP	NH	2017	5,250,000	5,250,000	NO
MAGOFFIN	10-167.1	KY 9009	1.4	69.6	71	RELIABILITY	PREFINANCD CONVRSN(O)	MOUNTAIN PARKWAY CORRIDOR: NEW INTERCHANGE AT GIFFORD ROAD FROM 0.7 MI W OF MIDDLE FORK LICKING RIVER BRIDGE (MP 69.6) TO APPROXIMATELY 0.4 MI EAST OF KY 3050 OVERPASS(MP 71.0). (12CCR)(14CCR)(ADDITIONAL FUNDING FOR 10-167.00)	C	STP	STP	2016	10,000,000	10,000,000	NO
MAGOFFIN	10-169	KY 114	5	0	5.026	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: SALYERSVILLE-PRESTONSBURG: WIDEN KY 114 TO 4 LANES FROM US 460 TO THE MAGOFFIN/FLOYD COUNTY LINE. (SEE 12-1.01 FOR PE & ENV)(14CCR)	D	NHPP	NH	2017	3,000,000	3,000,000	NO
MAGOFFIN	10-1098	KY 2019	0.04	2.898	2.938	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 2019 OVER LICK CREEK 0.065 MILE S OF KY 3334 (SR 31.9) 077B00062N	U	NHPP	BRO	2015	100,000	100,000	NO

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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	NHPP	BRO	2015	780,000	780,000	NO
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	NHPP	BRO	2015	100,000	100,000	NO
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	NHPP	BRO	2015	680,000	680,000	NO
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 ICT US 68: (STRUCTURALLY DEFICIENT, SR=43.3) 078B00051N. (AR/W)	C	STP	BRX	2016	390,000	390,000	NO
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)	R	NHPP	BRO	2015	90,000	90,000	NO
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)	U	NHPP	BRO	2015	90,000	90,000	NO
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)	C	NHPP	BRO	2015	480,000	480,000	NO
MARSHALL	1-234	JC 9003	30	34.487	52	SAFETY	SAFETY(P)	RECONSTRUCT ELEMENTS OF EXISTING PURCHASE PARKWAY FROM EXIT 22 (KY80/US 45) AT MP 22 TO US 62 AT MP 52 AT CALVERT CITY (I-69 CORRIDOR IMPROVEMENT)	D	NHPP	NH	2015	750,000	750,000	NO
MARSHALL	1-234	JC 9003	30	34.487	52	SAFETY	SAFETY(P)	RECONSTRUCT ELEMENTS OF EXISTING PURCHASE PARKWAY FROM EXIT 22 (KY80/US 45) AT MP 22 TO US 62 AT MP 52 AT CALVERT CITY (I-69 CORRIDOR IMPROVEMENT)	C	NHPP	NH	2015	8,320,000	8,320,000	NO
MARSHALL	1-800	124	0.879	24.5	25.379	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT I-24/PURCHASE PARKWAY INTERCHANGE (I-69 CORRIDOR IMPROVEMENT) (I2CCR)14CCR	R	NHPP	IM	2015	2,100,000	2,100,000	NO
MARSHALL	1-800	124	0.879	24.5	25.379	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT I-24/PURCHASE PARKWAY INTERCHANGE (I-69 CORRIDOR IMPROVEMENT) (I2CCR)14CCR	U	NHPP	IM	2015	2,340,000	2,340,000	NO
MARSHALL	1-800	124	0.879	24.5	25.379	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT I-24/PURCHASE PARKWAY INTERCHANGE (I-69 CORRIDOR IMPROVEMENT) (I2CCR)14CCR	C	NHPP	IM	2016	34,600,000	34,600,000	NO

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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)(AR/W)	U	STP	STP	2015	2,000,000	2,000,000	NO
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)(AR/W)	C	STP	STP	2015	39,000,000	39,000,000	NO
MARTIN	12-1092	CR 1324		0	0.028	RELIABILITY	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)	R	STP	BRZ	2015	50,000	50,000	NO
MARTIN	12-1092	CR 1324		0	0.028	RELIABILITY	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)	U	STP	BRZ	2015	100,000	100,000	NO
MARTIN	12-1092	CR 1324		0	0.028	RELIABILITY	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	STP	BRZ	2015	340,000	340,000	NO
MARTIN	12-1112	KY 40	0.07	19.63	19.7	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 40 OVER BUCK CREEK AT THE KY 2031 INTERSECTION (SR 49.8) 080B00002N.	R	NHPP	BRO	2015	140,000	140,000	NO
MARTIN	12-1112	KY 40	0.07	19.63	19.7	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 40 OVER BUCK CREEK AT THE KY 2031 INTERSECTION (SR 49.8) 080B00002N.	U	NHPP	BRO	2015	175,000	175,000	NO
MARTIN	12-1112	KY 40	0.07	19.63	19.7	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 40 OVER BUCK CREEK AT THE KY 2031 INTERSECTION (SR 49.8) 080B00002N.	C	NHPP	BRO	2016	500,000	500,000	NO
MASON	9-1088	CR 1206		0.238	0.278	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FLAT FORK RD (CR 1206) OVER FLAT FORK 0.24 MILE S OF FLEMINGSBURG MAYS LICK RD (KY 161)(SR 30) 081C000025N	R	STP	BRZ	2015	25,000	25,000	NO
MASON	9-1088	CR 1206		0.238	0.278	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FLAT FORK RD (CR 1206) OVER FLAT FORK 0.24 MILE S OF FLEMINGSBURG MAYS LICK RD (KY 161)(SR 30) 081C000025N	U	STP	BRZ	2015	10,000	10,000	NO

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MASON	9-1088	CR 1206		0.238	0.278	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON FLAT FORK RD (CR 1206) OVER FLAT FORK 0.24 MILES OF FLEMINGSBURG MAYSLICK RD (KY 161)(SR 30) 081C00025N	C	STP	BRZ	2017	375,000	375,000	NO
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	NHPP	IM	2015	260,000	260,000	NO
MCCRACKEN	1-122.01					RELIABILITY	TRANSP ENHANCEMENT(P)	PADUCAH WATERFRONT DEVELOPMENT PROJECT. (2006KYD)(14CCN)	C	KYD	KYD	2015	2,276,900	2,276,900	NO
MCCRACKEN	1-122.02					RELIABILITY	TRANSP ENHANCEMENT(P)	PADUCAH WATERFRONT DEVELOPMENT PROJECT. (2008KYD-KY180) (2010BOPC)	C	KYD	KYD	2015	3,920,000	3,920,000	NO
MCCRACKEN	1-154	US 60		10.484	10.891	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	CONSTRUCT A DOUBLE-CROSSOVER DIAMOND INTERCHANGE ON US 60 AT THE I-24 INTERCHANGE NEAR KENTUCKY OAKS MALL.	D	NHPP	NH	2015	750,000	750,000	NO
MCCRACKEN	1-154	US 60		10.484	10.891	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	CONSTRUCT A DOUBLE-CROSSOVER DIAMOND INTERCHANGE ON US 60 AT THE I-24 INTERCHANGE NEAR KENTUCKY OAKS MALL.	R	NHPP	NH	2016	200,000	200,000	NO
MCCRACKEN	1-154	US 60		10.484	10.891	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	CONSTRUCT A DOUBLE-CROSSOVER DIAMOND INTERCHANGE ON US 60 AT THE I-24 INTERCHANGE NEAR KENTUCKY OAKS MALL.	U	NHPP	NH	2016	300,000	300,000	NO
MCCRACKEN	1-154	US 60		10.484	10.891	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	CONSTRUCT A DOUBLE-CROSSOVER DIAMOND INTERCHANGE ON US 60 AT THE I-24 INTERCHANGE NEAR KENTUCKY OAKS MALL.	C	NHPP	NH	2017	3,500,000	3,500,000	NO
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	NHPP	BRO	2015	1,300,000	1,300,000	NO
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)(14CCR)	R	NHPP	NH	2015	4,640,000	4,640,000	NO
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)(14CCR)	U	NHPP	NH	2016	3,380,000	3,380,000	NO
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)(14CCR)	C	STP	STP	2018	14,070,000	14,070,000	YES

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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	STP	2015	520,000	520,000	NO
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	STP	2016	7,300,000	7,300,000	NO
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	STP	2017	3,380,000	3,380,000	NO
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 (AR/W)	U	NHPP	BRO	2015	410,000	410,000	NO
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 (AR/W)	C	NHPP	BRO	2016	310,000	310,000	NO
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 20.7)073B00099N.	U	NHPP	BRO	2015	500,000	500,000	NO
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 20.7)073B00099N.	C	NHPP	BRO	2015	780,000	780,000	NO
MCCRACKEN	1-1152	KY 1954	0.022	0.768	0.79	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BOTTOM DITCH ON KY 1954 0.7 MILE NORTH OF KY 348 (073B00096N) (SR=8.3).	D	STP	BRX	2017	250,000	250,000	NO
MCCRACKEN	1-1153	KY 1288	0.022	2.735	2.757	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BLIZZARD PONDS DRAINAGE CANEL 0.45 MI EAST OF KY 1014 (073B00142N)(SR=18.2) (EBRP)	D	STP	BRX	2015	180,000	180,000	NO
MCCRACKEN	1-1153	KY 1288	0.022	2.735	2.757	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BLIZZARD PONDS DRAINAGE CANEL 0.45 MI EAST OF KY 1014 (073B00142N)(SR=18.2) (EBRP)	R	STP	BRX	2016	75,000	75,000	NO
MCCRACKEN	1-1153	KY 1288	0.022	2.735	2.757	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BLIZZARD PONDS DRAINAGE CANEL 0.45 MI EAST OF KY 1014 (073B00142N)(SR=18.2) (EBRP)	U	STP	BRX	2016	150,000	150,000	NO
MCCRACKEN	1-1153	KY 1288	0.022	2.735	2.757	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BLIZZARD PONDS DRAINAGE CANEL 0.45 MI EAST OF KY 1014 (073B00142N)(SR=18.2) (EBRP)	C	STP	BRX	2016	300,000	300,000	NO
MCLEAN	2-1078	US 431	0.142	0	0.071	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE OVERFLOW STRUCTURE ON US-431 AT THE MUEHLBERG-MCLEAN CO LINE (SR 39) B00056N.	R	NHPP	BRO	2015	200,000	200,000	NO
MCLEAN	2-1078	US 431	0.142	0	0.071	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE OVERFLOW STRUCTURE ON US-431 AT THE MUEHLBERG-MCLEAN CO LINE (SR 39) B00056N.	U	NHPP	BRO	2015	100,000	100,000	NO

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MCCLEAN	2-1078	US 431	0.142	0	0.071	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE OVERFLOW STRUCTURE ON US-431 AT THE MUEHLENBERG-MCLEAN CO LINE (SR 39) B00056N.	C	NHPP	BRO	2015	2,400,000	2,400,000	NO
MERCER	7-1116	KY 152	0.1	18.818	18.894	RELIABILITY	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	NHPP	BRO	2015	960,000	960,000	NO
MERCER	7-1116	KY 152	0.1	18.818	18.894	RELIABILITY	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	NHPP	BRO	2015	520,000	520,000	NO
MERCER	7-1116	KY 152	0.1	18.818	18.894	RELIABILITY	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	NHPP	BRO	2016	5,000,000	5,000,000	NO
MERCER	7-1116.01	KY 152	0.1	18.818	18.894	RELIABILITY	PREFINANC'D CONVRSN(O)	REPLACE BRIDGE AND APPROACHES ON KY-152 OVER HERRINGTON LAKE AT THE MERCER/GARRARD COUNTY LINE (B05), (SR=3.0); (084B00005N) (ADDITIONAL FUNDING FOR C PHASE)	C	NHPP	BRO	2017	7,500,000	7,500,000	NO
MERCER	7-1117	CR 1225		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	STP	BRZ	2015	750,000	750,000	NO
MERCER	7-1128	US 68	0.4	12.5	12.9	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	NHPP	BRO	2015	70,000	70,000	NO
MERCER	7-1128	US 68	0.4	12.5	12.9	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	NHPP	BRO	2015	80,000	80,000	NO
MERCER	7-1128	US 68	0.4	12.5	12.9	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	NHPP	BRO	2015	710,000	710,000	NO
METCALFE	3-112.1	KY 90		0	11.719	RELIABILITY	SPOT IMPROVEMENTS(O)	SUMMER SHADE BYPASS. (06CCR)(2006BOPC)(08CCR)(12CCR)(14CCR)	D	STP	STP	2015	1,250,000	1,250,000	NO
METCALFE	3-112.1	KY 90		0	11.719	RELIABILITY	SPOT IMPROVEMENTS(O)	SUMMER SHADE BYPASS. (06CCR)(2006BOPC)(08CCR)(12CCR)(14CCR)	R	STP	STP	2017	2,000,000	2,000,000	NO
METCALFE	3-112.1	KY 90		0	11.719	RELIABILITY	SPOT IMPROVEMENTS(O)	SUMMER SHADE BYPASS. (06CCR)(2006BOPC)(08CCR)(12CCR)(14CCR)	U	STP	STP	2018	1,500,000	1,500,000	YES

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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	C	STP	BRZ	2017	850,000	850,000	NO
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	STP	2015	2,500,000	2,500,000	NO
MONROE	3-1084	CR 1354	0.04	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	STP	BRZ	2015	85,000	85,000	NO
MONROE	3-1084	CR 1354	0.04	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	STP	BRZ	2015	50,000	50,000	NO
MONROE	3-1084	CR 1354	0.04	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	C	STP	BRZ	2017	200,000	200,000	NO
MONROE	3-7020.01					RELIABILITY	NEW ROUTE(O)	CONSTRUCT NEW ROUTE FOR THE EAST TOMPKINSVILLE BYPASS "GRADE & DRAIN ONLY". (98CCN)(02CCR) (2002BOPC)(DESIGN "STP" FUNDING SHALL BE SUPPLEMENTAL TO THE AUTHORIZED AMOUNT ALREADY EXPENDED ON THIS PROJECT). (08CCR)(10CCR)	C	STP	STP	2016	6,200,000	6,200,000	NO
MONROE	3-7020.17					RELIABILITY	NEW ROUTE(O)	CONSTRUCT NEW ROUTE FOR THE EAST TOMPKINSVILLE BYPASS "SURFACING ONLY". (98CCN)(02CCR) (2002BOPC)(DESIGN "STP" FUNDING SHALL BE SUPPLEMENTAL TO THE AUTHORIZED AMOUNT ALREADY EXPENDED ON THIS PROJECT). (08CCR)(10CCR)	C	STP	STP	2017	6,700,000	6,700,000	NO
MONTGOMERY	7-240.01	KY 1991	1.768	0	1.768	RELIABILITY	MAJOR WIDENING(O)	WIDEN KY 1991 FROM MAYSVILLE ROAD TO MIDLAND TRAIL INDUSTRIAL PARK, MONTGOMERY COUNTY (SEE 7-8501.00 FOR "SPB" FUNDS)(2005HPP-KY129)	C	HPP	HPP	2015	749,899	749,899	NO
MONTGOMERY	7-250.1	US 460	1.48	18.125	19.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 460 AT LUCKY STOP HILL. (12CCR)	R	STP	STP	2015	3,680,000	3,680,000	NO

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MONTGOMERY	7-250.1	US 460	1.48	18,125	19.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 460 AT LUCKY STOP HILL. (12CCR)	U	STP	STP	2015	1,040,000	1,040,000	NO
MONTGOMERY	7-250.1	US 460	1.48	18,125	19.6	RELIABILITY	RECONSTRUCTION(O)	STOP HILL. (12CCR)	C	STP	STP	2016	12,980,000	12,980,000	NO
MONTGOMERY	7-8819	I 64	6.2	107.5	113.7	RELIABILITY	MAJOR WIDENING(O)	WIDEN TO SIX LANES FROM MP 107.5 TO MP 113.7. (14CCN)	D	NHPP	IM	2016	1,500,000	1,500,000	NO
MORGAN	10-126.6	KY 9009	3.3	59.3	62.588	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM CR 1226 PARKWAY ROAD TUNNEL (MP 59.3) TO 0.4 MI EAST OF THE KY-134 JOHNSON CREEK BRIDGE - SECTION 6. (12CCR)(14CCR)	R	NHPP	NH	2015	3,480,000	3,480,000	NO
MORGAN	10-126.6	KY 9009	3.3	59.3	62.588	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM CR 1226 PARKWAY ROAD TUNNEL (MP 59.3) TO 0.4 MI EAST OF THE KY-134 JOHNSON CREEK BRIDGE - SECTION 6. (12CCR)(14CCR)	U	NHPP	NH	2016	900,000	900,000	NO
MORGAN	10-126.6	KY 9009	3.3	59.3	62.588	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM CR 1226 PARKWAY ROAD TUNNEL (MP 59.3) TO 0.4 MI EAST OF THE KY-134 JOHNSON CREEK BRIDGE - SECTION 6. (12CCR)(14CCR)	C	NHPP	NH	2018	11,000,000	11,000,000	YES
MORGAN	10-293	US 460	0.48	17,424	17,904	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDENING OF MAIN ST(US 460) & PRESTONSBURG ST(US 460/KY 7) IN W LIBERTY BEGINNING ON US 460 AT BLAIR ST(CS1066) EXTENDING NE TO SALYER CEMETERY RD(CS1034) BEGIN AT INTERSECTION OF US 460/KY 7 EXTEND N TO RIVERSIDE DR(CS1058) (2012BOP). (14CCR)	D	STP	STP	2015	350,000	350,000	NO
MORGAN	10-293	US 460	0.48	17,424	17,904	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDENING OF MAIN ST(US 460) & PRESTONSBURG ST(US 460/KY 7) IN W LIBERTY BEGINNING ON US 460 AT BLAIR ST(CS1066) EXTENDING NE TO SALYER CEMETERY RD(CS1034) BEGIN AT INTERSECTION OF US 460/KY 7 EXTEND N TO RIVERSIDE DR(CS1058) (2012BOP). (14CCR)	R	STP	STP	2015	1,000,000	1,000,000	NO

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MORGAN	10-293	US 460	0.48	17.424	17.904	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDENING OF MAIN ST(US 460) & PRESTONSBURG ST(US 460/KY 7) IN W LIBERTY BEGINNING ON US 460 AT BLAIR ST(CS1066) EXTENDING NE TO SALYER CEMETERY RD(CS1034) BEGIN AT INTERSECTION OF US 460/KY 7 EXTEND N TO RIVERSIDE DR(CS1058) (2012BOP), (14CCR)	U	STP	STP	2015	500,000	500,000	NO
MORGAN	10-293	US 460	0.48	17.424	17.904	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDENING OF MAIN ST(US 460) & PRESTONSBURG ST(US 460/KY 7) IN W LIBERTY BEGINNING ON US 460 AT BLAIR ST(CS1066) EXTENDING NE TO SALYER CEMETERY RD(CS1034) BEGIN AT INTERSECTION OF US 460/KY 7 EXTEND N TO RIVERSIDE DR(CS1058) (2012BOP), (14CCR)	C	STP	STP	2016	5,200,000	5,200,000	NO
MUHLENBERG	2-1087	CR 1296	0.567	0.607	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	STP	BRZ	2015	150,000	150,000	NO
MUHLENBERG	2-1087	CR 1296	0.567	0.607	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	STP	BRZ	2015	75,000	75,000	NO
MUHLENBERG	2-1087	CR 1296	0.567	0.607	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	C	STP	BRZ	2015	350,000	350,000	NO
NELSON	4-1078	US 62	0.04	27.278	27.318	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGES ON US 62 (HINKLE CREEK) AND KY 48 IN BLOOMFIELD 090B00096N (12CCR)	R	NHPP	BRO	2015	150,000	150,000	NO
NELSON	4-1078	US 62	0.04	27.278	27.318	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGES ON US 62 (HINKLE CREEK) AND KY 48 IN BLOOMFIELD 090B00096N (12CCR)	U	NHPP	BRO	2015	400,000	400,000	NO
NELSON	4-1078	US 62	0.04	27.278	27.318	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGES ON US 62 (HINKLE CREEK) AND KY 48 IN BLOOMFIELD 090B00096N (12CCR)	C	NHPP	BRO	2015	1,300,000	1,300,000	NO
NELSON	4-1083	CR 1327	3.411	3.451	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	STP	BRZ	2015	400,000	400,000	NO

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NICHOLAS	7-310.3	US 68	4.4	0.4	4.827	RELIABILITY	MAJOR WIDENING(O)	PARIS-MAYSVILLE ROAD: RECONSTRUCT FROM MILLERSBURG TO KY-32 AT CARLISLE (SECTION 3).(08CCR)(12CCR)(14CCR)	U	NHPP	NH	2015	7,580,000	7,580,000	NO
NICHOLAS	7-310.3	US 68	4.4	0.4	4.827	RELIABILITY	MAJOR WIDENING(O)	PARIS-MAYSVILLE ROAD: RECONSTRUCT FROM MILLERSBURG TO KY-32 AT CARLISLE (SECTION 3).(08CCR)(12CCR)(14CCR)	C	NHPP	NH	2016	16,870,000	16,870,000	NO
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	STP	2015	1,660,000	1,660,000	NO
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	STP	2015	850,000	850,000	NO
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	STP	2015	4,500,000	4,500,000	NO
NICHOLAS	9-1074	KY 32	0.1	13.846	13.946	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-32 (MP 13.896) OVER THIRR & SCRUBGRASS CREEK: 4.2 MILE NORTHEAST OF JCT KY 1455: (FUNCTIONALLY OBSOLETE, SR=49.2) 091B00008N	C	NHPP	BRO	2015	3,360,000	3,360,000	NO
OHIO	2-1077	CR 1194	0.1	0.029	0.129	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1194 (MP 0.079) OVER THREELICK CREEK: .15 MI W JCT CR 5172: (STRUCTURALLY DEFICIENT, SR=2) 092C00128N	R	STP	BRZ	2015	100,000	100,000	NO
OHIO	2-1077	CR 1194	0.1	0.029	0.129	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1194 (MP 0.079) OVER THREELICK CREEK: .15 MI W JCT CR 5172: (STRUCTURALLY DEFICIENT, SR=2) 092C00128N	U	STP	BRZ	2015	150,000	150,000	NO
OHIO	2-1077	CR 1194	0.1	0.029	0.129	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1194 (MP 0.079) OVER THREELICK CREEK: .15 MI W JCT CR 5172: (STRUCTURALLY DEFICIENT, SR=2) 092C00128N	C	STP	BRZ	2016	340,000	340,000	NO
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)092B00032	R	NHPP	BRO	2015	230,000	230,000	NO
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)092B00032	U	NHPP	BRO	2015	90,000	90,000	NO

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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)092B00032	C	NHPP	BRO	2016	650,000	650,000	NO
OHIO	2-8810	KY 69	5.761	7.556	13.317	SAFETY	SAFETY-HAZARD ELIM(P)	WIDEN/RECONSTRUCT KY 69 FROM CENTERTOWN TO HARTFORD.	D	STP	STP	2015	1,750,000	1,750,000	NO
OHIO	2-8810	KY 69	5.761	7.556	13.317	SAFETY	SAFETY-HAZARD ELIM(P)	WIDEN/RECONSTRUCT KY 69 FROM CENTERTOWN TO HARTFORD.	R	STP	STP	2015	2,500,000	2,500,000	NO
OHIO	2-8810	KY 69	5.761	7.556	13.317	SAFETY	SAFETY-HAZARD ELIM(P)	WIDEN/RECONSTRUCT KY 69 FROM CENTERTOWN TO HARTFORD.	U	STP	STP	2016	4,800,000	4,800,000	NO
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 (CSX RAILROAD) (STATIONS 10+100 TO 12+100)(DESIGN UNDER 5-230.00)	C	STP	STP	2015	16,820,000	16,820,000	NO
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)(14CCR)	C	STP	STP	2015	10,200,000	10,200,000	NO
OLDHAM	5-410.01					SAFETY	BIKE/PED FACIL(O)	INTER-URBAN GREENWAY: CONSTRUCT A NON-MOTORIZED CORRIDOR FROM LAGRANGE TO JEFFERSON COUNTY LINE. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (14CCR)	D	STP	SLO	2015	180,000	180,000	NO
OLDHAM	5-410.01					SAFETY	BIKE/PED FACIL(O)	INTER-URBAN GREENWAY: CONSTRUCT A NON-MOTORIZED CORRIDOR FROM LAGRANGE TO JEFFERSON COUNTY LINE. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (14CCR)	R	STP	SLO	2015	340,000	340,000	NO
OLDHAM	5-410.01					SAFETY	BIKE/PED FACIL(O)	INTER-URBAN GREENWAY: CONSTRUCT A NON-MOTORIZED CORRIDOR FROM LAGRANGE TO JEFFERSON COUNTY LINE. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP). (14CCR)	C	STP	SLO	2016	2,080,000	2,080,000	NO
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). (14CCR)	R	STP	SLO	2015	3,190,000	3,190,000	NO

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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). (14CCR)	U	STP	S/O	2016	1,350,000	1,350,000	NO
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). (14CCR)	C	STP	S/O	2016	5,600,000	5,600,000	NO
OLDHAM	5-440.1	KY 1793	0.286	1.542	1.828	SAFETY	SAFETY(P)	CONSTRUCT SIDEWALKS ON KY 1793 FROM RIDGEVIEW DRIVE TO SETTLERS POINT TRAIL, AND A SIDEWALK CONNECTION FROM TIMOTHY WAY TO PEGGY BAKER PARK (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	STP	S/O	2015	80,000	80,000	NO
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	STP	S/O	2015	4,010,000	4,010,000	NO
OLDHAM	5-444	KY 53	0.649	6.488	7.137	RELIABILITY	CONGESTION MITIG(TN)(O)	ACCESS MANAGEMENT AND INTERSECTION/SIGNAL IMPROVEMENTS TO PROVIDE CONGESTION RELIEF ON KY-53 FROM DOWNTOWN LAGRANGE TO I-71. (2004BOPC)	C	CM	CM	2015	1,200,000	1,200,000	NO
OLDHAM	5-449	KY 22	0.2	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	STP	S/O	2015	870,000	870,000	NO
OLDHAM	5-468	CS 7000	0	0	0.041	RELIABILITY	CONGESTION MITIG(TN)(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	CM	2015	702,551	702,551	NO

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OLDHAM	5-468.1	CS 7000	0.041	0	0.041	RELIABILITY	CONGESTION MITIG(T)(O)	CONSTRUCTION OF A PARK AND RIDE FACILITY INCLUDING A PARKING LOT, SHELTER, PLAYGROUND, BIKE LOCKERS, WALKWAYS, AND A 1000' ACCESS ROAD LOCATED ON APPLE PATCH WAY OFF OF KY-329 NEAR I-71 EXIT 14 IN CRESTWOOD.(2010BOPC)(ADDITIONAL FUNDING)(14CCN)	C	STP	S/O	2015	308,000	308,000	NO
OLDHAM	5-488	KY 146	0.183	0	0.183	SAFETY	BIKE/PED FACIL(O)	CONSTRUCT AN ADA COMPLIANT SIDEWALK AND MINOR DRAINAGE IMPROVEMENTS ON THE SOUTHSIDE OF KY 146 FROM THE OLDHAM/JEFFERSON COUNTY LINE EAST TO FOLEY AVENUE.(14CCR)	D	STP	S/O	2015	90,000	90,000	NO
OLDHAM	5-488	KY 146	0.183	0	0.183	SAFETY	BIKE/PED FACIL(O)	CONSTRUCT AN ADA COMPLIANT SIDEWALK AND MINOR DRAINAGE IMPROVEMENTS ON THE SOUTHSIDE OF KY 146 FROM THE OLDHAM/JEFFERSON COUNTY LINE EAST TO FOLEY AVENUE.(14CCR)	U	STP	S/O	2015	10,000	10,000	NO
OLDHAM	5-488	KY 146	0.183	0	0.183	SAFETY	BIKE/PED FACIL(O)	CONSTRUCT AN ADA COMPLIANT SIDEWALK AND MINOR DRAINAGE IMPROVEMENTS ON THE SOUTHSIDE OF KY 146 FROM THE OLDHAM/JEFFERSON COUNTY LINE EAST TO FOLEY AVENUE.(14CCR)	C	STP	S/O	2015	120,000	120,000	NO
OLDHAM	5-494	CR 1209				SAFETY	SAFETY-HAZARD ELIM(P)	OLD FLOYDSBURG ROAD SAFETY IMPROVEMENTS: REPLACE NARROW ONE-LANE CULVERT CROSSING; CLEAR TREES AND VEGETATION OUT OF RIGHT-OF-WAY; ADD SHOULDER TO THE ROAD, AND ADD SIGNAGE FOR SAFETY.	D	STP	S/O	2015	304,700	304,700	NO
OLDHAM	5-494	CR 1209				SAFETY	SAFETY-HAZARD ELIM(P)	OLD FLOYDSBURG ROAD SAFETY IMPROVEMENTS: REPLACE NARROW ONE-LANE CULVERT CROSSING; CLEAR TREES AND VEGETATION OUT OF RIGHT-OF-WAY; ADD SHOULDER TO THE ROAD, AND ADD SIGNAGE FOR SAFETY.	R	STP	S/O	2015	230,000	230,000	NO

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OLDHAM	5-494	CR 1209				SAFETY	SAFETY-HAZARD ELIM(P)	OLD FLOYDSBURG ROAD SAFETY IMPROVEMENTS: REPLACE NARROW ONE-LANE CULVERT CROSSING; CLEAR TREES AND VEGETATION OUT OF RIGHT-OF-WAY; ADD SHOULDER TO THE ROAD, AND ADD SIGNAGE FOR SAFETY.	C	STP	SLO	2016	522,000	522,000	NO
OLDHAM	5-517					SAFETY	BIKE/PED FACIL(O)	CONSTRUCT VARIOUS SIDEWALKS IN OLDHAM COUNTY.	D	STP	SLO	2015	52,222	52,222	NO
OLDHAM	5-517					SAFETY	BIKE/PED FACIL(O)	CONSTRUCT VARIOUS SIDEWALKS IN OLDHAM COUNTY.	C	STP	SLO	2015	333,901	333,901	NO
OLDHAM	5-517.01					SAFETY	BIKE/PED FACIL(O)	CONSTRUCT VARIOUS SIDEWALKS IN OLDHAM COUNTY.	C	STP	SLO	2015	100,000	100,000	NO
OLDHAM	5-517.02					SAFETY	BIKE/PED FACIL(O)	CONSTRUCT VARIOUS SIDEWALKS IN OLDHAM COUNTY.	C	STP	SLO	2016	100,000	100,000	NO
OLDHAM	5-517.03					SAFETY	BIKE/PED FACIL(O)	CONSTRUCT VARIOUS SIDEWALKS IN OLDHAM COUNTY.	C	STP	SLO	2017	100,000	100,000	NO
OLDHAM	5-754					RELIABILITY	NEW ROUTE(O)	CONSTRUCTION OF A NEW CONNECTION FROM OLD LAGRANGE ROAD TO KY 393 AT BUCKNER. LPA CONTRACT. (BOP2012)	R	STP	SLO	2015	115,104	115,104	NO
OLDHAM	5-754					RELIABILITY	NEW ROUTE(O)	CONSTRUCTION OF A NEW CONNECTION FROM OLD LAGRANGE ROAD TO KY 393 AT BUCKNER. LPA CONTRACT. (BOP2012)	C	STP	SLO	2015	920,832	920,832	NO
OLDHAM	5-8852	KY 53	2.617	3.068	5.685	RELIABILITY	DESIGN ENGINEERING(O)	DESIGN FOR IMPROVING KY-53 FROM ZHALE SMITH ROAD TO KY-22 (TOTAL 3.2 MILES). (14CCR)	D	STP	STP	2017	2,000,000	2,000,000	NO
OWEN	6-1088	CR 1214	0.04	0.22	0.26	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER CEDAR CREEK ON SAWDRIDGE CREEK W ROAD (CR 1214) 0.2 MIN OF US 127 (094C00011N)(SR-20.3)	D	STP	BRZ	2017	150,000	150,000	NO
OWSLEY	10-279.61	KY 30	3.378	0	3.378	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY 30 FROM KY 847 TO THE JACKSON COUNTY LINE. (14CCR)(SEE 10-279.6 FOR PE & ENVIR)	D	STP	STP	2015	1,500,000	1,500,000	NO
OWSLEY	10-279.61	KY 30	3.378	0	3.378	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY 30 FROM KY 847 TO THE JACKSON COUNTY LINE. (14CCR)(SEE 10-279.6 FOR PE & ENVIR)	R	STP	STP	2016	5,000,000	5,000,000	NO
OWSLEY	10-279.61	KY 30	3.378	0	3.378	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY 30 FROM KY 847 TO THE JACKSON COUNTY LINE. (14CCR)(SEE 10-279.6 FOR PE & ENVIR)	U	STP	STP	2016	500,000	500,000	NO
OWSLEY	10-279.61	KY 30	3.378	0	3.378	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY 30 FROM KY 847 TO THE JACKSON COUNTY LINE. (14CCR)(SEE 10-279.6 FOR PE & ENVIR)	C	STP	STP	2018	25,000,000	25,000,000	YES

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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	NHPP	BRO	2015	5,200,000	5,200,000	NO
OWSLEY	10-1108	CR 1134		0.14	0.213	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON UPPER WOLFE CREEK ROAD (CR-1134) (MP 0.176) OVER UPPER WOLFE CREEK 0.2 MILES EAST OF JCT. KY-11 (095C00018N)(SR=25)(2012BOP)(AR/W)(14CCR)	U	STP	BRZ	2015	30,000	30,000	NO
OWSLEY	10-1108	CR 1134		0.14	0.213	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON UPPER WOLFE CREEK ROAD (CR-1134) (MP 0.176) OVER UPPER WOLFE CREEK 0.2 MILES EAST OF JCT. KY-11 (095C00018N)(SR=25)(2012BOP)(AR/W)(14CCR)	C	STP	BRZ	2016	530,000	530,000	NO
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	STP	BRX	2015	75,000	75,000	NO
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	STP	BRX	2015	50,000	50,000	NO
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	STP	BRX	2016	400,000	400,000	NO
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	STP	BRX	2015	100,000	100,000	NO
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	STP	BRX	2015	75,000	75,000	NO
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	STP	BRX	2017	2,350,000	2,350,000	NO
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	NHPP	BRO	2015	50,000	50,000	NO

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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 JH GODMAN RD (CR 1238)(SR 47.3) 096B00012N	U	NHPP	BRO	2015	25,000	25,000	NO
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 JH GODMAN RD (CR 1238)(SR 47.3) 096B00012N	C	NHPP	BRO	2016	500,000	500,000	NO
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	NHPP	NH	2016	10,370,000	10,370,000	NO
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	NHPP	NH	2016	630,000	630,000	NO
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	C	NHPP	NH	2018	16,250,000	16,250,000	YES
PERRY	10-269.1	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)(PROJECT MOVED FROM 10-159)(D-PHASE UNDER 10-269.0)(14CCR)	D	NHPP	NH	2015	300,000	300,000	NO
PERRY	10-269.1	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)(PROJECT MOVED FROM 10-159)(D-PHASE UNDER 10-269.0)(14CCR)	C	NHPP	NH	2016	20,000,000	20,000,000	NO
PERRY	10-269.15	KY 15	2.314	14.486	16.8	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE SAFETY, UPGRADE GEOMETRICS, AND ADDRESS CAPACITY ISSUES FOR KY 15 FROM MORTON BOULEVARD TO BONNYMAN. (12CCR)(PROJECT MOVED FROM 10-159)(D-PHASE UNDER 10-269.0)(ADDITIONAL FUNDING FOR C PHASE) (14CCN)	C	NHPP	NH	2017	15,160,000	15,160,000	NO
PERRY	10-294	KY 15	1.6	2.1	3.7	RELIABILITY	SAFETY-RR PROTECTN(P)	RECONSTRUCTION OF THREE (3) AT-GRADE RAILROAD CROSSING ON KY15 IN PERRY COUNTY LOCATED BETWEEN MP 2.1 TO MP 3.7. (2012BOP)	R	STP	RRP	2015	50,000	50,000	NO

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PERRY	10-294	KY 15	1.6	2.1	3.7	RELIABILITY	SAFETY-RR PROTECTN(P)	RECONSTRUCTION OF THREE (3) AT-GRADE RAILROAD CROSSING ON KY15 IN PERRY COUNTY LOCATED BETWEEN MP 2.1 TO MP 3.7. (2012BOP)	U	STP	RRP	2015	145,000	145,000	NO
PERRY	10-294	KY 15	1.6	2.1	3.7	RELIABILITY	SAFETY-RR PROTECTN(P)	RECONSTRUCTION OF THREE (3) AT-GRADE RAILROAD CROSSING ON KY15 IN PERRY COUNTY LOCATED BETWEEN MP 2.1 TO MP 3.7. (2012BOP)	C	STP	RRP	2015	1,700,000	1,700,000	NO
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	NHPP	BRO	2015	3,800,000	3,800,000	NO
PERRY	10-1095	KY 1096		3.539	3.547	RELIABILITY	BRIDGE REPLACEMENT(P)	KY 1096 OVER BIG CREEK BRIDGE PROJECT (FY2010 IBRD PROJECT) (2010BOPC) (AR/AR)	C	STP	BRX	2016	470,000	470,000	NO
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)	U	NHPP	BRO	2015	50,000	50,000	NO
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)	C	NHPP	BRO	2015	890,000	890,000	NO
PERRY	10-1102	KY 1146	0.033	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	NHPP	BRO	2015	400,000	400,000	NO
PERRY	10-1102	KY 1146	0.033	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	NHPP	BRO	2015	150,000	150,000	NO
PERRY	10-1102	KY 1146	0.033	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	C	NHPP	BRO	2017	550,000	550,000	NO
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	NHPP	BRO	2015	100,000	100,000	NO

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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	NHPP	BRO	2015	50,000	50,000	NO
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	NHPP	BRO	2017	450,000	450,000	NO
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	STP	BRZ	2015	470,000	470,000	NO
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	STP	BRZ	2015	50,000	50,000	NO
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	STP	BRZ	2015	650,000	650,000	NO
PERRY	10-1112	PR 1056	0.01	0.02	0.03	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER CLOVER FORK ON ROAD TO LEATHERWOOD SCHOOL 50 FT N OF KY 699 (097C00052N) (SR= 14.6)	D	STP	BRZ	2017	250,000	250,000	NO
PIKE	12-263.63	US 460	1.7			RELIABILITY	RELOCATION(O)	PIKEVILLE TO VA. STATE LINE; US460/KY80 FROM KY-195 TO EAST OF POND CREEK - SECTION 6A-2 BRIDGE AT POND CREEK (14CCR)	C	NHPP	NH	2015	20,000,000	20,000,000	NO
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 (14CCN)	C	NHPP	NH	2016	34,800,000	34,800,000	NO
PIKE	12-263.68	US 460	0.4			RELIABILITY	PREFINANC'D 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)(14CCN)	C	NHPP	NH	2017	24,200,000	24,200,000	NO
PIKE	12-263.69	US 460	3.4			RELIABILITY	SURFACE(O)	PIKEVILLE TO VA. STATE LINE; US-460/KY-80 FROM KY-195 TO DUNLEARY HOLLOW. (SURFACING FOR SECTIONS 6A & 6B) (2000BOP)(14CCN)	C	NHPP	APD	2018	21,500,000	21,500,000	YES

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PIKE	12-263.74	US 460	0.6			RELIABILITY	RELOCATION(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.(14CCR)	C	NHPP	APD	2018	17,000,000	17,000,000	YES
PIKE	12-263.89	US 460	4.5			RELIABILITY	SURFACE(O)	PIKEVILLE TO VA. STATE LINE. US-460/KY-80 FROM KY-80 AT BEAVER CREEK TO VIRGINIA STATE LINE (SURFACING FOR SECTIONS 7A, 7B, 8 & 9V) (2000BOP)(14CCR)	C	NHPP	NH	2017	29,100,000	29,100,000	NO
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) 098800014N (AR/W)(LET W/12-1102)	C	STP	BRX	2016	320,000	320,000	NO
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) 098800015N (AR/W)(LET W/12-1101)	C	STP	BRX	2016	360,000	360,000	NO
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) 098800069N	R	NHPP	BRO	2015	200,000	200,000	NO
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) 098800069N	U	NHPP	BRO	2015	470,000	470,000	NO
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) 098800069N	C	NHPP	BRO	2016	1,100,000	1,100,000	NO
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	NHPP	BRO	2015	90,000	90,000	NO
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	NHPP	BRO	2015	100,000	100,000	NO
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	NHPP	BRO	2016	370,000	370,000	NO

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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	R	NHPP	BRO	2015	270,000	270,000	NO
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	NHPP	BRO	2015	225,000	225,000	NO
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	NHPP	BRO	2016	950,000	950,000	NO
PIKE	12-1122	CR 1181	0.038	0.04	0.078	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LEVISA FORK ON SOUTH RIVER ROAD CONNECTOR (CR 1181-70) AT JCT WITH US 460 NEAR VIRGINIA STATE LN (098C00088N)(SR-49)	D	STP	BRZ	2017	400,000	400,000	NO
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	NHPP	BRO	2015	20,000	20,000	NO
PULASKI	8-59.11	166	25			RELIABILITY	PE & ENVIRONMENTAL(O)	I-66 KYD/SET TO LONDON. (2006KYD)(100CR)	C	KYD	KYD	2015	3,219,838	3,219,838	NO
PULASKI	8-59.21	166	10			RELIABILITY	NEW ROUTE(O)	I-66 NORTHERN BYPASS AROUND SOMERSET. (2006KYD)	C	KYD	KYD	2015	1,470,000	1,470,000	NO
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) 100B00026N	C	NHPP	BRO	2015	610,000	610,000	NO
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) 100B00056N	R	NHPP	BRO	2015	30,000	30,000	NO
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) 100B00056N	U	NHPP	BRO	2015	30,000	30,000	NO
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) 100B00056N	C	NHPP	BRO	2016	390,000	390,000	NO
PULASKI	8-1059	CR 1086	1.013	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	STP	BRZ	2015	60,000	60,000	NO
PULASKI	8-1059	CR 1086	1.013	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	STP	BRZ	2015	130,000	130,000	NO

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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	C	STP	BRZ	2015	600,000	600,000	NO
ROCKCASTLE	8-602	175	4.5	64.5	69	RELIABILITY	MAJOR WIDENING(O)	1.75 IN ROCKCASTLE COUNTY, KENTUCKY (MILEPOINT 64.5 TO MILEPOINT 69.0), 4.5 MILES. (04KYD-KY070)	C	KYD	KYD	2015	855,000	855,000	NO
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	NHPP	BRO	2015	40,000	40,000	NO
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	NHPP	BRO	2015	50,000	50,000	NO
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	NHPP	BRO	2015	120,000	120,000	NO
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	NHPP	BRO	2015	750,000	750,000	NO
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	STP	BRZ	2015	60,000	60,000	NO
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	STP	BRZ	2015	110,000	110,000	NO
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	STP	BRZ	2015	610,000	610,000	NO
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	STP	BRZ	2015	60,000	60,000	NO
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	STP	BRZ	2015	110,000	110,000	NO
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	STP	BRZ	2015	620,000	620,000	NO
ROCKCASTLE	8-1063	CR 1140	0.01	0.39	0.4	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER MULLINS SPRING ON MULLINS STATION ROAD (CR 1140) 0.4 MIN OF US 25 (102C00012N)(SR=11.9) (EBRP)	D	STP	BRZ	2015	250,000	250,000	NO

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ROCKCASTLE	8-1063	CR 1140	0.01	0.39	0.4	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER MULLINS SPRING ON MULLINS STATION ROAD (CR 1140) 0.4 MI N OF US 25 (102C00012N)(SR=11.9) (EBRP)	R	STP	BRZ	2016	75,000	75,000	NO
ROCKCASTLE	8-1063	CR 1140	0.01	0.39	0.4	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER MULLINS SPRING ON MULLINS STATION ROAD (CR 1140) 0.4 MI N OF US 25 (102C00012N)(SR=11.9) (EBRP)	U	STP	BRZ	2016	20,000	20,000	NO
ROCKCASTLE	8-1063	CR 1140	0.01	0.39	0.4	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER MULLINS SPRING ON MULLINS STATION ROAD (CR 1140) 0.4 MI N OF US 25 (102C00012N)(SR=11.9) (EBRP)	C	STP	BRZ	2016	420,000	420,000	NO
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	NHPP	BRO	2015	1,500,000	1,500,000	NO
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) T03C00056N	C	STP	BRZ	2015	400,000	400,000	NO
RUSSELL	8-8601.21	US 127	2.52			RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 127 FR APPROX .36 MILE OF INTERSECTION KY 1730 & MANTOWN RD EXTEND N TO N BANK OF CUMBERLAND RIVER INCLUDING NEW BRIDGE OVER LAKE CUMBERLAND FR CLINTON CO TO RUSSELL CO(SEE 8-108&8-115 FOR PE&ENV)(12CCR)(SEE 8-8601.22-SURFACING)(14CCR)	D	NHPP	NH	2015	1,900,000	1,900,000	NO
RUSSELL	8-8601.21	US 127	2.52			RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 127 FR APPROX .36 MILE OF INTERSECTION KY 1730 & MANTOWN RD EXTEND N TO N BANK OF CUMBERLAND RIVER INCLUDING NEW BRIDGE OVER LAKE CUMBERLAND FR CLINTON CO TO RUSSELL CO(SEE 8-108&8-115 FOR PE&ENV)(12CCR)(SEE 8-8601.22-SURFACING)(14CCR)	R	NHPP	NH	2016	2,100,000	2,100,000	NO
RUSSELL	8-8601.21	US 127	2.52			RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 127 FR APPROX .36 MILE OF INTERSECTION KY 1730 & MANTOWN RD EXTEND N TO N BANK OF CUMBERLAND RIVER INCLUDING NEW BRIDGE OVER LAKE CUMBERLAND FR CLINTON CO TO RUSSELL CO(SEE 8-108&8-115 FOR PE&ENV)(12CCR)(SEE 8-8601.22-SURFACING)(14CCR)	U	NHPP	NH	2016	810,000	810,000	NO

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RUSSELL	8-8601.21	US 127	2.52			RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 127 FROM APPROX .36 MILE OF INTERSECTION KY 1730 & MANTOWN RD EXTEND N TO N BANK OF CUMBERLAND RIVER INCLUDING NEW BRIDGE OVER LAKE CUMBERLAND FR CLINTON CO TO RUSSELL CO (SEE 8-108&8-115 FOR PE&ENV)(12CCR)(SEE 8-8601.22-SURFACING)(14CCR)	C	NHPP	NH	2017	23,000,000	23,000,000	NO
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"	R	STP	STP	2015	4,730,000	4,730,000	NO
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"	U	STP	STP	2015	3,540,000	3,540,000	NO
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"	C	STP	STP	2017	14,710,000	14,710,000	NO
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)	C	STP	STP	2015	3,450,000	3,450,000	NO
SCOTT	7-425	I75	3	126	129	RELIABILITY	SCOPING STUDY DD (O)	CONSTRUCT NEW I-75 INTERCHANGE AND APPROACH ROADWAY FROM CHAMPION WAY TO CHERRY BLOSSOM WAY IN GEORGETOWN. (14CCR)	D	NHPP	NH	2015	500,000	500,000	NO
SCOTT	7-425	I75	3	126	129	RELIABILITY	SCOPING STUDY DD (O)	CONSTRUCT NEW I-75 INTERCHANGE AND APPROACH ROADWAY FROM CHAMPION WAY TO CHERRY BLOSSOM WAY IN GEORGETOWN. (14CCR)	C	NHPP	NH	2015	35,000,000	35,000,000	NO
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	NHPP	BRO	2015	60,000	60,000	NO
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	NHPP	BRO	2015	60,000	60,000	NO
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	NHPP	BRO	2015	600,000	600,000	NO

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SCOTT	7-1139	CR 1022	0.02	1.19	1.21	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER NS (NO&T)RR ON FIELDS ROAD (CR 1022) AT SCOTT/HARRISON CO LINE (105R00607N)(SR=28.8) (EBRP)	D	STP	BRZ	2018	300,000	300,000	YES
SHELBY	5-348.01	KY 1848	1	5.054	6.025	RELIABILITY	MAJOR WIDENING(O)	5-LANE KY-1848 FROM THE I-64 INTERCHANGE TO US-60 AT SIMPSONVILLE. (02KYD)(NCPD)(2004BOPC) (08CCR)(10CCR)(12CCR)	C	STP	STP	2016	7,920,000	7,920,000	NO
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)	R	NHPP	BRO	2015	100,000	100,000	NO
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)	U	NHPP	BRO	2015	70,000	70,000	NO
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)	C	NHPP	BRO	2016	1,500,000	1,500,000	NO
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)	R	NHPP	BRO	2015	100,000	100,000	NO
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)	U	NHPP	BRO	2015	100,000	100,000	NO
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)	C	NHPP	BRO	2015	2,200,000	2,200,000	NO
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 CEDARMOORE RD (KY 1922)(SR 44.2) 106C00055N	R	STP	BRZ	2016	60,000	60,000	NO
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 CEDARMOORE RD (KY 1922)(SR 44.2) 106C00055N	U	STP	BRZ	2016	30,000	30,000	NO
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 CEDARMOORE RD (KY 1922)(SR 44.2) 106C00055N	C	STP	BRZ	2018	350,000	350,000	YES

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SHELBY	5-2035.4	164	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	NHPP	IM	2015	110,000	110,000	NO
SHELBY	5-2035.4	164	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	NHPP	IM	2015	110,000	110,000	NO
SHELBY	5-8511	KY 53	1.9	6.064	8.006	RELIABILITY	RECONSTRUCTION(O)	WIDEN KY-53 TO FOUR LANES FROM I 64 TO US-60.	R	STP	STP	2015	1,850,000	1,850,000	NO
SHELBY	5-8511	KY 53	1.9	6.064	8.006	RELIABILITY	RECONSTRUCTION(O)	WIDEN KY-53 TO FOUR LANES FROM I 64 TO US-60.	U	STP	STP	2015	1,400,000	1,400,000	NO
SHELBY	5-8511	KY 53	1.9	6.064	8.006	RELIABILITY	RECONSTRUCTION(O)	WIDEN KY-53 TO FOUR LANES FROM I 64 TO US-60.	C	STP	STP	2017	15,800,000	15,800,000	NO
SIMPSON	3-8-32	US 31W	1.668	2.732	4.4	RELIABILITY	MAJOR WIDENING(O)	US-31W SECTION 3B: THREE LANE WIDENING FROM NORTH OF I-65 INTERCHANGE TO WAL-MART/LOWES AT FRANKLIN (.04CCR)(08CCR)(10CCR)(2012BOP)	C	STP	STP	2015	4,790,000	4,790,000	NO
SIMPSON	3-1086	KY 664	0.014	4.55	4.564	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER JOHNSON CREEK ON KY 664 100 FT E OF KY 1885 (107B00019N)(SR=43.7)(EBRP)	D	STP	BRX	2015	250,000	250,000	NO
SIMPSON	3-1086	KY 664	0.014	4.55	4.564	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER JOHNSON CREEK ON KY 664 100 FT E OF KY 1885 (107B00019N)(SR=43.7)(EBRP)	R	STP	BRX	2016	75,000	75,000	NO
SIMPSON	3-1086	KY 664	0.014	4.55	4.564	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER JOHNSON CREEK ON KY 664 100 FT E OF KY 1885 (107B00019N)(SR=43.7)(EBRP)	U	STP	BRX	2016	75,000	75,000	NO
SIMPSON	3-1086	KY 664	0.014	4.55	4.564	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER JOHNSON CREEK ON KY 664 100 FT E OF KY 1885 (107B00019N)(SR=43.7)(EBRP)	C	STP	BRX	2016	300,000	300,000	NO
SIMPSON	3-1089	CR 1300	0.02	6.14	6.16	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER SPRING CREEK ON ROBEY-BETHEL GROVE ROAD (CR 1300) 0.9 MI N OF KY 100 (107C00004N)(SR=42.3) (EBRP)	D	STP	BRZ	2015	250,000	250,000	NO
SIMPSON	3-1089	CR 1300	0.02	6.14	6.16	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER SPRING CREEK ON ROBEY-BETHEL GROVE ROAD (CR 1300) 0.9 MI N OF KY 100 (107C00004N)(SR=42.3) (EBRP)	R	STP	BRZ	2016	50,000	50,000	NO

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SIMPSON	3-1089	CR 1300	0.02	6.14	6.16	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER SPRING CREEK ON ROBEY-BETHEL GROVE ROAD (CR 1300) 0.9 MIN OF KY 100 (107C00004N)(SR=42.3) (EBRP)	U	STP	BRZ	2016	60,000	60,000	NO
SIMPSON	3-1089	CR 1300	0.02	6.14	6.16	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER SPRING CREEK ON ROBEY-BETHEL GROVE ROAD (CR 1300) 0.9 MIN OF KY 100 (107C00004N)(SR=42.3) (EBRP)	C	STP	BRZ	2016	200,000	200,000	NO
SIMPSON	3-8306	KY 100	2.806	13.534	16.34	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCTION AND WIDENING KY-100 FROM I-65 TO KY-622. (06CCN)(10CCR). (12CCR)(14CCR)	C	STP	STP	2015	8,670,000	8,670,000	NO
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); (108B00004N)(10CCR)(12CCR)	C	NHPP	BRO	2015	4,620,000	4,620,000	NO
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	STP	BRX	2015	90,000	90,000	NO
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	STP	BRX	2015	60,000	60,000	NO
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	C	STP	BRX	2016	350,000	350,000	NO
SPENCER	5-1080	KY 2885		2.629	2.635	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER SIMPSON CREEK ON KY 2885 (WEST RIVER ROAD) AT JCT WITH NETHERTON LANE (CR 1082) 3-TON WEIGHT LIMIT (SR=2)(108B00041N)	D	STP	BRX	2015	400,000	400,000	NO
SPENCER	5-1080	KY 2885		2.629	2.635	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER SIMPSON CREEK ON KY 2885 (WEST RIVER ROAD) AT JCT WITH NETHERTON LANE (CR 1082) 3-TON WEIGHT LIMIT (SR=2)(108B00041N)	R	STP	BRX	2015	100,000	100,000	NO
SPENCER	5-1080	KY 2885		2.629	2.635	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER SIMPSON CREEK ON KY 2885 (WEST RIVER ROAD) AT JCT WITH NETHERTON LANE (CR 1082) 3-TON WEIGHT LIMIT (SR=2)(108B00041N)	U	STP	BRX	2015	50,000	50,000	NO
SPENCER	5-1080	KY 2885		2.629	2.635	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER SIMPSON CREEK ON KY 2885 (WEST RIVER ROAD) AT JCT WITH NETHERTON LANE (CR 1082) 3-TON WEIGHT LIMIT (SR=2)(108B00041N)	C	STP	BRX	2015	500,000	500,000	NO

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TAYLOR	4-142.2	KY 555				RELIABILITY	NEW ROUTE(O)	CONSTRUCTION SECTION 1 - CAMPBELLSVILLE BYPASS FROM KY-55 TO KY-70. (2010BOP)(14CCR)	R	NHPP	NH	2016	9,200,000	9,200,000	NO
TAYLOR	4-142.2	KY 555				RELIABILITY	NEW ROUTE(O)	CONSTRUCTION SECTION 1 - CAMPBELLSVILLE BYPASS FROM KY-55 TO KY-70. (2010BOP)(14CCR)	U	NHPP	NH	2017	1,000,000	1,000,000	NO
TAYLOR	4-142.2	KY 555				RELIABILITY	NEW ROUTE(O)	CONSTRUCTION SECTION 1 - CAMPBELLSVILLE BYPASS FROM KY-55 TO KY-70. (2010BOP)(14CCR)	C	NHPP	NH	2018	13,400,000	13,400,000	YES
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)(AR/W)	C	STP	BRZ	2015	1,500,000	1,500,000	NO
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	STP	BRZ	2015	30,000	30,000	NO
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	STP	BRZ	2016	120,000	120,000	NO
TAYLOR	4-1086	KY 70	0.014	13.161	13.175	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE KY 70 BRIDGE OVER STONER CREEK IN TAYLOR COUNTY KENTUCKY BY USING HYBRID COMPOSITE BEAMS (HCB) AS PER FEDERALLY APPROVED "HIGHWAYS FOR LIFE" DISCRETIONARY FUNDED PROJECT. (KYD2013)(SR=67.6)(2012B OP)(REMAINING CONSTRUCTION COST FUNDED W/ STP FUNDS)	U	STP	STP	2015	25,000	25,000	NO
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	NHPP	NH	2015	22,500,000	22,500,000	NO
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)(14CCR)	C	NHPP	NH	2016	16,880,000	16,880,000	NO
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	NHPP	NH	2015	9,740,000	9,740,000	NO
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	NHPP/STP	JM5	2015	90,000,000	90,000,000	NO

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TRIGG	1-180.61	US 68	0.6	8.284	8.872	RELIABILITY	PREFINANC'D CONVRSN(O)	CADIZ-AURORA: BRIDGE OVER LAKE BARKLEY (ADDITIONAL FUNDING FOR C PHASE)(10CCR)	C	NHPP/STP	JM5	2016	75,000,000	75,000,000	NO
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)	U	STP	BRX	2015	220,000	220,000	NO
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)	C	STP	BRX	2016	1,000,000	1,000,000	NO
TRIGG	1-2039	124		66.5	66.53	RELIABILITY	BRIDGE REHAB(P)	OVERLAY BRIDGE DECK AND REPLACE EXPANSION JOINTS ON EASTBOUND I-24 BRIDGE OVER TRW RAILROAD EAST OF US 68 AT (MP 66.515). (111B00027R) (2012BOP)	C	NHPP	IM	2015	250,000	250,000	NO
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	NHPP	BRO	2016	5,000,000	5,000,000	NO
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	STP	2015	320,000	320,000	NO
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	STP	2015	260,000	260,000	NO
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	STP	2015	830,000	830,000	NO
TRIMBLE	5-1075	KY 2871	0.04	0.228	0.268	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LITTLE KENTUCKY RIVER ON KY 2871 150 FT NW OF KY 1335. (112B00029N)	D	STP	BRX	2015	375,000	375,000	NO
TRIMBLE	5-1075	KY 2871	0.04	0.228	0.268	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LITTLE KENTUCKY RIVER ON KY 2871 150 FT NW OF KY 1335. (112B00029N)	R	STP	BRX	2015	15,000	15,000	NO
TRIMBLE	5-1075	KY 2871	0.04	0.228	0.268	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LITTLE KENTUCKY RIVER ON KY 2871 150 FT NW OF KY 1335. (112B00029N)	U	STP	BRX	2015	10,000	10,000	NO
TRIMBLE	5-1075	KY 2871	0.04	0.228	0.268	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LITTLE KENTUCKY RIVER ON KY 2871 150 FT NW OF KY 1335. (112B00029N)	C	STP	BRX	2015	500,000	500,000	NO

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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	NHPP	BRO	2015	75,000	75,000	NO
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	NHPP	BRO	2015	125,000	125,000	NO
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	NHPP	BRO	2016	570,000	570,000	NO
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	NHPP	BRO	2015	75,000	75,000	NO
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	NHPP	BRO	2015	125,000	125,000	NO
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	NHPP	BRO	2016	570,000	570,000	NO
WARREN	3-16	165				RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT NEW INTERCHANGE ON I-65 TO ACCOMMODATE MAJOR DEVELOPMENT POSSIBILITIES NORTH OF BOWLING GREEN. (06CCR)(SEE 3-16.03-16.04; FOR ADDITIONAL "HPP" AND "IM" FUNDS) (12CCR)	C	NHPP	IM	2015	7,500,000	7,500,000	NO
WARREN	3-16.04	165				RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCTION OF NEW I-65 INTERCHANGE IN WARREN COUNTY, (SURFACING ONLY, SEE 16.03 FOR G&D) (SEE 3-16.00 FOR SIP COMPONENT)	C	NHPP	IM	2016	13,000,000	13,000,000	NO
WARREN	3-202	WN 9007	0.2	9.4	9.6	SAFETY	SAFETY(P)	RECONSTRUCT THE EXISTING WATCHER PARKWAY/JUS 231 INTERCHANGE ON WEST SIDE OF BOWLING GREEN. (12CCR)	D	NHPP	NH	2017	1,000,000	1,000,000	NO
WARREN	3-202	WN 9007	0.2	9.4	9.6	SAFETY	SAFETY(P)	RECONSTRUCT THE EXISTING WATCHER PARKWAY/JUS 231 INTERCHANGE ON WEST SIDE OF BOWLING GREEN. (12CCR)	R	NHPP	NH	2018	700,000	700,000	YES

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WARREN	3-1070	CR 1301	0.245	0.1	0.345	SAFETY	BRIDGE REPLACEMENT(P)	WEST BOGLE ROAD; REPLACE BRIDGE AND APPROACHES OVER RIC RAILROAD 0.20 MILE SOUTHEAST OF US-68 (C7). (SR= 16.5); (114C000071N)	C	STP	BRZ	2015	1,140,000	1,140,000	NO
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	NHPP	BRO	2015	160,000	160,000	NO
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	NHPP	BRO	2015	1,150,000	1,150,000	NO
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.	C	NHPP	BRO	2018	2,000,000	2,000,000	YES
WARREN	3-1090	CR 1425	0.015	1.37	1.385	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRANCH OF INDIAN CREEK ON LODGE HALL ROAD (CR 1425) 1.4 MI W OF KY 185 (114C00021N)(SR=49.4) (EBRP)	D	STP	BRZ	2015	250,000	250,000	NO
WARREN	3-1090	CR 1425	0.015	1.37	1.385	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRANCH OF INDIAN CREEK ON LODGE HALL ROAD (CR 1425) 1.4 MI W OF KY 185 (114C00021N)(SR=49.4) (EBRP)	R	STP	BRZ	2016	50,000	50,000	NO
WARREN	3-1090	CR 1425	0.015	1.37	1.385	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRANCH OF INDIAN CREEK ON LODGE HALL ROAD (CR 1425) 1.4 MI W OF KY 185 (114C00021N)(SR=49.4) (EBRP)	U	STP	BRZ	2016	75,000	75,000	NO
WARREN	3-1090	CR 1425	0.015	1.37	1.385	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRANCH OF INDIAN CREEK ON LODGE HALL ROAD (CR 1425) 1.4 MI W OF KY 185 (114C00021N)(SR=49.4) (EBRP)	C	STP	BRZ	2016	260,000	260,000	NO
WARREN	3-8707	WN 9007	0.6	3.4	4	RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT A NEW INTERCHANGE ON THE MATCHER PARKWAY AT ELROD ROAD IN BOWLING GREEN (MP 3.4 TO MP 4.0).(12CCN)	D	NHPP	NH	2015	700,000	700,000	NO
WARREN	3-8707	WN 9007	0.6	3.4	4	RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT A NEW INTERCHANGE ON THE MATCHER PARKWAY AT ELROD ROAD IN BOWLING GREEN (MP 3.4 TO MP 4.0).(12CCN)	R	NHPP	NH	2017	2,000,000	2,000,000	NO
WARREN	3-8707	WN 9007	0.6	3.4	4	RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT A NEW INTERCHANGE ON THE MATCHER PARKWAY AT ELROD ROAD IN BOWLING GREEN (MP 3.4 TO MP 4.0).(12CCN)	U	NHPP	NH	2017	950,000	950,000	NO

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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	STP	BRZ	2015	90,000	90,000	NO
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	STP	BRZ	2015	80,000	80,000	NO
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	STP	BRZ	2016	570,000	570,000	NO
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 (AR/W)	U	STP	BRZ	2015	65,000	65,000	NO
WEBSTER	2-8637	EB 9004	0.45	62.4	62.85	RELIABILITY	DESIGN ENGINEERING(O)	RECONSTRUCT EDWARD T. BREATHITT (PENNYVILLE) PARKWAY / KY 56 INTERCHANGE NEAR SEBREE. (1-69 CORRIDOR IMPROVEMENT). (10CCN)(AR/W)	C	NHPP	NH	2015	10,400,000	10,400,000	NO
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	STP	2015	1,935,000	1,935,000	NO
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	STP	2016	2,540,000	2,540,000	NO
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)	C	STP	STP	2017	9,000,000	9,000,000	NO
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)(AR/W)	U	STP	BRZ	2015	200,000	200,000	NO
WOLFE	10-126.7	KY 9009	2.5	56.8	57.72	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.45 MI W OF KY 205 (MP 56.8) TO CR 1226 PARKWAY ROAD TUNNEL (MP 59.30). (2012BOP)(14CCR)	R	STP	STP	2015	2,000,000	2,000,000	NO

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COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP	EMP	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	MAP-21 FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
WOLFE	10-126.7	KY 9009	2.5	56.8	57.72	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.45 MI W OF KY 205 (MP 56.8) TO CR 1226 PARKWAY ROAD TUNNEL (MP 59.30). (2012BOP)(14CCR)	U	STP	STP	2016	750,000	750,000	NO
WOLFE	10-126.7	KY 9009	2.5	56.8	57.72	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.45 MI W OF KY 205 (MP 56.8) TO CR 1226 PARKWAY ROAD TUNNEL (MP 59.30). (2012BOP)(14CCR)	C	STP	STP	2018	20,000,000	20,000,000	YES

**B. Federally-funded ZVarious
(Pages 1 - 7)**

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ZVARIOUS LISTING OF PROJECT PHASES
FY 2015 - FY 2018

COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP	EMP	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	MAP-21 FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
ZVARIOUS	99-65.11					RELIABILITY	BRIDGE REHAB(P)	BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE INTERSTATE HIGHWAY SYSTEM FOR FY 2014. (2006BOPP)	C	NHPP	IM	2015	3,500,000	3,500,000	NO
ZVARIOUS	99-65.12					RELIABILITY	BRIDGE REHAB(P)	BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE INTERSTATE HIGHWAY SYSTEM FOR FY 2015. (2009BOPP)	C	NHPP	IM	2015	3,500,000	3,500,000	NO
ZVARIOUS	99-65.13					RELIABILITY	BRIDGE REHAB(P)	BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE INTERSTATE HIGHWAY SYSTEM FOR FY 2016. (2009BOPP)	C	NHPP	IM	2016	3,500,000	3,500,000	NO
ZVARIOUS	99-65.14					RELIABILITY	BRIDGE REHAB(P)	BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE INTERSTATE HIGHWAY SYSTEM FOR FY 2017. (2009BOPP)	C	NHPP	IM	2017	3,700,000	3,700,000	NO
ZVARIOUS	99-65.15					RELIABILITY	BRIDGE REHAB(P)	BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE INTERSTATE HIGHWAY SYSTEM FOR FY 2018. (2009BOPP)	C	NHPP	IM	2018	3,800,000	3,800,000	YES
ZVARIOUS	99-66.09					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2014.	C	NHPP	NH	2015	2,000,000	2,000,000	NO
ZVARIOUS	99-66.1					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2015.	C	NHPP	NH	2015	2,000,000	2,000,000	NO
ZVARIOUS	99-66.11					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2016.	C	NHPP	NH	2016	2,000,000	2,000,000	NO
ZVARIOUS	99-66.12					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2017.	C	NHPP	NH	2017	2,000,000	2,000,000	NO
ZVARIOUS	99-66.13					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2018.	C	NHPP	NH	2018	2,000,000	2,000,000	YES
ZVARIOUS	99-195.16					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2014 (98CCR)	C	TAP	TE	2015	30,000,000	30,000,000	NO
ZVARIOUS	99-195.17					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2015.	C	TAP	TE	2015	9,600,000	9,600,000	NO
ZVARIOUS	99-195.18					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2016.	C	TAP	TE	2016	9,600,000	9,600,000	NO
ZVARIOUS	99-195.19					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2017 (14CCR)	C	TAP	TE	2017	8,950,000	8,950,000	NO
ZVARIOUS	99-195.2					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2018.	C	TAP	TE	2018	9,600,000	9,600,000	YES
ZVARIOUS	99-219.12					RELIABILITY	CONGESTION MITIG(T)(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2014.	C	CM	CM	2015	5,300,000	5,300,000	NO
ZVARIOUS	99-219.13					RELIABILITY	CONGESTION MITIG(T)(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2015.	C	CM	CM	2015	4,500,000	4,500,000	NO

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COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP	EMP	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	MAP-21 FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
ZVARIOUS	99-219.14					RELIABILITY	CONGESTION MITIG(TN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2016.	C	CM	CM	2016	9,100,000	9,100,000	NO
ZVARIOUS	99-219.15					RELIABILITY	CONGESTION MITIG(TN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2017.	C	CM	CM	2017	13,100,000	13,100,000	NO
ZVARIOUS	99-219.16					RELIABILITY	CONGESTION MITIG(TN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2018.	C	CM	CM	2018	13,100,000	13,100,000	YES
ZVARIOUS	99-224.08					RELIABILITY	PAVEMENT REHAB-PRK(P)	PAVEMENT REHAB ON STATE (NON RS) SYSTEM ROUTES IN KENTUCKY FOR FY 2015. (12CCR)(14CCR)	C	STP	STP	2015	16,000,000	16,000,000	NO
ZVARIOUS	99-224.09					RELIABILITY	PAVEMENT REHAB-PR(P)	PAVEMENT REHAB ON STATE (NON RS) SYSTEM ROUTES IN KENTUCKY FOR FY 2016.(12CCR)(14CCR)	C	STP	STP	2016	17,000,000	17,000,000	NO
ZVARIOUS	99-302.08					RELIABILITY	SIGNAL SYS IMPROVE(P)	SIGNAL SYSTEM UPGRADES.	C	STP	STP	2015	1,000,000	1,000,000	NO
ZVARIOUS	99-327.11					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2015	C	NHPP	BRO	2015	2,300,000	2,300,000	NO
ZVARIOUS	99-327.12					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2016	C	NHPP	BRO	2016	2,300,000	2,300,000	NO
ZVARIOUS	99-327.13					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2017	C	NHPP	BRO	2017	2,500,000	2,500,000	NO
ZVARIOUS	99-327.14					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2018.	C	NHPP	BRO	2018	2,600,000	2,600,000	YES
ZVARIOUS	99-333.1					RELIABILITY	FOREST HIGHWAY(P)	STATEWIDE FEDERAL LANDS ACCESS PROGRAM FEDERAL HIGHWAY FUNDS FOR FY 2014. (INCLUDES CARRY-FORWARD FUNDING FROM FY 2013)	C	FH	FH	2015	3,283,000	3,283,000	NO
ZVARIOUS	99-333.11					RELIABILITY	FOREST HIGHWAY(P)	STATEWIDE FEDERAL LANDS ACCESS PROGRAM FEDERAL HIGHWAY FUNDS FOR FY 2015.	C	FH	FH	2015	1,641,000	1,641,000	NO
ZVARIOUS	99-333.12					RELIABILITY	FOREST HIGHWAY(P)	STATEWIDE FEDERAL LANDS ACCESS PROGRAM FEDERAL HIGHWAY FUNDS FOR FY 2016.	C	FH	FH	2016	1,641,000	1,641,000	NO
ZVARIOUS	99-333.13					RELIABILITY	FOREST HIGHWAY(P)	STATEWIDE FEDERAL LANDS ACCESS PROGRAM FEDERAL HIGHWAY FUNDS FOR FY 2017.	C	FH	FH	2017	1,641,000	1,641,000	NO
ZVARIOUS	99-333.14					RELIABILITY	FOREST HIGHWAY(P)	STATEWIDE FEDERAL LANDS ACCESS PROGRAM FEDERAL HIGHWAY FUNDS FOR FY 2018.	C	FH	FH	2018	1,641,000	1,641,000	NO
ZVARIOUS	99-337.09					RELIABILITY	PAVEMENT REHAB-INT(P)	STATEWIDE I-STATE ROUTES FOR FY 2014. (12CCR)	C	NHPP	IM	2015	20,000,000	20,000,000	NO
ZVARIOUS	99-337.1					RELIABILITY	PAVEMENT REHAB-INT(P)	STATEWIDE I-STATE ROUTES FOR FY 2015. (12CCR)	C	NHPP	IM	2015	20,000,000	20,000,000	NO
ZVARIOUS	99-337.11					RELIABILITY	PAVEMENT REHAB-INT(P)	STATEWIDE I-STATE ROUTES FOR FY 2016. (12CCR)	C	NHPP	IM	2016	10,000,000	10,000,000	NO
ZVARIOUS	99-337.12					RELIABILITY	PAVEMENT REHAB-INT(P)	STATEWIDE I-STATE ROUTES FOR FY 2017. (12CCR)	C	NHPP	IM	2017	25,000,000	25,000,000	NO
ZVARIOUS	99-337.13					RELIABILITY	PAVEMENT REHAB-INT(P)	STATEWIDE I-STATE ROUTES FOR FY 2018. (12CCR)	C	NHPP	IM	2018	20,000,000	20,000,000	YES

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COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP	EMP	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	MAP-21 FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
ZVARIOUS	99-346.11					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2015	C	STP	BRZ	2015	900,000	900,000	NO
ZVARIOUS	99-346.12					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2016	C	STP	BRZ	2016	900,000	900,000	NO
ZVARIOUS	99-346.13					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2017	C	STP	BRZ	2017	1,000,000	1,000,000	NO
ZVARIOUS	99-346.14					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2018	C	STP	BRZ	2018	1,100,000	1,100,000	YES
ZVARIOUS	99-352.1					SAFETY	SAFETY-RR PROTECTIN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2014	C	STP	RRP	2015	9,805,000	9,805,000	NO
ZVARIOUS	99-352.11					SAFETY	SAFETY-RR PROTECTIN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2015	C	STP	RRP	2015	3,600,000	3,600,000	NO
ZVARIOUS	99-352.12					SAFETY	SAFETY-RR SEPARATIN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2016	C	STP	RRP	2016	3,600,000	3,600,000	NO
ZVARIOUS	99-352.13					SAFETY	SAFETY-RR SEPARATIN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2017	C	STP	RRP	2017	3,600,000	3,600,000	NO
ZVARIOUS	99-352.14					SAFETY	SAFETY-RR PROTECTIN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2018	C	STP	RRP	2018	3,600,000	3,600,000	YES
ZVARIOUS	99-369.05					RELIABILITY	PAVEMENT REHAB-PR(P)	PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2015. (14CCR)	C	NHPP	NH	2015	9,000,000	9,000,000	NO
ZVARIOUS	99-369.06					RELIABILITY	PAVEMENT REHAB-PR(P)	PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2016. (14CCR)	C	NHPP	NH	2016	12,500,000	12,500,000	NO
ZVARIOUS	99-369.08					RELIABILITY	PAVEMENT REHAB-PR(P)	PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2018.	C	NHPP	NH	2018	10,000,000	10,000,000	YES
ZVARIOUS	99-383.06					SAFETY	GUARDRAIL REPLCMNT(P)	REPLACE TYPE 77 TEXAS TWIST GUARDRAIL ON INTERSTATES AND PARKWAYS FOR FY 2015.	C	NHPP	NH	2015	2,000,000	2,000,000	NO
ZVARIOUS	99-383.07					SAFETY	GUARDRAIL REPLCMNT(P)	REPLACE TYPE 77 TEXAS TWIST GUARDRAIL ON INTERSTATES AND PARKWAYS FOR FY 2016.	C	NHPP	NH	2016	2,000,000	2,000,000	NO
ZVARIOUS	99-383.09					SAFETY	GUARDRAIL REPLCMNT(P)	REPLACE TYPE 77 TEXAS TWIST GUARDRAIL ON INTERSTATES AND PARKWAYS FOR FY 2018.	C	NHPP	NH	2018	2,000,000	2,000,000	YES
ZVARIOUS	99-388.05					SAFETY	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2015.	C	NHPP	BRO	2015	1,200,000	1,200,000	NO
ZVARIOUS	99-388.06					SAFETY	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2016.	C	NHPP	BRO	2016	1,200,000	1,200,000	NO
ZVARIOUS	99-388.07					SAFETY	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2017.	C	NHPP	BRO	2017	1,500,000	1,500,000	NO
ZVARIOUS	99-388.08					SAFETY	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2018. (12CCR)	C	NHPP	BRO	2018	1,600,000	1,600,000	YES
ZVARIOUS	99-391.02					RELIABILITY	DESIGN ENGINEERING(O)	STATEWIDE HIGHWAY PROJECT DESIGN ACTIVITIES.	D	STP	STP	2016	5,000,000	5,000,000	NO
ZVARIOUS	99-391.04					RELIABILITY	DESIGN ENGINEERING(O)	STATEWIDE HIGHWAY PROJECT DESIGN ACTIVITIES. (12CCR)	D	STP	STP	2018	5,000,000	5,000,000	YES
ZVARIOUS	99-401					RELIABILITY	CONGESTION MITGTN(O)	DEVELOP AND CONSTRUCT CNG-RELATED PROJECTS IN CMAQ-ELIGIBLE AREAS.	C	CM	CM	2015	4,000,000	4,000,000	NO

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ZVARIOUS	99-401.01					RELIABILITY	CONGESTION MITIGTN(O)	DEVELOP AND CONSTRUCT CNG-RELATED PROJECTS IN CMAQ-ELIGIBLE AREAS.	C	CM	CM	2015	4,000,000	4,000,000	NO
ZVARIOUS	99-401.02					RELIABILITY	CONGESTION MITIGTN(O)	DEVELOP AND CONSTRUCT CNG-RELATED PROJECTS IN CMAQ-ELIGIBLE AREAS.	C	CM	CM	2016	4,000,000	4,000,000	NO
ZVARIOUS	99-911.03					SAFETY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2014.(HSIP)	C	HSIP	SAF	2015	50,000,000	50,000,000	NO
ZVARIOUS	99-911.04					SAFETY	SAFETY(P)	STATEWIDE SAFETY PROGRAM FOR FY 2015. (HSIP)	C	HSIP	SAF	2015	38,500,000	38,500,000	NO
ZVARIOUS	99-911.05					SAFETY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2016.(HSIP)	C	HSIP	SAF	2016	38,500,000	38,500,000	NO
ZVARIOUS	99-911.06					SAFETY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2017. (HSIP)(14CCR)	C	HSIP	SAF	2017	38,375,000	38,375,000	NO
ZVARIOUS	99-911.07					SAFETY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2018.(HSIP)	C	HSIP	SAF	2018	38,500,000	38,500,000	YES
ZVARIOUS	99-1063.11					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2015	C	STP	BRX	2015	400,000	400,000	NO
ZVARIOUS	99-1063.12					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2016	C	STP	BRX	2016	400,000	400,000	NO
ZVARIOUS	99-1063.13					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2017	C	STP	BRX	2017	500,000	500,000	NO
ZVARIOUS	99-1063.14					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2018	C	STP	BRX	2018	500,000	500,000	YES
ZVARIOUS	99-1071.03					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES	C	NHPP	BRO	2015	1,500,000	1,500,000	NO
ZVARIOUS	99-1071.04					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES	C	NHPP	BRO	2016	1,500,000	1,500,000	NO
ZVARIOUS	99-1071.05					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES	C	NHPP	BRO	2017	1,500,000	1,500,000	NO
ZVARIOUS	99-1071.06					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES	C	NHPP	BRO	2018	1,500,000	1,500,000	YES
ZVARIOUS	99-1073.04					RELIABILITY	BRIDGE REPLACEMENT(P)	STATEWIDE "BRO" FUNDS.	C	NHPP	BRO	2016	1,000,000	1,000,000	NO
ZVARIOUS	99-1073.05					RELIABILITY	BRIDGE REPLACEMENT(P)	STATEWIDE "BRO" FUNDS.	C	NHPP	BRO	2018	1,000,000	1,000,000	YES
ZVARIOUS	99-1074.05					RELIABILITY	BRIDGE REPLACEMENT(P)	STATEWIDE OFF SYSTEM BRIDGE REPLACEMENT PROJECTS.	C	STP	BRZ	2016	1,000,000	1,000,000	NO
ZVARIOUS	99-1074.06					RELIABILITY	BRIDGE REPLACEMENT(P)	STATEWIDE OFF SYSTEM BRIDGE REPLACEMENT PROJECTS.	C	STP	BRZ	2018	4,000,000	4,000,000	YES
ZVARIOUS	99-3002.1					RELIABILITY	TRANSP ENHANCEMENT(P)	HISTORICAL HIGHWAY MARKER RESTORATION PROGRAM - TO REPLACE AND/OR REFURBISH STATE HISTORICAL MARKERS (2010 BOPC)	C	TAP	TE	2015	58,000	58,000	NO

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ZVARIOUS	99-3006					RELIABILITY	TRANSP ENHANCEMENT(P)	WORK IN CONJUNCTION WITH THE KENTUCKY HERITAGE COUNCIL TO ESTABLISH REQUIRED HISTORIC PRESERVATION EASEMENTS ON TRANSPORTATION ENHANCEMENT (TE) PROJECTS. (2012BOP)	C	TAP	TE	2015	300,000	300,000	NO
ZVARIOUS	99-9050					RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65: I-75; AND I-64 FOR FY 2014. (JM03-FD53 "IM" COMPONENT)	C	NHPP	IM	2015	17,500,000	17,500,000	NO
ZVARIOUS	99-9050.01					RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65: I-75; AND I-64 FOR FY 2014. (JM03-FD53 "NH" COMPONENT)	C	NHPP	NH	2015	26,300,000	26,300,000	NO
ZVARIOUS	99-9050.02					RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65: I-75; AND I-64 FOR FY 2015. (JM03-FD53 "IM" COMPONENT)	C	NHPP	IM	2015	17,500,000	17,500,000	NO
ZVARIOUS	99-9050.03					RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65: I-75; AND I-64 FOR FY 2015. (JM03-FD53 "NH" COMPONENT)	C	NHPP	NH	2015	26,300,000	26,300,000	NO
ZVARIOUS	99-9050.04					RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65: I-75; AND I-64 FOR FY 2016. (JM03-FD53 "IM" COMPONENT)	C	NHPP	IM	2016	17,400,000	17,400,000	NO
ZVARIOUS	99-9050.05					RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65: I-75; AND I-64 FOR FY 2016. (JM03-FD53 "NH" COMPONENT)	C	NHPP	NH	2016	26,300,000	26,300,000	NO
ZVARIOUS	99-9050.06					RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65: I-75; AND I-64 FOR FY 2017. (JM03-FD53 "IM" COMPONENT)	C	NHPP	IM	2017	17,400,000	17,400,000	NO
ZVARIOUS	99-9050.07					RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65: I-75; AND I-64 FOR FY 2017. (JM03-FD53 "NH" COMPONENT)	C	NHPP	NH	2017	26,200,000	26,200,000	NO
ZVARIOUS	99-9050.08					RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65: I-75; AND I-64 FOR FY 2018. (JM03-FD53 "IM" COMPONENT)	C	NHPP	IM	2018	17,400,000	17,400,000	NO
ZVARIOUS	99-9050.09					RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65: I-75; AND I-64 FOR FY 2018. (JM03-FD53 "NH" COMPONENT)	C	NHPP	NH	2018	26,200,000	26,200,000	NO
ZVARIOUS	99-9068	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	NHPP	BRO	2015	11,500,000	11,500,000	NO

2014 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
ZVARIOUS LISTING OF PROJECT PHASES
FY 2015 - FY 2018

COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP	EMP	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	MAP-21 FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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 2016. (079B00023N, 111B00020N)	C	NHPP	BRO	2016	23,000,000	23,000,000	NO
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 2017. (079B00023N, 111B00020N)	C	NHPP	BRO	2017	23,000,000	23,000,000	NO
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 2018. (079B00023N, 111B00020N)	C	NHPP	BRO	2018	23,000,000	23,000,000	NO
ZVARIOUS	99-9068.6	US 68				RELIABILITY	BRIDGE REPLACEMENT(P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE FOR FY 2015.	C	STP	STP	2015	11,500,000	11,500,000	NO
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 2016.	C	STP	STP	2016	23,000,000	23,000,000	NO
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 2017.	C	STP	STP	2017	23,000,000	23,000,000	NO
ZVARIOUS	99-9068.64	US 68				RELIABILITY	BRIDGE REPLACEMENT(P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE FOR FY 2018.	C	STP	STP	2018	23,000,000	23,000,000	NO
ZVARIOUS	99-9659.06					RELIABILITY	NEW ROUTE(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2014. (JZ1-FD53 "IM" COMPONENT)	C	NHPP	IM	2015	4,100,000	4,100,000	NO
ZVARIOUS	99-9659.07					RELIABILITY	NEW ROUTE(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2014. (JZ1-FD53 "NH" COMPONENT)	C	NHPP	NH	2015	6,100,000	6,100,000	NO
ZVARIOUS	99-9659.09					RELIABILITY	NEW ROUTE(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2015. (JZ1-FD53 "IM" COMPONENT)	C	NHPP	IM	2015	5,900,000	5,900,000	NO
ZVARIOUS	99-9659.1					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2015. (JZ1-FD53 "NH" COMPONENT)	C	NHPP	NH	2015	8,800,000	8,800,000	NO
ZVARIOUS	99-9659.12					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2016. (JZ1-FD53 "IM" COMPONENT)	C	NHPP	IM	2016	5,900,000	5,900,000	NO
ZVARIOUS	99-9659.13					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2016. (JZ1-FD53 "NH" COMPONENT)	C	NHPP	NH	2016	8,800,000	8,800,000	NO
ZVARIOUS	99-9659.15					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2017. (JZ1-FD53 "IM" COMPONENT)	C	NHPP	IM	2017	5,900,000	5,900,000	NO

2014 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
 ZVARIOUS LISTING OF PROJECT PHASES
 FY 2015 - FY 2018

COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP	EMP	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	MAP-21 FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
ZVARIOUS	99-9659.16					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2017. (JZ1-FD53 "NH" COMPONENT)	C	NHPP	NH	2017	8,800,000	8,800,000	NO
ZVARIOUS	99-9659.18					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2018. (JZ1-FD53 "IM" COMPONENT)	C	NHPP	IM	2018	13,500,000	13,500,000	NO
ZVARIOUS	99-9659.19					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2018. (JZ1-FD53 "NH" COMPONENT)	C	NHPP	NH	2018	20,300,000	20,300,000	NO

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

2014 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
 REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECTS
 FY 2015 - FY 2018

COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP1	EMIP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	TYPE OF FUND	FEDERAL FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION
BOONE	6-409	175	0.083	180.3	180.6	SAFETY	SAFETY(P)	CONSTRUCT A RAMP FROM THE MALL ROAD INTERCHANGE TO SOUTHBOUND I-75.(12CCR)	R	SPP	2015	250,000	0
BOONE	6-409	175	0.083	180.3	180.6	SAFETY	SAFETY(P)	CONSTRUCT A RAMP FROM THE MALL ROAD INTERCHANGE TO SOUTHBOUND I-75.(12CCR)	U	SPP	2015	50,000	0
BOONE	6-409	175	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
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. (CSX RAILROAD)(CONSTRUCTION SEQUENCE 3) (10CCR)(12CCR)(LET W/ 117.20)	C	SPP	2015	20,130,000	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)(LET W/ 117.10)	C	SPP	2015	13,590,000	0
CAMPBELL	6-8101.1	KY 9				RELIABILITY	NEW ROUTE(O)	RECONSTRUCT KY 9 ALONG A NEW ROUTE FROM MP 21.643 TO NORTH OF 10TH STREET. (2012BOP)	C	SPP	2015	4,500,000	0
CAMPBELL	6-8101.2	KY 9				RELIABILITY	NEW ROUTE(O)	RECONSTRUCT KY 9 ALONG A NEW ROUTE FROM NORTH OF 10TH STREET TO US 27 (YORK STREET). (2012BOP)	C	SPP	2016	8,500,000	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)(14CCR)	R	SPP	2015	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)(14CCR)	U	SPP	2017	17,040,000	0
FAYETTE	7-113	KY 4	2.4	4.86	7.26	RELIABILITY	MAJOR WIDENING(O)	NEW CIRCLE ROAD REHAB AND WIDENING FROM VERSAILLES ROAD TO LEESTOWN ROAD. (12CCR) (LET W/ 7-279)	C	SB2	2015	19,430,000	0

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 REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECTS
 FY 2015 - FY 2018

COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP1	EMIP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	TYPE OF FUND	FEDERAL FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION
FAYETTE	7-113.01	KY 4	2.4	4.86	7.26	RELIABILITY	PREFINANCED CONVRSN(O)	NEW CIRCLE ROAD REHAB AND WIDENING FROM VERSAILLES ROAD TO LEETOWN ROAD. (12CCR) (LET W/ 7-279)(ADDITIONAL FUNDING FOR C PHASE)(14CCR)	C	SPP	2017	15,180,000	0
FAYETTE	7-593.2					RELIABILITY	NEW ROUTE(O)	NEWTOWN PIKE EXTENSION - PRIORITY 3: FROM VERSAILLES ROAD TO BROADWAY. (PHASE II)(08CCR)(10CCR)(14CCR)	U	SPP	2015	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)(14CCR)	C	SPP	2017	16,059,800	0
HARDIN	4-198	KY 3005				RELIABILITY	PE & ENVIRONMENTAL(O)	EXTEND RING ROAD FROM THE WESTERN KENTUCKY PARKWAY TO I-65.(12CCR)(14CCR)	R	SPP	2016	2,760,000	0
HARDIN	4-198	KY 3005				RELIABILITY	PE & ENVIRONMENTAL(O)	EXTEND RING ROAD FROM THE WESTERN KENTUCKY PARKWAY TO I-65.(12CCR)(14CCR)	U	SPP	2016	1,690,000	0
HARDIN	4-198	KY 3005				RELIABILITY	PE & ENVIRONMENTAL(O)	EXTEND RING ROAD FROM THE WESTERN KENTUCKY PARKWAY TO I-65.(12CCR)(14CCR)	C	SPP	2017	30,000,000	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	2015	10,130,000	0
JEFFERSON	5-8405	1264	0.1	8.08	8.18	RELIABILITY	NEW INTERCHANGE(O)	INTERCHANGE AT MANSLUICK ROAD (KY-1931) AND I-264.(08CCR)(10CCR)(12CCR)(14CCR)	D	SPP	2015	3,100,000	0
JEFFERSON	5-8707					RELIABILITY	NEW ROUTE(O)	CONSTRUCT A NEW EXTENSION ROAD FROM SOUTH FOURTH STREET TO WARNOCK AS PER AGREEMENT WITH THE UNIVERSITY OF LOUISVILLE FOUNDATION AND KYTC.(12CCN)	C	SPP	2015	20,000,000	0

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 REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECTS
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COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP1	EMIP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	TYPE OF FUND	FEDERAL FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION
JEFFERSON	5-8804	CS 1266G	0.084	0.253	0.337	SAFETY	SAFETY(P)	D & C FOR MULTI-MODAL DIRECTIONAL NON-VEHICLE & VEHICLE SAFETY PROJ@UOFL BELKNAP. 1ST YR TO INCLUDE CONST FUNDS FOR ROUNDABOUT@FLOYD ST & CARDINAL BLVD & INTER@BRANDEIS & ARTHUR ST. UOFL FOUNDATION WILL PAY UPFRONT \$4.5M OF \$22.5M (80/20) IN 1ST YR.(14CCN)	U	SPP	2015	1,350,000	0
JEFFERSON	5-8804	CS 1266G	0.084	0.253	0.337	SAFETY	SAFETY(P)	D & C FOR MULTI-MODAL DIRECTIONAL NON-VEHICLE & VEHICLE SAFETY PROJ@UOFL BELKNAP. 1ST YR TO INCLUDE CONST FUNDS FOR ROUNDABOUT@FLOYD ST & CARDINAL BLVD & INTER@BRANDEIS & ARTHUR ST. UOFL FOUNDATION WILL PAY UPFRONT \$4.5M OF \$22.5M (80/20) IN 1ST YR.(14CCN)	C	SPP	2015	5,000,000	0
JEFFERSON	5-8805	CS 1266G	0.084	0.253	0.337	RELIABILITY	PREFINANCD CONVRSN(O)	D & C FOR MULTI-MODAL DIRECTIONAL NON-VEHICLE & VEHICLE SAFETY PROJ@UOFL BELKNAP. 1ST YR TO INCLUDE CONST FUNDS FOR ROUNDABOUT@FLOYD ST & CARDINAL BLVD & INTER@BRANDEIS & ARTHUR ST. UOFL FOUNDATION WILL PAY UPFRONT \$4.5M OF \$22.5M (80/20) IN 1ST YR.(14CCN)	C	SPP	2015	11,650,000	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)	R	SPP	2015	3,000,000	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)	U	SPP	2015	4,980,000	0

2014 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
 REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECTS
 FY 2015 - FY 2018

COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP1	EMIP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	TYPE OF FUND	FEDERAL FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION
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)	C	SPP	2016	14,400,000	0
KENTON	6-17.09	175		191.277	191.777	RELIABILITY	RELOCATION(O)	BRENT SPENCE BRIDGE RELOCATION PROJECT (ADDITIONAL PROJECT FUNDS)(10CCR)(14CCR)	R	SB2	2015	6,520,000	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)	C	SPP	2015	9,740,000	0
OLDHAM	5-367.2		2.2			RELIABILITY	NEW ROUTE(O)	EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR)	C	SB2	2016	15,000,000	0
OLDHAM	5-8708					NEW ROUTES	NEW ROUTE(O)	PROVIDE A NEW FOUR LANE CONNECTOR BETWEEN THE NEW I-71 OVERPASS AND US 53 (RING ROAD), INCLUDING INTERSECTION IMPROVEMENTS AT US 53 & BLAKEMORE LANE. (12CCN)(14CCR)	C	SPP	2015	15,100,000	0
WARREN	3-199	US 31W	2.6	4.1	6.7	RELIABILITY	MAJOR WIDENING(O)	WIDEN TO 5 LANES FROM 1.0 MILE SOUTH OF KY 242 (MP 4.1) TO DILLARD ROAD (MP 6.7).(12CCR)	R	SPP	2015	3,570,000	0
WARREN	3-199	US 31W	2.6	4.1	6.7	RELIABILITY	MAJOR WIDENING(O)	WIDEN TO 5 LANES FROM 1.0 MILE SOUTH OF KY 242 (MP 4.1) TO DILLARD ROAD (MP 6.7).(12CCR)	U	SPP	2015	3,820,000	0
WARREN	3-199	US 31W	2.6	4.1	6.7	RELIABILITY	MAJOR WIDENING(O)	WIDEN TO 5 LANES FROM 1.0 MILE SOUTH OF KY 242 (MP 4.1) TO DILLARD ROAD (MP 6.7).(12CCR)	C	SPP	2017	11,250,000	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	2015	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

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 REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECTS
 FY 2015 - FY 2018

COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP1	EMIP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	TYPE OF FUND	FEDERAL FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION
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 JULY 2014

County	Applicant	Project Title	Project Description	Phase	Total Federal Funds
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 Newport	City of Newport SRTS	Installation of sidewalks and traffic control measures along: 4th and Monmouth, from Saratoga to Monmouth and 3rd Street and 8th Street/Columbia to Putman and 9th.	C	\$225,000
Campbell	City of Dayton	Dayton Pike Project	Construct sidewalks & install crosswalks & roadway markers along Dayton Pike from 7th St to Chateau Dr & along Belmont Rd to Ervin Terrace in City Of Dayton.	C	\$136,200
Casey	City of Liberty	Liberty Elementary Safe Routes to School	Installation of replacement sidewalks on both sides of Montgomery Street from Foster Street to Beldon Avenue and on the south side of Whipp Avenue from Allen Street to Montgomery Street in the City of Liberty.	C	\$131,465
Christian	City of Crofton	Crofton Elementary SRTS project	Construct a new shared use path along Madisonville Road/US 41 from Crofton Elementary to the intersection of Madisonville Road and Princeton Street.	C	\$212,500
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	Engineering & 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

SAFE ROUTES TO SCHOOL PROGRAM PROJECTS AS OF JULY 2014

County	Applicant	Project Title	Project Description	Phase	Total Federal Funds
Greenup	Greenup County Fiscal Court	Lloyd Sidewalks	Construct 3,580 feet of sidewalk along the east side of KY 3116, crossing 9 subdivision streets and reaching Graysbranch Elementary and Greenup County High School.	D	\$30,000
Greenup	Greenup County Fiscal Court	Lloyd Sidewalks	Construct 3,580 feet of sidewalk along the east side of KY 3116, crossing 9 subdivision streets and reaching Graysbranch Elementary and Greenup County High School.	C	\$210,000
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.	C	\$225,000
Hopkins	City of Earlinton	Earlington Safe Routes to School	Construct new sidewalks, street signs and crosswalks in Earlinton. Work will involve the construction of 601 feet of new 4 foot wide sidewalks along South McEuen, South Atkinson, and South Sebre.	C	\$190,201
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
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
Johnson	City of Paintsville	Paintsville SRTS	Replace sidewalks on various streets in the vicinity of the elementary and middle schools in downtown Paintsville.	D	\$20,000
Johnson	City of Paintsville	Paintsville SRTS	Replace sidewalks on various streets in the vicinity of the elementary and middle schools in downtown Paintsville.	C	\$155,000
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

SAFE ROUTES TO SCHOOL PROGRAM PROJECTS AS OF JULY 2014

County		Applicant	Project Title	Project Description		Phase	Total Federal Funds
Leslie		City of Hyden	Hyden SRTS	Construct 1800 ft of new and replacement sidewalks along Maple St, Elm St, and Hickory St in Hyden.		D	\$30,000
Leslie		City of Hyden	Hyden SRTS	Construct 1800 ft of new and replacement sidewalks along Maple St, Elm St, and Hickory St in Hyden.		U	\$10,000
Leslie		City of Hyden	Hyden SRTS	Construct 1800 ft of new and replacement sidewalks along Maple St, Elm St, and Hickory St in Hyden.		C	\$160,000
Lewis		City of Vanceburg	Vanceburg SRTS	Construct 3,649 ft of new and replacement sidewalks along Fairlane Drive from Shelton Drive to KY 59 in Vanceburg.		D	\$35,000
Lewis		City of Vanceburg	Vanceburg SRTS	Construct 3,649 ft of new and replacement sidewalks along Fairlane Drive from Shelton Drive to KY 59 in Vanceburg.		C	\$165,000
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 Wayneburg/ Lincoln County	Waynesburg Elementary Safe Routes to School Phase I	Construct new sidewalk from the intersection of KY 328 and Old US 27 to N. Railroad St and KY 328 in Waynesburg		C	\$110,500
Logan		City of Russellville	Russellville SRTS	Replace 7,325 ft of sidewalks along various streets on the east side of the City of Russellville.		D	\$20,000
Logan		City of Russellville	Russellville SRTS	Replace 7,325 ft of sidewalks along various streets on the east side of the City of Russellville.		C	\$80,000
Madison		City of Berea	Berea Bicycle Lane Project	Construction of bicycle paths to encircle Berea Community School.		D	\$16,000
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
Mason		City of Maysville	SRTS Maysville	Construct sidewalk along KY 8 (W. Third St) from Bridge Street to Sutton Street in Maysville.		D	\$35,000
Mason		City of Maysville	SRTS Maysville	Construct sidewalk along KY 8 (W. Third St) from Bridge Street to Sutton Street in Maysville.		C	\$165,000
Ohio		Ohio County Fiscal Court	Beaver Dam SRTS	Construct sidewalk along Veller Drive from Main Street to back entrance of Beaver Dam Elementary.		D	\$10,000

**SAFE ROUTES TO SCHOOL PROGRAM PROJECTS
AS OF JULY 2014**

County	Applicant	Project Title	Project Description	Phase	Total Federal Funds
Ohio	Ohio County Fiscal Court	Beaver Dam SRTS	Construct sidewalk along Veller Drive from Main Street to back entrance of Beaver Dam Elementary.	C	\$90,000
Pendleton	City of Falmouth	Southern Elementary School Sidewalk SRTS	Construct 1550 ft of new sidewalk along Robbins Avenue from KY 22 (Main Street) to US 27 in Falmouth.	D	\$30,000
Pendleton	City of Falmouth	Southern Elementary School Sidewalk SRTS	Construct 1550 ft of new sidewalk along Robbins Avenue from KY 22 (Main Street) to US 27 in Falmouth.	C	\$220,000
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
Wolfe	City of Campton	Campton SRTS	Construct 4700 ft of new and replacement sidewalks along KY 2491 from KY 191 to Little Wolfe Drive and along Little Wolfe Drive to Campton Elementary School.	D	\$30,000
Wolfe	City of Campton	Campton SRTS	Construct 4700 ft of new and replacement sidewalks along KY 2491 from KY 191 to Little Wolfe Drive and along Little Wolfe Drive to Campton Elementary School.	C	\$220,000

EXHIBIT A – 7

- **TRANSPORTATION
ALTERNATIVES PROJECTS**

- **TRANSPORTATION
ENHANCEMENT PROJECTS**

**TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JULY 2014**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for		Total Federal Cost	Category
						State Forces	Project Management Costs		
Barren	City of Glasgow	Glasgow Shared Use Path & Residential Sidewalk	Construct sidewalks along Carnation Dr from Mill St to E. Main St (includes pedestrian bridge over South Fork Creek); along Bowen St; along May St; and along Humble Ave from Eastview Dr to E. Main St. Construct shared use path from Gorin Park to Twyman Park.	D	\$30,000	\$2,000	\$32,000	Bicycle and Pedestrian Facilities	
Barren	City of Glasgow	Glasgow Shared Use Path & Residential Sidewalk	Construct sidewalks along Carnation Dr from Mill St to E. Main St (includes pedestrian bridge over South Fork Creek); along Bowen St; along May St; and along Humble Ave from Eastview Dr to E. Main St. Construct shared use path from Gorin Park to Twyman Park.	R	\$15,000	\$1,000	\$16,000	Bicycle and Pedestrian Facilities	
Barren	City of Glasgow	Glasgow Shared Use Path & Residential Sidewalk	Construct sidewalks along Carnation Dr from Mill St to E. Main St (includes pedestrian bridge over South Fork Creek); along Bowen St; along May St; and along Humble Ave from Eastview Dr to E. Main St. Construct shared use path from Gorin Park to Twyman Park.	C	\$731,815	\$10,000	\$741,815	Bicycle and Pedestrian Facilities	
Clay	City of Manchester	Riverwalk Trail Phase 2- Bike/Ped Path Upgrade	Riverwalk Trail Phase 2 - Widen and pave 3200' of existing trail for walking and biking from Railroad Avenue to Goose Creek Bridge in Manchester.	D	\$20,000	\$1,000	\$21,000	Bicycle and Pedestrian Facilities	
Clay	City of Manchester	Riverwalk Trail Phase 2- Bike/Ped Path Upgrade	Riverwalk Trail Phase 2 -Widen and pave 3200' of existing trail for walking and biking from Railroad Avenue to Goose Creek Bridge in Manchester.	U	\$40,625	\$5,000	\$45,625	Bicycle and Pedestrian Facilities	
Clay	City of Manchester	Riverwalk Trail Phase 2- Bike/Ped Path Upgrade	Riverwalk Trail Phase 2 -Widen and pave 3200' of existing trail for walking and biking from Railroad Avenue to Goose Creek Bridge in Manchester.	C	\$101,875	\$10,000	\$111,875	Bicycle and Pedestrian Facilities	
Fayette	LFUCG	Old Frankfort Pike Scenic Byway Viewing Area	Construct visitor viewing area at the intersection of Old Frankfort Pike and Alexandria Drive in Lexington.	D	\$50,000	\$5,000	\$55,000	Turnouts, overlooks, viewing areas	

**TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JULY 2014**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for		Total Federal Cost	Category
						State Forces	Project Management Costs		
Fayette	LFUCG	Old Frankfort Pike Scenic Byway Viewing Area	Construct visitor viewing area at the intersection of Old Frankfort Pike and Alexandria Drive in Lexington.	R	\$98,000	\$1,000	\$99,000	Turnouts, overlooks, viewing areas	
Fayette	LFUCG	Old Frankfort Pike Scenic Byway Viewing Area	Construct visitor viewing area at the intersection of Old Frankfort Pike and Alexandria Drive in Lexington.	C	\$455,120	\$10,000	\$465,120	Turnouts, overlooks, viewing areas	
Franklin	City of Frankfort	Pinsley Trail	Construct 5,000 feet of bike/ped trail beginning at West Clinton Street, following the old Pinsley railroad bed, through KSU campus, and ending at East Main Street in Frankfort.	D	\$38,400	\$2,000	\$40,400	Bicycle and Pedestrian Facilities	
Franklin	City of Frankfort	Pinsley Trail	Construct 5,000 feet of bike/ped trail beginning at West Clinton Street, following the old Pinsley railroad bed, through KSU campus, and ending at East Main Street in Frankfort.	C	\$194,600	\$10,000	\$204,600	Bicycle and Pedestrian Facilities	
Green	City of Greensburg	Greensburg Greenway Belt	Construct trailhead in historic district, construct new trail, add new bike and pedestrian lanes to existing roadways, and install trail amenities and signage in Greensburg.	D	\$8,000	\$1,000	\$9,000	Bicycle and Pedestrian Facilities	
Green	City of Greensburg	Greensburg Greenway Belt	Construct trailhead in historic district, construct new trail, add new bike and pedestrian lanes to existing roadways, and install trail amenities and signage in Greensburg.	C	\$69,753	\$5,000	\$74,753	Bicycle and Pedestrian Facilities	
Lee	City of Beattyville	Main St Revitalization Phase 3	Construct improvements along Main Street including sidewalks, storm drainage, lighting, on-street parking, and landscaping. Work will occur along Main St from Center St to Railroad St. in Beattyville.	D	\$10,000	\$1,000	\$11,000	Bicycle and Pedestrian Facilities	

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS AS OF JULY 2014

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for		Total Federal Cost	Category
						State Forces	Project Management Costs		
Lee	City of Beattyville	Main St Revitalization Phase 3	Construct improvements along Main Street including sidewalks, storm drainage, lighting, on-street parking, and landscaping. Work will occur along Main St from Center St to Railroad St. in Beattyville.	R	\$5,000	\$500	\$5,500	Bicycle and Pedestrian Facilities	
Lee	City of Beattyville	Main St Revitalization Phase 3	Construct improvements along Main Street including sidewalks, storm drainage, lighting, on-street parking, and landscaping. Work will occur along Main St from Center St to Railroad St. in Beattyville.	U	\$40,000	\$2,000	\$42,000	Bicycle and Pedestrian Facilities	
Lee	City of Beattyville	Main St Revitalization Phase 3	Construct improvements along Main Street including sidewalks, storm drainage, lighting, on-street parking, and landscaping. Work will occur along Main St from Center St to Railroad St. in Beattyville.	C	\$608,863	\$10,000	\$618,863	Bicycle and Pedestrian Facilities	
Lyon	City of Kuttawa	Kuttawa Bike/Ped Trail Ph III	Continuation of multi-use trail system and viewing overlook along Lake Barkley on KY 295 from MP 1.258 to MP 1.428 in Kuttawa.	D	\$33,000	\$1,000	\$34,000	Bicycle and Pedestrian Facilities	
Lyon	City of Kuttawa	Kuttawa Bike/Ped Trail Ph III	Continuation of multi-use trail system and viewing overlook along Lake Barkley on KY 295 from MP 1.258 to MP 1.428 in Kuttawa.	C	\$289,278	\$5,000	\$294,278	Bicycle and Pedestrian Facilities	
Madison	EKU (Richmond)	Sidewalk Construction	Construct 1,430 ft of new sidewalk along the east side of Lancaster Rd from Kit Carson Dr to Hall Dr at EKU campus.	D	\$50,000	\$5,000	\$55,000	Bicycle and Pedestrian Facilities	
Madison	EKU (Richmond)	Sidewalk Construction	Construct 1,430 ft of new sidewalk along the east side of Lancaster Rd from Kit Carson Dr to Hall Dr at EKU campus.	C	\$647,431	\$10,000	\$657,431	Bicycle and Pedestrian Facilities	
Magoffin	Magoffin County Fiscal Court	Ramey Park Pedestrian Bridge Lighting	Install lighting to pedestrian bridge at Ramey Park located at Main Street/South Church Street in Salyersville.	C	\$26,400	\$1,000	\$27,400	Bicycle and Pedestrian Facilities	

**TRANSPORTATION
ENHANCEMENT PROJECTS**

**TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS
AS OF JULY 2014**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Barren	City of Park City	US 31 W Sidewalk Project	This project will include installation of sidewalks along US 31 W.	C	\$256,000	\$2,500	\$256,500	Pedestrian and bicycle facilities
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	Pedestrian and Bicycle Facilities
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
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, retilling 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 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	\$582,700	\$9,000	\$591,700	Transportation Museum & Pedestrian & Bicycle Facilities
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 tumpike 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	Daviess County Fiscal Court	Owensboro Health System Campus to Daniels Lane Shared Use Path	Construct a multi-use trail beginning at the Owensboro Health System campus on Daniels Lane extending northeast towards Yellow Creek Park located on KY 144.	C	\$225,598	\$5,000	\$230,598	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

**TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS
AS OF JULY 2014**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Fayette	LFUGG	Legacy Trail Phase III	Installation of trail & amenities including limestone handscapes, crosswalk enhancements, benches, bike racks, landscaping, vertical path markers & interpretive signage. Work will occur at Jefferson St, 3rd St, & 4th St & ends at the Isaac Murphy Memorial Gardens at Midland Ave.	C	\$2,188,800	\$13,000	\$2,201,800	Pedestrian and bicycle facilities
Fleming	City of Flemingsburg	Depot Relocation Project	Moving and restoring the old train station. The structure will be moved and become part of the City park. It will house a rail museum.	D	\$11,970	\$1,000	\$12,970	Historic Transportation buildings
Fleming	City of Flemingsburg	Depot Relocation Project	Moving and restoring the old train station. The structure will be moved and become part of the City park. It will house a rail museum.	C	\$107,730	\$3,000	\$110,730	Historic Transportation buildings
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 Mumfordsville	Mumfordsville 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 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	\$60,000	\$2,500	\$62,500	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
Jefferson	Louisville Metro Government	Bicycle and Pedestrian Striping, Signage, Signalization	Provide striping and signage for Louisville Metro's expanding bicycle and pedestrian facilities to enhance the safety of the roadways for bicyclists and pedestrians.	C	\$99,000	\$2,000	\$101,000	Pedestrian and bicycle facilities
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 & Whipps Mill Rd, on KY 146 between Lyndon Ln & Whipps Mill Rd. The turn lane will be on LaGrange Rd at Whipps Mill Rd.	C	\$848,450	\$11,000	\$859,450	Pedestrian and bicycle facilities

**TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS
AS OF JULY 2014**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Jefferson	Louisville Metro Parks	I-64 Corridor Vegetation Management and Landscape Beautification Project	Provide landscape for the I-64 corridor between Cannons Lane and Grinstead Drive interchanges. The scope of the work will extend on all 4 sides of each interchange, approximately 2.5 miles long and approximately 122 acres.	R	\$8,000	\$1,000	\$9,000	Landscaping and Scenic Beautification
Jefferson	Louisville Metro Parks	I-64 Corridor Vegetation Management and Landscape Beautification Project	Provide landscape for the I-64 corridor between Cannons Lane and Grinstead Drive interchanges. The scope of the work will extend on all 4 sides of each interchange, approximately 2.5 miles long and approximately 122 acres.	U	\$4,000	\$1,000	\$5,000	Landscaping and Scenic Beautification
Jefferson	Louisville Metro Parks	I-64 Corridor Vegetation Management and Landscape Beautification Project	Provide landscape for the I-64 corridor between Cannons Lane and Grinstead Drive interchanges. The scope of the work will extend on all 4 sides of each interchange, approximately 2.5 miles long and approximately 122 acres.	C	\$564,634	\$10,000	\$574,634	Landscaping and Scenic Beautification
Johnson/Magoffin	Department of Parks	Dawkins Railroad Line Rails-Trails Trailhead	Dawkins Railroad Line Rails-To-Trails, Trailhead Project. Construct two trailheads; one in Magoffin County near intersection of Gun Creek Rd and Ky 7, and one in Johnson County near intersection of Ky 1428 and Ky 825.	C	\$3,847,388	\$10,000	\$3,857,388	Pedestrian and Bicycle Facilities
Leitcher	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	\$129,700	\$1,000	\$130,700	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
Logan	Logan County Fiscal Court	Logan County Rail Museum	Restore and rehabilitate the Russellville Depot Building on West Second Street for the purpose of housing a Transportation Museum.	C	\$383,471	\$10,000	\$393,471	Transportation Museum
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
Martin	City of Inez	Rockcastle Creek Pedway Project	Design & construction of pedestrian bridge near the middle fork of the Rockcastle Creek; beginning at the Sneeze Ward Manor Housing Complex crossing Rockcastle Creek & ending at Boardwalk St.	C	\$296,500	\$5,000	\$301,500	Pedestrian and bicycle facilities

**TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS
AS OF JULY 2014**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
McCracken	City of Paducah	Paducah Greenway Trail Phase IV - Schultz Park	Construct 5,760-ft trail beginning at 6th & Burnett Streets and ending at 2nd & Jefferson Streets. Trail will connect Shultz Park to Noble Park and Stuart Nelson Park in Paducah.	D	\$29,200	\$2,000	\$31,200	Pedestrian and Bicycle Facilities
McCracken	City of Paducah	Paducah Greenway Trail Phase IV - Schultz Park	Construct 5,760-ft trail beginning at 6th & Burnett Streets and ending at 2nd & Jefferson Streets. Trail will connect Shultz Park to Noble Park and Stuart Nelson Park in Paducah.	U	\$155,200	\$2,000	\$157,200	Pedestrian and Bicycle Facilities
McCracken	City of Paducah	Paducah Greenway Trail Phase IV - Schultz Park	Construct 5,760-ft trail beginning at 6th & Burnett Streets and ending at 2nd & Jefferson Streets. Trail will connect Shultz Park to Noble Park and Stuart Nelson Park in Paducah.	C	\$620,800	\$10,000	\$630,800	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 Kentucky Club.	C	\$382,950	\$7,000	\$389,950	Transportation Museum
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
Powell	Powell County Fiscal Court	Slade Welcome Center	Construction of a welcome center at the Slade exit of the Bert T. Combs Mountain Parkway in Powell County. The proposed welcome center will be 2,300 sf free standing structure at the entrance to the Red River Gorge and Natural Bridge State Resort Park. The building will provide a lobby area for reception of visitors and distribution of tourism materials, restroom facilities, an historic railroad exhibit gallery, and a conference room to be utilized for tourism groups. 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

**TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS
AS OF JULY 2014**

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
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	\$270,200	\$5,000	\$275,200	Pedestrian and bicycle facilities
Todd	City of Elktion	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	\$291,500	\$3,500	\$295,000	Pedestrian and bicycle facilities
Wayne	City of Monticello	Monticello Sidewalks	Installation of sidewalks within the right of way on various streets in Monticello. Safe Routes to School Project.	C	\$193,883	\$3,000	\$196,883	Pedestrian and bicycle facilities

EXHIBIT A - 8

CONGESTION MITIGATION AND AIR QUALITY PROJECTS

**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT
PROGRAM PROJECTS
AS OF JUNE 30, 2014**

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal funds
Boone	Boone County	Limaburg Access Road and Sidewalk	Limaburg access road and sidewalk at the intersection of Gateway Blvd and KY-237	C	\$219,343	\$2,000	\$221,343
Fayette	LFUCG	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	LFUCG	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
Fayette	LFUCG	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	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
Jefferson	Louisville 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
Jefferson	Louisville 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	Louisville 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

**CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT
PROGRAM PROJECTS
AS OF JUNE 30, 2014**

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal funds
Jefferson	Louisville 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	Louisville 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
Jefferson	Louisville Metro	Louisville Loop-Ohio River Valley Northeast Project	Bicycle/Pedestrian facilities along a path that would start at the East End Bridge and end at the City of Prospect	D	\$224,000	\$4,000	\$228,000
Jefferson	Louisville Metro	Louisville Loop-Ohio River Valley Northeast Project	Bicycle/Pedestrian facilities along a path that would start at the East End Bridge and end at the City of Prospect	C	\$1,399,000	\$8,000	\$1,407,000
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
Kenton	KYTC	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
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 - Projected Federal Apportionments
STIP FY 2015-2018

FY 2015 Urbanized Area	FY 2015 Operating	FY 2015 Capital	FY 2015 Planning	Total Federal
Ashland	\$ 612,228.00	\$ -	\$ -	\$ 612,228.00
Bowling Green	\$ 643,114.00	\$ 440,459.00	\$ 4,000.00	\$ 1,087,573.00
Clarksville	\$ 261,852.00	\$ -	\$ -	\$ 261,852.00
Henderson	\$ 325,673.00	\$ -	\$ -	\$ 325,673.00
Lextran	\$ -	\$ 4,538,103.00	\$ -	\$ 4,538,103.00
Owensboro	\$ 793,281.00	\$ 244,335.00	\$ 14,400.00	\$ 1,052,016.00
Radcliff/E'Town	\$ 800,000.00	\$ 103,501.00	\$ -	\$ 903,501.00
Tank	\$ -	\$ 3,626,873.00	\$ -	\$ 3,626,873.00
Tarc	\$ -	\$ 11,256,877.00	\$ -	\$ 11,256,877.00
	\$ 3,436,148.00	\$ 20,210,148.00	\$ 18,400.00	\$ 23,664,696.00

FY 2016 Urbanized Area	FY 2016 Operating	FY 2016 Capital	FY 2016 Planning	Total Federal
Ashland	\$ 642,839.40	\$ -	\$ -	\$ 642,839.40
Bowling Green	\$ 675,269.70	\$ 462,481.95	\$ 4,200.00	\$ 1,141,951.65
Clarksville	\$ 274,944.60	\$ -	\$ -	\$ 274,944.60
Henderson	\$ 341,956.65	\$ -	\$ -	\$ 341,956.65
Lextran	\$ -	\$ 4,765,008.15	\$ -	\$ 4,765,008.15
Owensboro	\$ 832,945.05	\$ 256,551.75	\$ 15,120.00	\$ 1,104,616.80
Radcliff/E'Town	\$ 840,000.00	\$ 108,676.05	\$ -	\$ 948,676.05
Tank	\$ -	\$ 3,808,216.65	\$ -	\$ 3,808,216.65
Tarc	\$ -	\$ 11,819,720.85	\$ -	\$ 11,819,720.85
	\$ 3,607,955.40	\$ 21,220,655.40	\$ 19,320.00	\$ 24,847,930.80

FY 2017 Urbanized Area	FY 2017 Operating	FY 2017 Capital	FY 2017 Planning	Total Federal
Ashland	\$ 674,981.37	\$ -	\$ -	\$ 674,981.37
Bowling Green	\$ 709,033.19	\$ 485,606.05	\$ 4,410.00	\$ 1,199,049.23
Clarksville	\$ 288,691.83	\$ -	\$ -	\$ 288,691.83
Henderson	\$ 359,054.48	\$ -	\$ -	\$ 359,054.48
Lextran	\$ -	\$ 5,003,258.56	\$ -	\$ 5,003,258.56
Owensboro	\$ 874,592.30	\$ 269,379.34	\$ 15,876.00	\$ 1,159,847.64
Radcliff/E'Town	\$ 882,000.00	\$ 114,109.85	\$ -	\$ 996,109.85
Tank	\$ -	\$ 3,998,627.48	\$ -	\$ 3,998,627.48
Tarc	\$ -	\$ 12,410,706.89	\$ -	\$ 12,410,706.89
	\$ 3,788,353.17	\$ 22,281,688.17	\$ 20,286.00	\$ 26,090,327.34

FY 2018 Urbanized Area	FY 2018 Operating	FY 2018 Capital	FY 2018 Planning	Total Federal
Ashland	\$ 708,730.44	\$ -	\$ -	\$ 708,730.44
Bowling Green	\$ 744,484.84	\$ 509,886.35	\$ 4,630.50	\$ 1,259,001.69
Clarksville	\$ 303,126.42	\$ -	\$ -	\$ 303,126.42
Henderson	\$ 377,007.21	\$ -	\$ -	\$ 377,007.21
Lextran	\$ -	\$ 5,253,421.49	\$ -	\$ 5,253,421.49
Owensboro	\$ 918,321.92	\$ 282,848.30	\$ 16,669.80	\$ 1,217,840.02
Radcliff/E'Town	\$ 926,100.00	\$ 119,815.35	\$ -	\$ 1,045,915.35
Tank	\$ -	\$ 4,198,558.86	\$ -	\$ 4,198,558.86
Tarc	\$ -	\$ 13,031,242.24	\$ -	\$ 13,031,242.24
	\$ 3,977,770.83	\$ 23,395,772.58	\$ 21,300.30	\$ 27,394,843.71

PROJECTED FEDERAL APPORTIONMENTS FOR SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

**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, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018		
	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$84,151	\$10,519	\$10,519	\$105,189	\$88,359	\$11,045	\$11,045	\$110,448	\$92,776	\$11,597	\$11,597	\$115,971
	(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, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018		
	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$0	\$0	\$0	\$0	\$45,000	\$5,250	\$5,250	\$55,500	\$47,250	\$5,513	\$5,513	\$58,275
	(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, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018		
	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$209,712	\$26,214	\$26,214	\$262,140	\$220,198	\$27,525	\$27,525	\$275,247	\$231,207	\$28,901	\$28,901	\$289,009
	(6) Replacement vans											

CENTRAL KENTUCKY COMMUNITY ACTION COUNCIL

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

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018		
	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$104,566	\$13,071	\$13,071	\$130,708	\$109,794	\$13,724	\$13,724	\$137,243	\$115,284	\$14,411	\$14,411	\$144,105
	(4) Replacement vans											

DANIEL BOONE DEVELOPMENT COUNCIL

LEAD AGENCY for 2 counties: Clay and Jackson

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018		
	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$107,489	\$13,436	\$13,436	\$134,361	\$112,863	\$5,250	\$5,250	\$123,363	\$118,507	\$5,513	\$5,513	\$129,532
	(2) Replacement vans											

FEDERATED TRANSPORTATION SERVICES OF THE BLUEGRASS

LEAD AGENCY over 13 counties: Bourbon, Harrison, Nicholas, Montgomery, Bath, Menifee, Rowan, Morgan, Elliot, Carter, Greenup, Botd, & Lawrence Counties

There are over 7 known eligible agencies in area

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018		
	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$107,489	\$13,436	\$13,436	\$134,361	\$112,863	\$5,250	\$5,250	\$123,363	\$118,507	\$5,513	\$5,513	\$129,532
	(2) Replacement vans											

	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL	Federal	State	Local	TOTAL
Capital	\$94,101	\$11,763	\$11,763	\$117,626	\$103,746	\$12,968	\$12,968	\$129,683	\$108,934	\$13,617	\$13,617	\$136,167
(11) Replacement vans												
KENTUCKY RIVER FOOTHILLS DEVELOPMENT COUNCIL, INC.												
LEAD AGENCY over four counties: Clark, Estill, Madison, and Powell There are over 10 known eligible agencies in area												
July 1, 2014 to June 30, 2015												
Capital	\$37,380	\$4,673	\$4,673	\$46,725	\$41,211	\$5,513	\$5,513	\$52,236	\$43,272	\$5,788	\$5,788	\$54,848
July 1, 2015 to June 30, 2016												
Capital	\$39,249	\$5,250	\$5,250	\$49,749	\$41,211	\$5,513	\$5,513	\$52,236	\$43,272	\$5,788	\$5,788	\$54,848
July 1, 2016 to June 30, 2017												
Capital	\$124,760	\$15,595	\$15,595	\$155,950	\$137,548	\$17,193	\$17,193	\$171,935	\$144,425	\$18,053	\$18,053	\$180,532
(3) Replacement vans												
July 1, 2017 to June 30, 2018												
Capital	\$387,976	\$48,497	\$48,497	\$484,970	\$427,744	\$5,513	\$5,513	\$438,769	\$449,131	\$5,788	\$5,788	\$460,707
July 1, 2015 to June 30, 2016												
Capital	\$407,375	\$5,250	\$5,250	\$417,875	\$427,744	\$5,513	\$5,513	\$438,769	\$449,131	\$5,788	\$5,788	\$460,707
July 1, 2016 to June 30, 2017												
Capital	\$104,036	\$5,250	\$5,250	\$3,114,536	\$3,259,238	\$5,513	\$5,513	\$3,270,263	\$3,422,200	\$5,788	\$5,788	\$3,433,776
July 1, 2015 to June 30, 2016												
Capital	\$2,956,225	\$369,528	\$369,528	\$3,695,281	\$3,259,238	\$5,513	\$5,513	\$3,270,263	\$3,422,200	\$5,788	\$5,788	\$3,433,776
July 1, 2017 to June 30, 2018												
Capital	\$2,956,225	\$369,528	\$369,528	\$3,695,281	\$3,259,238	\$5,513	\$5,513	\$3,270,263	\$3,422,200	\$5,788	\$5,788	\$3,433,776
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, 2014 to June 30, 2015												
Capital	\$34,451	\$4,306	\$4,306	\$43,064	\$37,982	\$4,748	\$4,748	\$47,478	\$39,881	\$4,985	\$4,985	\$49,852
(3) Replacement vans												
July 1, 2015 to June 30, 2016												
Capital	\$36,174	\$4,522	\$4,522	\$45,217	\$37,982	\$4,748	\$4,748	\$47,478	\$39,881	\$4,985	\$4,985	\$49,852
July 1, 2016 to June 30, 2017												
Capital	\$36,174	\$4,522	\$4,522	\$45,217	\$37,982	\$4,748	\$4,748	\$47,478	\$39,881	\$4,985	\$4,985	\$49,852
July 1, 2017 to June 30, 2018												
Capital	\$36,174	\$4,522	\$4,522	\$45,217	\$37,982	\$4,748	\$4,748	\$47,478	\$39,881	\$4,985	\$4,985	\$49,852
PENNYRILE ALLIED COMMUNITY SERVICES ORGANIZATION												
LEAD AGENCY over eight counties Caldwell, Christian, Crittenden, Hopkins, Livingston, Lyon, Muhlenberg, and Todd												
July 1, 2014 to June 30, 2015												
Capital	\$36,174	\$4,522	\$4,522	\$45,217	\$37,982	\$4,748	\$4,748	\$47,478	\$39,881	\$4,985	\$4,985	\$49,852
July 1, 2015 to June 30, 2016												
Capital	\$36,174	\$4,522	\$4,522	\$45,217	\$37,982	\$4,748	\$4,748	\$47,478	\$39,881	\$4,985	\$4,985	\$49,852
July 1, 2016 to June 30, 2017												
Capital	\$36,174	\$4,522	\$4,522	\$45,217	\$37,982	\$4,748	\$4,748	\$47,478	\$39,881	\$4,985	\$4,985	\$49,852
July 1, 2017 to June 30, 2018												
Capital	\$36,174	\$4,522	\$4,522	\$45,217	\$37,982	\$4,748	\$4,748	\$47,478	\$39,881	\$4,985	\$4,985	\$49,852

LOUISVILLE WHEELS TRANSPORTATION, INC.
LEAD AGENCY over seven counties: Bullitt, Henry, Jefferson, Spencer, Shelby, & Trimble counties

Urbanized Areas 50,000 to 199,999 in Population
OTS, GRITS, TACK, LTADD, BG/CASK,

Urbanized Areas 200,000 or more in Population:
TANK, OKI, SSNK, (Cincinnati, OH--KY--IN)
HART (Evansville, IN--KY)
ABS (Huntington, WV--KY--OH)
LEXRC, FTSB, LEXTRAN (Lexington-Fayette, KY)
LWT, TARC, (Louisville/Jefferson County, KY-IN)

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

PENNYRILE ALLIED COMMUNITY SERVICES ORGANIZATION
LEAD AGENCY over eight counties
Caldwell, Christian, Crittenden, Hopkins, Livingston, Lyon, Muhlenberg, and Todd

Capital \$203,222 \$25,403 \$25,403 \$254,028 \$213,383 \$26,673 \$26,673 \$266,729 \$224,052 \$28,007 \$28,007 \$280,065 \$235,255 \$29,407 \$29,407 \$294,069

(6) Replacement vans

PURCHASE AREA DEVELOPMENT DISTRICT

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

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018						
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	TOTAL
Capital	\$62,538	\$7,817	\$7,817	\$65,665	\$8,208	\$8,208	\$68,948	\$8,619	\$8,619	\$72,396	\$9,049	\$9,049	\$90,494			\$90,494
	(2) Replacement vans			(1) 15-Passenger Van												

RURAL TRANSIT ENTERPRISES COORDINATED, INC.

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

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018						
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	TOTAL
Capital	\$146,730	\$18,341	\$18,341	\$154,067	\$19,258	\$19,258	\$161,770	\$20,221	\$20,221	\$169,858	\$21,232	\$21,232	\$212,323			\$212,323
	(5) Replacement vans															

MIDDLE KENTUCKY RIVER AREA DEVELOPMENT COUNCIL

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

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018						
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	TOTAL
Capital	\$18,690	\$2,336	\$2,336	\$19,625	\$5,250	\$5,250	\$20,606	\$5,513	\$5,513	\$21,636	\$5,788	\$5,788	\$33,212			\$33,212
	(2) Replacement vans															

LICKING VALLEY COMMUNITY ACTION PROGRAM

LEAD AGENCY over five counties: Fleming, Bracken, Mason, Lewis and Robertson

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018						
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	TOTAL
Capital	\$55,636	\$6,955	\$6,955	\$58,418	\$5,250	\$5,250	\$61,339	\$5,513	\$5,513	\$64,406	\$5,788	\$5,788	\$75,982			\$75,982
	(3) Replacement vans															

LINCOLN TRAIL DEVELOPMENT FOUNDATION

LEAD AGENCY for 2 counties: Hardin and Meade

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018						
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	TOTAL
Capital	\$122,459	\$15,307	\$15,307	\$128,582	\$5,250	\$5,250	\$135,011	\$5,513	\$5,513	\$141,762	\$5,788	\$5,788	\$153,338			\$153,338
	(4) Replacement vans															

LKL COMMUNITY ACTION COUNCIL

LEAD AGENCY over Five counties: Harlan, Letcher, Knott, Leslie and Perry

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018						
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	TOTAL
Capital	\$100,550	\$12,569	\$12,569	\$105,578	\$13,197	\$13,197	\$110,856	\$13,857	\$13,857	\$116,399	\$14,550	\$14,550	\$145,499			\$145,499
	(7) Replacement vans															

SANDY VALLEY TRANSPORTATION SERVICES

LEAD AGENCY over five counties: Martin, Pike, Johnson, Floyd and Magoffin

July 1, 2014 to June 30, 2015

Federal \$142,336
 State \$17,792
 Local \$17,792
 TOTAL \$177,920

(6) Replacement vans

July 1, 2015 to June 30, 2016

Federal \$149,453
 State \$18,682
 Local \$18,682
 TOTAL \$186,816

July 1, 2016 to June 30, 2017

Federal \$156,925
 State \$19,616
 Local \$19,616
 TOTAL \$196,157

July 1, 2017 to June 30, 2018

Federal \$164,772
 State \$20,596
 Local \$20,596
 TOTAL \$205,965

TOTALS \$4,992,972 \$624,122 \$624,122 \$6,241,215

\$5,287,621 \$213,559 \$213,559 \$5,714,739

\$5,552,002 \$224,237 \$224,237 \$6,000,476

\$5,829,602 \$235,449 \$235,449 \$6,300,500

Office of Transportation Delivery Contact: Vickie Boume
Eric Peraz
FEDERAL TRANSIT/STATE ASSISTANCE
FOUR-YEAR NEEDS

PROJECTED FEDERAL APPORTIONMENTS FOR 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, 2014 to June 30, 2016			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018			TOTAL	ConRev & Farebox	TOTAL
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local			
Oper/Admin	\$655,000	\$0	\$655,000	\$687,750	\$0	\$687,750	\$722,138	\$0	\$722,138	\$758,244	\$0	\$758,244	\$3,030,282	\$7,955,307	\$9,481,798
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$655,000	\$0	\$655,000	\$687,750	\$0	\$687,750	\$722,138	\$0	\$722,138	\$758,244	\$0	\$758,244	\$3,030,282	\$7,955,307	\$9,481,798

BAREN RIVER LOCAL OFFICIALS ORGANIZATION
(BRLDO) (Section 5304)
Offers technical assistance, training, coordination, and a resource center for
ten counties: Allen, Barren, Butler, Edmonson, Hart, Logan, Meigs, Monroe,
Simpson, and Warren

	July 1, 2014 to June 30, 2016			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018			TOTAL	ConRev & Farebox	TOTAL
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local			
Oper/Admin	\$20,000	\$0	\$20,000	\$21,000	\$0	\$21,000	\$22,050	\$0	\$22,050	\$22,153	\$0	\$22,153	\$27,563	\$0	\$27,563
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$20,000	\$0	\$20,000	\$21,000	\$0	\$21,000	\$22,050	\$0	\$22,050	\$22,153	\$0	\$22,153	\$27,563	\$0	\$27,563

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, 2014 to June 30, 2016			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018			TOTAL	ConRev & Farebox	TOTAL
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local			
Oper/Admin	\$692,803	\$0	\$692,803	\$727,443	\$0	\$727,443	\$763,815	\$0	\$763,815	\$802,006	\$0	\$802,006	\$3,200,157	\$5,460,165	\$7,084,177
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$692,803	\$0	\$692,803	\$727,443	\$0	\$727,443	\$763,815	\$0	\$763,815	\$802,006	\$0	\$802,006	\$3,200,157	\$5,460,165	\$7,084,177

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

	July 1, 2014 to June 30, 2016			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018			TOTAL	ConRev & Farebox	TOTAL
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local			
Oper/Admin	\$585,000	\$0	\$585,000	\$614,250	\$0	\$614,250	\$644,963	\$0	\$644,963	\$677,211	\$0	\$677,211	\$1,810,283	\$336,355	\$1,890,778
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$585,000	\$0	\$585,000	\$614,250	\$0	\$614,250	\$644,963	\$0	\$644,963	\$677,211	\$0	\$677,211	\$1,810,283	\$336,355	\$1,890,778

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

	July 1, 2014 to June 30, 2016			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018			TOTAL	ConRev & Farebox	TOTAL
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local			
Oper/Admin	\$715,000	\$0	\$715,000	\$750,750	\$0	\$750,750	\$788,288	\$0	\$788,288	\$827,702	\$0	\$827,702	\$1,601,691	\$24,476	\$1,691,100
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$715,000	\$0	\$715,000	\$750,750	\$0	\$750,750	\$788,288	\$0	\$788,288	\$827,702	\$0	\$827,702	\$1,601,691	\$24,476	\$1,691,100

FEDERATED TRANSPORTATION SERVICES OF THE BLUEGRASS, INC.
(FTSB)
Offers technical assistance, training, coordination, etc. for 23 counties:
Anderson, Bath, Bourbon, Boyle, Clark, Estill, Franklin, Garrard, Harrison, Jessamine,
Madison, Mingo, Montgomery, Morgan, Powell, Rowan, Union, Van Meter, Warren, and Woodford

Gallatin County Fiscal Court
Serves Gallatin County
Gallatin

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
Oper/Admin	\$20,000	\$0	\$20,000	\$21,000	\$0	\$21,000	\$22,050	\$0	\$22,050	\$22,153	\$0	\$22,153
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$20,000	\$0	\$20,000	\$21,000	\$0	\$21,000	\$22,050	\$0	\$22,050	\$22,153	\$0	\$22,153
				ConRev			ConRev			ConRev		ConRev
				AFarebox			AFarebox			AFarebox		AFarebox
				\$1,250			\$1,313			\$1,378		\$1,447
TOTAL				\$1,250			\$1,313			\$1,378		\$1,447
TOTAL				\$41,250			\$43,313			\$45,478		\$47,752

CITY OF PADUCAH
PADUCAH TRANSIT AUTHORITY

Serves the City of Paducah with fixed route and new Paratransit

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
Oper/Admin	\$1,981,694	\$0	\$1,981,694	\$2,080,969	\$0	\$2,080,969	\$2,185,038	\$0	\$2,185,038	\$2,294,290	\$0	\$2,294,290
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$1,981,694	\$0	\$1,981,694	\$2,080,969	\$0	\$2,080,969	\$2,185,038	\$0	\$2,185,038	\$2,294,290	\$0	\$2,294,290
				ConRev			ConRev			ConRev		ConRev
				AFarebox			AFarebox			AFarebox		AFarebox
				\$1,569,750			\$1,648,238			\$1,730,649		\$1,817,182
TOTAL				\$1,569,750			\$1,648,238			\$1,730,649		\$1,817,182
TOTAL				\$5,533,538			\$5,810,215			\$6,100,728		\$6,405,762

Pennyrite Allied Community Services

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

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
Oper/Admin	\$265,000	\$0	\$265,000	\$278,250	\$0	\$278,250	\$282,163	\$0	\$282,163	\$306,771	\$0	\$306,771
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$265,000	\$0	\$265,000	\$278,250	\$0	\$278,250	\$282,163	\$0	\$282,163	\$306,771	\$0	\$306,771
				ConRev			ConRev			ConRev		ConRev
				AFarebox			AFarebox			AFarebox		AFarebox
				\$3,242,867			\$3,575,261			\$3,754,024		\$4,387,665
TOTAL				\$3,242,867			\$3,575,261			\$3,754,024		\$4,387,665
TOTAL				\$4,172,867			\$4,189,586			\$4,767,528		\$5,700,905

PURCHASE AREA DEVELOPMENT DISTRICT (Section 5304)

Offer technical assistance, training, coordination and a resource center for
eight counties: Ballard, Callaway, Carroll, Fulton, Graves, Hickman, McCracken,
and Marshall

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
Administrative	\$50,000	\$0	\$50,000	\$52,500	\$0	\$52,500	\$55,125	\$0	\$55,125	\$57,881	\$0	\$57,881
TOTAL	\$50,000	\$0	\$50,000	\$52,500	\$0	\$52,500	\$55,125	\$0	\$55,125	\$57,881	\$0	\$57,881
				ConRev			ConRev			ConRev		ConRev
				AFarebox			AFarebox			AFarebox		AFarebox
				\$0			\$0			\$0		\$0
TOTAL				\$0			\$0			\$0		\$0
TOTAL				\$50,000			\$55,125			\$57,881		\$57,881

RURAL TRANSIT ENTERPRISES COORDINATED, INC.

Serving 11: Bell, Knox, Laurel, McCreary,
Pulaski (restricted), Rockcastle, Wayne, Whitley, Clinton,
Cumberland and Russell

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
Oper/Admin	\$3,524,157	\$0	\$3,524,157	\$3,700,365	\$0	\$3,700,365	\$3,885,383	\$0	\$3,885,383	\$4,079,652	\$0	\$4,079,652
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$3,524,157	\$0	\$3,524,157	\$3,700,365	\$0	\$3,700,365	\$3,885,383	\$0	\$3,885,383	\$4,079,652	\$0	\$4,079,652
				ConRev			ConRev			ConRev		ConRev
				AFarebox			AFarebox			AFarebox		AFarebox
				\$7,155,590			\$7,513,370			\$7,889,038		\$8,283,490
TOTAL				\$7,155,590			\$7,513,370			\$7,889,038		\$8,283,490
TOTAL				\$14,200,904			\$14,914,099			\$15,659,604		\$16,442,794

DANIEL BOONE DEVELOPMENT COUNCIL

Serving 2 counties (Clay and Jackson) with demand response and contractual transportation

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
Oper/Admin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				ConRev			ConRev			ConRev		ConRev
				AFarebox			AFarebox			AFarebox		AFarebox
				\$0			\$0			\$0		\$0
TOTAL				\$0			\$0			\$0		\$0
TOTAL				\$0			\$0			\$0		\$0

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018			TOTAL
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	
Oper/Admin	\$1,223,440	\$0	\$1,223,440	\$1,305,553	\$0	\$1,305,553	\$1,348,843	\$0	\$1,348,843	\$1,416,285	\$0	\$1,416,285	\$4,343,922
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$1,223,440	\$0	\$1,223,440	\$1,305,553	\$0	\$1,305,553	\$1,348,843	\$0	\$1,348,843	\$1,416,285	\$0	\$1,416,285	\$4,343,922

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

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018			TOTAL
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	
Oper/Admin	\$509,605	\$0	\$509,605	\$520,000	\$0	\$520,000	\$561,840	\$0	\$561,840	\$589,931	\$0	\$589,931	\$1,240,059
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$509,605	\$0	\$509,605	\$520,000	\$0	\$520,000	\$561,840	\$0	\$561,840	\$589,931	\$0	\$589,931	\$1,240,059

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

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018			TOTAL
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	
Oper/Admin	\$302,601	\$0	\$302,601	\$257,500	\$0	\$257,500	\$333,618	\$0	\$333,618	\$350,298	\$0	\$350,298	\$998,685
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$302,601	\$0	\$302,601	\$257,500	\$0	\$257,500	\$333,618	\$0	\$333,618	\$350,298	\$0	\$350,298	\$998,685

CUMBERLAND VALLEY AREA DEVELOPMENT DISTRICT (Section 5304)
Offering technical assistance, training, coordination, etc. for 21 counties

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018			TOTAL
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	
Admin	\$20,000	\$0	\$20,000	\$0	\$0	\$0	\$22,050	\$0	\$22,050	\$23,153	\$0	\$23,153	\$29,941
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$20,000	\$0	\$20,000	\$0	\$0	\$0	\$22,050	\$0	\$22,050	\$23,153	\$0	\$23,153	\$29,941

NORTHERN KENTUCKY AREA DEVELOPMENT DISTRICT (Section 5304)
Offering technical assistance, training, coordination, etc. for 8 counties

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018			TOTAL
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	
Admin	\$10,000	\$0	\$10,000	\$0	\$0	\$0	\$11,125	\$0	\$11,125	\$11,576	\$0	\$11,576	\$14,470
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$10,000	\$0	\$10,000	\$0	\$0	\$0	\$11,125	\$0	\$11,125	\$11,576	\$0	\$11,576	\$14,470

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

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018			TOTAL
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	
Oper/Admin	\$791,957	\$0	\$791,957	\$30,514,535	\$0	\$30,514,535	\$873,133	\$0	\$873,133	\$916,789	\$0	\$916,789	\$37,157,967
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$791,957	\$0	\$791,957	\$30,514,535	\$0	\$30,514,535	\$873,133	\$0	\$873,133	\$916,789	\$0	\$916,789	\$37,157,967

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

	July 1, 2014 to June 30, 2015			July 1, 2015 to June 30, 2016			July 1, 2016 to June 30, 2017			July 1, 2017 to June 30, 2018			TOTAL
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	
Oper/Admin	\$118,404	\$0	\$118,404	\$108,300	\$0	\$108,300	\$130,540	\$0	\$130,540	\$137,067	\$0	\$137,067	\$399,506
Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$118,404	\$0	\$118,404	\$108,300	\$0	\$108,300	\$130,540	\$0	\$130,540	\$137,067	\$0	\$137,067	\$399,506

Kentucky Transportation
Office of Transportation Delivery
Kentucky Section 5339 - Projected Federal Apportionments
STIP FY 2015-2018
Contact: Vickie Bourne or Eric Perez

**PROJECTED FEDERAL APPORTIONMENTS FOR SECTION 5339 BUS AND BUS FACILITIES FORMULA GRANTS
July 1, 2014 to June 30, 2018**

5339 Bus and Bus Facility Program		Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation	\$ 1,250,000.00	\$ 312,500.00	\$ 1,562,500.00
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	\$ 351,623.00	\$ 87,905.75	\$ 439,528.75
Capital	TANK - Cincinnati, OH--KY--IN	\$ 1,969,008.00	\$ 492,252.00	\$ 2,461,260.00
Capital	HART - Evansville, IN--KY	\$ 285,010.00	\$ 71,252.50	\$ 356,262.50
Capital	ABS - Huntington, WV--KY--OH	\$ 236,062.00	\$ 59,015.50	\$ 295,077.50
Capital	LEXTRAN - Lexington-Fayette, KY	\$ 512,497.00	\$ 128,124.25	\$ 640,621.25
Capital	TARC - Louisville/Jefferson County, KY--IN	\$ 1,469,874.00	\$ 367,468.50	\$ 1,837,342.50
TOTALS		\$ 6,074,074.00	\$ 1,518,518.50	\$ 7,592,592.50

EXHIBIT A - 10

AVIATION IMPROVEMENTS

KY DEPARTMENT OF AVIATION -- FY 2014 PROJECTS

County	Associated City	Airport Name	Project Description	Amount
Taylor	Campbellsville	Taylor County Airport	Underground Aviation Fuel System Removal/New System Installation	\$500,000
Harrison	Cynthiana	Cynthiana-Harrison County Airport	Partial Parallel Taxiway Construction, Phase 1 (Grade and Drain Only)	\$1,000,000
Harrison	Cynthiana	Cynthiana Harrison County	Terminal building construction - Debt service #6b of 10	87,912
Harrison	Cynthiana	Cynthiana Harrison County	Terminal building construction - Debt service #7a of 10	12,088
Boyle	Danville	Danville-Boyle County Airport	Runway/Taxiway Striping Project	\$48,484
Boyle	Danville	Danville-Boyle County Airport	Underground Aviation Fuel System Removal/New System Installation	\$250,000
Boyle	Danville	Stuart Powell Field	Terminal building construction - Debt service #6b of 10	87,912
Boyle	Danville	Stuart Powell Field	Terminal building construction - Debt service #7a of 10	12,088
Hardin	Elizabethtown	Elizabethtown Regional Airport	Underground Aviation Fuel System Removal/New System Installation	\$500,000
Grayson	Falls-of-Rough	Rough River State Resort Park Airport	New Airport Lighting System w/ Navoids	\$300,000
Pendleton	Falmouth	Gene Snyder Airport	Runway/Taxiway Striping Project w/ Runway Crack Repair	\$50,000
Pendleton	Falmouth	Gene Snyder Airport	Apron Coal Tar Seal Coat	\$50,000
Fleming	Flemingsburg	Fleming-Mason Airport	Runway/Taxiway Striping Project	\$45,991
Fleming	Flemingsburg	Fleming-Mason Airport	Apron Crack Repair and Seal Coat (Includes Concrete Apron Rehabilitation)	\$150,000
Franklin	Frankfort	Capital City Airport	Aviation Fuel System Rehabilitation and Pump Upgrade	\$75,000
Franklin	Frankfort	Capital City Airport	Hangar Building Roof Maintenance	150,000
Scott	Georgetown	Georgetown-Scott County Airport	T-Hangar Apron Rehabilitation	\$300,000
Scott	Georgetown	Georgetown Scott County Regional	Terminal building construction - Debt service #6b of 10	87,912
Scott	Georgetown	Georgetown Scott County Regional	Terminal building construction - Debt service #7a of 10	12,088
Muhlenberg	Greenville	Muhlenberg County	Terminal building construction - Debt service #6b of 10	87,912
Muhlenberg	Greenville	Muhlenberg County	Terminal building construction - Debt service #7a of 10	12,088
Harlan	Harlan	Harlan Airport	Runway/Taxiway Striping Project	\$50,000
Perry	Hazard	Wendell H. Ford Airport	Navaid Repair/Maintenance (Two REILs, Beacon, Wind Cone)	\$100,000
Perry	Hazard	Wendell H. Ford Airport	Runway 6/24 Maintenance Overlay (2" Asphalt w/ Crack Repair)	\$750,000
Christian	Hopkinsville	Hopkinsville Christian County	Terminal building construction - Debt service #6b of 10	87,912
Christian	Hopkinsville	Hopkinsville Christian County	Terminal building construction - Debt service #7a of 10	12,088
Hancock	Lewisport	Hancock County	Terminal building construction - Debt service #6b of 10	87,912
Hancock	Lewisport	Hancock County	Terminal building construction - Debt service #7a of 10	12,088
Laurel	London	London-Corbin Airport	Additional Apron Coal Tar Seal Coat	\$50,000
Hopkins	Madisonville	Madisonville Municipal Airport	Runway/Taxiway Striping Project	\$48,318
Crittenden	Marion	Marion-Crittenden County Airport	Precision Approach Path Indicator (PAPI) Repair	\$50,000
Graves	Mayfield	Mayfield-Graves County Airport	Precision Approach Path Indicator (PAPI) Repair	\$50,000
Rowan	Morehead	Morehead-Rowan County Airport	Runway/Taxiway Striping Project	\$33,985
Rowan	Morehead	Morehead Rowan County	Terminal building construction - Debt service #6b of 10	87,912
Rowan	Morehead	Morehead Rowan County	Terminal building construction - Debt service #7a of 10	12,088
Montgomery	Mt. Sterling	Mt. Sterling-Montgomery County Airport	Runway/Taxiway Striping Project	\$45,296
Multiple	Multiple	Multiple Airports	Statewide Airport Pavement Analysis Update	\$250,000
Multiple	Multiple	Lake Barkley S.R.P. & KY Dam Village S.R.P.	AWOS Siting Study (Both Airports)	\$50,000
Calloway	Murray	Murray-Calloway County Airport	Runway Crack Repair and Re-striping	\$150,000
Pike	Pikeville	Pikeville/Pike County Regional Airport	Part 139 Scheduled Service Assistance	470,588
Logan	Russellville	Russellville-Logan County Airport	Runway/Taxiway Striping Project	\$70,000

County	Associated City	Airport Name	Project Description	Amount
Logan	Russellville	Russellville Logan County	Terminal building construction - Debt service #6b of 10	87,912
Logan	Russellville	Russellville Logan County	Terminal building construction - Debt service #7a of 10	12,088
Pulaski	Somerset	Lake Cumberland Regional Airport	Hangar Roof Repair	\$26,000
Powell	Stanton	Stanton-Powell County Airport	Runway/Taxiway Striping Project	\$50,000
Union	Sturgis	Sturgis Municipal Airport	Apron Crack Repair and Seal Coat	\$140,000
Monroe	Tompkinsville	Tompkinsville Monroe County	Terminal building construction - Debt service #6b of 10	87,912
Monroe	Tompkinsville	Tompkinsville Monroe County	Terminal building construction - Debt service #7a of 10	12,088
Whitley	Williamsburg	Williamsburg Whitley County	Terminal building construction - Debt service #6b of 10	87,912
Whitley	Williamsburg	Williamsburg Whitley County	Terminal building construction - Debt service #7a of 10	12,088
			FY 2014 PROJECTS TOTAL	\$6,803,662

EXHIBIT A - 11

**RECREATIONAL TRAILS
PROJECTS**

2013 RECREATIONAL TRAILS FINAL SELECTION LST

County	Project No.	Project Name	Applicant	ADD	CD	Project Description	RTP Request	Local Match
Bell	4	Middlesboro Canal Walk Recreational Trail	City of Middlesboro	Cumberland Valley		Construct 0.33 miles (1,775 feet) of new trail, repave 1.05 miles of existing trails for walking, biking, and skating. The project includes trailhead and trailside signage and facilities along the canal walk.	\$100,000.00	\$100,000.00
Bullitt	31	Lebanon Junction City Park Improvements	City of Lebanon Junction	KIPDA	2	Construct 500 feet of trail, 6 feet wide for walking and biking, extending the existing trail located in the City Park. The project includes trailside facilities (lighting, signage, landscaping).	\$33,000.00	\$33,000.00
Carter	32	Olive Hill Downtown Trail	City of Olive Hill	FIVCO	5	Extend dirt trail and purchase and install a foot bridge.	\$12,500.00	\$12,500.00
Green	28	Greensburg Greenway Belt	City of Greensburg	Lake Cumberland	2	Construct asphalt trail, 5 feet wide for walking, biking, and access to canoeing.	\$65,675.00	\$108,901.00
Hopkins	7	City of Earlington Rec Trail - Motorized & Non-motorized	City of Earlington	Pennyrite	1	The non-motorized trail will be 7,827 feet of gravel trail, 2 feet wide for walking. The ATV Trail will be 6,392 feet of gravel trail, 4 to 6 feet wide. The trail will begin at the City Park and end at the ATV Trailhead.	\$100,000.00	\$77,750.00
Knott	20	Mine-Made Adventure Park ATV Trails Expansion/Maintenance	Knott County Fiscal Court	Kentucky River	5	Construct 20 miles of new nature trails, 4 to 6 feet wide for ATVs. Provide maintenance to existing trails. The project includes trailside facilities (signage) trailhead facility (restrooms) and 2 kiosks.	\$100,000.00	\$25,000.00
Letcher	10	Devil John's Moonshine Run	City of Jenkins	Kentucky River	5	Acquire 20-ft wide permanent easements. Construct 11.5 miles of dense grade aggregate trail, 8 to 10 feet wide for walking and biking. Trail will start near Pound Gap and end at Elkhorn Lake. The project includes signage/exhibits.	\$88,700.00	\$88,700.00
Madison	6	Battle of Richmond Recreation & Interpretive Trail Project	Madison County Fiscal Court	Bluegrass	9	Construct 1.5 miles of asphalted trails, 10 feet wide for walking and biking located at the Battle of Richmond Site. The project includes trailside facilities (signage/interpretive/rules, benches, trashcans).	\$75,000.00	\$75,000.00
Rockcastle	15	Rockcastle County - City of Livingston Trailhead Facilities	Rockcastle County Fiscal Court	Cumberland Valley	5	Develop a Trail Town Campus: Trailhead facilities include restrooms, interpretive panels, trash cans, benches, bike rack, maps and brochures to support existing trails in the area such as Sheltoewe Trace, Wilderness Road Scenic Byway, Hwy 490.	\$20,500.00	\$20,500.00
							\$595,375.00	\$541,351.00

APPENDIX B

METROPOLITAN PLANNING ORGANIZATION (MPO) FINANCIAL PLANS

**Operations and Maintenance Costs
MPO Areas**

**Ashland FY 2013-2017 TIP;
Financial Plan**

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

**Clarksville/Oak Grove FY 2014-2017 TIP;
Financial Plan**

**Henderson/Evansville FY 2013-2016 TIP;
Financial Plan**

**Lexington FY 2013-2016 TIP;
Financial Plan**

**Louisville FY 2014-2017 TIP;
Financial Plan**

**Northern KY/OKI FY 2014-2017 TIP;
Financial Plan**

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

**Radcliff/Elizabethtown FY 2013-2018 TIP;
Financial Plan**

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

MPO	Operations and Maintenance Costs from KYIC Audit Reports by Fiscal Year											County Average	MPO Average	Projected Operations and Maintenance Costs		
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013			2014	2015	2016
Ashland	1.5	1.5	1.8	1.6	1.6	1.7	2.5	2.7	2.6	2.2	1.6	21.3	3.8	3.9	4.0	4.1
Greenup	1.0	1.4	1.6	1.5	2.1	1.7	2.0	2.6	2.6	2.0	1.5	20.0	1.8			
Bowling Green	2.9	3.2	3.4	4.3	4.8	4.0	4.3	4.9	5.4	4.8	4.9	46.7	4.2	4.4	4.5	4.6
Cincinnati-Northern Kentucky	5.5	3.9	4.0	4.0	5.0	4.4	5.9	6.7	7.9	6.4	7.0	60.8	5.5	12.8	13.6	14.0
Campbell	3.0	2.7	1.8	3.1	3.2	3.0	2.6	3.0	3.5	2.1	2.3	30.3	2.8			
Kenton	7.1	5.6	3.0	2.5	4.8	4.4	3.5	4.3	4.8	5.4	4.2	49.8	4.5			
Clarksville	3.1	4.1	2.5	3.1	2.9	3.2	4.3	4.3	4.0	5.4	5.0	42.0	3.8	3.8	4.0	4.2
Henderson	2.0	3.3	1.8	1.9	2.4	2.6	3.4	3.7	3.1	2.6	3.1	29.8	2.7	2.7	2.9	3.0
Fayette	5.8	4.2	3.6	6.3	3.7	4.4	7.5	8.2	7.3	5.1	6.0	62.1	5.6	7.0	7.5	7.7
Jessamine	0.7	1.3	0.8	0.9	1.8	1.7	1.4	1.5	2.4	1.5	1.3	15.3	1.4	7.2	7.5	7.7
Bullitt	1.9	2.7	3.6	2.2	1.9	1.9	3.5	2.9	2.7	3.5	2.4	29.3	2.7	22.2	22.9	23.6
Jefferson	11.6	20.4	13.1	14.8	15.3	23.0	15.7	21.9	18.7	20.8	18.9	194.4	17.7			
Oldham	1.7	2.0	1.8	2.0	1.8	1.8	2.0	2.2	1.9	2.0	1.9	21.0	1.9			
Owensboro	3.2	4.2	2.4	2.2	2.4	2.4	3.8	4.5	4.9	3.2	4.2	37.2	3.4	3.4	3.6	3.7
Radcliff-Elizabethtown	3.0	3.9	4.2	3.5	4.1	3.5	4.6	3.5	4.9	3.8	7.6	46.6	4.2	5.4	5.8	5.9
Meade	0.8	1.2	1.3	1.2	1.3	1.1	1.3	1.1	1.4	1.2	1.5	13.3	1.2	5.6	5.8	5.9
TOTALS	54.8	65.5	50.8	55.1	59.1	64.8	68.3	78.0	78.1	72.0	73.2	719.7	65.4	67.4	69.4	71.5

**Ashland FY 2013-2017 TIP
Financial Plan**

SECTION 8

Funding

Ashland Area MPO 2013 – 2017 Transportation Improvement Program

The 2040 Ashland Area Transportation MTP and 2013-2017 Ashland Area TIP must be financially constrained. The data below demonstrates that it is fiscally constrained. This means that the expected funding levels must meet or exceed project costs. To determine historical annual funding levels for the Plan year, a summary of the 2013-2017 TIP and out-years of the MTP were estimated. These estimates include all foreseen funding needs with the categories of TIP projects, grouped projects, operations and maintenance, and projects that are in the unfunded category. The Fiscal Constraint Estimate calculations are as follows:

Ashland Area MPO 2013-2017 TIP Projects

2013-2017 TIP Projects	\$76,957,424
Grouped Projects	\$18,916,507
Operations and Maintenance Projects	\$19,112,889
Total 2013-2017 Project Cost	\$114,986,820

Projects Included for Later Years in the Plan (2018-2040)

Unfunded Project List (UPL)	\$179,900,000
2018-2040 Grouped Projects	\$155,595,277
2018-2040 Operations and Maintenance Projects	\$135,438,439
Total Later Project Costs (2018-2040)	\$470,933,746

To Calculate Revenue Needed for Fiscal Constraint

Projects 2013-2017 (from TIP checked by SYP)	\$114,986,820
Projects for Out-Years of MTP	\$470,933,746
Total Revenue Needed for 2013-2040 MTP	\$585,920,566

Revenue Available

Projects 2013-2017 (from TIP checked by SYP)	\$76,957,424
Conservative Estimate for Out-Years (2018-2040)	\$757,021,125
Total Estimated Revenue Available 2013-2040 MTP	\$833,978,549

Fiscal Constraint Comparison

Total Revenue Available 2013-2040	\$833,978,549
Total Revenue Needed for 2013-2040	\$585,920,566
Total Exceeding Revenue Needed for 2013-2040	\$248,057,983

Based on the above figures the Ashland Area MPO and the MTP met the fiscal constraint requirements. Detailed calculations follow this section's Conclusion.

Tables 1 and 2 in the 2013-2017 Ashland Area TIP and the 2040 Ashland Area MTP list the projects and the estimated cost.

Note: Miscellaneous transportation enhancement, scenic byways, ferryboat funding and Kentucky Appropriated Earmark projects were not considered since these projects are constrained by their own funding methods.

CONCLUSION

The 2013–2017 Ashland Area MPO TIP provides a basis upon which to implement transportation improvements (highway and transit) in a rational and orderly fashion. By identifying location and the nature of transportation systems deficiencies early-on governmental agencies will be able to effectively allocate limited funds available for improvements. The TIP also permits a rational order to further conduct corridor, site, and design studies. Understandably, this TIP is not the final word for transportation improvements and that the proposals of the 2040 Ashland Area MTP. It may require amendments or administrative modifications as conditions change and resource availability fluctuates. It is for these reasons that the transportation planning process is a continuous, comprehensive and coordinated process.

CALCULATIONS

Fiscal constraint of the Plan must be demonstrated in "Year of Expenditure" (YOE) dollars. The rationale is that long-range estimates of transportation costs have understated the deficit between costs and revenues. Therefore, converting costs and revenues to YOE dollars would theoretically present a more accurate picture of costs, revenues and deficits associated with a long-range transportation plan. Another reason the Plan should reflect YOE dollars is to keep up with inflation, which has been predicted at 3% annually for general inflation and 4% annually for construction cost inflation. Therefore, in this analysis a 3% per annum annual average inflation was used as the basis for placing revenue estimates into a YOE cost format. In this analysis, the Operations and Maintenance Cost base number was taken from the *FY 2013-2016 Kentucky Statewide Transportation Improvement Program (STIP) – Appendix B: MPO Financial Plans* and inflated with the 3% annually. Project costs were assumed to increase at a rate of 4% annually. Below illustrates the computations used to demonstrate that the Ashland Area MPO is fiscally constrained.

KYTC EXPENDITURES BY COUNTY
18 YEAR AVERAGE (1993 TO 2010)

(As provided by KYTC)

BOYD COUNTY

State Funded: \$2,020,879
Federally Funded: \$6,842,067

GREENUP COUNTY

State Funded: \$7,606,808
Federally Funded: \$ 879,914

**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	\$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 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 2014-2017 TIP
Financial Plan**

condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment and reducing delays in project delivery.

A Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP). SHSPs were first required under SAFETEA-LU. MAP-21 continues the HSIP as a core Federal-aid program. SHSP is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The HSIP projects in the FY2014-FY2017 TIP are consistent with the Tennessee SHSP.

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 FY2014-2017 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 allow 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 using L-STP funds will then be selected using the adopted criteria and will be amended into the TIP. CMAQ projects will be applied for through TDOT and KYTC competitive grant application process. The Selection Criteria Review for STP and CMAQ projects is in Appendix E-1.

AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act (ADA) of 1990 requires transit systems to offer accessible fixed route service for people with disabilities. The ADA also mandates that transit systems provide complementary paratransit service for those who cannot use accessible fixed route service because of their disability.

In addition to CTS's fixed route transit service, which has been 100% accessible since 2004, special services for elderly and disabled persons are offered by CTS. CTS "The Lift" provides origin to destination demand responsive paratransit service and CTS goes beyond the ADA regulations by providing trips to people with disabilities that may live outside of the regular 3/4 mile access zone surrounding fixed route services.

FUNDING & FINANCIAL PLAN

FUNDING

Moving Ahead for Progress in the 21st Century (MAP-21) legislation identifies a number of different funding programs which can be used for various modes, such as highway, transit, pedestrian and bicycle facilities. MAP-21 makes bicycle facilities and pedestrian walkways eligible expenses under the National Highway Performance Program, the Surface Transportation Program, the Highway Safety Improvement Program, the Transportation Alternatives Program and the Congestion Mitigation Air Quality Improvement Program. These funding programs are listed in Figure 5 and are described below:

National Highway Performance Program (NHPP) - provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Transportation Alternatives Program (TAP)- provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Surface Transportation Program (STP) - remains the federal-aid highway program with the broadest eligibility criteria. Funds can be used on any federal-aid highway, on bridge projects on any public road, on transit capital projects on non-motorized paths, and on bridge and tunnel inspection and inspector training.

Highway Safety Improvement Program (HSIP) – remains largely as it was under SAFETEA-LU, supporting projects that improve the safety of road infrastructure by correcting hazardous road locations, or making road improvements such as adding rumble strips.

Railway-Highway Crossings Program (set-aside from HSIP) – This program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Title 23, Part 924 of the Code of Federal Regulations (23 USC 130)

Congestion Mitigation and Air Quality Improvement Program (CMAQ) - provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions. [23 USC 149(a)].

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 5339 (5339) - Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

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.

The Funds Below were Assigned to Projects under SAFETEA-LU:

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.

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.

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 guide-way systems (New Starts).

**Figure 5
Transportation Improvement Program Funding Sources**

System	Project Initiation	Funding Source	Match Ratio
A. Highway Formula Programs:			
National Highway Performance Program (NHPP)	State DOT/Cabinet	Federal State	80% 20%
Surface Transportation Program (STP)	Local Government	Federal Local	80% 20%
Highway Safety Improvement Project (HSIP)	Local Government	Federal Local/State	90% 10%
Railway-Highway Crossings Program (set-aside from HSIP)	State DOT/Cabinet	Federal State	80% 20%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Local Government	Federal Local	80% 20%
Transportation Alternatives	State DOT/Cabinet	Federal Local	80% 20%
High Priority Project (HPP)	State DOT/Cabinet	Federal State	80% 20%
State Funds	State DOT/Cabinet	State	100%
KYD (Kentucky Discretionary)	State DOT/Cabinet	Federal	80% 20%
PLHD (Public Lands Highway Discretionary)	State DOT/Cabinet		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 Operating Assistance requires at Least a 50/50 match of federal to non-federal dollars.	Local Government	Federal State Local	80% 10% 10%
Section 5339 – Capital Grant	Local Government	Federal State Local	80% 10% 10%
Section 5310 – Capital Grant Program	Private, Non-Profit Entities	Federal State Local	80% 10% 10%
Section 5309–TDOT/Capital Grant	Local Government	Federal State Local	83% 8.5% 8.5%

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 activities are those that keep the current roadway system working during congestion, construction and emergency response such as traffic incident and work zone management, congestion mitigation signal timing, etc. These activities are not funded through or scheduled in the TIP. Each local agency is responsible for ensuring that the local share of operations and maintenance activities is provided for through the local budget process. Figure 6 presents the estimated costs incurred by each MPO jurisdictions involved in the operations and maintenance of transportation infrastructure on an annual basis.

Figure 6
Maintenance and Operations Cost Estimates

Maintenance and Operations	Annual Cost \$
City of Clarksville, TN	\$ 3,386,400.00
Montgomery County, TN	\$ 1,376,150.00
City of Oak Grove, KY	\$ 156,000.00
Christian County, KY*	\$ 139,870.00
Clarksville Transit System (CTS)	\$ 1,403,465.00
Total Maintenance and Operations	\$ 6,461,885.00

*The local match to the KYTC maintenance funds for 25% of the Christian County area that is within the MPO area. KYTC provided \$682,893.00 in Transportation maintenance funds for the MPO area.

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 Appendix B-1, Tables 1-5 in the Funding Tables section. The funding tables are tabulated from the funding amounts given on the individual TIP sheets for each project, which is shown in Appendix A-I. 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 3.6% for TN and 4% for KY projects was used to project expenditure dollars for each year. Annual federal allocations and adopted state and local budgets substantiates that anticipated funding will be available to implement the projects in the TIP. The same inflation rates were used for future year revenues by the MPO staff to estimate anticipated L-STP annual allocations. If the appropriated funds are less than the authorized amounts or there is a significant shift of projects within the years, then the MPO will develop a revised list in coordination with the State and public transportation operators.

GROUPED PROJECTS FOR TDOT AND KYTC

The use of project groupings is permitted under 23 CFR 450.324 (f) for projects in an MPO's TIP. Projects that are funded by such groupings are to be of a scale small enough not to warrant individual identification and may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. Project groupings may only include projects that meet the following conditions: non-regionally significant, environmentally neutral, and exempt from air quality conformity.

The TIP will include a description of all grouping categories, eligible activities, and sufficient financial information to demonstrate the projects that are to be implemented are using current and/or reasonably available revenues. All projects located within an MPO area must be included in the MPO TIP, including those projects that are eligible for grouping. Therefore, projects eligible for groupings that are located within the MPO planning area, may be grouped within the MPO TIP or listed individually in the MPO TIP, but may not be included in the Rural STIP. All projects whether included in a grouping or not that cross the MPO boundary and include an area outside of the MPO boundary will be listed in the TIP only.

TDOT has created four (4) distinct Groupings: Surface Transportation Program (STP) Grouping, National Highway Performance Program (NHPP) Grouping, Highway Safety

Improvement Program (HSIP) Grouping, and PM 2.5 Diesel Emissions Reduction Strategies Grouping. These four groupings are listed in the TIP and shown in Table 3 in Appendix B-1 based on the funding source. The HSIP Grouping is for any strategy, activity or project on a public road that is consistent with the Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. The PM2.5 Diesel Emissions Reduction Strategies Grouping provides dedicated CMAQ funds to projects to reduce PM 2.5 emissions. The other two groupings are listed in the TIP under the NHPP funding and the STP funding. Both of these groupings are based more on traffic operations and/or maintenance functions. See Attachment 1- TDOT's Metropolitan Groupings Crosswalk for a more comprehensive list of activities included but not limited for eligibility under Appendix A-1, page 65.

For the reasons noted above, KYTC and the Clarksville MPO have developed streamlined procedures for incorporating such projects into the TIP. Instead of being identified individually, these projects are grouped into project categories. By listing these grouped projects in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be implemented in the Kentucky portion of the Metropolitan Planning Area without modifying the TIP to individually identify such projects. With respect to fiscal constraint for Kentucky grouped projects, it should be noted that dollar amounts do not reflect actual funding levels, but are intended only to provide an illustrative estimate of the amount of funds that might be spent in each grouped projects category on an annual basis. Fiscal constraint for Kentucky grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

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 for KYTC are shown below in Figure 7. The list of grouped projects utilized here is recommended by KYTC. 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).

Figure 7

Clarksville MPO Kentucky Grouped Projects List	
Description (All projects are located in Christian County)	Illustrative Annual Amount
Pavement resurfacing/rehabilitation projects	\$100,000
Pavement widening with no additional travel lanes	\$50,000
Shoulder improvements	\$50,000
Slope stabilization/landslide repairs	\$50,000

Drainage improvements	\$50,000
Bridge replacement/rehabilitation projects with no additional travel lanes	\$500,000
Bridge painting	\$50,000
Bridge inspections	\$25,000
Repair of damage caused by natural disasters, civil unrest, or terrorist acts with no substantial changes in function, location, or capacity	\$50,000
Traffic signal maintenance and operations	\$25,000
Highway signage	\$25,000
Lighting improvements	\$25,000
Skid treatments	\$100,000
Sight distance improvements	\$100,000
Curve realignment projects	\$100,000
Median installation	\$50,000
Fencing	\$25,000
Guardrail/median barriers/crash cushions	\$100,000
Pavement markers and markings	\$100,000
Railroad/highway crossing safety improvements and warning devices	\$75,000
Highway Safety Improvement Program projects	\$100,000
Driver education programs	\$75,000
Bicycle/pedestrian facilities, including pedestrian facility improvements identified in local public agencies' Transition Plans to meet requirements of the Americans with Disabilities Act	\$400,000
Operating assistance to transit agencies	\$125,000
Purchase of new buses to replace existing vehicles or for minor expansion	\$100,000
Rehabilitation of transit vehicles	\$25,000
Construction of transit passenger shelters and information kiosks	\$10,000
Transportation enhancement activities including streetscaping, landscaping, plantings, and informational signs	\$100,000

With respect to financial constraint for grouped projects, it should be understood that the dollar amounts shown in the KYTC Grouped Projects Figure 6 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

Table 1
Summary of L-STP Funds
Federal Share Only

New
as of 10/1/2013

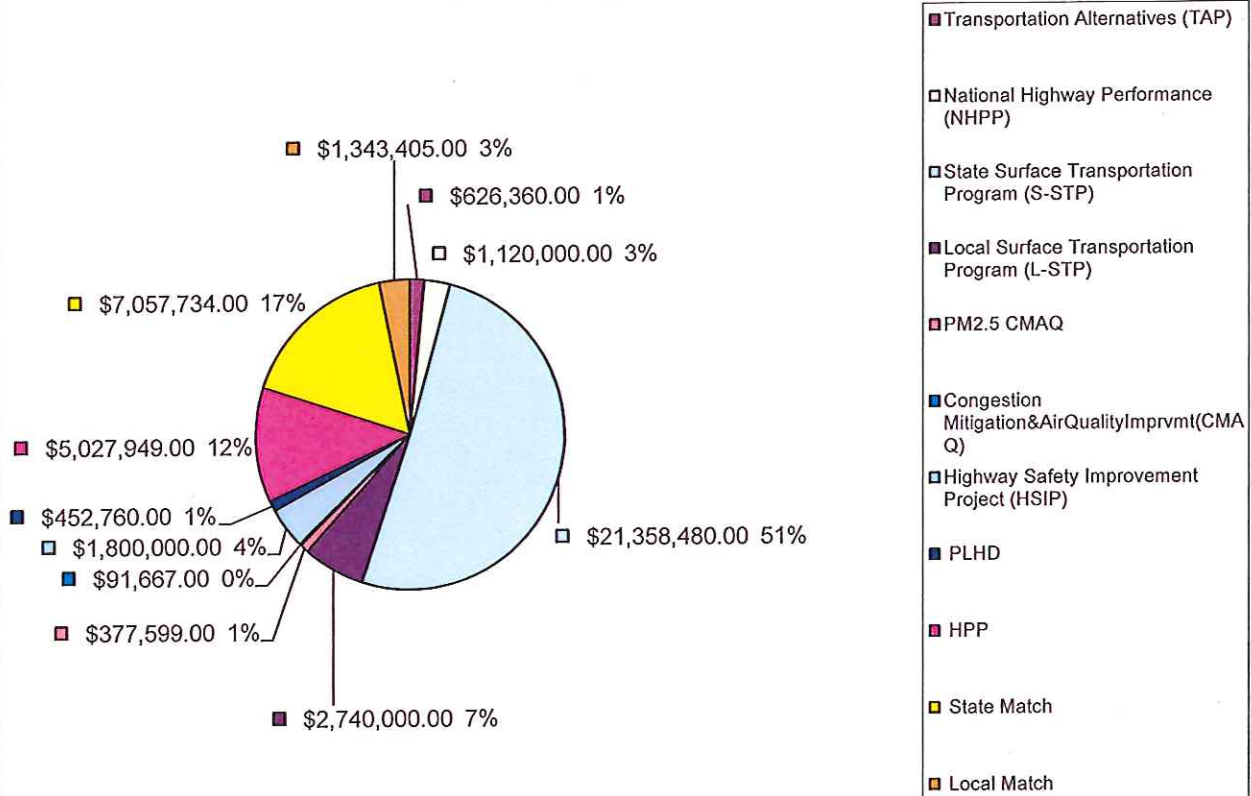
L-STP Funding Table (TDOT)

Balance 10-1-13		\$10,929,354
FY2014 Allocation	+	\$1,680,000
Available to Spend	=	\$12,609,354
Projects Programmed	-	\$2,740,000
Remaining 2014	=	\$9,869,354
2015		
FY2015 Allocation	+	\$1,690,000
Available to Spend	=	\$11,559,354
Projects Programmed	-	\$8,150,000
Remaining 2015	=	\$3,409,354
2016		
FY2016 Allocation	+	\$1,700,000
Available to Spend	=	\$5,109,354
Projects Programmed	-	\$200,000
Remaining 2016	=	\$4,909,354
2017		
FY2017 Allocation	+	\$1,710,000
Available to Spend	=	\$6,619,354
Projects Programmed	-	\$0
Remaining 2017	=	\$6,619,354

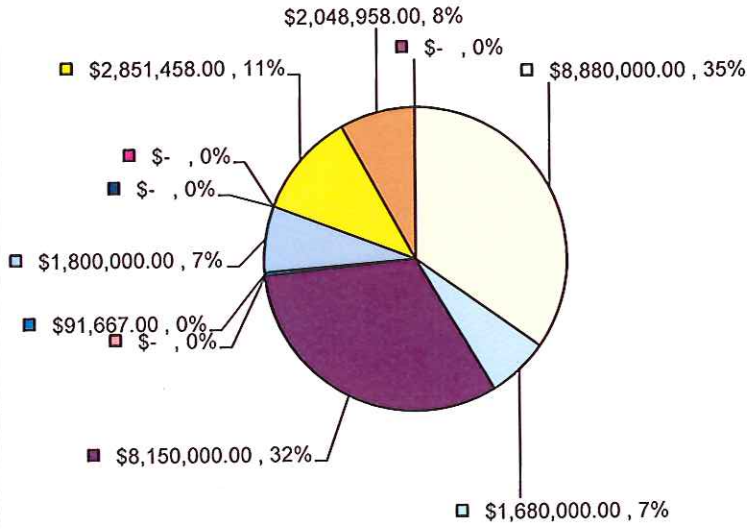
Tennessee Funding Table 3				
(By Year of Expenditure)				
	As of 10/1/2013			
Funding Source	FY2014	FY2015	FY2016	FY2017
	Available	Available	Available	Available
Transportation Alternatives (TAP)	\$ 626,360.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 1,120,000.00	\$ 8,880,000.00	\$ 80,000.00	\$ 80,000.00
State Surface Transportation Program (S-STP)	\$ 21,358,480.00	\$ 1,680,000.00	\$ 80,000.00	\$ 80,000.00
Local Surface Transportation Program (L-STP)	\$ 12,609,354.00	\$ 11,559,354.00	\$ 5,109,354.00	\$ 6,619,354.00
PM2.5 CMAQ	\$ 377,599.00	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 91,667.00	\$ 91,667.00	\$ 91,666.00	\$ -
Highway Safety Improvement Project (HSIP)	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00
PLHD	\$ 452,760.00	\$ -	\$ -	\$ -
HPP	\$ 5,027,949.00	\$ -	\$ -	\$ -
State Match	\$ 7,057,734.00	\$ 2,851,458.00	\$ 501,459.00	\$ 490,000.00
Local Match	\$ 3,810,744.00	\$ 2,901,297.00	\$ 1,288,798.00	\$ 1,339,838.00
Total	\$ 54,332,647.00	\$ 29,763,776.00	\$ 8,951,277.00	\$ 10,409,192.00
Amount Programmed to be Spent				
Transportation Alternatives (TAP)	\$ 626,360.00	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ 1,120,000.00	\$ 8,880,000.00	\$ 80,000.00	\$ 80,000.00
State Surface Transportation Program (S-STP)	\$ 21,358,480.00	\$ 1,680,000.00	\$ 80,000.00	\$ 80,000.00
Local Surface Transportation Program (L-STP)	\$ 2,740,000.00	\$ 8,150,000.00	\$ 200,000.00	\$ -
PM2.5 CMAQ	\$ 377,599.00	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ 91,667.00	\$ 91,667.00	\$ 91,666.00	\$ -
Highway Safety Improvement Project (HSIP)	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00	\$ 1,800,000.00
PLHD	\$ 452,760.00	\$ -	\$ -	\$ -
HPP	\$ 5,027,949.00	\$ -	\$ -	\$ -
State Match	\$ 7,057,734.00	\$ 2,851,458.00	\$ 501,459.00	\$ 490,000.00
Local Match	\$ 1,343,405.00	\$ 2,048,958.00	\$ 61,459.00	\$ -
Total	\$ 41,995,954.00	\$ 25,502,083.00	\$ 2,814,584.00	\$ 2,450,000.00
Amount Remaining				
Transportation Alternatives (TAP)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Program (S-STP)	\$ -	\$ -	\$ -	\$ -
Local Surface Transportation Program (L-STP)	\$ 9,869,354.00	\$ 3,409,354.00	\$ 4,909,354.00	\$ 6,619,354.00
PM2.5 CMAQ	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
PLHD	\$ -	\$ -	\$ -	\$ -
HPP	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -

Local Match	\$ 2,467,339.00	\$ 852,339.00	\$ 1,227,339.00	\$ 1,339,838.00
Total	\$ 12,336,693.00	\$ 4,261,693.00	\$ 6,136,693.00	\$ 7,959,192.00

TN Funding Amount Programmed to be Spent FY2014

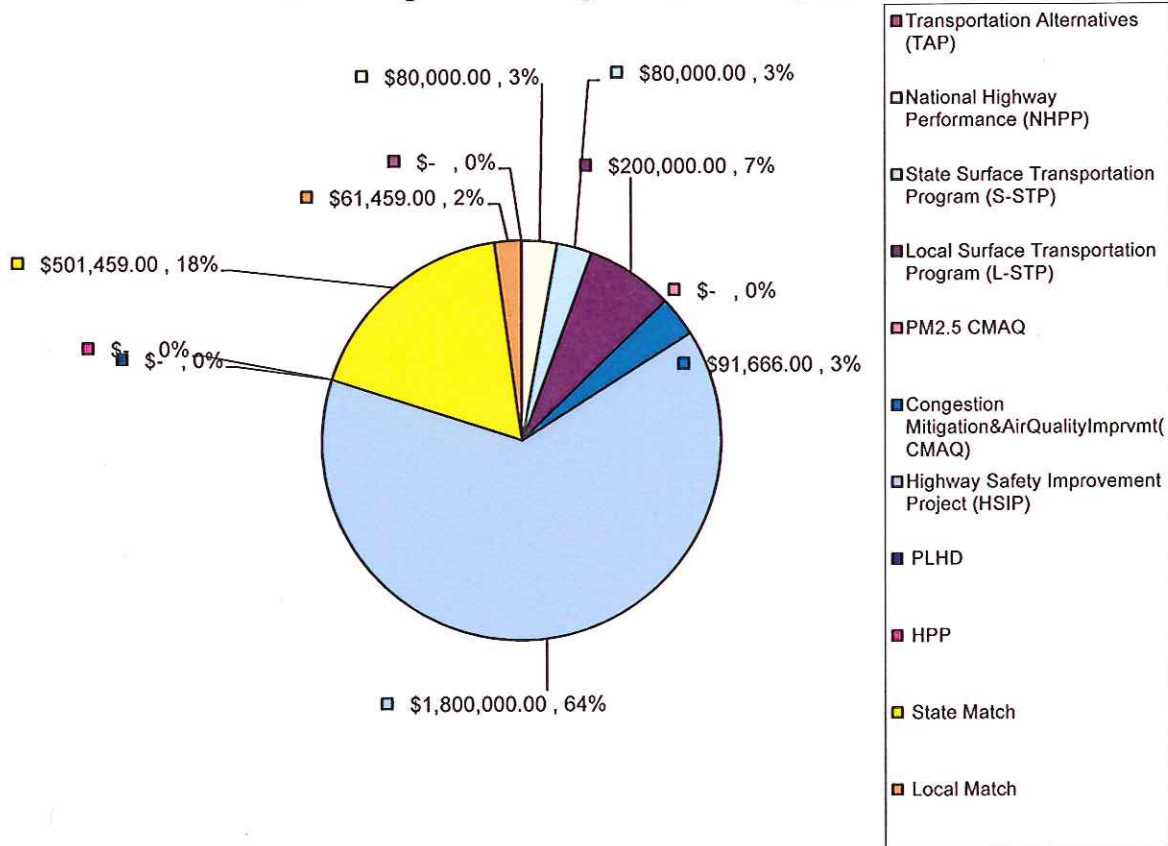


TN Funding Amount Programmed to be Spent 2015

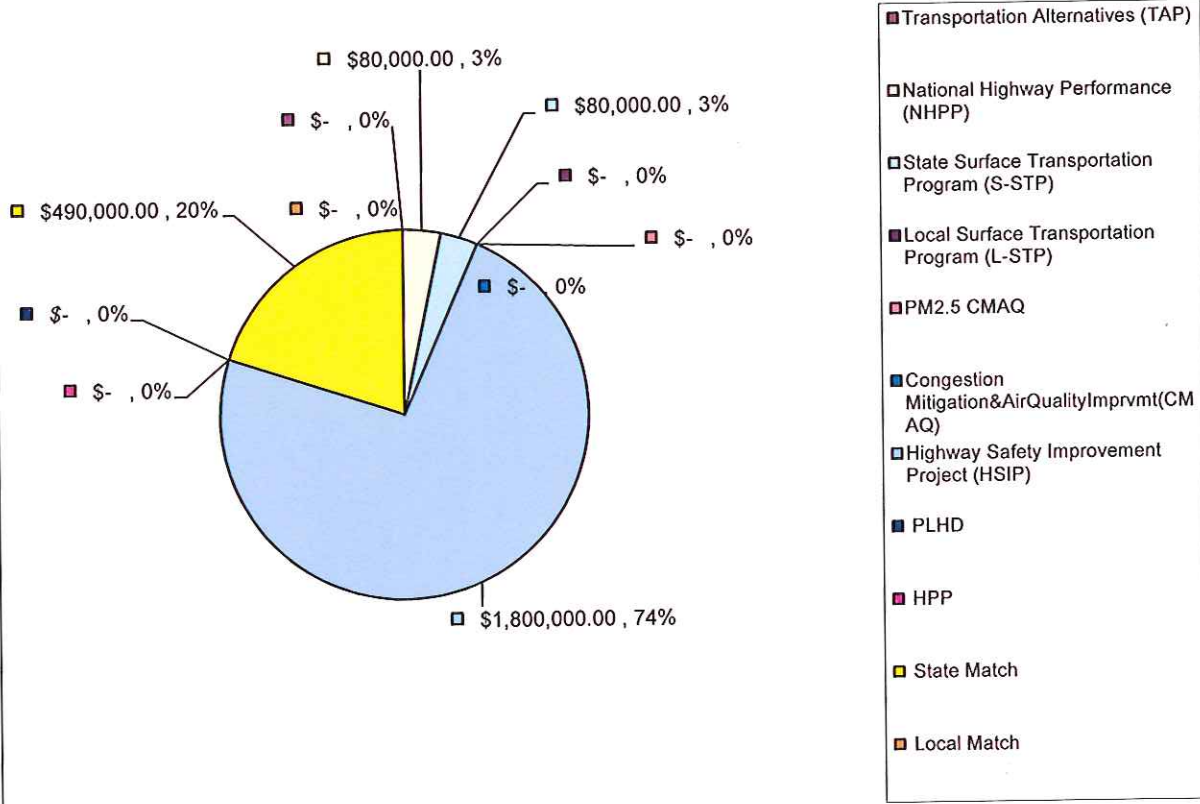


- Transportation Alternatives (TAP)
- National Highway Performance (NHPP)
- State Surface Transportation Program (S-STP)
- Local Surface Transportation Program (L-STP)
- PM2.5 CMAQ
- Congestion Mitigation & Air Quality Improvement (CMAQ)
- Highway Safety Improvement Project (HSIP)
- PLHD
- HPP
- State Match
- Local Match

TN Funding Amount Programmed to be Spent 2016



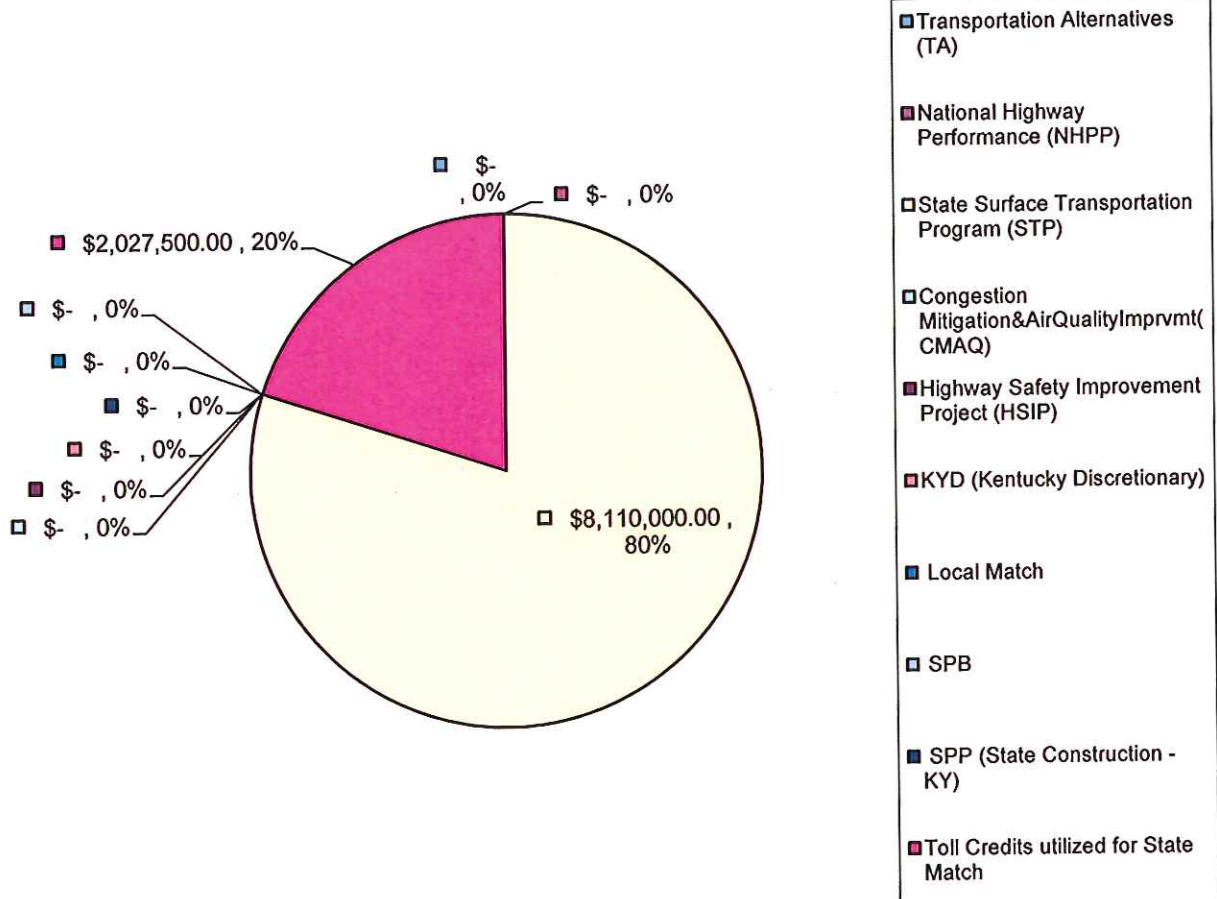
TN Funding Amount Programmed to be Spent 2017



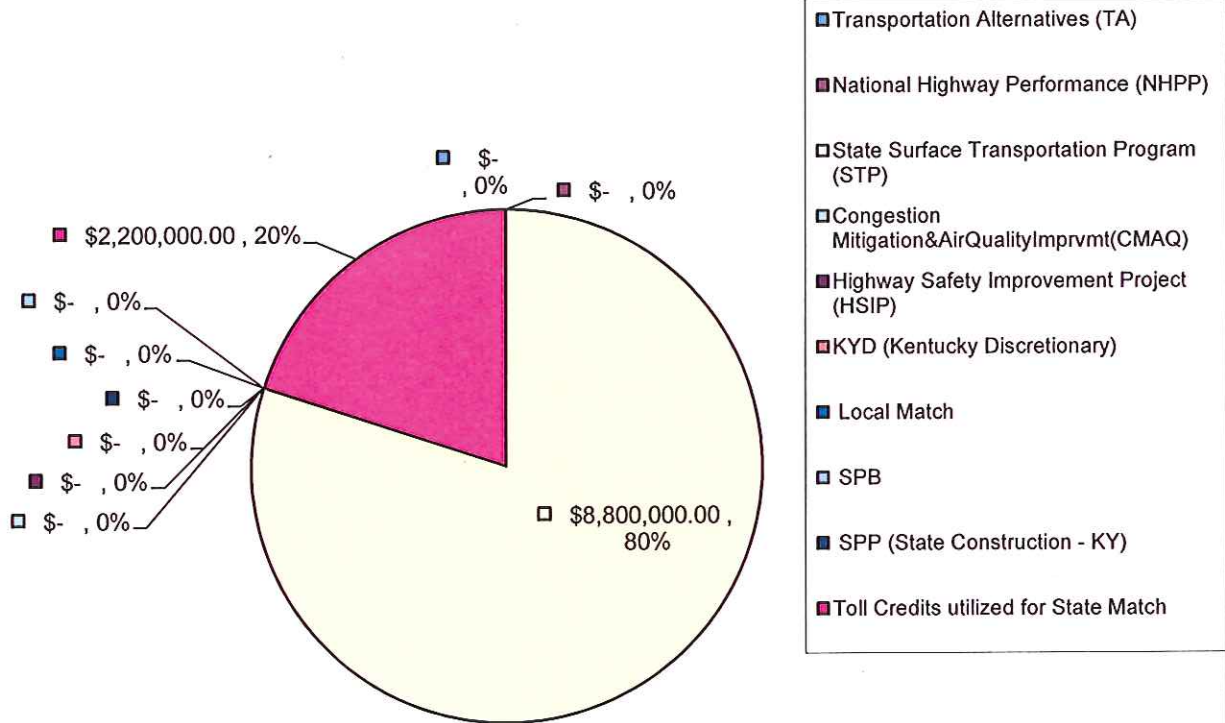
**Kentucky Funding Table 4
(By Year of Expenditure)**

Funding Source	FY2014	FY2015	FY2016	FY2017
	Available	Available	Available	Available
Transportation Alternatives (TA)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Program (STP)	\$ 8,110,000.00	\$ -	\$ -	\$ 8,800,000.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match			\$ -	\$ -
SPB		\$ -		
SPP (State Construction - KY)	\$ -		\$ -	\$ -
Toll Credits utilized for State Match	\$ 2,027,500.00	\$ -	\$ -	\$ 2,200,000.00
Total	\$ 10,137,500.00	\$ -	\$ -	\$ 11,000,000.00
Amount Programmed to be Spent				
Transportation Alternatives (TA)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)		\$ -	\$ -	\$ -
State Surface Transportation Program (STP)	\$ 8,110,000.00	\$ -	\$ -	\$ 8,800,000.00
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -		\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match		\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)		\$ -	\$ -	\$ -
Toll Credits utilized for State Match	\$ 2,027,500.00		\$ -	\$ 2,200,000.00
Total Programmed	\$ 10,137,500.00	\$ -	\$ -	\$ 11,000,000.00
Amount Remaining				
Transportation Alternatives (TA)	\$ -	\$ -	\$ -	\$ -
National Highway Performance (NHPP)	\$ -	\$ -	\$ -	\$ -
State Surface Transportation Program (STP)	\$ -	\$ -	\$ -	\$ -
Congestion Mitigation&AirQualityImprvmt(CMAQ)	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Project (HSIP)	\$ -	\$ -	\$ -	\$ -
KYD (Kentucky Discretionary)	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
SPB	\$ -	\$ -	\$ -	\$ -
SPP (State Construction - KY)	\$ -	\$ -	\$ -	\$ -
Toll Credits utilized for State Match	0	\$ -	0	0
Total Remaining	\$ -	\$ -	\$ -	\$ -

KY Funding Amount Programmed to be Spent 2014



KY Funding Amount Programmed to be Spent 2017



Funding Source	FY2014	FY2015	FY2016	FY2017
	Available	Available	Available	Available
FTA-5307 (KY) Operating Assistance*	\$ 309,000.00	\$ 309,927.00	\$ 310,857.00	\$ 311,789.00
FTA-5307(TN) Operating Assistance	\$ 874,919.00	\$ 877,545.00	\$ 880,176.00	\$ 882,817.00
FTA-5307(TN) Capital	\$ 1,020,460.00	\$ 3,540,360.00	\$ 888,965.00	\$ 1,019,562.00
FTA-5307 Job Access	\$ 200,799.00	\$ -	\$ -	\$ -
FTA-5309(TN) **	\$ 96,176.00	\$ -	\$ -	\$ -
FTA-5339	\$ 240,000.00	\$ 456,000.00	\$ 468,000.00	\$ 480,000.00
FTA-5310	\$ 122,219.00	\$ 40,740.00	\$ 40,740.00	\$ 54,400.00
FTA - CMAQ	\$ 96,000.00	\$ 92,000.00	\$ 87,000.00	\$ -
State Operating	\$ 884,352.00	\$ 877,005.00	\$ 889,666.00	\$ 892,335.00
State 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
State 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
State 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00
State 5310 Match	\$ 15,277.00	\$ 5,092.00	\$ 5,092.00	\$ 6,800.00
State CMAQ	\$ 12,000.00	\$ 11,500.00	\$ 10,875.00	\$ -
Local Operating	\$ 1,245,277.00	\$ 1,249,012.00	\$ 1,252,760.00	\$ 1,256,518.00
Local 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
Local 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
Local 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00
Local 5310 Match	\$ 15,278.00	\$ 5,093.00	\$ 5,093.00	\$ 6,800.00
Local CMAQ	\$ 12,000.00	\$ 11,500.00	\$ 10,875.00	\$ -
Total	\$ 5,683,715.00	\$ 8,474,864.00	\$ 5,189,341.00	\$ 5,285,911.00
Amount Programmed to be Spent				
FTA-5307 (KY) Operating Assistance*	\$ 309,000.00	\$ 309,927.00	\$ 310,857.00	\$ 311,789.00
FTA-5307(TN) Operating Assistance	\$ 874,919.00	\$ 877,545.00	\$ 880,176.00	\$ 882,817.00
FTA-5307(TN) Capital	\$ 1,020,460.00	\$ 3,540,360.00	\$ 888,965.00	\$ 1,019,562.00
FTA-5307 Job Access	\$ 200,799.00	\$ -	\$ -	\$ -
FTA-5309(TN) **	\$ 96,176.00	\$ -	\$ -	\$ -
FTA-5339	\$ 240,000.00	\$ 456,000.00	\$ 468,000.00	\$ 480,000.00
FTA-5310	\$ 122,219.00	\$ 40,740.00	\$ 40,740.00	\$ 54,400.00
FTA - CMAQ	\$ 96,000.00	\$ 92,000.00	\$ 87,000.00	\$ -
State Operating	\$ 884,352.00	\$ 877,005.00	\$ 889,666.00	\$ 892,335.00
State 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
State 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
State 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
State 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00
State 5310 Match	\$ 15,277.00	\$ 5,092.00	\$ 5,092.00	\$ 6,800.00
State CMAQ	\$ 12,000.00	\$ 11,500.00	\$ 10,875.00	\$ -
Local Operating	\$ 1,245,277.00	\$ 1,249,012.00	\$ 1,252,760.00	\$ 1,256,518.00
Local 5307 Capital Match	\$ 127,557.00	\$ 442,545.00	\$ 111,121.00	\$ 127,445.00
Local 5307 Job Access	\$ 100,400.00	\$ -	\$ -	\$ -
Local 5309 Match	\$ 12,022.00	\$ -	\$ -	\$ -
Local 5339 Match	\$ 30,000.00	\$ 57,000.00	\$ 58,500.00	\$ 60,000.00

Local 5310 Match	\$ 15,278.00	\$ 5,093.00	\$ 5,093.00	\$ 6,800.00
Local CMAQ	\$ 12,000.00	\$ 11,500.00	\$ 10,875.00	\$ -
Total	\$ 5,683,715.00	\$ 8,474,864.00	\$ 5,189,341.00	\$ 5,285,911.00
Amount Remaining				
FTA-5307 (KY) Operating Assistance*	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Operating Assistance	\$ -	\$ -	\$ -	\$ -
FTA-5307(TN) Capital	\$ -	\$ -	\$ -	\$ -
FTA-5309(TN) **	\$ -	\$ -	\$ -	\$ -
FTA-5339	\$ -	\$ -	\$ -	\$ -
FTA-5310	\$ -	\$ -	\$ -	\$ -
FTA-5307 Job Access	\$ -	\$ -	\$ -	\$ -
FTA - CMAQ	\$ -	\$ -	\$ -	\$ -
State Match	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -
Total Remaing	\$ -	\$ -	\$ -	\$ -

* 5307 for Kentucky is Operating Assistance Only

**5309 funds sent from TDOT to CTS

**Henderson/Evansville FY 2013-2016 TIP
Financial Plan**

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 (MAP-21), as described in Section 1. MAP-21 restructures core highway formula programs. Activities carried out under some existing formula programs – the National Highway System Program, the Interstate Maintenance Program and the Highway Bridge Program are incorporated into the new core formula program structure comprised of: National Highway Performance Program (NHPP), Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings (set-aside from HSIP) and Metropolitan Planning. MAP-21 also establishes a new formula program, Transportation Alternatives (TA), with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs. The TA program encompasses most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU.

2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM

Federal fiscal constraint for the FY 2013-2016 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 reflect funding from the current bill, as well as funds from earlier bills, include:

1. National Highway Performance Program (NHPP) is newly authorized in MAP-21 and provides support for the condition and performance of an expanded National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The federal share is up to 90% for projects on the Interstate System and up to 80% for all other projects. Beginning in FY 2016, the NHPP share for a state that has not developed and implemented an asset management plan will be reduced to 65% until it develops and implements its plan.
2. National Highway System (NHS) funds are dedicated for roadway facilities of national importance, due to direct access to interstates, transportation centers, and defense facilities. The pre-MAP-21 NHS 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%.
3. Surface Transportation Program (STP) MAP-21 continues the STP, providing funding that may be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects and public bus terminals and facilities. Most current STP eligibilities are continued, with some additions and clarifications. Activities of some programs that are no longer separately funded are incorporated, including transportation enhancements (replaced by "transportation alternatives" which encompasses many transportation enhancement activities and some new activities), recreational trails, ferry boats, truck parking facilities, and Appalachian Development Highway System projects (including local access roads). A portion of STP funds (equal to 15 percent of the State's FY 2009 Highway Bridge Program apportionment) is to be set aside for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines the State has insufficient needs to justify this amount.

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.
4. 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%.

5. Highway Safety Improvement Program MAP-21 continues the successful HSIP, established with SAFETEA-LU, for safety improvement projects to reduce traffic fatalities and serious injuries on all public roads. The federal participation for HSIP projects is 90-100%.
6. Bridge Program 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%. While Bridge funds remain in this TIP period, the bridge project eligibility has been incorporated into the core formula programs as a part of MAP-21's program streamlining effort.
7. Interstate Maintenance (IM) funds are available for the maintaining the interstate system. The state is responsible for programming of maintenance funds. IM funds remain in this TIP period, though MAP-21's integrates IM eligibility in the NHPP core program.
8. Transportation Alternatives Program (TAP) MAP-21 establishes a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. Eligible activities include: Transportation alternatives (new definition incorporates many transportation enhancement activities and several new activities), recreational trails program, safe routes to schools program.
9. 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. TE funding in the 2013-2016 TIP is a legacy of SAFETEA-LU. Most activities eligible for TE funding are consolidated in the new Transportation Alternatives Program in MAP-21.
10. 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%. The HPP program does not continue in MAP-21.
11. Safe Routes to School (SRTS) funding in the 2013-2016 TIP is a legacy of SAFETEA-LU for the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. The Federal share for SRTS funds is 100%. SRTS activities remain eligible in the Transportation Alternatives Program in MAP-21.
12. Recreational Trails Program (RTP) Another legacy of SAFETEA-LU, the RTP provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. A sliding scale applies to the federal share for RTP projects. RTP activities remain eligible in the Transportation Alternatives Program in MAP-21.

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 2 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, shortfalls are indicated for both Henderson Area Rapid Transit and the Metropolitan Evansville Transit System. Consultation with the agencies established that the required funds for transit operations 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. MAP-21 incorporates Section 5316 - Jobs Access and Reverse Commute (JARC) eligibility under Section 5307.
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. MAP-21 incorporates Section 5317 - New Freedom Program eligibility under Section 5310.
5. Section 5316-Jobs Access and Reverse Commute (JARC) provides capital and/or operating assistance for employment and employment-related transportation services. Programmed 5316 funds in this TIP are a legacy of SAFETEA-LU. The JARC program remains eligible under Section 5307.
6. Section 5317-New Freedom provides capital and/or operating assistance for disability- related transportation services that go beyond ADA compliance. Programmed 5317 funds in this TIP are a legacy of SAFETEA-LU. The New Freedom program remains eligible under Section 5310.
7. Section 5339-Bus and Bus Facilities Formula Grants provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Local project sub-allocations are determined based on project priorities and in consultation with local transit providers.
8. 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.

2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM

Table 1: Federal Funds and Programmed TIP Costs

Indiana						
Funding Source	Unobligated Prior Year Funds	Fiscal Year				TIP Total
		2013	2014	2015	2016	
STP-Urban	\$10,291,876	\$3,540,938	\$3,540,938	\$3,540,938	\$3,540,938	\$24,455,628
STP-Rural	-	\$5,589,000	\$0	\$0	\$0	\$5,589,000
CMAQ	\$4,583,899	\$1,291,512	\$1,291,512	\$1,291,512	\$1,291,512	\$9,749,947
TE/TAP	\$3,796,830	\$304,506	\$304,506	\$304,506	\$304,506	\$5,014,854
HSIP	\$1,608,700	\$686,661	\$686,661	\$686,661	\$686,661	\$4,355,344
Transit	-	\$1,880,106	\$2,159,884	\$2,124,883	\$1,976,502	\$8,141,375
Bridge	-	\$1,355,713	\$223,280	\$0	\$173,456	\$1,752,449
SRTS	-	\$0	\$15,800	\$424,222	\$0	\$440,022
Total Federal Funding (Local Projects)						\$59,498,620
Programmed Federal amount						\$39,445,674
Surplus/Deficit						\$20,052,946
Kentucky						
STP KY	\$4,014,015	\$500,000	\$500,000	\$500,000	\$500,000	\$6,014,015
HPP KY	\$1,659,800	\$0	\$0	\$0	\$0	\$1,659,800
5307 Transit	\$0	\$710,120	\$690,535	\$700,899	\$728,910	\$2,830,464
RTP	\$0	\$55,000	\$0	\$0	\$0	\$55,000
HSIP	\$0	\$0	\$0	\$0	\$0	\$0
Total Federal Funding (Local Projects)						\$10,559,279
Programmed Federal amount						\$6,617,264
Surplus/Deficit						\$3,942,015
Kentucky State Program of Projects						
NH	\$ -	\$ -	\$ 3,200,000	\$ -	\$ -	\$3,200,000
STP KY	\$ -	\$ 5,180,000	\$ 3,008,968	\$ -	\$ -	\$8,188,968
SHN	\$ -	\$ 1,675,000	\$ 1,635,000	\$ 500,000	\$ 550,000	\$4,360,000
HES/HSIP	\$ -	\$ 295,000	\$ 1,170,000	\$ -	\$ -	\$1,465,000
Bridge	\$ -	\$ 1,650,000	\$ 1,210,000	\$ 25,000,000	\$ -	\$27,860,000
Total Federal Funding (State Projects)						\$45,073,968
Programmed Federal amount						\$45,073,968
Surplus/Deficit						\$0

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	2013-2016 Projected Available Revenues	Programmed Local Costs 2013-2016	Surplus/Deficit
Indiana						
Vanderburgh County	\$14,677,172	\$6,879,019	\$7,798,152	\$31,901,487	\$9,944,920	\$21,956,567
City of Evansville	\$9,916,347	\$6,340,900	\$3,575,447	\$14,626,807	\$4,676,582	\$9,950,225
METS ¹	\$5,393,354	\$3,894,664	\$5,393,354	\$22,063,688	\$29,178,896	-\$7,115,208
Darmstadt	\$100,294	\$68,192	\$32,102	\$131,328	\$0	\$131,328
Warrick County	\$16,371,942	\$3,988,718	\$12,383,224	\$50,658,572	\$4,757,749	\$45,900,822
City of Boonville	\$1,328,549	\$263,051	\$1,065,498	\$4,358,849	\$0	\$4,358,849
Town of Chandler	\$331,276	\$0	\$331,276	\$1,355,217	\$0	\$1,355,217
Town of Newburgh	\$615,755	\$50,099	\$565,657	\$2,314,047	\$232,214	\$2,081,833
Town of Lynnville	\$54,489	\$24,415	\$30,074	\$123,030	\$0	\$123,030
Private/Other	-	-	-	\$47,346	\$47,346	\$0
Kentucky						
Henderson County	\$3,503,148	\$3,421,108	\$82,041	\$335,620	\$140,000	\$195,620
City of Henderson ²	\$1,258,471	\$1,185,825	\$72,646	\$673,838	\$564,950	\$108,888
HART ¹	\$512,285	\$457,365	\$512,285	\$2,095,709	\$2,990,963	-\$895,254
City of Corydon	\$730,516	\$0	\$730,516	\$2,988,470	\$0	\$2,988,470

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.

**Lexington FY 2013-2016 TIP
Financial Plan**

Chapter 3 FINANCIAL PLAN

The following information summarizes the Lexington Area MPO's FHWA and FTA program funding. Fundamental features of the TIP are: (1) a listing of the financial resources that are available to carry out TIP programs and projects which demonstrates financial constraint by balancing the estimated cost of projects and the expected revenue (an important aspect of financial constraint is to ensure costs are listed in an estimate of "year of expenditure dollars"); and (2) the inclusion of highway and transit operations and maintenance costs and revenues. All funding estimates have been developed together with the MPO, KYTC and public transit providers.

3.1 Financial Resources

MAP-21 identifies federal funding sources for road, highway, transit, and other transportation related improvements. The key aspect of MAP-21 is its flexibility of funds, empowerment of local jurisdictions in assigning project priorities, public participation to a greater extent in planning and decision making, and fiscal constraint.

Most all federal transportation funding programs require a local match commitment for projects. This local match may come from a variety of state or local fund sources; however, the match cannot come from any federally allocated source.

Major MAP-21 programs that provide funding are:

- Surface Transportation Program (STP).
- Surface Transportation Program – dedicated to Lexington (SLX)
- National Highway Performance Program (NHPP) – incorporates NHS, IM, and Bridge programs.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ).
- Highway Safety Improvement Program (HSIP/SAF).
- Transportation Alternatives Program (TAP)
- Section 5307 transit urbanized area formula funds.
- Section 5309 transit capital investment funds
- Section 5310 elderly and disabled transportation funds

3.1.1 Highway Fiscal Considerations

Highway programs and projects are listed in the project tables beginning on [page 21](#) with various funding categories identified.

The funding is shown by fiscal year and includes: a "pre FY 2013" cost column; the required FY 2013 through FY 2016 activities; and a "Future" cost column. The TIP provides programming information on planned future-year funded projects to give a current and accurate total cost estimate. However, cost estimates can be subject to change as more detailed information is gathered through the project development process.

The MPO works closely with its federal and state transportation partners when planning, selecting, and prioritizing Surface Transportation Program funds dedicated to the Lexington MPO area (SLX). The SLX program consists of federal funds matched with state or local program funds. The MPO has decision authority over the SLX funds and is responsible for selecting and prioritizing SLX projects within the fiscal constraints of the current SLX allocation (see Table 1 for SLX projects). The MPO currently receives an allocation of approximately \$5.8 million in SLX funds each fiscal year.

Although the Lexington Area MPO has significant input in identifying local needs and in determining project funding priorities (the MPO has complete control for SLX projects), it should be understood that the MPO does not have direct control over many sources of funding identified herein. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet (KYTC). 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).

3.1.2 Transit Fiscal Considerations

The transit financial element is listed in [Figure 3.2](#) which identifies the various Federal Transit Administration (FTA) funding categories. The MPO coordinates with LexTran and other transit/paratransit service providers to ensure FTA funding obligations and forecasts are current and accurate. The transit financial forecast was compiled from existing financial data and the previous Lexington Area Long Range Transit Plan.

The transit financial element is estimated to average \$32 million per year in funding over the TIP’s four fiscal year period, totaling \$128 million from FY 2013 through 2016 as shown in [Figure 3.2](#).

3.1.3 Financial Constraint

Federal law requires that TIPs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. Additionally, only those projects for which a current or proposed revenue source can be identified may be listed, thus ensuring a balance between total project costs and revenues. This requirement helps the MPO and the State develop a deliverable program of projects.

As indicated in the figure below, the estimated ratio of revenues to expenditures for all funding sources for FY 2013-2016 is 1.0, which means our planned expenditures balance with our anticipated revenues. A complete summary by program and fiscal year is provided in TIP Summary Table ([Table 7](#)).

HIGHWAY ELEMENT	FY 2013 – FY 2016 TOTALS
Total Programmed Expenditures	\$298,396,000
Total Anticipated Revenues	\$298,396,000
Ratio of Expenditures to Revenue	1.0
Note: SLX projects receive anticipated revenue of \$5,800,000 per year as allocated by the State.	

Figure 3.1 Anticipated Highway Revenue and Expenditures

TRANSIT ELEMENT	FY 2013 – FY 2016 TOTALS
Expenditures	
Total Operating Expenditures	\$ 98,217,976
Total Capital Outlays	\$ 29,787,000
Total	\$ 128,004,976
Revenue	
FTA 5307	\$ 17,783,000
FTA 5309	\$ 8,780,000
FTA 5310	\$ 778,000
FTA 5311	\$ 290,000
FTA 5339	\$ 300,000
CMAQ	\$ 150,000
State Funding	\$ 256,000
Local Tax Levy	\$ 60,987,505
Passenger Fares & Other Operating Revenue	\$ 38,679,471
Total	\$ 128,004,976
Ratio of Expenditures to Revenue	1.0
Note: LexTran receives and expends a majority of transit funding	

Figure 3.2 Anticipated Transit Revenue and Expenditures

The specific projects and the associated programmed or planned revenue source and schedule that are shown in the Project Tables 1-7 beginning on [page 21](#) have been identified by the KYTC in the [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.

To show fiscal balance, the MPO has made the distinction in our project tables (see [Chapter 4](#)) to separate the region's federally funded projects ([Tables 1 and 2](#)) and state funded projects ([Tables 3 and 4](#)). Federally funded projects are identified in the fiscally constrained STIP. State-funded projects are included in the KY Highway Plan. The Highway Plan is approved by the State Legislature every two years and outlines the state's construction program over the next six years for both state and federal funding programs; however, the Highway Plan is not always fiscally balanced. In recent years, the Highway Plan has been fiscally balanced for federal funds but state-funded projects have been over-programmed. Thus, the programming for state-funded projects for the Lexington Area includes some level of uncertainty.

Table 7 of the TIP provides a summary of project/program costs and revenues by funding source and year for the Lexington Area from FY 2013-2016. A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

Future Year programming information is also included in project tables (outside of the fiscally constrained 4-yr period) to provide an early glimpse of anticipated TIP program/project allocations needed to complete the project.

3.1.4 Year of Expenditure

MAP-21 requires inflationary cost factors to be used to provide a better assessment of future transportation project costs. The KYTC provided the MPO with the following Year of Expenditures (YOE) factors and adjustments to the cost of project phases:

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

Project cost estimate adjustments should be expected due to variation in economic conditions. To accommodate inflationary forces, YOE clarifies that fiscal constraint cost will reasonably match available revenue sources in order to support, operate and maintain the expected transportation system.

3.2 Operations, Maintenance and Preservation

One of the key goals of the TIP is to operate and maintain a high quality transportation network, and to preserve the significant investment that has been made in transportation facilities throughout the Lexington MPO area.

3.2.1 State Role

Kentucky's current [Statewide Transportation Improvement Program \(STIP\)](#) states that, "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, it says "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 goal of any potential local 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. The Cabinet is organized to provide services in four key functional areas: roadway maintenance; bridge maintenance; rest area maintenance; and traffic operations. Example activities include:

- maintenance of pavement,
- guard rails and median cable barriers,
- drainage channels, tunnels, retention basins, and sound walls,
- maintenance and restoration of landscaping,
- roadway lighting,
- traffic signals,
- signing and striping,
- freeway management system support,
- utility locating services,
- encroachment permits,
- crash clearing,
- repair of damaged safety features,
- litter pickup,
- snow and ice removal.

3.2.2 Role of Other Agencies

Lexington MPO member agencies (Lexington-Fayette Urban County Government, Nicholasville, Wilmore and Jessamine County) seek to maintain and operate the transportation system in a way that preserves past investments and maximizes the safety and efficiency of existing facilities. To achieve this goal, agencies apply state and local funds and their share of state highway user revenue funds (municipal and county-aid funds) towards maintenance and operation activities similar to those listed above.

Regional transit and paratransit providers must also operate and maintain service, with operating costs being the primary financial need for these transit services. For instance, LexTran has estimated they will spend over \$97 million to operate and maintain transit service over the four year period of this TIP.

3.2.3 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.

Total maintenance expenditures estimated for major operation and maintenance agencies in FY-2013-2016 are over \$136 million (see [Figure 3.3](#)).

Short-Range Maintenance/Operations Funding 2013 – 2016	
Major O/M Funding Sources	O/M Funding Estimate
State Funding (KYTC)	\$22,815,000
Local Funding	\$16,000,000
LexTran	\$97,251,976
Total	\$136,066,976
Source: KYTC, LFUCG, LexTran	

Figure 3.3 Maintenance/Operations Funding Estimates

Chapter 4 PROGRAM & PROJECT TABLES

The project tables that follow show programmed highway projects by funding type, transit projects with programmed FTA funds, placeholders for group projects, and informational/supplemental project tables.

4.1 Federal & Regionally Significant Projects

These tables address projects which are scheduled to receive federal and state funds for regionally significant projects. Each project table includes information on the funding allocated to that project prior to 2013, the current TIP FY 2013—2016 funding, and estimated future funding. Funding estimates were provided by project sponsors. All funding references are denoted in [Year of Expenditure](#) (YOE) dollars to provide a more-realistic and accurate future project cost estimate. Project tables include:

[Table 1](#) – *SLX Funded Project* – Projects funded with federal funds that are dedicated to Lexington and selected by local priorities.

[Table 2](#) – *Other Federally Funded Projects* – Projects that are funded with all other (non-SLX) federal funds that are selected in consultation with KYTC.

[Table 3](#) – *Regionally Significant State Funded Projects* – Projects that are of regional significance and are funded with state funds that the MPO can reasonably expect to receive. These are also selected in consultation with KYTC.

4.2 Non-Regionally Significant & Unfunded Projects

State-funded projects that are either not classified as “regionally significant” and thus not required to be formally included in the TIP; and/or projects which appear in the Kentucky 6-Year Highway Plan that have over-programmed state funding sources, thus funding may not be readily available for these projects in the future. These two project types are not officially part of the TIP but are listed for informational purposes.

[Table 4](#) – *Information Supplement of Unfunded and/or Non-Regionally Significant Projects*

4.3 Federal Transit Administration Projects

These projects are funded with FTA funds and are selected by local transit providers. These include operating and capital funds for public transit and paratransit.

[Table 5](#) – *Federal Transit Administration Projects*

4.4 Grouped Projects

Transportation planning regulations allow projects of a smaller scale to be grouped by function, work type, or geographic area in the TIP. Such projects are usually not controversial, produce negligible

impacts and positive benefits for safety, traffic operations or system 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. The KYTC and FHWA allow these projects to be added to the TIP by Administrative Modification when they are identified and awarded. In instances of a project being identified by the KYTC, a project description, estimated cost and funding source are forwarded to the MPO for inclusion in the TIP. This includes a commitment of funds from the KYTC as part of the Statewide Transportation Improvement Program (STIP). Financial constraint for Grouped Projects is demonstrated in the STIP by KYTC.

Grouped Project categories are shown in [Table 6](#). 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 the streamlined Administrative Modification process. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint in the local TIP, or an air-quality conformity determination (if applicable).

The dollar amounts shown in the Grouped Projects [Table 6](#) are illustrative and show the total amounts of funding by project type that the MPO may expect to receive given 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.

[Table 6](#) – Grouped Projects – Illustrative list of the amount of funding that the MPO may (at a minimum) expect to receive for any Grouped Project type based on past experience and reasonableness.

[Table 6a](#) – Grouped Projects Selected – Grouped Projects that have been identified and funded in the Lexington Area through the various processes described above.

4.5 Funding Summary Table

A summary table that shows the total of all TIP funding and revenue grouped by funding source category and year is provided in [Table 7](#). This table demonstrates fiscal constraint for all funding types.

[Table 7](#) – TIP Summary Table

4.6 Project Reference Table

An alphabetical index of all projects, their Item Number and the funding tables on which they appear in the TIP can be found on [page 19](#). Projects that appear on this table more than once have multiple funding sources that are being utilized for the project. This allows the reader to find projects by name, rather than Item Number. Tables 1-6 above are arranged by Item Number. This number is assigned by KYTC and used by the MPO as a project identification reference number for tracking purposes.

[Project Reference Table](#) – Alphabetical summary of all projects and table reference.

4.7 Project Maps

Project maps that depict the FY 2013-2016 TIP project locations, shown by funding type, are found on the following page in [Figure 4.1](#).

Table 6 – Grouped Projects

Table 6 - Grouped Projects *				
	2013	2014	2015	2016
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			

Table 6 - Grouped Projects *					
	2013	2014	2015	2016	
Scenic Byways	\$10,000				
Transportation Enhancement (TE) Projects	\$100,000				
Transportation Alternatives Program (TAP)	\$400,000	\$600,000	\$600,000	\$600,000	\$600,000
Transportation, Community, and System Preservation (TCSP)	\$50,000	\$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	\$1,000,000
Recreational Trails Program	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Commuter Ridesharing Programs	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Bicycle and Pedestrian Facilities	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
ADA Accessibility Improvement	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Park & Ride Facilities	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Ferry Boat Capital and Operating Assistance	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Purchase of New Buses (to replace existing vehicles or for minor expansion)	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Rehabilitation of Transit Vehicles	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
Transit Operating Assistance	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
Transit Operating Equipment	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Transit Passenger Shelters and Information Kiosks	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Construction or Renovation of Transit Facilities	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
FTA Section 5316 – Job Access and Reverse Commute Program (JARC)	\$100,000				
FTA Section 5317 – New Freedom Initiative	\$100,000				
Planning/feasibility studies	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000

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

Table 7 – TIP Summary Table (\$1,000)

Fund Type	TIP Years				Total Cost	Total Cost	TIP Years								
	Pre 2013	FY 2013	FY 2014	FY 2015			FY 2016	Future	Federal Cost	State Cost	Local Cost	Federal Revenue	State Revenue	Local Revenue	
Bridge Replacement (BR, BRX, BRZ)	\$810	\$300	\$550		\$1,000	\$500	\$3,160	\$1,480	\$370	\$0	\$1,480	\$370	\$0	\$370	\$0
Congestion Mitigation and Air Quality (CMAQ)	\$528						\$528	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Hazard Elimination (HES or HSIP)							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
High Priority Projects (HPP)	\$2,192						\$2,192	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interstate Maintenance (IM)		\$550					\$550	\$550	\$0	\$0	\$550	\$0	\$0	\$550	\$0
Kentucky Demonstration Funds (KYD)							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
National Highway (NH or NHG)	\$0	\$47,300			\$800		\$48,100	\$38,480	\$9,620	\$0	\$38,480	\$9,620	\$0	\$38,480	\$9,620
Railroad Protection (RRP)							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Railroad Separation (RRS)							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety Funds (SAF)							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Construction (SP or SPP)	\$33,780	\$24,835	\$16,280	\$37,260	\$180	\$180	\$112,515	\$0	\$78,555	\$0	\$0	\$78,555	\$0	\$0	\$78,555

Fund Type		Pre 2013				TIP Years				TIP Years									
		FY 2013				FY 2014				FY 2015				FY 2016				Future	
		FY 2013	FY 2014	FY 2015	FY 2016	Total Cost	Federal Cost	State Cost	Local Cost	Total Cost	Federal Cost	State Cost	Local Cost	Federal Revenue	State Revenue	Local Revenue			
State Bond Funds (SPB or SB2)				\$19,430		\$19,430	\$0	\$19,430	\$0	\$19,430	\$0	\$19,430	\$0	\$0	\$19,430	\$0			
State Construction (SP or SPP) Info. Supplement	\$15,390	\$30,730	\$34,475	\$63,425	\$22,755	\$171,775				\$5,000									
Surface Transportation Program (STP)	\$88,661	\$36,736	\$1,500	\$16,840	\$13,500	\$176,237	\$54,861	\$13,715	\$0	\$19,000	\$54,861	\$13,715	\$0	\$54,861	\$13,715	\$0			
Surface Transportation Program - dedicated Lexington (SLX)	\$2,223	\$8,371	\$17,631	\$7,478	\$12,983	\$49,606	\$39,760	\$1,409	\$5,294	\$920	\$39,760	\$1,409	\$5,294	\$39,760	\$1,409	\$5,294			
Transportation Community System Preservation (TCSP)		\$0	\$625			\$625	\$500	\$125	\$0		\$500	\$125	\$0	\$500	\$125	\$0			
Transportation Enhancement (TE)						\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0			
Maintenance and Operations (O & M)	\$4,563	\$8,563	\$8,563	\$8,563	\$8,563	\$38,815													
Grouped Projects - Highway	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$30,000				\$5,000									
							Cost and revenue for maintenance and operations is split between federal, state and local sources and varies by year												
							Cost and revenue for grouped projects varies by program but is usually 80% federal funds matched with 20% state or local funds												
Highway Totals*	\$148,147	\$157,385	\$79,624	\$152,996	\$59,781	\$623,533	\$135,631	\$123,224	\$5,294	\$25,600	\$135,631	\$123,224	\$5,294	\$135,631	\$123,224	\$5,294			

Fund Type	Pre 2013	TIP Years				Total Cost	Future	Total Cost	TIP Years					
		FY 2013	FY 2014	FY 2015	FY 2016				Total Cost	Federal Cost	State Cost	Local Cost	Federal Revenue	State Revenue
Grouped Projects - Transit	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$45,000	\$30,000	Cost and revenue for transit projects varies by program					
Transit Program (FTA)	\$0	\$13,542	\$4,801	\$4,748	\$4,796	\$4,556	\$31,768	\$27,887	\$16,120	\$0	\$11,539	\$16,120	\$0	\$11,539
Transit Totals*	\$7,500	\$21,042	\$12,301	\$12,248	\$12,296	\$12,056	\$76,768	\$57,887	\$16,120	\$0	\$11,539	\$16,120	\$0	\$11,539

**Louisville FY 2014-2017 TIP
Financial Plan**

Funding

MAP-21 builds on, and strengthens, many of the funding programs for highways, transit, bicycle and pedestrian programs that were established in previous transportation acts. MAP-21 creates a streamlined, performance-based program and provides the funds necessary to maintain and improve our nation's transportation infrastructure.

Highway

MAP-21 is focused on the transportation investment in highways. It focuses on strengthening America's highways, establishes a performance-based program, creates jobs and supports economic growth, supports the Department of Transportation's safety agenda, streamlines transportation programs, and accelerates project delivery and promotes innovation. Funding for highways is provided for projects through several core highway formula programs.

National Highway Performance Program (NHPP)

The National Highway Performance Program provides funding for projects on the National Highway System (NHS), for construction of new facilities on the NHS, and to ensure that investments of federal aid funds in highway construction support the achievement of performance targets.

States must set aside the following amounts from their NHPP apportionment:

- A proportionate share of funds for the Transportation Alternatives (TA) program.
- 2% for State Planning and Research

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS. NHPP eligible activities include the following:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets.
- Training of bridge and tunnel inspectors.
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches, that connect road segments of the NHS.
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost

analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.

- Bicycle transportation and pedestrian walkways.
- Highway safety improvements on the NHS.
- Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs.
- Development and implementation of a State Asset Management Plan for the NHS including data collection, maintenance and integration, software costs, and equipment costs.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Environmental mitigation related to NHPP projects.
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.

Additional eligible uses of NHPP funds are workforce development, training, and education activities.

The typical federal share of NHPP funds for a project is 80%, but that share is reduced to 65% as a penalty, if a state has not implemented an asset management plan within the established timeframe.

Surface Transportation Program (STP)

The Surface Transportation Program (STP) is a funding category that provides flexible funding to be used by states and Metropolitan Planning Organizations to preserve and improve the federal-aid highway, bridge and tunnel projects, pedestrian and bicycle infrastructure, and transit capital projects.

From the federal money allocated to a state for distribution through STP, a proportionate share of funds is set aside for the State's Transportation Alternatives program, as well as 2% for state planning and research, and not less than 15% of the State's FY 2009 Highway Bridge Program apportionment for off-system bridges.

Fifty percent of the apportionment is suballocated and obligated as follows:

- Urbanized areas with a population greater than 200,000 will receive a portion based on their relative share of population.
- Areas with population greater than 5,000 but no more than 200,000 receive funding for projects identified by the state in consultation with the regional planning organization.
- Areas with population of 5,000 or less.

The remaining 50% maybe used in any area of the state.

STP money, allocated to the Louisville urbanized area, is to be obligated on a priority basis that is determined by the MPO in consultation with the state's respective Department of Transportation, in this case either the Kentucky Transportation Cabinet or the Indiana Depart-

ment of Transportation. Under MAP-21, each state is to abide by the funding program for STP dollars designated to the urbanized area. STP monies obligated to the areas outside a TMA are to be spent at the discretion of the state department of transportation.

All STP monies other than those used for interstate completion or interstate maintenance projects receive an 80% federal obligation toward the cost of each project. STP monies used for interstate completion and interstate maintenance receive a 90% federal match.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Projects and programs that assist in the attainment or maintenance of standards for air quality outlined in the Clean Air Act Amendments of 1990 are eligible to use Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Eligible projects must:

- contribute to the attainment or maintenance of a national ambient air quality standard; or
- be an element of a strategy that will contribute to the attainment or maintenance of a national ambient air quality standard.

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

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program provides funding dedicated to highway safety. These are federal funds aimed at reducing traffic fatalities and serious injuries on all public roads. Responsibility for setting priority for Highway Safety Improvement Program projects in Kentucky rests with the state, and in Indiana, INDOT sub-allocates funds to the MPOs. The federal share of all Highway Safety Improvement Program projects is typically 90%.

Railway-Highway Crossings

The Rail-Highway Crossing Program provides funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public railroad grade crossings. Of the total received by each state, 50% must be set aside for the installation of protective devices at railway-highway crossings. The federal share of Railway-Highway Crossings projects is 90%.

Transportation Alternatives (TA)

The Transportation Alternatives Program has been established by MAP-21 to fund alternative transportation projects. Fifty percent of the state's TA apportionment is suballocated to MPOs based on their relative share of the total state population.

TA funds can be used for the following eligible activities:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
 - inventory, control, or removal of outdoor advertising;
 - historic preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition, the following activities can be funded using Transportation Alternatives funds:

- The recreational trails program under 23 USC 206.
- The safe routes to school program under §1404 of SAFETEA–LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Transit

MAP-21 enhances safety in public transportation and emphasizes restoring and replacing our country’s aging public transportation infrastructure.

Section 5307: Urbanized Area Formula Grants

The Section 5307 program provides grants to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Eligible activities include capital projects, planning, job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers, operating costs in areas with fewer than 200,000 in population, and operating costs up to certain limits for grantees in areas with populations greater than 200,000 and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

The federal share is 80% for capital assistance, 50% for operating assistance, and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service using up to 10% of a recipient's apportionment.

Section 5309: Fixed Guideway Capital Investment Grants (“New Starts”)

Section 5309 is a discretionary program that provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. Eligible projects include new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system), bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor, and projects that improve capacity on an existing fixed-guideway system. The maximum federal share is 80%.

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities

The Section 5310 program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Eligible activities include the following criteria:

- At least 55% of program funds must be used on capital projects that are:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - Alternatives to public transportation that assist seniors and individuals with disabilities.

The federal share for capital projects (including acquisition of public transportation services) is 80% and the federal share for operating assistance is 50%.

Section 5311: Formula Grants for Rural Areas

The FTA Section 5311 program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. Eligible

activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

The federal share is 80% for capital projects, 50% for operating assistance, and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service using up to 10% of a recipient's apportionment.

Section 5337: State of Good Repair Grants

The FTA Section 5337 program is a formula-based State of Good Repair program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit. Eligible activities include the following:

- Capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software.
- Transit Asset Management Plan development and implementation.

The maximum federal share is 80%.

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 2014 Through 2017

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 and MAP-21, 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 \$2,353,606 will be allocated to the urbanized area for each of FY 2014, FY 2015, FY 2016, and FY 2017. 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 95% being programmed for road projects. The financial plan in Table 2 shows the amount of STP-Urban funds programmed for Clark and Floyd counties.

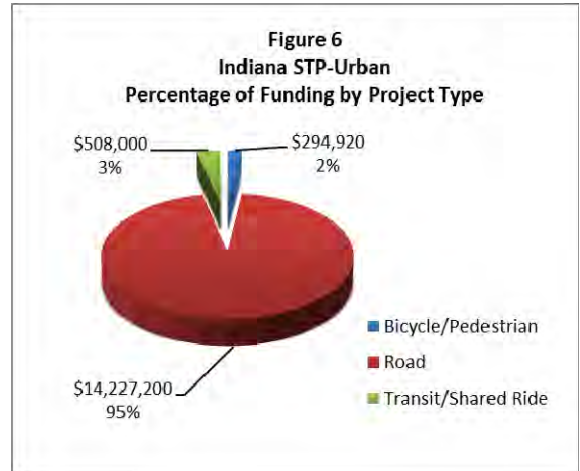


Table 2 Financial Plan of Indiana STP-Urban Funds				
Surface Transportation Program				
	FY 2014	FY 2015	FY 2016	FY 2017
Annual Allocation (\$2,353,606 x 4 yrs.)	\$9,414,424			
Carryover From Previous Year	\$5,617,467	\$4,147,334	\$2,234,223	\$378,771
Balance of Funds Available	\$15,031,891	\$11,208,152	\$6,941,435	\$378,771
Dollars Programmed	\$3,823,739	\$4,266,717	\$6,562,664	\$377,000
Balance Remaining	\$11,208,152	\$6,941,435	\$378,771	\$1,771

Kentucky

The Kentucky Transportation Cabinet has estimated that \$13,700,000 will be allocated to the urbanized area for each of FY 2014, FY 2015, FY 2016, and FY 2017. 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 70%, while 25% is programmed for stand-alone bicycle and pedestrian projects, and 5% is programmed for transit, as shown in Figure 7.

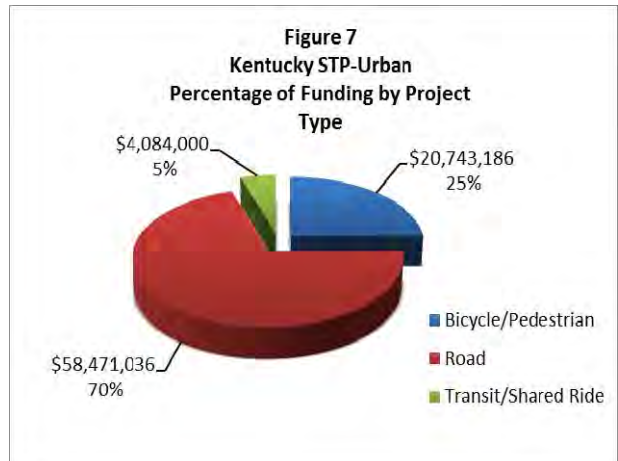


Table 3				
Financial Plan of				
Kentucky STP-Urban Funds				
Surface Transportation Program				
	FY 2014	FY 2015	FY 2016	FY 2017
Annual Allocation	\$13,700,000	\$13,700,000	\$13,700,000	\$13,700,000
Carryover From Previous Year	\$32,813,188	\$8,915,497	\$4,118,906	\$2,441,906
Balance of Funds Available	\$46,513,188	\$22,615,497	\$17,818,906	\$16,141,906
Dollars Programmed	\$37,597,691	\$18,496,591	\$15,377,000	\$11,826,940
Balance Remaining	\$8,915,497	\$4,118,906	\$2,441,906	\$4,314,966

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 \$1,022,996 each year. The financial plan of Indiana CMAQ funds is shown in Table 4.

**Table 4
Financial Plan of
Indiana CMAQ Funds**

Congestion Mitigation and Air Quality				
	FY 2014	FY 2015	FY 2016	FY 2017
Annual Allocation (\$1,022,996 x 4 yrs.)	\$4,091,984			
Carryover From Previous Year	\$1,246,303	\$4,147,334	\$2,234,223	\$1,147,472
Balance of Funds Available	\$5,338,287	\$4,338,287	\$1,979,472	\$1,147,472
Dollars Programmed	\$1,000,000	\$2,358,815	\$832,000	\$0
Balance Remaining	\$4,338,287	\$1,979,472	\$1,147,472	\$1,147,472

Kentucky

The state of Kentucky does not sub-allocate CMAQ dollars to non-attainment or maintenance areas. Projects from all of these areas in the state compete with each other to receive funds. KIPDA submits applications to the Kentucky Transportation Cabinet for review. Once projects are selected for funding by the Kentucky Transportation Cabinet, those projects will be added to the Transportation Improvement Program.

Transportation Alternatives Program

Transportation Alternatives Program (TAP) dollars are to be used on projects that are transportation related, and do not necessarily impact the flow of travel on roadways. MAP-21 has identified many categories of uses ranging from on-road and off-road trail facilities for pedestrians and bicyclists, projects and systems that provide safe routes for non-drivers, conversion of abandoned rail corridors for trails, and environmental mitigation activities. TAP funds are sub-allocated to KIPDA by KYTC and INDOT and the MPO ranks and selects projects for funding.

Indiana

The state of Indiana sub-allocates the TAP dollars it receives to each MPO over 200,000. KIPDA is sub-allocated approximately \$226,473 each year for use in Clark and Floyd counties. The financial plan of Indiana TAP funds is shown in Table 5.

Table 5 Financial Plan of Indiana TAP Funds				
Transportation Alternatives Program				
	FY 2014	FY 2015	FY 2016	FY 2017
Annual Allocation	\$226,473	\$226,473	\$226,473	\$226,473
Carryover From Previous Year	\$1,806,473	\$720,941	\$947,414	\$1,173,887
Balance of Funds Available	\$2,032,946	\$947,414	\$1,173,887	\$1,400,360
Dollars Programmed	\$1,312,005	\$0	\$0	\$0
Balance Remaining	\$720,941	\$947,414	\$1,173,887	\$1,400,360

Kentucky

The state of Kentucky also sub-allocates the TAP dollars it receives to MPOs. KIPDA receives approximately \$1,096,700 each year for use in Bullitt, Jefferson, and Oldham counties. Since TAP funding is new with the implementation of MAP-21, projects have not yet been chosen to use these funds.

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. Table 6 shows the financial plan for the Indiana HSIP funds dollars in the TIP.

Table 6 Financial Plan of Indiana HSIP Funds				
Highway Safety Improvement Program				
	FY 2014	FY 2015	FY 2016	FY 2017
Annual Allocation	\$510,697	\$510,697	\$510,697	\$510,697
Carryover From Previous Year	\$2,071,363	\$1,331,060	\$1,514,112	\$2,024,809
Balance of Funds Available	\$2,582,060	\$1,841,757	\$2,024,809	\$2,535,506
Dollars Programmed	\$1,251,000	\$327,645	\$0	\$0
Balance Remaining	\$1,331,060	\$1,514,112	\$2,024,809	\$2,535,506

Financial Plan of Funds

A financial plan of federal funds that are programmed in the TIP for FY 2014 through FY 2017 is shown in Table 7. These estimates of funds are based on the project costs, which are supplied by the Kentucky Transportation Cabinet, Indiana Department of Transportation, TARC, and other project sponsors. Not all state funded projects are required to be included in the TIP; therefore state funds are not included in this table.

A requirement of MAP-21 is to reflect the Transportation Improvement Program in Year of Expenditure. As the term implies, Year of Expenditure involves adjusting project costs and revenues in the TIP so that they reflect anticipated dollar amounts in the year in which they are scheduled to be expended. Projects in the FY 2014 – FY 2017 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.

Table 7
FY 2014 - FY 2017 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	\$2,074,005	\$1,676,474	\$397,531	\$2,074,005
CMAQ	\$5,338,287	\$1,000,000	\$250,000	\$1,250,000
HSIP	\$2,582,060	\$1,251,000	\$139,000	\$1,390,000
IM	\$3,730,000	\$3,332,000	\$398,000	\$3,730,000
NHS	\$3,186,000	\$2,867,400	\$318,600	\$3,186,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
STP-State	\$57,970,000	\$46,376,000	\$11,594,000	\$57,970,000
STP-Urban	\$15,031,891	\$3,823,739	\$955,935	\$4,779,674
TE-U	\$2,032,946	\$1,312,005	\$328,002	\$1,640,007
Total	\$92,570,189	\$62,138,618	\$14,506,068	\$76,644,686

FY 2015				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$6,940,000	\$5,781,400	\$1,158,600	\$6,940,000
CMAQ *	\$4,338,287	\$2,558,815	\$639,704	\$3,198,519
HSIP *	\$1,841,757	\$960,345	\$106,705	\$1,067,050
IM	\$4,343,000	\$3,883,700	\$459,300	\$4,343,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
STP-State	\$68,364,000	\$55,737,900	\$12,626,100	\$68,364,000
STP-Urban	\$11,208,152	\$4,266,717	\$1,066,679	\$5,333,396
TAP *	\$947,414	\$0	\$0	\$0
Total	\$98,607,610	\$73,688,877	\$16,182,088	\$89,870,965

FY 2016				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$645,000	\$516,000	\$129,000	\$645,000
CMAQ *	\$1,979,472	\$832,000	\$208,000	\$1,040,000
HSIP *	\$2,024,809	\$0	\$0	\$0
IM	\$16,727,000	\$15,029,300	\$1,697,700	\$16,727,000
NHPP	\$73,491,371	\$55,000,000	\$18,491,371	\$73,491,371
Safety	\$625,000	\$500,000	\$125,000	\$625,000
STP-State	\$2,497,000	\$1,997,600	\$499,400	\$2,497,000
STP-Urban	\$6,941,435	\$6,562,664	\$1,640,666	\$8,203,330
TAP *	\$1,173,887	\$0	\$0	\$0
Total	\$106,104,974	\$80,437,564	\$22,791,137	\$103,228,701

Table 7 (continued)
FY 2014 - FY 2017 Transportation Improvement Program
Financial Plan of Federal Funds
Indiana

FY 2017				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match	Programmed Project Cost
Bridge	\$1,022,000	\$817,600	\$204,400	\$1,022,000
CMAQ *	\$1,147,472	\$0	\$0	\$0
HSIP *	\$2,535,506	\$0	\$0	\$0
IM	\$660,000	\$569,000	\$91,000	\$660,000
NHPP	\$75,304,277	\$55,000,000	\$20,304,277	\$75,304,277
NHS	\$49,000	\$39,200	\$9,800	\$49,000
Safety	\$1,227,000	\$981,600	\$245,400	\$1,227,000
STP-State	\$2,138,000	\$1,786,400	\$351,600	\$2,138,000
STP-Urban	\$378,771	\$377,000	\$94,250	\$471,250
TAP *	\$1,400,360	\$0	\$0	\$0
Total	\$84,462,026	\$59,570,800	\$21,300,727	\$80,871,527

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

Table 7 (cont'd)
FY 2014 - FY 2017 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
Bridge	\$1,135,000	\$1,010,000	\$125,000	\$1,135,000
CMAQ	\$1,943,400	\$1,594,700	\$348,700	\$1,943,400
GARVEE Bonds	\$175,876,000	\$175,876,000	\$0	\$175,876,000
IM	\$27,670,000	\$27,670,000	\$0	\$27,670,000
NHS	\$37,045,000	\$37,045,000	\$0	\$37,045,000
Rail	\$575,000	\$575,000	\$0	\$575,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
Section 5307	\$15,713,999	\$12,571,039	\$3,142,960	\$15,713,999
Section 5309	\$5,000,000	\$4,000,000	\$1,000,000	\$5,000,000
Section 5339	\$1,744,682	\$1,395,746	\$348,936	\$1,744,682
STP-Urban	\$46,513,188	\$37,597,691	\$3,191,314	\$40,789,005
TE*	\$2,665,000	\$2,132,000	\$533,000	\$2,665,000
Total	\$316,506,269	\$301,967,176	\$8,814,910	\$310,782,086

FY 2015				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$2,285,000	\$2,160,000	\$125,000	\$2,285,000
CMAQ	\$1,300,000	\$1,080,000	\$220,000	\$1,300,000
GARVEE Bonds	\$36,744,000	\$36,744,000	\$0	\$36,744,000
IF	\$165,450,000	\$0	\$165,450,000	\$165,450,000
IM	\$43,550,000	\$43,550,000	\$0	\$43,550,000
NHS	\$33,605,000	\$33,605,000	\$0	\$33,605,000
Rail	\$575,000	\$575,000	\$0	\$575,000
Safety	\$625,000	\$500,000	\$125,000	\$625,000
Section 5307	\$16,028,075	\$12,822,460	\$3,205,615	\$16,028,075
Section 5339	\$1,779,575	\$1,423,660	\$355,915	\$1,779,575
STP-State	\$1,800,000	\$1,800,000	\$0	\$1,800,000
STP-Urban	\$22,615,497	\$18,496,591	\$2,351,663	\$20,848,254
TE*	\$3,231,634	\$2,564,634	\$667,000	\$3,231,634
Total	\$329,588,781	\$155,321,345	\$172,500,193	\$327,821,538

Table 7 (cont'd)
FY 2014 - FY 2017 Transportation Improvement Program
Financial Plan of Federal Funds
Kentucky

FY 2016				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$1,250,000	\$1,250,000	\$0	\$1,250,000
IF	\$386,354,000	\$0	\$386,354,000	\$386,354,000
NHPP	\$50,000,000	\$50,000,000	\$0	\$50,000,000
NHS	\$225,000	\$225,000	\$0	\$225,000
STP-State	\$700,000	\$700,000	\$0	\$700,000
STP-Urban	\$17,818,906	\$15,377,000	\$2,069,250	\$17,446,250
Total	\$456,347,906	\$67,552,000	\$388,423,250	\$455,975,250

FY 2017				
Federal Funding Category	Projected Revenue	Programmed Project Cost		
		Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	\$110,000	\$110,000	\$0	\$110,000
IF	\$216,468,000	\$0	\$216,468,000	\$216,468,000
IM	\$2,000,000	\$2,000,000	\$0	\$2,000,000
NHPP	\$50,000,000	\$50,000,000	\$0	\$50,000,000
NHS	\$22,500,000	\$22,500,000	\$0	\$22,500,000
STP-State	\$40,000,000	\$40,000,000	\$0	\$40,000,000
STP-Urban	\$16,141,906	\$11,826,940	\$2,901,220	\$14,728,160
Total	\$347,219,906	\$126,436,940	\$219,369,220	\$345,806,160

* 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.

The Ohio River Bridges Project of Kentucky and Indiana

The information used to depict the Louisville-Southern Indiana Ohio River Bridges (LSIORB) project in the metropolitan Transportation Improvement Program (TIP) comes from the latest Major Project Finance Plan (MPFP), approved by the Federal Highway Administration (FHWA) in August 2012. Because of the scope and significance of the LSIORB project, the FHWA requires the project sponsors (the Commonwealth of Kentucky and the State of Indiana) to submit annual finance plan updates to show how the project will be financed through construction. The annual updates demonstrate the shared commitments to complete this major project. The Major Project Finance Plan (MPFP) that was approved in August 2012 can be found in Appendix F.

The next finance plan update is expected to be submitted to the FHWA in September 2013. Once it is approved, it will serve to not only inform the metropolitan area about the status of the project but also to provide funding information that will be reflected in the TIP through amendment or modification as appropriate.

The LSIORB project design and construction phases are currently being advanced. More detailed project information can be found at the LSIORB project web-site at: <http://www.kyinbridges.com/>.

Operations and Maintenance

The system of roadways that has been developed for the Louisville and Southern Indiana urbanized area must be maintained. The maintenance of all interstates and state routes is the responsibility of the Indiana Department of Transportation and the Kentucky Transportation Cabinet. The Indiana Department of Transportation projects spending \$15,703,034 over the four year period of the TIP to maintain the roadways in Clark and Floyd counties. The Kentucky Transportation Cabinet estimates that \$78,386,400 will be spent over the four year period to maintain roads in Bullitt, Jefferson, and Oldham counties.

The transit system, operated by TARC, must also have funds to operate and maintain service. TARC has projected spending \$221,127,250 to operate transit in the five county area over the next four years. Table 8 shows federal and state funding that is available to maintain and operate the transportation system for the Louisville and Southern Indiana urbanized area for the next four years. Between Fiscal Year 2014 and Fiscal Year 2017 there will be approximately \$315,216,684 available for the maintenance and operations of the transportation system in the urbanized area.

Table 8	
Operations and Maintenance	
FY 2014 - FY 2017	
INDOT	\$15,703,034
KYTC	\$78,386,400
TARC	\$221,127,250
Total	\$315,216,684
<i>Source: Operations and maintenance projections were obtained from information provided by INDOT, KYTC, and TARC</i>	

**Northern KY/OKI FY 2014-2017 TIP
Financial Plan**

CHAPTER 3: FINANCIAL

Fiscal Constraint

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

In Ohio, ODOT allocates STP, CMAQ and TAP federal funds to OKI for the fiscal years covered by the current TIP. Table 4 illustrates the federal funding, by type, allocated from ODOT to OKI for fiscal years 2014 through 2017 and the associated programmed amounts.

The Ohio fiscal analysis shows that the OKI budget is fiscally constrained in Ohio during the period fiscal year 2014 through 2017. Transfers between OKI STP, CMAQ and TAP funds are completed during the period with all original amounts of funding returned to their respective funding levels.

Table 5 provides information on the fiscal constraint analysis for Northern Kentucky. The Kentucky Transportation Cabinet sub-allocates SNK and TAP federal funds; the Cabinet does not pass through CMAQ funding to the MPO's, nor does it require constraint against a pass-through obligation ceiling. The comments listed in the table provide information on the specific highway or planning projects that are utilizing the sub-allocated SNK federal funds for each fiscal year covered with the current TIP. The table documents that the Kentucky portion of the region has achieved fiscal constraint for pass-through funds with the FY 2014 – 2017 TIP.

Table 6 provides information on the fiscal constraint analysis for the Indiana portion of the region. The Indiana Department of Transportation (INDOT) sub-allocates STP, CMAQ, HSIP and TAP federal funds to the MPO's in Indiana. The table demonstrates that the Indiana portion of the region has achieved fiscal constraint with pass-through funds between FY 2014 – 2017.

Table 4
OHIO-OKI REGION FISCAL CONSTRAINT ANALYSIS
 OKI FY 2014 - 2017 TIP
 (\$000)

Fund Type	2014			2015			2016			2017		
	Budget	Estimates	Balance	Budget	Estimates	Balance	Budget	Estimates	Balance	Budget	Estimates	Balance
Federal Highway Administration												
Federal Flexible												
STP-State	\$28,419	\$28,419	\$0	\$15,128	\$15,128	\$0	\$5,932	\$5,932	\$0	\$4,549	\$4,549	\$0
STP-MPO*	\$24,516	\$14,680	\$9,836	\$25,117	\$23,309	\$1,808	\$20,551	\$11,164	\$9,387	\$25,985	\$8,047	\$17,938
National Highway Performance	\$2,509	\$2,509	\$0	\$8,819	\$8,819	\$0	\$1,295	\$1,295	\$0	\$0	\$0	\$0
Interstate Maintenance	\$13,841	\$13,841	\$0	\$17,087	\$17,087	\$0	\$20,432	\$20,432	\$0	\$12,760	\$12,760	\$0
National Highway System	\$11,950	\$11,950	\$0	\$1,449	\$1,449	\$0	\$54,867	\$54,867	\$0	\$31	\$31	\$0
Bridge	\$6,206	\$6,206	\$0	\$2,106	\$2,106	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ-State	\$2,130	\$2,130	\$0	\$1,570	\$1,570	\$0	\$0	\$0	\$0	\$110	\$110	\$0
CMAQ-MPO*	\$8,556	\$9,607	-\$1,051	\$10,073	\$13,360	-\$3,287	\$9,730	\$12,822	-\$3,092	\$12,316	\$12,317	-\$1
Highway Safety Improvement	\$8,936	\$8,936	\$0	\$18,053	\$18,053	\$0	\$3,050	\$3,050	\$0	\$0	\$0	\$0
TAP - State	\$64	\$64	\$0	\$1,567	\$1,567	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TAP - MPO*	\$2,387	\$636	\$1,751	\$3,808	\$860	\$2,948	\$5,223	\$0	\$5,223	\$7,409	\$0	\$7,409
Earmarks/High Priority	\$8,328	\$8,328	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Penalty Transfer	\$8,124	\$8,124	\$0	\$1,511	\$1,511	\$0	\$1,496	\$1,496	\$0	\$0	\$0	\$0
Garvee Bond - Fund 045	\$25,000	\$25,000	\$0	\$0	\$0	\$0	\$21,900	\$21,900	\$0	\$0	\$0	\$0
Un-Assigned Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$23,595	\$23,595	\$0	\$16,034	\$16,034	\$0
Un-Assigned Federal Labor	\$63	\$63	\$0	\$0	\$0	\$0	\$2,238	\$2,238	\$0	\$2,496	\$2,496	\$0
Subtotal Federal Flexible	\$151,029	\$140,493	\$10,536	\$106,288	\$104,819	\$1,469	\$170,309	\$158,791	\$11,518	\$81,690	\$56,344	\$25,346
*Budgets include anticipated carryover from previous fiscal years												
State/Local Match												
State Funds	\$16,536	\$16,536	\$0	\$10,050	\$10,050	\$0	\$22,871	\$22,871	\$0	\$11,930	\$11,930	\$0
State Bond	\$4,000	\$4,000	\$0	\$13,000	\$13,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Labor - State Match	\$3,776	\$3,776	\$0	\$1,052	\$1,052	\$0	\$5,380	\$5,380	\$0	\$86,946	\$86,946	\$0
Labor - Local Match	\$1,188	\$1,188	\$0	\$348	\$348	\$0	\$360	\$360	\$0	\$75	\$75	\$0
Local Match	\$20,177	\$20,177	\$0	\$14,702	\$14,702	\$0	\$17,591	\$17,591	\$0	\$9,246	\$9,246	\$0
Federal Discretionary												
Emergency Relief	\$528	\$528	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

See Table 10 for additional detailed transit financial information

Federal Transit Administration **												
S307 - Urban Formula Program	\$19,068	\$19,038	\$30	\$19,068	\$19,055	\$13	\$19,068	\$18,958	\$110	\$19,068	\$19,044	\$24
FTA - Farebox Revenue - Local	\$34,290	\$34,290	\$0	\$34,297	\$34,297	\$0	\$34,297	\$34,297	\$0	\$34,297	\$34,297	\$0
FTA - Local Dedicated	\$54,046	\$54,046	\$0	\$52,674	\$52,674	\$0	\$50,947	\$50,947	\$0	\$50,615	\$50,615	\$0
FTA - Local Other	\$19,724	\$19,724	\$0	\$20,311	\$20,311	\$0	\$19,935	\$19,935	\$0	\$19,583	\$19,583	\$0

**Includes Cincinnati and Middletown urbanized areas

Table 5 Kentucky OKI Sub-allocated Funds
FY 2014 - 2017 TIP Fiscal Constraint

Year		SNK	Comments
2013	Current Budget	\$9,949,451	6-400.08 (Rideshare)--\$59,388 6-401.08A (A/Q)--\$77,948;6-401.08 LU--\$53,020
	Project Demand	\$8,844,600	6-401.08F (FIAM)--\$15,480; 6-405 (CON)--\$4,650,000; 6-406 (CON)--\$1,416,000 (C); 6-412 (DES)--\$300,000; 6-413 (UTIL)--\$233,064, (CON)--\$208,176;
	Projected Carry Over	\$1,104,851	6-414 (CON)--\$631,524; TANK buses--\$1,200,000
2014	Current Budget	\$5,100,000	6-400.09 (Rideshare)--\$45,061 6-401.09A (A/Q)--\$61,083; 6-401.09 LU--\$60,857
	FY 13 Carry Forward	<u>\$1,104,851</u>	6-401.09F (FIAM)--\$15,838;6-288 (CON)--\$1,207,100;
	Available 2014 Budget	\$6,204,851	6-412 (ROW)--\$750,000, (UTIL)--\$600,000; Veterans Way (CON)--\$1,850,000;
	Project Demand	<u>\$4,710,899</u>	KY 1120 (DES)--\$70,000
	Shortfall/Balance	\$1,493,952	Edgewood Signals (C)--\$50,960
	Carry Over	\$1,493,952	
2015	Current Budget	\$5,100,000	6-400.10 (Rideshare)--\$45,061 6-401.10A (A/Q)--\$19,660; 6-401.10 LU--\$60,857
	FY 14 Carry Forward	<u>\$1,493,952</u>	6-401.10F (FIAM)--\$15,838; 6-412 (CON)--\$2,750,000
	Available 2015 Budget	\$6,593,952	KY 1120 (UTIL)--\$25,000
	Project Demand	<u>\$2,916,416</u>	
	Shortfall/Balance	\$3,677,536	
2016	Current Budget	\$5,100,000	6-400.11 (Rideshare)--\$45,061 6-401.11A (A/Q)--\$19,660; 6-401.11 LU--\$62,757
	FY 15 Carry Forward	<u>\$3,677,536</u>	6-401.11F (FIAM)--\$15,838
	Available 2016 Budget	\$8,777,536	Carothers Rd (D)--\$104,874 KY 1120 (CON)--\$527,000
	Project Demand	<u>\$775,190</u>	
	Shortfall/Balance	\$8,002,346	
2017	Current Budget	\$5,100,000	6-400.12 (Rideshare)--\$45,061 6-401.12A (A/Q)--\$19,660; 6-401.12 LU--\$64,708
	FY 16 Carry Forward	<u>\$8,002,346</u>	6-401.12F (FIAM)--\$15,838
	Net 2017 Budget	\$13,102,346	Carothers Rd (CON)--\$1,005,052
	Project Demand	<u>\$1,150,319</u>	
	Shortfall/Balance	\$11,952,027	
	Carry Over	\$11,952,027	

Table 6 Indiana OKI Sub-allocated Funds
FY 2014 - 2017 TIP Fiscal Constraint

Year		STP	CMAQ	TAP	HSIP	Comments
2013	Available Funds	\$387,834	\$642,632	\$235,508	\$33,289	STP--\$10,000 UPWP PL Supplemental STP--\$20,000 Statewide orthophoto/LiDar CMAQ--\$100,000 State Line Road (PE, ROW, UTIL) HSIP--\$22,500 Aurora Sign Inventory
	Project Demand	\$30,000	\$100,000	\$0	\$22,500	
	Projected Carry Over	\$357,834	\$542,632	\$235,508	\$10,789	
2014	Current Budget	\$180,036	\$8,494	\$15,508	\$17,301	STP--\$100,000 Bellview Road Study CMAQ--State Line Rd--\$10,000 (ROW) CMAQ--State Line Rd--\$10,000 (UTIL) TAP--\$250,000 Aurora TAP Project
	FY 13 Carry Forward	\$357,834	\$542,632	\$235,508	\$10,789	
	Available 2014 Budget	\$537,870	\$551,126	\$251,016	\$28,090	
	Project Demand	\$100,000	\$20,000	\$250,000	\$0	
	Shortfall/Balance	\$437,870	\$531,126	\$1,016	\$28,090	
Carry Over	\$437,870	\$531,126	\$1,016	\$28,090		
2015	Current Budget	\$180,036	\$8,494	\$15,508	\$17,301	STP--\$10,000 UPWP PL Supplemental STP--\$264,000 State Street (CON) CMAQ--\$200,000 State Line Road (CON) CMAQ--\$75,000 Bellview Road (PE)
	FY 14 Carry Forward	\$437,870	\$531,126	\$1,016	\$28,090	
	Available 2015 Budget	\$617,906	\$539,620	\$16,524	\$45,391	
	Project Demand	\$274,000	\$275,000	\$0	\$0	
	Shortfall/Balance	\$343,906	\$264,620	\$16,524	\$45,391	
Carry Over	\$343,906	\$264,620	\$16,524	\$45,391		
2016	Current Budget	\$95,606	\$130,935	\$0	\$11,327	STP--\$10,000 UPWP PL Supplemental
	FY 15 Carry Forward	\$343,906	\$264,620	\$16,524	\$45,391	
	Available 2016 Budget	\$439,512	\$395,555	\$16,524	\$56,718	
	Project Demand	\$10,000	\$0	\$0	\$0	
	Shortfall/Balance	\$429,512	\$395,555	\$16,524	\$56,718	
Carry Over	\$429,512	\$395,555	\$16,524	\$56,718		
2017	Current Budget	\$95,606	\$130,935	\$0	\$11,327	STP--\$10,000 UPWP PL Supplemental
	FY 16 Carry Forward	\$429,512	\$395,555	\$16,524	\$56,718	
	Net 2017 Budget	\$525,118	\$526,490	\$16,524	\$68,045	
	Project Demand	\$10,000	\$0	\$0	\$0	
	Shortfall/Balance	\$515,118	\$526,490	\$16,524	\$68,045	
Carry Over	\$515,118	\$526,490	\$16,524	\$68,045		

Fiscal Constraint for Federal Funds Allocated to the States

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

Tables 7 through 9 provide a listing of programmed highway projects by funding category for all the highway projects in Ohio, Kentucky and Indiana using federal funds for any phase of the development. The TIP fiscal constraint for Ohio addresses all highway projects scheduled for implementation throughout the state during the four year program covered in the OKI FY 2015 – 2017 TIP. The fiscal constraint for Kentucky and Indiana addresses all highway projects scheduled for implementation only in the OKI region during the four year period.

**Table 7 State of Ohio
FY 2014 - 2017 TIP Fiscal Constraint**

Federal Highway Administration	2014	2015	2016	2,017	Total
Federal Flexible					
STP	\$461,009,979	\$489,428,070	\$225,364,070	\$108,302,238	\$1,284,104,357
STP<200,000		\$551,559			\$551,559
STP Urban >200,000	\$551,559				\$551,559
Interstate Maintenance	\$164,450,860	\$243,620,017	\$133,031,840	\$82,563,719	\$623,666,436
National Highway System	\$130,662,227	\$109,582,356	\$149,097,931	\$21,625,610	\$410,968,124
Bridge	\$141,243,079	\$163,971,279	\$313,802,212	\$43,897,978	\$662,914,548
CMAQ	\$71,764,841	\$124,076,855	\$55,252,064	\$23,503,512	\$274,597,272
National Highway Performance Program	\$41,886,973	\$58,670,756	\$491,358,300	\$55,595,076	\$647,511,105
TAP/Enhancements Flexible	\$443,440	\$2,809,537	\$250,000		\$3,502,977
TAP/Enhancements Urban>200,000	\$1,894,031	\$1,182,080	\$773,600		\$3,849,711
TAP/Enhancements <200,000	\$635,270	\$860,523	\$180,000		\$1,675,793
TAP/Enhancements <5,000	\$666,191	\$173,360			\$839,551
Highway Safety Improvement Program	\$74,379,335	\$72,003,082	\$28,319,180	\$3,933,098	\$178,634,695
Penalty Transfer	\$29,634,388	\$24,768,228	\$9,456,000		\$63,858,616
Redistribution Funds					\$0
Garvee Bonds	\$95,000,000	\$214,700,000	\$21,900,000		\$331,600,000
Equity Bonus					\$0
Garvee Bond Debt Service					\$0
99) Not Grouped	\$16,061,539	\$28,227,660	\$32,546,800	\$32,043,127	\$108,879,126
Not Grouped	\$7,538,130	\$0	\$0	\$0	\$7,538,130
Un-Assigned Federal	\$14,608,117	\$23,625,904	\$329,852,856	\$917,530,259	\$1,285,617,136
State/Local Match Program 002/042/Labor/Local Match					
State Funds	\$343,135,372	\$278,183,908	\$327,138,110	\$262,220,147	\$1,210,677,537
State Bond	\$49,214,264	\$22,000,000	\$2,716,315		\$73,930,579
Labor - State	\$39,368,816	\$25,622,900	\$21,519,498	\$102,348,938	\$188,860,152
Local Match	\$515,116,652	\$233,331,076	\$146,310,100	\$75,373,254	\$970,131,082
Other Federal/Garvee Bond					
High Priority	\$19,793,253	\$22,893,668	\$16,166,066	\$1,427,335	\$60,280,322
Appalachian Highways	\$500,000	\$66,020,637			\$66,520,637
Highway Planning (2%)	\$8,299,385				\$8,299,385
Statewide Research (25%) (Line Item)					\$0
Recreational Trails (Line Item)					\$0
Metro Planning	\$11,104,734				\$11,104,734
Rail-Highway Crossing					\$0
Safe Routes to School	\$6,944,259	\$16,804,852	\$241,780		\$23,990,891
Stimulus Forest Highway					\$0
Supportive services OJT					\$0
National Historic Covered Bridge	\$448,827	\$259,078			\$707,905
National Corridor Border					
Federal Discretionary					
Emergency Relief	\$5,778,171	\$29,991,459			\$35,769,630
NCPD					\$0
TCSP	\$363,043				\$363,043
Forest Highways		\$348,000			\$348,000

Total Funding By State and Fiscal Year

	FY 14	FY 15	FY 16	FY 17	Total Funding:
Kentucky					
BRO	\$1,485,000	\$2,950,000	\$0	\$1,150,000	\$5,585,000
BRX	\$150,000	\$0	\$300,000	\$0	\$450,000
BRZ	\$1,730,000	\$0	\$1,580,000	\$0	\$3,310,000
CMAQ	\$3,760,000	\$2,500,000	\$0	\$0	\$6,260,000
HPP	\$14,088,353	\$0	\$0	\$0	\$14,088,353
HSIP	\$0	\$0	\$0	\$0	\$0
IM	\$18,190,000	\$20,810,000	\$10,000,000	\$37,850,000	\$86,850,000
KYD	\$0	\$0	\$0	\$0	\$0
Local	\$1,362,515	\$0	\$26,220	\$251,263	\$1,639,998
SAF	\$0	\$0	\$0	\$0	\$0
SB2	\$0	\$0	\$0	\$0	\$0
SNK	\$4,528,060	\$2,775,000	\$631,874	\$1,005,052	\$8,939,986
SPP	\$6,300,000	\$6,000,000	\$38,000,000	\$0	\$50,300,000
SRTS	\$0	\$0	\$0	\$0	\$0
State	\$3,600,000	\$60,400,000	\$0	\$0	\$64,000,000
STP	\$30,310,000	\$0	\$0	\$0	\$30,310,000
STP-E	\$0	\$0	\$0	\$0	\$0
Kentucky Total:	\$85,503,928	\$95,435,000	\$50,538,094	\$40,256,315	\$271,733,337

Total Funding By State and Fiscal Year

	FY 14	FY 15	FY 16	FY 17	Total Funding:
Indiana					
BR	\$7,189,680	\$520,000	\$0	\$0	\$7,709,680
Fed Dem	\$0	\$0	\$0	\$0	\$0
Group III	\$0	\$824,000	\$0	\$0	\$824,000
Group IV	\$0	\$768,000	\$0	\$0	\$768,000
IM	\$0	\$0	\$77,400	\$3,951,900	\$4,029,300
Local	\$2,000,830	\$1,668,070	\$0	\$0	\$3,668,900
OKI-CMAQ	\$0	\$200,000	\$0	\$0	\$200,000
OKI-HSIP	\$0	\$0	\$0	\$0	\$0
OKI-STP	\$0	\$264,000	\$0	\$0	\$264,000
Scenic Byway	\$25,000	\$0	\$0	\$0	\$25,000
State	\$3,508,703	\$1,082,600	\$8,600	\$439,100	\$5,039,003
STP	\$8,868,743	\$2,986,400	\$0	\$0	\$11,855,143
Indiana Total:	\$21,592,956	\$8,313,070	\$86,000	\$4,391,000	\$34,383,026

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 through fiscal year 2012. These funds have been awarded to various transit agencies in the region as well as sub-recipients to OKI. Administration of these projects will continue until the programs are completed and the federal funds have been depleted.

All of the transit agencies in the region have transit tables that illustrate anticipated funds and projects from FY 2014-2017. 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.

Table 10 demonstrates fiscal conformity for FTA Section 5307 funds for the five transit agencies in the Cincinnati urbanized area. Beginning with fiscal year 2013, Warren County Transit System is now. 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.

Table 10 Transit Forecasted Allocations and Project Costs

FTA Section 5307 Cincinnati Urbanized Area Formula Grant Program - Federal Funds

Section 5307 Allocations*:	FY 2014	FY 2015	FY 2016	FY 2017
Butler County RTA	\$1,799,675	\$1,799,675	\$1,799,675	\$1,799,675
CTC	\$1,405,419	\$1,405,419	\$1,405,419	\$1,405,419
SORTA	\$11,013,010	\$11,025,067	\$11,025,067	\$11,025,067
TANK	\$3,927,005	\$3,927,005	\$3,927,005	\$3,927,005
Warren County Transit	<u>\$922,854</u>	<u>\$922,854</u>	<u>\$922,854</u>	<u>\$922,854</u>
Total	\$19,067,963	\$19,080,020	\$19,080,020	\$19,080,020
Project Costs				
Butler County RTA	\$1,313,000	\$1,313,000	\$1,313,000	\$1,313,000
CTC	\$563,380	\$403,380	\$570,420	\$570,420
SORTA	\$13,230,539	\$13,150,539	\$12,553,250	\$13,149,062
TANK	\$4,022,318	\$4,092,318	\$3,932,600	\$4,274,400
Warren County Transit	<u>\$780,000</u>	<u>\$726,978</u>	<u>\$788,930</u>	<u>\$853,940</u>
Total	\$19,909,237	\$19,686,215	\$19,158,200	\$20,160,822
Ending Year Balance	-\$841,274	-\$606,195	-\$78,180	-\$1,080,802

SORTA receives a portion of BCRTA and CTC's apportionment of Section 5307 federal funds directly and SORTA uses these funds to operate express transit service on their behalf.

* Section 5307 allocation projections based on 1/2 apportionment per Federal Register dated October 16, 2012 and rounded up to full year estimates. Includes Section 5339 allocations for all transit agencies and Section 5337 for SORTA.

Assumption is that the funding allocations will remain steady over the fiscal years shown.

FTA Section 5307 Middletown Urbanized Area Formula Grant Program - Federal Funds

Section 5307 Allocation*:	FY 2014	FY 2015	FY 2016	FY 2017
Section 5307 Allocation*:	\$1,280,312	\$1,280,312	\$1,280,312	\$1,280,312
Project Costs	<u>\$1,037,520</u>	<u>\$1,073,400</u>	<u>\$1,105,450</u>	<u>\$1,139,780</u>
Ending Year Balance	\$242,792	\$206,912	\$174,862	\$140,532

* Section 5307 allocation projections based on 1/2 apportionment per Federal Register dated October 16, 2012 and rounded up to full year estimates.

Table 10 Transit Forecasted Allocations and Project Costs (con't.)

All Systems--Programmed transit projects by funding category
(includes Cincinnati urbanized area and Middletown urbanized area)

	FY 2014	FY 2015	FY 2016	FY 2017
FTA Section 5307	\$20,946,757	\$20,759,615	\$20,263,650	\$21,300,602
FTA Section 5310*	\$625,357	\$625,357	\$0	\$0
CMAQ	\$4,925,099	\$7,023,510	\$5,140,000	\$1,809,000
STP	\$995,370	\$5,155,370	\$995,370	\$995,370
State	\$775,144	\$783,594	\$849,244	\$777,064
Local	<u>\$108,059,789</u>	<u>\$107,277,607</u>	<u>\$105,178,229</u>	<u>\$104,497,467</u>
Transit Totals	\$136,327,516	\$141,625,053	\$132,426,493	\$129,379,503

* Section 5310 figures shown represent FY 2013 and 2014 allocations to be distributed in fiscal years 2014 and 2015 respectively.

**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 2013-2018 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 Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that Transportation Improvement Programs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. Additionally, only those projects for which a current or proposed revenue source can be identified may be listed, thus ensuring a balance between total project costs and revenues. This requirement helps the MPO and the State develop a deliverable program of projects.

Although the 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 Appendix A have been identified by the Transportation Cabinet, along with the associated programmed or planned revenue source and schedule, in the Cabinet's Statewide Transportation Improvement Program and/or the Six Year Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to adjustments that must be made to balance costs and revenues (or maintain financial constraint) at the

statewide level, and also due to various project related delays. These changes will be initiated by the Cabinet and will be reflected in this document by TIP Administrative Modifications or Amendments.

The table on page 9 provides a summary of costs and revenues by funding type and year (all costs and revenues here and elsewhere in this document are shown in Year-of-Expenditure dollar values). A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

Project Types and Project Funding Categories

The type of funds to be utilized for the projects involving Federal and State funds are in accordance with the Moving Ahead in the 21st Century Act (MAP-21) and are abbreviated as follows:

Federal Transit Programs

FTA – Federal Transit Administration
 Section 5307
 Section 5310
 Section 5339
 Small Transit Intensive Cities

Federal Highway Programs

BR2 – JP2 BRAC Bond Projects Second Program
 BRO – Federal Bridge Replacement – On-system
 BRX – Federal Bridge Replacement – On/Off System
 BRZ – Federal Bridge Replacement – Off System
 HES – Hazard Elimination System
 HPP – High Priority Projects
 HSIP – Safety – Highway Safety Improvement Program
 IF – Innovative Financing
 IM – Interstate Maintenance
 KYD – Demonstration Funds Allocated to Kentucky
 NH – National Highway System
 NHPP – National Highway Performance Program
 RRP – Safety – Railroad Protection
 RRS – Safety – Railroad Separation
 SRTS – Safe Routes to School
 STP – Surface Transportation Program
 TAP – Federal Transportation Alternatives Program
 TE – Federal Transportation Enhancement Program

State Programs

SB2 – State Bonds
 SP – State Construction Projects
 SPB – State Bonds
 SPP – State Construction High Priority

Summary of Funding

Funding Type	FY 2013		FY 2014		FY 2015		FY 2016		FY 2017		FY 2018		TOTAL	
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue
FTA	\$2,012,000	\$2,012,000	\$1,624,172	\$1,624,172									\$3,636,172	\$3,636,172
BRO			\$75,000	\$75,000	\$150,000	\$150,000	\$225,000	\$225,000					\$450,000	\$450,000
BR2					\$6,240,000	\$6,240,000							\$6,240,000	\$6,240,000
IM	\$1,450,000	\$1,450,000			\$370,000	\$370,000							\$1,820,000	\$1,820,000
NH	\$55,560,000	\$55,560,000			\$4,500,000	\$4,500,000	\$30,000,000	\$30,000,000	\$31,000,000	\$31,000,000	\$70,000,000	\$70,000,000	\$191,060,000	\$191,060,000
SB2	\$525,000	\$525,000											\$525,000	\$525,000
SP	\$3,080,000	\$3,080,000	\$11,840,000	\$11,840,000	\$27,814,000	\$27,814,000	\$1,000,000	\$1,000,000					\$43,734,000	\$43,734,000
SPP	\$24,380,000	\$24,380,000	\$16,130,000	\$16,130,000	\$10,000,000	\$10,000,000							\$50,510,000	\$50,510,000
STP	\$1,000,000	\$1,000,000			\$1,100,000	\$1,100,000			\$5,700,000	\$5,700,000			\$7,800,000	\$7,800,000
TOTAL	\$88,007,000	\$88,007,000	\$29,669,172	\$29,669,172	\$50,174,000	\$50,174,000	\$31,225,000	\$31,225,000	\$36,700,000	\$36,700,000	\$70,000,000	\$70,000,000	\$305,775,172	\$305,775,172

*The Keutkey Transportation Cabinet's Statewide Transportation Improvement Program (STIP) covers the years 2013-2016. The additional years in the Radcliff/Elizabethtown MPO TIP will be considered information only by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

TIP Amendments/Administrative Modifications

Occasionally, TIP amendments will be needed when project information currently listed in the document needs to be changed or projects need to be added or deleted. Project sponsors, such as the Kentucky Transportation Cabinet, local communities or transit agencies will inform the Radcliff/Elizabethtown MPO when such changes are needed to reflect current conditions for transportation 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.

Additional discussion of procedures that govern TIP Modifications and Amendments can be found in the MPO's Participation Plan (<http://www.ltadd.org/pdf/MPO-ParticipationPlan.pdf>).

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.

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 7 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						
	2013	2014	2015	2016	2017	2018
HSIP - High Cost Safety Improvements	\$100,000*	\$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	\$50,000
HSIP - Lane Departure Resurfacing Improvements	\$100,000	\$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	\$100,000
HSIP - Older Driver	\$25,000	\$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	\$100,000
Median Guardrail/Cable Projects	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Rail Crossing Protection	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Rail Crossing Separation	\$100,000	\$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	\$25,000
Other Highway Safety Improvements	\$25,000	\$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	\$50,000
Traffic Signal System Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Highway Signing	\$10,000	\$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	\$100,000
Pavement Markers and Striping	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Replacement	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Bridge Rehabilitation	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Bridge Inspection	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Bridge Painting	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Recreational Trails Program	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Transportation Alternatives Program (TAP)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Commuter Ridesharing Programs	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Bicycle and Pedestrian Facilities**	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Park & Ride Facilities	\$50,000	\$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	\$100,000
Rehabilitation of Transit Vehicles	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Transit Operating Assistance	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Transit Operating Equipment	\$50,000	\$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	\$25,000
Construction or Renovation of Transit Facilities	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
*Illustrative Costs Only - Please refer to text for explanation.						
**Including pedestrian facility improvements identified in Local Public Agency Transition Plans to meet requirements of the Americans With Disabilities Act (ADA).						

APPENDIX C

**GLOSSARY OF
TRANSPORTATION TERMS AND
ABBREVIATIONS**

GLOSSARY OF TRANSPORTATION TERMS AND ABBREVIATIONS

Access Control Codes

- Ø 1 Full control of access
- Ø 2 Partial control of access
- Ø 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_1F.pdf

ADHS – Appalachian Development Highway System - An administrative designation of a highway system in the ARC region of Kentucky.

ADT – Average Daily Traffic Volume (sometimes referred to as AADT, Average Annual Daily Traffic).

AASHTO – American Association of State Highway and Transportation Officials - An organization of state Departments of Transportation. See: <http://www.transportation.org>

ASTM – American Society for Testing and Materials - One of the largest voluntary standards development organizations in the world; produces for technical standards for materials, products, systems, and services. See: <http://www.astm.org>

APD – Appalachian Development Highway Program - Geographically targeted matching funds, at an 80/20 ratio, for eligible roads (US 460 and US 119 are the only remaining eligible corridors).

Bike – Designated Kentucky bicycle system routes. Information is available in HIS.
See also: <http://bikewalk.ky.gov/>

BR – Various Federal Bridge Replacement programs, including “on system” (BRO), “off system” (BRZ), and “on or off system” (BRX) which are, respectively, 65%, 15%, and 20% of the state’s total BR program. These categorical funds are matched 80/20 and are used to repair or replace bridges on state systems (BRO), local streets and roads (BRZ), and on the Rural Secondary system (BRX) based on an analysis of bridge condition. MAP-21 eliminated the designated allocations for the BR program, and combined the previously funded BR program within the NHPP and STP federal-Aid highway funding programs.

BR2 – BRAC Bond Projects Second Program

BRC – BRAC Bond Projects

BTS – Bureau of Transportation Statistics - An agency of USDOT.

See: <http://www.bts.gov/>

C – for Construction Phase of project

CAA – Clean Air Act - The CAA was amended in 1990 (often referred to as the Clean Air Act Amendment) and imposes more stringent requirements for State Implementation Plans to improve air quality. The Environmental Protection Agency published the Transportation Conformity Rule in the Federal Register on November 24, 1994 (40 CFR 51). This rule established the criteria and procedures for determining that transportation plans, programs, and projects, which are approved in 23 United States Code or the Federal Transit Act, conform to the state or federal air quality implementation plans.

CBD – Central Business District - Generally considered being the downtown area of a metropolitan area.

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/cmaggps/>

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_1F.pdf

D – for Design Phase of project

Defense - This network contains the routes and bridges to be used for defense material shipments, troop movements during a national defense emergency, and/or for evacuation of the general public from disaster areas. Information is available in HIS.

EA – Environmental Assessment - The general term used to describe the assessment of environmental impacts of a transportation development project. An EA may result in increasing order of level of detailed analysis in either (a) a CE (categorical exclusion) from formal assessment, (b) a FONSI (finding of no significant impact), or (c) the development of a formal EIS (environmental impact statement).

See: <http://www.epa.gov/compliance/resources/faqs/nepa/index.html>

EIS – Environmental Impact Statement - One possible result of an environmental assessment (EA); see EA above and also: <http://www.epa.gov/compliance/nepa/eisdata.html>

EJ – Environmental Justice - A term used to encapsulate the requirements of Federal Executive Order 12898 which state, in part, that "...each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations..." and hence to ensure equal environmental protection to all groups potentially impacted by a transportation development project.

See: <http://www.fhwa.dot.gov/environment/ej2.htm>

Extended Weight – A designated highway network over which certain vehicular weight limits are relaxed for coal haul vehicles.

See: http://apps.transportation.ky.gov/His_EWBridge/

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

- Ø 1 Rural Interstate
- Ø 2 Rural Other Principal Arterial
- Ø 6 Rural Minor Arterial
- Ø 7 Rural Major Collector
- Ø 8 Rural Minor Collector
- Ø 9 Rural Local
- Ø 11 Urban Interstate
- Ø 12 Urban Interstate Other Freeway or Expressway
- Ø 14 Urban Other Principal Arterial
- Ø 16 Urban Minor Arterial
- Ø 17 Urban Collector
- Ø 19 Urban Local

GARVEE – Grant Anticipation Revenue Vehicles - An innovative financing technique permitted by federal law and involves the commitment of future federal-aid appropriations as leveraging for current year highway improvements.

GIS – Geographic Information System - Refers to databases and/or software routines that store and graphically depict electronic data.

HCM/HCS – Highway Capacity Manual/Highway Capacity Software - A set of analytical tools that attempts to quantify the quality of service provided by a highway facility as perceived by the users of that facility. A common measure of that quality of service is the “Level of Service” provided, described as A through F.

HERS - FHWA's Highway Economic Requirements System - Software that evaluates the relationship between highway investment and system condition, performance, and user cost levels.

HES - Federal Hazard Elimination and Safety Program - Categorical funding matched at an 80/20 ratio for safety projects selected from among those with benefit/cost ratios >1.0.

Highway Plan - The Kentucky Transportation Cabinet’s legislatively mandated program (costs and schedule) of highway project development phases submitted biennially to the General Assembly in even numbered years.

See: <http://transportation.ky.gov/Program-Management/Pages/2014-Final-Highway-Plan.aspx>

HIS – Highway Information System - A comprehensive database of highway inventory information maintained by, and in many cases collected by, the Division of Planning.

See: www.transportation.ky.gov/planning

Horizontal Alignment Adequacy Codes:

- Ø 0 No curve data on urban segments
- Ø 1 All curves meet design standards
- Ø 2 While some curves may not meet current design standards, all can be safely and comfortably negotiated at prevailing speed
- Ø 3 Infrequent curves with reduced speed necessary for safety
- Ø 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.

MAP-21 - Moving Ahead for Progress in the 21st Century Act. This Act was signed into law on July 6, 2012, and is the first multi-year transportation authorization enacted since 2005. This Act funds surface transportation programs for FY 2013 and 2014 and expires October 1, 2014.

Median Type Codes

- Ø 1 Curbed
- Ø 2 Positive Barrier
- Ø 3 Unprotected
- Ø 4 None

Metropolitan Planning Area Boundary – This boundary must enclose at least the existing urban area and the contiguous area expected to become urban in the next twenty years. This boundary establishes the area covered by the Transportation Improvement Program and is eligible for urban STP funds.

MPO – Metropolitan Transportation Planning Organization - A KYTC designated, FHWA approved organization to conduct ongoing transportation planning activities in areas with population greater than 50,000 persons.

See: <http://www.transportation.ky.gov/planning/pages/metropolitan-planning.aspx>

MP – Milepoint - Used, along with county and route number, to identify location of a highway segment.

MUTCD – Manual of Uniform Traffic Control Devices - Defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets and highways.

See: <http://mutcd.fhwa.dot.gov/>

NCHRP – National Cooperative Highway Research Program - Along with the Transit Cooperative Research Program (TCRP) and the new Airport Cooperative Research Program (ACRP), are applied, contract research programs that develop near-term, practical solutions to problems facing transportation agencies.

See: <http://www.trb.org/NCHRP/Public/NCHRP.aspx>

NH – National Highway System projects - Federal match monies at an 80/20 ratio to support projects on Kentucky's 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/p1.html>

P & N - Purpose and Need - A brief statement of the problem a potential transportation project is to address. In later project development phases, a concise purpose and need statement is essential in establishing a basis for the development of reasonable alternatives to be evaluated in accordance with a project's EIS.

PUBLIC 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 authorized the Federal Surface Transportation Programs for highways, highway safety, and transit for the 5-year period 2005-2009.

SB2 – State Bonds 2010

SC – State Contingency Account - A discretionary account available to the Secretary of the Kentucky Transportation Cabinet for emergency or economic development projects.

Scenic Byway - These routes are nominated by local support groups and designated by the Transportation Cabinet because they are deemed to have roadside or view sheds of aesthetic, historical, cultural, natural, archaeological, and/or recreational value worthy of preservation, restoration, protection, and/or enhancement. Information is available in HIS.

SIP – State Implementation Plan - A plan that provides for implementation, maintenance, and enforcement of primary and secondary air quality standards. It requires the development of a comprehensive emissions inventory and it includes enforceable emission limitations and other control measures, means, or techniques as well as schedules and timetables for compliance. www.air.ky.gov/

SP – State Funded Projects - Monies dedicated to a 100% state-funded project development program. Funding in this program is the “balancing account” within the transportation development program, and hence is subject to cash availability. Projects in this category are subject to substantial delay should cash not be available to support planned expenditures.

SPB – State Bonds 2009

SPP – State Funded Projects – High Priority Projects

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:

- Ø SAH – dedicated to Ashland Metro Area
- Ø SHN – dedicated to Henderson Metro Area
- Ø SLO – dedicated to Louisville Metro Area
- Ø SLX – dedicated to Lexington Metro Area
- Ø SNK – dedicated to Northern Kentucky Metro Area

Strahnet – Strategic Highway Network - A designated system of public highways that provides access, continuity, and emergency transportation of personnel and equipment in times of peace and war. The 61,000-mile nationwide system, designated by the Federal Highway Administration in partnership with the Department of Defense and the state DOTs, comprises about 45,400 miles of interstate and defense highways and 15,600 miles of other public highways. STRAHNET is complemented by about 1,700 miles of connectors - additional highway routes linking more than 200 military installations and ports to the network.

SUA – Small Urban Area - Population centers of between 5,000 and 50,000 persons.

TAP – Transportation Alternatives Program – This program was established by MAP-21 to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.

TCM – Transportation Control Measure - Transportation control measures may be identified in the State Implementation Plan as a means of controlling air quality and may consist of such projects as vehicle emissions testing program, ridesharing, transit improvements, etc.

TCSP – Transportation and Community and System Preservation (TCSP) Program - TCSP provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation and community and system preservation, and to identify private sector-based initiatives. Projects eligible for TCSP funding include any project eligible for funding under Title 23 or Chapter 53 of Title 49 U.S.C. or any other activity relating to the purposes of this section determined appropriate by the Secretary. This includes corridor preservation activities necessary to implement transit oriented development plans, traffic calming measures, or other coordinated preservation practices. MAP-21 eliminated the TCSP Program.

TDM – Transportation Demand Management - TDM consists of techniques to control demand on roadways, such as offering incentives to use transit, raising parking costs in the CBD, and telecommuting.

TE – FHWA Transportation Enhancement Program - A category of federal highway funds, with strict eligibility requirements that exists to support non-traditional transportation-related projects. In Kentucky, this funding source has traditionally supported Renaissance Kentucky and other historic preservation projects. MAP-21 eliminated the TE Program.
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

UNL – Unscheduled Needs List (formerly Unscheduled Projects List, or UPL) - A list maintained by the Division of Planning, of potential transportation projects with project data derived from the KYTC Project Identification Form.

Urban Area – Defined as a place of 5,000 or more in population, including the urbanized area as defined by the Bureau of Census. An urban area boundary, which encircles the urbanized areas in a region, may be developed by states in cooperation with local officials. This boundary is the line of demarcation for rural/urban functional classification of roadways.

VMT – Vehicle Miles of Travel - VMT is a measure of the level of travel activity in an area. The figure is generally found by multiplying the average length of trip by the total number of trips. As vehicle miles of travel increase, congestion and auto emissions that degrade air quality may be expected to increase (see PMT).

V/SF – Volume to Service Flow ratio - A quotient showing the ratio of a facility's actual vehicular traffic volume to its theoretical maximum potential vehicular traffic volume. A ratio higher than about 0.6 indicates traffic volumes are approaching congested conditions. This is also referred to V/C or Volume to Capacity ratio.

APPENDIX D

IMPORTANT ADDRESSES AND PHONE NUMBERS

KYTC EXECUTIVE MANAGEMENT PERSONNEL LISTING

(Locations in Transportation Cabinet Office Building unless indicated otherwise)

EXECUTIVE OFFICES

SECRETARY, OFFICE OF THE

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
SECRETARY - COMMISSIONER	MICHAEL W. HANCOCK	564-5102	564-9540	6
DEPUTY SECRETARY – POLICY ADVISOR	RUSSELL ROMINE			
CHIEF OF STAFF – POLICY ADVISOR	CYNTHIA JAMES			

BUDGET & FISCAL MANAGEMENT, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	TAMMY BRANHAM	564-4550	564-9454	6
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			
ACCOUNTS, DIRECTOR	RONNIE O’NAN	564-7334	564-5621	4
PURCHASES, DIRECTOR	PEGGY STRATTON	564-4630	564-7069	4

CIVIL RIGHTS & SMALL BUSINESS DEVELOPMENT, OFFICE FOR

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	TYRA REDUS	564-3601	564-1491	6
DEPUTY EXECUTIVE DIRECTOR	(VACANT)		564-2114	

INFORMATION TECHNOLOGY, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	JON CLARK	564-8900	564-3174	4
DEPUTY EXECUTIVE DIRECTOR	HEATHER STOUT			

INSPECTOR GENERAL, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	MICHAEL DUNCAN*	564-0501	564-6862	700 LOUISVILLE RD (BERRY MANSION)
DEPUTY EXECUTIVE DIRECTOR	MICHAEL DUNCAN			

LEGAL SERVICES, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	REBECCA GOODMAN	564-7650	564-5238	6
DEPUTY EXECUTIVE DIRECTOR	WILLIAM FOGLE			
GENERAL COUNSEL II	KEVIN MOORE			

HUMAN RESOURCE MANAGEMENT, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	CAROL BETH MARTIN	564-4610	564-0845 564-6683	6
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			
PERSONNEL ADMINISTRATION, DIRECTOR	(VACANT)			
EMPLOYEE MANAGEMENT, DIRECTOR	(VACANT)			
PROFESSIONAL DEVELOPMENT & ORGANIZATIONAL MANAGEMENT, DIRECTOR	(VACANT)			

PUBLIC AFFAIRS, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	CHARLES WOLFE	564-3419	564-4809	6

*Acting
**Detailed to Special Duty

KYTC EXECUTIVE MANAGEMENT PERSONNEL LISTING

(Locations in Transportation Cabinet Office Building unless indicated otherwise)

SUPPORT SERVICES, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	PATRICK GRUGIN	564-2326	564-6754	1219 WILKINSON
DEPUTY EXECUTIVE DIRECTOR	(VACANT)	564-7740		
FACILITIES SUPPORT, DIRECTOR	(VACANT)	564-3274		
GRAPHIC DESIGN & PRINTING, DIRECTOR	VICKI BROWN	564-3880	564-6849	1

TRANSPORTATION DELIVERY, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	VICKIE BOURNE	564-7433	564-2058	3
Deputy Executive Director	(VACANT)			

AUDITS, OFFICE OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
EXECUTIVE DIRECTOR	ALICE WILSON	564-6760	564-6766	4
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			
ROAD FUND AUDITS, DIRECTOR	RANDALL ROYER			
AUDIT SERVICES, DIRECTOR	LORI MANN			

DEPARTMENTS

AVIATION, DEPARTMENT OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
COMMISSIONER	R. WINN TURNEY	564-4480	564-7953	90 AIRPORT RD
DEPUTY COMMISSIONER	HENRY LACKEY			
KENTUCKY AIRPORT ZONING COMMISSION, ADMINISTRATOR	JOHN HOULIHAN	564-0099	564-0172	
CAPITAL CITY AIRPORT, DIRECTOR	(VACANT)			
GREATER COMMONWEALTH AVIATION, DIRECTOR	(VACANT)		564-7953	

VEHICLE REGULATION, DEPARTMENT OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
COMMISSIONER	RODNEY KUHL	564-7000	564-6403	2
DEPUTY COMMISSIONER	(VACANT)			
DRIVER LICENSING, DIRECTOR	CAROLYN BROWN	564-1257	564-0839	
MOTOR CARRIERS, DIRECTOR	MARTIN MATHEWS		564-2132	
MOTOR VEHICLE LICENSING, DIRECTOR	PAUL D. MAUER		696-3948	
CUSTOMER SERVICE, DIRECTOR	MARTY GREER		564-1485	

RURAL & MUNICIPAL AID, DEPARTMENT OF

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
COMMISSIONER	DON PASLEY	564-2060	564-6615	6
DEPUTY COMMISSIONER	(VACANT)			
LOCAL PROGRAMS, EXECUTIVE DIRECTOR	(VACANT)			
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			
RURAL & SEC ROADS, EXECUTIVE DIRECTOR	RICK LONG			
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			

*Acting
**Detailed to Special Duty

KYTC EXECUTIVE MANAGEMENT PERSONNEL LISTING

(Locations in Transportation Cabinet Office Building unless indicated otherwise)

HIGHWAYS, DEPARTMENT OF -----

OFFICE OF COMMISSIONER

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
COMMISSIONER	MICHAEL W. HANCOCK	564-3730	564-2277	6
STATE HIGHWAY ENGINEER	STEVEN WADDLE			
EXECUTIVE ADVISOR (CONSTRUCTION, MATERIALS, CONSTRUCTION PROCUREMENT, AASHTOWARE PROJECT TASK FORCE)	ROBERT LEWIS			
EXECUTIVE ADVISOR (ENGINEERING SUPPORT, MAINTENANCE, TRAFFIC OPERATIONS, EQUIPMENT)	(VACANT)			
ASSISTANT STATE HIGHWAY ENGINEER (LPA - LOCAL PUBLIC AGENCY PROJECTS)	PAUL LOONEY			
EXECUTIVE ADVISOR (OFFICE OF PROJECT DEVELOPMENT)	GARY VALENTINE			
DEPUTY STATE HIGHWAY ENGINEER (ENGINEERING CONTRACTS, AGREEMENTS, PROJECT DEVELOPMENT DECISIONS, REVIEWS, APPROVALS)				
DEPUTY STATE HIGHWAY ENGINEER (OPERATIONS & MAINTENANCE)	NANCY ALBRIGHT			
INNOVATIVE ENGINEER	JASON SIWULA			
EXECUTIVE ADVISOR (LOUISVILLE BRIDGES) INNOVATIVE FINANCE MANAGER	DAVID TALLEY			
ASSISTANT STATE HIGHWAY ENGINEER (LOUISVILLE BRIDGES)	JOHN BARBER	502-210-5400	502-210-5494	8310 WESTPORT RD
PROGRAM MANAGEMENT, TE DIRECTOR	RON RIGNEY	564-3388	564-4809	6

HIGHWAYS, DEPARTMENT OF -----

OFFICE OF PROJECT DEVELOPMENT

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
PLANNING, TE DIRECTOR	JOHN MOORE	564-7183	564-2865	5
HIGHWAY DESIGN, TE DIRECTOR	WILLIAM GULICK	564-3280	564-3324	
ENVIRONMENTAL ANALYSIS, TE DIRECTOR	DAVID WALDNER	564-7250	564-5655	
RIGHT OF WAY & UTILITIES, TE DIRECTOR	DEAN LOY*	564-3210	564-0505	
STRUCTURAL DESIGN, TE DIRECTOR	MARK HITE	564-4560	564-2581	3
PROFESSIONAL SERVICES, TE DIRECTOR	MICHAEL HILL	564-4555	564-4422	

HIGHWAYS, DEPARTMENT OF -----

OFFICE OF PROJECT DELIVERY & PRESERVATION

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
CONSTRUCTION, TE DIRECTOR	RYAN GRIFFITH	564-4780	564-8388	3
CONSTRUCTION PROCUREMENT, TE DIRECTOR	DIANA RADCLIFFE	564-3500	564-8961	
TRAFFIC OPERATIONS, TE DIRECTOR	JEFF WOLFE	564-3020	564-3532	
MAINTENANCE, TE DIRECTOR	JON WILCOXSON	564-4556	564-3532	
MATERIALS, TE DIRECTOR	ALLEN MYERS	564-3160	564-7034	1227 WILKINSON
EQUIPMENT, TE DIRECTOR	EDDIE HARROD JR	564-3916	564-3198	1234 WILKINSON

HIGHWAYS, DEPARTMENT OF -----

OFFICE OF HIGHWAY SAFETY

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
HIGHWAY SAFETY, EXECUTIVE DIRECTOR	WILLIAM BELL	564-1438	564-2629	4
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			
HIGHWAY SAFETY PROGRAMS, DIRECTOR	(VACANT)			
INCIDENT MANAGEMENT, DIRECTOR	JEFF BIBB	564-2080	564-2978	1

*Acting

**Detailed to Special Duty

Organizational Management Branch
Effective 06 / 2014

KYTC EXECUTIVE MANAGEMENT PERSONNEL LISTING

HIGHWAY DISTRICT OFFICES

DISTRICT 1 – PADUCAH

EXECUTIVE DIRECTOR	MICHAEL MCGREGOR	5501 KENTUCKY DAM ROAD	PH: (270) 898-2431
ADMINISTRATIVE COORDINATOR	KENNITA ROY	PADUCAH, KY 42003-9322	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	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	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 ELIZABETHTOWN, KY 42702-0309	1-800-459-3566 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 22129 LOUISVILLE, KY 40242-3042	1-800-903-5844 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	FX: (859) 341-3661

DISTRICT 7 – LEXINGTON

EXECUTIVE DIRECTOR	JAMES BALLINGER	763 WEST NEW CIRCLE ROAD, BLDG. 2	PH: (859) 246-2355
ADMINISTRATIVE COORDINATOR	JOHN GRAVES	POST OFFICE BOX 11127 LEXINGTON, KY 40512-0127	FX: (859) 246-2354

DISTRICT 8 – SOMERSET

EXECUTIVE DIRECTOR	BRUCE NEELY	1660 SOUTH HIGHWAY 27	PH: (606) 677-4017
ADMINISTRATIVE COORDINATOR	KENNETH ISAACS	POST OFFICE BOX 780 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 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 JACKSON, KY 41339-0621	FX: (606) 666-7074

DISTRICT 11 – MANCHESTER

EXECUTIVE DIRECTOR	SHERRI M. CHAPPELL	603 RAILROAD AVENUE	PH: (606) 598-2145
ADMINISTRATIVE COORDINATOR	MARK HOSKINS	MANCHESTER, KY 40962	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	FX: (606) 433-775

**Acting*

***Detailed to Special Duty*

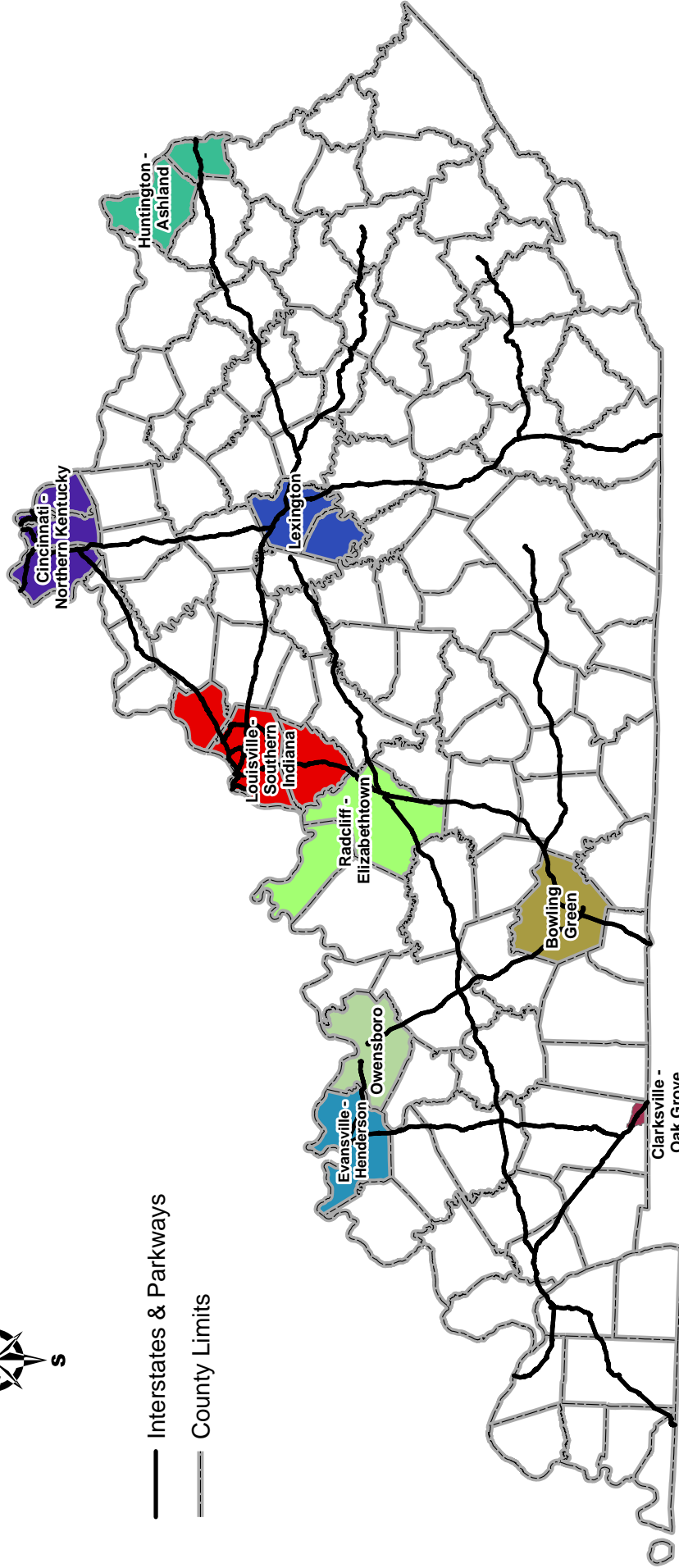
*Organizational Management Branch
Effective 06 / 2014*

MPO Planning Boundaries



— Interstates & Parkways

— County Limits



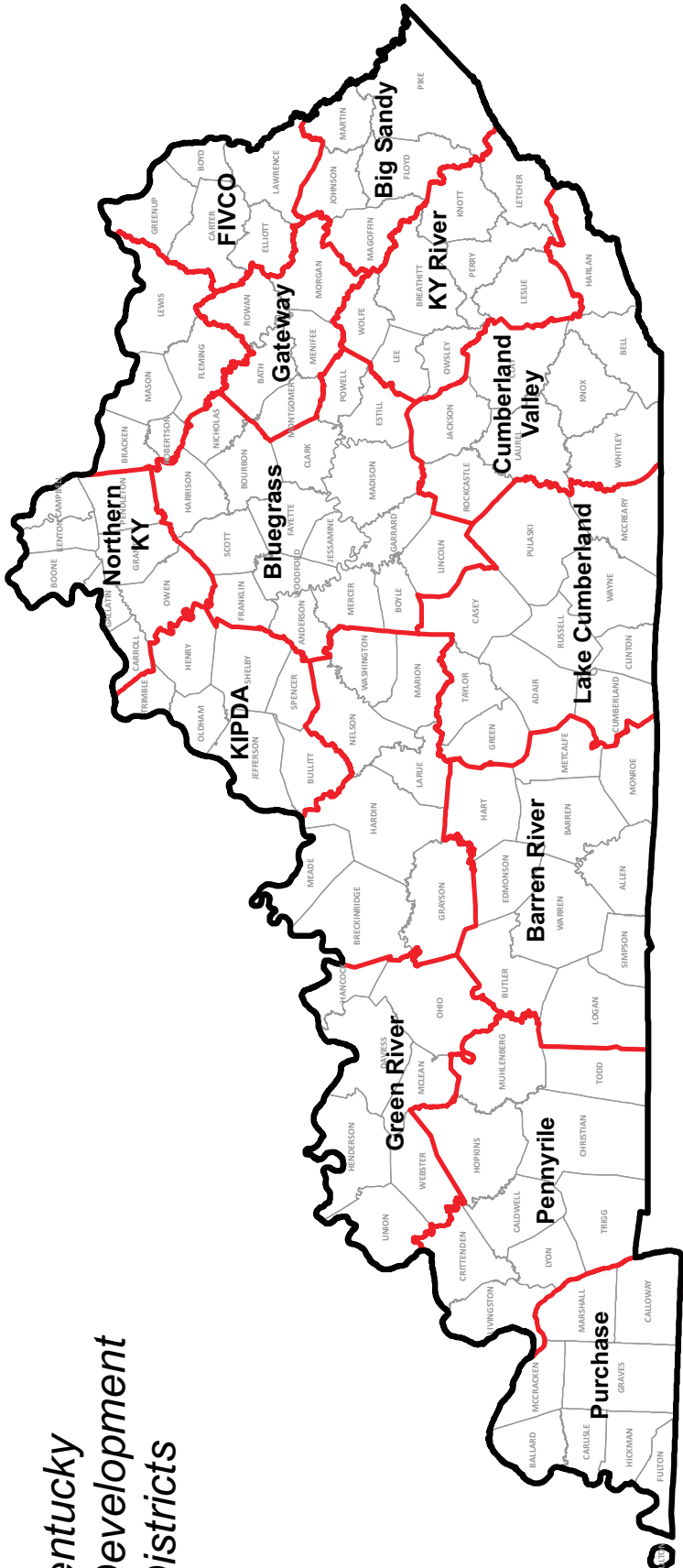
Metropolitan Planning Organizations

6/13/2014

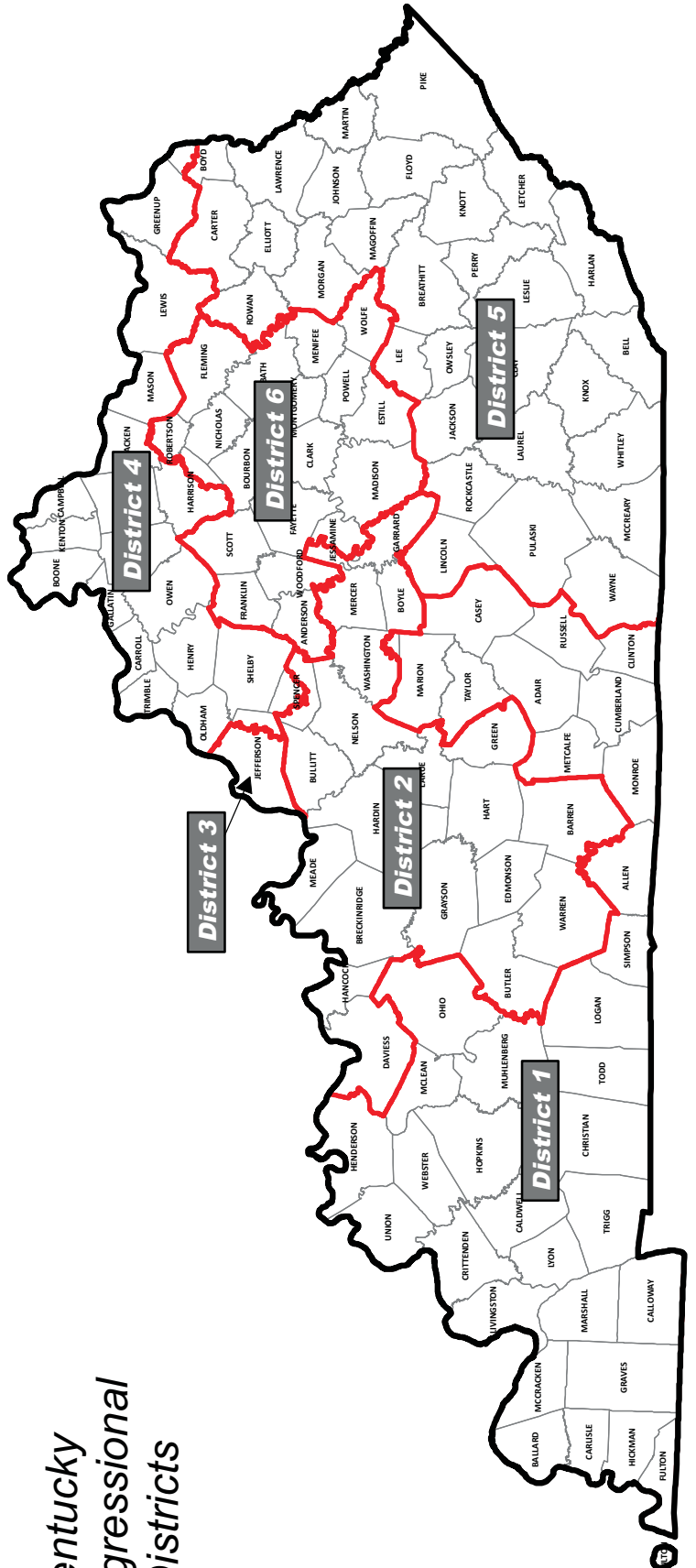
Urbanized Area	Planning Area Counties	MPO Staff Agency	Agency Director	MPO Planner
Bowling Green	KY-Warren	<u>Barren River ADD</u> 177 Graham Avenue Bowling Green, KY 42101 P: 270-781-2381 F: 270-842-0768 mpo.bradd.org	Mr. Rodney Kirtley Executive Director rkirtley@bradd.org	Ms. Amy Scott MPO Director ascott@bradd.org
Cincinnati-Northern Kentucky	KY-Boone, Kenton, Campbell; OH-Butler, Clermont, Hamilton, Warren; IN-Deerborn	<u>Ohio-Kentucky-Indiana Reg. Council of Govts.</u> 720 East Pete Rose Way Suite 420 Cincinnati, OH 45202 P: 513-621-6300 F: 513-621-9325 www.oki.org	Mr. Mark Policinski Executive Director mpolicinski@oki.org	Mr. Bob Koehler Deputy Executive Director rkoehler@oki.org
Clarksville-Oak Grove	KY-Christian*; TN-Montgomery	<u>Clarksville-Montgomery Co. Regional Planning Commission</u> 329 Main Street Clarksville, TN 37040 P: 931-645-7448 F: 931-645-7481 www.cuamppo.com	Dr. David Ripple Executive Director david.ripple@cityofclarksville.com	Mr. Stan Williams Transportation Planner stan.williams@cityofclarksville.com
Elizabethtown-Radcliff	KY-Hardin, Meade	<u>Lincoln Trail ADD</u> 613 College Street Road Elizabethtown, KY 42702-0604 P: 270-769-2393 F: 270-769-2993 www.ltadd.org/mpo	Mr. Wendell Lawrence Executive Director wendell@ltadd.org	Mr. Mike Skaggs Senior Transportation Planner muskaggs@ltadd.org
Evansville-Henderson	KY-Henderson; IN-Vanderburg, Gibson, Posey, Warrick	<u>Evansville Metropolitan Planning Organization</u> 1 N.W. Martin Luther King Jr. Civic Center Complex, Rm. 316 Evansville, IN 47708 P: 812-436-7833 F: 812-436-7834 www.evansvillempo.com	Mr. Seyed Shokouhzadeh Executive Director sshokouhzadeh@evansvillempo.com	Ms. Pamela Drach Deputy Director pdrach@evansvillempo.com
Huntington-Ashland-Ironton	KY-Boyd, Greenup; OH-Lawrence; WV-Cabell, Wayne	<u>KYOVA Interstate Planning Commission</u> 400 Third Avenue P.O. Box 939 Huntington, WV 25712 P: 304-523-7434 F: 304-529-7229 www.wvs.state.wv.us/kvova	Ms. Michele P. Craig Executive Director mcraig@ntelos.net	Dr. Saleem A. Salameh Technical Study Director ssalameh@ntelos.net
Lexington	KY-Fayette, Jessamine	<u>Lexington-Fayette Urban County Govt.</u> 101 E. Vine St., 7th Floor Lexington, KY 40507 P: 859-258-3160 F: 859-258-3163 www.lexareampo.org	Mr. Chris King Director of Planning chrisk@lexingtonky.gov	Mr. Max Conyers Transportation Planning Manager maxc2@lexingtonky.gov
Louisville-Southern Indiana	KY-Jefferson, Bullitt, Oldham; IN-Clark, Floyd	<u>KIPDA</u> 11520 Commonwealth Drive Louisville, KY 40299 P: 502-266-6084 F: 502-266-5047 www.kipda.org	Mr. Jack Couch Executive Director jack.couch@ky.gov	Mr. Larry Chaney Transportation Director larry.chaney@ky.gov
Owensboro	KY-Daviess	<u>Green River ADD</u> 300 GRADD Way Owensboro, KY 42301 P: 270-926-4433 F: 270-684-0714 www.gradd.com	Mr. Jiten Shah Executive Director jitenshah@gradd.com	Mr. Keith Harpole Associate Director For Transportation keithharpole@gradd.com

*Partial County

Kentucky Area Development Districts



Kentucky Congressional Districts



KENTUCKY AREA DEVELOPMENT DISTRICTS

ADD	Executive Director Email Address	Telephone #	Address	City	ZipCode
Barren River ADD					
Rodney Kirtley, Executive Director	rkirtley@bradd.org	270-781-2381	177 Graham Avenue	Bowling Green	42102-9005
Big Sandy ADD					
Sandy Runyon, Executive Director	sandy.runyon@bigsandy.org	606-886-2374	110 Resource Court	Prestonsburg	41653
Bluegrass ADD					
David Duttlinger, Executive Director	lstoltz@bgadd.org	859-269-8021	699 Perimeter Drive	Lexington	40517
Buffalo Trace ADD					
Amy Kennedy, Executive Director	akennedy@btadd.com	606-564-6894	P.O. Box 460	Maysville	41056
Cumberland Valley ADD					
Mike Patrick, Executive Director	mpatrick@cvadd.org	606-864-7391	P.O. Box 1740	London	40743-1740
FIVCO ADD					
Sherry R. McDavid, Executive Director	sherry@fivco.org	606-929-1366	32 FIVCO Court	Grayson	41143
Gateway ADD					
Gail K. Wright, Executive Director	gailk.wright@ky.gov	606-780-0090	110 Lake Park Dr.	Morehead	40351-7985
Green River ADD					
Jiten Shah, Executive Director	jitenshah@gradd.com	270-926-4433	300 GRADD Way	Owensboro	42301-0200
KIPDA ADD					
Jack Couch, Executive Director	jack.couch@ky.gov	502-266-6084	11520 Commonwealth Dr	Louisville	40299
Kentucky River ADD					
Mike Miller, Executive Director	mike@kradd.org	606-436-3158	917 Perry Park Road	Hazard	41701
Lake Cumberland ADD					
Donna Diaz, Executive Director	donnad@lcadd.org	270-866-4200	P.O. Box 1570	Russell Springs	42642

KENTUCKY AREA DEVELOPMENT DISTRICTS

ADD	Executive Director Email Address	Telephone #	Address	City	ZipCode
Lincoln Trail ADD Wendell C. Lawrence, Executive Director	wendell@ltadd.org	270-769-2393	P.O. Box 604	Elizabethtown	42702-0604
Northern KY ADD Lisa Cooper, Executive Director	lisa.cooper@nkadd.org	859-283-1885	22 Spiral Drive	Florence	41042
Pennyrile ADD Chris Sutton, Executive Director	Chris.Sutton@ky.gov	270-886-9484	300 Hammond Drive	Hopkinsville	42240
Purchase ADD Jennifer Beck-Walker, Executive Director	jennifer.beckwalker@purchaseadd.org	270-247-7171	P.O. Box 588	Mayfield	42066-0588
KY Council of ADDs Randy Stevens, Director	www.kycadd.org	502-875-2515	501 Capital Avenue	Frankfort	40601

U.S. Department of Transportation

Federal Highway Administration1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000**Kentucky Division****Staff Directory**

Kentucky Division
Federal Highway Administration
 John C. Watts Federal Building
 330 West Broadway
 Frankfort, Kentucky 40601

Phone: (502) 223-6720
 FAX: (502) 223-6735
Kentucky.FHWA@dot.gov

Office Of Division Administrator

Jose Sepulveda	jose.sepulveda@dot.gov	Division Administrator	(502) 223-6720
Steve Mills	steve.mills@dot.gov	Assistant Division Administrator	(502) 223-6723
Teresa Witt	teresa.witt@dot.gov	Administrative Officer	(502) 223-6760
Camille Robinson	camille.robinson@dot.gov	Equal Opportunity Specialist	(502) 223-6743
Jeff Schmidt	jeffery.schmidt@dot.gov	Civil Engineer - Major Projects Manager	(601) 572-1098

Financial Management Team

Rita Wallen	rita.wallen@dot.gov	Finance Manager -Team Leader	(502) 223-6731
Keenan Clarke	keenan.clarke@dot.gov	Financial Specialist	(502) 223-6752
Vacant	TBD	Financial Specialist	TBD
Sonya Mullins	sonya.mullins@dot.gov	Administrative Operations Assistant	(502) 223-6762
Jessica Gordon	jessica.gordon@dot.gov	Student - Intern	(502) 223-6730
Larin Vonnahme	larin.vonnahme@dot.gov	Contractor - IT Services	(502) 223-6746

Project Delivery Team

Darrin Grenfell	darrin.grenfell@dot.gov	Civil Engineer -Team Leader	(502) 223-6727
Michael Loyselle	michael.loyselle@dot.gov	Civil Engineer - Highway	(502) 223-6748
Mary Murray	mary.murray@dot.gov	Civil Engineer - Highway	(502) 223-6745
Ryan Tenges	ryan.tenges@dot.gov	Civil Engineer - Highway	(502) 223-6750
John Callihan	john.callihan@dot.gov	Civil Engineer - Highway	(502) 223-6757
Lisell Guerra	lisell.guerra@dot.gov	PDP - Civil Engineer - Highway	(502) 223-6757

Program Delivery Team

John Ballantyne	john.ballantyne@dot.gov	Transportation Specialist - Team Leader	(502) 223-6747
Bernadette Dupont	bernadette.dupont@dot.gov	Transportation Specialist	(502) 223-6729
Anthony Goodman	anthony.goodman@dot.gov	Environmental Protection Specialist	(502) 223-6742
Greg Rawlings	greg.rawlings@dot.gov	Transportation Specialist	(502) 223-6728

Technical Services Team

David Whitworth	david.whitworth@dot.gov	Realty Officer - Team Leader	(502) 223-6741
Duane Thomas	duane.thomas@dot.gov	Civil Engineer - Highway	(502) 223-6749
Tony Young	tony.young@dot.gov	Highway Safety Specialist	(502) 223-6751
Boday Borres	boday.borres@dot.gov	Civil Engineer - Structural	(502) 223-6763
Laura Toole	laura.toole@dot.gov	PDP - Transportation Specialist	(502) 223-6744

Page last modified on July 25, 2013.

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

Linda H. Goodman
State Programs Specialist
(502) 223-6772, Work
(502) 330-6974, Cell/BB
linda.goodman@dot.gov

Jeanette Minor
Federal Programs Specialist
(502) 223-6775, Work
(502) 221-5578, Cell/BB
Jeanette.minor@dot.gov

Secondary FMCSA Contact Personnel
(Use when none of primary contacts can be reached)

Terrell Cook
SI/Hazardous Materials Specialist
(502) 223-6774, Work
(502) 221-5581, Cell/BB
terrell.cook@dot.gov

Sean Anderson
Safety Investigator
(502) 223-6766, Work
(502) 330-6973, Cell/BB
sean.anderson@dot.gov

Randall Russell
Safety Investigator
(502) 223-6776, Work
(502) 221-5582, Cell/BB
randall.russell@dot.gov

Lolita Kendrick
Transportation Assistant
(502) 223-6778, Work
lolita.kendrick@dot.gov

Preston Cox
Safety Investigator
(502) 223-6771, Work
(502) 382-7262, Cell/BB
Preston.cox@dot.gov

Seth Dyer
Safety Investigator
(502) 223-6765, Work
(502) 631-3927, Cell/BB
seth.dyer@dot.gov

