KENTUCKY
Statewide Transportation Improvement Program

(STIP)

Fiscal Years 2017 - 2020
July 2016

DRAFT

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KENTUCKY TRANSPORTATION CABINET

Kentucky Transportation Cabinet - Division of Program Management

Kentucky's

Statewide Transportation Improvement Program for FY 2017-2020

The Kentucky Legislature enacted House Bill 304, House Bill 129 and House Joint Resolution 160 during the 2016 Regular Session of the General Assembly. House Bill 304 is the Biennial Budget for the Kentucky Transportation Cabinet and provides operating funds for FY 2017 and FY 2018. House Bill 129 is the Biennial Highway Construction Plan for FY 2017 and FY 2018 and House Joint Resolution 160 is the Highway Preconstruction Program Plan for FY 2019 through FY 2022. Collectively, HB 129 and HJR 160 make up the 2016 Highway Plan. The Transportation Cabinet's overall transportation program contained within the FY 2017-2020 STIP is consistent with the state and federal revenue estimates and assumptions and contains projects as identified within the 2016 Highway Plan.

http://transportation.ky.gov/Program-Management/Pages/2017-Draft-STIP-Book.aspx

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Statewide Transportation Improvement Program for FY 2017-2020

TABLE OF CONTENTS

PAGE

I. Introduction……..……1

II. STIP Development……3

A. Planning Process Considerations……4
A-1. Agreements……4
A-2. Public Involvement Process……4
A-3. Air Quality Considerations……4
A-4. Congestion Mitigation and Air Quality Improvement Program……6
A-5. Fiscal Constraint……...…6
A-6. Revisions to the LRSTP or STIP……16

B. STIP Projects……18
B-1. Planned Highway Improvements.……18
B-2. Highway Safety Improvement Program……..…...……21
B-3. Intelligent Transportation System……24
B-4. Transportation Alternatives Program.……..……..……25
B-5. Planned Public Transportation (Transit) Projects……26
B-6. Human Service Transportation Delivery Process……..…27
B-7. Planned Aviation Improvements……..…....28
B-8. Maintenance and Traffic Operations……..…..29
B-9. Recreational Trails Program……30
B-10. Kentucky's "Mega Projects"……...30

III. Appendix A - Exhibits

A-1. State Certification Letters
A-2. Public Participation Process for STIP and Statewide Transportation Plan
A-3. Public Participation Documents and Comments for this Edition of the STIP
A-4. Air Quality Conformity Determinations for Maintenance Areas
A-5. STIP Projects
A-6. Safe Routes to School Projects
A-7. Transportation Alternatives Projects and Transportation Enhancement Projects
A-8. Congestion Mitigation and Air Quality Projects
A-9. Public Transportation (Transit) Projects
A-10. Aviation Improvements
A-11. Recreational Trails Projects

IV. Appendix B - Metropolitan Planning Organization (MPO) Financial Plans

V. Appendix C - Glossary of Transportation Terms and Abbreviations

VI. Appendix D - Important Addresses and Phone Numbers

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM for FY 2017-2020

I. Introduction

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

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

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

The FAST Act states that "each State is required to carry out a continuing, cooperative, and comprehensive performance-based statewide multimodal transportation planning process, including the development of a long-range statewide transportation plan and STIP, that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity bus facilities and commuter van pool providers) and that fosters economic growth and development within and between states and urbanized areas, and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution in all areas of the state, including those areas subject to the metropolitan transportation planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303. This Act also states: 1) the transportation planning process is to improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; 2) enhance travel and tourism; 3) integrate into the statewide transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets per 23 CFR 450.206(c), in other State transportation plans and transportation processes, as well as any plans developed pursuant to chapter 53 of title 49 by providers of public transportation in areas not represented by an MPO required as part of a performance-based program.

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

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 2017-2020) 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 2017-2020 STIP contains all the federally-funded scheduled projects in Kentucky, including projects located within the metropolitan planning areas for the following urbanized areas: Bowling Green, Cincinnati-Northern Kentucky, Clarksville-Oak Grove, Evansville-Henderson, Huntington-Ashland-Ironton, Lexington, Louisville, Owensboro, and Radcliff-Elizabethtown. A project located within these metropolitan planning areas must be included in the appropriate MPO's TIP before it can be included in the STIP and before funding can be authorized. Each TIP must be approved by the MPO's Policy Board.

The following TIPs are incorporated by reference into this document:

- Bowling Green FY 2016-2020 TIP; approved September 2015
- Cincinnati-Northern Kentucky FY 2016-2019 TIP; approved April 2015
- Clarksville-Oak Grove FY 2014-2017 TIP; approved October 2013

- Evansville-Henderson FY 2016-2019 TIP; approved May 2015
- Huntington-Ashland-Ironton FY 2016-2019 TIP; approved April 2015
- Lexington FY 2013-2016 TIP; approved April 2013
- Louisville FY 2015-2018 TIP; approved August 2014
- Owensboro FY 2014-2019 TIP; approved October 2014
- 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 23 CFR 420.111, and includes programs and operations for planning activities in the KYTC and the Kentucky Cooperative Transportation Research Program (KCTRP). The Division of Planning is responsible for recommending, advising, and assisting the chief administrators of the KYTC in the development of the overall goals, policies, project priorities, and procedures relating to the total transportation program. The 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. Anti-harassment/Anti-discrimination
10. Employee Dress
11. Internet and Electronic Mail Acceptable Use
12. Memo of Holidays for State Personnel
13. Kentucky Employee Assistance Program (KEAP)
14. Confidential and Sensitive Information

A. Planning Process Considerations

A-1. Agreements

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

A-2. Public Involvement Process

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

A-3. Air Quality Considerations

Conformity

Projects contained in the FY 2017-2020 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.

The 1997 fine particulate matter (PM2.5) NAAQS standard has been partially revoked with the implementation of the new 2012 standard. So, only the conformity portion of the 1997 standard is still required. 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 PM2.5 standard. Currently, Bullitt and Jefferson Counties are designated as "nonattainment" for the 1997 fine particulate matter (PM2.5) NAAQS. Huntington-Ashland (Boyd and a portion of Lawrence County) is not required to calculate regional emissions for the transportation conformity report due to an "insignificance" finding.

Muhlenberg County and a portion of Boyd County are designated as "attainment with a maintenance plan" for SO2 standard. No regional transportation conformity is required; however, project level analysis is needed.

As required, regional conformity for ozone and PM2.5 has been demonstrated as required for the metropolitan planning areas of Louisville (Bullitt and Jefferson Counties), Huntington-Ashland (Boyd and a portion of Lawrence County), and Cincinnati-Hamilton (Boone, Campbell, and Kenton Counties). The KYTC has shown conformity for these areas as required for the current 8-hour Ozone standard and for the existing PM2.5 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).

A-4. Congestion Mitigation and Air Quality Improvement Program

The FY 2017-2020 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 Governor selects eligible CMAQ projects to be funded as the federal CMAQ funding is available. FHWA makes an eligibility determination and the KYTC is responsible for the disbursement and management of the CMAQ funds. Application cycles may vary depending upon the availability of federal CMAQ funding. CMAQ projects are listed in Appendix A, Exhibit A-8.

A-5. Fiscal Constraint

In accordance with 23 CFR 450.216(a)(5), the STIP is required to be financially constrained by year, include sufficient financial information to demonstrate which projects are to be implemented using current revenues, and which projects are to be implemented using proposed revenue sources, while the system as a whole is being adequately operated and maintained. In addition, with the passage of the enabling legislation by the Kentucky General Assembly to use "Grant Anticipation Revenue Vehicles (GARVEEs)" bond funds, the fiscal constraint calculations include the debt service payments for GARVEE bonds (Table 1, page 12). The FY 2017-2020 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 2017 through FY 2020). The anticipated federal-aid highway funding and anticipated federal transit funding apportionments for FY 2017-2020 are shown in Table 2 on page 13. The anticipated federal-aid highway funding and

anticipated federal transit funding obligations for FY 2017-2020 are shown in Table 3 on page 14. And, the rolled up totals for each of the FAST Act federal-aid highway funding categories for "Anticipated Apportionments" vs "Planned Obligations" and "Projected End of Fiscal Year Advance Construction" are shown in Table 4 on page 15.

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 2017-2020 STIP federal funding level forecasts are based on the current Transportation Act, "FAST Act," which was enacted by the United States Congress. The FAST Act was signed into law by President Barack Obama on December 4, 2015 to provide over $305 billion for fiscal years FY 2016 through FY 2020.

For the purposes of this edition of the FY 2017-2020 STIP, the funding levels for FY 2017 through FY 2020 are in accordance with the summary of estimated apportionments under the conference report for H.R. 22 (FAST Act) provided to state DOTs. These state-specific levels of funding are broken down into individual program funding categories as determined by FAST Act application to Federal Highway Trust Fund formulas.

Kentucky's federal highway program will be largely matched with "toll credits" through FY 2020. 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 2017-2020 STIP, based upon projected estimated apportionments of category-by-category federal funding expectations of total federal-aid dollars available during Fiscal Years 2017 through 2020, is anticipated to be approximately $2.77 billion. Adding the carry-over federal funding from FY 2016, the total revenue expectation that supports projects in this edition of the STIP is approximately $3.35 billion. The total of the scheduled federal-aid funding obligations for the FY 2017-2020 STIP is approximately $3.37 billion. The ratio of the scheduled federal-aid obligations to the scheduled federal-aid apportionments is 1.01 for the planned projects listed in the FY 2017-2020 STIP. Thus, the FY 2017-2020 STIP is fiscally constrained.

It is possible that the final federal appropriation for any given year may change these estimates slightly, but these changes should not substantially alter the ability of the KYTC to deliver planned federal-aid highway projects. The anticipated apportionments scheduled in FY 2020, have been reduced by $128 million as per the projected Congressional rescissions outlined in the FAST Act for FY 2020. As to planned obligations, the listing of project phases contains some construction phases listed as an "Illustrative Project" in the event that additional federal-aid highway funding becomes available beyond the anticipated planned apportionments. Those projects may be moved into the fiscal constraint calculation in accordance with the process of the KYTC receiving new additional federal-aid highway

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

The KYTC's Cash Flow Management Process for using the federal AC pre-financing process outlines that the goal of KYTC is keep the federal-aid highway program "Earned Unbilled" to less than $50 million. The "Earned Unbilled" federal-aid highway funding amount is the amount of state dollars that have been used to pay expenditures on federal AC pre-financed project phases that eventually will be converted to current federal-aid highway funding apportionments and obligation authority, and then a request will be sent to FHWA for reimbursement of eligible project expenditures. Kentucky's current AC total is approximately $274 million, and the current "Earned Unbilled" total for those projects, is under $30 million.

The projected end of fiscal year "advance construction" is $367 million for FY 2017; $421 million for FY 2018; $384 million for FY 2019; and $367 million for FY 2020. However, the amount of "advance construction" will depend upon several factors including the timing of the actual congressional release of yearly federal-aid highway funding obligation authority and the programming of federal-aid highway funded projects near the end of each federal fiscal year.

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

It is also important to note that the KYTC utilizes innovative financing options permitted under federal transportation law. In particular, during the 2004 General Assembly's legislative session, House Bill 418 was passed, enabling the KYTC to pursue a specific group of interstate widening projects through an innovative financing technique known as "Grant Anticipation Revenue Vehicles (GARVEEs)." The General Assembly's

enactment of House Bill 267 (Appropriations Bill) during the 2005 legislative session, provided to the KYTC, approval of $150 million in appropriation authority in Fiscal Years 2004-2005 for GARVEE bond funds. In addition, during the 2006 General Assembly's legislative session the General Assembly provided within House Bill 380 approval to the KYTC an additional $290 million in appropriation of authority in Fiscal Years 2006-2008 for GARVEE bond funds. The 2008 General Assembly made available the ability to use $231 million of GARVEE bond funds to support the Louisville Bridges project within House Bill 410. Also, during the 2010 Extraordinary Session, the General Assembly made available the option to use an additional $105 million of GARVEE bond funds to support the Louisville Bridges project within House Bill 3. In addition, the option to use $330 million of GARVEE bond funds to support the construction of the two US 68/KY 80 bridges over Kentucky Lake and Lake Barkley was made available within House Bill 3. Therefore, the Kentucky General Assembly has provided the KYTC the ability to use $1.1 billion in GARVEE bond funds, along with the approval of usage of federal-aid highway funding to provide debt service payments on the GARVEE bonds.

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

With the passage of the enabling legislation by the Kentucky General Assembly to use GARVEE bond funds, the KYTC has begun activities on the corresponding approved projects. The breakdown of the required federal-aid highway funding to cover the corresponding debt service for each of the GARVEE bond funded projects is shown under the "ZVarious" County item numbers as shown on Table 1, on page 12.

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

The federal funding for the construction phases identified within the GARVEE bond program will be programmed through FHWA as Advance Construct (AC) projects. Again, as explained previously, the AC process is defined as "Advance Construction of Federal-Aid Projects," whereby the state may request and receive approval to construct federal-aid projects in advance of the apportionment of authorized federal-aid funds. The AC conversion of the federal funding for the GARVEE bond program will be distributed over a period of fourteen years, and will be in accordance with the GARVEE bond program Memorandum of Agreement (MOA). At the beginning of each federal fiscal year, federal programming documents for GARVEE bond projects AC conversions will be submitted to

FHWA to use current federal-aid highway funding apportionments and current formula funding obligation authority. The total amount of the AC conversions will be the amount of federal funding required to cover the yearly debt service (principal, interest, and other costs incidental to the sale of eligible bond issue) as outlined within each of the approved GARVEE bond programs. The required NHPP and STP funding to cover the yearly debt service amount for the GARVEE bonds will be included in the end-of-year "Fiscal Constraint" determination, and will be included within the preparation of future STIPs and fiscal constraint calculations. The KYTC is setting aside the required amount of "toll credits" for the matching funds for the federal-aid highway funding to cover the GARVEE bond debt service payments through 2027.

As noted, the list of projects within the FY 2017-2020 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 2017-2020 STIP, in accordance with 23 CFR 450.326(g) each MPO TIP is required to be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenues, and which projects are to be implemented using proposed revenue sources, while the existing transportation system is being adequately operated and maintained. Each of the MPO's TIP financial plans are developed in cooperation with the KYTC and the transit operators, based upon projected estimates of available federal and state funds within the MPO areas. Based upon the financial plan, the MPOs TIPs contain only project phases that funding can be reasonably expected to be available for each of the project's identified phase, funding source, fiscal year schedule, and the estimated cost.

Kentucky has several transportation "Mega Projects" (projects having a total estimated cost of greater than $500 million as identified within Section 10) 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 3, Kentucky's STIP is fiscally-constrained for the next four years. For informational purposes, the STIP also contains several state-funded projects, shown in Appendix A, Exhibit A-5 C, which are critical for SIP compliance and conformity determinations. Each of these state-funded projects will be considered in the prioritization process as future allocations of state road fund highway program funding becomes available.

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 2016 Enacted Highway Plan as approved by the 2016 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 2017-2020 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 2017-2020 scheduled state and local funding for none "Toll Credits" matching funds and for the KYTC's operations and maintenance program.

Included within each MPO's TIP is a financial plan that demonstrates how the TIP can be implemented, identifies funding resources from public and private sources, and identifies innovative financing techniques to finance projects and programs. The development of the projected estimates of funding resources is developed through cooperative efforts of the MPO, the KYTC, and Public Transportation Agencies. Also included within the financial plan are grouped project line-items for projected funding and obligations for operations and maintenance activities for existing facilities. Again, the projected funding resources were prepared through cooperative efforts of the MPO, the KYTC, and Public Transportation Agencies by utilizing expenditures data from the KYTC Fiscal Year Audit Reports for actual operations and maintenance expenditures within the MPO areas. (See Appendix B-Metropolitan Planning Organization (MPO) Financial Plans).

TABLE 1

PROJECTED DEBT SERVICE (in millions)					
GARVEE PROJECT	**FY 2017**	**FY 2018**	**FY 2019**	**FY 2020**	**TOTAL**
Interstate 65, Interstate 75, and Interstate 64 Widening ZVarious 99-9050 Series	**44**	**45**	**45**	**0**	**134**
Louisville Bridges Project ZVarious 99-9659 Series	**34**	**34**	**34**	**63**	**165**
US 68/KY 80 Lake Barkley and Kentucky Lake Bridges ZVarious 99-9068 Series	**18**	**18**	**18**	**18**	**72**
TOTALS	**96**	**97**	**97**	**81**	**371**

TABLE 2

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET
FY 2017 - 2020 PLANNED FEDERAL-AID PROGRAM
APPORTIONMENTS VERSUS PLANNED OBLIGATIONS

		ESTIMATED APPORTIONMENTS(IN MILLIONS											
FAST ACT FUNDING PROGRAMS	FAST ACT FUNDING PROGRAM AS SUBALLOCATED BY KENTUCKY GENERAL ASSEMBLY	2016 AVAILABLE CARRYOVER APPORTIONMENTS (SEE NOTE 1)	2016 CARRYOVER OBLIGATION AUTHORITY	ESTIMATED FY 2017 APPORTIONMENTS (SEE NOTE 2)	FY 2017 PLUS CARRYOVER	FY 2017 CARRYOVER	FY 2018 PLUS CARRYOVER	FY 2018 CARRYOVER	FY 2019 PLUS CARRYOVER	FY 2019 CARRYOVER	FY 2020 PLUS CARRYOVER	FY 2020 CARRYOVER	TOTAL STIP APPORTIONMENTS
I. HIGHWAY FEDERAL FUNDS	I. HIGHWAY FEDERAL FUNDS												
NHPP	NHPP - BRIDGE REPLACEMENT (BRO)	0	0	57	57	0	58	0	56	0	52	0.00	224
STP	STP - BRIDGE REPLACEMENT (BRX)	2	0	10	12	0	10	0	15	0	10	0.00	46
STP	STP - BRIDGE REPLACEMENT (BRZ)	0	0	12	12	0	12	0	12	0	11	0.00	48
CM	CONGESTION MITIGATION (CM)	45	0	14	59	24	38	48	63	97	112	197.75	102
SPR (Statewide)	PLANNING (SPR/PL)	15	0	10	25	15	25	31	41	62	72	123.20	55
PL (Metro)	METRO PLANNING (PL)	6	0	2	8	6	8	12	14	24	26	48.80	14
NHPP	NHPP - INTERSTATE/INTERSTATE MAINTENANCE (IM)	1	0	113	114	0	113	0	124	0	83	0.00	434
NHPP	NHPP - NATIONAL HIGHWAYS (NH)	120	0	215	334	0	222	0	222	0	210	0.00	989
HSIP	HSIP - SAFETY (SAF) PROGRAM	39	0	25	64	24	49	7	53	15	62	17.00	182
STP	STP - SURFACE TRANSPORTATION (Includes Statewide STP, (SEE NOTE 3)	123	0	155	278	0	158	0	132	0	101	0.00	668
STP (SHN Dedicated to Henderson MPO Area)	Dedicated STP SHN funding within Henderson MPO Area,	3	0	1	4	1	2	3	3	5	6	10.85	6
STP (SLO Dedicated to Louisville MPO Area)	Dedicated STP SLO funding within Louisville MPO Area,	68	0	18	85	0	18	0	18	0	19	0.00	140
STP (SLX Dedicated to Lexington MPO Area)	Dedicated STP SLX funding within Lexington MPO Area,	7	0	6	13	0	6	0	8	0	7	0.00	33
STP (SNK Dedicated to Northern Kentucky MPO Area)	Dedicated STP SNK funding within Northern Kentucky MPO Area,	31	0	7	38	0	7	0	9	1	8	1.27	62
STP (SAH Dedicated to Ashland MPO Area)	Dedicated STP SAH funding within Ashland MPO Area,	4	0	1	5	3	4	6	8	13	14	25.62	9
TAP Dedicated to Henderson MPO Area	Dedicated TAP funding within Henderson MPO Area,	0.0	0.0	0.15	0.15	0	0.19	0	0.34	1	1	1.20	0
TAP Dedicated to Louisville MPO Area	Dedicated TAP funding within Louisville MPO Area,	2	0	1	3	4	6	9	10	18	19	35.20	7
TAP Dedicated to Lexington MPO Area	Dedicated TAP funding within Lexington MPO Area,	1	0	0.40	1.40	2	2.00	3	3.60	6	7	12.80	2
TAP Dedicated to Northern Kentucky MPO Area	Dedicated TAP funding within Northern Kentucky MPO Area,	1	0	0.45	1.45	2	2.18	3	3.91	7	7	13.84	2
TAP Dedicated to Ashland MPO Area	Dedicated TAP SAH funding within Ashland MPO Area,	0.15	0.0	0.08	0.23	0	0.38	1	0.68	1	1	2.40	0
TAP	TRANSPORTATION ALTERNATIVES (TAP) Statewide	14	0	12	26	11	23	21	33	41	53	84.31	62
TE & SRTS (Carryover from SAFETEA-LU)	TRANSPORTATION ENHANCEMENT (TE) Statewide	29	0	0	29	13	13	12	12	24	24	47.20	29
HPP (Carryover from SAFETEA-LU)	FEDERAL DEMONSTRATION PROJECTS (STATEWIDE HPP)	38	38	0	38	3	3	3	3	6	6	11.60	38
KYD (Carryover from SAFETEA-LU)	FEDERAL DISCRETIONARY PROJECTS (KYD)	30	30	0	30	0	0	0	0	0	0	0.00	30
FH	FOREST HIGHWAY/PUBLIC LANDS (FH)	2.0	0.0	1.6	3.6	0	2	1	2	1	3	2.40	8
NHPP APD (and carryover from SAFETEA-LU)	NHPP - APPALACHIAN DEVELOPMENT (APD)	2	2	40	41	0	41	0	42	0	33	0.00	157
	SUBTOTALS "HIGHWAY FEDERAL FUNDS"	582	70	700	1,282	110	825	161	891	321	945	635	3,349
	II. STATE GARVEE FUNDS												
	II. GARVEE BONDS (JM5)												
	GARVEE BONDS (JM5)	0	0	0	0	0	0	0	0	0	0	0	0
	SUBTOTALS GARVEE BONDS	0	0	0	0	0	0	0	0	0	0	0	0
	III. STATE AND LOCAL FUNDS												
	LOCAL FUNDING FOR MATCHING FUNDS	0		0	62	0	12	0	12		12	0	99
	STATE CONSTRUCTION FUNDS (SPP or BONDS)	0		0	0	0	50	0	160	0	120	0	330
	STATE MATCHING FUNDS (SEE NOTE 4)	0		0	0	0	0	0	0	0	40	0	40
	STATE FUNDED OPERATIONS AND MAINTENANCE PROGRAM	0		0	342		342	0	342	0	342	0	1,368
	SUBTOTALS STATE FUNDS TOTALS	0		0	342		392		502		502		1,738
	HIGHWAY FUNDING TOTALS	582		700	1,624		1,217		1,393		1,447		5,087

	IV. FAST ACT FEDERAL TRANSIT/STATE ASSISTANCE				FY 2017		FY 2018		FY 20179		FY 2020		TOTAL
	SECTION 5311 RURAL TRANSPORTATION				18.96		19.83		20.73		21.68		81.20
	SECTION 5310 SPECIALIZED PROGRAMS				5.09		5.34		5.61		5.89		21.93
	KENTUCKY SECTION 5307				25.05		26.30		27.62		29.00		107.97
	KENTUCKY SECTION 5303 & 5304				0.87		0.91		0.95		0.99		3.72
	PUBLIC TRANSIT CAPITAL 5339				4.82		5.06		5.31		5.58		20.77
	SUBTOTALS "TRANSIT FEDERAL FUNDS"				54.79		57.44		60.22		63.14		235.59
	SECTION 5311 (STATE FUNDING)				0.00		0.00		0.20		0.20		0.40
	SECTION 5311 (LOCAL FUNDING)				18.20		18.50		19.00		19.50		75.20
	SECTION 5311 (CONREV & FAREBOX FUNDING)				84.00		80.00		79.00		78.00		321.00
	SECTION 5310 (STATE FUNDING)				0.64		0.67		0.70		0.74		2.74
	SECTION 5310 (LOCAL FUNDING)				0.64		0.67		0.70		0.74		2.74
	SECTION 5307 (LOCAL FUNDING)				9.08		9.54		10.02		10.52		39.16
	SECTION 5303 & 5304 (LOCAL FUNDING)				0.21		0.22		0.23		0.24		0.90
	PUBLIC TRANSIT CAPITAL 5339 (STATE MATCH)				0.60		0.63		0.66		0.70		2.59
	PUBLIC TRANSIT CAPITAL 5339 (LOCAL MATCH)				0.60		0.63		0.66		0.70		2.59
	SUBTOTALS "NON FEDERAL TRANSIT FUNDS"				113.96		110.85		111.17		111.32		447.30
	TRANSIT FUNDING TOTALS				168.75		168.29		171.39		174.46		682.89

TABLE 3

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET
FY 2017 - 2020 PLANNED FEDERAL-AID PROGRAM
APPORTIONMENTS VERSUS PLANNED OBLIGATIONS

PLANNED OBLIGATIONS (IN MILLIONS)														
PROGRAM	PROJECTED END OF FY 2016 ADVANCE CONSTRUCTION PROJECTS (SEE NOTE 5)	FY 2017 PLANNED OBLIGATIONS	END OF FY 2017 PROJECTED AC	FY 2018 PLANNED OBLIGATIONS	END OF FY 2018 PROJECTED AC	FY 2019 PLANNED OBLIGATIONS	END OF FY 2019 PROJECTED AC	FY 2020 PLANNED OBLIGATIONS	END OF FY 2020 PROJECTED AC	COMBINED AC TOTALS FY 2016 THRU FY 2020	COMBINED APPORTIONMENTS AVAILABLE FOR AC CONVERSION FY 2016 THRU FY 2020	PROJECTED AC TOTALS AT END OF FY 2020	PLANNED STIP OBLIGATIONS	RATIO OF OBLIGATIONS TO APPORTIONMENTS
I. HIGHWAY FEDERAL FUNDS														
NHPP - BRIDGE REPLACEMENT (BRO)	0	101	(43)	74	(59)	26	(29)	25	(2)	(133)	131	(2)	226	1.01
STP - BRIDGE REPLACEMENT (BRX)	-4.6	15	(7)	17	(14)	7	(6)	10	(6)	(38)	32	(6)	48	1.03
STP - BRIDGE REPLACEMENT (BRZ)	-0.25	19	(7)	13	(9)	12	(8)	13	(10)	(34)	24	(10)	57	1.21
CONGESTION MITIGATION (CM)	-7.7	27	0	14	0	14	0	11	0	(8)	8	0	66	0.65
PLANNING (SPR/PL)	0	10	0	10	0	10	0	10	0	0	0	0	40	0.72
METRO PLANNING (PL)	0	2	0	2	0	2	0	2	0	0	0	0	8	0.57
NHPP - INTERSTATE/INTERSTATE MAINTENANCE (IM)	-3.19	165	(55)	116	(59)	72	(7)	75	1	(123)	124	1	429	0.99
NHPP - NATIONAL HIGHWAYS (NH)	-110.97	297	(74)	298	(150)	199	(126)	91	(8)	(468)	461	(8)	886	0.90
HSIP - SAFETY (SAF) PROGRAM	-4.3	40	0	42	0	42	0	45	0	(4)	4	0	170	0.93
STP - SURFACE TRANSPORTATION(Includes Statewide STP, (SEE NOTE 3)	-134.14	250	(106)	142	(90)	271	(229)	200	(329)	(888)	559	(329)	864	1.29
Dedicated STP SHN funding within Henderson MPO Area,	0	2	0	1	0	1	0	1	0	0	0	0	4	0.72
Dedicated STP SLO funding within Louisville MPO Area,	-0.9	90	(6)	18	(6)	18	(6)	19	(6)	(23)	18	(6)	145	1.03
Dedicated STP SLX funding within Lexington MPO Area,	-3.8	16	(8)	4	(5)	6	(3)	7	(3)	(23)	20	(3)	33	0.99
Dedicated STP SNK funding within Northern Kentucky MPO Area,	-0.5	37	0	8	(1)	7	0	7	0	(2)	2	0	60	0.98
Dedicated STP SAH funding within Ashland MPO Area,	0	2	0	1	0	1	0	1	0	0	0	0	6	0.66
Dedicated TAP funding within Henderson MPO Area,	0	0	0	0	0	0	0	0	0	0	(0)	0	0	0.84
Dedicated TAP funding within Louisville MPO Area,	0	1	0	1	0	1	0	1	0	0	0	0	5	0.65
Dedicated TAP funding within Lexington MPO Area,	0	0	0	0	0	0	0	0	0	0	0	0	2	0.80
Dedicated TAP funding within Northern Kentucky MPO Area,	0	0	0	0	0	0	0	0	0	0	0	0	2	0.90
Dedicated TAP SAH funding within Ashland MPO Area,	0	0	0	0	0	0	0	0	0	0	(0)	0	0	0.68
TRANSPORTATION ALTERNATIVES (TAP) Statewide	-2.6	12	0	14	0	14	19	9	0	17	(17)	0	49	0.78
TRANSPORTATION ENHANCEMENT (TE) Statewide	-1.1	15	0	14	(1)	0	11	0	0	8	(8)	0	29	1.01
FEDERAL DEMONSTRATION PROJECTS (STATEWIDE HPP)	0	35	0	3	0	0	3	0	0	3	(3)	0	38	1.00
FEDERAL DISCRETIONARY PROJECTS (KYD)	0	30	0	0	0	0	0	0	0	0	0	0	30	1.00
FOREST HIGHWAY/PUBLIC LANDS (FH)	0	3	0	2	0	2	1	2	0	1	(1)	0	8	0.96
NHPP - APPALACHIAN DEVELOPMENT (APD)	0	103	(62)	8	(28)	17	(3)	34	(4)	(98)	94	(4)	161	1.03
SUBTOTALS "HIGHWAY FEDERAL FUNDS"	(274)	1,275	(367)	802	(421)	724	(384)	565	(367)	(1,813)	1,447	(367)	3,366	1.01
II. GARVEE BONDS (JM5, JZ2)														
GARVEE BONDS (JM5 & JZ2)		0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTALS GARVEE BONDS		0	0	0	0	0	0	0	0	0	0	0	0	0
III. STATE AND LOCAL FUNDING														
LOCAL FUNDING FOR MATCHING FUNDS	0	62.4		12.2		12.4		11.5					99	1.00
NON-EXEMPT STATE FUNDED PROJECTS	0	0		50		160		120					370	1.00
STATE MATCHING FUNDS	0	0		0		0		40					40	1.00
STATE FUNDED OPERATIONS AND MAINTENANCE PROGRAM	0	342		342		342		342					1368	1.00
SUBTOTALS "STATE FUNDS"	0	342		392		502		542					1778	1.00
HIGHWAY FUNDING OBLIGATION TOTALS	(274)	1,617		1,194		1,226		1,107					5,144	1.00

IV. FAST ACT FEDERAL TRANSIT/STATE ASSISTANCE	FY 2017	FY 2018	FY 2019	FY 2020	TOTALS	RATIO OF OBLIGATIONS TO APPORTIONMENTS
SECTION 5311 RURAL TRANSPORTATION	18.96	19.83	20.73	21.68	81.2	1.00
SECTION 5310 SPECIALIZED PROGRAMS	5.09	5.34	5.61	5.89	21.93	1.00
KENTUCKY SECTION 5307	25.05	26.3	27.62	29	107.97	1.00
KENTUCKY SECTION 5303 & 5304	0.87	0.91	0.95	0.99	3.72	1.00
PUBLIC TRANSIT CAPITAL 5339	4.82	5.06	5.31	5.58	20.77	1.00
SUBTOTALS "TRANSIT FEDERAL FUNDING OBLIGATIONS"	54.79	57.44	60.22	63.14	235.59	1.00
SECTION 5311 (STATE FUNDING)	0	0	0.2	0.2	0.4	1.00
SECTION 5311 (LOCAL FUNDING)	18.2	18.5	19	19.5	75.2	1.00
SECTION 5311 (CONREV & FAREBOX FUNDING)	84	80	79	78	321	1.00
SECTION 5310 (STATE FUNDING)	0.635	0.665	0.7	0.735	2.735	1.00
SECTION 5310 (LOCAL FUNDING)	0.635	0.665	0.7	0.735	2.735	1.00
SECTION 5307 (LOCAL FUNDING)	9.08	9.54	10.02	10.52	39.16	1.00
SECTION 5303 & 5304 (LOCAL FUNDING)	0.21	0.22	0.23	0.24	0.9	1.00
PUBLIC TRANSIT CAPITAL 5339 (STATE MATCH)	0.6	0.63	0.66	0.695	2.585	0.00
PUBLIC TRANSIT CAPITAL 5339 (LOCAL MATCH)	0.6	0.63	0.66	0.695	2.585	1.00
SUBTOTALS "NON FEDERAL TRANSIT FUNDING OBLIGATIONS"	113.96	110.85	111.17	111.32	447.3	1.00
TRANSIT FUNDING OBLIGATIONS TOTALS	168.75	168.29	171.39	174.46	682.89	1.00

TABLE 4

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FISCAL BALANCE SHEET
FY 2017 - 2020 PLANNED FEDERAL-AID PROGRAM
APPORTIONMENTS VERSUS PLANNED OBLIGATIONS

TYPE OF FUNDING	2017 ANTICIPATED FISCAL YEAR APPORTIONMENTS	FY 2017 PLANNED OBLIGATIONS AND AC CONVERSIONS	END OF FY 2017 AC AMOUNT	FY 2018 PLANNED OBLIGATIONS AND AC CONVERSIONS	END OF FY 2018 AC AMOUNT	FY 2019 PLANNED OBLIGATIONS AND AC CONVERSIONS	END OF FY 2019 AC AMOUNT	FY 2020 PLANNED OBLIGATIONS AND AC CONVERSIONS	END OF FY 2020 AC AMOUNT
NHPP	425	780	(234)	730	(296)	610	(165)	391	(13)
STP	177	423	(121)	293	(112)	402	(243)	466	(345)
CM	14	35	0	14	0	14	0	11	0
SPR (Statewide)	10	10	0	10	0	10	0	10	0
PL (Metro)	2	2	0	2	0	2	0	2	0
HSIP	25	44	0	42	0	42	0	45	0
STP (SHN Dedicated to Henderson MPO Area)	1	2	0	1	0	1	0	1	0
STP (SLO Dedicated to Louisville MPO Area)	18	91	(6)	24	(6)	24	(6)	24	(6)
STP (SLX Dedicated to Lexington MPO Area)	6	20	(8)	11	(5)	11	(3)	10	(3)
STP (SNK Dedicated to Northern Kentucky MPO Area)	7	38	0	8	(1)	8	0	7	0
STP (SAH Dedicated to Ashland MPO Area)	1	2	0	1	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	0	1	0	1	0	1	0
TAP Dedicated to Lexington MPO Area	0	0	0	0	0	0	0	0	0
TAP Dedicated to Northern Kentucky MPO Area	0	0	0	0	0	0	0	0	0
TAP Dedicated to Ashland MPO Area	0	0	0	(0)	0	0	0	0	0
TAP	12	15	0	14	0	14	19	(10)	0
TE (Carryover from SAFETEA-LU)	0	16	0	14	(1)	1	11	(11)	0
HPP (Carryover from SAFETEA-LU)	0	35	0	3	0	0	3	(3)	0
KYD (Carryover from SAFETEA-LU)	0	30	0	0	0	0	0	0	0
FH	2	3	0	1	0	2	1	1	0
COMBINED TOTAL	700	1549	(367)	1169	(421)	1145	(384)	949	(367)

NOTES FOR ITEMS WITHIN FY 2017 - 2020 STIP FISCAL BALANCE SHEET

(1) THE APPORTIONMENT BALANCES USED TO BEGIN THE FISCAL CONSTRAINT CALCULATIONS AND THE APPORTIONMENT BALANCES SHOWN ARE AS OF JUNE 8, 2016.

(2) FEDERAL FUNDS FOR FY 2017, FY 2018, FY 2019, AND FY 2020 ARE BASED ON THE 2016 FAST ACT TRANSPORTATION BILL ANTICIPATED APPORTIONMENT TABLES FOR FY 2016 - FY 2020.

(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 2017 THROUGH FY 2020 FUNDING FOR APD, BRO, BRX, BRZ, IM, NH, STP, HPP, AND KYD. IN FY 2020 KYTC ANTICIPATES HAVING TO USE $40 MILLION STATE FUNDS IN ADDITION TO AVAILABLE TOLL CREDITS FOR MATCHING FUNDS FOR APD, BRO, BRX, BRZ, IM, NH, STP, HPP, AND KYD FUNDING. LOCAL MATCHING FUNDS WILL BE REQUIRED FOR CM, TAP, AND DEDICATED STP FUNDS IN THE MPO AREAS FOR FY 2017 THRU FY 2020.

(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 $274 MILLION FOR FY 2016; $367 MILLION FOR FY 2017; $421 MILLION FOR FY 2018; AND $384 MILLION FOR FY 2019, AND $367 FOR FY 2020. 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.

A-6. Revisions to the LRSTP or STIP

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

Administrative Modifications to STIP

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

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

An administrative modification is a revision that does not require:

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

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

Amendments to the STIP

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

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

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

An amendment is a revision that requires:

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

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

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

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

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

B. STIP Projects

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

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

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

In accordance with the FAST Act requirements, the KYTC mission is "to provide a safe, secure, and reliable highway system that ensures the efficient mobility of people and freight, thereby enhancing both the quality of life and economic vitality of the Commonwealth." Simply stated, the KYTC's goal is to provide "safe and reliable roads, roads that lead to jobs," and the 2016 Enacted Highway Plan and FY 2017-2020 STIP have been developed to support that goal.

B-1. Planned Highway Improvements

In developing the highway element of the FY 2017-2020 STIP, the KYTC relied heavily upon its ongoing project identification and scheduling mechanisms, particularly the long-range planning process. The KYTC projected federal and state funding levels were used in the development of the Recommended FY 2016-2022 Highway Plan submitted to the Kentucky General Assembly in January 2016. The Kentucky General Assembly by law has the right to remove, add to, or edit projects contained in the Recommended Highway Plan. The 2016 General Assembly approved Kentucky's 2016 Highway Plan (FY 2016-

2022) in April 2016. The 2016 Highway Plan is the primary basis for the federal-aid highway element of the FY 2017-2020 STIP. Included within the 2016 Highway Plan are projects shown as having HPP funding and KYD funding. These are projects that have been earmarked by Congress to be funded with special high priority (HPP) funding, or have been earmarked by Congress to receive federal discretionary (KYD) funding. Also, included within the 2016 Highway Plan are projects that are scheduled to use GARVEE bond funding as described within STIP Development; Section 5: Fiscal Constraint.

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

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

As the Highway Plan was developed, projects were selected 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 2017-2020 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 2017-2020 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 2017-2020 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 2017-2020 STIP includes several programs of projects that serve to address the safety needs on Kentucky's highways. In accordance with the FAST Act, Kentucky has developed a Strategic Highway Safety Plan (SHSP) that combines all statewide enforcement, engineering, education, and emergency response issues into a single coherent plan. The "engineering" element of the SHSP is primarily addressed through the Highway Safety Improvement Program (HSIP) which funds infrastructure-related safety improvements. The "educational" and "enforcement" elements of the SHSP are addressed in the Highway Safety Plan (HSP) which funds behavioral-related safety improvements.

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

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

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

In an effort to provide a consistent, ongoing set of performance measurements for the maintenance condition of Kentucky's state-maintained highway system, the KYTC has developed a Maintenance Rating Program (MRP). The purpose of the MRP is to assess maintenance activities as they relate to customer expectations, provide data to support needed performance improvements, ensure that the KYTC system preservation strategies are working, and to meet federal asset management requirements. Through the MRP, the KYTC has proposed some budgetary adjustments for the FY 2017-2020 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 2017-2020 STIP. The KYTC's desire is to improve overall pavement conditions and meet the public expectation that Kentucky's roads will be kept in the best possible shape.

According to the KYTC inventory data, approximately 73% of Kentucky's bridges are performing the function that they were designed to fulfill without presenting any particular problems. Of the remainder, 7% are classified as "structurally deficient" and 20% are classified as "functionally obsolete." The phrase "structurally deficient" implies that there is a structural problem that will eventually require attention. Many times, these structural problems are addressed by posting the bridge at a specific maximum loading to

prolong the life of the structure. The phrase "functionally obsolete" implies that a bridge is too narrow to accommodate the traffic it carries. While the KYTC is concerned that Kentucky's bridges are functionally wide enough, our major emphasis is on those bridges that present structural condition issues. As the KYTC works to keep Kentucky's bridges safe, the focus of the federal and state bridge replacement programs is first to repair or replace those bridges that carry relatively heavy traffic volumes and present the most severe structural problems.

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

Each of the FY 2017-2020 STIP projects, whether identified with a purpose of safety, reliability, or economic development, truly has an effect on Kentucky's future economy and congestion concerns.

B-2. Highway Safety Improvement Program (HSIP)

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

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

To be eligible for HSIP funds, all highway safety improvement projects must:
1. Address Strategic Highway Safety Plan (SHSP) priority,
2. Be identified through a data-driven process, and
3. Contribute to a reduction in fatalities and serious injuries.

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

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

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

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

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

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

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

Railway-Highway Crossings Program

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

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

Highway Safety Plan (HSP)

The purpose of the Highway Safety Plan (HSP) is to identify problem areas of the state regarding the behavioral aspects of highway safety, develop performance goals and objectives, and establish programs and projects to reduce fatalities and serious injuries on Kentucky's highways. The federal funding is a combination from FHWA and the National

Highway Traffic Safety Administration (NHTSA). The HSP is an integral part of Kentucky's overall Strategic Highway Safety Plan (SHSP) as required by the FAST Act. Emphasis areas are as follows:

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

Grants Management

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

Highway Safety Education Program

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

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

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

B-3. Intelligent Transportation System (ITS)

The KYTC has a variety of Intelligent Transportation System (ITS) programs both operational and under construction throughout Kentucky. The Cabinet has operational freeway traffic management systems in Northern Kentucky (Ohio TMC) and Metro Louisville (TRIMARC). The Cumberland Gap Tunnel (CGT) Center provides traffic management, as well as other tunnel-related services. The Cumberland Gap Tunnel Authority operates for KYTC, but is independent from the State Transportation Operations Center (TOC). The TOC in Frankfort provides support to those facilities, and 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. Obsolete DMS and cameras are being replaced within the Northern Kentucky and Elizabethtown areas, and Speed Data services are available statewide. Our ITS Architecture was updated in 2015.

The TRIMARC system has been expanded within the Louisville Metro area as part of the Ohio River Bridges project. 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, WAZE, and the Kentucky State Police ensures the highest level of information provided to the traveling public through the use of the common software.

B-4. Transportation Alternatives Program (TAP)

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

Funding for a state's Recreational Trails Program is taken off the top of the state's TAP apportionment unless the Governor opts out. 50% of a state's TAP funds are sub-allocated to urbanized areas with populations over 200,000, urban areas with populations of 5,001 to 200,000, and areas with population of 5,000 or less. The remaining 50% may be used in any area of the state. The funding sub-allocated to areas with populations over 200,000 is awarded through 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. Application cycles are typically held each year but are dependent on the availability of funds. As new project selections are made, the new projects will be incorporated into the STIP thru the STIP Administrative Modification process.

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

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

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

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

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

Transportation Enhancements (TE) (see Appendix A, Exhibit A-7)
Safe Routes to School (SRTS) (see Appendix A, Exhibit A-6)

B-5. 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 2017-2020 STIP. Since the passage of MAP-21 and under the current authorization, Fixing America's Surface Transportation Act (FAST Act), the KYTC has been cognizant of the many opportunities for combining highway and transit funding for individual projects and programs, and fully expects to take advantage of these opportunities in the future. Kentucky's MPOs are seriously studying transit options for addressing metropolitan traffic issues, and are engaged in the project prioritization efforts which truly represent a multimodal approach to overcoming urban congestion.

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

B-6. Human Service Transportation Delivery Process

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

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

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

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

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

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

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

B-7. 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 2016 and $3.5 million for FY 2017. 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 2016 current projects are identified in Appendix A, Exhibit A-10.

B-8. 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 2017-2020 scheduled state funding for the KYTC's operations and maintenance program, and Appendix B contains the MPOs Financial Plans, which includes a line-item outlining the operations and maintenance program within each MPO area.

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

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

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

In addition to the ongoing highway maintenance and traffic operations programs, the KYTC also budgets annual funding to resurface roads on the state road system. These funds are in addition to the monies funneled through the Cabinet's Rural and Municipal-aid Programs for improvements to county roads, city streets, and the state rural-secondary road system. Each of the rural and municipal-aid program components is accomplished through an ongoing dialogue with Kentucky's city and county governmental entities.

B-9. 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.

B-10. Kentucky's "Mega Projects"

As the 2016 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, the FAST Act, 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 complete. Construction began in July 2013 and is approximately 87% complete as of June 2016. The substantial completion date of the Downtown Crossing is December 9, 2016.

The 2016 General Assembly approved through 2017 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 follows 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 Pennyrile Parkway, then the Pennyrile 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.

As of June 2016, the KYTC has 95 miles under shield as I-69. This includes 17 miles of common route with I-24 from Calvert City to the interchange with the former Western Kentucky Parkway, 38 miles along the former Western Kentucky Parkway to the Pennyrile Parkway, and 40 miles of the former Pennyrile Parkway. Improvements are currently underway to reconstruct the Purchase Parkway/I-24 interchange in Calvert City and the Purchase Parkway/US 45 interchange in Mayfield. Once completed the Purchase Parkway from mile point 25 to I-24 will be re-signed as I-69. This work is anticipated to be finished in 2018. The KYTC estimates that it will cost a total of $252 million to complete the I-69 corridor through Kentucky. This includes the connection with Tennessee but not the connection to Indiana. The KYTC has invested $164 million on the improvements completed or currently under construction.

At Henderson, the new route and its new Ohio River Bridge will likely cost an estimated $1 billion or more to complete. The KYTC is working with INDOT to initiate preliminary engineering and environmental work 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 has 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 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. The 2016 Highway Plan identified funding to begin the conversion work necessary to upgrade the Natcher Parkway to interstate standards between Bowling Green and Owensboro.

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 October 2015 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 $512 million. The projected $512 million total cost is less that the $583 million as outlined in the FHWA's October 2011 "Cost Estimate Review Report" for the US 68/KY 80 Corridor from Aurora, Kentucky to Cadiz, Kentucky project. In October 2015, the expenditures to-date for all segments of the US 68/KY 80 Corridor from Aurora, Kentucky to Cadiz, Kentucky project was approximately $247 million, thus, leaving approximately $265 million future remaining project expenditures.

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 2015, the project is 92 percent complete. Also, the KYTC has awarded a project for the construction of the Lake Barkley Bridge. The project was awarded February 6, 2015 for approximately $128 million. Work began on the project March 26, 2015 and as of June 2016 the project is 51% complete. In addition, KYTC let to construction the reconstruction of US 68/KY 80 from the Lake Barkley Bridge to the Cadiz Bypass at Cadiz, Kentucky. The project was awarded December 4, 2015 and work began February 8, 2016. The project is approximately 3% complete.

APPENDIX A

EXHIBITS A-1 THROUGH A-11

EXHIBIT A – 1

STATE CERTIFICATION LETTERS

Matthew G. Bevin
Governor

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

Greg Thomas
Secretary

May 24, 2016

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

Dear Governor Bevin:

Subject: Delegation of Transportation Planning Approvals

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

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

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

Sincerely,

Greg Thomas
Secretary
Kentucky Transportation Cabinet

Enclosure

GT/TWW/NH

Kentucky UNBRIDLED SPIRIT

An Equal Opportunity Employer M/F/D

COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

MATTHEW G. BEVIN
GOVERNOR

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

May 24, 2016

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

RE: Delegation of Transportation Planning Approvals

Dear Secretary Thomas:

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

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

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

Sincerely,

Matthew G. Bevin
Governor

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.

Greg Thomas
Secretary of Transportation

6/16/16
Date

Matthew G. Bevin
Governor

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

Greg Thomas
Secretary

June 14, 2016

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

Dear Mr. Nelson:

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

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

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency.

(b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification.

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (federal, state, or local) terminated for cause or default.

Sincerely,

Greg Thomas
Secretary

GT:RBR:SLC

c: Patty Dunaway, State Highway Engineer
Ron Rigney, Director, Program Management

Kentucky
UNBRIDLED SPIRIT

An Equal Opportunity Employer M/F/D

Matthew G. Bevin
Governor

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

Greg Thomas
Secretary

June 14, 2016

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

Dear Mr. Nelson:

Subject: Certification for Grants, Loans, and Cooperative Agreements

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

(1) No federal appropriated funds have been paid or will be paid, by or on behalf of the Kentucky Transportation Cabinet, to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this federal contract grant, loan, or cooperative agreement, the Kentucky Transportation Cabinet will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The Kentucky Transportation Cabinet has required that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceed $100,000 and that all such subrecipients shall certify and disclose accordingly.

Sincerely,

Greg Thomas
Secretary

GT:RBR:SLC

c: Patty Dunaway, State Highway Engineer
Ron Rigney, Director, Program Management

U.S. Department of Transportation
Federal Highway Administration

Kentucky Division

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

June 8, 2016

In Reply Refer To:
HPD-KY

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

Dear Mr. Moore:

The Kentucky Division of the Federal Highway Administration, in consultation with Region 4 of the Federal Transit Administration, has reviewed the following document and found the proposed activities eligible for federal planning funds under 23 U.S.C. 134, 135, 505 or 49 U.S.C. 5303-5305, 5313(b) and the provisions of 49 CFR §18, 23 CFR § 420 and 23 CFR§ 450.

Planning Work Program
SP 0017 (001)
(2017 SPR Work Program - Subpart A)

The work program should be administered in accordance with the provisions of 49 CFR§ 18 and 23 CFR § 420. **The effective time period for funding is from June 16, 2016 – June 15, 2017.** Authorization of this work is subject to the availability of funds.

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

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

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

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

The Single Audit Act of 1984, subsequent amendments, and corresponding regulations, required an annual audit require that an independent audit be completed of any non-federal entity expending $500,000 or more in Federal funds from all sources in a fiscal year. (2 CFR § 200, OMB Circular A-133 Part 4).

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

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

Sincerely yours,

Bernadette Dupont

Bernadette Dupont
Transportation Specialist

cc: Ron Rigney, KYTC – Program Management

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

Kentucky Division

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

June 6, 2016

In Reply Refer To:
HPD-KY

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

Dear Mr. Moore:

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

2017 Bowling Green-Warren County MPO UPWP	(Policy Committee Approval 4/11/16)
2017 Cincinnati Area MPO	(Board of Directors Approval 4/14/16)
2017-2018 Evansville MPO	(Policy Committee Endorsement 4/07/16)
2017 KYOVA MPO UPWP	(Policy Board Endorsement 2/26/16)
2017 Lexington Area MPO UPWP	(Policy Committee Adopted 4/27/16)
2017 Louisville/Jefferson County MPO UPWP	(Policy Committee Approval 4/28/16)
2017 Owensboro-Daviess County MPO UPWP	(Policy Committee Approval 4/26/16)
2017 Radcliff/Elizabethtown MPO UPWP	(Policy Committee Approval 4/14/16)

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 UPWP when received.

2016-2017 Clarksville Area MPO UPWP
(Policy Board Approval 07/16/15, anticipated amendment date 07/21/16)

Sincerely,

Bernadette Dupont

Bernadette Dupont
Transportation Specialist

cc: Abigail Rivera, FTA-R4
Ron Rigney, KYTC – Program Management
Vickie Bourne, KYTC – Transportation Delivery
Ben Peterson – BWG
Mark Policinski – CIN
David Ripple – CLK
Seyed Shokouhzadeh – EVN
Michelle Craig – KYO
Jim Duncan – LEX
Jack Couch – LOU
Jiten Shah – OWN
Wendell Lawrence - REZ

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

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

Bowling Green-Warren County MPO	Kentucky Transportation Cabinet
Karissa Lemeon	
Signature	Signature
MPO Coordinator	Executive Director
Title	Title
9/14/15	9-14-15
Date	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 and 135, 49 USC 5303-5304, and 23 CFR Part 450;
2. Section 174 and 176 (c) and (d) of the Clean Air Act (if applicable), and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964 and the Title VI assurance, 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 FAST Act (P.L. 114-357) and 49 CFR Part 26 regarding involvement of disadvantaged business enterprises in US DOT funded planning projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. Americans with Disabilities Act and US DOT regulations governing transportation for people with disabilities (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. Older Americans Act, as amended, prohibiting the discrimination on the basis of age in program and activities receiving Federal financial assistance;
9. Section 324 of title 23 USC regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27 regarding discrimination against individuals with disabilities; and

11. All other applicable provisions of Federal law (e.g., while no longer specifically noted in a self-certification, prohibition of use of federal funds for "lobbying" still applies and should be covered in all grant agreement documents - see 23 CFR 630.112).

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 14, 2016 certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all the applicable federal requirements.

KEVIN J. LYNCH, PRESIDENT

4/14/16
rwk

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.

Carolyn P. Bowers

Mayor Carolyn Bowers, Chairman
Clarksville Urbanized Area MPO

10-14-13
Date

Steve Ross, P.E.
Kentucky Transportation Cabinet

10-10-13
Date

MPO PLANNING PROCESS CERTIFICATION

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 23 CFR part 450.300;

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 February 2013, the United States Department of Transportation conducted an on-site certification review of the Evansville MPO urban transportation planning process. The USDOT issued a subsequent finding that the Evansville MPO was fully certified as meeting all pertinent requirements.

Evansville Metropolitan Planning Organization	Kentucky Transportation Cabinet
Seyed Shokouhzadeh – Executive Director	Kevin McClearn – Chief District Engineer
3/31/15	4-2-15
Date	Date

Resolution # 2015-028

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

Robert Pasley
Chairman

2/27/15
Date

West Virginia Department of Transportation

Robert J. Sorrington
Signature

Deputy State Highway Eng
Title

8/23/15
Date

Kentucky Transportation Cabinet

Signature

Transportation Engr. Sp.
Title

5/11/15
Date

Ohio Department of Transportation

Signature

DDD
Title

6-2-15
Date

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 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.

Kentuckiana Regional Planning & Development Agency	**Kentucky Transportation Cabinet**
Name	Name
Chairman, TPC	Chief District Engineer, District 5
Title	Title
6/26/14	6-26-14
Date	Date

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

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

Honorable Al Mattingly, Chairman
Owensboro – Daviess County MPO

OCTOBER 7, 2014
Date

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

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

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

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 KENTUCKY TRANSPORTATION CABINET PUBLIC INVOLVEMENT PROCESS

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

2016

Table of Contents

1. INTRODUCTION 1

2. INTERESTED PARTIES 6

3. PUBLIC INVOLVEMENT PROCESS 8

3.1 AREA DEVELOPMENT DISTRICT PUBLIC INVOLVEMENT PROCESS 8

3.2 METROPOLITAN PLANNING ORGANIZATION PUBLIC INVOLVEMENT PROCESS 10

3.3 KENTUCKY TRANSPORTATION CABINET PUBLIC INVOLVEMENT PROCESS 12

3.3.1 KYTC Interested Parties, Public Involvement and Consultation Process Documents 13

3.3.1-1 New LRSTP and/or STIP 13

3.3.1-1.1 For the LRSTP, the following apply: 20

3.3.1-1.2 For the STIP, the following apply: 21

3.3.1-2 Revisions to the LRSTP and/or STIP 21

3.3.1-2.1 Administrative Modifications to STIP 23

3.3.1-2.2 Amendments to the STIP 23

4. CONSULTATION PROCESS 28

4.1 DETERMINATION OF CONSULTATION EFFECTIVENESS 30

5. PUBLIC INVOLVEMENT DURING THE PROJECT LIFE CYCLE 30

5.1 PROJECT DEVELOPMENT 33

5.1.1 Corridor or Area Transportation Planning Studies 35

5.1.2 Design, Right-of-Way Acquisition and Utility Relocation 35

5.2 PROJECT DELIVERY AND PRESERVATION 37
5.2.1 Construction 37
5.2.2 Operations and Maintenance 38
5.3 EVALUATING THE PUBLIC INVOLVEMENT PROCESS FOR THE PROJECT LIFE CYCLE 38
6. CONTACT INFORMATION 39
APPENDIX A 41

List of Figures

1. INTRODUCTION 1
Figure 1.0-1 – KYTC Transportation Project Life Cycle 2
Figure 1.0-2 – Public Involvement with STIP, LRSTP and Consultation Process 3
Figure 1.0-3 – Public Involvement Objectives 5
2. INTERESTED PARTIES 6
Figure 2.0-1 – Public Involvement Sources 7
3. PUBLIC INVOLVEMENT PROCESS 8
3.1 AREA DEVELOPMENT DISTRICT PUBLIC INVOLVEMENT PROCESS 8
Figure 3.1-1 – Kentucky Area Development District Offices and Boundary Map 9
3.2 METROPOLITAN PLANNING ORGANIZATION PUBLIC INVOLVEMENT PROCESS 10
Figure 3.2-1 – Kentucky Metropolitan Planning Organization Offices and Boundary Map 11
3.3 KENTUCKY TRANSPORTATION CABINET PUBLIC INVOLVEMENT PROCESS 12
Figure 3.3-1 – What is the LRSTP 14
Figure 3.3-2 – The LRSTP Connection 14

Figure 3.3-3 – What is the STIP 15
Figure 3.3-4 – The STIP Connection 16
Figure 3.3-5 – The STIP Process and Public Involvement 18
Figure 3.3-6 – The LRSTP Process and Public Involvement 19
Figure 3.3-7 – STIP Revision Types 22
Figure 3.3-8 – Differences between STIP Revision Types 24
Figure 3.3-9 – Requirements between STIP Revision Types 25
Figure 3.3-10 – STIP Public Involvement Process for Different Revision Types 27
4. CONSULTATION PROCESS 28
Figure 4.0-1 – Public Involvement in the Consultation Process 29
4.1 DETERMINATION OF CONSULTATION EFFECTIVENESS 30
5. PUBLIC INVOLVEMENT DURING THE PROJECT LIFE CYCLE 30
Figure 5.0-1 – Transportation Phases of Project Life Cycle 31
Figure 5.0-2 – KYTC Project Development and Delivery Process 32
5.1 PROJECT DEVELOPMENT 33
Figure 5.1-1 – Kentucky Highway District Offices and Boundary Map 34
5.2 PROJECT DELIVERY AND PRESERVATION 37
5.3 EVALUATING THE PUBLIC INVOLVEMENT PROCESS FOR THE PROJECT LIFE CYCLE 38
6. CONTACT INFORMATION 39

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

1. INTRODUCTION

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

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

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

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

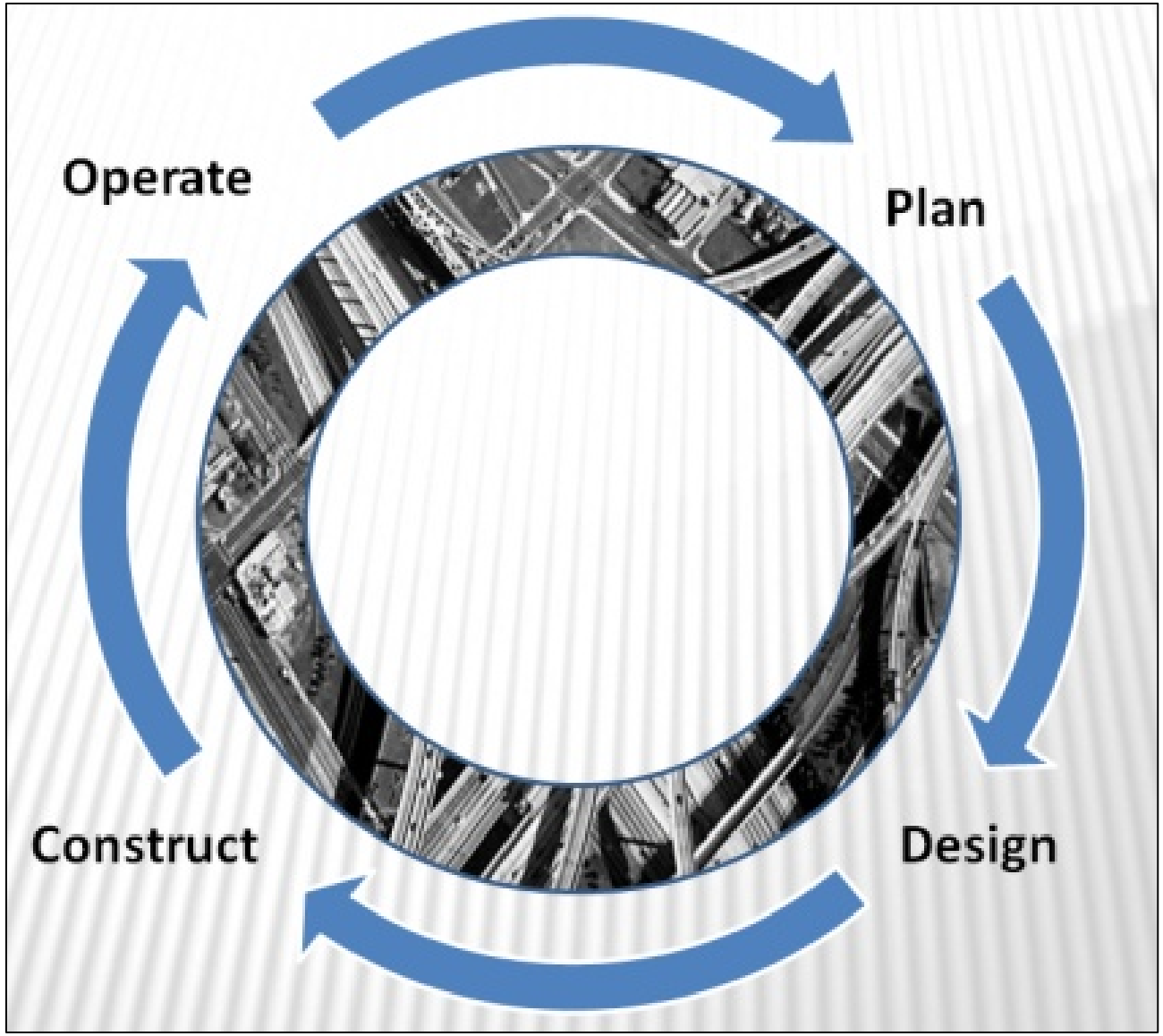


Figure 1.0-1 - KYTC Transportation Project Life Cycle

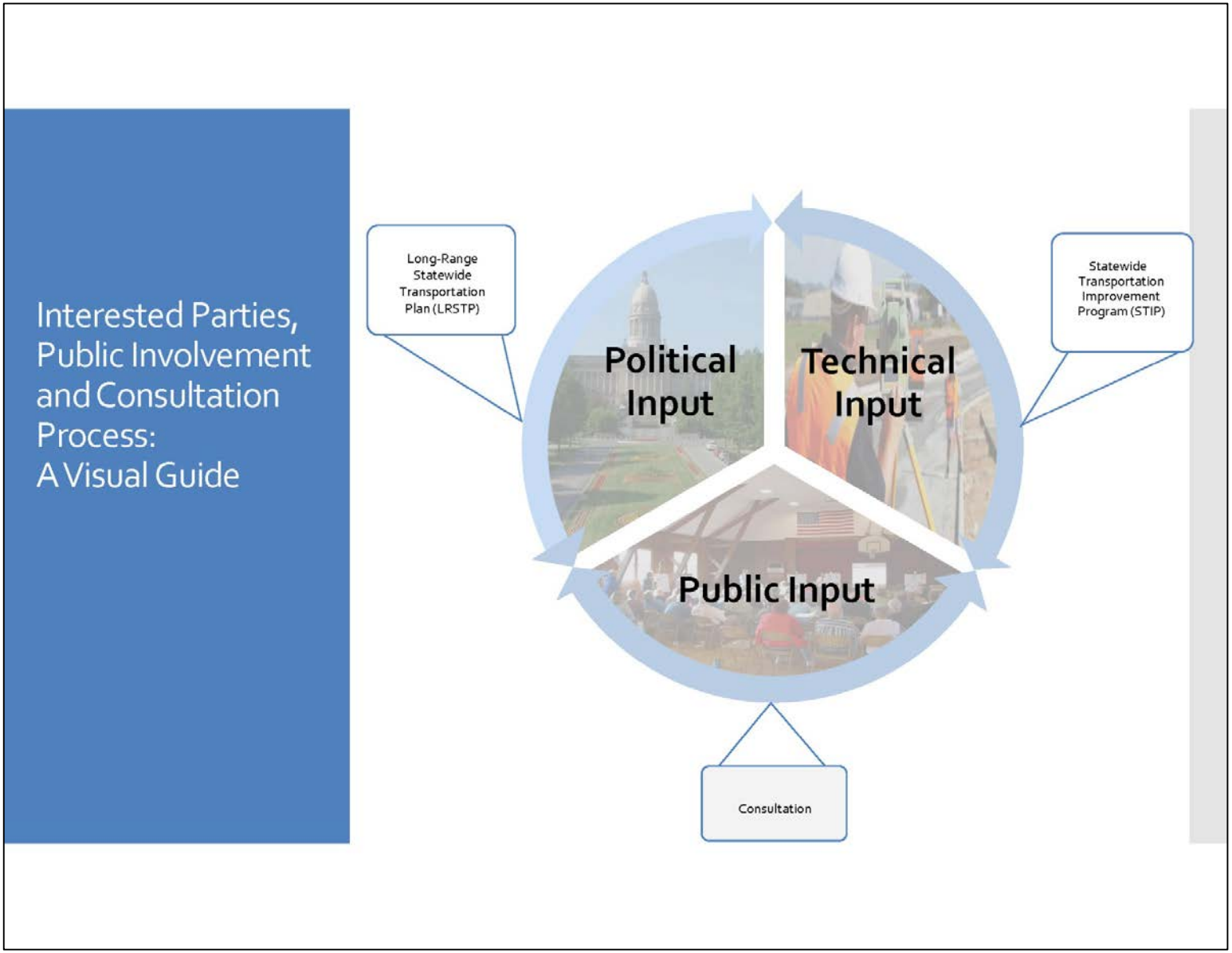


Figure 1.0-2 – Public Involvement with STIP, LRSTP and Consultation Process

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

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

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

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

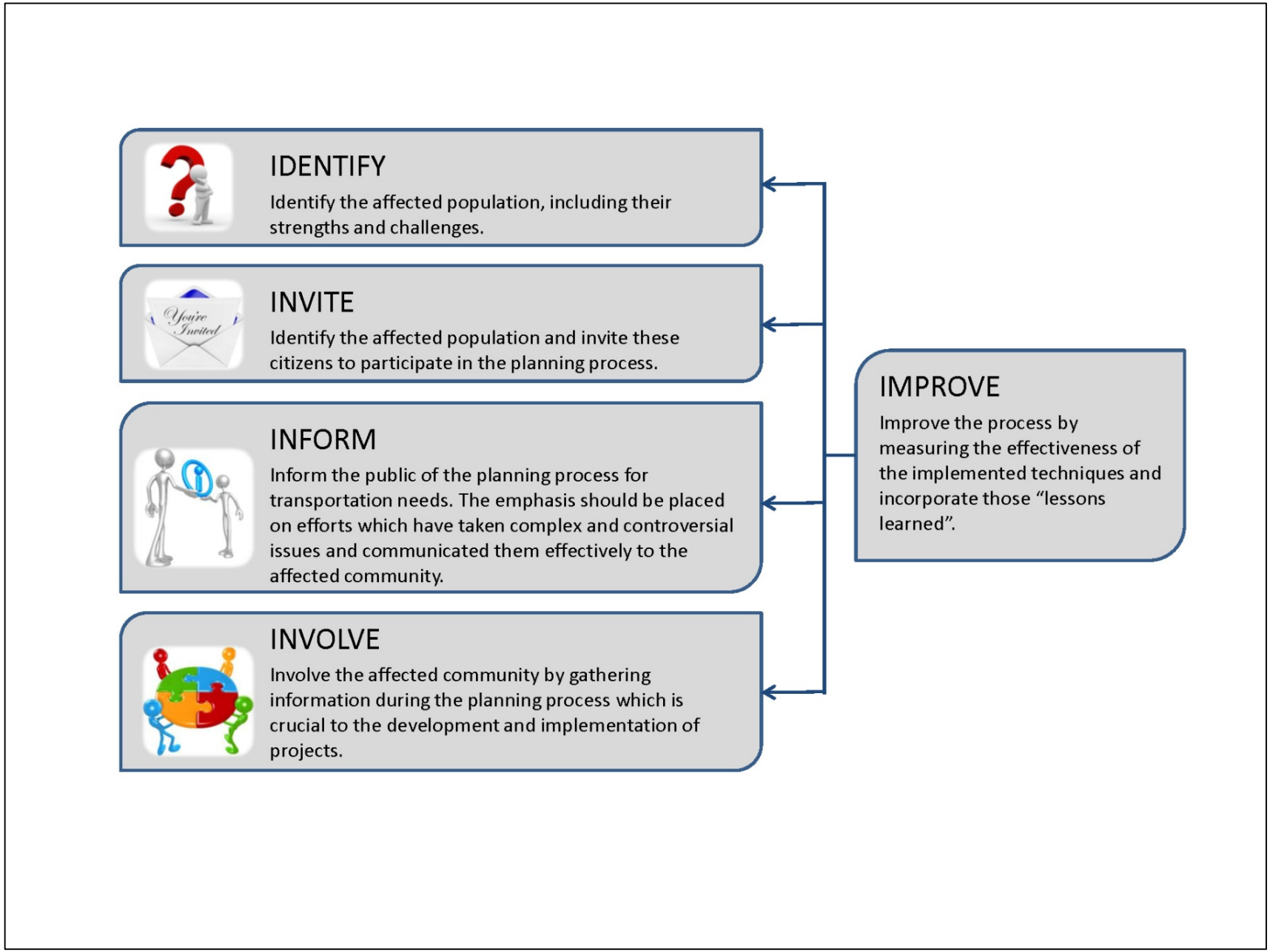


Figure 1.0-3 – Public Involvement Objectives

2. INTERESTED PARTIES

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

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

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

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

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

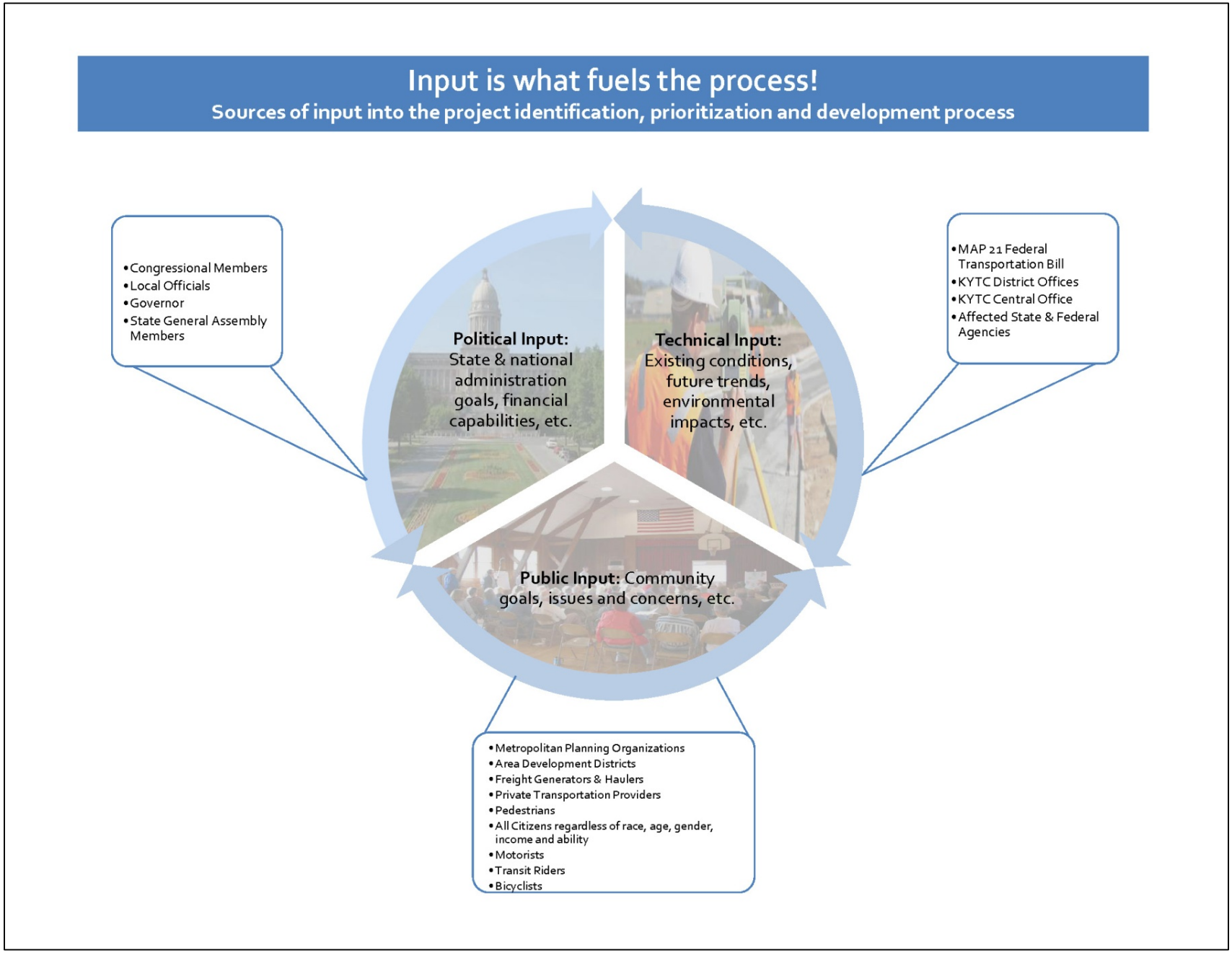


Figure 2.0-1 – Public Involvement Sources

3. PUBLIC INVOLVEMENT PROCESS

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

3.1 AREA DEVELOPMENT DISTRICT PUBLIC INVOLVEMENT PROCESS

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

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

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

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

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

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

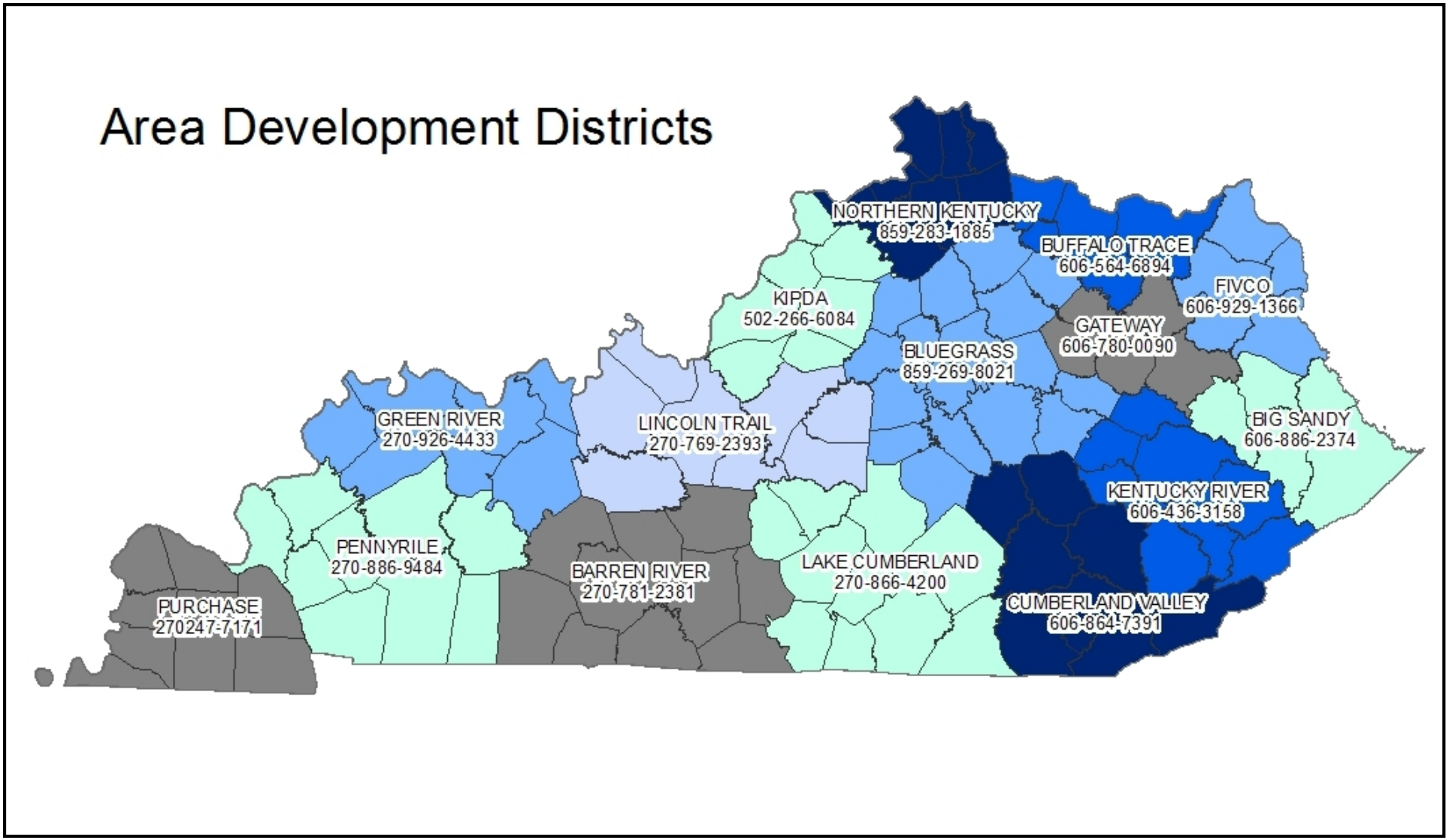


Figure 3.1-1 – Kentucky Area Development District Offices and Boundary Map

3.2 METROPOLITAN PLANNING ORGANIZATION PUBLIC INVOLVEMENT PROCESS

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

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

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

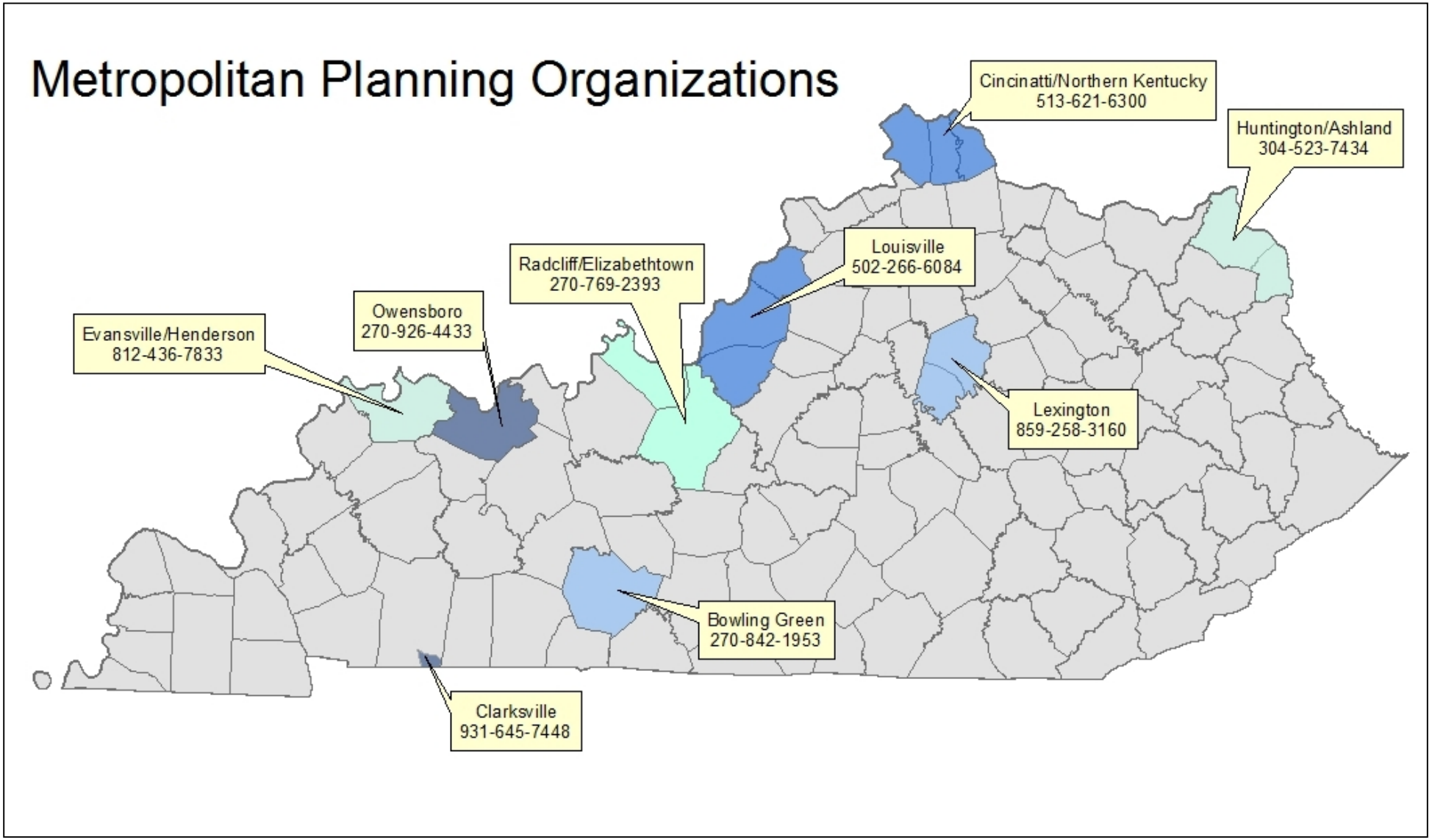


Figure 3.2-1 – Kentucky Metropolitan Planning Organization Offices and Boundary Map

3.3 KENTUCKY TRANSPORTATION CABINET PUBLIC INVOLVEMENT PROCESS

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

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

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

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

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

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

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

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

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

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

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

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

3.3.1 KYTC Interested Parties, Public Involvement and Consultation Process Documents

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

3.3.1-1 New LRSTP and/or STIP

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

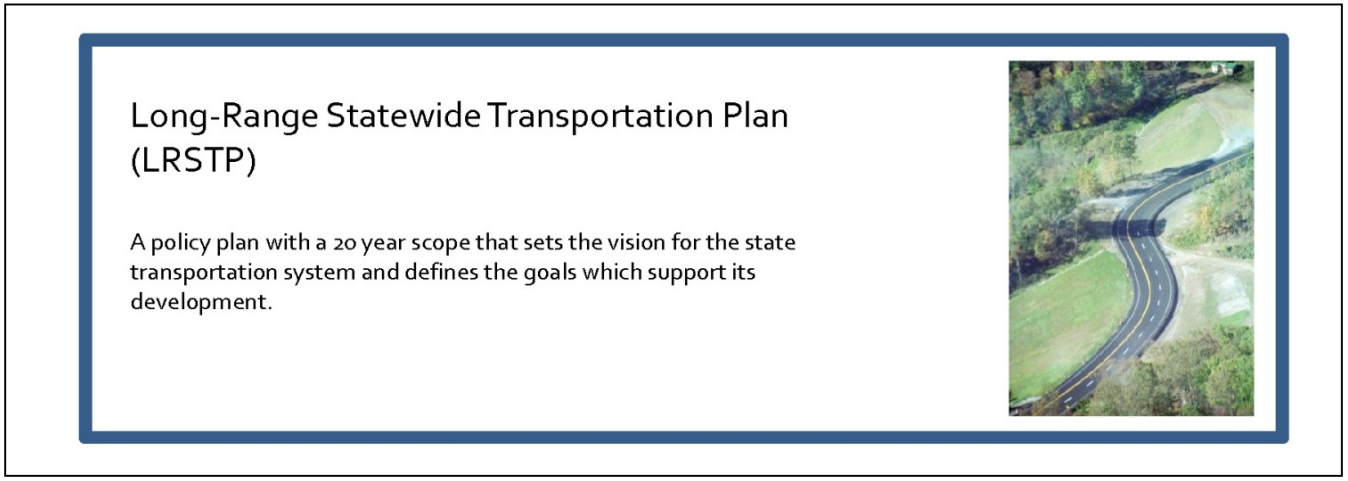


Figure 3.3-1 – What is the LRSTP

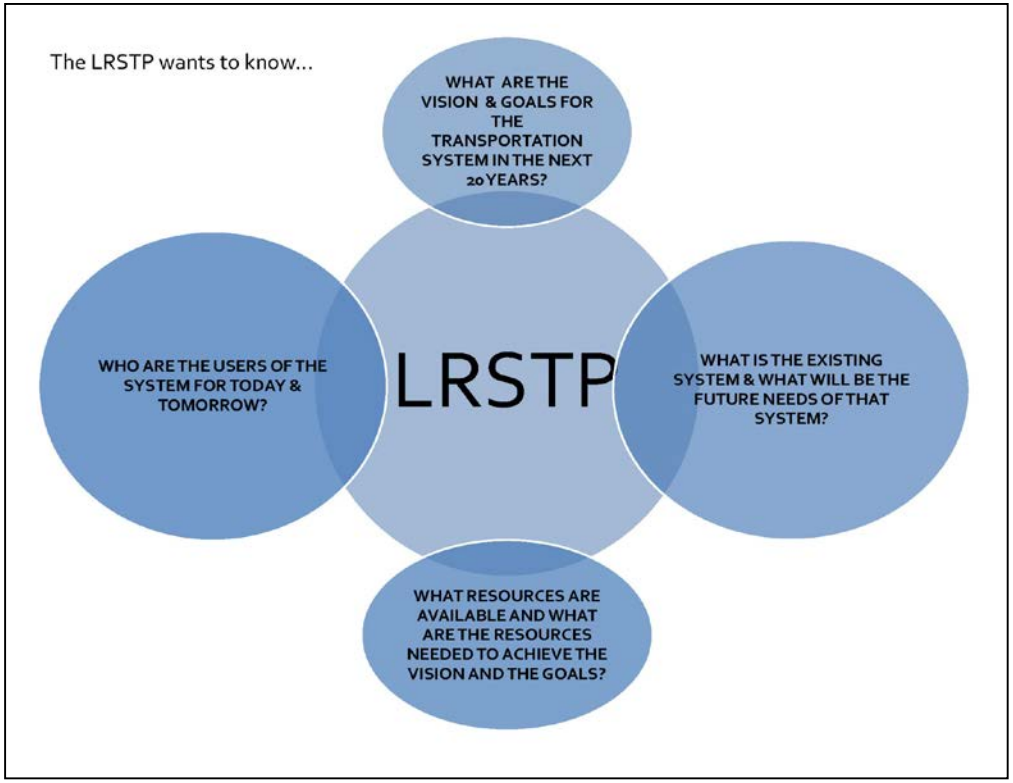
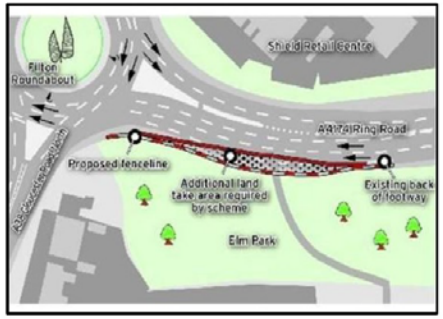


Figure 3.3-2 – The LRSTP Connection

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

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

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



Statewide Transportation Improvement Program (STIP)

A document with a 4 year scope which is the implementation of the LRSTP and includes a list of projects which are funded and scheduled from the State Highway Plan (Six Year Plan).

Figure 3.3-3 – What is the STIP

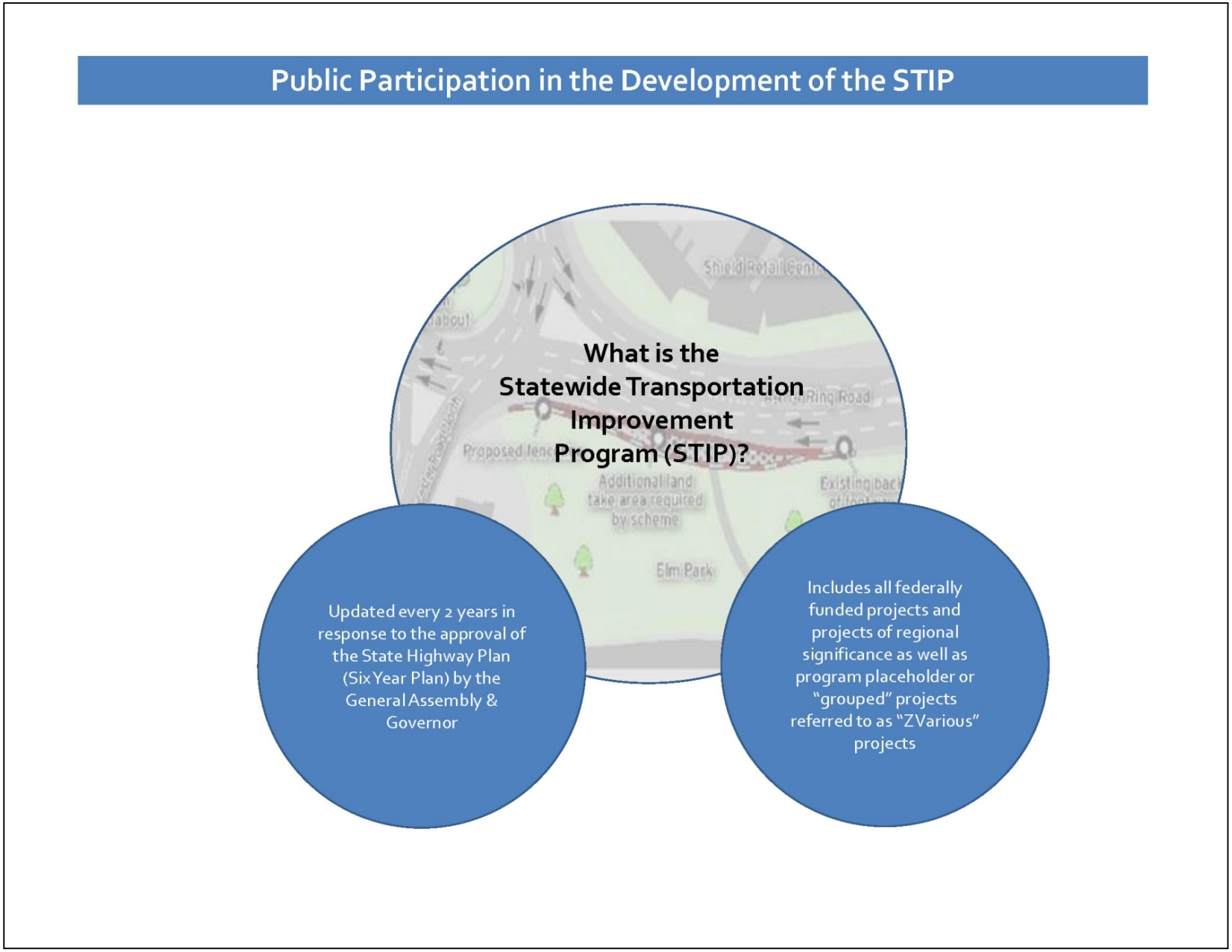


Figure 3.3-4 – The STIP Connection

Upon completion of the approved Highway Plan, the final stages of preparing the new STIP begins. Around the first of May in even-number years, the process to prepare the Draft STIP begins in which projects from the approved Highway Plan are incorporated into the document. Once the entire process of having the 30-day public review and comment period, as well as the review and approval of the Draft STIP 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. This STIP outreach effort is displayed visually on the following page in **Figure 3.3-5**.

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

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

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

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

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

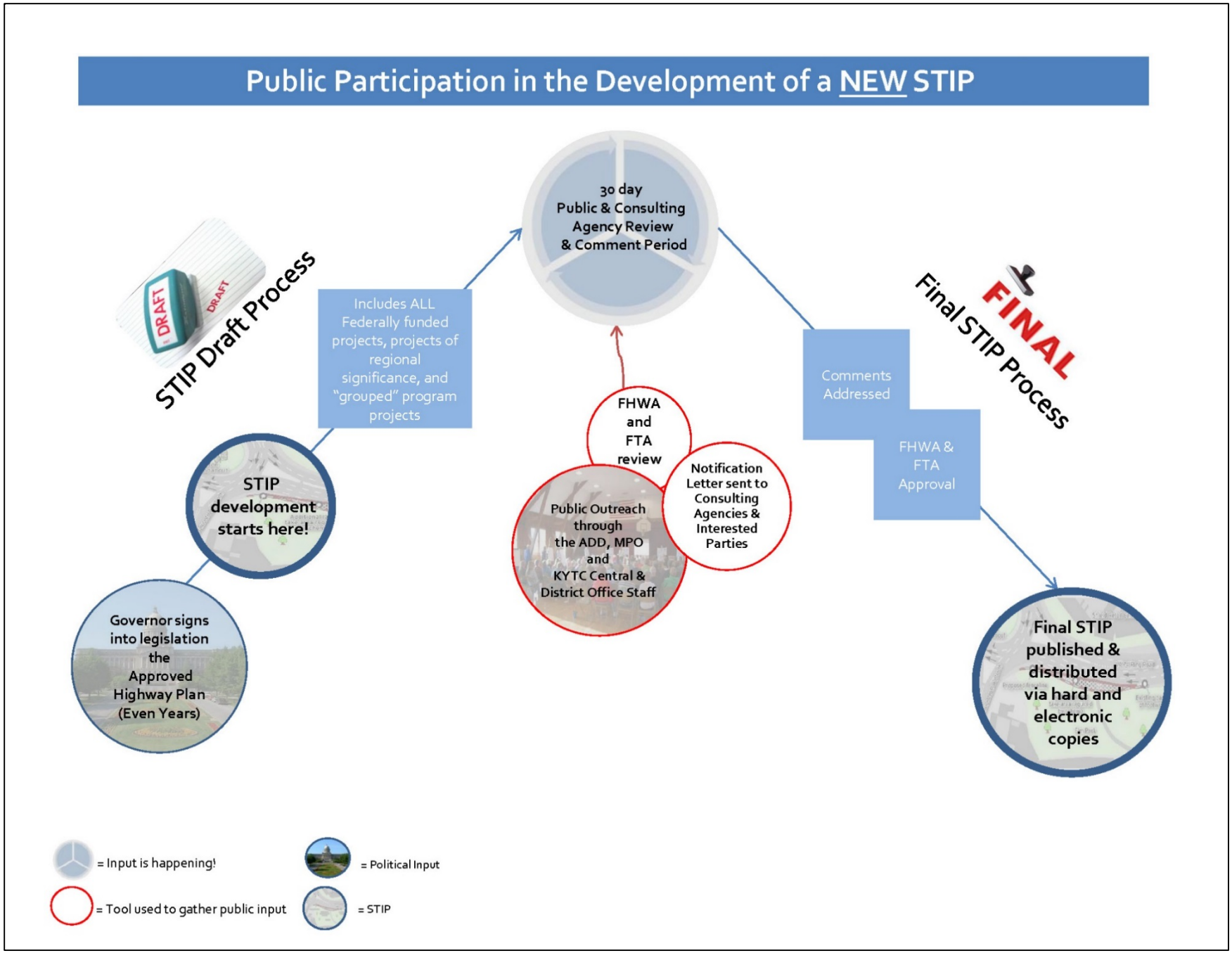


Figure 3.3-5 – The STIP Process and Public Involvement

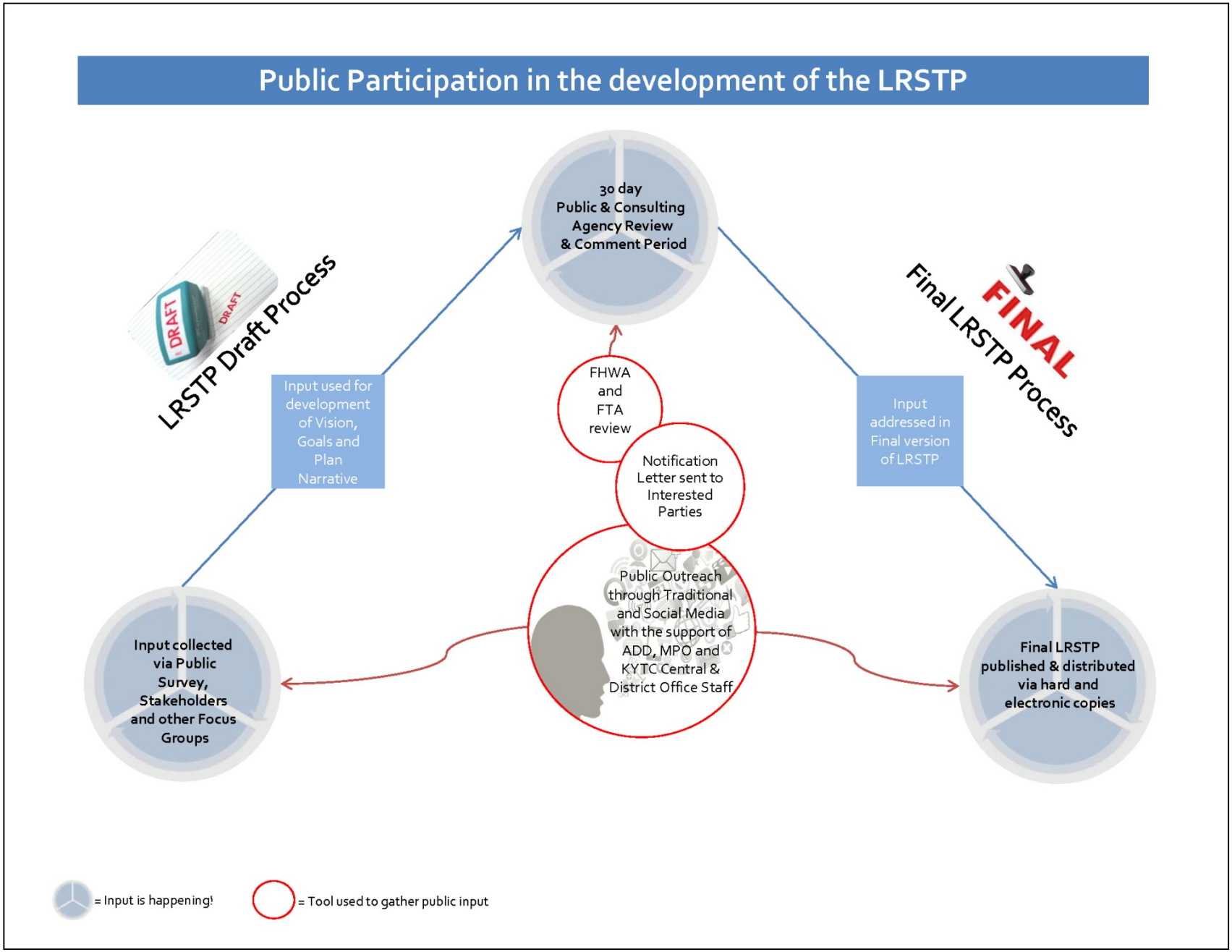


Figure 3.3-6 – The LRSTP Process and Public Involvement

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

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

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

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

3.3.1-1.1 For the LRSTP, the following apply:

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

3.3.1-1.2 For the STIP, the following apply:

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

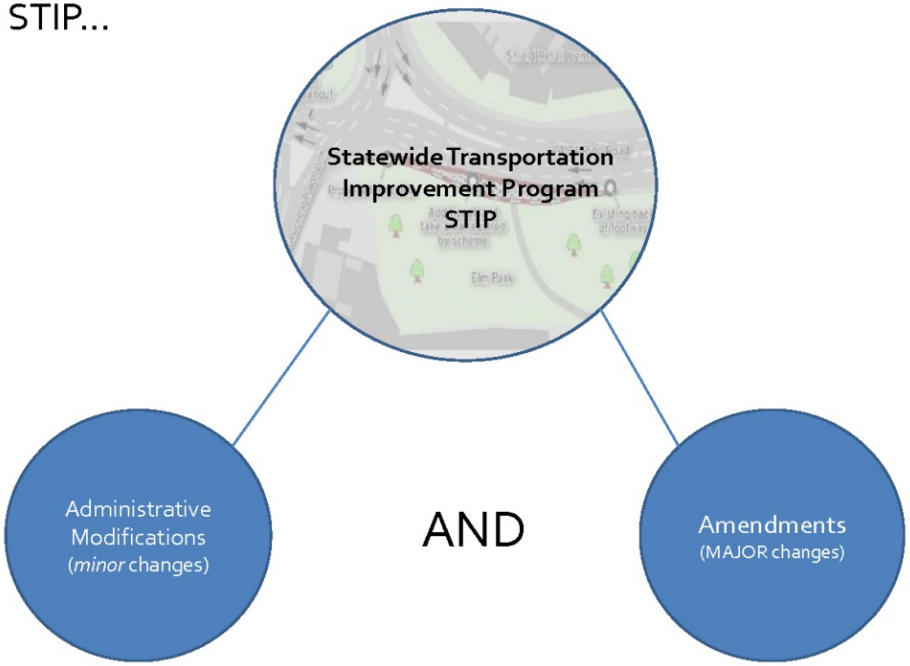
3.3.1-2 Revisions to the LRSTP and/or STIP

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

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

Public Participation in *Revisions* to the STIP

There are two types of revisions to the STIP…



How are the types different?

Figure 3.3-7 – STIP Revision Types

3.3.1-2.1 Administrative Modifications to STIP

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

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

An administrative modification is a revision that does not require:

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

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

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

3.3.1-2.2 Amendments to the STIP

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

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

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

Public Participation in *Revisions* to the STIP

The difference is…

Administrative Modifications

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

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

VS.

Amendments

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

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

Figure 3.3-8 – Differences between STIP Revision Types

Public Participation in *Revisions* to the STIP

The difference in requirements…

Administrative Modifications

DO NOT require…

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

VS.

Amendments

DO require…

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

Figure 3.3-9 – Requirements between STIP Revision Types

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

An amendment is a revision that requires:

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

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

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

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

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

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

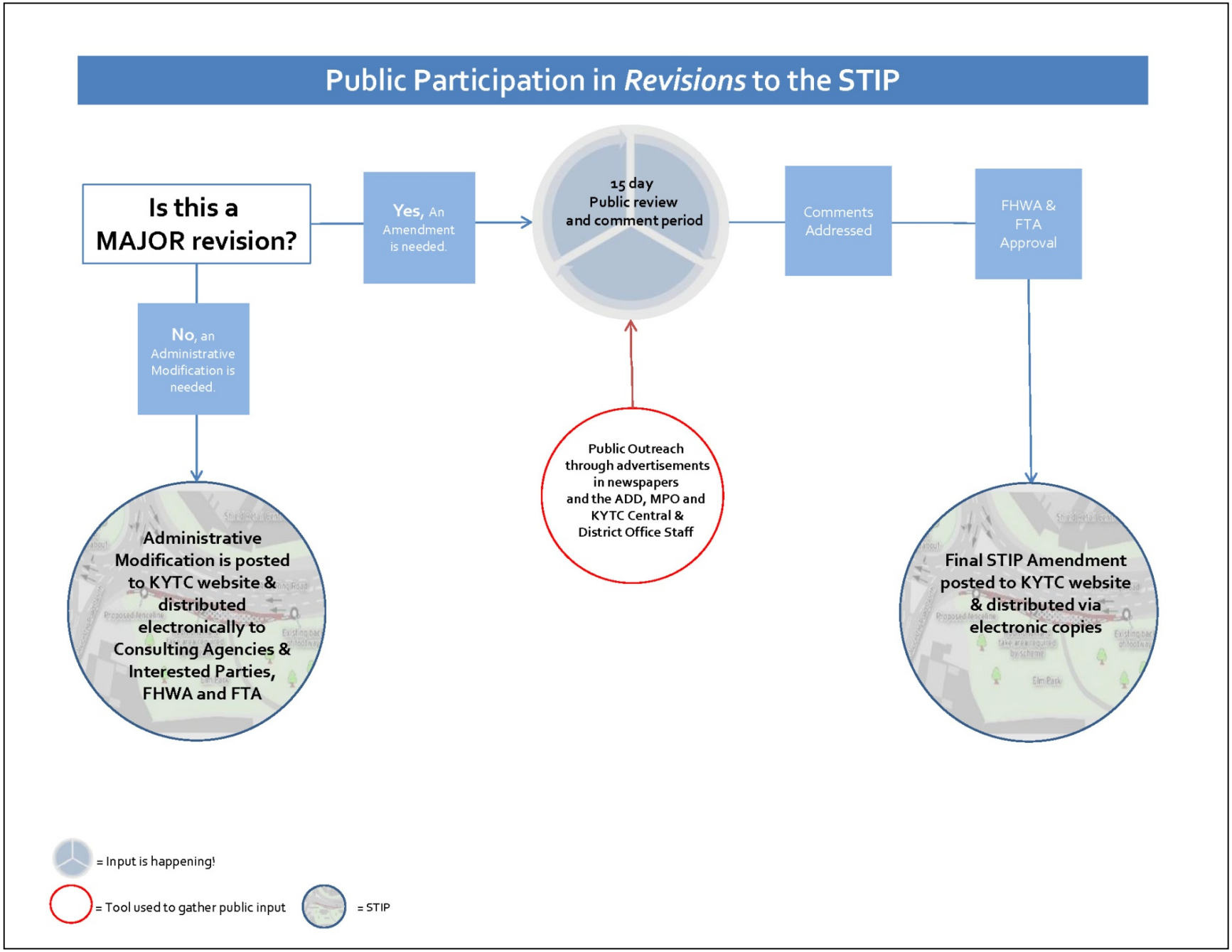


Figure 3.3-10 – STIP Public Involvement Process for Different Revision Types

4. CONSULTATION PROCESS

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

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

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

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

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

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

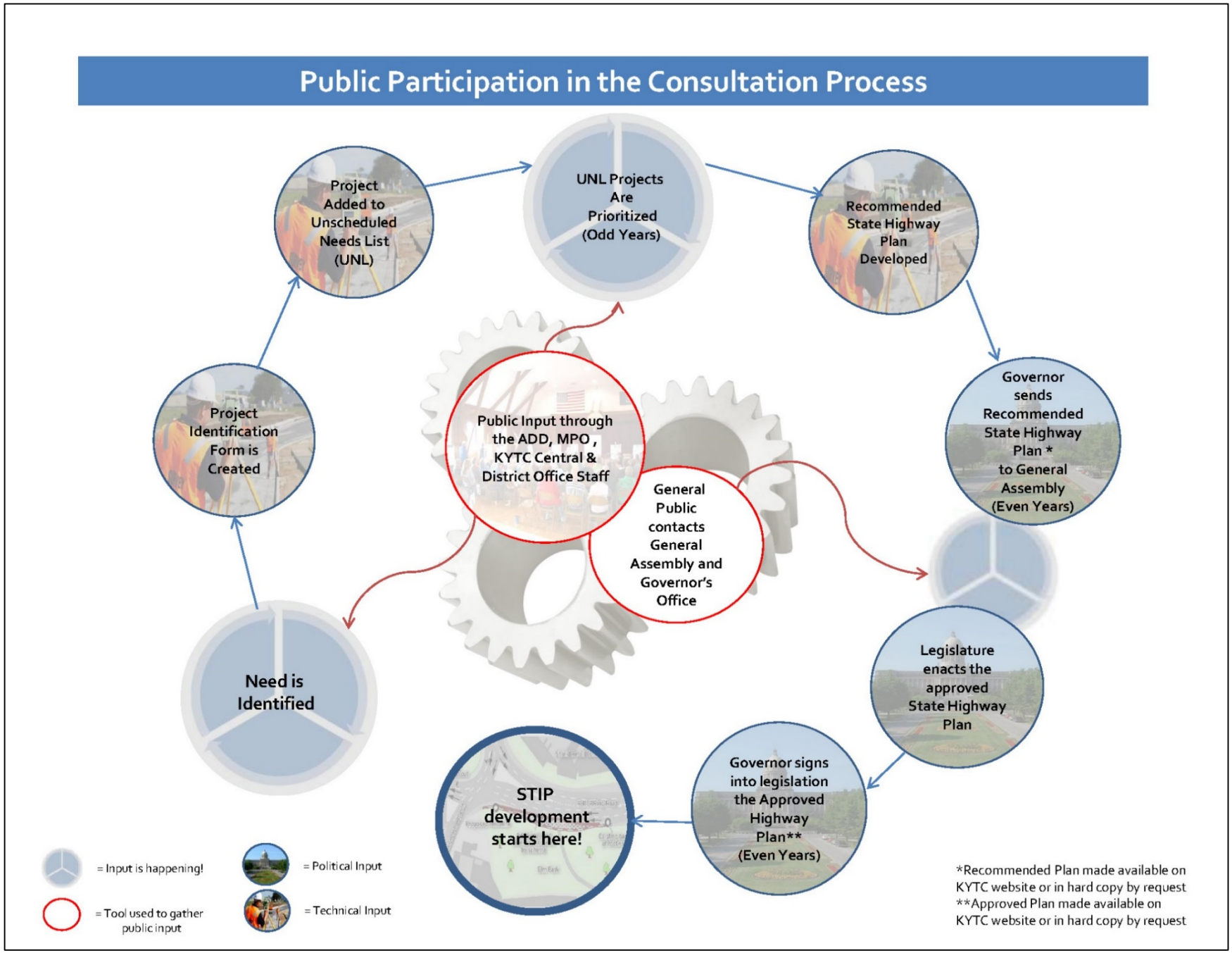


Figure 4.0-1 – Public Involvement in the Consultation Process

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

4.1 DETERMINATION OF CONSULTATION EFFECTIVENESS

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

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

5. PUBLIC INVOLVEMENT DURING THE PROJECT LIFE CYCLE

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

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

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

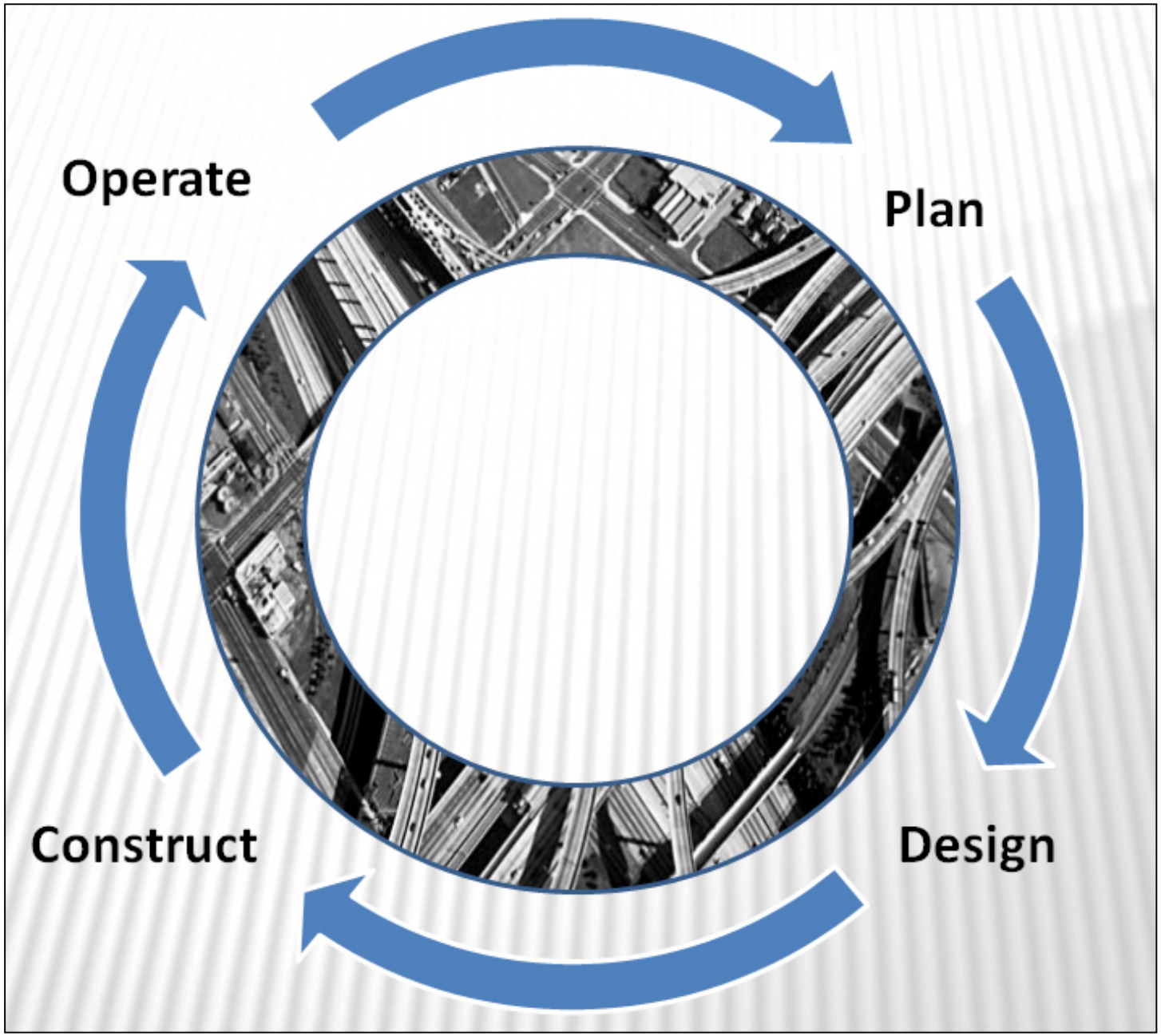


Figure 5.0-1 - Transportation Phases of Project Life Cycle

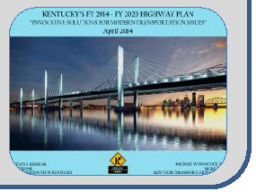
How We Build Roads

Step 1: Long-Range Planning

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

Step 2: State Highway Plan

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



Step 3: Project Planning

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

Duration: 1 – 2 Years

Step 4: Preliminary Design & Environmental Analysis

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

Duration: 1 – 2 Years

Step 5: Final Design

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

Duration: 1 – 2 Years

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

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

Duration: 1 Year

Step 7: Utility Relocation

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

Duration: 1 Year

Step 8: Construction

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

Duration: 1 – 2 Year

Step 9: Maintenance

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

Duration: The Life of the Road

Figure 5.0-2 – KYTC Project Development and Delivery Process

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

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

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

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

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

5.1 PROJECT DEVELOPMENT

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

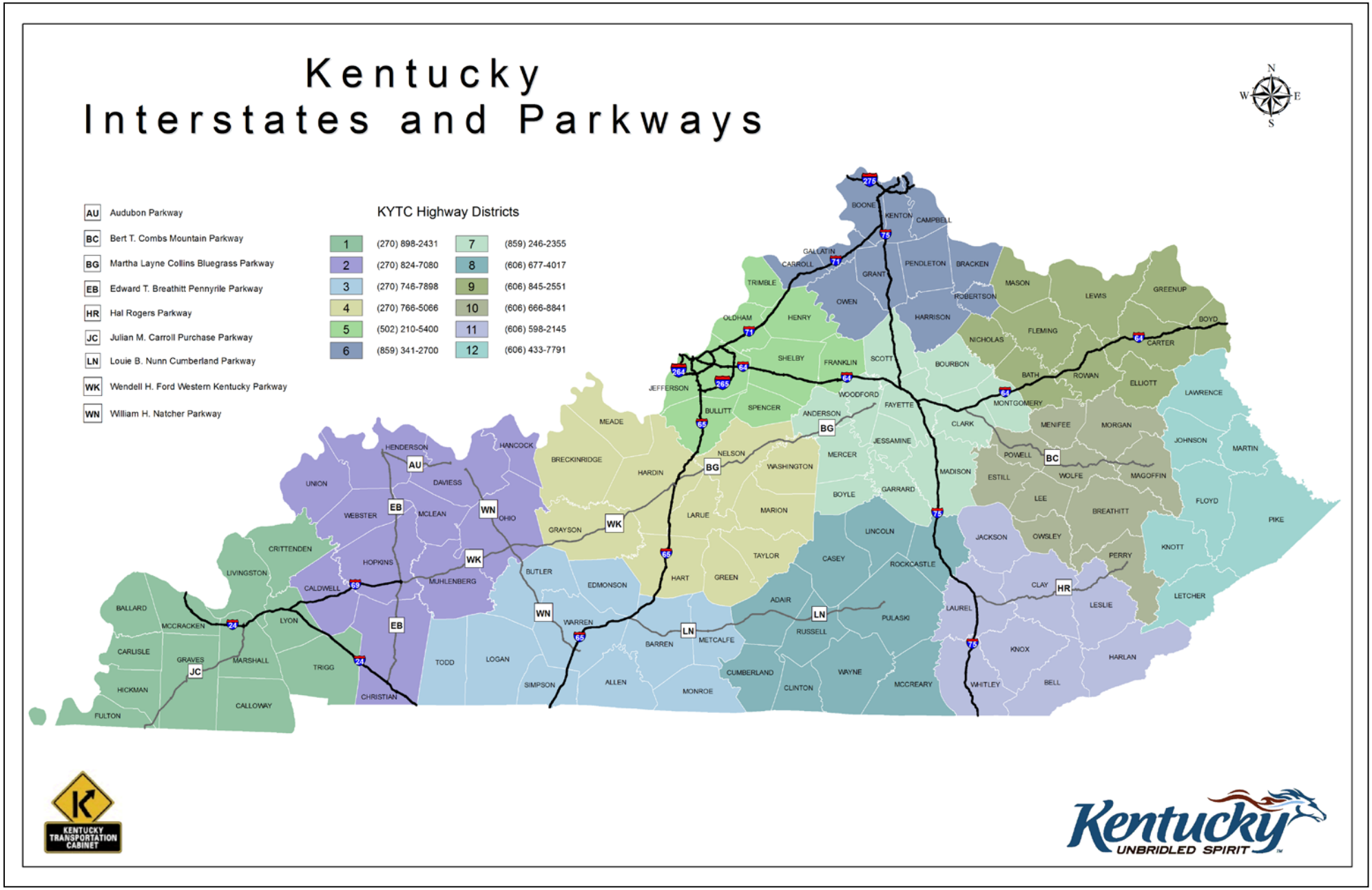


Figure 5.1-1 – Kentucky Highway District Offices and Boundary Map

5.1.1 Corridor or Area Transportation Planning Studies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5.2 PROJECT DELIVERY AND PRESERVATION

5.2.1 Construction

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

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

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

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

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

5.2.2 Operations and Maintenance

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

5.3 EVALUATING THE PUBLIC INVOLVEMENT PROCESS FOR THE PROJECT LIFE CYCLE

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

6. CONTACT INFORMATION

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

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

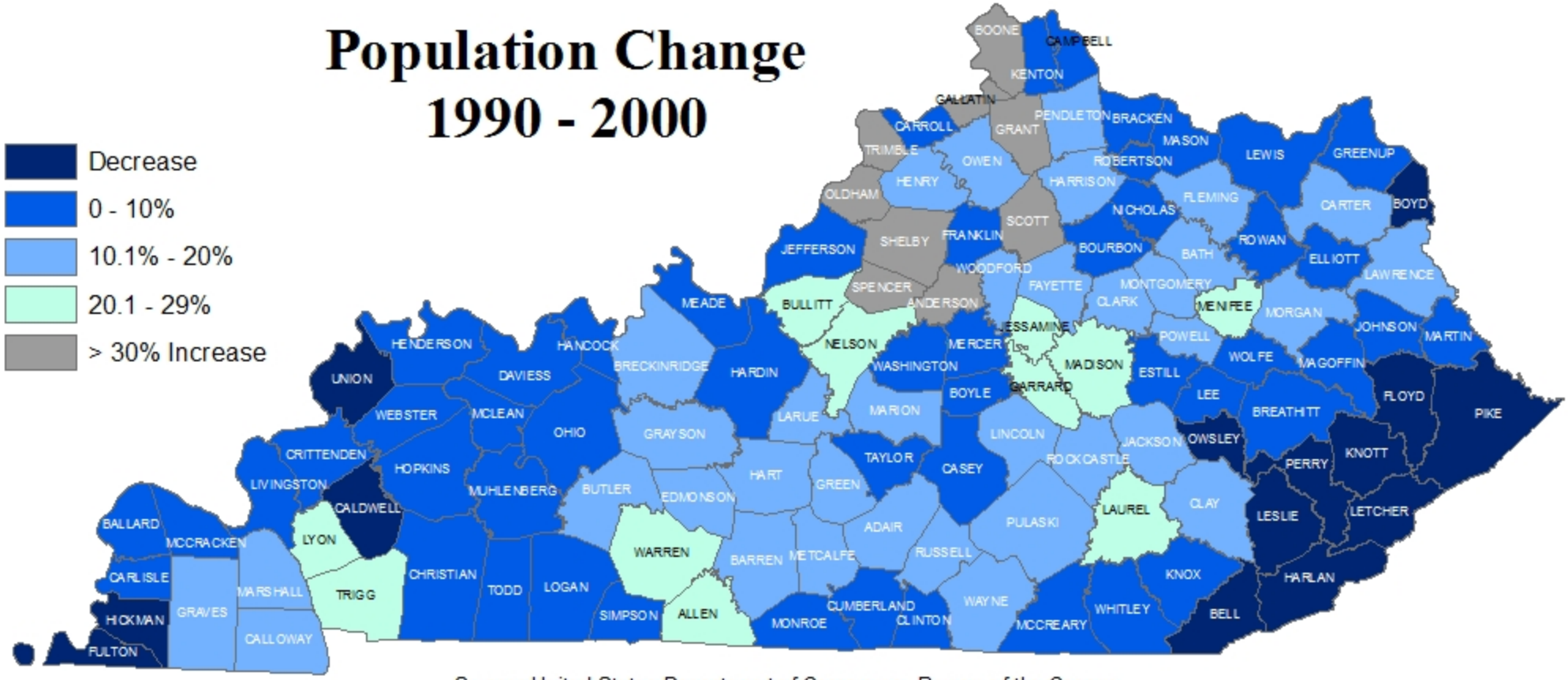
State Highway Engineer
Department of Highways
Transportation Cabinet Office Building, 6th Floor
200 Mero Street
Frankfort, Kentucky 40622
Phone: 502-782-4966

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

APPENDIX A

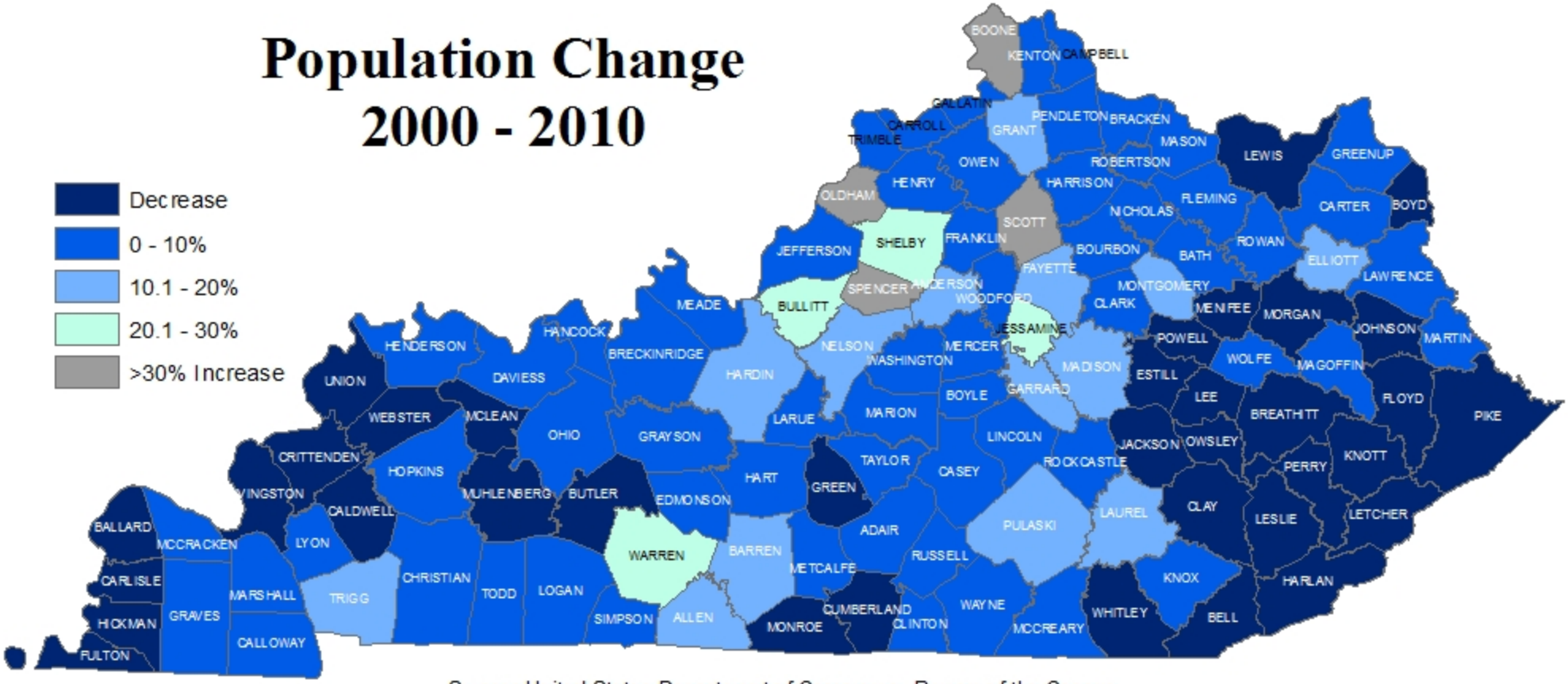
A DEMOGRAPHIC OVERVIEW OF KENTUCKY

Population Change 1990 - 2000



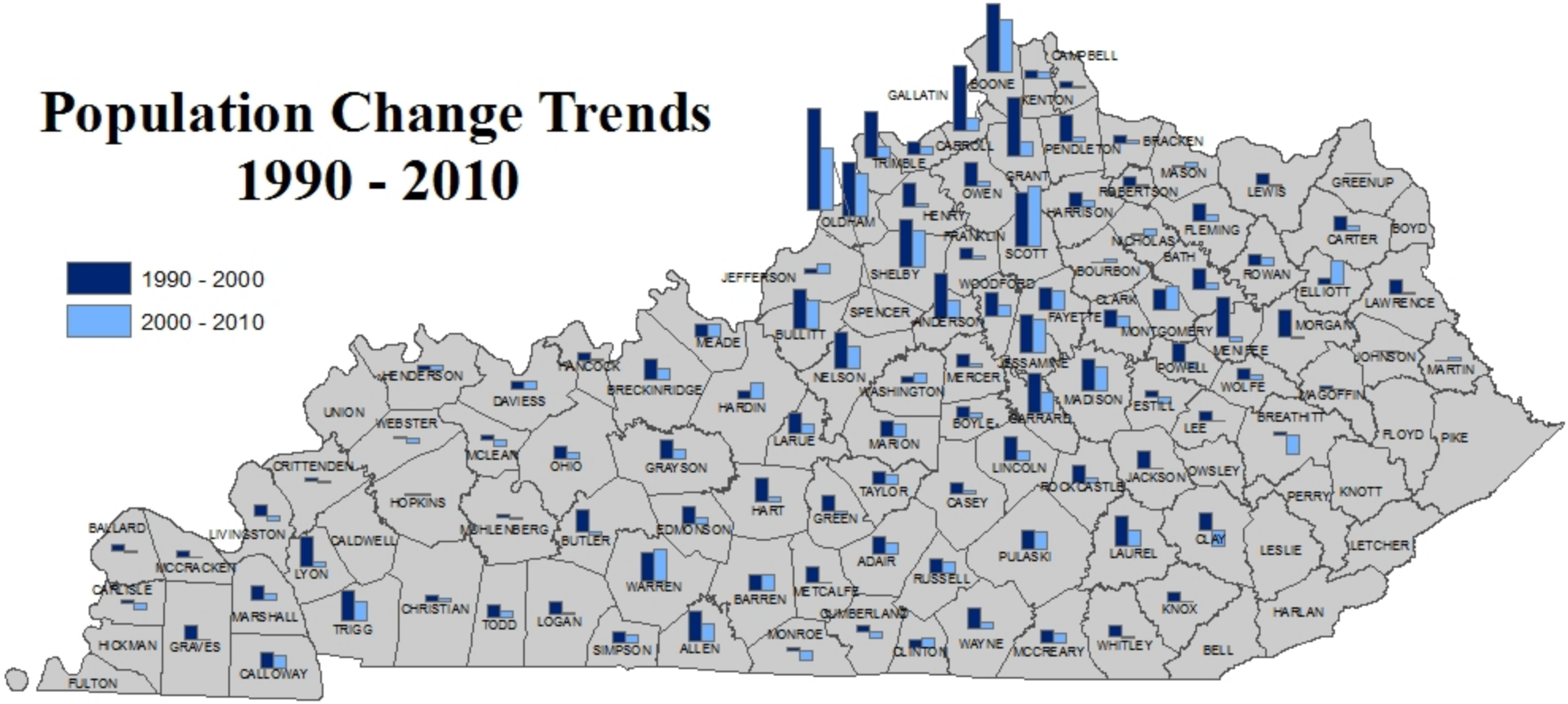
Source: United States Department of Commerce, Bureau of the Census

Population Change 2000 - 2010



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

Population Change Trends 1990 - 2010



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

POPULATION BY RACE

Commonwealth of Kentucky and top five counties

WHITE		
	Total	**White**
Kentucky	4,361,333	3,835,013
Jefferson	746,580	548,625
Fayette	300,843	229,229
Kenton	160,828	146,192
Boone	121,214	111,327
Warren	115,438	95,614

BLACK / AFRICAN-AMERICAN		
	Total	**Black/African-American**
Kentucky	4,361,333	341,576
Jefferson	746,580	153,967
Fayette	300,843	43,137
Christian	74,169	15,263
Hardin	106,211	12,826
Warren	115,438	10,737

AMERICAN INDIAN / ALASKAN NATIVE		
	Total	**American Indian/Alaskan Native**
Kentucky	4,361,333	8,811
Jefferson	746,580	1,152
Fayette	300,843	810
Kenton	160,828	419
Christian	74,169	351
Boone	121,214	336

ASIAN		
	Total	**Asian**
Kentucky	4,361,333	51,411
Jefferson	746,580	16,949
Fayette	300,843	10,613
Warren	115,438	3,191
Boone	121,214	2,842
Hardin	106,211	2,355

HAWAIIAN / PACIFIC ISLANDER		
	Total	**Hawaiian / Pacific Islander**
Kentucky	4,361,333	2,019
Hardin	106,211	425
Christian	74,169	260
Jefferson	746,580	216
Fayette	300,843	146
Grant	24,685	140

HISPANIC	(Includes *Hispanic or Latino of Any Race*)	
	Total	**Hispanic**
Kentucky	4,361,333	136,340
Jefferson	746,580	33,326
Fayette	300,843	20,516
Hardin	106,211	5,591
Warren	115,438	5,462
Christian	74,169	4,909

OTHER	(Includes *Some Other Race* and *Two or More Races*)	
	Total	**Other**
Kentucky	4,361,333	122,503
Jefferson	746,580	25,671
Fayette	300,843	16,908
Warren	115,438	5,560
Kenton	160,828	5,157
Hardin	106,211	5,059

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

POPULATION BY AGE

Commonwealth of Kentucky and top five counties

Infants/Children		
	Total	**< 5 Years**
Kentucky	4,361,333	279,125
Jefferson	746,580	48,528
Fayette	300,843	19,254
Kenton	160,828	11,580
Boone	121,214	8,970
Hardin	106,211	7,753

Young People		
	Total	**5-24 Years**
Kentucky	4,361,333	1,164,476
Jefferson	746,580	191,124
Fayette	300,843	87,244
Kenton	160,828	41,976
Boone	121,214	37,748
Hardin	106,211	34,061

Adults		
	Total	**25-64 Years**
Kentucky	4,361,333	2,324,590
Jefferson	746,580	406,140
Fayette	300,843	162,154
Kenton	160,828	88,777
Boone	121,214	66,062
Hardin	106,211	57,604

Elderly		
	Total	**65+ Years**
Kentucky	4,361,333	597,503
Jefferson	746,580	101,535
Fayette	300,843	32,491
Kenton	160,828	18,656
Boone	121,214	14,487
Hardin	106,211	12,929

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

POPULATION BY INCOME

Commonwealth of Kentucky and top five counties

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

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

VEHICLE OWNERSHIP AND COMMUTING BEHAVIOR

Commonwealth of Kentucky and top five counties

Total Housing Units	
Kentucky	1,930,158
Jefferson	337,943
Fayette	135,987
Kenton	69,081
Warren	47,882
Boone	46,635

Occupied Housing Units with No Vehicle	
Kentucky	131,126
Allen	31,038
Muhlenberg	10,424
Clay	4,915
Oldham	3,057
Fulton	2,784

Commuters Driving Alone	
Kentucky	1,512,405
Jefferson	282,989
Fayette	120,447
Kenton	64,876
Boone	50,694
Warren	45,049

Commuters Using Public Transportation	
Kentucky	20,249
Jefferson	10,256
Fayette	2,398
Kenton	1,727
Campbell	808
Boone	591

Highest Commute Time (in minutes)	
Pendleton	38.8
Robertson	35.6
Lawrence	34.9
Bracken	34.9
Menifee	34.8

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

LANGUAGE SPOKEN AT HOME

Commonwealth of Kentucky and top five counties

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

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

LOW LITERACY POPULATION

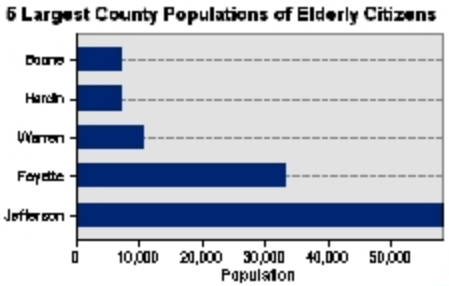
Commonwealth of Kentucky and top five counties

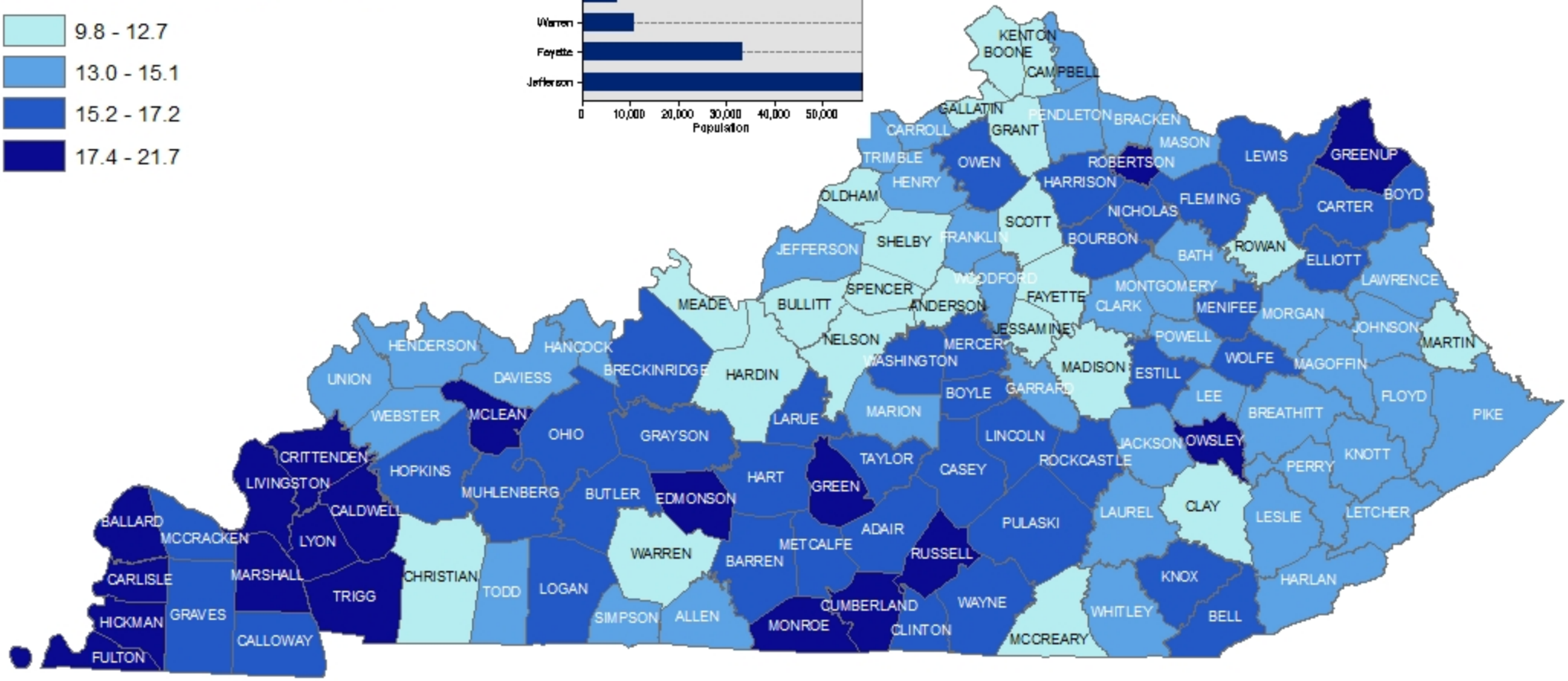
Less than 9th Grade education adults 25+ years	
Kentucky	240,178
Jefferson	19,756
Fayette	8,488
Pike	6,627
Pulaski	5,353
Laurel	5,066

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

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

- 9.8 - 12.7
- 13.0 - 15.1
- 15.2 - 17.2
- 17.4 - 21.7



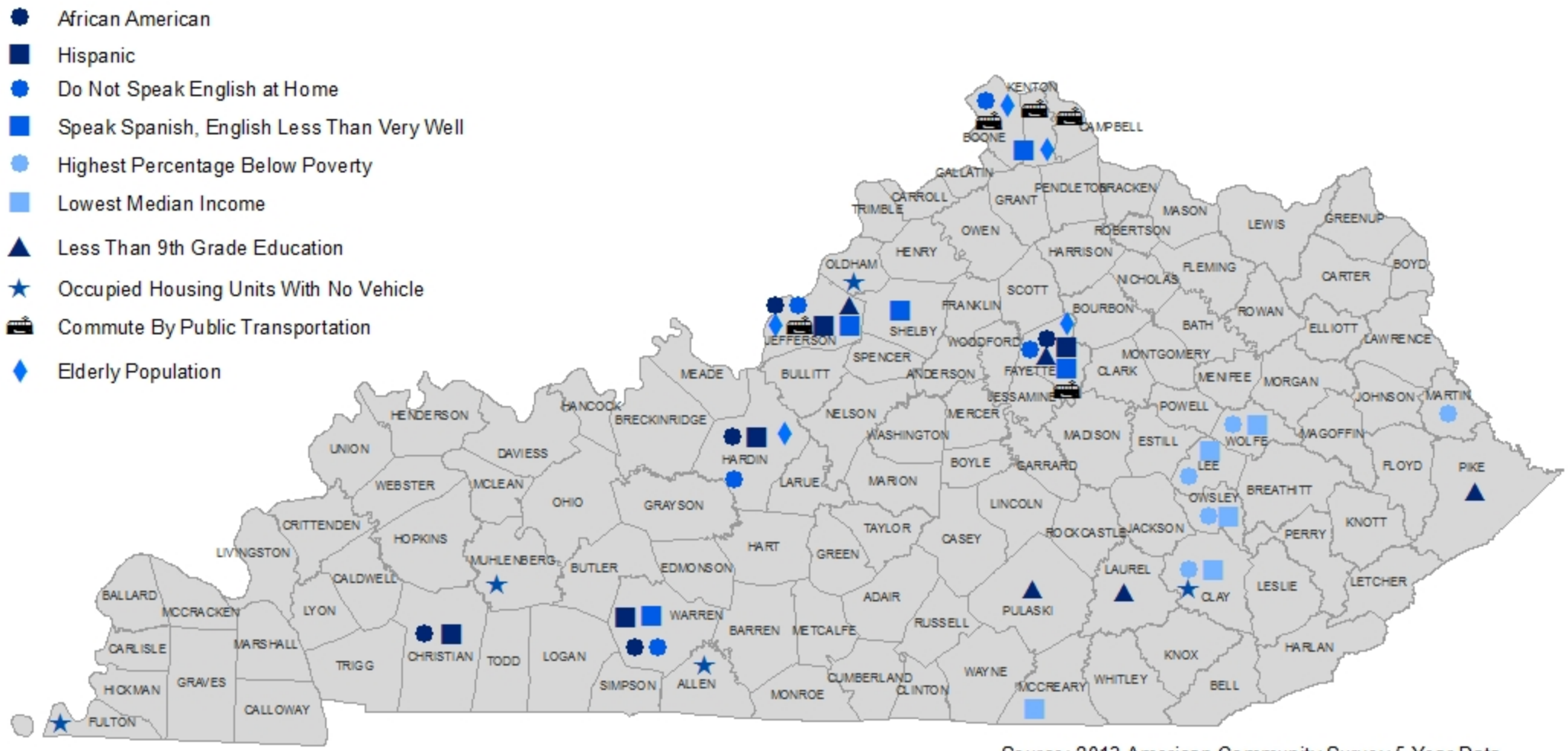


1. Classes seperated using Natural Beaks method.

Source: 2013 American Community Survey 5 Year Data

Traditionally Underserved Populations

Five Most Populated Kentucky Counties Per Category



Source: 2013 American Community Survey 5 Year Data

GUIDELINES
FOR
IDENTIFICATION OF NEW PROJECTS FOR UNSCHEDULED NEEDS LIST

- **New Projects** may include: Highway, Intermodal Access, and Intelligent Transportation System (ITS) Projects among others.

- Safety projects, bridge projects, etc. should be noted as such and referred to the Highway District Office first. The Highway District Office staff will advise you as to whether this project should be included in the Unscheduled Needs List (UNL) process or referred through another program.

- Check any NEW Project against the current Highway Plan and Unscheduled Needs List first, to make sure that this project has not already been added to the Highway Plan or previously been identified. When the Highway Plan is approved by the Kentucky Legislature, projects should be checked against the approved list of projects.

- All New Projects should include the following:
    - Route Number or "New Route"
    - A thorough description of the project and location (including road or street names, if applicable)
    - The beginning and ending termini
    - Milepoints, using HIS Route Log (accessible on the Internet)
    - Length of project to the nearest thousandth of a mile
    - Any existing data concerning the condition, safety, or capacity of the roadway
    - A clear problem statement for the project
    - Any other information available to describe the purpose, need and/or justification for this project
    - Cost estimates to be prepared by the Highway District Offices, unless otherwise available.

- Purpose Statement - Provide a purpose statement that describes the need for the roadway in terms that can be verified by data analysis or from professional studies. Typical statements can include needs such as capacity, safety, system linkage, geometric deficiencies, transportation demand, social demands, economic development, and intermodal relationships. The purpose statement should focus on the need for a project instead of possible solutions to solve the problems.

- Need Statement - Provide as thorough a description of the project and termini as possible. Consult the Highway District Office for clarification of road/route names of state-maintained routes. The project description should utilize the information presented in the purpose statement to identify the actions to be taken. These may include terms such as capacity additions, safety improvements, corridor completion, alignment improvements, freight movement, and connections to other transportation modes.

- Milepoints - Locate the beginning and ending points of the road improvement as closely as possible. If you have questions, call the Highway District Office or some other local expert to clarify this information.

- New Routes - For new routes on the state-maintained system, contact the Highway District Office and ask for help in determining the point where the new road diverges from an existing road, marking the milepoint and the route number on the project list, and then do the same at the other end. If the new route is to serve as a bypass or draw traffic off roadway, please indicate the existing route that is to be relieved along with the milepoint range affected.

- Project Cost - ADDs do not provide the cost for a totally new project. The Highway District Offices will provide the cost estimates for a project. For MPOs, the Highway District Offices will clarify any cost estimates. Cost estimates should be periodically reviewed and updated to reflect current year construction costs.

- Please provide the total miles of the project as accurately as possible, to the nearest thousandth. For new routes and bypasses where the exact location is not known, please make an estimate as to the expected length of the project.

- Segmenting a New Project - When adding a new project, please try to determine the segments as realistically and logically as possible. Please consult with the Highway District Office staff if in doubt. Further segmenting of projects will not be allowed after the prioritization process begins.

- Segmenting an Existing Project - Segmenting of existing projects is allowed during the Identification/Evaluation Phase only. Please consult the Highway District Office for logical and realistic segmenting of projects.

- Format - Please use the most current electronic version of the Project Identification Form when submitting any new projects and include as much data as possible. You may attach listings of new projects on separate sheets using the same format as the Unscheduled Needs List. Include a new Project Identification Form for each new project or an updated Project Identification Form for projects with changed or updated information.

- Please complete the Project Identification Form as thoroughly as possible. This form is available in electronic format and may be obtained by contacting the Division of Planning at 502-564-7183.

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

November 7, 2014

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

Dear Mr. Sepulveda:

Subject: 2014 Long-Range Statewide Transportation Plan for Kentucky

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

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

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

Sincerely,

Michael W. Hancock, P.E.
Secretary

Enclosures

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

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

November 7, 2014

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

Dear Ms. Taylor:

Subject: 2014 Long-Range Statewide Transportation Plan for Kentucky

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

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

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

Sincerely,

Michael W. Hancock, P.E.
Secretary

Enclosures

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

EXHIBIT A - 3

PUBLIC PARTICIPATION DOCUMENTS AND COMMENTS FOR THIS EDITION OF THE STIP

TO BE ADDED AFTER PUBLIC REVIEW AND COMMENT PERIOD

EXHIBIT A – 4

AIR QUALITY CONFORMITY DETERMINATIONS FOR MAINTENANCE AREAS

U.S. Department
of Transportation

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

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

July 1, 2015

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

Dear Director Wray:

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

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

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

Sincerely,

for Marisol R. Simon
Regional Administrator
Federal Transit Administration

Laura S. Leffler
Division Administrator
Federal Highway Administration

By messenger (ODOT)

CONFORMITY AND APPROVAL LETTERS

U.S. Department
of Transportation

Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

July 1, 2015

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

Dear Mr. Nunnally:

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

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

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

Sincerely,

Richard J. Marquis
Division Administrator
FHWA Indiana Division

for Marisol Simon
Regional Administrator
FTA Region 5

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

U.S. Department
of Transportation

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

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

July 1, 2015

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

Dear Director Wray:

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

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

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

Sincerely,

for Marisol R. Simon
Regional Administrator
Federal Transit Administration

Laura S. Leffler
Division Administrator
Federal Highway Administration

By messenger (ODOT)

U.S. Department of Transportation
Federal Highway Administration

Kentucky Division

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

October 6, 2015

In Reply Refer To:
HPD-KY

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

Dear Mr. Couch:

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

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

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

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

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

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

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

Thomas Nelson, Jr.
Division Administrator
Federal Highway Administration

Yvette G. Taylor
Regional Administrator
Federal Transit Administration

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

EXHIBIT A – 5

STIP PROJECTS

A. Federally-funded projects sorted alphabetically by county (Pages 1 - 72)

B. Federally-funded ZVarious (Pages 1 - 5)

C. State-funded regionally significant air quality "Non-Exempt" Projects (Pages 1 - 6)

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 2017- FY 2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

COUNTY WHERE PROJECT IS LOCATED

KYTC PROJECT IDENTIFICATION NUMBER

ROUTE

LENGTH (MILES)

BEGINNING MILEPOINT

ENDING MILEPOINT

PRIORITY OF PROJECT

SCOPE OF PROJECT

DESCRIPTION

STAGE OF PROJECT DEVELOPMENT:
P = PLANNING
D = DESIGN
R = RIGHT OF WAY
U = UTILITY RELOCATION
C = CONSTRUCTION

FY SCHEDULE;
FISCAL YEAR IN WHICH PHASE SHOULD COMMENCE. FOR EXAMPLE:
FOR STATE PROJECTS, FY-2017 BEGINS JULY 1, 2016 AND ENDS JUNE 30, 2017.
FOR FEDERAL-AID PROJECTS, FY-2017 BEGINS OCTOBER 1, 2016, AND ENDS SEPTEMBER 30, 2017.

PHASE COST OR TOTAL COST IN YEAR OF EXPENDITURE

AMOUNT OF FEDERAL DOLLARS

COUNTY	ID NUMBER	ROUTE NO	LENGTH	BMP	EMP	PRIORITY	TYPE OF WORK	DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
ADAIR	8-1068	KY 704	0.01	11.905	11.913	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 704 (11.909) OVER UNNAMED STREAM (SR=53.5) (001B00078N	D	BRX	2020	250,000	250,000	NO

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

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

APD — **FEDERAL APPALACHIAN DEVELOPMENT HIGHWAYS**
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**
CM — **FEDERAL CONGESTION MITIGATION FUNDS**
DAR — **DEFENSE ACCESS ROAD FEDERAL FUNDING**
FH — **FEDERAL FOREST HIGHWAY FUNDS**
HPP — **HIGH PRIORITY PROJECTS**
IM — **FEDERAL INTERSTATE MAINTENANCE FUNDS**
JM5 — **GARVEE BONDS US-68/KY-80 LAKE BARKLEY AND KY LAKE BRIDGES**
KYD — **FEDERAL DEMONSTRATION FUNDS ALLOCATED TO KENTUCKY**
NH — **FEDERAL NATIONAL HIGHWAY SYSTEM FUNDS**
RRP — **SAFETY-RAILROAD PROTECTION**
SAF — **FEDERAL SAFETY FUNDS**
SAH — **FEDERAL STP FUNDS DEDICATED TO ASHLAND**
SB2 — **STATE BONDS 2010**
SHN — **FEDERAL STP FUNDS DEDICATED TO HENDERSON**
SLO — **FEDERAL STP FUNDS DEDICATED TO LOUISVILLE**
SLX — **FEDERAL STP FUNDS DEDICATED TO LEXINGTON**
SNK — **FEDERAL STP FUNDS DEDICATED TO NORTHERN KENTUCKY**
SP — **STATE CONSTRUCTION FUNDS "NOT" AVAILABLE**
SPB — **SP BONDS 2009**
SPP — **STATE CONSTRUCTION HIGH PRIORITY PROJECTS**
STP — **FEDERAL STATEWIDE TRANSPORTATION PROGRAM FUNDS**
TE — **FEDERAL TRANSPORTATION ENHANCEMENT PROGRAM FUNDS**

EXAMPLE:

A. Federally-funded projects sorted alphabetically by county (Pages 1 - 72)

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
ADAIR	8-1068	KY 704		11.905	11.913	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 704 (11.909) OVER UNNAMED STREAM (SR=53.5) (001B00078N)	D	STP	BRX	2020	250,000	250,000	NO
ALLEN	3-1088	CR 1328	0.02	0.35	0.39	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BAYS FORK ON MITCHELL WEAVER ROAD (CR 1328) 2.1 MI W OF KY 1332 (002C00063N)(SR=31.5)(16CCN)	D	STP	BRZ	2020	400,000	400,000	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.	D	NHPP	BRO	2019	3,000,000	3,000,000	NO
BALLARD	1-1140.02	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.	D	NHPP	BRO	2020	6,500,000	6,500,000	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)(16CCR).	D	STP	STP	2017	2,200,000	2,200,000	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)(16CCR).	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)(16CCR).	U	STP	STP	2017	3,500,000	3,500,000	NO
BARREN	3-8821	KY 1297	1.721	11.078	12.799	RELIABILITY	MAJOR WIDENING(O)	MAJOR WIDENING FROM DONNELLY DRIVE TO US-31E (ROGER WELLS) IN GLASGOW AND WIDEN DONNELLY DRIVE. (14CCN) (16CCN)	R	STP	STP	2017	3,860,000	3,860,000	NO
BARREN	3-8821	KY 1297	1.721	11.078	12.799	RELIABILITY	MAJOR WIDENING(O)	MAJOR WIDENING FROM DONNELLY DRIVE TO US-31E (ROGER WELLS) IN GLASGOW AND WIDEN DONNELLY DRIVE. (14CCN) (16CCN)	U	STP	STP	2019	4,100,000	4,100,000	NO
BATH	9-8813	US 60	0.2	16.3	16.5	RELIABILITY	SAFETY(P)	INTERSECTION IMPROVEMENT AT KY 211 AND US 60 IN SALT LICK. (14CCN)	R	STP	STP	2017	560,000	560,000	NO
BATH	9-8813	US 60	0.2	16.3	16.5	RELIABILITY	SAFETY(P)	INTERSECTION IMPROVEMENT AT KY 211 AND US 60 IN SALT LICK. (14CCN)	U	STP	STP	2017	300,000	300,000	NO
BATH	9-8813	US 60	0.2	16.3	16.5	RELIABILITY	SAFETY(P)	INTERSECTION IMPROVEMENT AT KY 211 AND US 60 IN SALT LICK. (14CCN)	C	STP	STP	2018	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	C	STP	BRX	2017	550,000	550,000	NO
BOONE	6-14	I 75	0.1	177.659	178.345	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT THE KY-536 (MT. ZION ROAD) INTERCHANGE. (14CCR)(16CCR)	R	NHPP	IM	2017	14,700,000	14,700,000	NO
BOONE	6-14	I 75	0.1	177.659	178.345	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT THE KY-536 (MT. ZION ROAD) INTERCHANGE. (14CCR)(16CCR)	U	NHPP	IM	2019	7,280,000	7,280,000	NO
BOONE	6-14	I 75	0.1	177.659	178.345	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT THE KY-536 (MT. ZION ROAD) INTERCHANGE. (14CCR)(16CCR)	C	NHPP	IM	2019	22,080,000	22,080,000	YES

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
BOONE	6-14.5	I 75	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 (IJS).(10CCR)(12CCR)	U	NHPP	IM	2018	800,000	800,000	NO
BOONE	6-14.5	I 75	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 (IJS).(10CCR)(12CCR)	C	NHPP	IM	2020	19,800,000	19,800,000	NO
BOONE	6-18	I 75	0.1	175.217	175.622	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT THE KY-338 (RICHWOOD ROAD) INTERCHANGE. (FUNDING FOR IMR SHOWN UNDER 6-14.01) (10CCR)(12CCR)(14CCR)(16CCR)	R	NHPP	IM	2019	26,250,000	26,250,000	NO
BOONE	6-18	I 75	0.1	175.217	175.622	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	RECONSTRUCT THE KY-338 (RICHWOOD ROAD) INTERCHANGE. (FUNDING FOR IMR SHOWN UNDER 6-14.01) (10CCR)(12CCR)(14CCR)(16CCR)	U	NHPP	IM	2020	12,480,000	12,480,000	NO
BOONE	6-158	KY 536	2.94	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)(16CCR)	C	STP	STP	2017	12,930,000	12,930,000	NO
BOONE	6-158.01	KY 536	3	10.4	13.4	RELIABILITY	PREFINANCD CONVRSN(O)	RECONSTRUCT KY-536 TO A 5-LANE URBAN SECTION FROM 1500' WEST OF US-42 TO I-75 (MP 10.4 TO MP 13.4). (ADDITIONAL FUNDING FOR C PHASE) (16CCR)	C	STP	STP	2018	17,700,000	17,700,000	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) (16CCN)	C	CM	CM	2017	2,500,000	2,000,000	NO
BOONE	6-400.11					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	SNK	2017	44,000	35,200	NO
BOONE	6-400.12					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	SNK	2017	44,000	35,200	NO
BOONE	6-400.13					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	SNK	2018	44,000	35,200	NO
BOONE	6-400.14					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	SNK	2019	44,000	35,200	NO
BOONE	6-400.15					RELIABILITY	MATCHED FED FUNDS(O)	NORTHERN KENTUCKY RIDESHARE PROGRAM. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	SNK	2020	44,000	35,200	NO
BOONE	6-401.11					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	SNK	2017	56,000	44,800	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
BOONE	6-401.12					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	SNK	2017	56,000	44,800	NO
BOONE	6-401.13					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	SNK	2018	56,000	44,800	NO
BOONE	6-401.14					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	SNK	2019	56,000	44,800	NO
BOONE	6-401.15					RELIABILITY	MATCHED FED FUNDS(O)	OKI REGIONAL TRANSPORTATION PLANNING. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	SNK	2020	56,000	44,800	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)(AR/W)	R	SNK	SNK	2017	750,000	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)(AR/W)	U	SNK	SNK	2017	600,000	480,000	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)(AR/W)	C	SNK	SNK	2017	2,750,000	2,200,000	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 FROM KY 237. ADD ADDITIONAL 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	SNK	SNK	2017	1,000,000	800,000	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 FROM KY 237. ADD ADDITIONAL 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	SNK	SNK	2017	500,000	400,000	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 FROM KY 237. ADD ADDITIONAL 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	SNK	SNK	2017	3,000,000	2,400,000	NO
BOONE	6-417	PV 1011	0.753	0.747	1.5	RELIABILITY	NEW ROUTE(O)	EXTENSION OF WENDELL FORD BLVD TO AERO PKWY, 0.48 MILES. (2012BOP)	C	SNK	SNK	2017	2,366,717	1,893,374	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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	SNK	SNK	2017	50,000	40,000	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	SNK	SNK	2017	112,000	89,600	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)	C	SNK	SNK	2017	524,640	419,712	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	SNK	SNK	2017	200,000	160,000	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	SNK	SNK	2017	120,000	96,000	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	SNK	SNK	2018	1,200,000	960,000	NO
BOONE	6-431					RELIABILITY	STRATGIC CORR STDY(O)	STUDY ALL MAJOR HIGHWAY CORRIDOR OPTIONS TO RELIEVE TRAFFIC IN THE BRENT SPENCE BRIDGE CORRIDOR, (INCLUDES IN-DEPTH LOOK AT EASTERN BYPASS OF GREATER CINCINNATI), AS WELL AS POSSIBLE TRAFFIC MANAGEMENT IMPROVEMENTS AT THE EXISTING BRENT SPENCE CROSSING.	P	NHPP	NH	2017	2,000,000	2,000,000	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 (LET BY COUNTY)(2012BOP)	C	SNK	SNK	2017	1,640,000	1,312,000	NO
BOONE	6-966.04					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2016. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	SNK	2017	14,500,000	11,600,000	NO
BOONE	6-966.05					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2017 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	SNK	2017	8,800,000	7,040,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
BOONE	6-966.06					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2018 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	SNK	2018	8,900,000	7,120,000	NO
BOONE	6-966.07					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2019 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	SNK	2019	9,100,000	7,280,000	NO
BOONE	6-966.08					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR NKY URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SNK	SNK	2020	9,100,000	7,280,000	NO
BOONE	6-1087	KY 842	0.074	0.094	0.141	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER NS (CNO&TP)RR ON RICHARDSON ROAD (KY 842) 0.14 MI E OF US 25 NEAR INDEPENDENCE (008B00092N)(SR=43)	D	STP	BRX	2020	500,000	500,000	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	2018	13,180,000	13,180,000	NO
BOONE	6-8001.22	KY 237		2.251	5.37	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT AND WIDEN KY 237 FROM VALLEY VIEW DRIVE TO ROGERS LANE.	C	STP	STP	2019	9,000,000	9,000,000	NO
BOONE	6-8952	KY 338				RELIABILITY	SAFETY(P)	PHASE II - PEDESTRIAN SAFETY PROJECT TO RECONSTRUCT THE INTERSECTION OF IDLEWILD ROAD AND INSTALL SIDEWALKS ALONG IDLEWILD ROAD AND JEFFERSON STREET. (16CCN)	R	STP	STP	2017	90,000	90,000	NO
BOONE	6-8952	KY 338				RELIABILITY	SAFETY(P)	PHASE II - PEDESTRIAN SAFETY PROJECT TO RECONSTRUCT THE INTERSECTION OF IDLEWILD ROAD AND INSTALL SIDEWALKS ALONG IDLEWILD ROAD AND JEFFERSON STREET. (16CCN)	U	STP	STP	2017	125,000	125,000	NO
BOONE	6-8952	KY 338				RELIABILITY	SAFETY(P)	PHASE II - PEDESTRIAN SAFETY PROJECT TO RECONSTRUCT THE INTERSECTION OF IDLEWILD ROAD AND INSTALL SIDEWALKS ALONG IDLEWILD ROAD AND JEFFERSON STREET. (16CCN)	C	STP	STP	2017	500,000	500,000	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). (03KYDN)(2012BOP) (16CCN)	D	KYD	KYD	2017	18,723	18,723	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 MI E OF JCT KY 353; (STRUCTURALLY DEFICIENT, SR=33.2) 009C00043N	R	STP	BRZ	2017	90,000	90,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
BOURBON	7-1124	CR 1308	0.1	3.538	3.638	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1308 (MP 3.588) OVER TOWNSEND CREEK; .9 MI E OF JCT KY 353; (STRUCTURALLY DEFICIENT, SR=33.2) 009C00043N	U	STP	BRZ	2017	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 MI E OF JCT KY 353; (STRUCTURALLY DEFICIENT, SR=33.2) 009C00043N	C	STP	BRZ	2017	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)(16CCR)	R	STP	STP	2017	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)(16CCR)	U	STP	STP	2017	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)(16CCR)	C	STP	STP	2017	20,000,000	20,000,000	NO
BOURBON	7-8705.01	US 460	6.302	1.394	7.696	RELIABILITY	PREFINANCD CONVRSN(O)	RECONSTRUCT US 460 FROM RUSSELL CAVE ROAD TO US 27 BYPASS IN PARIS; MP 1.394 TO MP 7.696. (ADDITIONAL FUNDING FOR C PHASE) (16CCR)	C	STP	STP	2018	7,700,000	7,700,000	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	SAH	SAH	2017	1,150,000	920,000	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	SAH	SAH	2017	1,600,000	1,280,000	NO
BOYD	9-208.04					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2018. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SAH	SAH	2018	1,600,000	1,280,000	NO
BOYD	9-208.05					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2019. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SAH	SAH	2019	1,600,000	1,280,000	NO
BOYD	9-208.06					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HUNTINGTON-ASHLAND MPO FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SAH	SAH	2020	1,600,000	1,280,000	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. 011B00042N (2005HPP-KY134)(EARMARK DOES NOT COVER TOTAL PROJECT COST OF $1,790,000).	C	HPP	HPP	2017	364,940	364,940	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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	NHPP	BRO	2017	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	NHPP	BRO	2017	2,600,000	2,600,000	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	1,610,000	1,610,000	NO
BREATHITT	10-1110	KY 378	0.028	0.672	0.7	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER FROZEN CREEK ON KY 378 0.7 MI N OF KY 1812. (013B00050N)(SR=41)	D	STP	BRX	2019	250,000	250,000	NO
BRECKINRIDGE	4-1090	CR 1021	0.02	1.42	1.44	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER SINKING CREEK ON DENTS BRIDGE ROAD (CR 1021) 1.4 MI W OF KY 333 (014C00003N)(SR=26)	D	STP	BRZ	2017	130,000	130,000	NO
BRECKINRIDGE	4-1090	CR 1021	0.02	1.42	1.44	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER SINKING CREEK ON DENTS BRIDGE ROAD (CR 1021) 1.4 MI W OF KY 333 (014C00003N)(SR=26)	R	STP	BRZ	2019	30,000	30,000	NO
BRECKINRIDGE	4-1090	CR 1021	0.02	1.42	1.44	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER SINKING CREEK ON DENTS BRIDGE ROAD (CR 1021) 1.4 MI W OF KY 333 (014C00003N)(SR=26)	U	STP	BRZ	2019	50,000	50,000	NO
BRECKINRIDGE	4-1090	CR 1021	0.02	1.42	1.44	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER SINKING CREEK ON DENTS BRIDGE ROAD (CR 1021) 1.4 MI W OF KY 333 (014C00003N)(SR=26)	C	STP	BRZ	2020	500,000	500,000	NO
BRECKINRIDGE	4-8901	KY 86				RELIABILITY	SAFETY(P)	RECONSTRUCTION STUDY ON KY 86 FROM MP 15.957 TO MP 26.137. (16CCN)	P	STP	STP	2018	500,000	500,000	NO
BULLITT	5-150.2	KY 44	0.5	18.38	18.8	SAFETY	SAFETY(P)	RECONSTRUCT KY-44 AT BOGARD/LLOYD LANE. (06CCN) (10CCR)(12CCR)(16CCR)	C	STP	STP	2017	1,280,000	1,280,000	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. (12CCR)(14CCR) (SEE 5-391.3 FOR INTERCHANGE IMPROVEMENTS)	C	STP	STP	2017	4,790,000	4,790,000	NO
BULLITT	5-391.3	KY 480	0.83	1.1	1.11	RELIABILITY	RECONSTRUCTION(O)	IMPROVEMENTS TO THE I-65/KY 480 INTERCHANGE INCLUDING RAMP IMPROVEMENTS AND TURNING LANES. (12CCR)(14CCR)(2014BOP)(16CCR)	R	NHPP	NH	2017	1,800,000	1,800,000	NO
BULLITT	5-391.3	KY 480	0.83	1.1	1.11	RELIABILITY	RECONSTRUCTION(O)	IMPROVEMENTS TO THE I-65/KY 480 INTERCHANGE INCLUDING RAMP IMPROVEMENTS AND TURNING LANES. (12CCR)(14CCR)(2014BOP)(16CCR)	U	NHPP	NH	2017	500,000	500,000	NO
BULLITT	5-391.3	KY 480	0.83	1.1	1.11	RELIABILITY	RECONSTRUCTION(O)	IMPROVEMENTS TO THE I-65/KY 480 INTERCHANGE INCLUDING RAMP IMPROVEMENTS AND TURNING LANES. (12CCR)(14CCR)(2014BOP)(16CCR)	C	NHPP	NH	2018	5,200,000	5,200,000	NO
BULLITT	5-538	I 65				RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT NEW I-65 INTERCHANGE BETWEEN KY 480 AND KY 245.	D	NHPP	NH	2017	2,500,000	2,500,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
BULLITT	5-538	I 65				RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT NEW I-65 INTERCHANGE BETWEEN KY 480 AND KY 245.	R	NHPP	NH	2017	500,000	500,000	NO
BULLITT	5-538	I 65				RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT NEW I-65 INTERCHANGE BETWEEN KY 480 AND KY 245.	U	NHPP	NH	2017	500,000	500,000	NO
BULLITT	5-538	I 65				RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT NEW I-65 INTERCHANGE BETWEEN KY 480 AND KY 245.	C	NHPP	NH	2018	25,000,000	25,000,000	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=36.5) 015B00013N	R	NHPP	BRO	2017	20,000	20,000	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=36.5) 015B00013N	C	NHPP	BRO	2017	450,000	450,000	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)(16CCR)	C	STP	STP	2017	10,510,000	10,510,000	NO
BUTLER	3-2042	WN 9007				RELIABILITY	RECONSTRUCTION(O)	UPGRADE THE NATCHER PARKWAY TO INTERSTATE STANDARDS IN ORDER TO ESTABLISH "I-565"SPUR ROUTE BETWEEN BOWLING GREEN AND OWENSBORO.	C	NHPP	NH	2017	10,000,000	10,000,000	NO
BUTLER	3-2042.01	WN 9007				RELIABILITY	RECONSTRUCTION(O)	UPGRADE THE NATCHER PARKWAY TO INTERSTATE STANDARDS IN ORDER TO ESTABLISH "I-565"SPUR ROUTE BETWEEN BOWLING GREEN AND OWENSBORO.	C	NHPP	NH	2019	10,000,000	10,000,000	NO
CALDWELL	2-1095	KY 276	0.1			RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE KY 276 DRAINAGE STRUCTURE. (FLOOD REPAIR PROJECT)	R	STP	BRX	2017	50,000	50,000	NO
CALDWELL	2-1095	KY 276	0.1			RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE KY 276 DRAINAGE STRUCTURE. (FLOOD REPAIR PROJECT)	U	STP	BRX	2017	25,000	25,000	NO
CALDWELL	2-1095	KY 276	0.1			RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE KY 276 DRAINAGE STRUCTURE. (FLOOD REPAIR PROJECT)	C	STP	BRX	2018	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 28.1)018C00110N (AR/W)	U	STP	BRZ	2017	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 28.1)018C00110N (AR/W)	C	STP	BRZ	2017	370,000	370,000	NO
CALLOWAY	1-8952	CS 1047				SAFETY	SAFETY(P)	IMPROVE N 16TH STREET FROM KY 1327 (5 POINTS) TO KY 121. (16CCN)	D	STP	STP	2017	400,000	400,000	NO
CALLOWAY	1-8952	CS 1047				SAFETY	SAFETY(P)	IMPROVE N 16TH STREET FROM KY 1327 (5 POINTS) TO KY 121. (16CCN)	R	STP	STP	2018	2,000,000	2,000,000	NO
CALLOWAY	1-8952	CS 1047				SAFETY	SAFETY(P)	IMPROVE N 16TH STREET FROM KY 1327 (5 POINTS) TO KY 121. (16CCN)	U	STP	STP	2020	2,000,000	2,000,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
CAMPBELL	6-183	I 471	5.016	0	5.016	RELIABILITY	RECONSTRUCTION(O)	STUDY AND REHABILITATE THE I-471 CORRIDOR, CAMPBELL COUNTY, KENTUCKY. (SEE ALSO 6-8104.00)(2005HPP-KY120)	C	HPP	HPP	2017	1,439,840	1,439,840	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	2017	100,000	100,000	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	2017	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)	U	SNK	SNK	2017	25,000	20,000	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.	C	SNK	SNK	2017	1,005,052	804,042	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 6.4) 019B00006N	R	STP	BRX	2017	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 6.4) 019B00006N	U	STP	BRX	2017	130,000	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 6.4) 019B00006N	C	STP	BRX	2018	1,630,000	1,630,000	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	280,000	280,000	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)	R	STP	BRX	2019	200,000	200,000	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)	U	STP	BRX	2019	190,000	190,000	NO
CAMPBELL	6-8105.01	I 275				RELIABILITY	NEW ROUTE(O)	TRANSPORTATION IMPROVEMENTS TO AA-I-275 CONNECTOR, CAMPBELL COUNTY. (2005HPP-KY155)(SEE 6-8105.00 FOR "KYD" COMPONENT)(06CCR)(10CCR)	C	HPP	HPP	2017	940,402	940,402	NO
CAMPBELL	6-8105.02	I 275				RELIABILITY	NEW ROUTE(O)	TRANSPORTATION IMPROVEMENTS TO AA-I-275 CONNECTOR, CAMPBELL COUNTY. (2005HPP-KY166)(SEE 6-8105.00 FOR "KYD" COMPONENT)	C	HPP	HPP	2017	7,249,112	7,249,112	NO
CAMPBELL	6-8105.03					RELIABILITY	NEW ROUTE(O)	CONSTRUCT NEW TECHNOLOGY TRIANGLE ACCESS ROAD, CAMPBELL COUNTY, KENTUCKY. (2005HPP-KY126)(2006BOPC).(10CCR)	C	HPP	HPP	2017	1,439,839	1,439,839	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
CARROLL	6-1084	US 42	0.25	5.697	5.947	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER KENTUCKY RIVER ON US 42 IN PRESTONSVILLE/CARROLLTON 0.13 MI E OF KY 55. (021B00043N)(SR=27.8)	D	STP	BRX	2020	2,080,000	2,080,000	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	2017	990,000	990,000	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	STP	BRX	2017	930,000	930,000	NO
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). (16CCR)	D	STP	STP	2017	2,940,000	2,940,000	NO
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). (16CCR)	R	STP	STP	2020	4,700,000	4,700,000	NO
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). (16CCR)	U	STP	STP	2020	2,410,000	2,410,000	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	2017	8,800,000	8,800,000	NO
CHRISTIAN	2-898	EB 9004				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT THE BREATHITT PARKWAY INTERCHANGE AT KY 1682 NORTH OF HOPKINSVILLE. (BREATHITT PARKWAY/FUTURE INTERSTATE SPUR PROJECT) (16CCR)	D	NHPP	NH	2019	1,000,000	1,000,000	NO
CHRISTIAN	2-898	EB 9004				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT THE BREATHITT PARKWAY INTERCHANGE AT KY 1682 NORTH OF HOPKINSVILLE. (BREATHITT PARKWAY/FUTURE INTERSTATE SPUR PROJECT) (16CCR)	R	NHPP	NH	2020	1,000,000	1,000,000	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=30.3)	D	STP	BRX	2019	550,000	550,000	NO
CHRISTIAN	2-1094	CS 1262	0.038	0.372	0.41	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER N FORK LITTLE RIVER ON MILBROOKE DRIVE (CS 1262) 500 FT SW OF KAREN DRIVE (CS 1268) (SR 6) 024C00081N	D	STP	BRZ	2017	350,000	350,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
CHRISTIAN	2-1094	CS 1262	0.038	0.372	0.41	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER N FORK LITTLE RIVER ON MILBROOKE DRIVE (CS 1262) 500 FT SW OF KAREN DRIVE (CS 1268) (SR 6) 024C00081N	R	STP	BRZ	2018	150,000	150,000	NO
CHRISTIAN	2-1094	CS 1262	0.038	0.372	0.41	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER N FORK LITTLE RIVER ON MILBROOKE DRIVE (CS 1262) 500 FT SW OF KAREN DRIVE (CS 1268) (SR 6) 024C00081N	U	STP	BRZ	2018	350,000	350,000	NO
CHRISTIAN	2-1094	CS 1262	0.038	0.372	0.41	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER N FORK LITTLE RIVER ON MILBROOKE DRIVE (CS 1262) 500 FT SW OF KAREN DRIVE (CS 1268) (SR 6) 024C00081N	C	STP	BRZ	2019	800,000	800,000	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 MI E-CR 1124 @ALLNSVL; (STRUCTURALLY DEFICIENT, SR=23.1) 025B00090N	R	STP	BRX	2017	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 MI E-CR 1124 @ALLNSVL; (STRUCTURALLY DEFICIENT, SR=23.1) 025B00090N	U	STP	BRX	2017	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 MI E-CR 1124 @ALLNSVL; (STRUCTURALLY DEFICIENT, SR=23.1) 025B00090N	C	STP	BRX	2017	380,000	380,000	NO
CLARK	7-8506.01	I 64	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)(16CCR)	R	NHPP	NH	2018	1,700,000	1,700,000	NO
CLARK	7-8506.01	I 64	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)(16CCR)	U	NHPP	NH	2018	900,000	900,000	NO
CLARK	7-8506.01	I 64	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)(16CCR)	C	NHPP	NH	2019	11,620,000	11,620,000	NO
CLAY	11-364	KY 11		7.2	8.9	RELIABILITY	RECONSTRUCTION(O)	CORRECT STANDARDIZED ROADWAY GEOMETRICS AND ADDRESS SAFETY ISSUES FROM SOUTH OF ENGINE BRANCH ROUTE TO US 421 (MP 7.2 TO MP 8.9).	D	STP	STP	2019	500,000	500,000	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	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	NO
CLAY	11-1099	CR 1160	0.016	2.01	2.026	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER OTTER CREEK ON OTTER CREEK ROAD (CR 1160) AT JUNCTION WITH MAY FORK ROAD (CR 1158)(026C00031N)(SR=2)	D	STP	BRZ	2019	150,000	150,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
CLAY	11-1099	CR 1160	0.016	2.01	2.026	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER OTTER CREEK ON OTTER CREEK ROAD (CR 1160) AT JUNCTION WITH MAY FORK ROAD (CR 1158)(026C00031N)(SR=2)	R	STP	BRZ	2020	30,000	30,000	NO
CLAY	11-1099	CR 1160	0.016	2.01	2.026	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER OTTER CREEK ON OTTER CREEK ROAD (CR 1160) AT JUNCTION WITH MAY FORK ROAD (CR 1158)(026C00031N)(SR=2)	U	STP	BRZ	2020	50,000	50,000	NO
CLINTON	8-1062	KY 738	0.01	6.478	6.488	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER CLEAR FORK CREEK ON KY 738 0.2 MI S OF US 127X. (027B00011N)(SR=31.5)	D	STP	BRX	2019	250,000	250,000	NO
CLINTON	8-8601.26	US 127	21.3	11.017	20.967	RELIABILITY	RELOCATION(O)	RELOCATION 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 MI E OF THE INTER. OF KY 1730 & MANNTOWN RD.(SEE 8-108 & 8-115 FOR PE&ENV)(12CCR)(G&D)(SEE 8-8601.27 FOR SURFACING)(14CCR)	D	NHPP	NH	2017	2,300,000	2,300,000	NO
CLINTON	8-8601.26	US 127	21.3	11.017	20.967	RELIABILITY	RELOCATION(O)	RELOCATION 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 MI E OF THE INTER. OF KY 1730 & MANNTOWN RD.(SEE 8-108 & 8-115 FOR PE&ENV)(12CCR)(G&D)(SEE 8-8601.27 FOR SURFACING)(14CCR)	U	NHPP	NH	2019	550,000	550,000	NO
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 COLD SPRINGS ROAD (CR 1204).(029B00012N)(SR=32)	D	NHPP	BRO	2017	500,000	500,000	NO
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 COLD SPRINGS ROAD (CR 1204).(029B00012N)(SR=32)	R	NHPP	BRO	2017	50,000	50,000	NO
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 COLD SPRINGS ROAD (CR 1204).(029B00012N)(SR=32)	U	NHPP	BRO	2017	50,000	50,000	NO
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 COLD SPRINGS ROAD (CR 1204).(029B00012N)(SR=32)	C	NHPP	BRO	2019	4,000,000	4,000,000	NO
CUMBERLAND	8-1061	KY 90	0.36	14.127	14.459	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER CUMBERLAND RIVER ON KY 90 0.27 MI SE OF KY 61 AT THE SCL OF BURKESVILLE. (029B00027N)(SR=35.4)	D	NHPP	BRO	2017	500,000	500,000	NO
CUMBERLAND	8-1061	KY 90	0.36	14.127	14.459	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER CUMBERLAND RIVER ON KY 90 0.27 MI SE OF KY 61 AT THE SCL OF BURKESVILLE. (029B00027N)(SR=35.4)	R	NHPP	BRO	2017	50,000	50,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
CUMBERLAND	8-1061	KY 90	0.36	14.127	14.459	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER CUMBERLAND RIVER ON KY 90 0.27 MI SE OF KY 61 AT THE SCL OF BURKESVILLE. (029B00027N)(SR=35.4)	U	NHPP	BRO	2017	50,000	50,000	NO
CUMBERLAND	8-1061	KY 90	0.36	14.127	14.459	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER CUMBERLAND RIVER ON KY 90 0.27 MI SE OF KY 61 AT THE SCL OF BURKESVILLE. (029B00027N)(SR=35.4)	C	NHPP	BRO	2018	5,500,000	5,500,000	NO
DAVIESS	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	2017	500,000	500,000	NO
DAVIESS	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	2017	500,000	500,000	NO
DAVIESS	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	2017	2,000,000	2,000,000	NO
DAVIESS	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	2017	2,000,000	2,000,000	NO
DAVIESS	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 (14CCR)	R	STP	BRZ	2017	75,000	75,000	NO
DAVIESS	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 (14CCR)	U	STP	BRZ	2017	75,000	75,000	NO
DAVIESS	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 (14CCR)	C	STP	BRZ	2017	350,000	350,000	NO
DAVIESS	2-2092	WN 9007				RELIABILITY	RECONSTRUCTION(O)	UPGRADE THE NATCHER PARKWAY TO INTERSTATE STANDARDS IN ORDER TO ESTABLISH "I-565"SPUR ROUTE BETWEEN BOWLING GREEN AND OWENSBORO.	C	NHPP	NH	2018	10,000,000	10,000,000	NO
DAVIESS	2-2092.01	WN 9007				RELIABILITY	RECONSTRUCTION(O)	UPGRADE THE NATCHER PARKWAY TO INTERSTATE STANDARDS IN ORDER TO ESTABLISH "I-565"SPUR ROUTE BETWEEN BOWLING GREEN AND OWENSBORO.	C	NHPP	NH	2020	11,000,000	11,000,000	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)(16CCR)	R	STP	STP	2017	7,720,000	7,720,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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)(16CCR)	U	STP	STP	2018	10,900,000	10,900,000	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)(16CCR)	C	STP	STP	2019	20,000,000	20,000,000	YES
ELLIOTT	9-192.02	KY 32	6.656	2	8.656	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-32 FROM 0.408 MILES WEST OF STEGALL COLD SPRING ROAD TO KY-7 NEAR NEWFOUNDLAND. (PRIORITY SECTION I)(16CCR)	C	STP	STP	2020	20,000,000	20,000,000	YES
ELLIOTT	9-192.03	KY 32		0	2	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-32 FROM KY-504 NEAR ELLIOTTVILLE TO 0.408 MI WEST OF STEGALL COLD SPRING ROAD IN ELLIOTT COUNTY. (10CCR)(16CCN)	D	STP	STP	2017	5,000,000	5,000,000	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)(16CCR)	D	STP	STP	2018	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)(16CCR)	R	STP	STP	2017	850,000	850,000	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)(16CCR)	U	STP	STP	2017	600,000	600,000	NO
FAYETTE	7-113.02	KY 4	3.4	7.26	8.26	RELIABILITY	MAJOR WIDENING(O)	NEW CIRCLE ROAD REHAB AND WIDENING FROM LEESTOWN ROAD TO NEAR GEORGETOWN ROAD. (12CCR)(14CCR)	C	NHPP	NH	2019	18,000,000	18,000,000	NO
FAYETTE	7-220	US 25	1	8.4	9.55	SAFETY	BIKE/PED FACIL(O)	RICHMOND ROAD MULTIUSE PATH IN LEXINGTON BETWEEN EAGLE CREEK DRIVE AND JACOBSON PARK. (LOCAL MATCH) (ALL WORK BY LFUCG) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	SLX	2017	690,000	552,000	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) (LFUCG T.I.P.) (LOCAL MATCH) (ALL WORK BY LFUCG) (CONSTRUCTION SEQU. 2) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	U	SLX	SLX	2017	280,000	224,000	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) (LFUCG T.I.P.) (LOCAL MATCH) (ALL WORK BY LFUCG) (CONSTRUCTION SEQU. 2) (SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	SLX	2017	11,735,000	9,388,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
FAYETTE	7-227.1					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR LEXINGTON URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2017. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLX	SLX	2017	3,900,000	3,120,000	NO
FAYETTE	7-227.11					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR LEXINGTON URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2018. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLX	SLX	2018	4,600,000	3,680,000	NO
FAYETTE	7-227.13					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR LEXINGTON URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2019. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLX	SLX	2019	8,000,000	6,400,000	NO
FAYETTE	7-227.14					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL-AID STP FUNDS EARMARKED FOR LEXINGTON URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONTRAINT PENDING MPO TIP)	C	SLX	SLX	2020	8,200,000	6,560,000	NO
FAYETTE	7-229.2		0.3			SAFETY	BIKE/PED FACIL(O)	SOUTH ELKHORN TRAIL IN LEXINGTON (PRIORITY SECTION 2); FROM JOSEPH BRYAN WAY THROUGH NS RAILROAD TUNNEL TO WAVELAND HISTORIC SITE (ALL WORK BY LFUCG). (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	SLX	2017	400,000	320,000	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 LFUCG)(ALL WORK BY LFUCG)(2004BOPC)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLX	SLX	2017	625,000	500,000	NO
FAYETTE	7-252	KY 922	1.837	1.47	3.22	RELIABILITY	MAJOR WIDENING(O)	SIX-LANE NEWTOWN PIKE FROM KY-4 TO I-75. (16CCR)	R	STP	STP	2017	3,150,000	3,150,000	NO
FAYETTE	7-252	KY 922	1.837	1.47	3.22	RELIABILITY	MAJOR WIDENING(O)	SIX-LANE NEWTOWN PIKE FROM KY-4 TO I-75. (16CCR)	U	STP	STP	2019	5,000,000	5,000,000	NO
FAYETTE	7-252	KY 922	1.837	1.47	3.22	RELIABILITY	MAJOR WIDENING(O)	SIX-LANE NEWTOWN PIKE FROM KY-4 TO I-75. (16CCR)	C	STP	STP	2019	20,000,000	20,000,000	YES
FAYETTE	7-366	KY 4	1.3	8.731	10.015	RELIABILITY	MAJOR WIDENING(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	2017	12,000,000	12,000,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
FAYETTE	7-366.02	KY 4	1.3	8.731	10.015	RELIABILITY	PREFINANCD CONVRSN(O)	WIDEN NEW CIRCLE ROAD IN LEXINGTON FROM GEORGETOWN ROAD TO BOARDWALK AVENUE INCLUDING INTERCHANGE RECONSTRUCTION AT NEWTOWN PIKE. (ADDITIONAL C-FUNDS FOR 7-366.00)	C	NHPP	NH	2018	12,000,000	12,000,000	NO
FAYETTE	7-366.03	KY 4	1.3	8.731	10.015	RELIABILITY	PREFINANCD CONVRSN(O)	WIDEN NEW CIRCLE ROAD IN LEXINGTON FROM GEORGETOWN ROAD TO BOARDWALK AVENUE INCLUDING INTERCHANGE RECONSTRUCTION AT NEWTOWN PIKE. (ADDITIONAL C-FUNDS FOR 7-366.00)	C	NHPP	NH	2019	10,930,000	10,930,000	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	2017	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	2017	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	2017	800,000	800,000	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).	R	SLX	SLX	2017	18,000	14,400	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	SLX	SLX	2017	725,000	580,000	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	SLX	SLX	2017	40,000	32,000	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	SLX	SLX	2017	550,000	440,000	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 INTERSECTION OF US 421 AND BRACKTOWN RD (CS 4008)(SR 27.8) 034B00018N	R	NHPP	BRO	2017	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 INTERSECTION OF US 421 AND BRACKTOWN RD (CS 4008)(SR 27.8) 034B00018N	U	NHPP	BRO	2017	125,000	125,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
FAYETTE	7-1129	US 421	0.04	4.426	4.466	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 421 OVER FORK OF TOWN BRANCH AT INTERSECTION OF US 421 AND BRACKTOWN RD (CS 4008)(SR 27.8) 034B00018N	C	NHPP	BRO	2017	800,000	800,000	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	NO
FAYETTE	7-1141	CR 1001	0.04	1.6	1.64	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRANCH OF NORTH ELKHORN CREEK ON HUME ROAD (CR 1001) 0.7 MI NW OF US 60 (034C00001N)(SR=44.5)	D	STP	BRZ	2019	300,000	300,000	NO
FAYETTE	7-8507	CS 2548				RELIABILITY	NEW ROUTE(O)	COMPLETE CONSTRUCTION ON POLO CLUB BOULEVARD AT DEERHAVEN LANE AND TODDS ROAD. (08CCN)(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLX	SLX	2017	1,550,000	1,240,000	NO
FAYETTE	7-8909	I 75				RELIABILITY	MAJOR WIDENING(O)	WIDEN I-64/I-75 TO 8 LANES FROM BRYAN STATION OVERPASS (MP 112.012) TO NORTHERN SPLIT (MP 117.665) TO ALLEVIATE CONGESTION (SECTION 1). (16CCN)	D	NHPP	IM	2017	500,000	500,000	NO
FAYETTE	7-8909	I 75				RELIABILITY	MAJOR WIDENING(O)	WIDEN I-64/I-75 TO 8 LANES FROM BRYAN STATION OVERPASS (MP 112.012) TO NORTHERN SPLIT (MP 117.665) TO ALLEVIATE CONGESTION (SECTION 1). (16CCN)	R	NHPP	IM	2017	1,500,000	1,500,000	NO
FAYETTE	7-8909	I 75				RELIABILITY	MAJOR WIDENING(O)	WIDEN I-64/I-75 TO 8 LANES FROM BRYAN STATION OVERPASS (MP 112.012) TO NORTHERN SPLIT (MP 117.665) TO ALLEVIATE CONGESTION (SECTION 1). (16CCN)	U	NHPP	IM	2018	1,500,000	1,500,000	NO
FAYETTE	7-8909	I 75				RELIABILITY	MAJOR WIDENING(O)	WIDEN I-64/I-75 TO 8 LANES FROM BRYAN STATION OVERPASS (MP 112.012) TO NORTHERN SPLIT (MP 117.665) TO ALLEVIATE CONGESTION (SECTION 1). (16CCN)	C	NHPP	IM	2019	40,000,000	40,000,000	YES
FAYETTE	7-8910	I 75				RELIABILITY	MAJOR WIDENING(O)	WIDEN I-75 TO 8 LANES FROM C&O RAILROAD BRIDGE (MP 107.417) TO BRYAN STATION OVERPASS (MP 112.012) TO ALLEVIATE CONGESTION (SECTION 2). (16CCN).	D	NHPP	IM	2017	1,000,000	1,000,000	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	2017	150,000	150,000	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	U	NHPP	BRO	2017	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	2017	400,000	400,000	NO
FLEMING	9-1091	KY 111	0.02	11.84	11.86	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER ALLISON CREEK ON KY 111 1.2 MI N OF KY 156. (035B00016N)(SR=32.1)(EBRP)	D	STP	BRX	2020	500,000	500,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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	9-1092	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)	R	STP	BRZ	2019	75,000	75,000	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)	U	STP	BRZ	2019	50,000	50,000	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)	C	STP	BRZ	2020	600,000	600,000	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 AND FY2011 NHCB PROJECT) (2010 BOPC).	D	KYD	KYD	2017	5,000	5,000	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 AND FY2011 NHCB PROJECT) (2010 BOPC).	C	KYD	KYD	2017	503,000	503,000	NO
FLEMING	9-8804	KY 111				RELIABILITY	BRIDGE REHAB(P)	RESTORATION OF GRANGE CITY COVERED BRIDGE LOCATED ON KY-111 BETWEEN FLEMINGSBURG AND GRANGE CITY. (14CCN) (16CCR)	C	TE	TE	2017	1,200,000	960,000	NO
FLOYD	12-1.2	KY 114	3.5	0	3.48	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: EXTEND THE FOUR LANE MOUNTAIN PARKWAY FROM THE MAGOFFIN/FLOYD COUNTY LINE TO THE HEAD OF LEFT FORK OF ABBOTT CREEK. (SEE 12-1.01 FOR PE & ENV)(14CCR)(16CCR)	D	NHPP	NH	2020	2,900,000	2,900,000	NO
FLOYD	12-1.3	KY 114	3.9	3.48	7.354	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: EXTEND THE FOUR LANE MOUNTAIN PARKWAY FROM THE HEAD OF LEFT FORK OF ABBOTT CREEK TO NEELEY BRANCH ROAD. (SEE 12-1.01 FOR PE & ENV)(14CCR)(16CCR)	D	NHPP	NH	2019	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: EXTEND THE FOUR LANE MOUNTAIN PARKWAY FROM NEELEY BRANCH ROAD TO COUNTY ROAD 1386 AT PRESTONSBURG ELEMENTARY SCHOOL. (SEE 12-1.01 FOR PE & ENV)(14CCR)(16CCR)	D	NHPP	NH	2018	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	NHPP	NH	2017	400,000	400,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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	NHPP	NH	2017	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	2018	1,800,000	1,800,000	NO
FLOYD	12-345	US 23		21.5	21.8	RELIABILITY	WEIGH STA REHAB(P)	UPGRADE EXISTING FLOYD COUNTY WEIGH STATION.	C	NHPP	NH	2018	1,000,000	1,000,000	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	2018	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	STP	BRX	2017	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	STP	BRX	2017	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	STP	BRX	2018	900,000	900,000	NO
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	2019	750,000	750,000	NO
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)	R	STP	BRX	2020	300,000	300,000	NO
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)	U	STP	BRX	2020	500,000	500,000	NO
FLOYD	12-1121	KY 550	0.04	2.03	2.07	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRUSH CREEK ON KY 550 AT JCT WITH KY 850. (036B00015N)(SR=41.3)(EBRP)	D	STP	BRX	2019	300,000	300,000	NO
FLOYD	12-1121	KY 550	0.04	2.03	2.07	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRUSH CREEK ON KY 550 AT JCT WITH KY 850. (036B00015N)(SR=41.3)(EBRP)	R	STP	BRX	2020	200,000	200,000	NO
FLOYD	12-1121	KY 550	0.04	2.03	2.07	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRUSH CREEK ON KY 550 AT JCT WITH KY 850. (036B00015N)(SR=41.3)(EBRP)	U	STP	BRX	2020	300,000	300,000	NO
FLOYD	12-8901					RELIABILITY	SAFETY(P)	MOUNTAIN PARKWAY EXPANSION FROM PRESTONSBURG TO WEST VIRGINIA LINE. (16CCN)	P	NHPP	NH	2017	3,000,000	3,000,000	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

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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	5-1065	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)	C	NHPP	BRO	2018	700,000	700,000	NO
FRANKLIN	5-1078	CR 1230	0.025	0.04	0.065	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BENSON CREEK ON CRAB ORCHARD ROAD (CR 1230) 200 FT NW OF KY 151 NEAR I-64 EXIT 48 (037C00010N)(SR=23.9) (EBRP)(16CCR)	D	STP	BRZ	2017	350,000	350,000	NO
FRANKLIN	5-1078	CR 1230	0.025	0.04	0.065	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BENSON CREEK ON CRAB ORCHARD ROAD (CR 1230) 200 FT NW OF KY 151 NEAR I-64 EXIT 48 (037C00010N)(SR=23.9) (EBRP)(16CCR)	R	STP	BRZ	2017	10,000	10,000	NO
FRANKLIN	5-1078	CR 1230	0.025	0.04	0.065	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BENSON CREEK ON CRAB ORCHARD ROAD (CR 1230) 200 FT NW OF KY 151 NEAR I-64 EXIT 48 (037C00010N)(SR=23.9) (EBRP)(16CCR)	U	STP	BRZ	2017	20,000	20,000	NO
FRANKLIN	5-1078	CR 1230	0.025	0.04	0.065	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BENSON CREEK ON CRAB ORCHARD ROAD (CR 1230) 200 FT NW OF KY 151 NEAR I-64 EXIT 48 (037C00010N)(SR=23.9) (EBRP)(16CCR)	C	STP	BRZ	2018	875,000	875,000	NO
FRANKLIN	5-2035.7	I 64	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)(16CCN)	R	NHPP	IM	2018	120,000	120,000	NO
FRANKLIN	5-2035.7	I 64	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)(16CCN)	U	NHPP	IM	2019	110,000	110,000	NO
FRANKLIN	5-2035.7	I 64	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)(16CCN)	C	NHPP	IM	2020	29,250,000	29,250,000	YES
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)(16CCN)	C	TE	TE	2017	610,000	488,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
FULTON	1-25	JC 9003	1.66	0	1.66	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT AND IMPROVE I-69 AT THE KENTUCKY/TENNESSEE STATE LINE TO US-51 INTERCHANGE AT FULTON. (I-69 CORRIDOR IMPROVEMENT)(2012BOP)	D	NHPP	NH	2019	3,000,000	3,000,000	NO
FULTON	1-26	JC 9003	19	1	3.434	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT ELEMENTS OF THE EXISTING PURCHASE PARKWAY BETWEEN MP 1 AND MP 20 INCLUDING THE RECONSTRUCTION OF THE KY339 INTERCHANGE IN WINGO, KY. (I-69 CORRIDOR IMPROVEMENT) (2012BOP)	R	NHPP	NH	2019	750,000	750,000	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)038C00001N(12CCR)(AR/W)	U	STP	BRZ	2017	100,000	100,000	NO
GALLATIN	6-8910	I 71				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT I-71 FROM US 127 FROM MP 62.8 TO MP 64 TO IMPROVE GEOMETRICS. (16CCN).	D	NHPP	IM	2019	2,200,000	2,200,000	NO
GALLATIN	6-8910	I 71				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT I-71 FROM US 127 FROM MP 62.8 TO MP 64 TO IMPROVE GEOMETRICS. (16CCN).	R	NHPP	IM	2020	1,500,000	1,500,000	NO
GALLATIN	6-8910	I 71				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT I-71 FROM US 127 FROM MP 62.8 TO MP 64 TO IMPROVE GEOMETRICS. (16CCN).	U	NHPP	IM	2020	500,000	500,000	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=11.5) 040B00023N	R	STP	BRX	2017	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=11.5) 040B00023N	U	STP	BRX	2017	60,000	60,000	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=11.5) 040B00023N	C	STP	BRX	2017	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	2017	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	2017	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	2017	430,000	430,000	NO
GARRARD	7-1138	KY 1972	0.01	1.76	1.77	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER GILBERTS CREEK ON KY 1972 1.4 MI E OF CRAB ORCHARD ROAD (CR 1226) AT SECL OF LANCASTER. (040B00024N)(SR=35.5)(EBRP)	D	STP	BRX	2020	300,000	300,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
GRANT	6-411	KY 36	2.9	13.7	14.761	SAFETY	SAFETY(P)	ROADWAY IMPROVEMENTS TO KY-36 FROM US-25 AT WILLIAMSTOWN TO APPROXIMATELY 1 MILE EAST OF HEEKIN CLARKS ROAD.(12CCR)(14CCR)	R	STP	STP	2017	400,000	400,000	NO
GRANT	6-411	KY 36	2.9	13.7	14.761	SAFETY	SAFETY(P)	ROADWAY IMPROVEMENTS TO KY-36 FROM US-25 AT WILLIAMSTOWN TO APPROXIMATELY 1 MILE EAST OF HEEKIN CLARKS ROAD.(12CCR)(14CCR)	U	STP	STP	2017	1,010,000	1,010,000	NO
GRANT	6-411	KY 36	2.9	13.7	14.761	SAFETY	SAFETY(P)	ROADWAY IMPROVEMENTS TO KY-36 FROM US-25 AT WILLIAMSTOWN TO APPROXIMATELY 1 MILE EAST OF HEEKIN CLARKS ROAD.(12CCR)(14CCR)	C	STP	STP	2017	9,100,000	9,100,000	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. (SR=35.9) 041C00012N (12CCN)	R	STP	BRZ	2017	270,000	270,000	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. (SR=35.9) 041C00012N (12CCN)	U	STP	BRZ	2017	480,000	480,000	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. (SR=35.9) 041C00012N (12CCN)	C	STP	BRZ	2019	1,630,000	1,630,000	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. (SR=28.1) 041C00014N (12CCN)	R	STP	BRZ	2017	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. (SR=28.1) 041C00014N (12CCN)	U	STP	BRZ	2017	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. (SR=28.1) 041C00014N (12CCN)	C	STP	BRZ	2020	2,250,000	2,250,000	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. (SR=21.5) 041C00016N (12CCN)	R	NHPP	BRO	2017	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. (SR=21.5) 041C00016N (12CCN)	U	NHPP	BRO	2017	290,000	290,000	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. (SR=21.5) 041C00016N (12CCN)	C	NHPP	BRO	2017	2,250,000	2,250,000	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	1,250,000	1,250,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
GRAVES	1-1157	CR 1088	0.1	0.3	0.4	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER PANTHER CREEK ON MCKENDREE CHURCH RD (CR 1088) 0.3 MI E OF KY 301 042C00010N SR 28.3	D	STP	BRZ	2019	280,000	280,000	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)(16CCR)	C	STP	STP	2019	9,120,000	9,120,000	NO
GREEN	4-158.1	KY 61		3.9	4.25	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. TO CONSTRUCT INTERSECTION IMPROVEMENT AT KY61-KY487; (SEE ITEM #8-128.12)(2005HPP-KY125)(2005HPP-KY161).	R	HPP	HPP	2017	200,000	200,000	NO
GREEN	4-158.1	KY 61		3.9	4.25	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. TO CONSTRUCT INTERSECTION IMPROVEMENT AT KY61-KY487; (SEE ITEM #8-128.12)(2005HPP-KY125)(2005HPP-KY161).	U	HPP	HPP	2017	100,000	100,000	NO
GREEN	4-158.1	KY 61		3.9	4.25	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. TO CONSTRUCT INTERSECTION IMPROVEMENT AT KY61-KY487; (SEE ITEM #8-128.12)(2005HPP-KY125)(2005HPP-KY161).	C	HPP	HPP	2017	1,490,000	1,490,000	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 (16CCR)	U	NHPP	BRO	2017	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 (16CCR)	C	NHPP	BRO	2018	5,000,000	5,000,000	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)(16CCR)	C	NHPP	BRO	2018	4,740,000	4,740,000	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)(16CCN)	C	NHPP	BRO	2018	4,370,000	4,370,000	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	2017	25,000	25,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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	2017	1,000,000	1,000,000	NO
GREENUP	9-1094	CS 4041	0.016	0.05	0.066	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER POND RUN ON WILLIAMS AVE (CS 4041) IN RACELAND 250 FT NW OF POND RUN ROAD (CS 4001) (045C00119N) (SR=27.3)	D	STP	BRZ	2019	350,000	350,000	NO
GREENUP	9-8509	KY 207				RELIABILITY	NEW ROUTE(O)	CONSTRUCT A NEW CONNECTOR ROAD CONNECTING FLATWOODS AT KY-207 AND KY-693 AND THE INDUSTRIAL PARKWAY CONNECTOR BETWEEN I-64 AND US-60. (08CCN)(16CCR)	R	STP	STP	2017	8,400,000	8,400,000	NO
GREENUP	9-8509	KY 207				RELIABILITY	NEW ROUTE(O)	CONSTRUCT A NEW CONNECTOR ROAD CONNECTING FLATWOODS AT KY-207 AND KY-693 AND THE INDUSTRIAL PARKWAY CONNECTOR BETWEEN I-64 AND US-60. (08CCN)(16CCR)	U	STP	STP	2019	6,750,000	6,750,000	NO
GREENUP	9-8509	KY 207				RELIABILITY	NEW ROUTE(O)	CONSTRUCT A NEW CONNECTOR ROAD CONNECTING FLATWOODS AT KY-207 AND KY-693 AND THE INDUSTRIAL PARKWAY CONNECTOR BETWEEN I-64 AND US-60. (08CCN)(16CCR)	C	STP	STP	2020	26,000,000	26,000,000	YES
HANCOCK	2-316.1	KY 69				RELIABILITY	BRIDGE PAINTING(P)	BRIDGE PAINTING OF THE BOB CUMMINGS LINCOLN TRAIL BRIDGE OVER THE OHIO RIVER BETWEEN CANNELTON, INDIANA AND HAWESVILLE, KENTUCKY. INDOT IS THE LEAD STATE ON THE PROJECT. (2014BOP)	D	NHPP	BRO	2017	25,000	25,000	NO
HANCOCK	2-316.11	KY 69				RELIABILITY	PREFINANCD CONVRSN(P)	BRIDGE PAINTING OF THE BOB CUMMINGS LINCOLN TRAIL BRIDGE OVER THE OHIO RIVER BETWEEN CANNELTON, INDIANA AND HAWESVILLE, KENTUCKY. INDOT IS THE LEAD STATE ON THE PROJECT. (ADDITIONAL FUNDING FOR C PHASE)	C	NHPP	BRO	2019	2,975,000	2,975,000	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).(16CCR)	C	STP	STP	2019	9,230,000	9,230,000	NO
HARDIN	4-286.1	I 65	0.1	81.95	82.05	RELIABILITY	WEIGH STA REHAB(P)	I-65 SOUTHBOUND PORT OF ENTRY FOR A COMMERCIAL VEHICLE MONITORING STATION.(10CCR)	R	NHPP	IM	2019	110,000	110,000	NO
HARDIN	4-286.1	I 65	0.1	81.95	82.05	RELIABILITY	WEIGH STA REHAB(P)	I-65 SOUTHBOUND PORT OF ENTRY FOR A COMMERCIAL VEHICLE MONITORING STATION.(10CCR)	U	NHPP	IM	2019	1,040,000	1,040,000	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

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
HARDIN	4-1093	US 62	0.139	28.157	28.193	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 62 OVER ROLLING FORK AT THE HARDIN-NELSON CO LINE. (SR=49.3) 047B00023N	D	STP	BRX	2019	800,000	800,000	NO
HARLAN	11-269.2	US 421				RELIABILITY	PREFINANCD CONVRSN(O)	HARLAN-VIRGINIA STATE LINE; RESCOPE US-421 FROM BARN BRANCH TO VIRGINIA STATE LINE. (ADDITIONAL FUNDS FOR C PHASE. SEE 11-269.10) (16CCN)	C	STP	STP	2019	10,000,000	10,000,000	YES
HARLAN	11-269.3	US 421				RELIABILITY	PREFINANCD CONVRSN(O)	HARLAN-VIRGINIA STATE LINE; RESCOPE US-421 FROM BARN BRANCH TO VIRGINIA STATE LINE. (ADDITIONAL FUNDS FOR C PHASE. SEE 11-269.1 AND 11-269.2)(16CCN)	C	STP	STP	2019	23,800,000	23,800,000	YES
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	STP	BRX	2017	1,300,000	1,300,000	NO
HARLAN	11-1097	KY 219	0.02	1.033	1.053	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER WALLINS CREEK ON KY 219 3.0 MILE SOUTH OF SCL OF WALLINS CREEK. (048B00047N)(SR=43.8)	D	STP	BRX	2020	250,000	250,000	NO
HARLAN	11-1101	US 119	0.118	34.787	34.905	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON US 119 OVER KY 160/MAIN ST IN HARLAN COUNTY, KY. (SR=32.3) 048B00126N	D	NHPP	BRO	2019	800,000	800,000	NO
HARLAN	11-8703	US 119	1	1.2	2.2	RELIABILITY	MINOR WIDENING(O)	PROVIDE A PASSING BAY ON US 119 FROM MP 1.2 TO MP 2.2 IN HARLAN COUNTY.(12CCN)(14CCR)(16CCR)	R	NHPP	NH	2017	500,000	500,000	NO
HARLAN	11-8703	US 119	1	1.2	2.2	RELIABILITY	MINOR WIDENING(O)	PROVIDE A PASSING BAY ON US 119 FROM MP 1.2 TO MP 2.2 IN HARLAN COUNTY.(12CCN)(14CCR)(16CCR)	U	NHPP	NH	2017	500,000	500,000	NO
HARLAN	11-8703	US 119	1	1.2	2.2	RELIABILITY	MINOR WIDENING(O)	PROVIDE A PASSING BAY ON US 119 FROM MP 1.2 TO MP 2.2 IN HARLAN COUNTY.(12CCN)(14CCR)(16CCR)	C	NHPP	NH	2019	3,000,000	3,000,000	NO
HARLAN	11-8807	US 119	0.2	10	10.2	SAFETY	SAFETY(P)	CONSTRUCT TURN LANES ONTO KY 840 FROM US 119. (14CCN) (16CCR)	D	NHPP	NH	2017	100,000	100,000	NO
HARLAN	11-8807	US 119	0.2	10	10.2	SAFETY	SAFETY(P)	CONSTRUCT TURN LANES ONTO KY 840 FROM US 119. (14CCN) (16CCR)	R	NHPP	NH	2017	25,000	25,000	NO
HARLAN	11-8807	US 119	0.2	10	10.2	SAFETY	SAFETY(P)	CONSTRUCT TURN LANES ONTO KY 840 FROM US 119. (14CCN) (16CCR)	U	NHPP	NH	2018	75,000	75,000	NO
HARLAN	11-8807	US 119	0.2	10	10.2	SAFETY	SAFETY(P)	CONSTRUCT TURN LANES ONTO KY 840 FROM US 119. (14CCN) (16CCR)	C	NHPP	NH	2018	1,300,000	1,300,000	NO
HARLAN	11-8808	US 119	0.2	9.8	10	SAFETY	SAFETY(P)	CONSTRUCT A LEFT TURN LANE FROM S US 119 ONTO KY 3152. (14CCN) (16CCR)	D	NHPP	NH	2017	100,000	100,000	NO
HARLAN	11-8808	US 119	0.2	9.8	10	SAFETY	SAFETY(P)	CONSTRUCT A LEFT TURN LANE FROM S US 119 ONTO KY 3152. (14CCN) (16CCR)	R	NHPP	NH	2017	25,000	25,000	NO
HARLAN	11-8808	US 119	0.2	9.8	10	SAFETY	SAFETY(P)	CONSTRUCT A LEFT TURN LANE FROM S US 119 ONTO KY 3152. (14CCN) (16CCR)	U	NHPP	NH	2018	50,000	50,000	NO
HARLAN	11-8808	US 119	0.2	9.8	10	SAFETY	SAFETY(P)	CONSTRUCT A LEFT TURN LANE FROM S US 119 ONTO KY 3152. (14CCN) (16CCR)	C	NHPP	NH	2018	1,100,000	1,100,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
HARLAN	11-8906	US 119				RELIABILITY	SAFETY(P)	ADDRESS HORIZONTAL ALIGNMENT AND SAFETY ISSUES ON US 119 NEAR HARLAN/BELL COUNTY LINE. (16CCN)	C	NHPP	NH	2019	17,350,000	17,350,000	NO
HARRISON	6-1093	CR 1124		0.051	0.091	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON OLD LAIR RD (CR-1124) (0.071) OVER S. FORK LICKING RIVER. (SR=14.2) 049C00035N (16CCR)	D	STP	BRZ	2017	500,000	500,000	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	2017	5,500,000	5,500,000	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	SHN	SHN	2018	600,000	480,000	NO
HENDERSON	2-700.14					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON FOR FY 2019. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SHN	SHN	2019	700,000	560,000	NO
HENDERSON	2-700.15					RELIABILITY	MATCHED FED FUNDS(O)	FEDERAL 'STP' FUNDS DEDICATED TO HENDERSON FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SHN	SHN	2020	700,000	560,000	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	SHN	SHN	2017	50,000	40,000	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	SHN	SHN	2017	100,000	80,000	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)	C	SHN	SHN	2017	550,000	440,000	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	SHN	SHN	2017	10,000	8,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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	SHN	SHN	2017	15,000	12,000	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	SHN	SHN	2017	200,000	160,000	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	SHN	SHN	2017	400,000	320,000	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)	U	SHN	SHN	2017	400,000	320,000	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	SHN	SHN	2017	600,000	480,000	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	SHN	SHN	2017	50,000	40,000	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	SHN	SHN	2017	100,000	80,000	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	SHN	SHN	2017	500,000	400,000	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	2017	250,000	250,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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	2017	14,000,000	14,000,000	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	2018	6,000,000	6,000,000	NO
HENDERSON	2-1080.02	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	2019	5,000,000	5,000,000	YES
HENDERSON	2-1088.1	I 69				RELIABILITY	NEW ROUTE(O)	DEVELOP ALIGNMENT FOR INTERSTATE 69 HENDERSON/EVANSVILLE OHIO RIVER CROSSING (TO BE DEVELOPED IN CONCERT WITH 2-1088.00).(16CCR)	D	NHPP	NH	2017	6,000,000	6,000,000	NO
HENDERSON	2-1088.1	I 69				RELIABILITY	NEW ROUTE(O)	DEVELOP ALIGNMENT FOR INTERSTATE 69 HENDERSON/EVANSVILLE OHIO RIVER CROSSING (TO BE DEVELOPED IN CONCERT WITH 2-1088.00).(16CCR)	R	NHPP	NH	2018	20,000,000	20,000,000	NO
HENDERSON	2-1088.1	I 69				RELIABILITY	NEW ROUTE(O)	DEVELOP ALIGNMENT FOR INTERSTATE 69 HENDERSON/EVANSVILLE OHIO RIVER CROSSING (TO BE DEVELOPED IN CONCERT WITH 2-1088.00).(16CCR)	U	NHPP	NH	2019	15,000,000	15,000,000	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	2,000,000	2,000,000	NO
HICKMAN	1-1156	CR 1011	0.055	0.25	0.305	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER IC RR ON BALTIMORE RD (CR 1011) 0.3 MI NW OF HICKMAN/GRAVES CO LINE 053C00003N SR 24.5	D	STP	BRZ	2019	380,000	380,000	NO
HICKMAN	1-1158	KY 1301	0.057	1.039	1.096	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER HURRICANE BRANCH ON KY 1301, LOCATED 1.092 MI NW OF US 51 IN HICKMAN COUNTY, KY.(SR 21) (053B00083N) (2014BOP)	C	STP	BRX	2017	300,000	300,000	NO
HOPKINS	2-137.02	US 41A	3.6	0	3.426	RELIABILITY	MAJOR WIDENING(O)	US 41A PHASE II DESIGN AND RIGHT-OF-WAY. (2005HPP-KY135)(SEE 2-137.01 FOR "STP" COMPONENT)	C	HPP	HPP	2018	2,879,680	2,879,680	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=31.9) 054B00022N (14CCR)	R	STP	BRX	2017	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=31.9) 054B00022N (14CCR)	U	STP	BRX	2017	300,000	300,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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=31.9) 054B00022N (14CCR)	C	STP	BRX	2018	680,000	680,000	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	2017	1,750,000	1,750,000	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	2017	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	2017	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	2017	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)(AR/W) 055B00157N	C	NHPP	BRO	2017	750,000	750,000	NO
JEFFERSON	5-21	I 265	0.3	25.3	25.6	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	SNYDER FREEWAY; RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE. (DESIGNED WITH 5-41.00)(2006BOPP)(12CCR)	R	NHPP	IM	2017	4,210,000	4,210,000	NO
JEFFERSON	5-21	I 265	0.3	25.3	25.6	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	SNYDER FREEWAY; RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE. (DESIGNED WITH 5-41.00)(2006BOPP)(12CCR)	U	NHPP	IM	2017	3,380,000	3,380,000	NO
JEFFERSON	5-21	I 265	0.3	25.3	25.6	ECONOMIC DEVELOPMENT	I-CHANGE RECONST(O)	SNYDER FREEWAY; RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE. (DESIGNED WITH 5-41.00)(2006BOPP)(12CCR)	C	NHPP	IM	2019	24,000,000	24,000,000	YES
JEFFERSON	5-21.01	I 265	0.3	25.3	25.6	ECONOMIC DEVELOPMENT	PREFINANCD CONVRSN(O)	SNYDER FREEWAY; RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE. (DESIGNED WITH 5-41.00)(ADDITIONAL FUNDS FOR C PHASE)(12CCR)	C	NHPP	IM	2020	10,000,000	10,000,000	YES
JEFFERSON	5-63	I 64	0.3	0	0.316	SAFETY	BRIDGE INSPECTION(P)	I-64 BRIDGE (SHERMAN MINTON) OVER OHIO RIVER @ LOUISVILLE (B279); JOINT PROJECT WITH INDIANA TO PERFORM IN-DEPTH INSPECTION. (056B00279N)	C	NHPP	IM	2017	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	SLO	SLO	2017	11,500,000	9,200,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
JEFFERSON	5-159	I 64	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	2017	9,430,000	9,430,000	NO
JEFFERSON	5-159	I 64	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	2017	2,350,000	2,350,000	NO
JEFFERSON	5-159	I 64	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)	C	NHPP	NH	2018	9,680,000	9,680,000	NO
JEFFERSON	5-205	I 65	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	2017	1,820,000	1,820,000	NO
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)(16CCR)	C	STP	STP	2017	10,960,000	10,960,000	NO
JEFFERSON	5-353	CR 1006C	0.85	0.457	1.232	RELIABILITY	MINOR WIDENING(O)	ENGLISH STATION ROAD IN LOUISVILLE; WIDEN TO 3 LANES FROM AVOCA ROAD TO WEST AIKEN ROAD.(FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	SLO	2017	4,060,000	3,248,000	NO
JEFFERSON	5-371.1	KY 22	0.4	1.432	1.789	SAFETY	SAFETY(P)	RECONSTRUCT KY-22 AT SPRINGCREST DRIVE. (06CCN) (2004BOPC)(14CCR)(EMERGENCY CULVERT REPLACEMENT AWARDED UNDER 5-371.12)	C	STP	STP	2017	1,000,000	1,000,000	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	2017	1,320,000	1,320,000	NO
JEFFERSON	5-378.1	I 65	0.1	0	0.155	RELIABILITY	RECONSTRUCTION(O)	EXTEND/RECONSTRUCT I-65 SB RAMP TO BROOK STREET (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLO	SLO	2017	2,110,000	1,688,000	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) (LOCALMATCH)(2004BOPC) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	R	SLO	SLO	2017	3,750,000	3,000,000	NO
JEFFERSON	5-413	US 150	0.1	0.9	1.18	SAFETY	SAFETY(P)	ALIGN INTERSECTION OF BROADWAY AND 18TH STREET BY MOVING THE SOUTH LEG OF 18TH STREET TO THE EAST (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	U	SLO	SLO	2017	90,000	72,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
JEFFERSON	5-413	US 150	0.1	0.9	1.18	SAFETY	SAFETY(P)	ALIGN INTERSECTION OF BROADWAY AND 18TH STREET BY MOVING THE SOUTH LEG OF 18TH STREET TO THE EAST (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLO	SLO	2017	760,000	608,000	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	SLO	SLO	2017	1,000,000	800,000	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	SLO	SLO	2017	1,000,000	800,000	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	SLO	SLO	2017	1,000,000	800,000	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).	C	SLO	SLO	2018	4,000,000	3,200,000	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	SLO	SLO	2017	100,000	80,000	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	SLO	SLO	2017	100,000	80,000	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	SLO	SLO	2018	100,000	80,000	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	SLO	SLO	2017	40,000	32,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
JEFFERSON	5-440.02					SAFETY	BIKE/PED FACIL(O)	INSTALLATION OF SIDEWALKS TO FIX GAPS IN PEDESTRIAN NETWORK ON VARIOUS STATE MAINTAINED ROADS IN THE LOUISVILLE URBANIZED AREA. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	SLO	2017	40,000	32,000	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	SLO	SLO	2017	320,000	256,000	NO
JEFFERSON	5-442.02					SAFETY	BIKE/PED FACIL(O)	SENECA PARK LOOP EXTENSIONS (EAST AND WEST). (LOCAL MATCH)(ALL WORK BY LOUISVILLE METRO)(2004BOPC) (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	SLO	2017	650,000	520,000	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	SLO	SLO	2017	320,000	256,000	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	SLO	SLO	2017	490,000	392,000	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	SLO	SLO	2017	120,000	96,000	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	SLO	SLO	2017	290,000	232,000	NO
JEFFERSON	5-470.1	CS 1049F		0.047	0.58	RELIABILITY	RECONSTRUCTION(O)	CONVERSION OF ONE-WAY STREETS IN DOWNTOWN LOUISVILLE TO TWO WAY TRAFFIC (8TH, 7TH, SHELBY, CAMPBELL STREETS). PHASE 2	C	SLO	SLO	2017	748,000	598,400	NO
JEFFERSON	5-474	I 265	0.82	28.28	29.1	SAFETY	SAFETY(P)	REDUCE CONGESTION AND IMPROVE SAFETY AT THE KY 3084 (OLD HENRY ROAD) INTERCHANGE. (12CCR)	C	NHPP	IM	2017	5,090,000	5,090,000	NO
JEFFERSON	5-478.4	US 31		9.749	11.69	SAFETY	SAFETY(P)	IMPROVE SAFETY ON DIXIE HIGHWAY BY PLACING BARRIER WALLS FOR 2 MILES TO ELIMINATE CROSSOVER ACCIDENTS BETWEEN GREENWOOD ROAD (KY 1931) AND STONESTREET ROAD (CR 1003). (16CCN)	C	HSIP	SAF	2017	500,000	500,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
JEFFERSON	5-483	I 71	3.6	9.1	11.315	RELIABILITY	MAJOR WIDENING(O)	SIX LANE PRIORITY SECTION OF I-71 BETWEEN I-265 AND KY 329.(16CCR)	R	NHPP	NH	2018	1,000,000	1,000,000	NO
JEFFERSON	5-483	I 71	3.6	9.1	11.315	RELIABILITY	MAJOR WIDENING(O)	SIX LANE PRIORITY SECTION OF I-71 BETWEEN I-265 AND KY 329.(16CCR)	U	NHPP	NH	2019	500,000	500,000	NO
JEFFERSON	5-483	I 71	3.6	9.1	11.315	RELIABILITY	MAJOR WIDENING(O)	SIX LANE PRIORITY SECTION OF I-71 BETWEEN I-265 AND KY 329.(16CCR)	C	NHPP	NH	2020	45,000,000	45,000,000	YES
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	SLO	SLO	2017	170,000	136,000	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.	C	SLO	SLO	2017	700,000	560,000	NO
JEFFERSON	5-485	US 60A	2.793	4.038	6.831	RELIABILITY	PAVEMENT REHAB-PRI(P)	RE-CURB US 60A (EASTERN PARKWAY) FROM KY 1631 (CRITTENDEN DRIVE) TO US 31E (BARDSTOWN ROAD).	P	SLO	SLO	2017	200,000	160,000	NO
JEFFERSON	5-485	US 60A	2.793	4.038	6.831	RELIABILITY	PAVEMENT REHAB-PRI(P)	RE-CURB US 60A (EASTERN PARKWAY) FROM KY 1631 (CRITTENDEN DRIVE) TO US 31E (BARDSTOWN ROAD).	D	SLO	SLO	2017	400,000	320,000	NO
JEFFERSON	5-485	US 60A	2.793	4.038	6.831	RELIABILITY	PAVEMENT REHAB-PRI(P)	RE-CURB US 60A (EASTERN PARKWAY) FROM KY 1631 (CRITTENDEN DRIVE) TO US 31E (BARDSTOWN ROAD).	C	SLO	SLO	2017	3,800,000	3,040,000	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 JEFFERSONTOWN CONNECTING THE DOWNTOWN ST NETWORK TO THE GOOD SAMARITAN CENTER & BICYCLE/PED TRAIL.	C	SLO	SLO	2017	162,000	129,600	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 JEFFERSONTOWN TO 21ST CENTURY PARK.	P	SLO	SLO	2017	189,000	151,200	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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	SLO	SLO	2017	333,600	266,880	NO
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	SLO	SLO	2017	210,500	168,400	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	SLO	SLO	2017	144,240	115,392	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	SLO	SLO	2017	254,000	203,200	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	SLO	SLO	2017	37,800	30,240	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	SLO	SLO	2017	1,000,000	800,000	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	SLO	SLO	2017	1,000,000	800,000	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	SLO	SLO	2017	1,000,000	800,000	NO
JEFFERSON	5-498	KY 2054		1.64	2.717	SAFETY	BIKE/PED FACIL(O)	CONSTRUCTION OF A 1.2 MILE SHARED USE PATH SYSTEM ALONG ALGONQUIN PARKWAY BETWEEN DIXIE HIGHWAY AND SHARP AVE.	C	SLO	SLO	2017	1,000,000	800,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
JEFFERSON	5-499	CR 1001B		0	6.761	SAFETY	BIKE/PED FACIL(O)	RIVER ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS FROM DOWNTOWN LOUISVILLE TO THE CITY OF PROSPECT (US 42), 8.5 MILES. (SEE 5-3036.00)	D	SLO	SLO	2017	200,000	160,000	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	SLO	SLO	2017	2,043,030	1,634,424	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	SLO	SLO	2017	12,500	10,000	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	SLO	SLO	2017	70,000	56,000	NO
JEFFERSON	5-516.02					SAFETY	SAFETY(P)	VARIOUS SAFETY PROJECTS IN THE LOUISVILLE URBANIZED AREA.	C	SLO	SLO	2017	1,000,000	800,000	NO
JEFFERSON	5-516.03					SAFETY	SAFETY(P)	VARIOUS SAFETY PROJECTS IN THE LOUISVILLE URBANIZED AREA.	C	SLO	SLO	2017	1,000,000	800,000	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	SLO	SLO	2017	194,169	155,335	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	SLO	SLO	2017	509,788	407,830	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	SLO	SLO	2017	656,640	525,312	NO
JEFFERSON	5-521	I 64		1.387	1.891	RELIABILITY	BRIDGE REHAB(P)	REPAIR DRAINAGE SYSTEM ON THE I-64 BRIDGE OVER N.S. RAILROAD AND THE LEVEE AND REPAIR THE LEVEE.(056B00284N)(2014BOP)	C	NHPP	IM	2017	400,000	400,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
JEFFERSON	5-522					SAFETY	BIKE/PED FACIL(O)	"SHARED USE PATH" LOUISVILLE LOOP TRAILHEAD FACILITIES THROUGH JEFFERSON MEMORIAL FOREST FROM NORTH END OF SAND QUARRY TUNNEL AT GENE SNYDER FWY TO WEST TERMINUS OF THE EXISTING MSD TRAIL APPROX 2.7 MI WHICH WILL INCLUDE A BRIDGE OVER POND CREEK. 2012BOP	D	SLO	SLO	2017	333,600	266,880	NO
JEFFERSON	5-531	KY 1932		5.523	6.59	RELIABILITY	MATCHED FED FUNDS(O)	IMPROVE THE SAFETY AND CONGESTION OF KY 1932 (CHENOWETH LANE) FROM US 60 (SHELBYVILLE ROAD) TO US 42 (BROWNSBORO ROAD) APPROXIMATELY 1.07 MILES (2014BOP).	D	SLO	SLO	2017	1,250,000	1,000,000	NO
JEFFERSON	5-531	KY 1932		5.523	6.59	RELIABILITY	MATCHED FED FUNDS(O)	IMPROVE THE SAFETY AND CONGESTION OF KY 1932 (CHENOWETH LANE) FROM US 60 (SHELBYVILLE ROAD) TO US 42 (BROWNSBORO ROAD) APPROXIMATELY 1.07 MILES (2014BOP).	R	SLO	SLO	2017	1,766,400	1,413,120	NO
JEFFERSON	5-531	KY 1932		5.523	6.59	RELIABILITY	MATCHED FED FUNDS(O)	IMPROVE THE SAFETY AND CONGESTION OF KY 1932 (CHENOWETH LANE) FROM US 60 (SHELBYVILLE ROAD) TO US 42 (BROWNSBORO ROAD) APPROXIMATELY 1.07 MILES (2014BOP).	U	SLO	SLO	2018	2,000,000	1,600,000	NO
JEFFERSON	5-536	KY 1931		3.148	4.887	RELIABILITY	MINOR WIDENING(O)	WIDEN KY 1931 FROM 2 TO 3 LANES FROM US 31W (DIXIE HWY) TO DOSS HIGH SCHOOL. (2014BOP)	R	SLO	SLO	2018	3,000,000	2,400,000	NO
JEFFERSON	5-537	I 265	3	23.409	34.727	RELIABILITY	MAJOR WIDENING(O)	SIX LANE PRIORITY SECTION OF I-265 BETWEEN TAYLORSVILLE ROAD AND I-71.	D	NHPP	NH	2017	2,500,000	2,500,000	NO
JEFFERSON	5-537	I 265	3	23.409	34.727	RELIABILITY	MAJOR WIDENING(O)	SIX LANE PRIORITY SECTION OF I-265 BETWEEN TAYLORSVILLE ROAD AND I-71.	R	NHPP	NH	2018	2,000,000	2,000,000	NO
JEFFERSON	5-537	I 265	3	23.409	34.727	RELIABILITY	MAJOR WIDENING(O)	SIX LANE PRIORITY SECTION OF I-265 BETWEEN TAYLORSVILLE ROAD AND I-71.	U	NHPP	NH	2020	2,000,000	2,000,000	NO
JEFFERSON	5-539	I 71				RELIABILITY	RECONSTRUCTION(O)	PROVIDE COLLECTOR-DISTRIBUTOR LANE ON SOUTHBOUND I-71 TO FACILITATE RAMP MOVEMENTS TO AND FROM I-265.	C	NHPP	IM	2017	5,000,000	5,000,000	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	50,000,000	50,000,000	YES
JEFFERSON	5-804	I 264	1.7	20.9	22.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN I-264 (WATTERSON EXPRESSWAY) FROM WESTPORT ROAD (KY 1447) TO I-71, INCLUDING THE US-42 INTERCHANGE AS A SPUI.(PROJECT INCLUDES 5-594) (12CCR)(14CCR)	D	NHPP	IM	2017	3,000,000	3,000,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
JEFFERSON	5-804	I 264	1.7	20.9	22.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN I-264 (WATTERSON EXPRESSWAY) FROM WESTPORT ROAD (KY 1447) TO I-71, INCLUDING THE US-42 INTERCHANGE AS A SPUI.(PROJECT INCLUDES 5-594) (12CCR)(14CCR)	R	NHPP	NH	2019	5,020,000	5,020,000	NO
JEFFERSON	5-804	I 264	1.7	20.9	22.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN I-264 (WATTERSON EXPRESSWAY) FROM WESTPORT ROAD (KY 1447) TO I-71, INCLUDING THE US-42 INTERCHANGE AS A SPUI.(PROJECT INCLUDES 5-594) (12CCR)(14CCR)	U	NHPP	NH	2019	710,000	710,000	NO
JEFFERSON	5-804	I 264	1.7	20.9	22.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT/WIDEN I-264 (WATTERSON EXPRESSWAY) FROM WESTPORT ROAD (KY 1447) TO I-71, INCLUDING THE US-42 INTERCHANGE AS A SPUI.(PROJECT INCLUDES 5-594) (12CCR)(14CCR)	C	NHPP	NH	2020	24,170,000	24,170,000	YES
JEFFERSON	5-965.14					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2016 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	SLO	2017	48,700,000	38,960,000	NO
JEFFERSON	5-965.15					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2017 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLO	SLO	2017	5,800,000	4,640,000	NO
JEFFERSON	5-965.16					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2018 (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP)	C	SLO	SLO	2018	7,700,000	6,160,000	NO
JEFFERSON	5-965.17					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2019. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	SLO	2019	23,000,000	18,400,000	NO
JEFFERSON	5-965.18					RELIABILITY	MATCHED FED FUNDS(O)	DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL FOR FY 2020. (FUNDING SUBJECT TO FISCAL CONSTRAINT PENDING MPO TIP).	C	SLO	SLO	2020	23,500,000	18,800,000	NO
JEFFERSON	5-1061	CR 1038L	0.06	0	0.06	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1038L OVER BEE LICK CREEK; (STRUCTURALLY DEFICIENT, SR=4) 056C00104N	C	STP	BRZ	2017	330,000	330,000	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 9.5) 056B00139N	R	NHPP	BRO	2017	100,000	100,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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 9.5) 056B00139N	C	NHPP	BRO	2018	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	2017	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	2017	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 41) 056C00054N	R	STP	BRZ	2017	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 41) 056C00054N	U	STP	BRZ	2017	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 41) 056C00054N	C	STP	BRZ	2017	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	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	5-1070	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	C	STP	BRZ	2019	600,000	600,000	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 MI S OF KY 1747 (FERN VALLEY ROAD) (056C00064N)(SR=25.4)	D	STP	BRZ	2017	350,000	350,000	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 MI S OF KY 1747 (FERN VALLEY ROAD) (056C00064N)(SR=25.4)	R	STP	BRZ	2019	20,000	20,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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 MI S OF KY 1747 (FERN VALLEY ROAD) (056C00064N)(SR=25.4)	U	STP	BRZ	2019	50,000	50,000	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 MI S OF KY 1747 (FERN VALLEY ROAD) (056C00064N)(SR=25.4)	C	STP	BRZ	2020	850,000	850,000	NO
JEFFERSON	5-1079	CR 1001B	0.07	3.8	3.87	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER GOOSE CREEK ON RIVER ROAD (CR 1001B) 0.2 MI N OF LIME KILN ROAD (CR 1002B) (056C00130N)(SR=26.5)	D	STP	BRZ	2019	450,000	450,000	NO
JEFFERSON	5-8405	I 264	0.1	8.08	8.18	RELIABILITY	NEW INTERCHANGE(O)	INTERCHANGE AT MANSLICK ROAD (KY-1931) AND I-264. (08CCN)(10CCR)(12CCR)(14CCR)(16CCR)	R	NHPP	NH	2019	4,000,000	4,000,000	NO
JEFFERSON	5-8405	I 264	0.1	8.08	8.18	RELIABILITY	NEW INTERCHANGE(O)	INTERCHANGE AT MANSLICK ROAD (KY-1931) AND I-264. (08CCN)(10CCR)(12CCR)(14CCR)(16CCR)	U	NHPP	NH	2020	1,800,000	1,800,000	NO
JEFFERSON	5-8412					SAFETY	SAFETY-RR PROTECTN(P)	RAILROAD SAFETY CROSSING. IMPROVE LIGHTING, ERECT SIGNALS UPGRADE AND ROADWAY CROSSINGS BETWEEN CARDINAL AND HILL STREETS. (08CCN)(12CCR)	C	HSIP	SAF	2017	200,000	200,000	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 CREEK BRIDGE. (10CCN)(12CCR)(SAME AS 5-8205.10)	D	STP	STP	2019	630,000	630,000	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)	R	STP	STP	2017	3,130,000	3,130,000	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	1,880,000	1,880,000	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	6,080,000	6,080,000	NO
JESSAMINE	7-87.5		2.66			RELIABILITY	NEW ROUTE(O)	EAST NICHOLASVILLE BYPASS SECTION II; FROM KY-39, EXTENDING SOUTHWESTERLY TO US-27 SOUTH OF NICHOLASVILLE. (SEE 7-8305.00 FOR D PHASE.)(2000BOP)(12CCR)(16CCR)	C	STP	STP	2018	12,500,000	12,500,000	NO
JESSAMINE	7-87.51					RELIABILITY	NEW ROUTE(O)	EAST NICHOLASVILLE BYPASS SECTION II; FROM KY-39, EXTENDING SOUTHWESTERLY TO US-27 SOUTH OF NICHOLASVILLE. (SEE 7-8305.00 FOR D PHASE.)(200BOP)(12CCR)(16CCN)	C	STP	STP	2019	10,000,000	10,000,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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	2019	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	2019	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.(16CCR)	R	STP	STP	2017	2,630,000	2,630,000	NO
JESSAMINE	7-915	US 68	0.7	4.1	4.8	SAFETY	SAFETY(P)	RECONSTRUCT INTERSECTION OF KY 29 NORTH OF WILMORE.(16CCR)	U	STP	STP	2019	600,000	600,000	NO
JESSAMINE	7-1136	KY 39	0.036	3.74	3.776	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER HICKMAN CREEK AT BLACK BRIDGE ON KY 39 1.3 MI N OF KY 1268. (057B00002N)(SR=49.5)(EBRP)	D	STP	BRX	2019	350,000	350,000	NO
JESSAMINE	7-1136	KY 39	0.036	3.74	3.776	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER HICKMAN CREEK AT BLACK BRIDGE ON KY 39 1.3 MI N OF KY 1268. (057B00002N)(SR=49.5)(EBRP)	R	STP	BRX	2020	100,000	100,000	NO
JESSAMINE	7-1136	KY 39	0.036	3.74	3.776	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER HICKMAN CREEK AT BLACK BRIDGE ON KY 39 1.3 MI N OF KY 1268. (057B00002N)(SR=49.5)(EBRP)	U	STP	BRX	2020	200,000	200,000	NO
JESSAMINE	7-1144	CR 1238		0.868	0.892	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1238 (0.88) OVER NS SYSTEM. (SR=26.3) 057R00605N	D	STP	BRZ	2020	375,000	375,000	NO
JESSAMINE	7-8404	US 27				RELIABILITY	NEW ROUTE(O)	CONSTRUCT A NEW 4 LANE CONNECTOR BETWEEN US-27 AND I-75. (08CCN)(12CCR)(16CCR)	D	STP	STP	2017	2,000,000	2,000,000	NO
JESSAMINE	7-8404	US 27				RELIABILITY	NEW ROUTE(O)	CONSTRUCT A NEW 4 LANE CONNECTOR BETWEEN US-27 AND I-75. (08CCN)(12CCR)(16CCR)	R	STP	STP	2019	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)(16CCR)	U	STP	STP	2020	3,000,000	3,000,000	NO
JESSAMINE	7-8851	KY 169	0.046	10.807	10.853	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE RAILROAD BRIDGE ON KY 169 (NORTH 3RD STREET) BETWEEN MEADOWLARK LANE & ILHARDT AVENUE.(SR=28.9)057R00603(14CCN)(16CCR)	D	NHPP	BRO	2017	500,000	500,000	NO
JESSAMINE	7-8851	KY 169	0.046	10.807	10.853	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE RAILROAD BRIDGE ON KY 169 (NORTH 3RD STREET) BETWEEN MEADOWLARK LANE & ILHARDT AVENUE.(SR=28.9)057R00603(14CCN)(16CCR)	C	NHPP	BRO	2018	1,500,000	1,500,000	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) 058B00012N	R	NHPP	BRO	2017	400,000	400,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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) 058B00012N	U	NHPP	BRO	2017	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) 058B00012N	C	NHPP	BRO	2017	950,000	950,000	NO
KENTON	6-17.04	I 75		191.277	191.777	RELIABILITY	BRIDGE REHAB(P)	TRANSPORTATION IMPROVEMENTS TO BRENT SPENCE BRIDGE. (2005HPP-KY154): (059B00046N) (THESE FUNDS WILL BE USED BY KYTC FOR EXISTING BRIDGE MAINTENANCE,REPAIR AND PAINTING.)	C	HPP	HPP	2017	16,800,000	16,800,000	NO
KENTON	6-17.05	I 75		191.277	191.777	RELIABILITY	BRIDGE REPLACEMENT(P)	KY 143 HPP EARMARK "REPLACE BRENT SPENCE BRIDGE, KENTON COUNTY, KENTUCKY". (2005HPP-KY143)(SEE 6-17.04 FOR ADDITIONAL 2005HPP FUNDING)	C	HPP	HPP	2017	1,600,000	1,600,000	NO
KENTON	6-17.1	I 75				RELIABILITY	BRIDGE REHAB(P)	BRENT SPENCE BRIDGE PROJECT (ADDITIONAL PROJECT FUNDS FOR MAINTENANCE, REPAIR AND PAINTING).	C	NHPP	IM	2018	13,700,000	13,700,000	NO
KENTON	6-162.1	KY 1303	1.1	0	1.1	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY 1303 FROM KY 536 (MP 0.000) TO BEECHGROVE ELEMENTARY (MP 1.100) (PRIORITY SECTION 1). DESIGN PHASE UNDER PARENT NO. 6-162.01. (2012BOP)(16CCR)	R	STP	STP	2019	3,000,000	3,000,000	NO
KENTON	6-162.1	KY 1303	1.1	0	1.1	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY 1303 FROM KY 536 (MP 0.000) TO BEECHGROVE ELEMENTARY (MP 1.100) (PRIORITY SECTION 1). DESIGN PHASE UNDER PARENT NO. 6-162.01. (2012BOP)(16CCR)	U	STP	STP	2020	1,000,000	1,000,000	NO
KENTON	6-162.2	KY 536	1.061	0	1.061	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY 536 FROM THE EAST END OF THE NS RAILROAD BRIDGE (B91)(MP 14.363 IN BOONE) TO KY 1303 (MP 1.061). (16CCN)	R	STP	STP	2017	3,500,000	3,500,000	NO
KENTON	6-162.2	KY 536	1.061	0	1.061	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY 536 FROM THE EAST END OF THE NS RAILROAD BRIDGE (B91)(MP 14.363 IN BOONE) TO KY 1303 (MP 1.061). (16CCN)	U	STP	STP	2019	1,000,000	1,000,000	NO
KENTON	6-162.2	KY 536	1.061	0	1.061	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY 536 FROM THE EAST END OF THE NS RAILROAD BRIDGE (B91)(MP 14.363 IN BOONE) TO KY 1303 (MP 1.061). (16CCN)	C	STP	STP	2020	8,000,000	8,000,000	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	SNK	SNK	2017	1,280,508	1,024,406	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
KENTON	6-419	CR 1316	0.275	0	0.275	RELIABILITY	MATCHED FED FUNDS(O)	PHASE I MULTI-USE PATH ALONG BROMLEY CRESCENT SPRINGS RD FROM ANDERSON ROAD TO AMSTERDAM ROAD. (2012BOP)	R	SNK	SNK	2017	400,000	320,000	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	SNK	SNK	2017	800,000	640,000	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	SNK	SNK	2017	3,080,000	2,464,000	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	SNK	SNK	2017	481,600	385,280	NO
KENTON	6-428.1	CS 4128		2.19	3.11	RELIABILITY	RESURFACING(P)	RESURFACE & STABILIZE DUDLEY ROAD FROM WINDING TRAILS TO THOMAS MORE PARKWAY (PHASE 1). (2014BOPC)(MOA WITH CITY OF EDGEWOOD).	C	SNK	SNK	2017	1,044,000	835,200	NO
KENTON	6-428.2	CS 4128		1.46	2.19	RELIABILITY	RESURFACING(P)	RESURFACE & STABILIZE DUDLEY ROAD FROM THOMAS MORE PARKWAY TO CATHERINE DRIVE (PHASE 2). (2014BOPC)(MOA WITH CITY OF EDGEWOOD).	C	SNK	SNK	2017	924,000	739,200	NO
KENTON	6-429	CS 2604		0.09	0.36	RELIABILITY	RECONSTRUCTION(O)	LATONIA AVENUE ROADWAY RECONSTRUCTION FROM SOUTHERN AVENUE TO NEAR WEST 36TH STREET (2014BOP)(MOA WITH THE CITY OF COVINGTON).	C	SNK	SNK	2017	588,000	470,400	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. (SR=19.1): (059C00029N)(12CCR)	R	STP	BRZ	2017	830,000	830,000	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. (SR=19.1): (059C00029N)(12CCR)	U	STP	BRZ	2017	550,000	550,000	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. (SR=19.1): (059C00029N)(12CCR)	C	STP	BRZ	2018	2,110,000	2,110,000	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=19.5) 059B00083N	C	NHPP	BRO	2017	750,000	750,000	NO
KENTON	6-8815	US 25	0.415	11.675	12.09	RELIABILITY	TRANSP ENHANCEMENT(P)	SIDEWALK AND CURB CONSTRUCTION ON DIXIE HIGHWAY FROM NORTH ARLINGTON NORTH TO COVINGTON SIDEWALK SYSTEM. (14CCN)(16CCR)	C	HSIP	SAF	2017	1,130,000	1,130,000	NO
KENTON	6-8915	I 275				RELIABILITY	TRANSP ENHANCEMENT(P)	CONSTRUCT A SOUND BARRIER WALL ON I-275 FROM DIXIE HIGHWAY WESTBOUND. (16CCN)	D	STP	STP	2017	100,000	100,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
KENTON	6-8954	CR 1021	0.022	0.027	0.65	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON ERNEST BRIDGE DR (CR 1021) OVER CSX RAILROAD. (16CCN)	C	STP	BRX	2017	600,000	600,000	NO
KNOTT	12-283.4	CS 1012	0.061	0	0.061	SAFETY	SAFETY(P)	IMPROVEMENTS TO KY-550 IN HINDMAN; CONSTRUCT NEW BRIDGE OVER TROUBLESOME CREEK AT THE NEW ARTS AND CRAFTS COLLEGE @ KY 160. (16CCR)	R	NHPP	BRO	2017	530,000	530,000	NO
KNOTT	12-283.4	CS 1012	0.061	0	0.061	SAFETY	SAFETY(P)	IMPROVEMENTS TO KY-550 IN HINDMAN; CONSTRUCT NEW BRIDGE OVER TROUBLESOME CREEK AT THE NEW ARTS AND CRAFTS COLLEGE @ KY 160. (16CCR)	C	NHPP	BRO	2017	1,630,000	1,630,000	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	2017	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	2017	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	12-1124	CS 1016	0.012	0.018	0.03	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER RIGHT FORK TROUBLESOME CREEK ON FIELDWOOD DRIVE (CS1016) IN HINDMAN (060C00060N)(SR=21.9)	D	STP	BRZ	2019	300,000	300,000	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)(16CCN)	C	HSIP	SAF	2018	125,000	125,000	NO
KNOTT	12-8904	KY 3209				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BALLS FORK ON KY 3209. (16CCN)	C	STP	BRZ	2017	1,000,000	1,000,000	NO
KNOTT	12-8908					NEW ROUTES	NEW ROUTE(O)	CONSTRUCT AN ACCESS POINT OFF KY-7 AT APPROXIMATELY MP 13.2 TO CONNECT WITH JUSTIN EMERY LN (CR-1657), INCLUDING NEW BRIDGE FOR A SAFE CROSSING OVER RAILROAD TRACKS. (16CCN)	C	RRS	RRS	2017	100,000	100,000	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	2018	7,000,000	7,000,000	NO
KNOX	11-1102	CR 1325	0.004	0.191	0.195	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON OLD HWY 25 (CR 1325) JUST WEST OF US 25E. (SR=20.7) 061C00063N	D	STP	BRZ	2019	250,000	250,000	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	2017	900,000	900,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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	130,000	130,000	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)	R	STP	BRX	2019	50,000	50,000	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)	U	STP	BRX	2019	100,000	100,000	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)	C	STP	BRX	2020	400,000	400,000	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)(16CCR)	C	NHPP	NH	2020	9,250,000	9,250,000	NO
LAUREL	11-1094	CR 1341		1.071	1.111	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DOG BRANCH SCHOOL RD (CR 1341) OVER SINKING CREEK 0.56 MILE NW OF SINKING CREEK RD (FD 781)(SR 13.8) 063C00025N	D	STP	BRZ	2017	250,000	250,000	NO
LAUREL	11-1094	CR 1341		1.071	1.111	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DOG BRANCH SCHOOL RD (CR 1341) OVER SINKING CREEK 0.56 MILE NW OF SINKING CREEK RD (FD 781)(SR 13.8) 063C00025N	R	STP	BRZ	2017	50,000	50,000	NO
LAUREL	11-1094	CR 1341		1.071	1.111	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DOG BRANCH SCHOOL RD (CR 1341) OVER SINKING CREEK 0.56 MILE NW OF SINKING CREEK RD (FD 781)(SR 13.8) 063C00025N	U	STP	BRZ	2017	50,000	50,000	NO
LAUREL	11-1094	CR 1341		1.071	1.111	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON DOG BRANCH SCHOOL RD (CR 1341) OVER SINKING CREEK 0.56 MILE NW OF SINKING CREEK RD (FD 781)(SR 13.8) 063C00025N	C	STP	BRZ	2019	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)	R	STP	BRX	2017	100,000	100,000	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)	U	STP	BRX	2017	50,000	50,000	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)	C	STP	BRX	2018	1,200,000	1,200,000	NO
LAUREL	11-1105.01	I 75		30.5	30.6	RELIABILITY	BRIDGE REHAB(P)	REHAB BRIDGE ON I-75 AT MILEPOST 30.5 OVER LAUREL RIVER (SR 34.1) (B00043R AND B00043L)	C	NHPP	BRO	2018	4,000,000	4,000,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
LAUREL	11-8907	KY 80				RELIABILITY	RECONSTRUCTION(O)	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: EASTERN APPROACH TO THE ROCKCASTLE RIVER BRIDGE TO I-75 (SEGMENT 4) (16CCN)	D	NHPP	IM	2017	1,000,000	1,000,000	NO
LAUREL	11-8908	KY 80				RELIABILITY	RECONSTRUCTION(O)	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: LONDON BYPASS, I-75 TO THE HAL ROGERS PARKWAY (SEGMENT 5). (16CCN)	D	NHPP	IM	2017	1,000,000	1,000,000	NO
LAUREL	11-8909	HR 9006		7.877	10.593	RELIABILITY	RECONSTRUCTION(O)	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: APPROXIMATELY 4 MILES EAST OF KY 192 TO CLAY/LAUREL LINE, MP 7.877 TO MP 10.593 (SEGMENT 6). (16CCN)	D	NHPP	IM	2017	1,000,000	1,000,000	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	2017	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	2017	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	NO
LEE	10-8852	KY 52	0.678	11.78	12.26	SAFETY	SAFETY(P)	CONSTRUCT SIDEWALKS, CURB AND GUTTER ON KY 52 FROM DOWNTOWN BEATTYVILLE TOWARD IRVINE. (14CCN)(AR/W)(16CCR)	C	STP	STP	2017	3,000,000	3,000,000	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	2017	180,000	180,000	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)	C	NHPP	BRO	2019	3,040,000	3,040,000	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) 066B00002N	C	NHPP	BRO	2017	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 MUNCY 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
LESLIE	11-1095	US 421	0.014	18.423	18.437	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER MUNCY CREEK ON US 421 0.5 MILE SOUTH OF TAYLOR MORGAN ROAD (CR 1090).(066B00006N)(SR=31.5)	R	STP	BRX	2019	100,000	100,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
LESLIE	11-1095	US 421	0.014	18.423	18.437	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER MUNCY CREEK ON US 421 0.5 MILE SOUTH OF TAYLOR MORGAN ROAD (CR 1090).(066B00006N)(SR=31.5)	U	STP	BRX	2019	75,000	75,000	NO
LESLIE	11-1095	US 421	0.014	18.423	18.437	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER MUNCY CREEK ON US 421 0.5 MILE SOUTH OF TAYLOR MORGAN ROAD (CR 1090).(066B00006N)(SR=31.5)	C	STP	BRX	2020	700,000	700,000	NO
LESLIE	11-1100	CR 1528	0.012	0	0.012	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER WOLF CREEK ON COON CREEK ROAD (CR 1528) AT JCT WITH KY 3427 (066C00039N) (SR=30.1) (EBRP)	D	STP	BRZ	2019	175,000	175,000	NO
LESLIE	11-1104	CR 1219	0.012	0.016	0.028	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON MILE BRANCH RD (CR 1219) (MP 0.022) OVER BEECH FORK. (SR=4.0) 066C00048N	D	STP	BRZ	2019	350,000	350,000	NO
LESLIE	11-1106	CR 1207		0.022	0.034	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON WILLIAMS BRANCH RD (CR-1207) (0.028) OVER MIDDLE FORK KENTUCKY RIVER. (SR=2) 066C00020N	D	STP	BRZ	2020	350,000	350,000	NO
LESLIE	11-8912	HR 9006		35.929	44.188	RELIABILITY	RECONSTRUCTION(O)	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: 4 LANE FROM CLAY/LESLIE LINE TO HYDEN SPUR, MP 35.929 TO MP 44.188 (SEGMENT 9). (16CCN)	D	NHPP	NH	2019	1,000,000	1,000,000	NO
LESLIE	11-8913	HR 9006				RELIABILITY	RECONSTRUCTION(O)	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: 4 LANE FROM HYDEN SPUR TO LESLIE/PERRY LINE (SEGMENT 10). (16CCN)	D	NHPP	NH	2019	1,000,000	1,000,000	NO
LETCHER	12-199.1	US 119				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-119 BY WIDENING TO 4-LANES, BEGINNING 0.15 MILES NORTH OF KY-15 AT END OF BRIDGE TO THE EXISTING 4-LANE AT BRASS DRIVE (SOUTH).(16CCN)	D	NHPP	NH	2017	2,000,000	2,000,000	NO
LETCHER	12-199.1	US 119				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-119 BY WIDENING TO 4-LANES, BEGINNING 0.15 MILES NORTH OF KY-15 AT END OF BRIDGE TO THE EXISTING 4-LANE AT BRASS DRIVE (SOUTH).(16CCN)	R	NHPP	NH	2017	2,400,000	2,400,000	NO
LETCHER	12-199.1	US 119				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-119 BY WIDENING TO 4-LANES, BEGINNING 0.15 MILES NORTH OF KY-15 AT END OF BRIDGE TO THE EXISTING 4-LANE AT BRASS DRIVE (SOUTH).(16CCN)	U	NHPP	NH	2017	2,400,000	2,400,000	NO
LETCHER	12-199.11	US 119				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-119 BY WIDENING TO 4-LANES, BEGINNING 0.15 MILES NORTH OF KY-15 AT END OF BRIDGE TO THE KY 2034/COUGAR DRIVE INTERSECTION.(16CCN)	C	NHPP	NH	2018	10,700,000	10,700,000	NO
LETCHER	12-199.15	US 119				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-119 BY WIDENING TO 4-LANES FROM KY 2034/COUGAR DRIVE TO THE EXISTING 4-LANE AT BRASS DRIVE (SOUTH).(16CCN)	C	NHPP	NH	2018	17,100,000	17,100,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
LETCHER	12-199.31	US 119				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-119 BY WIDENING TO 4-LANES FROM EXISTING 4-LANE AT KY-1862 TO PAST JUST NORTH OF THE MAYKING MALL.(16CCN)	D	NHPP	NH	2018	1,350,000	1,350,000	NO
LETCHER	12-199.31	US 119				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-119 BY WIDENING TO 4-LANES FROM EXISTING 4-LANE AT KY-1862 TO PAST JUST NORTH OF THE MAYKING MALL.(16CCN)	R	NHPP	NH	2019	1,350,000	1,350,000	NO
LETCHER	12-199.31	US 119				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-119 BY WIDENING TO 4-LANES FROM EXISTING 4-LANE AT KY-1862 TO PAST JUST NORTH OF THE MAYKING MALL.(16CCN)	U	NHPP	NH	2019	1,350,000	1,350,000	NO
LETCHER	12-199.32	US 119				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-119 BY WIDENING TO 4-LANES FROM NORTH OF MAYKING MALL TO JUST SOUTH OF THE TRUCK PASSING LANES AND KY-3406.(16CCN)	D	NHPP	NH	2020	600,000	600,000	NO
LETCHER	12-199.33	US 119				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-119 BY WIDENING TO 4-LANES FROM KY-3406 AND THE BEGINNING OF THE NORTHBOUND TRUCK PASSING LANES TO JUST NORTH OF KY-805. (16CCN)	D	NHPP	NH	2020	1,300,000	1,300,000	NO
LETCHER	12-199.34	US 119				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-119 BY WIDENING TO 4-LANES FROM NORTH OF KY-805 TO THE EXISTING 4-LANE.(16CCN)	D	NHPP	NH	2020	1,000,000	1,000,000	NO
LETCHER	12-199.5	US 119				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-119 BY WIDENING TO 4-LANES ALONG A NEW ALIGNMENT (ORANGE) THROUGH THE GATEWAY INDUSTRIAL PARK TO US-23, INCLUDING US-23 FLYOVER RAMP.(16CCN)	D	NHPP	NH	2017	3,500,000	3,500,000	NO
LETCHER	12-199.5	US 119				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-119 BY WIDENING TO 4-LANES ALONG A NEW ALIGNMENT (ORANGE) THROUGH THE GATEWAY INDUSTRIAL PARK TO US-23, INCLUDING US-23 FLYOVER RAMP.(16CCN)	R	NHPP	NH	2018	3,600,000	3,600,000	NO
LETCHER	12-199.5	US 119				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-119 BY WIDENING TO 4-LANES ALONG A NEW ALIGNMENT (ORANGE) THROUGH THE GATEWAY INDUSTRIAL PARK TO US-23, INCLUDING US-23 FLYOVER RAMP.(16CCN)	U	NHPP	NH	2018	2,500,000	2,500,000	NO
LETCHER	12-199.51	US 119				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US-119 BY WIDENING TO 4-LANES ALONG A NEW ALIGNMENT (ORANGE) THROUGH THE GATEWAY INDUSTRIAL PARK TO US-23.(16CCN)	C	NHPP	NH	2020	18,000,000	18,000,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
LETCHER	12-311.3	US 119	3.48			RELIABILITY	RELOCATION(O)	HARLAN-WHITESBURG; PINE MOUNTAIN; PARTRIDGE TO OVEN FORK; BEGINNING 1.3 MILES EAST OF THE HARLAN COUNTY LINE TO 1.71 MILES EAST OF KY-3404 NEAR JOE DAY BRANCH. (R/W FOR SECTIONS 1A & 1B) (F16) (2000BOPP)	R	NHPP	APD	2017	3,150,000	3,150,000	NO
LETCHER	12-311.7	US 119	2.86			RELIABILITY	RELOCATION(O)	HARLAN-WHITESBURG; PINE MOUNTAIN; PARTRIDGE TO OVEN FORK; BEGINNING 1.71 MILES EAST OF KY-3404 NEAR JOE DAY BRANCH TO THE COMMUNITY OF OVEN FORK. (R/W FOR SECTIONS 3 & 4) (F16) (2000BOP)(16CCR)	R	NHPP	APD	2017	3,300,000	3,300,000	NO
LETCHER	12-311.79	US 119	1.55			RELIABILITY	SURFACE(O)	HARLAN-WHITESBURG; PINE MOUNTAIN; PARTRIDGE TO OVEN FORK; SURFACING ON US-119 FROM 1000 FT WEST JCT. KY 3404 TO 0.15 MI WEST OF KY 806 AT OVEN FORK INCLUDING APPROACH TO EXISTING US 119. (SURFACING FOR CONSTRUCTION SECTIONS 2, 3A, 3B, AND 4).	C	NHPP	APD	2018	5,000,000	5,000,000	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	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	U	NHPP	APD	2019	300,000	300,000	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	C	NHPP	APD	2020	34,000,000	34,000,000	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	2017	270,000	270,000	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	STP	BRX	2017	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	STP	BRX	2017	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	STP	BRX	2018	1,350,000	1,350,000	NO
LETCHER	12-1117	CR 1359Q4		0.002	0.042	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON STEEL BRIDGE RD (CR 1359Q4) OVER NORTH FORK OF KENTUCKY RIVER AT JCT WITH HIGHWAY 7 (KY 7)(SR 24) C00080N	C	STP	BRZ	2017	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
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)	R	STP	BRX	2019	75,000	75,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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)	U	STP	BRX	2019	75,000	75,000	NO
LETCHER	12-1125	CR 1226	0.008	0.006	0.014	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HAMPTON BRANCH (CR 1226) (MP 0.01) OVER COWAN CREEK. (SR=7.0) 067C00021N	D	STP	BRZ	2017	200,000	200,000	NO
LETCHER	12-1125	CR 1226	0.008	0.006	0.014	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HAMPTON BRANCH (CR 1226) (MP 0.01) OVER COWAN CREEK. (SR=7.0) 067C00021N	R	STP	BRZ	2019	150,000	150,000	NO
LETCHER	12-1125	CR 1226	0.008	0.006	0.014	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HAMPTON BRANCH (CR 1226) (MP 0.01) OVER COWAN CREEK. (SR=7.0) 067C00021N	U	STP	BRZ	2019	100,000	100,000	NO
LETCHER	12-1126	CR 1225		0.03	0.038	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1225 (0.034) OVER COWAN CREEK. (SR=3.0) 067C00020N	D	STP	BRZ	2020	600,000	600,000	NO
LEWIS	9-1090	KY 1068	0.02	1.74	1.76	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LAUREL FORK ON KY 1068 30 FT S OF DEEP HOLE BRANCH ROAD (CR 1125).(068B00057N)(SR=60.1)(16CCR)	D	STP	BRX	2017	500,000	500,000	NO
LEWIS	9-1090	KY 1068	0.02	1.74	1.76	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LAUREL FORK ON KY 1068 30 FT S OF DEEP HOLE BRANCH ROAD (CR 1125).(068B00057N)(SR=60.1)(16CCR)	R	STP	BRX	2018	75,000	75,000	NO
LEWIS	9-1090	KY 1068	0.02	1.74	1.76	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LAUREL FORK ON KY 1068 30 FT S OF DEEP HOLE BRANCH ROAD (CR 1125).(068B00057N)(SR=60.1)(16CCR)	U	STP	BRX	2018	75,000	75,000	NO
LEWIS	9-1090	KY 1068	0.02	1.74	1.76	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LAUREL FORK ON KY 1068 30 FT S OF DEEP HOLE BRANCH ROAD (CR 1125).(068B00057N)(SR=60.1)(16CCR)	C	STP	BRX	2019	900,000	900,000	NO
LEWIS	9-8806	KY 8	4.387	24.016	28.95	NEW ROUTES	NEW ROUTE(O)	RECONSTRUCT KY-8 FROM KY-8C IN GARRISON TO SCAFFOLD LICK ROAD.(14CCN)(16CCR)	D	STP	STP	2017	3,000,000	3,000,000	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)(16CCR)	D	STP	STP	2017	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)(16CCR)	R	STP	STP	2018	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)(16CCR)	U	STP	STP	2019	3,400,000	3,400,000	NO
LEWIS	9-8917	KY 9	4.595	11.205	15.8	RELIABILITY	PAVEMENT REHAB-PRI(P)	PAVEMENT REHABILITATION ON THE AA HIGHWAY (KY 9) FROM THE INTERSECTION OF KY 59 (MP 11.205) TO 0.481 MILES NORTH OF CR 1303 (MP 15.800) IN LEWIS COUNTY. A TOTAL OF 4.595 MILES. (16CCN)	C	NHPP	NH	2019	1,280,000	1,280,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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	2019	1,400,000	1,400,000	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)	U	NHPP	NH	2019	1,100,000	1,100,000	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	R	STP	BRX	2017	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	STP	BRX	2017	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	STP	BRX	2018	810,000	810,000	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	2017	500,000	500,000	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	2017	370,000	370,000	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.	C	NHPP	BRO	2018	15,000,000	15,000,000	NO
LIVINGSTON	1-1142.01	US 60	0.344	12.524	12.868	RELIABILITY	PREFINANCD CONVRSN(O)	REPLACE BRIDGE ON US 60 OVER THE CUMBERLAND RIVER 0.27 MILE N OF KY 70 (SR 32.7) 070B00017N (ADDITIONAL FUNDING FOR C PHASE)	C	NHPP	BRO	2019	15,000,000	15,000,000	YES
LIVINGSTON	1-1142.02	US 60		12.524	12.868	RELIABILITY	PREFINANCD CONVRSN(O)	REPLACE BRIDGE ON US 60 OVER THE CUMBERLAND RIVER 0.27 MILE N OF KY 70 (SR 32.7) 070B00017N (ADDITIONAL FUNDING FOR C PHASE)	C	NHPP	BRO	2020	15,000,000	15,000,000	YES
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 44.5)070B00050N	C	STP	BRX	2017	750,000	750,000	NO
LYON	1-8901	KY 93				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT INTERSECTION AT JUNCTION OF KY-93 AND KY-3305. (16CCN)	C	STP	STP	2017	1,450,000	1,450,000	NO
MADISON	7-236	KY 595		2.565	2.665	RELIABILITY	SCOPING STUDY(O)	COMPREHENSIVE TRAFFIC STUDY FOR INTERSECTION OF MAIN STREET AND BEREA COLLEGE CAMPUS, BEREA. (2005HPP-KY112)(MOA WITH BEREA). (16CCR)	C	HPP	HPP	2017	500,000	500,000	NO
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	2017	719,921	719,921	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
MADISON	7-251.4	US 25	2.98	11.903	14.883	RELIABILITY	MAJOR WIDENING(O)	PRIORITY SECTION II & III: WIDEN US-25 FROM US 421 TO PUMPKIN RUN.(SEE 7-251.10 FOR SEC III UTIL & CONST) (2006BOPC)(08CCR)(10CCR)(12CCR)(14CCR)	C	NHPP	NH	2018	6,910,000	6,910,000	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	STP	BRX	2017	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	R	NHPP	BRO	2017	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	2017	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	2017	625,000	625,000	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	R	STP	BRZ	2017	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	2017	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	2017	400,000	400,000	NO
MADISON	7-1137	KY 3376	0.02	0.279	0.299	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER TERRILL BRANCH ROAD ON KY 3376 IN BEREA 200 FT N OF PEACHTREE DRIVE (CS 2072).(076B00085N)(SR=46.5)	D	STP	BRX	2019	300,000	300,000	NO
MADISON	7-1142	CR 1017		3.397	3.413	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1017 (3.405) OVER MUDDY CREEK. (SR=27.5) 076C00004N	D	STP	BRZ	2020	275,000	275,000	NO
MADISON	7-1143	CR 1044		0.003	0.011	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON CR-1044 (0.007) OVER BR OF MUDDY CREEK. (SR=29.5) 076C00066N	D	STP	BRZ	2020	300,000	300,000	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)(16CCR)	C	NHPP	NH	2017	18,720,000	18,720,000	NO
MADISON	7-8820	I 75	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	2017	1,500,000	1,500,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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)(16CCN)	C	NHPP	NH	2017	12,861,470	12,861,470	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)(16CCR)	U	NHPP	NH	2017	850,000	850,000	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)(16CCR)	C	NHPP	NH	2020	40,000,000	40,000,000	YES
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 MI E OF THE KY-134 JOHNSON CREEK BR TO 0.3 MI W OF KY 3047 - SECTION 5. (14CCR)(16CCR)	U	NHPP	NH	2017	630,000	630,000	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 MI E OF THE KY-134 JOHNSON CREEK BR TO 0.3 MI W OF KY 3047 - SECTION 5. (14CCR)(16CCR)	C	NHPP	NH	2017	15,000,000	15,000,000	NO
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 MI E OF THE KY-134 JOHNSON CREEK BR TO 0.3 MI W OF KY 3047 - SECTION 5.(ADDITIONAL FUNDING FOR C PHASE)(16CCR)	C	NHPP	NH	2018	15,000,000	15,000,000	NO
MAGOFFIN	10-126.52	KY 9009	2.4	63.123	65	RELIABILITY	PREFINANCD CONVRSN(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MOUNTAIN PARKWAY TO 4 LANES FROM 0.4 MI E OF THE KY-134 JOHNSON CREEK BR TO 0.3 MI W OF KY 3047 - SECTION 5.(ADDITIONAL FUNDING FOR C PHASE)(16CCR)	C	NHPP	NH	2019	7,700,000	7,700,000	YES
MAGOFFIN	10-140.1	KY 9009	1.9	73.4	75.331	RELIABILITY	PREFINANCD CONVRSN(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 FUNDING FOR 10-140.00)(16CCN)	C	NHPP	NH	2017	10,000,000	10,000,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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 & U PHASES UNDER 10-166.01)(2014TIGER $24M)	C	KYD	KYD	2017	24,000,000	24,000,000	NO
MAGOFFIN	10-169	KY 114	5	0	5.026	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: EXTEND THE FOUR LANE MOUNTAIN PARKWAY FROM US 460 TO THE MAGOFFIN/FLOYD COUNTY LINE. (SEE 12-1.01 FOR PE & ENV)(14CCR)(16CCR)	D	NHPP	NH	2017	3,000,000	3,000,000	NO
MAGOFFIN	10-169	KY 114	5	0	5.026	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: EXTEND THE FOUR LANE MOUNTAIN PARKWAY FROM US 460 TO THE MAGOFFIN/FLOYD COUNTY LINE. (SEE 12-1.01 FOR PE & ENV)(14CCR)(16CCR)	R	NHPP	NH	2018	8,570,000	8,570,000	NO
MAGOFFIN	10-169	KY 114	5	0	5.026	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: EXTEND THE FOUR LANE MOUNTAIN PARKWAY FROM US 460 TO THE MAGOFFIN/FLOYD COUNTY LINE. (SEE 12-1.01 FOR PE & ENV)(14CCR)(16CCR)	U	NHPP	NH	2019	2,500,000	2,500,000	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)(AR/W)077B00063N	C	NHPP	BRO	2017	680,000	680,000	NO
MAGOFFIN	10-8801					RELIABILITY	BRIDGE REPLACEMENT(P)	BRIDGE NEAR NEW MAGOFFIN COUNTY HIGH SCHOOL NEAR OLD BURNING FORK ROAD. (14CCN)(16CCR)	C	NHPP	BRO	2017	256,370	256,370	NO
MAGOFFIN	10-8901	US 460	0.7	10	10.7	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 460 IN MAGOFFIN COUNTY AT IVY POINT HILL FROM MP 10.0 TO 10.7. (16CCN)	D	STP	STP	2018	850,000	850,000	NO
MAGOFFIN	10-8901	US 460	0.7	10	10.7	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 460 IN MAGOFFIN COUNTY AT IVY POINT HILL FROM MP 10.0 TO 10.7. (16CCN)	R	STP	STP	2019	1,500,000	1,500,000	NO
MAGOFFIN	10-8901	US 460	0.7	10	10.7	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 460 IN MAGOFFIN COUNTY AT IVY POINT HILL FROM MP 10.0 TO 10.7. (16CCN)	U	STP	STP	2020	200,000	200,000	NO
MARION	4-8916	KY 55				RELIABILITY	RECONSTRUCTION(O)	HEARTLAND PARKWAY: LEBANON BYPASS TO MARION/WASHINGTON LINE. (16CCN)	D	NHPP	NH	2017	300,000	300,000	NO
MARION	4-8916	KY 55				RELIABILITY	RECONSTRUCTION(O)	HEARTLAND PARKWAY: LEBANON BYPASS TO MARION/WASHINGTON LINE. (16CCN)	R	NHPP	NH	2018	350,000	350,000	NO
MARION	4-8916	KY 55				RELIABILITY	RECONSTRUCTION(O)	HEARTLAND PARKWAY: LEBANON BYPASS TO MARION/WASHINGTON LINE. (16CCN)	U	NHPP	NH	2018	350,000	350,000	NO
MARION	4-8916	KY 55				RELIABILITY	RECONSTRUCTION(O)	HEARTLAND PARKWAY: LEBANON BYPASS TO MARION/WASHINGTON LINE. (16CCN)	C	NHPP	NH	2019	4,500,000	4,500,000	NO
MARION	4-8917	US 68				RELIABILITY	RECONSTRUCTION(O)	HEARTLAND PARKWAY: MARION/TAYLOR LINE TO LEBANON BYPASS.(16CCN)	D	NHPP	NH	2017	600,000	600,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
MARION	4-8917	US 68				RELIABILITY	RECONSTRUCTION(O)	HEARTLAND PARKWAY: MARION/TAYLOR LINE TO LEBANON BYPASS.(16CCN)	R	NHPP	NH	2018	900,000	900,000	NO
MARION	4-8917	US 68				RELIABILITY	RECONSTRUCTION(O)	HEARTLAND PARKWAY: MARION/TAYLOR LINE TO LEBANON BYPASS.(16CCN)	U	NHPP	NH	2018	900,000	900,000	NO
MARION	4-8917	US 68				RELIABILITY	RECONSTRUCTION(O)	HEARTLAND PARKWAY: MARION/TAYLOR LINE TO LEBANON BYPASS.(16CCN)	C	NHPP	NH	2019	11,000,000	11,000,000	NO
MARTIN	12-154.16	KY 40	1.6			RELIABILITY	RELOCATION(O)	INEZ TO WARFIELD (SECTION 2-2): FROM BOOTH FORK TO KY-2031 [STA. 298+00 TO STA. 382+00 (ENGLISH)] (2002BOP)(16CCR)	C	STP	STP	2020	48,140,000	48,140,000	YES
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	2017	60,000	60,000	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.(AR/W)	C	NHPP	BRO	2017	500,000	500,000	NO
MASON	9-1095	US 68	0.4	16.8	17.2	RELIABILITY	BRIDGE REHAB(P)	REPAIR BRIDGE ON US 68 OVER LAWRENCE CREEK 0.13 MI SW OF KY 3056. (081B00067N)(16CCR)	D	NHPP	BRO	2017	550,000	550,000	NO
MASON	9-1095	US 68	0.4	16.8	17.2	RELIABILITY	BRIDGE REHAB(P)	REPAIR BRIDGE ON US 68 OVER LAWRENCE CREEK 0.13 MI SW OF KY 3056. (081B00067N)(16CCR)	C	NHPP	BRO	2017	2,000,000	2,000,000	NO
MASON	9-8809	US 68	0.15	11.75	11.9	NEW ROUTES	NEW INTERCHANGE(O)	ADDITION OF AN INTERCHANGE ON HEATHER FRENCH HENRY SOUTHERN LOOP (US 62 AND US 68). (14CCN)(16CCR)	C	STP	STP	2020	8,000,000	8,000,000	NO
MASON	9-8905	US 62				SAFETY	LIGHTING(P)	INSTALL DECORATIVE LIGHTING ON SIMON KENTON BRIDGE OVER OHIO RIVER IN MAYESVILLE.(16CCN)	C	STP	STP	2018	300,000	300,000	NO
MASON	9-8906	KY 3056				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 3056 OVER SOUTH FORK LAWRENCE CREEK. (16CCN)	D	NHPP	BRO	2017	400,000	400,000	NO
MASON	9-8906	KY 3056				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 3056 OVER SOUTH FORK LAWRENCE CREEK. (16CCN)	R	NHPP	BRO	2018	175,000	175,000	NO
MASON	9-8906	KY 3056				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 3056 OVER SOUTH FORK LAWRENCE CREEK. (16CCN)	U	NHPP	BRO	2019	175,000	175,000	NO
MASON	9-8906	KY 3056				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 3056 OVER SOUTH FORK LAWRENCE CREEK. (16CCN)	C	NHPP	BRO	2020	1,250,000	1,250,000	NO
MASON	9-8910	CR 1124				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE THE BRIDGE ON DAVIS LANE. (16CCN)	D	STP	BRZ	2017	500,000	500,000	NO
MASON	9-8910	CR 1124				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE THE BRIDGE ON DAVIS LANE. (16CCN)	R	STP	BRZ	2018	100,000	100,000	NO
MASON	9-8910	CR 1124				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE THE BRIDGE ON DAVIS LANE. (16CCN)	U	STP	BRZ	2019	150,000	150,000	NO
MASON	9-8910	CR 1124				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE THE BRIDGE ON DAVIS LANE. (16CCN)	C	STP	BRZ	2020	1,000,000	1,000,000	NO
MASON	9-8911	CR 1019				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE THE BRIDGE ON KENNEDY CREEK ROAD. (16CCN)	D	STP	BRZ	2017	300,000	300,000	NO
MASON	9-8911	CR 1019				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE THE BRIDGE ON KENNEDY CREEK ROAD. (16CCN)	R	STP	BRZ	2018	150,000	150,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
MASON	9-8911	CR 1019				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE THE BRIDGE ON KENNEDY CREEK ROAD. (16CCN)	U	STP	BRZ	2019	100,000	100,000	NO
MASON	9-8911	CR 1019				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE THE BRIDGE ON KENNEDY CREEK ROAD. (16CCN)	C	STP	BRZ	2020	550,000	550,000	NO
MASON	9-8916	CR 1122				RELIABILITY	BRIDGE REHAB(P)	REPAIR BRIDGE (081C00018N) ON DIXIE PIKE. (16CCN)	C	STP	BRZ	2017	60,000	60,000	NO
MCCRACKEN	1-2	I 24	1	0	1.067	SAFETY	BRIDGE REHAB(P)	I-24 BRIDGE OVER THE OHIO RIVER @ PADUCAH (B100); JOINT PROJECT WITH ILLINOIS TO MITIGATE SCOUR (073B00100N)	C	NHPP	IM	2017	260,000	260,000	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	2017	210,000	210,000	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	2017	320,000	320,000	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	3,790,000	3,790,000	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)(LET W/ 1-1115.20)(16CCR)	R	NHPP	NH	2017	3,500,000	3,500,000	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)(LET W/ 1-1115.20)(16CCR)	U	NHPP	NH	2017	3,120,000	3,120,000	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)(LET W/ 1-1115.20)(16CCR)	C	STP	STP	2019	10,820,000	10,820,000	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)(LET W/ 1-1115.10)(16CCR)	D	STP	STP	2017	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)(LET W/ 1-1115.10)(16CCR)	R	STP	STP	2018	4,500,000	4,500,000	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)(LET W/ 1-1115.10)(16CCR)	U	STP	STP	2019	2,710,000	2,710,000	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)(LET W/ 1-1115.10)(16CCR)	C	STP	STP	2020	8,660,000	8,660,000	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	260,000	260,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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).	R	STP	BRX	2019	140,000	140,000	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).	U	STP	BRX	2019	120,000	120,000	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).	C	STP	BRX	2020	560,000	560,000	NO
MCCRACKEN	1-1154	KY 994	0.038	2.27	2.308	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRANCH OF BOTTOM DITCH ON KY 994 0.8 MI NW OF KY 348 (073B00015N)(SR=35.3)(EBRP)	D	STP	BRX	2020	240,000	240,000	NO
MCCREARY	8-1065	CR 1239	0.04	0.25	0.29	RELIABILITY	BRIDGE REPLACEMENT(P)	BRIDGE OVER ROCK CREEK ON OLD FIDELITY-BELL FARM ROAD (CR 1239) 0.25 MI W OF ROCK CREEK ROAD (CR 1236) (074C00008N)(SR=22)	D	STP	BRZ	2019	280,000	280,000	NO
MCCREARY	8-1065	CR 1239	0.04	0.25	0.29	RELIABILITY	BRIDGE REPLACEMENT(P)	BRIDGE OVER ROCK CREEK ON OLD FIDELITY-BELL FARM ROAD (CR 1239) 0.25 MI W OF ROCK CREEK ROAD (CR 1236) (074C00008N)(SR=22)	R	STP	BRZ	2020	50,000	50,000	NO
MCCREARY	8-1065	CR 1239	0.04	0.25	0.29	RELIABILITY	BRIDGE REPLACEMENT(P)	BRIDGE OVER ROCK CREEK ON OLD FIDELITY-BELL FARM ROAD (CR 1239) 0.25 MI W OF ROCK CREEK ROAD (CR 1236) (074C00008N)(SR=22)	U	STP	BRZ	2020	20,000	20,000	NO
MCLEAN	2-1078	US 431	0.142	0	0.071	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE OVERFLOW STRUCTURE ON US-431 AT THE MUHLENBERG-MCLEAN CO LINE (SR 39) B00056N.	R	NHPP	BRO	2017	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 MUHLENBERG-MCLEAN CO LINE (SR 39) B00056N.	U	NHPP	BRO	2017	100,000	100,000	NO
MCLEAN	2-1078	US 431	0.142	0	0.071	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE OVERFLOW STRUCTURE ON US-431 AT THE MUHLENBERG-MCLEAN CO LINE (SR 39) B00056N.	C	NHPP	BRO	2017	2,400,000	2,400,000	NO
MCLEAN	2-1090	KY 2385	0.08	3.5	3.58	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BRANCH OF POND DRAIN CREEK ON KY 2385 0.9 MI SW OF KY 81 (075B00066N)(SR=43.6)	D	STP	BRX	2019	440,000	440,000	NO
MEADE	4-1088	KY 823	0.01	0.54	0.55	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER UNNAMED STREAM ON KY 823 0.5 MILE WEST OF KY 2734.(082B00008N) (SR=45.2)	D	STP	BRX	2019	150,000	150,000	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	2017	8,000,000	8,000,000	NO
MERCER	7-1116.01	KY 152		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	2017	7,280,000	7,280,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
MERCER	7-1116.02	KY 152		18.818	18.894	RELIABILITY	PREFINANCD CONVRSN(P)	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	2018	5,000,000	5,000,000	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	2017	710,000	710,000	NO
METCALFE	3-112.1	KY 90		0	3.283	RELIABILITY	SPOT IMPROVEMENTS(O)	SUMMER SHADE BYPASS. (06CCR)(2006BOPC)(08CCR)(12CCR)(14CCR)	R	STP	STP	2017	2,440,000	2,440,000	NO
METCALFE	3-112.1	KY 90		0	3.283	RELIABILITY	SPOT IMPROVEMENTS(O)	SUMMER SHADE BYPASS. (06CCR)(2006BOPC)(08CCR)(12CCR)(14CCR)	U	STP	STP	2018	1,760,000	1,760,000	NO
METCALFE	3-112.1	KY 90		0	3.283	RELIABILITY	SPOT IMPROVEMENTS(O)	SUMMER SHADE BYPASS. (06CCR)(2006BOPC)(08CCR)(12CCR)(14CCR)	C	STP	STP	2020	15,190,000	15,190,000	YES
METCALFE	3-1087	KY 496	0.02	11.201	11.221	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER OIL WELL BRANCH ON KY 496 0.5 MILE SE OF KY 533.(085B00025N) (SR=48.2)(EBRP)	D	STP	BRX	2019	250,000	250,000	NO
METCALFE	3-1087	KY 496	0.02	11.201	11.221	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER OIL WELL BRANCH ON KY 496 0.5 MILE SE OF KY 533.(085B00025N) (SR=48.2)(EBRP)	R	STP	BRX	2020	75,000	75,000	NO
METCALFE	3-1087	KY 496	0.02	11.201	11.221	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER OIL WELL BRANCH ON KY 496 0.5 MILE SE OF KY 533.(085B00025N) (SR=48.2)(EBRP)	U	STP	BRX	2020	100,000	100,000	NO
METCALFE	3-8706	US 68	2.191	17.835	20.026	RELIABILITY	SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS ON US-68 FROM THE CUMBERLAND PARKWAY TO THE GREEN/METCALFE COUNTY LINE.(12CCN)(16CCN)	R	STP	STP	2018	1,550,000	1,550,000	NO
METCALFE	3-8706	US 68	2.191	17.835	20.026	RELIABILITY	SPOT IMPROVEMENTS(O)	SPOT IMPROVEMENTS ON US-68 FROM THE CUMBERLAND PARKWAY TO THE GREEN/METCALFE COUNTY LINE.(12CCN)(16CCN)	U	STP	STP	2019	1,200,000	1,200,000	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 20.4) 086C00015N	C	STP	BRZ	2017	280,000	280,000	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	2017	6,930,000	6,930,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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	2018	7,310,000	7,310,000	NO
MONTGOMERY	7-6.01	I 64		107.652	107.702	RELIABILITY	REST AREA REHAB(P)	MONTGOMERY COUNTY I-64 WEST BOUND REST AREA IMPROVEMENTS.	C	NHPP	IM	2017	250,000	250,000	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	2017	559,899	559,899	NO
MONTGOMERY	7-250.1	US 460	1.48	18.125	19.6	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT US 460 AT LUCKY STOP HILL. (12CCR)	C	STP	STP	2017	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	2017	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)(16CCR)	U	NHPP	NH	2017	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)(16CCR)	C	NHPP	NH	2018	8,000,000	8,000,000	NO
MORGAN	10-126.61	KY 9009	3.3	59.3	62.588	RELIABILITY	PREFINANCD CONVRSN(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)(16CCR)(ADDITIONAL FUNDING FOR C PHASE)	C	NHPP	NH	2019	12,100,000	12,100,000	YES
MORGAN	10-126.62	KY 9009	3.3	59.3	62.588	RELIABILITY	PREFINANCD CONVRSN(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)(16CCR)(ADDITIONAL FUNDING FOR C PHASE)	C	NHPP	NH	2020	15,000,000	15,000,000	YES
MORGAN	10-1111	US 460	0.05	25.74	25.79	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER WHITE OAK CREEK ON US 460 0.5 MILE NW OF KY 1000. (088B00021N)(SR=35)	D	STP	BRX	2020	300,000	300,000	NO
MORGAN	10-8302	US 460	0.5	1.6	2.1	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT AND STRAIGHTEN CURVE IN US-460 FROM MILEPOST 0.8 TO MILEPOST 2.1. (06CCN)(12CCR)(16CCR)	C	STP	STP	2017	4,370,000	4,370,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
NELSON	4-1078	US 62	0.1	27.278	27.318	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGES ON US 62 (HINKLE CREEK) AND KY 48 IN BLOOMFIELD 090B00096N (SR 28.2) 090B00095N (SR 49.7)(12CCR)	R	NHPP	BRO	2017	170,000	170,000	NO
NELSON	4-1078	US 62	0.1	27.278	27.318	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGES ON US 62 (HINKLE CREEK) AND KY 48 IN BLOOMFIELD 090B00096N (SR 28.2) 090B00095N (SR 49.7)(12CCR)	U	NHPP	BRO	2017	520,000	520,000	NO
NELSON	4-1078	US 62	0.1	27.278	27.318	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGES ON US 62 (HINKLE CREEK) AND KY 48 IN BLOOMFIELD 090B00096N (SR 28.2) 090B00095N (SR 49.7)(12CCR)	C	NHPP	BRO	2017	1,400,000	1,400,000	NO
NELSON	4-1089	KY 509	0.018	3.61	3.628	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER FROMAN CREEK ON KY 509 0.9 MI W OF US 31E (090B00068N)(SR=38.7)	D	STP	BRX	2020	150,000	150,000	NO
NELSON	4-1092	CR 1215	0.02	0.12	0.14	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER DAVIS RUN ON HIGDON LOOP (CR 1215) 0.1 MI S OF US 31E NEAR SCL OF NEW HAVEN (090C00030N)(SR=27) (EBRP)	D	STP	BRZ	2019	100,000	100,000	NO
NICHOLAS	7-310.3	US 68	4.4			RELIABILITY	MAJOR WIDENING(O)	PARIS-MAYSVILLE ROAD; RECONSTRUCT FROM MILLERSBURG TO KY-1455 AT CARLISLE (SECTION 3). (08CCR)(12CCR)(14CCR)(16CCR)	C	NHPP	NH	2017	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)(16CCR)	R	STP	STP	2017	1,250,000	1,250,000	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)(16CCR)	U	STP	STP	2017	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)(16CCR)	C	STP	STP	2017	4,500,000	4,500,000	NO
NICHOLAS	9-8951	CR 1010		2.4		RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON ABNER'S MILL ROAD (CR 1010) 2.4 MILES NORTH OF KY 32. (16CCN)	C	STP	BRX	2019	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 (AR/W)	C	STP	BRZ	2017	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 47.2)092B00032	R	NHPP	BRO	2017	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 47.2)092B00032	U	NHPP	BRO	2017	90,000	90,000	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 47.2)092B00032	C	NHPP	BRO	2017	650,000	650,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
OHIO	2-1091	US 62	0.074	12	12.074	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER THREELICK FORK ON US 62 0.4 MILE E OF GREEN MEADOWS DRIVE (CS 6068) IN BEAVER DAM. (092B00033N)(SR=48)	D	STP	BRX	2020	440,000	440,000	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. (14CCN)(16CCR)	D	STP	STP	2017	1,690,000	1,690,000	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. (14CCN)(16CCR)	R	STP	STP	2018	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. (14CCN)(16CCR)	U	STP	STP	2020	5,000,000	5,000,000	NO
OLDHAM	5-234	KY 393	0.959	5.13	5.868	RELIABILITY	MAJOR WIDENING(O)	KY-393 RECONSTRUCT FROM 140FEET SOUTH OF RAILROAD CROSSING (CSX) EXTENDING NORTHWEST TOWARDS KY 146 ENDING AT STATION 12+00 (DESIGN UNDER 5-230.00). (CONSTRUCTION SEQ.#2)	C	STP	STP	2017	11,520,000	11,520,000	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	SLO	SLO	2017	180,000	144,000	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	SLO	SLO	2017	350,000	280,000	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	SLO	SLO	2017	2,080,000	1,664,000	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)	U	SLO	SLO	2017	1,350,000	1,080,000	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)	C	SLO	SLO	2018	5,600,000	4,480,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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	SLO	SLO	2017	80,000	64,000	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	SLO	SLO	2017	3,510,000	2,808,000	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	SLO	SLO	2017	870,000	696,000	NO
OLDHAM	5-468.1	CS 7000	0.041	0	0.041	RELIABILITY	CONGESTION MITIGTN(O)	CONSTRUCTION OF A PARK AND RIDE FACILITY INCLUDING A PARKING LOT, SHELTER, PLAYGROUND, BIKE LOCKERS, WALKWAYS, AND A 1000' ACCESS ROAD LOCATED ON APPLE PATCH WAY OFF OF KY-329 NEAR I-71 EXIT 14 IN CRESTWOOD.(2010BOPC)(ADDITIONAL FUNDING)(14CCN)	C	SLO	SLO	2017	308,000	246,400	NO
OLDHAM	5-483.1	I 71	3.9	14.1	18	RELIABILITY	MAJOR WIDENING(O)	WIDEN I-71 FROM FOUR TO SIX LANES FROM KY 329 (MP 14.1) TO KY 393 (MP 18.0). (16CCN)	D	NHPP	NH	2019	3,500,000	3,500,000	NO
OLDHAM	5-483.1	I 71	3.9	14.1	18	RELIABILITY	MAJOR WIDENING(O)	WIDEN I-71 FROM FOUR TO SIX LANES FROM KY 329 (MP 14.1) TO KY 393 (MP 18.0). (16CCN)	R	NHPP	NH	2020	1,900,000	1,900,000	NO
OLDHAM	5-483.2	I 71	4.4	18	22.4	RELIABILITY	MAJOR WIDENING(O)	WIDEN I-71 FROM FOUR TO SIX LANES FROM KY 393 (MP 18.0) TO KY 53 (MP 22.4), INCLUDING A NEW INTERCHANGE AT MP 20.6. (16CCN)	D	NHPP	NH	2019	5,500,000	5,500,000	NO
OLDHAM	5-494	CR 1209		1.43	1.44	SAFETY	SAFETY-HAZARD ELIM(P)	OLD FLOYDSBURG ROAD SAFETY IMPROVEMENTS: REPLACE NARROW ONE-LANE CULVERT CROSSING; CLEAR TREES AND VEGETATION OUT OF RIGHT-OF-WAY; ADD SHOULDER TO THE ROAD, AND ADD SIGNAGE FOR SAFETY.	R	SLO	SLO	2017	230,000	184,000	NO
OLDHAM	5-494	CR 1209		1.43	1.44	SAFETY	SAFETY-HAZARD ELIM(P)	OLD FLOYDSBURG ROAD SAFETY IMPROVEMENTS: REPLACE NARROW ONE-LANE CULVERT CROSSING; CLEAR TREES AND VEGETATION OUT OF RIGHT-OF-WAY; ADD SHOULDER TO THE ROAD, AND ADD SIGNAGE FOR SAFETY.	C	SLO	SLO	2017	522,000	417,600	NO
OLDHAM	5-517.02					SAFETY	BIKE/PED FACIL(O)	CONSTRUCT VARIOUS SIDEWALKS IN OLDHAM COUNTY.	C	SLO	SLO	2017	100,000	80,000	NO
OLDHAM	5-517.03					SAFETY	BIKE/PED FACIL(O)	CONSTRUCT VARIOUS SIDEWALKS IN OLDHAM COUNTY.	C	SLO	SLO	2017	100,000	80,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
OLDHAM	5-8852	KY 53	2.617	3.068	5.685	RELIABILITY	DESIGN ENGINEERING(O)	DESIGN FOR IMPROVING KY-53 FROM ZHALE SMITH ROAD TO KY-22 (TOTAL 3.2 MILES). (14CCN)	D	STP	STP	2020	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 MI N OF US 127 (094C00011N)(SR=20.3)	D	STP	BRZ	2017	150,000	150,000	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 MI N OF US 127 (094C00011N)(SR=20.3)	R	STP	BRZ	2019	100,000	100,000	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 MI N OF US 127 (094C00011N)(SR=20.3)	U	STP	BRZ	2019	100,000	100,000	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 MI N OF US 127 (094C00011N)(SR=20.3)	C	STP	BRZ	2020	500,000	500,000	NO
OWSLEY	10-279.61	KY 30	3.378	0	5.132	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY 30 FROM KY 847 TO THE JACKSON COUNTY LINE.(14CCR)(SEE 10-279.60 FOR PE & ENVIR) (AR/W)(16CCR)	D	STP	STP	2017	2,250,000	2,250,000	NO
OWSLEY	10-279.61	KY 30	3.378	0	5.132	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY 30 FROM KY 847 TO THE JACKSON COUNTY LINE.(14CCR)(SEE 10-279.60 FOR PE & ENVIR) (AR/W)(16CCR)	U	STP	STP	2017	2,500,000	2,500,000	NO
OWSLEY	10-279.61	KY 30	3.378	0	5.132	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY 30 FROM KY 847 TO THE JACKSON COUNTY LINE.(14CCR)(SEE 10-279.60 FOR PE & ENVIR) (AR/W)(16CCR)	C	STP	STP	2018	16,000,000	16,000,000	NO
OWSLEY	10-279.62	KY 30				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY 30 FROM KY 847 TO THE JACKSON COUNTY LINE.(14CCR)(SEE 10-279.60 FOR PE & ENVIR) (AR/W)(16CCR)	C	STP	STP	2019	16,510,000	16,510,000	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=42.4) 096B00004N	C	STP	BRX	2018	2,350,000	2,350,000	NO
PENDLETON	6-1092	CR 1020	0.006	0.395	0.401	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HALE RD (CR 1020) 0.395MI N OF FLOUR CREEK RD. (SR=22.0) 096C00102N	D	STP	BRZ	2017	30,000	30,000	NO
PENDLETON	6-1092	CR 1020	0.006	0.395	0.401	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HALE RD (CR 1020) 0.395MI N OF FLOUR CREEK RD. (SR=22.0) 096C00102N	R	STP	BRZ	2018	50,000	50,000	NO
PENDLETON	6-1092	CR 1020	0.006	0.395	0.401	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HALE RD (CR 1020) 0.395MI N OF FLOUR CREEK RD. (SR=22.0) 096C00102N	U	STP	BRZ	2018	10,000	10,000	NO
PENDLETON	6-1092	CR 1020	0.006	0.395	0.401	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON HALE RD (CR 1020) 0.395MI N OF FLOUR CREEK RD. (SR=22.0) 096C00102N	C	STP	BRZ	2019	200,000	200,000	NO
PENDLETON	6-1094	CR 1207		1.612	1.624	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON EAST FAIRVIEW RD (CR-1207) (1.618) OVER S. FORK GRASSY CREEK. (SR=28) 096C00072N	D	STP	BRZ	2020	250,000	250,000	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	2017	25,000,000	25,000,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
PERRY	10-158.01	KY 15	1.243	13.269	14.512	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE SAFETY, UPGRADE GEOMETRICS, AND ADDRESS CAPACITY ISSUES FOR KY 15 IN PERRY COUNTY FROM MORTON BOULEVARD TO KY 15 BYPASS.(ADDITIONAL FUNDING FOR C PHASE)	C	NHPP	NH	2018	15,000,000	15,000,000	NO
PERRY	10-158.02	KY 15	1.243	13.269	14.512	RELIABILITY	PREFINANCD CONVRSN(O)	IMPROVE SAFETY, UPGRADE GEOMETRICS, AND ADDRESS CAPACITY ISSUES FOR KY 15 IN PERRY COUNTY FROM MORTON BOULEVARD TO KY 15 BYPASS. (ADDITIONAL FUNDING FOR C PHASE)	C	NHPP	NH	2019	12,000,000	12,000,000	YES
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	STP	BRX	2017	600,000	600,000	NO
PERRY	10-1112	PR 1056	0.01	0.005	0.011	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
PERRY	10-1112	PR 1056	0.01	0.005	0.011	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER CLOVER FORK ON ROAD TO LEATHERWOOD SCHOOL 50 FT N OF KY 699 (097C00052N) (SR= 14.6)	R	STP	BRZ	2019	50,000	50,000	NO
PERRY	10-1112	PR 1056	0.01	0.005	0.011	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER CLOVER FORK ON ROAD TO LEATHERWOOD SCHOOL 50 FT N OF KY 699 (097C00052N) (SR= 14.6)	U	STP	BRZ	2019	50,000	50,000	NO
PERRY	10-1112	PR 1056	0.01	0.005	0.011	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER CLOVER FORK ON ROAD TO LEATHERWOOD SCHOOL 50 FT N OF KY 699 (097C00052N) (SR= 14.6)	C	STP	BRZ	2020	500,000	500,000	NO
PERRY	10-1113	CR 1114	0.047	0.07	0.117	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER NORTH FORK KENTUCKY RIVER ON KENMONT ROAD (CR 1114) 380 FT SE OF KY 7 (097C00005N)(SR=48.6)	D	STP	BRZ	2019	300,000	300,000	NO
PERRY	10-1114	CR 1140	0.009	0	0.009	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER STRAIGHT FORK ON LITTLE LEATHERWOOD CREEK ROAD (CR 1140) AT JCT WITH KY 3348 (097C00013N)(SR=38)	D	STP	BRZ	2019	250,000	250,000	NO
PERRY	10-1114	CR 1140	0.009	0	0.009	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER STRAIGHT FORK ON LITTLE LEATHERWOOD CREEK ROAD (CR 1140) AT JCT WITH KY 3348 (097C00013N)(SR=38)	R	STP	BRZ	2020	50,000	50,000	NO
PERRY	10-1114	CR 1140	0.009	0	0.009	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER STRAIGHT FORK ON LITTLE LEATHERWOOD CREEK ROAD (CR 1140) AT JCT WITH KY 3348 (097C00013N)(SR=38)	U	STP	BRZ	2020	75,000	75,000	NO
PERRY	10-8903	HR 9006		57		RELIABILITY	NEW INTERCHANGE(O)	NEW INTERCHANGE OFF OF A NEW EXIT 57 HAL ROGERS PARKWAY. (16CCN)	D	STP	STP	2017	1,340,000	1,340,000	NO
PERRY	10-8903	HR 9006		57		RELIABILITY	NEW INTERCHANGE(O)	NEW INTERCHANGE OFF OF A NEW EXIT 57 HAL ROGERS PARKWAY. (16CCN)	R	STP	STP	2018	530,000	530,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
PERRY	10-8903	HR 9006		57		RELIABILITY	NEW INTERCHANGE(O)	NEW INTERCHANGE OFF OF A NEW EXIT 57 HAL ROGERS PARKWAY. (16CCN)	U	STP	STP	2019	159,000	159,000	NO
PERRY	10-8903	HR 9006		57		RELIABILITY	NEW INTERCHANGE(O)	NEW INTERCHANGE OFF OF A NEW EXIT 57 HAL ROGERS PARKWAY. (16CCN)	C	STP	STP	2020	13,750,000	13,750,000	YES
PERRY	10-8905	KY 80				SAFETY	SAFETY-HAZARD ELIM(P)	REMOVE CONCRETE BARRIER ON KY-80 AND JUSTICE DRIVE IN HAZARD. (16CCN)	C	HSIP	SAF	2017	500,000	500,000	NO
PERRY	10-8910	KY 1166	0.04	0.624	0.664	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-1166 OVER RT. FK. MACES CREEK. SR=26.8 (16CCN)	D	NHPP	BRO	2017	335,000	335,000	NO
PERRY	10-8910	KY 1166	0.04	0.624	0.664	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-1166 OVER RT. FK. MACES CREEK. SR=26.8 (16CCN)	R	NHPP	BRO	2018	155,000	155,000	NO
PERRY	10-8910	KY 1166	0.04	0.624	0.664	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-1166 OVER RT. FK. MACES CREEK. SR=26.8 (16CCN)	U	NHPP	BRO	2019	103,000	103,000	NO
PERRY	10-8910	KY 1166	0.04	0.624	0.664	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY-1166 OVER RT. FK. MACES CREEK. SR=26.8 (16CCN)	C	NHPP	BRO	2020	1,060,000	1,060,000	NO
PERRY	10-8913	KY 1168				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1168 OVER MACES CREEK. (16CCN)	D	NHPP	BRO	2017	335,000	335,000	NO
PERRY	10-8913	KY 1168				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1168 OVER MACES CREEK. (16CCN)	R	NHPP	BRO	2018	155,000	155,000	NO
PERRY	10-8913	KY 1168				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1168 OVER MACES CREEK. (16CCN)	U	NHPP	BRO	2019	103,000	103,000	NO
PERRY	10-8913	KY 1168				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 1168 OVER MACES CREEK. (16CCN)	C	NHPP	BRO	2020	1,060,000	1,060,000	NO
PERRY	10-8915	CR 1150	0.05	0	0.05	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LEATHERWOOD CREEK. SR=35 (16CCN)	D	NHPP	BRO	2017	258,000	258,000	NO
PERRY	10-8915	CR 1150	0.05	0	0.05	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LEATHERWOOD CREEK. SR=35 (16CCN)	R	NHPP	BRO	2018	103,000	103,000	NO
PERRY	10-8915	CR 1150	0.05	0	0.05	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LEATHERWOOD CREEK. SR=35 (16CCN)	U	NHPP	BRO	2019	78,000	78,000	NO
PERRY	10-8915	CR 1150	0.05	0	0.05	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER LEATHERWOOD CREEK. SR=35 (16CCN)	C	NHPP	BRO	2020	583,000	583,000	NO
PIKE	12-263.55	US 460	0.8			RELIABILITY	RELOCATION(O)	PIKEVILLE TO VA STATE LINE; US 460/KY 80; MAINLINE BRIDGES OVER KY 195 @ MARROWBONE CREEK. (SECTION 5B) (2014BOP)	C	NHPP	APD	2017	15,000,000	15,000,000	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	APD	2017	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)(16CCR)	C	NHPP	APD	2017	43,000,000	43,000,000	NO
PIKE	12-263.68	US 460	0.4			RELIABILITY	PREFINANCD CONVRSN(O)	PIKEVILLE TO VA. STATE LINE; US-460/KY-80 FROM DUNLEARY HOLLOW TO KY-80 AT BEAVER CREEK (SECTION 6C) BRIDGE ONLY. (ADDITIONAL FUNDING FOR C PHASE 12-263.67)(14CCN)(16CCN)	C	NHPP	NH	2019	17,000,000	17,000,000	YES

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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	2019	17,550,000	17,550,000	NO
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)(16CCR)	C	NHPP	APD	2017	18,500,000	18,500,000	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) (AR/W)098B00069N	C	NHPP	BRO	2017	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	C	STP	BRX	2017	500,000	500,000	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	STP	BRX	2017	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	STP	BRX	2018	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
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)	R	STP	BRZ	2019	100,000	100,000	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)	U	STP	BRZ	2019	100,000	100,000	NO
PIKE	12-1123	CR 1801	0.265	0.005	0.027	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BLACKBERRY CREEK ON BIG BLUE SPRINGS ROAD (CR 1801) AT JCT WITH KY 1056 (098C00028N)(SR=15.2)	D	STP	BRZ	2019	300,000	300,000	NO
PULASKI	8-59.11	I 66	25			RELIABILITY	PE & ENVIRONMENTAL(O)	SOMERSET TO LONDON. (2006KYD)(10CCR)	C	KYD	KYD	2017	3,219,838	3,219,838	NO
PULASKI	8-59.21	I 66	10			RELIABILITY	NEW ROUTE(O)	HAL ROGERS PARKWAY NORTHEAST BYPASS AROUND SOMERSET. (2006KYD)	C	KYD	KYD	2017	1,470,000	1,470,000	NO
ROCKCASTLE	8-6.02	I 75	4.5	64.5	69	RELIABILITY	MAJOR WIDENING(O)	I-75 IN ROCKCASTLE COUNTY, KENTUCKY (MILEPOINT 64.5 TO MILEPOINT 69.0), 4.5 MILES. (04KYD-KY070)	C	KYD	KYD	2017	855,000	855,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
ROCKCASTLE	8-8718	I 75	4.5	64.5	69	RELIABILITY	MAJOR WIDENING(O)	MAKE I-75 THREE LANES IN EACH DIRECTION FROM MP 64.5 TO MP 69.0. (12CCN)(DESIGN/BUILD)(16CCN)	C	NHPP	IM	2017	35,000,000	35,000,000	NO
ROCKCASTLE	8-8718.02	I 75	4.4	55.7	60.1	RELIABILITY	MAJOR WIDENING(O)	MAKE I-75 THREE LANES IN EACH DIRECTION FROM MP 55.7 TO 60.1. (12CCN)(DESIGN/BUILD)(16CCN)	D	NHPP	IM	2017	1,500,000	1,500,000	NO
ROCKCASTLE	8-8718.02	I 75	4.4	55.7	60.1	RELIABILITY	MAJOR WIDENING(O)	MAKE I-75 THREE LANES IN EACH DIRECTION FROM MP 55.7 TO 60.1. (12CCN)(DESIGN/BUILD)(16CCN)	R	NHPP	IM	2017	750,000	750,000	NO
ROCKCASTLE	8-8718.02	I 75	4.4	55.7	60.1	RELIABILITY	MAJOR WIDENING(O)	MAKE I-75 THREE LANES IN EACH DIRECTION FROM MP 55.7 TO 60.1. (12CCN)(DESIGN/BUILD)(16CCN)	U	NHPP	IM	2017	250,000	250,000	NO
ROCKCASTLE	8-8718.02	I 75	4.4	55.7	60.1	RELIABILITY	MAJOR WIDENING(O)	MAKE I-75 THREE LANES IN EACH DIRECTION FROM MP 55.7 TO 60.1. (12CCN)(DESIGN/BUILD)(16CCN)	C	NHPP	IM	2018	45,000,000	45,000,000	NO
ROCKCASTLE	8-8718.1	I 75	4.4	60.1	64.5	RELIABILITY	MAJOR WIDENING(O)	MAKE I-75 THREE LANES IN EACH DIRECTION FROM MP 60.1 TO MP 64.5.(12CCN)(DESIGN/BUILD)(16CCN)	U	NHPP	IM	2017	1,790,000	1,790,000	NO
ROCKCASTLE	8-8718.1	I 75	4.4	60.1	64.5	RELIABILITY	MAJOR WIDENING(O)	MAKE I-75 THREE LANES IN EACH DIRECTION FROM MP 60.1 TO MP 64.5.(12CCN)(DESIGN/BUILD)(16CCN)	C	NHPP	IM	2018	15,000,000	15,000,000	NO
ROCKCASTLE	8-8718.11	I 75	4.4	60.1	64.5	RELIABILITY	PREFINANCD CONVRSN(O)	MAKE I-75 THREE LANES IN EACH DIRECTION FROM MP 60.1 TO MP 64.5.(ADDITIONAL FUNDS FOR C PHASE. SEE 8-8718.10 AND 8-8718.12)(12CCN)(DESIGN/BUILD)(16CCN)	C	NHPP	IM	2019	15,000,000	15,000,000	YES
ROCKCASTLE	8-8718.12	I 75		60.1	64.5	RELIABILITY	PREFINANCD CONVRSN(O)	MAKE I-75 THREE LANES IN EACH DIRECTION FROM MP 60.1 TO MP 64.5.(ADDITIONAL FUNDS FOR C PHASE. SEE 8-8718.10 AND 8-8718.11)(12CCN)(DESIGN/BUILD)(16CCN)	C	NHPP	IM	2020	12,500,000	12,500,000	YES
ROWAN	9-61	I 64		147.5	148	ECONOMIC DEVELOPMENT	WEIGH STA REHAB(P)	UPGRADE EXISTING ROWAN COUNTY WEIGH STATION.	C	NHPP	IM	2017	1,000,000	1,000,000	NO
ROWAN	9-1093	CR 1140	0.01	0.01	0.02	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BULL FORK ON HORSEMAN CEMETERY ROAD (CR 1140) AT JCT WITH BULLFORK ROAD (CR 1222) (103C00108N)(SR=32.5)(EBRP)	D	STP	BRZ	2019	350,000	350,000	NO
ROWAN	9-1093	CR 1140	0.01	0.01	0.02	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BULL FORK ON HORSEMAN CEMETERY ROAD (CR 1140) AT JCT WITH BULLFORK ROAD (CR 1222) (103C00108N)(SR=32.5)(EBRP)	R	STP	BRZ	2020	50,000	50,000	NO
ROWAN	9-1093	CR 1140	0.01	0.01	0.02	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BULL FORK ON HORSEMAN CEMETERY ROAD (CR 1140) AT JCT WITH BULLFORK ROAD (CR 1222) (103C00108N)(SR=32.5)(EBRP)	U	STP	BRZ	2020	50,000	50,000	NO
ROWAN	9-8406	KY 377	8.2	0	8.2	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY 377 FROM KY 32 (MP 0.0) TO JUST NORTH OF KY 799 (MP 8.2+-) TO IMPROVE SAFETY, CAPACITY, EFFICIENCY AND HIGHWAY SYSTEMS CONNECTIVITY. (08CCN)(10CCR)(16CCR)	C	STP	STP	2019	41,600,000	41,600,000	YES

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
ROWAN	9-8912	US 60				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE THE WEST BRIDGE ON US 60 AT SUNNYBROOK.(16CCN)	D	NHPP	BRO	2017	600,000	600,000	NO
ROWAN	9-8912	US 60				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE THE WEST BRIDGE ON US 60 AT SUNNYBROOK.(16CCN)	R	NHPP	BRO	2017	50,000	50,000	NO
ROWAN	9-8912	US 60				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE THE WEST BRIDGE ON US 60 AT SUNNYBROOK.(16CCN)	U	NHPP	BRO	2017	75,000	75,000	NO
ROWAN	9-8912	US 60				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE THE WEST BRIDGE ON US 60 AT SUNNYBROOK.(16CCN)	C	NHPP	BRO	2018	750,000	750,000	NO
ROWAN	9-8914	CR 1025				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON LITTLE PERRY ROAD OVER TRIPLETT CREEK.(16CCN)	D	STP	BRZ	2017	400,000	400,000	NO
ROWAN	9-8914	CR 1025				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON LITTLE PERRY ROAD OVER TRIPLETT CREEK.(16CCN)	R	STP	BRZ	2018	175,000	175,000	NO
ROWAN	9-8914	CR 1025				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON LITTLE PERRY ROAD OVER TRIPLETT CREEK.(16CCN)	U	STP	BRZ	2019	100,000	100,000	NO
ROWAN	9-8914	CR 1025				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON LITTLE PERRY ROAD OVER TRIPLETT CREEK.(16CCN)	C	STP	BRZ	2020	900,000	900,000	NO
ROWAN	9-8915	KY 801				RELIABILITY	MAJOR WIDENING(O)	WIDEN KY 801 FROM NEAR MMRC REGIONAL PARK TO KY 158 IN FLEMING CO. (16CCN)	P	STP	STP	2017	75,000	75,000	NO
ROWAN	9-8915	KY 801				RELIABILITY	MAJOR WIDENING(O)	WIDEN KY 801 FROM NEAR MMRC REGIONAL PARK TO KY 158 IN FLEMING CO. (16CCN)	D	STP	STP	2017	1,500,000	1,500,000	NO
ROWAN	9-8915	KY 801				RELIABILITY	MAJOR WIDENING(O)	WIDEN KY 801 FROM NEAR MMRC REGIONAL PARK TO KY 158 IN FLEMING CO. (16CCN)	R	STP	STP	2018	2,000,000	2,000,000	NO
ROWAN	9-8915	KY 801				RELIABILITY	MAJOR WIDENING(O)	WIDEN KY 801 FROM NEAR MMRC REGIONAL PARK TO KY 158 IN FLEMING CO. (16CCN)	U	STP	STP	2019	1,000,000	1,000,000	NO
ROWAN	9-8915	KY 801				RELIABILITY	MAJOR WIDENING(O)	WIDEN KY 801 FROM NEAR MMRC REGIONAL PARK TO KY 158 IN FLEMING CO. (16CCN)	C	STP	STP	2020	12,500,000	12,500,000	YES
RUSSELL	8-108	US 127	3.444			RELIABILITY	RECONSTRUCTION(O)	US-127 FROM NORTH BANK OF THE CUMBERLAND RIVER TO THE JAMESTOWN BYPASS. (00CCR)(08CCR)(10CCR)(12CCR)(G&D)(14CCR)	C	NHPP	NH	2016	43,200,000	43,200,000	YES
RUSSELL	8-8601.21	US 127	2.52			RELIABILITY	RELOCATION(O)	RELOCATE US 127 FR APPROX .36 MI E OF INTERSECTION KY 1730 & MANNTOWN 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	2017	1,900,000	1,900,000	NO
RUSSELL	8-8601.21	US 127	2.52			RELIABILITY	RELOCATION(O)	RELOCATE US 127 FR APPROX .36 MI E OF INTERSECTION KY 1730 & MANNTOWN 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	2017	2,100,000	2,100,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
RUSSELL	8-8601.21	US 127	2.52			RELIABILITY	RELOCATION(O)	RELOCATE US 127 FR APPROX .36 MI E OF INTERSECTION KY 1730 & MANNTOWN 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	2017	810,000	810,000	NO
RUSSELL	8-8601.21	US 127	2.52			RELIABILITY	RELOCATION(O)	RELOCATE US 127 FR APPROX .36 MI E OF INTERSECTION KY 1730 & MANNTOWN 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	2018	10,880,000	10,880,000	NO
RUSSELL	8-8601.22	US 127	2.52			RELIABILITY	PREFINANCD CONVRSN(O)	RECONSTRUCT US 127 FR APPROX .36 MI E OF INTERSECTION KY 1730 & MANNTOWN RD EXTEND N TO N BANK OF CUMBERLAND RIVER INCLUDE NEW BRIDGE OVER LAKE CUMBERLAND FR CLINTON CO TO RUSSELL CO(SEE 8-108&8-115 FOR PE&ENV) (ADDITIONAL C-FUNDS FOR 8-8601.21)(16CCR)	C	NHPP	NH	2019	15,000,000	15,000,000	YES
SCOTT	7-102.5		4.7			RELIABILITY	BYPASS(O)	GEORGETOWN NORTHWEST BYPASS; FROM KY-32, EAST TO I-75. (04CCR)(2004BOPC)(SEE 7-102.01 FOR "HPP" COMPONENT)(10CCR)(12CCR)(16CCR)	U	STP	STP	2017	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" COMPONENT)(10CCR)(12CCR)(16CCR)	C	STP	STP	2018	14,710,000	14,710,000	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 9.4) 105B00038N	R	STP	BRX	2017	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 9.4) 105B00038N	U	STP	BRX	2017	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 9.4) 105B00038N	C	STP	BRX	2018	600,000	600,000	NO
SCOTT	7-1139	CR 1022	0.02	1.19	1.21	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER NS (CNO&TP)RR ON FIELDS ROAD (CR 1022) AT SCOTT/HARRISON CO LINE (105R00607N)(SR=28.8) (EBRP)	D	STP	BRZ	2018	300,000	300,000	NO
SCOTT	7-1139	CR 1022	0.02	1.19	1.21	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER NS (CNO&TP)RR ON FIELDS ROAD (CR 1022) AT SCOTT/HARRISON CO LINE (105R00607N)(SR=28.8) (EBRP)	R	STP	BRZ	2019	100,000	100,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
SCOTT	7-1139	CR 1022	0.02	1.19	1.21	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER NS (CNO&TP)RR ON FIELDS ROAD (CR 1022) AT SCOTT/HARRISON CO LINE (105R00607N)(SR=28.8) (EBRP)	U	STP	BRZ	2019	250,000	250,000	NO
SCOTT	7-1139	CR 1022	0.02	1.19	1.21	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER NS (CNO&TP)RR ON FIELDS ROAD (CR 1022) AT SCOTT/HARRISON CO LINE (105R00607N)(SR=28.8) (EBRP)	C	STP	BRZ	2020	1,250,000	1,250,000	NO
SCOTT	7-8907	KY 227				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-227 FROM MP 2.98 TO MP 3.34 TO IMPROVE HORIZONTAL CURVE. (16CCN)	D	STP	STP	2017	225,000	225,000	NO
SCOTT	7-8907	KY 227				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-227 FROM MP 2.98 TO MP 3.34 TO IMPROVE HORIZONTAL CURVE. (16CCN)	R	STP	STP	2018	225,000	225,000	NO
SCOTT	7-8907	KY 227				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-227 FROM MP 2.98 TO MP 3.34 TO IMPROVE HORIZONTAL CURVE. (16CCN)	U	STP	STP	2018	325,000	325,000	NO
SCOTT	7-8907	KY 227				RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT KY-227 FROM MP 2.98 TO MP 3.34 TO IMPROVE HORIZONTAL CURVE. (16CCN)	C	STP	STP	2019	1,250,000	1,250,000	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 CEDARMORE RD (KY 1922)(SR 44.2) 106C00055N	C	STP	BRZ	2018	450,000	450,000	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. (08CCN)(10CCN)(12CCR)(14CCR)(16CCR)	C	STP	STP	2019	11,290,000	11,290,000	NO
SPENCER	5-1076	KY 1169		8.53	8.552	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER BUCK CREEK ON KY 1169 75 FT EAST OF YODER TIPTON ROAD (CR 1142). (108B00022N)(SR=45.6)(EBRP)	D	STP	BRX	2020	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)	R	STP	BRX	2017	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	2017	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	2017	500,000	500,000	NO
TAYLOR	4-142.2	KY 555				RELIABILITY	NEW ROUTE(O)	HEARTLAND PARKWAY; CAMPBELLSVILLE BYPASS FROM KY-55 SOUTH TO KY-70. (2010BOP)(14CCR)(16CCR)	U	NHPP	NH	2017	1,000,000	1,000,000	NO
TAYLOR	4-142.2	KY 555				RELIABILITY	NEW ROUTE(O)	HEARTLAND PARKWAY; CAMPBELLSVILLE BYPASS FROM KY-55 SOUTH TO KY-70. (2010BOP)(14CCR)(16CCR)	C	NHPP	NH	2019	15,190,000	15,190,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
TAYLOR	4-142.3	KY 555				RELIABILITY	NEW ROUTE(O)	HEARTLAND PARKWAY; CAMPBELLSVILLE BYPASS FROM KY-70 TO US-68 EAST OF CAMPBELLSVILLE. (2010BOP)(16CCR)	R	STP	STP	2019	4,920,000	4,920,000	NO
TAYLOR	4-142.3	KY 555				RELIABILITY	NEW ROUTE(O)	HEARTLAND PARKWAY; CAMPBELLSVILLE BYPASS FROM KY-70 TO US-68 EAST OF CAMPBELLSVILLE. (2010BOP)(16CCR)	U	STP	STP	2019	500,000	500,000	NO
TAYLOR	4-142.3	KY 555				RELIABILITY	NEW ROUTE(O)	HEARTLAND PARKWAY; CAMPBELLSVILLE BYPASS FROM KY-70 TO US-68 EAST OF CAMPBELLSVILLE. (2010BOP)(16CCR)	C	STP	STP	2020	10,770,000	10,770,000	YES
TAYLOR	4-8920	KY 55		0	8.003	RELIABILITY	RECONSTRUCTION(O)	CONSTRUCT 2 LANES WITH PASSING LANE TO CONTINUE ROUTE FROM ADAIR/TAYLOR COUNTY LINE TO CAMPBELLSVILLE BYPASS. MP 0.00 TO MP 8.003. (16CCN)	D	NHPP	NH	2018	500,000	500,000	NO
TAYLOR	4-8920	KY 55		0	8.003	RELIABILITY	RECONSTRUCTION(O)	CONSTRUCT 2 LANES WITH PASSING LANE TO CONTINUE ROUTE FROM ADAIR/TAYLOR COUNTY LINE TO CAMPBELLSVILLE BYPASS. MP 0.00 TO MP 8.003. (16CCN)	R	NHPP	NH	2019	1,000,000	1,000,000	NO
TAYLOR	4-8920	KY 55		0	8.003	RELIABILITY	RECONSTRUCTION(O)	CONSTRUCT 2 LANES WITH PASSING LANE TO CONTINUE ROUTE FROM ADAIR/TAYLOR COUNTY LINE TO CAMPBELLSVILLE BYPASS. MP 0.00 TO MP 8.003. (16CCN)	U	NHPP	NH	2020	1,000,000	1,000,000	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	2017	870,000	870,000	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	2017	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	2017	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	2017	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) (SR=46.2)(14CCR)(16CCR)	R	STP	BRX	2017	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) (SR=46.2)(14CCR)(16CCR)	U	STP	BRX	2017	24,000	24,000	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) (SR=46.2)(14CCR)(16CCR)	C	STP	BRX	2018	1,300,000	1,300,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
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=34.5) 113B00006N (LET W/ 2-1074)	C	NHPP	BRO	2017	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=12.6) 113B00007N (LET W/ 2-1073)	C	NHPP	BRO	2017	570,000	570,000	NO
WARREN	3-16.05	I 65				RELIABILITY	PREFINANCD CONVRSN(O)	CONSTRUCTION OF NEW I-65 INTERCHANGE IN WARREN COUNTY. (SURFACING ONLY, SEE 16.03 FOR G&D) (SEE 3-16.00 FOR STP COMPONENT) (ADDITIONAL C-FUNDS FOR 3-16.04)	C	NHPP	IM	2017	6,000,000	6,000,000	NO
WARREN	3-202	WN 9007	0.2	9.4	9.6	SAFETY	SAFETY(P)	RECONSTRUCT THE EXISTING NATCHER PARKWAY/US 231 INTERCHANGE ON WEST SIDE OF BOWLING GREEN. (12CCR)	D	NHPP	NH	2017	1,250,000	1,250,000	NO
WARREN	3-202	WN 9007	0.2	9.4	9.6	SAFETY	SAFETY(P)	RECONSTRUCT THE EXISTING NATCHER PARKWAY/US 231 INTERCHANGE ON WEST SIDE OF BOWLING GREEN. (12CCR)	R	NHPP	NH	2019	1,740,000	1,740,000	NO
WARREN	3-202	WN 9007	0.2	9.4	9.6	SAFETY	SAFETY(P)	RECONSTRUCT THE EXISTING NATCHER PARKWAY/US 231 INTERCHANGE ON WEST SIDE OF BOWLING GREEN. (12CCR)	U	NHPP	NH	2019	1,690,000	1,690,000	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	5,850,000	5,850,000	NO
WARREN	3-8707	WN 9007	0.6	3.4	4	RELIABILITY	NEW INTERCHANGE(O)	CONSTRUCT A NEW INTERCHANGE ON THE NATCHER PARKWAY AT ELROD ROAD IN BOWLING GREEN (MP 3.4 TO MP 4.0).(12CCN)	D	NHPP	NH	2019	800,000	800,000	NO
WASHINGTON	4-1094	KY 528		1.433	1.441	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON KY 528 (MP 1.437) OVER ROAD RUN BRANCH. (SD,SR=46.6)(115B00043N)	D	STP	BRX	2020	150,000	150,000	NO
WASHINGTON	4-8956	CR 1140				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON TEXAS-MACKVILLE ROAD (CR 1140) OVER PRATHER CREEK. (16CCN)	C	STP	BRX	2018	175,000	175,000	NO
WASHINGTON	4-8957	CR 1140				RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE ON TEXAS-MACKVILLE ROAD (CR 1140) AT MP 0.349 OVER LONG LICK CREEK. (16CCN)	C	STP	BRX	2017	175,000	175,000	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	2017	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	2017	570,000	570,000	NO
WHITLEY	11-1105	I 75		27.85	27.95	RELIABILITY	BRIDGE REHAB(P)	REHAB BRIDGE ON I-75 AT MILEPOINT 27.9 OVER LYNN CAMP CREEK (SR 34.1) (B00063R AND B00063L)	C	NHPP	BRO	2017	4,000,000	4,000,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COUNTY LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT 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)(16CCR)	U	NHPP	NH	2017	2,400,000	2,400,000	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)(16CCR)	C	NHPP	NH	2018	18,670,000	18,670,000	NO
WOLFE	10-126.71	KY 9009	2.5	56.8	57.72	RELIABILITY	PREFINANCD CONVRSN(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). (ADDITIONAL C-FUNDS FOR 10-126.70)(16CCR)	C	NHPP	NH	2018	8,000,000	8,000,000	NO
WOLFE	10-126.72	KY 9009		56.8	59.3	RELIABILITY	PREFINANCD CONVRSN(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). (ADDITIONAL C-FUNDS FOR 10-126.70)(16CCN)	C	NHPP	NH	2018	8,000,000	8,000,000	NO
WOLFE	10-168.1	KY 9009	11	45.8	56.8	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MTN PKY TO 4 LANES FROM 0.6 MI W OF KY 191 OVERPASS TO 0.45 MI W OF KY 205 INTERCHANGE. (SEE 10-126.03 FOR PE & ENVIR FUNDS)(2012BOP)(14CCN)(ADDITIONAL FUNDS FOR 10-168.00)(16CCR)	D	NHPP	NH	2017	5,200,000	5,200,000	NO
WOLFE	10-168.1	KY 9009	11	45.8	56.8	RELIABILITY	MAJOR WIDENING(O)	MOUNTAIN PARKWAY CORRIDOR: WIDEN THE MTN PKY TO 4 LANES FROM 0.6 MI W OF KY 191 OVERPASS TO 0.45 MI W OF KY 205 INTERCHANGE. (SEE 10-126.03 FOR PE & ENVIR FUNDS)(2012BOP)(14CCN)(ADDITIONAL FUNDS FOR 10-168.00)(16CCR)	R	NHPP	NH	2018	5,000,000	5,000,000	NO
WOODFORD	7-1140	CR 1217	0.03	1.15	1.18	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER GRIER CREEK ON GRIER CREEK ROAD (CR 1217) 0.8 MI W OF SCOTTS FERRY ROAD (CR 1215) (120C00017N)(SR=31.5)	D	STP	BRZ	2019	325,000	325,000	NO
WOODFORD	7-1140	CR 1217	0.03	1.15	1.18	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER GRIER CREEK ON GRIER CREEK ROAD (CR 1217) 0.8 MI W OF SCOTTS FERRY ROAD (CR 1215) (120C00017N)(SR=31.5)	R	STP	BRZ	2020	50,000	50,000	NO
WOODFORD	7-1140	CR 1217	0.03	1.15	1.18	RELIABILITY	BRIDGE REPLACEMENT(P)	REPLACE BRIDGE OVER GRIER CREEK ON GRIER CREEK ROAD (CR 1217) 0.8 MI W OF SCOTTS FERRY ROAD (CR 1215) (120C00017N)(SR=31.5)	U	STP	BRZ	2020	100,000	100,000	NO

B. Federally-funded ZVarious (Pages 1 - 5)

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
ZVARIOUS LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
ZVARIOUS	99-65.13					RELIABILITY	BRIDGE REHAB(P)	BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE NHS FOR FY 2016. (2009BOPP)	C	NHPP	IM	2017	3,500,000	3,500,000	NO
ZVARIOUS	99-65.14					RELIABILITY	BRIDGE REHAB(P)	BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE NHS 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 NHS FOR FY 2018. (2009BOPP)	C	NHPP	IM	2018	3,800,000	3,800,000	NO
ZVARIOUS	99-65.16					RELIABILITY	BRIDGE REHAB(P)	BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE NHS FOR FY 2019.	C	NHPP	IM	2019	3,800,000	3,800,000	NO
ZVARIOUS	99-65.17					RELIABILITY	BRIDGE REHAB(P)	BRIDGE REPAIRS ON VARIOUS BRIDGES ON THE NHS FOR FY 2020.	C	NHPP	IM	2020	3,800,000	3,800,000	NO
ZVARIOUS	99-66.11					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2016.	C	NHPP	NH	2017	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	NO
ZVARIOUS	99-66.14					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2019.	C	NHPP	NH	2019	2,000,000	2,000,000	NO
ZVARIOUS	99-66.15					RELIABILITY	ITS(P)	'ITS' ACTIVITIES ON VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2020.	C	NHPP	NH	2020	2,000,000	2,000,000	NO
ZVARIOUS	99-195.12					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT (98CCR)	C	TE	TE	2017	14,500,000	11,600,000	NO
ZVARIOUS	99-195.13					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT (98CCR)	C	TE	TE	2017	16,700,000	13,360,000	NO
ZVARIOUS	99-195.14					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2012. (98CCR)	C	TE	TE	2018	17,000,000	13,600,000	NO
ZVARIOUS	99-195.15					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2013. (98CCR)	C	TE	TE	2019	17,400,000	13,920,000	NO
ZVARIOUS	99-195.16					RELIABILITY	TRANSP ENHANCEMENT(P)	STATEWIDE TRANSPORTATION ENHANCEMENT FOR FY 2014 (98CCR)	C	TE	TE	2020	11,600,000	9,280,000	NO
ZVARIOUS	99-219.14					RELIABILITY	CONGESTION MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2016.	C	CM	CM	2017	15,000,000	12,000,000	NO
ZVARIOUS	99-219.15					RELIABILITY	CONGESTION MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2017.	C	CM	CM	2017	16,700,000	13,360,000	NO
ZVARIOUS	99-219.16					RELIABILITY	CONGESTION MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2018.	C	CM	CM	2018	17,000,000	13,600,000	NO
ZVARIOUS	99-219.17					RELIABILITY	CONGESTION MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2019.	C	CM	CM	2019	17,400,000	13,920,000	NO
ZVARIOUS	99-219.18					RELIABILITY	CONGESTION MITIGTN(O)	NON-ATTAINMENT AREAS STATEWIDE CMAQ FUNDED PROJECTS FOR FY 2020.	C	CM	CM	2020	14,300,000	11,440,000	NO
ZVARIOUS	99-224.12					RELIABILITY	PAVEMENT REHAB-PRI(P)	PAVEMENT REHAB ON STATE (NON RS) SYSTEM ROUTES IN KENTUCKY FOR FY 2016.(16CCR)	C	STP	STP	2017	5,000,000	5,000,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
ZVARIOUS LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
ZVARIOUS	99-224.13					RELIABILITY	PAVEMENT REHAB-PRI(P)	PAVEMENT REHAB ON STATE (NON RS) SYSTEM ROUTES IN KENTUCKY FOR FY 2019.	C	STP	STP	2019	10,000,000	10,000,000	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	NO
ZVARIOUS	99-327.15					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2019.	C	NHPP	BRO	2019	2,600,000	2,600,000	NO
ZVARIOUS	99-327.16					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE BRIDGE INSPECTION FOR FY 2020.	C	NHPP	BRO	2020	2,600,000	2,600,000	NO
ZVARIOUS	99-333.12					RELIABILITY	FOREST HIGHWAY(P)	STATEWIDE FEDERAL LANDS ACCESS PROGRAM FEDERAL HIGHWAY FUNDS FOR FY 2016.	C	FH	FH	2017	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	99-333.15					RELIABILITY	FOREST HIGHWAY(P)	STATEWIDE FEDERAL LANDS ACCESS PROGRAM FEDERAL HIGHWAY FUNDS FOR FY 2019.	C	FH	FH	2019	1,641,000	1,641,000	NO
ZVARIOUS	99-333.16					RELIABILITY	FOREST HIGHWAY(P)	STATEWIDE FEDERAL LANDS ACCESS PROGRAM FEDERAL HIGHWAY FUNDS FOR FY 2020.	C	FH	FH	2020	1,641,000	1,641,000	NO
ZVARIOUS	99-337.11					RELIABILITY	PAVEMENT REHAB-INT(P)	STATEWIDE I-STATE ROUTES FOR FY 2016. (12CCR)(16CCR)	C	NHPP	IM	2017	5,000,000	5,000,000	NO
ZVARIOUS	99-337.12					RELIABILITY	PAVEMENT REHAB-INT(P)	STATEWIDE I-STATE ROUTES FOR FY 2017. (12CCR)(16CCR)	C	NHPP	IM	2017	5,000,000	5,000,000	NO
ZVARIOUS	99-337.13					RELIABILITY	PAVEMENT REHAB-INT(P)	STATEWIDE I-STATE ROUTES FOR FY 2018. (12CCR)(16CCR)	C	NHPP	IM	2018	5,000,000	5,000,000	NO
ZVARIOUS	99-337.14					RELIABILITY	PAVEMENT REHAB-INT(P)	STATEWIDE I-STATE ROUTES FOR FY 2019.(14CCR)	C	NHPP	IM	2019	40,000,000	40,000,000	YES
ZVARIOUS	99-337.15					RELIABILITY	PAVEMENT REHAB-INT(P)	STATEWIDE I-STATE ROUTES FOR FY 2020.(14CCR)	C	NHPP	IM	2020	12,000,000	12,000,000	NO
ZVARIOUS	99-346.12					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2016	C	STP	BRZ	2017	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	NO
ZVARIOUS	99-346.15					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2019.	C	STP	BRZ	2019	1,100,000	1,100,000	NO
ZVARIOUS	99-346.16					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE OFF-SYSTEM BRIDGE INSPECTION FOR FY 2020.	C	STP	BRZ	2020	1,100,000	1,100,000	NO
ZVARIOUS	99-352.12					SAFETY	SAFETY-RR SEPARATN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2016.	C	RRP	RRP	2017	3,800,000	3,800,000	NO
ZVARIOUS	99-352.13					SAFETY	SAFETY-RR SEPARATN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2017.	C	RRP	RRP	2017	3,800,000	3,800,000	NO
ZVARIOUS	99-352.14					SAFETY	SAFETY-RR PROTECTN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2018.	C	RRP	RRP	2018	3,800,000	3,800,000	NO
ZVARIOUS	99-352.15					SAFETY	SAFETY-RR PROTECTN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2019.	C	RRP	RRP	2019	4,000,000	4,000,000	NO
ZVARIOUS	99-352.16					SAFETY	SAFETY-RR PROTECTN(P)	RAIL PROTECTION ON VARIOUS ROUTES FOR FY 2020.	C	RRP	RRP	2020	4,200,000	4,200,000	NO
ZVARIOUS	99-369.06					RELIABILITY	PAVEMENT REHAB-PRI(P)	PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2016.(14CCR)(16CCR)	C	NHPP	NH	2017	5,000,000	5,000,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
ZVARIOUS LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
ZVARIOUS	99-369.07					RELIABILITY	PAVEMENT REHAB-PRI(P)	PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2017. (16CCR)	C	NHPP	NH	2017	5,000,000	5,000,000	NO
ZVARIOUS	99-369.08					RELIABILITY	PAVEMENT REHAB-PRI(P)	PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2018. (16CCR)	C	NHPP	NH	2018	5,000,000	5,000,000	NO
ZVARIOUS	99-369.09					RELIABILITY	PAVEMENT REHAB-PRI(P)	PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2019.	C	NHPP	NH	2019	20,000,000	20,000,000	YES
ZVARIOUS	99-369.1					RELIABILITY	PAVEMENT REHAB-PRI(P)	PAVEMENT REHABILITATION FOR VARIOUS NHS ROUTES IN KENTUCKY FOR FY 2020.	C	NHPP	NH	2020	25,000,000	25,000,000	YES
ZVARIOUS	99-388.06					SAFETY	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2016.	C	NHPP	BRO	2017	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	NO
ZVARIOUS	99-388.09					SAFETY	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2019.	C	NHPP	BRO	2019	1,600,000	1,600,000	NO
ZVARIOUS	99-388.1					SAFETY	BRIDGE INSPECTION(P)	OHIO RIVER BRIDGES FRACTURE CRITICAL FOR FY 2020.	C	NHPP	BRO	2020	1,600,000	1,600,000	NO
ZVARIOUS	99-911.05					SAFETY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2016.(HSIP)	C	HSIP	SAF	2017	37,000,000	37,000,000	NO
ZVARIOUS	99-911.06					SAFETY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2017. (HSIP)(14CCR)	C	HSIP	SAF	2017	40,800,000	40,800,000	NO
ZVARIOUS	99-911.07					SAFETY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2018.(HSIP)	C	HSIP	SAF	2018	41,600,000	41,600,000	NO
ZVARIOUS	99-911.08					SAFETY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2019.(HSIP)	C	HSIP	SAF	2019	42,300,000	42,300,000	NO
ZVARIOUS	99-911.09					SAFETY	SAFETY-HAZARD ELIM(P)	STATEWIDE SAFETY PROGRAM FOR FY 2020. (HSIP)	C	HSIP	SAF	2020	45,400,000	45,400,000	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	NO
ZVARIOUS	99-1063.15					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2019.	C	STP	BRX	2019	500,000	500,000	NO
ZVARIOUS	99-1063.16					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE UNDERWATER BRIDGE INSPECTION FOR FY 2020.	C	STP	BRX	2020	500,000	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	2017	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	99-1071.07					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES.	C	NHPP	BRO	2019	1,500,000	1,500,000	NO
ZVARIOUS	99-1071.08					SAFETY	BRIDGE INSPECTION(P)	STATEWIDE PROGRAM TO FUND BRIDGE SCOUR COUNTER-MEASURES FOR STATE-MAINTAINED BRIDGES.	C	NHPP	BRO	2020	1,500,000	1,500,000	NO
ZVARIOUS	99-1073.05					RELIABILITY	BRIDGE REPLACEMENT(P)	STATEWIDE "BRO" FUNDS.	C	NHPP	BRO	2018	1,000,000	1,000,000	NO
ZVARIOUS	99-1074.06					RELIABILITY	BRIDGE REPLACEMENT(P)	STATEWIDE OFF SYSTEM BRIDGE REPLACEMENT PROJECTS FOR 2018.	C	STP	BRZ	2018	1,000,000	1,000,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
ZVARIOUS LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
ZVARIOUS	99-1075.08					RELIABILITY	BRIDGE REPLACEMENT(P)	STATEWIDE "BRX" FUNDS FOR FY 2018.	C	STP	BRX	2018	500,000	500,000	NO
ZVARIOUS	99-1083					RELIABILITY	BRIDGE REPLACEMENT(P)	BRO PROJECT ACTIVITY IN 2020.	C	NHPP	BRO	2020	15,000,000	15,000,000	YES
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	2017	17,500,000	17,500,000	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	2017	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	17,500,000	17,500,000	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	26,300,000	26,300,000	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	17,800,000	17,800,000	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	26,700,000	26,700,000	NO
ZVARIOUS	99-9050.1					RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65; I-75; AND I-64 FOR FY 2019. (JM03-FD53 "IM" COMPONENT)	C	NHPP	IM	2019	17,800,000	17,800,000	NO
ZVARIOUS	99-9050.11					RELIABILITY	MAJOR WIDENING(O)	GARVEE BOND DEBT SERVICE FOR I-65; I-75; AND I-64 FOR FY 2019. (JM03-FD53 "NH" COMPONENT)	C	NHPP	NH	2019	26,700,000	26,700,000	NO
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	2017	9,100,000	9,100,000	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	9,100,000	9,100,000	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	9,100,000	9,100,000	NO
ZVARIOUS	99-9068.05	US 68				RELIABILITY	BRIDGE REPLACEMENT(P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE (BRO) FOR FY 2019. (079B00023N, 111B00020N)	C	NHPP	BRO	2019	9,100,000	9,100,000	NO
ZVARIOUS	99-9068.61	US 68				RELIABILITY	BRIDGE REPLACEMENT(P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE FOR FY 2020. (12CCR)	C	NHPP	BRO	2020	9,100,000	9,100,000	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	2017	8,900,000	8,900,000	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	9,100,000	9,100,000	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	9,100,000	9,100,000	NO
ZVARIOUS	99-9068.65	US 68				RELIABILITY	BRIDGE REPLACEMENT(P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE FOR FY 2019.	C	STP	STP	2019	9,100,000	9,100,000	NO

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
ZVARIOUS LISTING OF PROJECT PHASES
FY 2017 - FY 2020

COUNTY	ITEM ID	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	DESCRIPTION	PHASE	FAST ACT FUND	TYPE OF FUND	FISCAL YEAR SCHEDULE	TOTAL PHASE COST	FEDERAL PORTION	ILLUSTRATIVE PROJECT
ZVARIOUS	99-9068.66	US 68				RELIABILITY	BRIDGE REPLACEMENT(P)	US 68/KY 80 LAKE BARKLEY AND KENTUCKY LAKE GARVEE BOND DEBT SERVICE FOR FY 2020.	C	STP	STP	2020	9,100,000	9,100,000	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	2017	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	2017	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	13,700,000	13,700,000	NO
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	20,600,000	20,600,000	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	13,700,000	13,700,000	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	20,600,000	20,600,000	NO
ZVARIOUS	99-9659.21					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2019. (JZ1-FD53 "IM" COMPONENT)	C	NHPP	IM	2019	13,700,000	13,700,000	NO
ZVARIOUS	99-9659.22					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2019. (JZ1-FD53 "NH" COMPONENT)	C	NHPP	NH	2019	20,600,000	20,600,000	NO
ZVARIOUS	99-9659.23					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2020. (JZ1-FD53 "IM" COMPONENT)	C	NHPP	IM	2020	25,100,000	25,100,000	NO
ZVARIOUS	99-9659.24					RELIABILITY	RECONSTRUCTION(O)	GARVEE BOND DEBT SERVICE FOR LOUISVILLE BRIDGES PROJECT FOR FY 2020. (JZ1-FD53 "NH" COMPONENT)	C	NHPP	NH	2020	37,700,000	37,700,000	NO

C. State-funded regionally significant air quality “Non-Exempt” Projects (Pages 1 - 6)

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECT PHASE
FY 2017 - FY 2020

COUNTY	ID NUMBER	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	2016 HWY PLAN DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION
BOONE	6-351.1	US 25	0.636	4.859	5.085	RELIABILITY	MAJOR WIDENING(O)	DRY RIDGE-FLORENCE ROAD; 5-LANE US-25 FROM RICHWOOD ROAD TO WINNING COLORS DRIVE WITH GRADE SEPARATION OF KY-338 AT US-25 & RR OVERPASS FOR KY-338. (2004BOPC)(2006BOPC)(12CCR)(NO BUILD)(14CCN)	D	SP	2017	2,010,000	0
BOONE	6-351.1	US 25	0.636	4.859	5.085	RELIABILITY	MAJOR WIDENING(O)	DRY RIDGE-FLORENCE ROAD; 5-LANE US-25 FROM RICHWOOD ROAD TO WINNING COLORS DRIVE WITH GRADE SEPARATION OF KY-338 AT US-25 & RR OVERPASS FOR KY-338. (2004BOPC)(2006BOPC)(12CCR)(NO BUILD)(14CCN)	R	SP	2017	3,640,000	0
BOONE	6-351.1	US 25	0.636	4.859	5.085	RELIABILITY	MAJOR WIDENING(O)	DRY RIDGE-FLORENCE ROAD; 5-LANE US-25 FROM RICHWOOD ROAD TO WINNING COLORS DRIVE WITH GRADE SEPARATION OF KY-338 AT US-25 & RR OVERPASS FOR KY-338. (2004BOPC)(2006BOPC)(12CCR)(NO BUILD)(14CCN)	U	SP	2017	2,510,000	0
BOONE	6-351.1	US 25	0.636	4.859	5.085	RELIABILITY	MAJOR WIDENING(O)	DRY RIDGE-FLORENCE ROAD; 5-LANE US-25 FROM RICHWOOD ROAD TO WINNING COLORS DRIVE WITH GRADE SEPARATION OF KY-338 AT US-25 & RR OVERPASS FOR KY-338. (2004BOPC)(2006BOPC)(12CCR)(NO BUILD)(14CCN)	C	SP	2019	4,370,000	0
BOONE	6-351.2	US 25	2.346	5.085	7.431	RELIABILITY	MAJOR WIDENING(O)	DRY RIDGE-FLORENCE ROAD; 5-LANE US-25 FROM WINNING COLORS DRIVE TO BEESOM DRIVE. (2006BOPC) (10CCR)(NO BUILD)(14CCN)	D	SP	2017	1,710,000	0
BOONE	6-351.3	US 25	0.379	7.431	7.81	RELIABILITY	MAJOR WIDENING(O)	DRY RIDGE-FLORENCE ROAD; 5-LANE US-25 FROM BEESOM DRIVE TO ARISTOCRAT DRIVE WITH GRADE SEPARATION OF KY 536 AT US 25. (2006BOPC) (10CCR)(NO BUILD)(14CCN)	D	SP	2017	1,770,000	0
BOONE	6-351.4	US 25	1.37	7.81	9.18	RELIABILITY	MAJOR WIDENING(O)	DRY RIDGE-FLORENCE ROAD; 5-LANE US-25 FROM ARISTOCRAT DRIVE TO RR SPUR CROSSING. (2004BOPC)(2006BOPC) (10CCR)(NO BUILD)(14CCN)	D	SP	2017	950,000	0

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECT PHASE
FY 2017 - FY 2020

COUNTY	ID NUMBER	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	2016 HWY PLAN DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION
BOONE	6-8630					RELIABILITY	NEW ROUTE(O)	CONSTRUCT A NEW LOOP ROAD AROUND THE CAMPUS OF GATEWAY COLLEGE LOCATED OFF MOUNT ZION ROAD. (10CCN)	C	SB2	2017	500,000	0
BOONE	6-8953	I 275				RELIABILITY	SAFETY(P)	INTERCHANGE JUSTIFICATION STUDY AT I-275 AND GRAVES ROAD. BOONE COUNTY FISCAL COURT WILL PROVIDE A 50% MATCH ($375,000). (16CCN)	D	SPP	2017	375,000	0
BOYD	9-8400	US 60	2.02	0.2	4.02	RELIABILITY	CONGESTION MITIGTN(O)	US 60 FROM I-64 AT INTERCHANGE 181 (MP 0.2) EXTENDING NORTHERLY TO THE KY 180 (MP 4.02) INTERSECTION AT CANNONSBURG, INCLUDING SUPERELEVATION CORRECTION ALONG KY 180 AT THE US 60 INTERSECTION. (08CCN) (10CCR)(12CCR)	C	SB2	2017	30,290,000	0
BULLITT	5-347.5	KY 44	2.3	23.14	25.44	RELIABILITY	RECONSTRUCTION(O)	MT. WASHINGTON-TAYLORSVILLE RD; RECONSTRUCT KY 44 FROM MT. WASHINGTON BYPASS EAST 2.0 MILES (04CCN)(16CCR)	R	SP	2017	890,000	0
BULLITT	5-347.5	KY 44	2.3	23.14	25.44	RELIABILITY	RECONSTRUCTION(O)	MT. WASHINGTON-TAYLORSVILLE RD; RECONSTRUCT KY 44 FROM MT. WASHINGTON BYPASS EAST 2.0 MILES (04CCN)(16CCR)	U	SP	2017	1,090,000	0
BULLITT	5-347.5	KY 44	2.3	23.14	25.44	RELIABILITY	RECONSTRUCTION(O)	MT. WASHINGTON-TAYLORSVILLE RD; RECONSTRUCT KY 44 FROM MT. WASHINGTON BYPASS EAST 2.0 MILES (04CCN)(16CCR)	C	SP	2020	4,680,000	0
BULLITT	5-8857	KY 44	9.793	13.072	22.865	RELIABILITY	MAJOR WIDENING(O)	WIDEN TO 5 LANES BETWEEN MOUNT WASHINGTON AND SHEPHERDSVILLE. (14CCN)	D	SP	2017	3,000,000	0
CAMPBELL	6-8101.25	KY 9				RELIABILITY	NEW ROUTE(O)	RECONSTRUCT KY 9 ALONG A NEW ROUTE FROM NORTH OF 10TH STREET TO 5TH STREET. (2014BOP)	C	SPP	2017	4,000,000	0
CAMPBELL	6-8104	I 471	0.1	4.722	4.822	RELIABILITY	NEW ROUTE(O)	CONSTRUCT NEW I-471 SOUTHBOUND OFF-RAMP AT KY-8 (SEE ALSO 6-183.00). (02CCN)(06CCN)	R	SP	2017	2,700,000	0
GREENUP	9-132	KY 2	4	13.2	17.2	RELIABILITY	PE & ENVIRONMENTAL(O)	RECONSTRUCT KY-2 FROM MP 13.2 TO US-23 (MP 17.2)(08CCN)(14CCR)(16CCR)	R	SPP	2018	6,070,000	0
GREENUP	9-132	KY 2	4	13.2	17.2	RELIABILITY	PE & ENVIRONMENTAL(O)	RECONSTRUCT KY-2 FROM MP 13.2 TO US-23 (MP 17.2)(08CCN)(14CCR)(16CCR)	U	SPP	2019	3,380,000	0
GREENUP	9-132	KY 2	4	13.2	17.2	RELIABILITY	PE & ENVIRONMENTAL(O)	RECONSTRUCT KY-2 FROM MP 13.2 TO US-23 (MP 17.2)(08CCN)(14CCR)(16CCR)	C	SPP	2020	36,000,000	0

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECT PHASE
FY 2017 - FY 2020

COUNTY	ID NUMBER	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	2016 HWY PLAN DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION
JEFFERSON	5-122	KY 1065	0.2	9.944	10.009	SAFETY	SAFETY(P)	MAJOR REVISION OF THE INTERSECTION LOCATED AT THE OUTER LOOP, FEGENBUSH LANE, AND BEULAH CHURCH ROAD. TURN LANE TO BE COMPLETED BY TRANSPORTATION CABINET PER AGREEMENT. (04CCN)(08CCR)(10CCR)(12CCR)	C	SPP	2017	5,570,000	0
JEFFERSON	5-344.01	KY 1747	1.6	12.289	13.632	RELIABILITY	RECONSTRUCTION(O)	WIDEN SOUTHBOUND HURSTBOURNE LANE TO 3 LANES FROM LINN STATION RD (CS-1004H) TO EDEN AVE (CS-1660H). (06CCR)(03KYD)(2006BOPP)(SEE 5-344.02 FOR KYD C PHASE)(14CCR)	R	SPP	2017	2,960,000	0
JEFFERSON	5-344.01	KY 1747	1.6	12.289	13.632	RELIABILITY	RECONSTRUCTION(O)	WIDEN SOUTHBOUND HURSTBOURNE LANE TO 3 LANES FROM LINN STATION RD (CS-1004H) TO EDEN AVE (CS-1660H). (06CCR)(03KYD)(2006BOPP)(SEE 5-344.02 FOR KYD C PHASE)(14CCR)	U	SPP	2017	3,140,000	0
JEFFERSON	5-344.01	KY 1747	1.6	12.289	13.632	RELIABILITY	RECONSTRUCTION(O)	WIDEN SOUTHBOUND HURSTBOURNE LANE TO 3 LANES FROM LINN STATION RD (CS-1004H) TO EDEN AVE (CS-1660H). (06CCR)(03KYD)(2006BOPP)(SEE 5-344.02 FOR KYD C PHASE)(14CCR)	C	SPP	2018	6,850,000	0
JEFFERSON	5-8205.1	KY 2053	1.501	0	1.501	RELIABILITY	MINOR WIDENING(O)	IMPROVE AND WIDEN MT WASHINGTON ROAD FROM PRESTON HIGHWAY TO PENN RUN CREEK BRIDGE. (10CCN)(SAME AS 5-8611.00)	R	SP	2017	3,260,000	0
JEFFERSON	5-8205.1	KY 2053	1.501	0	1.501	RELIABILITY	MINOR WIDENING(O)	IMPROVE AND WIDEN MT WASHINGTON ROAD FROM PRESTON HIGHWAY TO PENN RUN CREEK BRIDGE. (10CCN)(SAME AS 5-8611.00)	U	SP	2017	6,390,000	0
JEFFERSON	5-8205.2	KY 2053	1.187	1.501	2.688	RELIABILITY	MINOR WIDENING(O)	IMPROVE AND WIDEN MT. WASHINGTON ROAD FROM PENN RUN CREEK BRIDGE TO CEDAR CREEK ROAD. (10CCN)(SAME AS 5-8612.00)	D	SP	2017	1,000,000	0
JEFFERSON	5-8205.2	KY 2053	1.187	1.501	2.688	RELIABILITY	MINOR WIDENING(O)	IMPROVE AND WIDEN MT. WASHINGTON ROAD FROM PENN RUN CREEK BRIDGE TO CEDAR CREEK ROAD. (10CCN)(SAME AS 5-8612.00)	R	SP	2018	1,500,000	0

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECT PHASE
FY 2017 - FY 2020

COUNTY	ID NUMBER	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	2016 HWY PLAN DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION
JEFFERSON	5-8205.2	KY 2053	1.187	1.501	2.688	RELIABILITY	MINOR WIDENING(O)	IMPROVE AND WIDEN MT. WASHINGTON ROAD FROM PENN RUN CREEK BRIDGE TO CEDAR CREEK ROAD. (10CCN)(SAME AS 5-8612.00)	U	SP	2018	1,300,000	0
JEFFERSON	5-8502	KY 1020	2.054	0.615	2.669	RELIABILITY	MAJOR WIDENING(O)	WIDEN KY-1020, NATIONAL TURNPIKE, FROM FAIRDALE ROAD TO SOUTH PARK ROAD. MP .615 TO MP 2.669. (08CCN)	D	SP	2017	1,350,000	0
JEFFERSON	5-8503	KY 2055	1.36	0	1.36	RELIABILITY	MAJOR WIDENING(O)	WIDEN KY-2055 (MT. HOLLY ROAD) FROM NATIONAL TURNPIKE TO FAIRDALE ROAD. (08CCN)(16CCR)	D	SP	2017	1,050,000	0
JEFFERSON	5-8503	KY 2055	1.36	0	1.36	RELIABILITY	MAJOR WIDENING(O)	WIDEN KY-2055 (MT. HOLLY ROAD) FROM NATIONAL TURNPIKE TO FAIRDALE ROAD. (08CCN)(16CCR)	R	SP	2018	1,050,000	0
JEFFERSON	5-8503	KY 2055	1.36	0	1.36	RELIABILITY	MAJOR WIDENING(O)	WIDEN KY-2055 (MT. HOLLY ROAD) FROM NATIONAL TURNPIKE TO FAIRDALE ROAD. (08CCN)(16CCR)	U	SP	2019	5,220,000	0
JEFFERSON	5-8503	KY 2055	1.36	0	1.36	RELIABILITY	MAJOR WIDENING(O)	WIDEN KY-2055 (MT. HOLLY ROAD) FROM NATIONAL TURNPIKE TO FAIRDALE ROAD. (08CCN)(16CCR)	C	SP	2020	9,750,000	0
JEFFERSON	5-8611	KY 2053	1.501	0	1.501	RELIABILITY	RECONSTRUCTION(O)	IMPROVE AND WIDEN MT. WASHINGTON ROAD FROM PRESTON HIGHWAY TO PENN RUN CREEK BRIDGE. (10CCN)(12CCR)(SAME AS 5-8205.10)	R	SP	2020	3,500,000	0
JEFFERSON	5-8611	KY 2053	1.501	0	1.501	RELIABILITY	RECONSTRUCTION(O)	IMPROVE AND WIDEN MT. WASHINGTON ROAD FROM PRESTON HIGHWAY TO PENN RUN CREEK BRIDGE. (10CCN)(12CCR)(SAME AS 5-8205.10)	U	SP	2020	7,200,000	0
JEFFERSON	5-8612	KY 2053	1.187	1.501	2.688	RELIABILITY	RECONSTRUCTION(O)	IMPROVE AND WIDEN MT. WASHINGTON ROAD FROM PENN RUN CREEK BRIDGE TO CEDAR CREEK ROAD. (10CCN)(12CCR)(SAME AS 5-8205.20)	D	SP	2017	800,000	0
JEFFERSON	5-8612	KY 2053	1.187	1.501	2.688	RELIABILITY	RECONSTRUCTION(O)	IMPROVE AND WIDEN MT. WASHINGTON ROAD FROM PENN RUN CREEK BRIDGE TO CEDAR CREEK ROAD. (10CCN)(12CCR)(SAME AS 5-8205.20)	R	SP	2017	2,020,000	0

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECT PHASE
FY 2017 - FY 2020

COUNTY	ID NUMBER	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	2016 HWY PLAN DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION
JEFFERSON	5-8612	KY 2053	1.187	1.501	2.688	RELIABILITY	RECONSTRUCTION(O)	IMPROVE AND WIDEN MT. WASHINGTON ROAD FROM PENN RUN CREEK BRIDGE TO CEDAR CREEK ROAD. (10CCN)(12CCR)(SAME AS 5-8205.20)	U	SP	2017	1,650,000	0
JEFFERSON	5-8612	KY 2053	1.187	1.501	2.688	RELIABILITY	RECONSTRUCTION(O)	IMPROVE AND WIDEN MT. WASHINGTON ROAD FROM PENN RUN CREEK BRIDGE TO CEDAR CREEK ROAD. (10CCN)(12CCR)(SAME AS 5-8205.20)	C	SP	2019	7,910,000	0
JEFFERSON	5-8801	CR 1015G	1.229	0	1.229	RELIABILITY	MINOR WIDENING(O)	WIDEN RANGELAND ROAD TO 3 LANES FOR 1.23 MILES. (14CCN)	R	SPP	2017	860,000	0
JEFFERSON	5-8801	CR 1015G	1.229	0	1.229	RELIABILITY	MINOR WIDENING(O)	WIDEN RANGELAND ROAD TO 3 LANES FOR 1.23 MILES. (14CCN)	U	SPP	2017	990,000	0
JEFFERSON	5-8801	CR 1015G	1.229	0	1.229	RELIABILITY	MINOR WIDENING(O)	WIDEN RANGELAND ROAD TO 3 LANES FOR 1.23 MILES. (14CCN)	C	SPP	2017	3,080,000	0
JEFFERSON	5-8904					NEW ROUTES	TRANSP ENHANCEMENT(P)	HILLTOP PATHWAY FROM TYLER PARK TO A STREET CROSSWALK AT EDGELAND AVENUE. (16CCN)	P	SP	2018	77,000	0
JEFFERSON	5-8907	KY 1450		0	1.88	RELIABILITY	MAJOR WIDENING(O)	4-LANE BLUE LICK RD FROM GENE SNYDER TO BULLITT COUNTY LINE. (16CCN)	D	SPP	2017	2,500,000	0
JEFFERSON	5-8907	KY 1450		0	1.88	RELIABILITY	MAJOR WIDENING(O)	4-LANE BLUE LICK RD FROM GENE SNYDER TO BULLITT COUNTY LINE. (16CCN)	R	SP	2018	12,000,000	0
JEFFERSON	5-8907	KY 1450		0	1.88	RELIABILITY	MAJOR WIDENING(O)	4-LANE BLUE LICK RD FROM GENE SNYDER TO BULLITT COUNTY LINE. (16CCN)	U	SP	2019	10,000,000	0
JEFFERSON	5-8907	KY 1450		0	1.88	RELIABILITY	MAJOR WIDENING(O)	4-LANE BLUE LICK RD FROM GENE SNYDER TO BULLITT COUNTY LINE. (16CCN)	C	SP	2020	37,500,000	0
KENTON	6-8307.1	KY 1501	1.032	0	1.032	RELIABILITY	RECONSTRUCTION(O)	RECONSTRUCT HANDS PIKE (KY 1501) FROM KY 17 TO CRYSTAL LAKE DRIVE.(12CCR)(14CCR)(16CCR)	C	SPP	2017	5,800,000	0
KENTON	6-8914	KY 1501				RELIABILITY	NEW ROUTE(O)	EXTEND HANDS PIKE (KY 1501) TO KY 177. (16CCN)	D	SP	2018	500,000	0
KENTON	6-8916					RELIABILITY	NEW ROUTE(O)	EXTEND HOUSTON ROAD TO CINEMA PROPERTY. (16CCN)	D	SPP	2018	250,000	0
OLDHAM	5-304.1	KY 22	2.1	3.25	5.32	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCT KY-22 FROM KY-329 TO ABBOTT LANE. (2004BOPC)(08CCR)(10CCR)(12CCR)	R	SP	2017	2,560,000	0
OLDHAM	5-304.1	KY 22	2.1	3.25	5.32	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCT KY-22 FROM KY-329 TO ABBOTT LANE. (2004BOPC)(08CCR)(10CCR)(12CCR)	U	SP	2017	2,540,000	0
OLDHAM	5-304.1	KY 22	2.1	3.25	5.32	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCT KY-22 FROM KY-329 TO ABBOTT LANE. (2004BOPC)(08CCR)(10CCR)(12CCR)	C	SP	2019	12,340,000	0

2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REGIONALLY SIGNIFICANT AIR QUALITY STATE FUNDED PROJECT PHASE
FY 2017 - FY 2020

COUNTY	ID NUMBER	ROUTE NO.	LENGTH	BMP1	EMP1	PRIORITY	TYPEWORK	2016 HWY PLAN DESCRIPTION	PHASE	TYPE OF FUND	FISCAL YEAR	TOTAL PHASE COST	FEDERAL PORTION
OLDHAM	5-304.2	KY 22	2.2	5.32	7.5	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCT KY-22 TO 5-LANES FROM ABBOTT LANE TO PROPOSED KY-393 INTERSECTION AND CONTINUING WITH 3-LANES TO EXISTING KY-393. (2004BOPC)	D	SP	2017	910,000	0
OLDHAM	5-304.2	KY 22	2.2	5.32	7.5	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCT KY-22 TO 5-LANES FROM ABBOTT LANE TO PROPOSED KY-393 INTERSECTION AND CONTINUING WITH 3-LANES TO EXISTING KY-393. (2004BOPC)	R	SP	2017	3,840,000	0
OLDHAM	5-304.2	KY 22	2.2	5.32	7.5	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCT KY-22 TO 5-LANES FROM ABBOTT LANE TO PROPOSED KY-393 INTERSECTION AND CONTINUING WITH 3-LANES TO EXISTING KY-393. (2004BOPC)	U	SP	2017	2,540,000	0
OLDHAM	5-304.2	KY 22	2.2	5.32	7.5	RELIABILITY	MAJOR WIDENING(O)	RECONSTRUCT KY-22 TO 5-LANES FROM ABBOTT LANE TO PROPOSED KY-393 INTERSECTION AND CONTINUING WITH 3-LANES TO EXISTING KY-393. (2004BOPC)	C	SP	2019	10,950,000	0
OLDHAM	5-367		5			RELIABILITY	NEW ROUTE(O)	CONSTRUCT NEW ROUTE FROM OLD HENRY INTERCHANGE AT I-265 TO CRESTWOOD BYPASS. (98CCR)(2004BOPP)(10CCN)(14CCR)	R	SP	2017	500,000	0
OLDHAM	5-367		5			RELIABILITY	NEW ROUTE(O)	CONSTRUCT NEW ROUTE FROM OLD HENRY INTERCHANGE AT I-265 TO CRESTWOOD BYPASS. (98CCR)(2004BOPP)(10CCN)(14CCR)	U	SP	2017	500,000	0
OLDHAM	5-367		5			RELIABILITY	NEW ROUTE(O)	CONSTRUCT NEW ROUTE FROM OLD HENRY INTERCHANGE AT I-265 TO CRESTWOOD BYPASS. (98CCR)(2004BOPP)(10CCN)(14CCR)	C	SP	2017	15,000,000	0
OLDHAM	5-367.2		2.2			RELIABILITY	NEW ROUTE(O)	EXTENSION OF OLD HENRY ROAD EAST TO ASH AVENUE (KY362). (12CCR)	C	SB2	2017	15,000,000	0

EXHIBIT A – 6

SAFE ROUTES TO SCHOOL PROJECTS

SAFE ROUTES TO SCHOOL PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost
Bourbon	Paris	Project Walk to School South Main Street & Clintonville Road	Construct new sidewalks along south side of US-68 (S. Main St) from Ridgeway Dr. to KY-1678 (Clintonville Road/E. 20th St) and along west side of KY-1678 (Clintonville Road/E. 20th St) from US-68 (S. Main St) to Kristen Lane in Paris.	R	$50,000.00
Bourbon	Paris	Project Walk to School South Main Street & Clintonville Road	Construct new sidewalks along south side of US-68 (S. Main St) from Ridgeway Dr. to KY-1678 (Clintonville Road/E. 20th St) and along west side of KY-1678 (Clintonville Road/E. 20th St) from US-68 (S. Main St) to Kristen Lane in Paris.	C	$135,000.00
Boyd	City of Ashland	Ashland SRTS	Construction of sidewalks on Division Street from Blackburn Avenue to Grandview Drive and on Ferguson Street from South Belmond to the corner of Ferguson on the east side.	C	$231,990.00
Breathitt	Jackson	Sidewalk Improvement Project	Construct new and improved sidewalks along Highland Avenue (KY-2462) from KY 1812 to the Jackson Independent School. Install hand railing where needed.	R	$8,000.00
Breathitt	Jackson	Sidewalk Improvement Project	Construct new and improved sidewalks along Highland Avenue (KY-2462) from KY 1812 to the Jackson Independent School. Install hand railing where needed.	C	$194,755.00
Breckinridge	City of Cloverport	Cloverport SRTS	Construction of new or improved sidewalks, striping and signage near William Natcher Elementary and fraise Middle School on Poplar, Fifth, Elm Verden, W. Huston, Chestnut, Main, and Lynn Streets along with reworking steps on School House Hill.	C	$208,400.00
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	$136,200.00
Campbell	City of Silver Grove	Silver Grove SRTS	Construction of 1000 feet of sidewalk along Four Mile Road, from 3rd Street to Mary Ingles Highway and 30 feet of sidewalk and 400 feet of trail near Providence Trace Drive.	C	$224,000.00

SAFE ROUTES TO SCHOOL PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost
Casey	City of Liberty	Liberty SRTS	Construction of sidewalks on both sides of Montgomery Street from Foster Street to Beldon Avenue and on the south side of Whipp Avenue from Allen Street to Montgomery Street.	C	$131,465.00
Christian	City of Crofton	Crofton SRTS	R/W for new shared use path along Madisonville Road/US 41 from Crofton Elementary to the intersection of Madisonville Rd and Princeton Street.	R	$14,335.00
Christian	City of Crofton	Crofton SRTS	Construction of new shared use path along Madisonville Road/US 41 from Crofton Elementary to the intersection of Madisonville Rd and Princeton Street.	C	$190,144.00
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	$243,000.00
Greenup	Greenup County Fiscal Court	Lloyd Sidewalks	Construct 3,580 feet of sidewalk along the east side of KY 3116, crossing 9 subdivision streets and reaching Graysbranch Elementary and Greenup County High School.	C	$210,000.00
Hopkins	Hopkins County Fiscal Court	Earlington SRTS	Construction of sidewalks, installation of street signs and crosswalks in Earlington between South McEuen, South Atkinson, and South Sebree.	C	$206,201.00
Leslie	City of Hyden	Hyden SRTS	Construct 1800 ft of new and replacement sidewalks along Maple St, Elm St, and Hickory St in Hyden.	U	$10,000.00
Leslie	City of Hyden	Hyden SRTS	Construct 1800 ft of new and replacement sidewalks along Maple St, Elm St, and Hickory St in Hyden.	C	$160,000.00
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	$165,000.00
Lincoln	Lincoln County Fiscal Court	Crab Orchard SRTS	Construction of sidewalks along KY 643.	C	$35,165.00

SAFE ROUTES TO SCHOOL PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost
Lincoln	Lincoln County Fiscal Court	Waynesburg SRTS	Construction of sidewalk beginning at the intersection of KY 328 and US 27 and ending at the intersection of North Railroad Street and KY 328.	C	$110,500.00
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	$80,000.00
Mercer	Harrodsburg	Sidewalk Project	Construct sidewalks, crosswalks, drainage improvements, and install signage along US 68 from US 127 to Evan Harlow Elementary School in Harrodsburg.	U	$135,000.00
Mercer	Harrodsburg	Sidewalk Project	Construct sidewalks, crosswalks, drainage improvements, and install signage along US 68 from US 127 to Evan Harlow Elementary School in Harrodsburg.	C	$40,000.00
Owsley	Booneville	Sidewalk Project	Construct new sidewalks and crosswalks along KY 28 and Amburgey Road (CR-1004) to the Owsley County Elementary school in Booneville.	R	$5,000.00
Owsley	Booneville	Sidewalk Project	Construct new sidewalks and crosswalks along KY 28 and Amburgey Road (CR-1004) to the Owsley County Elementary school in Booneville.	C	$200,000.00
Statewide	KYTC-OLP SRTS Program	Statewide Training/Education Initiatives	Development of SRTS Program to provide safety and educational activities for walking and biking to school.	N	$250,000.00
Wolfe	City of Campton	Campton SRTS	Construct 4700 ft of new and replacement sidewalks along KY 2491 from KY 191 to Little Wolfe Drive and along Little Wolfe Drive to Campton Elementary School.	C	$220,000.00

EXHIBIT A – 7

- **TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS**

- **TRANSPORTATION ENHANCEMENT PROJECTS**

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Adair	City of Columbia	Lindsey Wilson Sidewalk & Crosswalk Project	Construct sidewalks along various streets to connect Lindsey Wilson College to Jamestown Rd & Lindsey Wilson College Sports Park. Streets include Young Street, Lowes Lane, College Park, Wright Drive, KY 80, Carrie Bolin Drive, and Hanley Lane. Install crosswalks & signage along various streets near Lindsey Wilson College in the City of Columbia.	C	$148,000	$5,000	$153,000	Bicycle and Pedestrian Facilities
Allen	Scottsville	Scottsville Streetscape - South Court St	Upgrade sidewalks on both east & west sides of Court Street from mp 14.777 to mp 14.81. This also includes bump outs and lighting.	U	$164,400	$5,000	$169,400	Bicycle and Pedestrian Facilities
Allen	Scottsville	Scottsville Streetscape - South Court St	Upgrade sidewalks on both east & west sides of Court Street from mp 14.777 to mp 14.81. This also includes bump outs and lighting.	C	$344,038	$10,000	$354,038	Bicycle and Pedestrian Facilities
Allen	Scottsville	West Main-Downtown Streetscape	Upgrade and replace sidewalks along North side of West Main Street going east from City Hall to the New Justice Center. Also includes installation of new lighting and streetscape elements.	C	$299,630	$10,000	$309,630	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
Barren	Glasgow	Trojan Trail Path	10' Trojan Trail multi-use path from Bunche Ave/Hwy249 west to 31E connecting multiple schools & businesses; includes on ped bridge and will connect to South Fork Path.	R	$40,000	$5,000	$45,000	Bicycle and Pedestrian Facilities

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Barren	Glasgow	Trojan Trail Path	10' Trojan Trail multi-use path from Bunche Ave/Hwy249 west to 31E connecting multiple schools & businesses; includes on ped bridge and will connect to South Fork Path.	C	$876,328	$10,000	$886,328	Bicycle and Pedestrian Facilities
Boone	Boone CFC	Frogtown Road Sidewalk	Construct new sidewalks along the south side of Frogtown Road from US42 to War Admiral Drive.	C	$273,333	$10,000	$283,333	Bicycle and Pedestrian Facilities
Boone	Boone County Fiscal Court	Litton Lane Sidewalks	Install sidewalks along the north side of Litton Lane in Hebron.	C	$194,366	$5,000	$199,366	Bicycle and Pedestrian Facilities
Boone	Florence	Florence Weaver Road Sidewalks	Install a curb and gutter with 5' sidewalk along 2,100 feet along the north and east side of Weaver Road from Tamarack Drive to Saddlebrook Lane.	C	$422,400	$50,000	$472,400	Bicycle and Pedestrian Facilities
Boone	Walton	Walton Pedestrian Bridge	Install a pedestrian bridge and multi-modal pathway connecting two sections of High Street in Walton.	U	$10,000	$1,000	$11,000	Bicycle and Pedestrian Facilities
Boone	Walton	Walton Pedestrian Bridge	Install a pedestrian bridge and multi-modal pathway connecting two sections of High Street in Walton.	C	$275,000	$5,000	$280,000	Bicycle and Pedestrian Facilities
Bourbon	Paris	Project Walk to School South Main Street & Clintonville Road	Construct new sidewalks along south side of US-68 (S. Main St) from Ridgeway Dr to KY-1678 (Clintonville Road/E. 20th St) and along west side of KY-1678 (Clintonville Road/E. 20th St) from US-68 (S. Main St) to Kristen Lane in Paris.	C	$265,350	$66,338	$331,688	Bicycle and Pedestrian Facilities
Boyle	Boyle County	Trail Alliance 2168 Connector	10' path connecting KY 2168 to US 127.	R	$20,000	$1,000	$21,000	Bicycle and Pedestrian Facilities
Boyle	Boyle County	Trail Alliance 2168 Connector	10' path connecting KY 2168 to US 127.	U	$40,000	$1,000	$41,000	Bicycle and Pedestrian Facilities
Boyle	Boyle County	Trail Alliance 2168 Connector	10' path connecting KY 2168 to US 127.	C	$198,000	$10,000	$208,000	Bicycle and Pedestrian Facilities
Breckinridge	Hardinsburg	Downtown Sidewalk Improvements	Construct sidewalks and crosswalks and install lighting at various locations in downtown Hardinsburg.	C	$360,000	$10,000	$370,000	Bicycle and Pedestrian Facilities

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Caldwell	Princeton	Princeton Streetscape Project	Upgrade sidewalks to meet ADA compliance at various locations along N. Jefferson, Locust, Green, & N. Harrison Streets in Princeton.	C	$144,500	$5,000	$149,500	Bicycle and Pedestrian Facilities
Campbell	City of Dayton	Dayton Safe Routes to School	Construct new sidewalks and roadway markings along Dayton Pike and 6th Street to Dayton Pike and Chateau Dr. and along Belmont Rd to Ervin Terrace.	D	$25,000	$1,000	$26,000	Bicycle and Pedestrian Facilities
Campbell	City of Dayton	Dayton Safe Routes to School	Construct new sidewalks and roadway markings along Dayton Pike and 6th Street to Dayton Pike and Chateau Dr. and along Belmont Rd to Ervin Terrace.	C	$136,200	$5,000	$141,200	Bicycle and Pedestrian Facilities
Campbell	City of Newport	Purple People Bridge	Restoration of the Purple People pedestrian bridge in the City of Newport.	D	$21,000	$2,000	$23,000	Bicycle and Pedestrian Facilities
Campbell	City of Newport	Purple People Bridge	Restoration of the Purple People pedestrian bridge in the City of Newport.	C	$121,450	$5,000	$126,450	Bicycle and Pedestrian Facilities
Campbell	City of Silver Grove	Silver Grove KY 8 Sidewalk Project	Construct sidewalk and trail along KY 8 between Morschell Rd and Kay Wright Ln in Silver Grove.	C	$264,653	$10,000	$274,653	Bicycle and Pedestrian Facilities
Campbell	Dayton	Dayton 6th Street Sidewalks	Widen the sidewalk along certain areas of a two block stretch of the 500 and 600 blocks of Sixth Avenue.	D	$10,000	$1,000	$11,000	Bicycle and Pedestrian Facilities
Campbell	Dayton	Dayton 6th Street Sidewalks	Widen the sidewalk along certain areas of a two block stretch of the 500 and 600 blocks of Sixth Avenue.	U	$26,000	$1,000	$27,000	Bicycle and Pedestrian Facilities
Campbell	Dayton	Dayton 6th Street Sidewalks	Widen the sidewalk along certain areas of a two block stretch of the 500 and 600 blocks of Sixth Avenue.	C	$40,000	$1,000	$41,000	Bicycle and Pedestrian Facilities
Campbell	Newport	Newport Red Bike	Expand Red Bike into the City of Newport.	D	$8,834	$1,000	$9,834	Bicycle and Pedestrian Facilities
Campbell	Newport	Newport Red Bike	Expand Red Bike into the City of Newport.	C	$112,984	$5,000	$117,984	Bicycle and Pedestrian Facilities

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Carroll	City of Carrollton	Point Park Historic Bow Bridge Restoration	Restoration of 1860 Bow Arched Bridge to be a connection in the Point Park River Walk part of the Carrollton Bike/Ped Master Plan. Work includes restoration, design of bridge deck & installation in Point Park.	C	$60,000	$5,000	$65,000	Preservation of Historic Trans Facilities-Structure
Christian	City of Pembroke	Pembroke Sidewalks	Rehab and upgrade to 6' ADA compliant sidewalks along US 41 and KY 115 in downtown Pembroke.	C	$95,000	$10,000	$105,000	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	Fayette County Elementary School Zone Enhancements	Improve school zone signage and pavement markings, flash beacons, speed signs and enhanced crosswalk markings at schools in Fayette County.	C	$272,000	$5,000	$277,000	Bicycle and Pedestrian Facilities
Fayette	LFUCG	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
Fayette	LFUCG	Town Branch Commons-Vine Street Section	Construct bike/ped facilities from Limestone to Quality St. Length =0.3 mi.	C	$3,119,000	$50,000	$3,169,000	Bicycle and Pedestrian Facilities
Fayette	LFUCG	West Louden Improvements	Complete sidewalk gaps, install bike lanes, delineate parking and walkways from S. Broadway to Limestone.	R	$73,000	$5,000	$78,000	Bicycle and Pedestrian Facilities
Fayette	LFUCG	West Louden Improvements	Complete sidewalk gaps, install bike lanes, delineate parking and walkways from S. Broadway to Limestone.	U	$20,000	$1,000	$21,000	Bicycle and Pedestrian Facilities

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Fayette	LFUCG	West Louden Improvements	Complete sidewalk gaps, install bike lanes, delineate parking and walkways from S. Broadway to Limestone.	C	$349,000	$50,000	$399,000	Bicycle and Pedestrian Facilities
Fayette	LFUCG	Winchester Rd./E. 7th St./Liberty Rd. intersection improvements	Install pedestrian accommodations, rebuild signal, and rebuild the Liberty approach.	R	$2,000	$500	$2,500	Bicycle and Pedestrian Facilities
Fayette	LFUCG	Winchester Rd./E. 7th St./Liberty Rd. intersection improvements	Install pedestrian accommodations, rebuild signal, and rebuild the Liberty approach.	C	$268,000	$5,000	$273,000	Bicycle and Pedestrian Facilities
Fleming	Flemingsburg	Streetscape Phase 2	Construct sidewalks along Elizaville Ave to the entrance of Fleming County Hospital in Flemingsburg.	C	$292,000	$10,000	$302,000	Bicycle and Pedestrian Facilities
Franklin	City of Frankfort	Pinsly Trail	Construct 5,000 feet of bike/ped trail beginning at West Clinton Street, following the old Pinsley railroad bed, through KSU campus, and ending at East Main Street in Frankfort.	C	$194,600	$10,000	$204,600	Bicycle and Pedestrian Facilities
Franklin	Frankfort	Frankfort Wayfinding Signage	New wayfinding signage throughout downtown to enact Master Wayfinding Plan including directional, parking, ped, interpretive & street identification signage.	C	$289,863	$10,000	$299,863	Bicycle and Pedestrian Facilities
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
Greenup	Greenup CFC	Lloyd Sidewalks/Ohio River Road	Design and construction of sidewalk to allow safe access to schools and promote transportation alternatives that promote healthy lifestyles on the easternmost ROW of Stewart Avenue commencing at a point on the southernmost ROW and continue in a northeasterly direction to the Ohio River.	C	$210,000	$5,000	$215,000	Bicycle and Pedestrian Facilities

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Harlan	Harlan CFC	Tri-Cities Looney Creek Rails to Trails	Convert an existing rail line into a 5.25-mile trail connecting the cities of Cumberland, Benham, and Lynch from W Main St in Cumberland to the Walk of Legends Trailhead in Lynch.	C	$580,809	$10,000	$590,809	Conversion of Abandoned Railway to Trail
Henderson	City of Henderson	Henderson Bike Routes Phase 2 - Construction Only	Roadway signage and pavement markings at various locations as described in the Greater Henderson Bicycle and Pedestrian Plan.	C	$45,600	$1,000	$46,600	Bicycle and Pedestrian Facilities
Henderson	City of Henderson	North Green River Road sidewalk construction	North Green River Road: sidewalk construction from Bend Gate Road to Osage Drive.	C	$240,400	$5,000	$245,400	Bicycle and Pedestrian Facilities
Hopkins	Dawson Springs	Dawson Springs Pedestrian Enhancement	Rehab & upgrade existing sidewalks from the intersection of Munn & US 62 to Meadows Hill for safety & ADA compliance.	C	$217,281	$10,000	$227,281	Bicycle and Pedestrian Facilities
Hopkins	Dawson Springs	Pennyrile Bicycling Trail	Install striping and signage for a bicycle route along various streets from the Dawson Springs Trailhead to Old Hospital Road in Dawson Springs.	C	$68,231	$5,000	$73,231	Safe Routes for Non-Drivers
Jefferson	City of Middletown	Bliss Avenue	Construct sidewalk on Bliss Ave. from Shelbyville Road to Wetherby Avenue, to include ADA improvements and drainage improvements.	C	$148,890	$5,000	$153,890	Bicycle and Pedestrian Facilities
Jefferson	City of Middletown	Wetherby Avenue	Construct sidewalk on Wetherby Ave. from North Madison Avenue to Evergreen Road, to include ADA improvements and drainage improvements.	C	$391,388	$50,000	$441,388	Bicycle and Pedestrian Facilities
Jefferson	City of Shively	Shively Sidewalks	Construction of various sidewalks on Farnsley Road, Mary Catherine Drive and Garrs Lane.	D	$95,000	$5,000	$100,000	Bicycle and Pedestrian Facilities
Jefferson	City of Shively	Shively Sidewalks	Construction of various sidewalks on Farnsley Road, Mary Catherine Drive and Garrs Lane.	R	$200,000	$5,000	$205,000	Bicycle and Pedestrian Facilities
Jefferson	City of Shively	Shively Sidewalks	Construction of various sidewalks on Farnsley Road, Mary Catherine Drive and Garrs Lane.	U	$20,000	$1,000	$21,000	Bicycle and Pedestrian Facilities

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Jefferson	City of Shively	Shively Sidewalks	Construction of various sidewalks on Farnsley Road, Mary Catherine Drive and Garrs Lane.	C	$1,152,483	$50,000	$1,202,483	Bicycle and Pedestrian Facilities
Jefferson	Jeffersontown	Miscellaneous Sidewalk and Handicap Ramps	Construct and replace various sidewalks and handicap ramps throughout the city.	D	$44,100	$1,000	$45,100	Bicycle and Pedestrian Facilities
Jefferson	Jeffersontown	Miscellaneous Sidewalk and Handicap Ramps	Construct and replace various sidewalks and handicap ramps throughout the city.	C	$711,400	$50,000	$761,400	Bicycle and Pedestrian Facilities
Jefferson	Jeffersontown	Olmsted Stone Arch Bridge Rehabilitation and Trail Project Phase 2	Rehabilitate the Olmsted Stone Arch Bridge and construct Phase 2 of the Veterans Memorial Park Bicycle/Pedestrian Trail.	C	$149,072	$5,000	$154,072	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro Gov.	4th Street Streetscape	Sidewalk and pedestrian improvements on 4th St. from Chestnut St. to Broadway.	C	$1,301,965	$50,000	$1,351,965	Bicycle and Pedestrian Facilities
Jefferson	Louisville Metro Parks	Iroquois Park Multi Use Path and Rest Stations	Reduce the lanes on Rundill Rd to 10' for vehicular traffic and designate a 10' lane for bicycle and pedestrian traffic, and add 10 rest stations.	C	$81,600	$5,000	$86,600	Bicycle and Pedestrian Facilities
Jefferson	TARC	Solar Bus Shelters	Construction of bus shelters with solar-powered lighting at: 1) Preston St @ Oak St, 2) 28th St @ Dumesnil St, and 3) Chestnut St @ Jackson St.	D	$9,000	$1,000	$10,000	Bicycle and Pedestrian Facilities
Jefferson	TARC	Solar Bus Shelters	Construction of bus shelters with solar-powered lighting at: 1) Preston St @ Oak St, 2) 28th St @ Dumesnil St, and 3) Chestnut St @ Jackson St.	C	$90,000	$5,000	$95,000	Bicycle and Pedestrian Facilities
Jefferson	University of Louisville	University of Louisville Pedestrian Improvements	Pedestrian pathway improvements on the Belknap Campus including lighting, curb cut ramps, and sidewalk improvements.	C	$716,434	$50,000	$766,434	Bicycle and Pedestrian Facilities
Kenton	City of Covington	Covington 6th District Sidewalks	Replace poor sidewalks, provide ADA curb ramps, install new stop bars and crosswalks and install new school crossing assembly signs near the 6th District Elementary School in Covington.	D	$5,000	$500	$5,500	Bicycle and Pedestrian Facilities

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Kenton	City of Covington	Covington 6th District Sidewalks	Replace poor sidewalks, provide ADA curb ramps, install new stop bars and crosswalks and install new school crossing assembly signs near the 6th District Elementary School in Covington.	R	$5,000	$500	$5,500	Bicycle and Pedestrian Facilities
Kenton	City of Covington	Covington 6th District Sidewalks	Replace poor sidewalks, provide ADA curb ramps, install new stop bars and crosswalks and install new school crossing assembly signs near the 6th District Elementary School in Covington.	C	$249,291	$5,000	$254,291	Bicycle and Pedestrian Facilities
Kenton	City of Covington	Covington Licking Greenway	Construct an 8' paved levee trail in the City of Covington.	U	$5,000	$500	$5,500	Bicycle and Pedestrian Facilities
Kenton	City of Covington	Covington Licking Greenway	Construct an 8' paved levee trail in the City of Covington.	C	$489,936	$50,000	$539,936	Bicycle and Pedestrian Facilities
Kenton	City of Covington	Electric Alley Pedestrian Improvements	Construct pedestrian improvements along Electric Alley between 5th and 6th Streets in Covington. Project includes closing alley to vehicle traffic, installing lighting, constructing a bike/ped path and relocating utilities underground.	U	$318,750	$50,000	$368,750	Bicycle and Pedestrian Facilities
Kenton	City of Covington	Electric Alley Pedestrian Improvements	Construct pedestrian improvements along Electric Alley between 5th and 6th Streets in Covington. Project includes closing alley to vehicle traffic, installing lighting, constructing a bike/ped path and relocating utilities underground.	C	$887,500	$50,000	$937,500	Bicycle and Pedestrian Facilities
Kenton	Covington	Licking River Greenway Water Bridge	Refurbish an existing bridge for an 8' wide accessible pedestrian /bicyclist bridge crossing the Licking River.	R	$64,000	$1,000	$65,000	Bicycle and Pedestrian Facilities
Kenton	Covington	Licking River Greenway Water Bridge	Refurbish an existing bridge for an 8' wide accessible pedestrian /bicyclist bridge crossing the Licking River.	C	$856,000	$10,000	$866,000	Bicycle and Pedestrian Facilities
Kenton	Independence	Independence Madison Sidewalks	Construct sidewalks on both sides of Madison Pike from just north of McCullum Road to Locust Lane.	C	$327,750	$50,000	$377,750	Bicycle and Pedestrian Facilities

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Kenton	Lakeside Park	Turkeyfoot Road Sidewalks	Construct sidewalks, drainage and utility adjustments along Turkeyfoot Road from Farmington Drive to 2681 Turkeyfoot Road in the City of Lakeside Park.	C	$121,250	$5,000	$126,250	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.	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
Letcher	Fleming-Neon	Fleming-Neon Sidewalk & Drainage Project	Phase 1 sidewalk upgrade & drains installed along KY 343 from KY 317 East to ROTC Dr.	R	$4,000	$1,000	$5,000	Bicycle and Pedestrian Facilities
Letcher	Fleming-Neon	Fleming-Neon Sidewalk & Drainage Project	Phase 1 sidewalk upgrade & drains installed along KY 343 from KY 317 East to ROTC Dr.	C	$198,848	$10,000	$208,848	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)	Lancaster Sidewalk Lighting	Add lighting and signal modification to the 1430 ft sidewalk on the east side of Lancaster Ave from Kit Carson Dr to Hall Dr on EKU campus.	C	$81,600	$5,000	$86,600	Bicycle and Pedestrian Facilities
Madison	Richmond	W Main US 25 Streetscape	New multi-use path & sidewalks for access between downtown & neighborhoods.	U	$23,440	$1,000	$24,440	Bicycle and Pedestrian Facilities

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Madison	Richmond	W Main US 25 Streetscape	New multi-use path & sidewalks for access between downtown & neighborhoods.	C	$963,330	$10,000	$973,330	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
Mason	Maysville	Maysville Depot & Sidewalk Rehabilitation	New 5' sidewalk from W Second to Rosemary Clooney St.	C	$552,000	$10,000	$562,000	Bicycle and Pedestrian Facilities
McCracken	Paducah	Paducah Greenway Trail Phase V	Construct extension from Phase I of trail along Paducah Riverfront from Madison Street to Jefferson Street.	U	$96,960	$5,000	$101,960	Safe Routes for Non-Drivers
McCracken	Paducah	Paducah Greenway Trail Phase V	Construct extension from Phase I of trail along Paducah Riverfront from Madison Street to Jefferson Street.	C	$306,196	$10,000	$316,196	Safe Routes for Non-Drivers
Mercer	Harrodsburg	Sidewalk Project	Construct sidewalks, crosswalks, drainage improvements, and install signage along US 68 from US 127 to Evan Harlow Elementary School in Harrodsburg.	C	$207,280	$0	$207,280	Bicycle and Pedestrian Facilities
Metcalfe	Metcalfe County	Metcalfe County Courthouse Square	Upgrade sidewalk to ADA compliance & keep historical integrity of the area intact.	U	$8,000	$1,000	$9,000	Bicycle and Pedestrian Facilities
Metcalfe	Metcalfe County	Metcalfe County Courthouse Square	Upgrade sidewalk to ADA compliance & keep historical integrity of the area intact.	C	$250,813	$10,000	$260,813	Bicycle and Pedestrian Facilities
Muhlenberg	Central City	Central City Streetscape Project	Construct new and upgraded 5'sidewalks along Second Street (KY 1031) in Central City.	C	$480,000	$10,000	$490,000	Bicycle and Pedestrian Facilities
Muhlenberg	Greenville	Finishing Touch	Upgrade sidewalks to meet ADA compliance along W Main Cross Street starting at Main Street for 234' in City of Greenville.	C	$142,000	$5,000	$147,000	Bicycle and Pedestrian Facilities
Ohio	Hartford	Hartford Downtown Sidewalks	New and improved sidewalks in downtown with some streetscape elements & ADA compliance.	U	$8,000	$1,000	$9,000	Bicycle and Pedestrian Facilities
Ohio	Hartford	Hartford Downtown Sidewalks	New and improved sidewalks in downtown with some streetscape elements & ADA compliance.	C	$551,700	$10,000	$561,700	Bicycle and Pedestrian Facilities
Owsley	Booneville	Sidewalk Project	Construct new sidewalks and crosswalks along KY 28 and Amburgey Road (CR-1004) to the Owsley County Elementary school in Booneville.	C	$164,026	$0	$164,026	Bicycle and Pedestrian Facilities

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Perry	Perry County	Perry Park Trail	Trail connecting multiple areas within a park near high school.	U	$3,500	$1,000	$4,500	Bicycle and Pedestrian Facilities
Perry	Perry County	Perry Park Trail	Trail connecting multiple areas within a park near high school.	C	$272,393	$10,000	$282,393	Bicycle and Pedestrian Facilities
Pike	Elkhorn City	Elkhorn City Sidewalks	New sidewalks and drainage	R	$1,000	$500	$1,500	Bicycle and Pedestrian Facilities
Pike	Elkhorn City	Elkhorn City Sidewalks	New sidewalks and drainage	C	$240,520	$10,000	$250,520	Bicycle and Pedestrian Facilities
Pike	Pikeville	Downtown Pikeville Bikeway Project	Designate shared roadways and created bicycle lanes throughout downtown.	C	$393,200	$10,000	$403,200	Bicycle and Pedestrian Facilities
Rowan	Morehead	City Hall 314 Bridge Street	Construct streetscape improvements along First St from Wilson Ave to Flemingsburg Rd in Morehead. Improvements include new & upgraded sidewalks, drainage improvements, lighting, pedestrian bridge and signage.	U	$200,000	$5,000	$205,000	Bicycle and Pedestrian Facilities
Rowan	Morehead	City Hall 314 Bridge Street	Construct streetscape improvements along First St from Wilson Ave to Flemingsburg Rd in Morehead. Improvements include new & upgraded sidewalks, drainage improvements, lighting, pedestrian bridge and signage.	C	$463,898	$15,000	$478,898	Bicycle and Pedestrian Facilities
Todd	Elkton	Elkton Sidewalk Project	New 5' sidewalk	R	$40,000	$1,000	$41,000	Bicycle and Pedestrian Facilities
Todd	Elkton	Elkton Sidewalk Project	New 5' sidewalk	C	$64,800	$1,000	$65,800	Bicycle and Pedestrian Facilities
Trigg	Cadiz	Cadiz Sidewalk	New and upgraded sidewalks.	C	$311,802	$10,000	$321,802	Bicycle and Pedestrian Facilities
Warren	City of Bowling Green	Moss Middle School Trail	Construction of a new greenway path connecting Moss Middle School to an existing greenway on Creekwood Drive. The project will include a bridge over Jennings Creek, lighting, benches and a trailhead marker. $44,000 of total cost is local match.	C	$204,375	$5,000	$209,375	Bicycle and Pedestrian Facilities

TRANSPORTATION ALTERNATIVES PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant	Project Title	Project Description	Phase	Total Phase Cost	Funds for State Forces Project Management Costs	Total Federal Cost	Category
Woodford	Midway	Engine Display House	Display building for retired train engine	C	$193,000	$10,000	$203,000	Historic Preservation
Woodford	Versailles	Old Dry Ridge Sidewalks	New 5' sidewalks to connect new neighborhoods to existing bike/ped system in Versailles.	C	$112,000	$10,000	$122,000	Bicycle and Pedestrian Facilities
Woodford	Woodford County	Huntertown Rd Sidewalk	5' sidewalk for 1.45 miles along Huntertown Rd.	C	$337,016	$10,000	$347,016	Bicycle and Pedestrian Facilities

TRANSPORTATION ENHANCEMENT PROJECTS

TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost	State Forces	Total Federal Cost	Category
Allen	Scottsville	Heart of Scottsville Streetscape - West Main Street	Replace sidewalks along north side of West Main Street going east from City Hall to the new Justice Center in Scottsville. Project also includes installation of new lighting and streetscape elements.	C	$299,630.00	$10,000.00	$309,630.00	Pedestrian and Bicycle Facilities
Breckinridge	Breckinridge County Fiscal Court	Holt House Rehabilitation Ph2	Continued from Ph1 and to be completed in Ph2 including roof repair, HVAC, electricity, plumbing, plaster, carpentry and interior finishes.	D	$100,000.00	$10,000.00	$110,000.00	Historic Preservation
Breckinridge	Breckinridge County Fiscal Court	Holt House Rehabilitation Ph2	Continued from Ph1 and to be completed in Ph2 including roof repair, HVAC, electricity, plumbing, plaster, carpentry and interior finishes.	C	$400,000.00	$10,000.00	$410,000.00	Historic Preservation
Clark	Winchester	Sphar Building Rehabilitation	Restoration of historic building to be used as a welcome center in Winchester. Work will occur at 127 N. Main Street.	C	$900,000.00	$10,000.00	$910,000.00	Historic Preservation
Daviess	Daviess County Fiscal Court	Owensboro Health System Shared Use Path	Construction of a multi-use trail beginning at the Owensboro Health Systems Campus on Daniels Lane extending NE towards Yellow Creek Park located on KY 144.	C	$225,598.00	$10,000.00	$235,598.00	Pedestrian and Bicycle Facilities
Fayette	LFUCG	Legacy Trail Ph III	Construction of trail and amenities for Legacy Trail at Jefferson St, 3rd St, 4th St, and ending at Isaac Murphy Memorial Gardens at Midland Ave in Lexington.	C	$2,057,505.00	$10,000.00	$2,067,505.00	Pedestrian and bicycle facilities
Jefferson	Louisville Metro	I-64 Beautification	R/W funds for the landscaping and irrigation of I-64 interchanges from Cannons Lane to Grinstead Dr.	R	$8,000.00	$500.00	$8,500.00	Landscaping and Scenic Beautification
Jefferson	Louisville Metro	I-64 Beautification	Utility funds for the landscaping and irrigation of I-64 interchanges from Cannons Lane to Grinstead Dr.	U	$4,000.00	$500.00	$4,500.00	Landscaping and Scenic Beautification
Jefferson	Louisville Metro	I-64 Beautification	Construction funds for the landscaping and irrigation of I-64 interchanges from Cannons Lane to Grinstead Dr.	C	$620,634.00	$10,000.00	$630,634.00	Landscaping and Scenic Beautification
Jefferson	Louisville Metro	LaGrange Road Pedestrian Facilities	Construction of sidewalks, bike lanes, and intersection improvements on LaGrange Road between Lyndon and Whipps Mill Road and on KY 146 between Lyndon and Whipps Mill.	C	$848,450.00	$10,000.00	$858,450.00	Pedestrian and Bicycle Facilities

TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost	State Forces	Total Federal Cost	Category
Letcher	City of Jenkins	Jenkins Safe Routes to School Project Phase II	Construct new sidewalks near the high school at the intersection of KY 3086 and KY 2550 extending approximately 583 feet.	C	$129,700.00	$1,000.00	$130,700.00	Pedestrian and bicycle facilities
Lincoln	Lincoln County Fiscal Court	Standford Sidewalks	Construction of sidewalks along Foster Lane in the City of Stanford.	C	$108,600.00	$5,000.00	$113,600.00	Pedestrian and Bicycle Facilities
Lincoln	Lincoln County Fiscal Court	Veterans Memorial Park Trail	Construction for the installation of a walking path and bicycle path, fencing and drainage at the intersection of Herndon and Danville Avenue, following Herndon Avenue East to Lancaster Street and onto US 27 , crossing US 27 and continuing to the Veteran's Memorial Park off US 150.	C	$489,600.00	$10,000.00	$499,600.00	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	$383,471.00	$10,000.00	$393,471.00	Transportation Museum
Marshall	Calvert City	US 62 Multi-use Path	Construct roadway improvements and multi-use path on US 62 between I-24 and Kentucky Dam Village State Resort Park in Calvert City.	C	$4,500,000.00	$0.00	$4,500,000.00	Pedestrian and Bicycle Facilities
Martin	City of Inez	Rockcastle Creek Pedway Project	Design & construction of pedestrian bridge near the middle fork of the Rockcastle Creek; beginning at the Skeeze Ward Manor Housing Complex crossing Rockcastle Creek & ending at Boardwalk St.	C	$296,500.00	$5,000.00	$301,500.00	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	$155,200.00	$2,000.00	$157,200.00	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	$620,800.00	$10,000.00	$630,800.00	Pedestrian and Bicycle Facilities

TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS
AS OF JUNE 2016

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost	State Forces	Total Federal Cost	Category
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	$50,500.00	$2,000.00	$52,500.00	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	$185,000.00	$5,000.00	$190,000.00	Scenic or historic highway programs
Todd	Guthrie	Guthrie Transportation Museum Phase 3	Conduct Phase 3 of construction for rehabilitation of the facility to use as a transportation museum and welcome center in the city of Guthrie. Work will occur at 214 and 218 S. Ewing Street.	C	$268,488.00	$10,000.00	$278,488.00	Transportation Museum
Trigg	Trigg County Fiscal Court	Trigg County Transportation Museum Phase II	Interior restoration, stability, and environmental safety of historic building located at 39 Jefferson St in Cadiz for use as a transportation museum.	C	$600,000.00	$10,000.00	$610,000.00	Transportation Museum
Washington	Springfield	Mike Haydon Trail	Trail connecting multiple areas in Springfield.	U	$8,000.00	$1,000.00	$9,000.00	Pedestrian and bicycle facilities
Washington	Springfield	Mike Haydon Trail	Trail connecting multiple areas in Springfield.	C	$449,400.00	$10,000.00	$459,400.00	Pedestrian and bicycle facilities
Wayne	City of Monticello	Monticello Sidewalks	Installation of sidewalks within the right of way on various streets in Monticello. Safe Routes to School Project.	C	$193,883.00	$5,000.00	$198,883.00	Pedestrian and bicycle facilities

EXHIBIT A - 8

CONGESTION MITIGATION AND AIR QUALITY PROJECTS

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM PROJECTS AS OF JUNE 2016

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost	State Forces	Total Federal Funds
Fayette	LFUCG	4th Street Corridor (Transy)	Improvements to the corridor on 4th Street between Jefferson and Upper Street. Will include curb and gutter, sidewalks, drainage improvements, wayfinding and signage, lighting, traffic calming measures.	U	$55,000.00	$2,000.00	$57,000.00
Fayette	LFUCG	4th Street Corridor (Transy)	Improvements to the corridor on 4th Street between Jefferson and Upper Street. Will include curb and gutter, sidewalks, drainage improvements, wayfinding and signage, lighting, traffic calming measures.	C	$1,200,000.00	$10,000.00	$1,210,000.00
Fayette	LFUCG	Brighton Rail Trail Bridge Phase IV	Construction of a 160 foot bridge and trail connections across Man O' War Blvd Between Helmsdale Place and Pink Pigeon Pkwy.	D	$45,000.00	$2,000.00	$47,000.00
Fayette	LFUCG	Brighton Rail Trail Bridge Phase IV	Construction of a 160 foot bridge and trail connections across Man O' War Blvd Between Helmsdale Place and Pink Pigeon Pkwy.	R	$95,500.00	$4,000.00	$99,500.00
Fayette	LFUCG	Brighton Rail Trail Bridge Phase IV	Construction of a 160 foot bridge and trail connections across Man O' War Blvd Between Helmsdale Place and Pink Pigeon Pkwy.	U	$612,000.00	$5,000.00	$617,000.00
Fayette	LFUCG	Brighton Rail Trail Bridge Phase IV	Construction of a 160 foot bridge and trail connections across Man O' War Blvd Between Helmsdale Place and Pink Pigeon Pkwy.	C	$2,172,915.01	$10,000.00	$2,182,915.01
Fayette	LFUCG	Squires Road Sidewalk	PE, design and construction of a new sidewalk, curb and gutter on the north side of the 200 block of Squires Road. Includes drainage and roadway milling and paving related to the curb and gutter.	R	$5,000.00	$500.00	$5,500.00
Fayette	LFUCG	Squires Road Sidewalk	PE, design and construction of a new sidewalk, curb and gutter on the north side of the 200 block of Squires Road. Includes drainage and roadway milling and paving related to the curb and gutter.	U	$7,000.00	$500.00	$7,500.00
Fayette	LFUCG	Squires Road Sidewalk	PE, design and construction of a new sidewalk, curb and gutter on the north side of the 200 block of Squires Road. Includes drainage and roadway milling and paving related to the curb and gutter.	C	$164,000.00	$5,000.00	$169,000.00

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM PROJECTS AS OF JUNE 2016

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost	State Forces	Total Federal Funds
Fayette	LFUCG	Town Branch Commons-Midland Section	R/W funding for the Midland Avenue Section of the Town Branch Commons Bike/Ped facilities. Includes reduction of lanes to four 11 foot lanes, a 12 foot wide multi-use trail beginning at Thoroughbred Park, located at Main Street and Midland Avenue and run north along the west side of Midland up to Third Street where it will connect to the Legacy Trail at the Isaac Murphy Memorial Art Garden.	R	$120,000.00	$2,000.00	$122,000.00
Fayette	LFUCG	Town Branch Commons-Midland Section	Utility funding for the Midland Avenue Section of the Town Branch Commons Bike/Ped facilities. Includes reduction of lanes to four 11 foot lanes, a 12 foot wide multi-use trail beginning at Thoroughbred Park, located at Main Street and Midland Avenue and run north along the west side of Midland up to Third Street where it will connect to the Legacy Trail at the Isaac Murphy Memorial Art Garden.	U	$280,000.00	$2,000.00	$282,000.00
Fayette	LFUCG	Town Branch Commons-Midland Section	Construction of the Midland Avenue Section of the Town Branch Commons Bike/Ped facilities. Includes reduction of lanes to four 11 foot lanes, a 12 foot wide multi-use trail beginning at Thoroughbred Park, located at Main Street and Midland Avenue and run north along the west side of Midland up to Third Street where it will connect to the Legacy Trail at the Isaac Murphy Memorial Art Garden.	C	$2,450,000.00	$10,000.00	$2,460,000.00
Fayette	LFUCG	Town Branch Trail Crossing	Construction of a trail crossing at Old Frankfort Pike and McConnell Springs Road.	C	$343,500.00	$6,000.00	$349,500.00
Fayette	LFUCG	Town Branch Trail Ph IV	R/W for the construction of a shared use path from Bizzell Drive to Townley Shopping Center (New Circle Road) connecting to Town Branch Trail Phase V in Lexington.	R	$161,500.00	$5,000.00	$166,500.00

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM PROJECTS AS OF JUNE 2016

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost	State Forces	Total Federal Funds
Fayette	LFUCG	Town Branch Trail Ph IV	Construction of a shared use path from Bizzell Drive to Townley Shopping Center (New Circle Road) connecting to Town Branch Trail Phase V in Lexington.	U	$57,000.00	$2,000.00	$59,000.00
Fayette	LFUCG	Town Branch Trail Ph IV	Utilities for the construction of a shared use path from Bizzell Drive to Townley Shopping Center (New Circle Road) connecting to Town Branch Trail Phase V in Lexington.	C	$569,773.87	$10,000.00	$579,773.87
Fayette	LFUCG	Town Branch Trail Phase V	R/W for the construction of a shared use path from New Circle Road (connecting to Town Branch Trail Phase IV) to McConnell Springs Park in Lexington.	R	$275,764.46	$10,000.00	$285,764.46
Fayette	LFUCG	Town Branch Trail Phase V	Utilities for the construction of a shared use path from New Circle Road (connecting to Town Branch Trail Phase IV) to McConnell Springs Park in Lexington.	U	$115,000.00	$5,000.00	$120,000.00
Fayette	LFUCG	Town Branch Trail Phase V	Construction for the construction of a shared use path from New Circle Road (connecting to Town Branch Trail Phase IV) to McConnell Springs Park in Lexington.	C	$2,545,144.17	$10,000.00	$2,555,144.17
Fayette	LFUCG	Turn Lanes @ Manchester and Forbes	Widening of east and westbound approaches of Manchester Street at the South Forbes Road intersection to provide dedicated left turn lanes from Manchester Street to northbound and southbound South Forbes Road.	D	$90,000.00	$4,000.00	$94,000.00
Fayette	LFUCG	Turn Lanes @ Manchester and Forbes	Widening of east and westbound approaches of Manchester Street at the South Forbes Road intersection to provide dedicated left turn lanes from Manchester Street to northbound and southbound South Forbes Road.	R	$225,000.00	$5,000.00	$230,000.00
Fayette	LFUCG	Turn Lanes @ Manchester and Forbes	Widening of east and westbound approaches of Manchester Street at the South Forbes Road intersection to provide dedicated left turn lanes from Manchester Street to northbound and southbound South Forbes Road.	U	$10,000.00	$1,000.00	$11,000.00

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM PROJECTS AS OF JUNE 2016

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost	State Forces	Total Federal Funds
Fayette	LFUCG	Turn Lanes @ Manchester and Forbes	Widening of east and westbound approaches of Manchester Street at the South Forbes Road intersection to provide dedicated left turn lanes from Manchester Street to northbound and southbound South Forbes Road.	C	$567,870.00	$5,000.00	$572,870.00
Fayette	LFUCG	West Hickman Trail	Construction of a 4,000 ft. shared use trail within Veterans Park. The trail will be an extension of an existing trail within the park that connects to an elementary school. A portion of the new trail will include an existing portion of the Park trail that needs to be replaced since it is not ADA compliant. This includes a crossing over West Hickman Creek.	N	$760,710.00	$10,000.00	$770,710.00
Jefferson	Louisville Metro	CNG Fueling Stations	Public Private Partnership with Kentuckiana Clean Fuels for the construction of 3 fast-fill CNG Fueling Stations.	N	$2,321,090.00	$10,000.00	$2,331,090.00
Jefferson	Louisville Metro	Louisville Loop MET	Construct a paved multi-use trail, drainage improvements, signage. On Shelbyville Road between Old Shelbyville Road and N. Beckley Station.	C	$255,408.00	$5,000.00	$260,408.00
Jefferson	Louisville Metro	Louisville Loop Ohio River Valley Northeast Bike/Ped Facilities	Phase II Design for the construction of bike/ped facilities along a path starting at the East End Bridge and ending at the City of Prospect.	D	$287,062.00	$5,000.00	$292,062.00
Jefferson	Louisville Metro	Louisville Loop Ohio River Valley Northeast Bike/Ped Facilities	R/W for the construction of bike/ped facilities along a path starting at the East End Bridge and ending at the City of Prospect.	R	$64,000.00	$2,000.00	$66,000.00
Jefferson	Louisville Metro	Louisville Loop Ohio River Valley Northeast Bike/Ped Facilities	Utilities for the construction of bike/ped facilities along a path starting at the East End Bridge and ending at the City of Prospect.	U	$72,000.00	$2,000.00	$74,000.00
Jefferson	Louisville Metro	Louisville Loop Ohio River Valley Northeast Bike/Ped Facilities	Construction of bike/ped facilities along a path starting at the East End Bridge and ending at the City of Prospect.	C	$976,838.00	$10,000.00	$986,838.00

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM PROJECTS AS OF JUNE 2016

County	Applicant Name	Project Title	Project Description	Phase	Total Phase Cost	State Forces	Total Federal Funds
Jefferson	Louisville Metro	UPS CNG Trucks and Fueling Station	Public Private Partnership with UPS to transition from diesel/gasoline vehicles to CNG vehicles in Louisville at the UPS facility. The incremental difference of the cost of 63 tractor replacements is sought. UPS is also requesting funding to build a CNG fueling facility on their Louisville facility site to fuel these vehicles.	N	$4,823,960.00	$10,000.00	$4,833,960.00
Jefferson	City of Jeffersontown	Watterson Trail	Construction of an extension of the Watterson Trail between Stonybrook Drive and Mulberry Row Way.	C	$1,056,000.00	$10,000.00	$1,066,000.00
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	$669,801.00	$10,000.00	$679,801.00

EXHIBIT A - 9

PUBLIC TRANSPORTATION (TRANSIT) PROJECTS

Kentucky Transportation
Office of Transportation Delivery
Kentucky Section 5303 & 5304 - Projected Federal Transit Apportionments
STIP FY 2017-2020
Contact: Vickie Bourne or Eric Perez

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

July 1, 2016 to June 30, 2017

	SECTION 5303 AND 5304 STATEWIDE AND METROPOLITAN TRANSIT PLANNING	Federal Share
SECTION 5303	KYTC/OTD - METROPOLITAN PLANNING PROGRAM (OKI, KIPDA, LFUCG, EMPO, CUAMPO, GRADD, LTADD, KYOVA & BG-WC MPO)	$ 708,096.00
SECTION 5304	KYTC/Office of Transportation Delivery - STATEWIDE AND NON-METROPOLITAN PLANNING AND RESEARCH PROGRAM	$ 171,121.00
	TOTALS	**$ 879,217.00**

July 1, 2017 to June 30, 2018

	SECTION 5303 AND 5304 STATEWIDE AND METROPOLITAN TRANSIT PLANNING	Federal Share
SECTION 5303	KYTC/OTD - METROPOLITAN PLANNING PROGRAM (OKI, KIPDA, LFUCG, EMPO, CUAMPO, GRADD, LTADD, KYOVA & BG-WC MPO)	$ 743,500.80
SECTION 5304	KYTC/Office of Transportation Delivery - STATEWIDE AND NON-METROPOLITAN PLANNING AND RESEARCH PROGRAM	$ 171,121.00
	TOTALS	**$ 914,621.80**

July 1, 2018 to June 30, 2019

	SECTION 5303 AND 5304 STATEWIDE AND METROPOLITAN TRANSIT PLANNING	Federal Share
SECTION 5303	KYTC/OTD - METROPOLITAN PLANNING PROGRAM (OKI, KIPDA, LFUCG, EMPO, CUAMPO, GRADD, LTADD, KYOVA & BG-WC MPO)	$ 780,675.84
SECTION 5304	KYTC/Office of Transportation Delivery - STATEWIDE AND NON-METROPOLITAN PLANNING AND RESEARCH PROGRAM	$ 171,121.00
	TOTALS	**$ 951,796.84**

July 1, 2019 to June 30, 2020

	SECTION 5303 AND 5304 STATEWIDE AND METROPOLITAN TRANSIT PLANNING	Federal Share
SECTION 5303	KYTC/OTD - METROPOLITAN PLANNING PROGRAM (OKI, KIPDA, LFUCG, EMPO, CUAMPO, GRADD, LTADD, KYOVA & BG-WC MPO)	$ 819,709.63
SECTION 5304	KYTC/Office of Transportation Delivery - STATEWIDE AND NON-METROPOLITAN PLANNING AND RESEARCH PROGRAM	$ 171,121.00
	TOTALS	**$ 990,830.63**

Kentucky Transportation
Office of Transportation Delivery
Kentucky Section 5307 - Projected Federal Transit Apportionments
STIP FY 2017-2020
Contact: Vickie Bourne or Eric Perez

FY 2017 Urbanized Area	FY 2017 Operating	FY 2017 Capital	FY 2017 Planning	Total Federal
Ashland	$ 617,135.00	$ -	$ -	$617,135.00
Bowling Green	$ 643,114.00	$ 452,666.00	$ 4,000.00	$ 1,099,780.00
Clarksville	$ 310,000.00	$ -	$ -	$310,000.00
Henderson	$ 319,283.00	$ -	$ -	$319,283.00
Lextran	$ -	$ 4,577,096.00	$ -	$4,577,096.00
Owensboro	$ 878,733.00	$ 192,663.00	$ 18,000.00	$1,089,396.00
Radcliff/E'Town	$ 1,000,000.00	$ 240,000.00	$ -	$1,240,000.00
TANK	$ -	$ 3,730,735.00	$ -	$3,730,735.00
TARC	$ -	$ 12,069,712.00	$ -	$12,069,712.00
	$ 3,768,265.00	$ 21,262,872.00	$ 22,000.00	$ 25,053,137.00

FY 2018 Urbanized Area	FY 2018 Operating	FY 2018 Capital	FY 2018 Planning	Total Federal
Ashland	$ 647,991.75	$ -	$ -	$ 647,991.75
Bowling Green	$ 675,269.70	$ 475,299.30	$ 4,200.00	$ 1,154,769.00
Clarksville	$ 325,500.00	$ -	$ -	$ 325,500.00
Henderson	$ 335,247.15	$ -	$ -	$ 335,247.15
Lextran	$ -	$ 4,805,950.80	$ -	$ 4,805,950.80
Owensboro	$ 922,669.65	$ 202,296.15	$ 18,900.00	$ 1,143,865.80
Radcliff/E'Town	$ 1,050,000.00	$ 252,000.00	$ -	$ 1,302,000.00
TANK	$ -	$ 3,917,271.75	$ -	$ 3,917,271.75
TARC	$ -	$ 12,673,197.60	$ -	$ 12,673,197.60
	$ 3,956,678.25	$ 22,326,015.60	$ 23,100.00	$ 26,305,793.85

FY 2019 Urbanized Area	FY 2019 Operating	FY 2019 Capital	FY 2019 Planning	Total Federal
Ashland	$ 680,391.34	$ -	$ -	$ 680,391.34
Bowling Green	$ 709,033.19	$ 499,064.27	$ 4,410.00	$ 1,212,507.45
Clarksville	$ 341,775.00	$ -	$ -	$ 341,775.00
Henderson	$ 352,009.51	$ -	$ -	$ 352,009.51
Lextran	$ -	$ 5,046,248.34	$ -	$ 5,046,248.34
Owensboro	$ 968,803.13	$ 212,410.96	$ 19,845.00	$ 1,201,059.09
Radcliff/E'Town	$ 1,102,500.00	$ 264,600.00	$ -	$ 1,367,100.00
TANK	$ -	$ 4,113,135.34	$ -	$ 4,113,135.34
TARC	$ -	$ 13,306,857.48	$ -	$ 13,306,857.48
	$ 4,154,512.16	$ 23,442,316.38	$ 24,255.00	$ 27,621,083.54

FY 2020 Urbanized Area	FY 2020 Operating	FY 2020 Capital	FY 2020 Planning	Total Federal
Ashland	$ 714,410.90	$ -	$ -	$ 714,410.90
Bowling Green	$ 744,484.84	$ 524,017.48	$ 4,630.50	$ 1,273,132.82
Clarksville	$ 358,863.75	$ -	$ -	$ 358,863.75
Henderson	$ 369,609.98	$ -	$ -	$ 369,609.98
Lextran	$ -	$ 5,298,560.76	$ -	$ 5,298,560.76
Owensboro	$ 1,017,243.29	$ 223,031.51	$ 20,837.25	$ 1,261,112.04
Radcliff/E'Town	$ 1,157,625.00	$ 277,830.00	$ -	$ 1,435,455.00
TANK	$ -	$ 4,318,792.10	$ -	$ 4,318,792.10
TARC	$ -	$ 13,972,200.35	$ -	$ 13,972,200.35
	$ 4,362,237.77	$ 24,614,432.20	$ 25,467.75	$ 29,002,137.72

Kentucky Transportation
Office of Transportation Delivery
Kentucky Section 5310 - Projected Federal Transit Apportionments
STIP FY 2017-2020
Contact: Vickie Bourne or Eric Perez

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

July 1, 2016 to June 30, 2017

5310	Bus and Bus Facility Program	Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation for Nonurbanized Areas Less than 50,000 in Population	$ 1,725,990.00	$ 431,497.50	$ 2,157,487.50
Capital	KYTC/Office of Transportation Delivery - KY Small Urbanized Areas 50,000 to 199,999 in Population	$ 392,602.00	$ 98,150.50	$ 490,752.50
Capital	TANK/OKI - Cincinnati, OH--KY--IN	$ 1,356,640.00	$ 339,160.00	$ 1,695,800.00
Capital	HART - Evansville, IN--KY	$ 221,607.00	$ 55,401.75	$ 277,008.75
Capital	ABS - Huntington, WV--KY--OH	$ 243,469.00	$ 60,867.25	$ 304,336.25
Capital	KYTC/LEXTRAN - Lexington-Fayette, KY	$ 225,886.00	$ 56,471.50	$ 282,357.50
Capital	TARC - Louisville/Jefferson County, KY--IN	$ 928,268.00	$ 232,067.00	$ 1,160,335.00
	TOTALS	**$ 5,094,462.00**	**$ 1,273,615.50**	**$ 6,368,077.50**

July 1, 2017 to June 30, 2018

5310	Bus and Bus Facility Program	Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation for Nonurbanized Areas Less than 50,000 in Population	$ 1,812,289.50	$ 453,072.38	$ 2,265,361.88
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	$ 412,232.10	$ 103,058.03	$ 515,290.13
Capital	TANK - Cincinnati, OH--KY--IN	$ 1,424,472.00	$ 356,118.00	$ 1,780,590.00
Capital	HART - Evansville, IN--KY	$ 232,687.35	$ 58,171.84	$ 290,859.19
Capital	ABS - Huntington, WV--KY--OH	$ 255,642.45	$ 63,910.61	$ 319,553.06
Capital	LEXTRAN - Lexington-Fayette, KY	$ 237,180.30	$ 59,295.08	$ 296,475.38
Capital	TARC - Louisville/Jefferson County, KY--IN	$ 974,681.40	$ 243,670.35	$ 1,218,351.75
	TOTALS	**$ 5,349,185.10**	**$ 1,337,296.28**	**$ 6,686,481.38**

July 1, 2018 to June 30, 2019

5310	Bus and Bus Facility Program	Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation for Nonurbanized Areas Less than 50,000 in Population	$ 1,902,903.98	$ 475,725.99	$ 2,378,629.97
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	$ 432,843.71	$ 108,210.93	$ 541,054.63
Capital	TANK - Cincinnati, OH--KY--IN	$ 1,495,695.60	$ 373,923.90	$ 1,869,619.50
Capital	HART - Evansville, IN--KY	$ 244,321.72	$ 61,080.43	$ 305,402.15
Capital	ABS - Huntington, WV--KY--OH	$ 268,424.57	$ 67,106.14	$ 335,530.72
Capital	LEXTRAN - Lexington-Fayette, KY	$ 249,039.32	$ 62,259.83	$ 311,299.14
Capital	TARC - Louisville/Jefferson County, KY--IN	$ 1,023,415.47	$ 255,853.87	$ 1,279,269.34
	TOTALS	**$ 5,616,644.36**	**$ 1,404,161.09**	**$ 7,020,805.44**

July 1, 2019 to June 30, 2020

5310	Bus and Bus Facility Program	Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation for Nonurbanized Areas Less than 50,000 in Population	$ 1,998,049.17	$ 499,512.29	$ 2,497,561.47
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	$ 454,485.89	$ 113,621.47	$ 568,107.36
Capital	TANK - Cincinnati, OH--KY--IN	$ 1,570,480.38	$ 392,620.10	$ 1,963,100.48
Capital	HART - Evansville, IN--KY	$ 256,537.80	$ 64,134.45	$ 320,672.25
Capital	ABS - Huntington, WV--KY--OH	$ 281,845.80	$ 70,461.45	$ 352,307.25
Capital	LEXTRAN - Lexington-Fayette, KY	$ 261,491.28	$ 65,372.82	$ 326,864.10
Capital	TARC - Louisville/Jefferson County, KY--IN	$ 1,074,586.24	$ 268,646.56	$ 1,343,232.80
	TOTALS	**$ 5,897,476.57**	**$ 1,474,369.14**	**$ 7,371,845.72**

Kentucky Transportation
Office of Transportation Delivery
Kentucky Section 5311 - Projected Federal Transit Apportionments
STIP FY 2017-2020
Contact: Vickie Bourne or Eric Perez

PROJECTED FEDERAL TRANSIT APPORTIONMENTS FOR SECTION 5311 RURAL AREA FORMULA, RTAP, & APPALACHIAN DEVELOPMENT PUBLIC ASSISTANCE PROGRAM

July 1, 2016 to June 30, 2017

5311	Bus and Bus Facility Program	Federal Share
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Rural Area Formula Apportionments - Various Public Transit Systems (Includes Jobs & Intercity)	$ 16,934,272.00
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Appalachian Development Public Transportation Assistance Program - Various Public Transit Systems	$ 1,764,000.00
Training	KYTC/Office of Transportation Delivery - Rural Transportation Assistance Program (RTAP) - Various Public Transit Systems	$ 271,475.00
	TOTALS	**$ 18,969,747.00**

July 1, 2017 to June 30, 2018

5311	Bus and Bus Facility Program	Federal Share
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Rural Area Formula Apportionments - Various Public Transit Systems (Includes Jobs & Intercity)	$ 17,780,985.60
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Appalachian Development Public Transportation Assistance Program - Various Public Transit Systems	$ 1,764,000.00
Training	KYTC/Office of Transportation Delivery - Rural Transportation Assistance Program (RTAP) - Various Public Transit Systems	$ 285,048.75
	TOTALS	**$ 19,830,034.35**

July 1, 2018 to June 30, 2019

5311	Bus and Bus Facility Program	Federal Share
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Rural Area Formula Apportionments - Various Public Transit Systems (Includes Jobs & Intercity)	$ 18,670,034.88
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Appalachian Development Public Transportation Assistance Program - Various Public Transit Systems	$ 1,764,000.00
Training	KYTC/Office of Transportation Delivery - Rural Transportation Assistance Program (RTAP) - Various Public Transit Systems	$ 299,301.19
	TOTALS	**$ 20,733,336.07**

July 1, 2019 to June 30, 2020

5311	Bus and Bus Facility Program	Federal Share
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Rural Area Formula Apportionments - Various Public Transit Systems (Includes Jobs & Intercity)	$ 19,603,536.62
Capital, Operating, & Admin.	KYTC/Office of Transportation Delivery - Appalachian Development Public Transportation Assistance Program - Various Public Transit Systems	$ 1,764,000.00
Training	KYTC/Office of Transportation Delivery - Rural Transportation Assistance Program (RTAP) - Various Public Transit Systems	$ 314,266.25
	TOTALS	**$ 21,681,802.87**

Kentucky Transportation
Office of Transportation Delivery
Kentucky Section 5339 - Projected Federal Transit Apportionments
STIP FY 2017-2020
Contact: Vickie Bourne or Eric Perez

PROJECTED FEDERAL TRANSIT APPORTIONMENTS FOR SECTION 5339 BUS AND BUS FACILITIES FORMULA GRANTS

July 1, 2016 to June 30, 2017

5339	Bus and Bus Facility Program	Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation	$ 1,750,000.00	$ 437,500.00	$ 2,187,500.00
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	$ 324,245.00	$ 81,061.25	$ 405,306.25
Capital	TANK - Cincinnati, OH--KY--IN	$ 372,377.00	$ 93,094.25	$ 465,471.25
Capital	HART - Evansville, IN--KY	$ 252,362.00	$ 63,090.50	$ 315,452.50
Capital	ABS - Huntington, WV--KY--OH	$ 215,519.00	$ 53,879.75	$ 269,398.75
Capital	LEXTRAN - Lexington-Fayette, KY	$ 468,243.00	$ 117,060.75	$ 585,303.75
Capital	TARC - Louisville/Jefferson County, KY--IN	$ 1,438,253.00	$ 359,563.25	$ 1,797,816.25
	TOTALS	**$ 4,820,999.00**	**$ 1,205,249.75**	**$ 6,026,248.75**

July 1, 2017 to June 30, 2018

5339	Bus and Bus Facility Program	Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation	$ 1,837,500.00	$ 459,375.00	$ 2,296,875.00
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	$ 340,457.25	$ 85,114.31	$ 425,571.56
Capital	TANK - Cincinnati, OH--KY--IN	$ 390,995.85	$ 97,748.96	$ 488,744.81
Capital	HART - Evansville, IN--KY	$ 264,980.10	$ 66,245.03	$ 331,225.13
Capital	ABS - Huntington, WV--KY--OH	$ 226,294.95	$ 56,573.74	$ 282,868.69
Capital	LEXTRAN - Lexington-Fayette, KY	$ 491,655.15	$ 122,913.79	$ 614,568.94
Capital	TARC - Louisville/Jefferson County, KY--IN	$ 1,510,165.65	$ 377,541.41	$ 1,887,707.06
	TOTALS	**$ 5,062,048.95**	**$ 1,265,512.24**	**$ 6,327,561.19**

July 1, 2018 to June 30, 2019

5339	Bus and Bus Facility Program	Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation	$ 1,929,375.00	$ 482,343.75	$ 2,411,718.75
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	$ 357,480.11	$ 89,370.03	$ 446,850.14
Capital	TANK - Cincinnati, OH--KY--IN	$ 410,545.64	$ 102,636.41	$ 513,182.05
Capital	HART - Evansville, IN--KY	$ 278,229.11	$ 69,557.28	$ 347,786.38
Capital	ABS - Huntington, WV--KY--OH	$ 237,609.70	$ 59,402.42	$ 297,012.12
Capital	LEXTRAN - Lexington-Fayette, KY	$ 516,237.91	$ 129,059.48	$ 645,297.38
Capital	TARC - Louisville/Jefferson County, KY--IN	$ 1,585,673.93	$ 396,418.48	$ 1,982,092.42
	TOTALS	**$ 5,315,151.40**	**$ 1,328,787.85**	**$ 6,643,939.25**

July 1, 2019 to June 30, 2020

5339	Bus and Bus Facility Program	Federal Share	Local/State Share	Total
Capital	KYTC/Office of Transportation Delivery - State Allocation	$ 2,025,843.75	$ 506,460.94	$ 2,532,304.69
Capital	KYTC/Office of Transportation Delivery (OTS, TACK, BG/CASK)- Urbanized Areas 50,000 to 199,999 in Population	$ 375,354.12	$ 93,838.53	$ 469,192.65
Capital	TANK - Cincinnati, OH--KY--IN	$ 431,072.92	$ 107,768.23	$ 538,841.16
Capital	HART - Evansville, IN--KY	$ 292,140.56	$ 73,035.14	$ 365,175.70
Capital	ABS - Huntington, WV--KY--OH	$ 249,490.18	$ 62,372.55	$ 311,862.73
Capital	LEXTRAN - Lexington-Fayette, KY	$ 542,049.80	$ 135,512.45	$ 677,562.25
Capital	TARC - Louisville/Jefferson County, KY--IN	$ 1,664,957.63	$ 416,239.41	$ 2,081,197.04
	TOTALS	**$ 5,580,908.97**	**$ 1,395,227.24**	**$ 6,976,136.21**

EXHIBIT A - 10

AVIATION IMPROVEMENTS

2016 PROJECT LIST				
COUNTY	**ASSOCIATED CITY**	**AIRPORT NAME**	**PROPERTY DESCRIPTION**	**AMOUNT**
Warren	Bowling Green	BOWLING GREEN WARREN CO AIRPORT BOARD	Envir. Asses./Design for gradient correction plan	$41,667.00
Breckinridge	Hardinsburg	BRECKINRIDGE COUNTY AIRPORT	Construct Fuel Farm	$13,100.00
Pendleton	Falmouth	FALMOUTH GENE SNYDER AIRPORT	Improve RSA	$36,052.00
Fleming	Flemingsburg	FLEMING-MASON AIRPORT	Phase III, Archaeological study & Lnd Acquistion for rpz	$15,833.00
Fulton	Fulton	FULTON AIRPORT	Construct 10 Unit T Hanger	$48,332.00
Scott	Georgetown	GEORGETOWN-SCOTT COUNTY AIRPORT	Apron rehab	$50,000.00
Barren	Glasgow	GLASGOW MUNICIPAL AIRPORT	Construct RSA (Design Only)	$1,856.00
Hancock	Lewisport	HANCOCK COUNTY AIRPORT	Construct Fuel Farm & Study for Master Plan	$29,925.00
Harlan	Harlan	HARLAN COUNTY AIRPORT	Environmental Assessment for Land Acquisition	$6,667.00
Henderson	Henderson	HENDERSON CITY-COUNTY AIRPORT	Runway 9 extension Phase I Env. Assess	$12,500.00
Washington	Springfield	LEBANON SPRINGFIELD AIRPORT	Envmt Assess, land aqu, RSA grading	$7,833.00
Grayson	Leitchfield	LEITCHFIELD-GRAYSON COUNTY AIRPORT	Land Acquisition	$10,235.00
Marion	Marion	MARION-CRITTENDEN COUNTY AIRPORT	Construct maintenance hanger	$46,771.00
Calloway	Murray	MURRAY CALLOWAY COUNTY AIRPORT	Env Assess & runway rehab design only	$29,272.00
Ohio	Hartford	OHIO COUNTY AIRPORT	Apron expansion and T hanger construction	$12,500.00
Daviess	Owensboro	OWENSBORO DAVIESS COUNTY REGIONAL AIRPORT	Design/construct aircraft rescue & firefighting facility	$55,555.00
Perry	Hazard	PERRY COUNTY AIRPORT	DIP repair and grading	$22,476.00
Caldwell	Princeton	PRINCETON-CALDWELL COUNTY AIRPORT	Construct taxiway Phase I	$35,930.00
Russell	Jamestown	RUSSELL COUNTY AIRPORT BOARD	Construct T Hanger	$56,195.00
Logan	Russellville	RUSSELLVILLE LOGAN COUNTY AIRPORT	Runway Extension, Phase II Construction	$163,426.00
Pulaski	Somerset	SOMERSET PULASKI COUNTY AIRPORT	Design/Construct 10 unit T hanger	$52,366.00
Union	Sturgis	STURGIS MUNICIPAL AIRPORT UNION COUNTY	Airport layout plan and obstruction survey	$9,446.00
Taylor	Campbellsville	TAYLOR COUNTY AIRPORT	Construct runway/taxiway edge light/PAPI/Windcone	$33,406.00
TOTAL				**$791,343.00**

EXHIBIT A - 11

RECREATIONAL TRAILS PROJECTS

2015 RECREATIONAL TRAILS FINAL SELECTION LIST

County	Project No	Project Name	Applicant	ADD	CD	Project Description	RTP Request	Local Match
Breathitt	24	Breathitt/Knott OHV Connector Trail	Breathitt County Fiscal Court	Kentucky River		Construct 20 miles of ATV trail 4-6 ft wide with crushed rock surface beginning at the Arrowhead Campground/Trailhead in Breathitt Co to nearly 100 miles of OHV trails in Knott Co. Need to obtain permanent easements from willing landowners..	$100,000.00	$25,000.00
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
Carter	3	Olive Hill Restroom/Shower & Trail Restoration	City of Olive Hill	FIVCO	4	Construct a 24x24 restroom/shower facility at the trailhead along with installing security cameras, landscaping, signage, and trail restoration.	$32,500.00	$32,500.00
Clark	18	Winchester Urban Trail	City of Winchester	Bluegrass	6	Construct 1/2 mile asphalt trail, 10 ft wide for walking, biking and skating. The trail will link to 9.1 miles of urban pedestrian and bicycle trails. Trail will be located in the Community and Harmon Parks and City owned parcel of land.	$55,530.00	$55,530.00
Estill	19	Kentucky River Park & Recreation Center Phase III Trails Project	Estill County Fiscal Court	Bluegrass	6	Construct 1500 ft of asphalt trail, 9 ft wide. There is 2.7 miles of existing trail in the park. Trail uses are for walking and biking. Project includes 2 pedestrian bridges and paving existing trails and a 68x108 trailhead parking lot.	$50,520.00	$50,520.00
Floyd	8	Elk Horn Park Switch Back Connector Trail/ Maintenance	Floyd County Fiscal Court	Big Sandy	5	Construct .75 mile trail, 8 ft wide of earth surface and provide maintenance to 12 miles of existing trails for walking and biking.	$16,350.00	$16,560.00
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
Leslie	15	River Front Park Walking Trail	City of Hyden	Kentucky River	5	Construct a 1 mile trail, 5 ft. wide, asphalt trail for walking that connects to an existing 1/4 mile walking trail at the City of Hyden's Riverside Park.	$100,000.00	$144,000.00
Letcher	7	Downtown Trail of the Tanglewood Down Hill	City of Whitesburg	Kentucky River		Construct 5 miles of new trail, 20 ft. wide. Project includes 4 foot bridges, and signage. Trail surface is a recycled asphalt millings and limestone dust for walking and biking.	$70,200.00	$96,300.00
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
Perry	28	Rowdy OHV Looped Trail System	Perry County Fiscal Court	Kentucky River	5	Construct 20 mile looped OHV trail system that will be part of a four county initiative between Breathitt, Knott, Perry, and Magoffin Co. motorized trail system that will be known as the Breathitt - Knott Connector Trail, Phase 2.	$96,000.00	$24,000.00
Pulaski	5	Eagle Scout Trail System Maintenance Project	Pulaski County Fiscal Court	Lake Cumberland	5	Repair an existing 8.5 miles of trail, that is 6-8 ft wide including bridge and culverts, installing signage, and landscaping. Trail use is for walking.	$25,000.00	$25,000.00
Todd	4	Guthrie Trailhead Facility and Improvements	City of Guthrie	Pennyrile	1	Construct a Trailhead/Trailside facility- Need to amend project description to take out what is not eligible.	43,000.00	100,000.00

APPENDIX B

METROPOLITAN PLANNING ORGANIZATION (MPO) FINANCIAL PLANS

Operations and Maintenance Costs
MPO Areas

Bowling Green FY 2016-2020 TIP;
Financial Plan

Cincinnati-Northern KY FY 2016-2019 TIP;
Financial Plan

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

Evansville-Henderson FY 2016-2019 TIP;
Financial Plan

Huntington-Ashland-Ironton FY 2016-2019 TIP
Financial Plan

Lexington FY 2013-2016 TIP;
Financial Plan

Louisville FY 2015-2018 TIP;
Financial Plan

Owensboro FY 2014-2019 TIP;
Financial Plan

Radcliff/Elizabethtown FY 2013-2018 TIP;
Financial Plan

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

MPO	Counties	Operations and Maintenance Costs from KYTC Audit Reports by Fiscal Year											11-Year Total	County Average	MPO Average*	Projected Operations and Maintenance Costs			
		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015				2017	2018	2019	2020
Ashland	Boyd	1.8	1.6	1.6	1.7	2.5	2.7	2.6	2.2	1.6	1.6	2.2	22.1	2.0	4.0	4.2	4.3	4.4	4.6
	Greenup	1.6	1.5	2.1	1.7	2.0	2.6	2.6	2.0	1.5	1.8	3.1	22.5	2.0					
Bowling Green	Warren	3.4	4.3	4.8	4.0	4.3	4.9	5.4	4.8	4.9	5.5	5.1	51.2	4.7	4.7	4.8	4.9	5.1	5.2
Cincinnati-Northern Kentucky	Boone	4.0	4.0	5.0	4.4	5.9	6.7	7.9	6.4	7.0	7.2	6.5	65.1	5.9	13.2	13.6	14.0	14.5	14.9
	Campbell	1.8	3.1	3.2	3.0	2.6	3.0	3.5	2.1	2.3	4.1	3.0	31.7	2.9					
	Kenton	3.0	2.5	4.8	4.4	3.5	4.3	4.8	5.4	4.2	5.7	6.0	48.7	4.4					
Clarksville	Christian	2.5	3.1	2.9	3.2	4.3	4.3	4.0	5.4	5.0	4.4	5.3	44.5	4.0	0.3	0.3	0.4	0.4	0.4
Henderson	Henderson	1.8	1.9	2.4	2.6	3.4	3.7	3.1	2.6	3.1	2.7	3.3	30.5	2.8	2.8	2.9	2.9	3.0	3.1
Lexington	Fayette	3.6	6.3	3.7	4.4	7.5	8.2	7.3	5.1	6.0	6.8	4.2	63.1	5.7	7.2	7.4	7.6	7.9	8.1
	Jessamine	0.8	0.9	1.8	1.7	1.4	1.5	2.4	1.5	1.3	1.3	1.4	16.0	1.5					
Louisville	Bullitt	3.6	2.2	1.9	1.9	3.5	2.9	2.7	3.5	2.4	2.7	2.2	29.6	2.7	22.9	23.6	24.3	25.1	25.8
	Jefferson	13.1	14.8	15.3	23.0	15.7	21.9	18.7	20.8	18.9	20.8	18.0	201.1	18.3					
	Oldham	1.8	2.0	1.8	1.8	2.0	2.2	1.9	2.0	1.9	2.1	2.1	21.5	2.0					
Owensboro	Daviess	2.4	2.2	2.4	2.4	3.8	4.5	4.9	3.2	4.2	4.3	4.9	39.1	3.6	3.6	3.7	3.8	3.9	4.0
Elizabethtown	Hardin	4.2	3.5	4.1	3.5	4.6	3.5	4.9	3.8	7.6	7.5	7.0	54.1	4.9	6.3	6.5	6.7	6.9	7.1
	Meade	1.3	1.2	1.3	1.1	1.3	1.1	1.4	1.2	1.5	2.0	1.7	15.0	1.4					
TOTALS		50.8	55.1	59.1	64.8	68.3	78.0	78.1	72.0	73.2	80.5	76.0	755.9	68.7	65.0	67.0	69.0	71.0	73.2

***Clarksville MPO average was estimated by multiplying the average maintenance expense for Christian County by the ratio of the number of functionally classified lane-miles in the Kentucky portion of the MPO to the number of functionally classified lane-miles in Christian County.**

Bowling Green FY 2016-2020 TIP
Financial Plan

Quality Standards (NAAQS) for wide-spread pollutants from numerous and diverse sources considered harmful to public health and the environment. The Clean Air Act established two types of national air quality standards. Primary standards set limits to protect public health, including the health of at-risk populations such as people with pre-existing heart or lung disease (such as asthmatics), children, and older adults. Secondary standards set limits to protect public welfare, including protection against visibility impairment, damage to animals, crops, vegetation, and buildings. The Clean Air Act requires periodic review of the science upon which the standards are based and the standards themselves (http://www.epa.gov/ttn/naaqs/).

In November 2014, EPA recommended strengthening the National Ambient Air Quality Standards (NAAQS) for ground-level ozone, based on extensive scientific evidence about ozone's effects. EPA proposes to lower the standard from the current value of 0.075 ppm to a value within the range of 0.060 ppm to 0.070 ppm.

Areas will have two years after official designations are made to show conformity. It is also proposed that the designations be based on data collected during the three-year period 2014 - 2016. Based on 2012 - 2014 data for the Bowling Green area (the most current three-year period for which data is available), if the standard is set at 0.070 ppm, the area would have no air quality conformity issues. If the standard is set at 0.065 ppm, then Warren and Edmonson Counties may be designated as nonattainment. If the standard is set at 0.060 ppm, then Warren, Edmonson, and Simpson Counties may be designated as nonattainment.

Financial Constraint

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

Although the Bowling Green – Warren County MPO has significant input in the identification of needs and the determination of project funding priorities, it should be understood that the MPO does not have direct control over any source of funding identified herein. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the KYTC and the State Legislature. The roadway projects included in this TIP have been coordinated with the projects included in the KYTC 2014 Highway Plan as approved by the 2014 Kentucky General Assembly. All projects included in the TIP are also a part of the MTP. Thus, the 2016-2020 TIP projects have undergone the same prioritization process used to rank projects in the MTP.

In order to address the full range of transportation needs, on a statewide level and within the Bowling Green – Warren County urbanized area, KYTC makes use of a variety of available revenue sources (or funding types). The revenue sources eligible and currently allocated for use within the Bowling Green – Warren County area are identified on ***page 6.***

The specific projects shown in the Project Listing tables beginning on ***page 13*** have been identified by KYTC, along with associated programmed or planned revenue source and schedule

in the KYTC Statewide Transportation Improvement Plan (STIP) and/or the Kentucky Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to the adjustments that must be made to balance costs and revenues (or maintain financial constraint) at the statewide level, and also due to various project related delays. These changes will be initiated by KYTC and will be reflected in this document by TIP Administrative Modifications or Amendments.

This plan is financially constrained, including only projects with designated federal or state funding. Timetables shown on these projects are estimated based upon available funds and were developed cooperatively with the MPO, KYTC, and Public Transit Agencies. Funding is allocated across program years for each TIP project. Funding years are consistent with MPO priorities. The table on ***page 7*** provides a summary of costs and revenues by funding type and year (all costs and revenues here and elsewhere in this document are shown in Year-of-Expenditure dollar values).

Project Types and Project Funds Classification

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

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

Federal Highway Programs
BRO – Federal Bridge Replacement on Federal System
BRX – Federal Bridge Replacement off Federal System
BRZ – Federal Bridge Replacement Local System
HES – Hazard Elimination System
HPP – High Priority Projects
HSIP –Highway Safety Improvement Program
IM – Interstate Maintenance
KYD – Demonstration Funds to Kentucky
NH – Federal National Highway System
NHPP – National Highway Performance Program
RRP – Safety – Railroad Protection
RRS – Safety – Railroad Separation
SAF – Federal Safety Funds
STP – Surface Transportation Program
TAP – Transportation Alternatives Program

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

TABLE 1
SUMMARY OF HIGHWAY FUNDING TYPES
Bowling Green-Warren County MPO
Transportation Improvement Program FY 2016-2020

Funding Type	FY 2016		FY 2017		FY 2018		FY 2019		FY 2020		TIP Total	
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue
BRO					$5,850,000	$5,850,000					$5,850,000	$5,850,000
BRZ	$635,000	$635,000									$635,000	$635,000
FTA	$1,384,000	$1,384,000	$1,464,000	$1,464,000	$1,534,000	$1,534,000	$1,609,000	$1,609,000	$1,684,000	$1,684,000	$7,675,000	$7,675,000
IM	$18,000,000	$18,000,000									$18,000,000	$18,000,000
NH	$800,000	$800,000	$3,950,000	$3,950,000	$700,000	$700,000	$7,800,000	$7,800,000	$5,000,000	$5,000,000	$18,250,000	$18,250,000
SAF	$430,000	$430,000									$430,000	$430,000
SPP			$11,250,000	$11,250,000							$11,250,000	$11,250,000
TOTAL	$21,249,000	$21,249,000	$16,664,000	$16,664,000	$8,084,000	$8,084,000	$9,409,000	$9,409,000	$6,684,000	$6,684,000	$62,090,000	$62,090,000

Cincinnati-Northern KY FY 2016-2019 TIP
Financial Plan

CHAPTER 3: FINANCIAL

Fiscal Constraint for Federal Funds Allocated to the OKI Region

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

In Ohio, ODOT allocates STP 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 2016 through 2019 and the associated programmed amounts.

The Ohio fiscal analysis shows that the OKI budget is fiscally constrained in Ohio during the period fiscal year 2016 through 2019. Transfers between OKI STP and TAP funds are completed during the period with all original amounts of funding returned to their respective funding levels. The Ohio CMAQ program is now a statewide program for the MPO's and fiscal constraint is demonstrated on a statewide level rather than on an individual MPO level.

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 2016 – 2019 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 2016 – 2019.

Table 4

OKI FY 2016 - 2019 STIP Fiscal Analysis as of 3/18/2015

Fund Type	SFY 2016			SFY 2017			SFY 2018			SFY 2019			4 Year STIP		
	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates
Federal Flexible															
STP	$14,264,170	$0	$14,264,170	$14,733,329	$0	$14,733,329	$6,299,740	$0	$6,299,740	$2,159,112	$0	$2,159,112	$37,456,351	$0	$37,456,351
STP/Safe Routes to School	$377,500	$0	$377,500	$157,300	$0	$157,300	$0	$0	$0	$0	$0	$0	$534,800	$0	$534,800
National Highway Performance	$23,525,610	$0	$23,525,610	$22,501,109	$0	$7,454,587	$24,487,854	$0	$24,487,854	$0	$0	$0	$70,514,573	$0	$70,514,573
Interstate Maintenance	$5,433,386	$0	$5,433,386	$38,611,763	$0	$38,611,763	$3,411,540	$0	$3,411,540	$15,246,020	$0	$15,246,020	$62,702,709	$0	$62,702,709
National Highway System	$14,593,144	$0	$14,593,144	$151,473,954	$0	$151,473,954	$3,297,360	$0	$3,297,360	$0	$0	$0	$169,364,458	$0	$169,364,458
Bridge	$4,370,800	$0	$4,370,800	$3,707,549	$0	$3,707,549	$0	$0	$0	$0	$0	$0	$8,078,349	$0	$8,078,349
CMAQ	$1,856,000	$0	$1,856,000	$2,924,728	$0	$2,924,728	$2,078,339	$0	$2,078,339	$2,028,000	$0	$2,028,000	$8,887,067	$0	$8,887,067
Highway Safety Improvement	$14,675,715	$0	$14,675,715	$9,686,696	$0	$9,686,696	$2,520,800	$0	$2,520,800	$0	$0	$0	$26,883,211	$0	$26,883,211
Garvee Bond Fund 045-LT AC	$4,442,596	$0	$4,442,596	$66,844,000	$0	$66,844,000	$0	$0	$0	$0	$0	$0	$71,286,596	$0	$71,286,596
SIB Loan Fund 212-LT AC	$0	$0	$0	$712,500	$0	$712,500	$682,500	$0	$682,500	$652,500	$0	$652,500	$2,047,500	$0	$2,047,500
Redistributed Funds	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Federal Appropriation Changes Needed															
Un-Assigned Federal	$1,151,627	$0	$1,151,627	$2,607,100	$0	$2,607,100	$4,213,200	$0	$4,213,200	$38,557,630	$0	$38,557,630	$46,529,557	$0	$46,529,557
Un-Assigned Federal Labor	$99,536	$0	$99,536	$21,600	$0	$21,600	$421,319	$0	$421,319	$1,678,736	$0	$1,678,736	$2,221,191	$0	$2,221,191
Not Grouped	$0	$0	$0	$268,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sub-Totals Federal Flexible	$84,790,084	$0	$84,790,084	$314,249,628	$0	$298,935,106	$47,412,652	$0	$47,412,652	$60,321,998	$0	$60,321,998	$506,506,362	$0	$506,506,362
MPO Sub-allocated STP Funds - SAC 4TA7	MPO Sub-allocated budgets from SFY 2016 include estimated SFY budget carryforwarded from SFY 201!														
STP (4TA7)	$20,410,958	-$5,980,566	$26,391,524	$20,237,822	$2,870,997	$17,366,825	$20,223,102	-$4,572,515	$24,795,617	$20,208,236	$3,987,316	$16,220,920	$81,080,118	-$3,694,768	$84,774,887
Un-Assigned Federal	N/A	$0	$0	N/A	-$1,682,252	$1,682,252	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
Bridge	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	-$1,682,252	$1,682,252
National Highway System	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
National Hwy Performance Prgm	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
CMAQ	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
Non-Federal	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
TAP/Enhancements	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
OKI Sub-Total	$20,410,958	-$5,980,566	$26,391,524	$20,237,822	$1,188,745	$19,049,077	$20,223,102	-$4,572,515	$24,795,617	$20,208,236	$3,987,316	$16,220,920	$81,080,118	-$5,377,020	$86,457,139
MPO "Statewide" CMAQ Funds - SAC 4TB7															
CMAQ (4TB7)	$9,734,966	$0	$9,734,966	$9,298,968	$0	$9,298,968	$6,512,391	$0	$6,512,391	$5,998,958	$0	$5,998,958	$35,945,283	$0	$35,945,283
Un-Assigned Federal	$0	$0	$0	$0	$0	$0	$2,400,000	$0	$2,400,000	$2,000,000	$0	$2,000,000	$0	$0	$0
MPO Sub-Total	$9,734,966	$0	$9,734,966	$9,298,968	$0	$9,298,968	$8,912,391	$0	$8,912,391	$7,998,958	$0	$7,998,958	$35,945,283	$0	$35,945,283
MPO Sub-allocated Enhancement Funds - SAC 4TC7															
TAP/Enhancement	$2,061,786	$1,545,786	$516,000	$2,061,786	-$1,001,826	$3,063,612	$2,061,786	$653,036	$1,408,750	$2,061,786	$1,563,106	$498,680	$8,247,143	$2,760,101	$5,487,042
STP	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
CMAQ	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
Un-Assigned Federal	N/A	-$93,908	$93,908	N/A	-$10,000	$10,000	N/A	-$675,773	$675,773	N/A	$0	$0	N/A	-$779,681	$779,681
MPO Sub-Total	$2,061,786	$1,451,878	$609,908	$2,061,786	-$1,011,826	$3,073,612	$2,061,786	-$22,737	$2,084,523	$2,061,786	$1,563,106	$498,680	$8,247,143	$1,980,420	$6,266,723
MPO Sub-allocated Planning STP Funds - SAC 4TD7															
STP	$0	-$370,834	$370,834	$0	-$380,042	$380,042	$0	$0	$0	$0	$0	$0	$0	-$750,876	$750,876
Un-Assigned Federal	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
MPO Sub-Total	$0	-$370,834	$370,834	$0	-$380,042	$380,042	$0	$0	$0	$0	$0	$0	$0	-$750,876	$750,876
MPO Sub-Allocated Planning CMAQ Funds - SAC 4TE7															
CMAQ	$510,233	-$74,406	$584,639	$510,233	$0	$510,233	$416,134	$0	$416,134	$419,321	$0	$419,321	$1,855,921	-$74,406	$1,930,327
Un-Assigned Federal	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
MPO Sub-Total	$510,233	-$74,406	$584,639	$510,233	$0	$510,233	$416,134	$0	$416,134	$419,321	$0	$419,321	$1,855,921	-$74,406	$1,930,327
OKI MPO Sub-Total	$32,717,943	-$4,973,928	$37,691,871	$32,108,809	-$203,123	$32,311,932	$31,613,413	-$4,595,252	$36,208,665	$30,688,301	$5,550,422	$25,137,879	$127,128,465	-$4,221,882	$131,350,347

Table 4 (Continued)

OKI FY 2016 - 2019 STIP Fiscal Analysis as of 3/18/2015

Fund Type	SFY 2016			SFY 2017			SFY 2018			SFY 2019			4 Year STIP		
	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates
State/Local Match Program 002/042/Labor/Local Match															
State Funds (002)	$49,628,023	$0	$49,628,023	$57,040,286	$0	$57,040,286	$13,410,265	$0	$13,410,265	$11,822,820	$0	$11,822,820	$131,901,394	$0	$131,901,394
State Bonds	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Labor - State Match	$6,399,408	$0	$6,399,408	$3,814,467	$0	$3,814,467	$1,004,242	$0	$1,004,242	$679,462	$0	$679,462	$11,897,579	$0	$11,897,579
Labor - Local Match	$313,127	$0	$313,127	$360,788	$0	$360,788	$99,225	$0	$99,225	$0	$0	$0	$773,140	$0	$773,140
Local Match	$44,031,882	$0	$44,031,882	$23,846,826	$0	$23,846,826	$15,294,874	$0	$15,294,874	$10,459,735	$0	$10,459,735	$93,633,317	$0	$93,633,317
Grand Totals State/Local/GRF	$100,372,440	$0	$100,372,440	$85,062,367	$0	$85,062,367	$29,808,606	$0	$29,808,606	$22,962,017	$0	$22,962,017	$238,205,430	$0	$238,205,430
Sub-Totals Fed Flex/State/ Local Match (Above)	$185,162,524	$0	$185,162,524	$399,311,995	$0	$383,997,473	$77,221,258	$0	$77,221,258	$83,284,015	$0	$83,284,015	$744,711,792	$0	$744,711,792
Other Federal															
Earmarks/High Priority	$0	$0	$0	$0	$0	$0	$203,176	$0	$203,176	$1,532,000	$0	$1,532,000	$1,735,176	$0	$1,735,176
Appalachian Highways	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Highway Planning (2%)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TAP/Enhancements	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TAP/Safe Routes to School	$5,000	$0	$5,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$5,000
Forest Highways	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Metro Planning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
RR Hazard Elimination	$8,000,000	$0	$8,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$8,000,000	$0	$8,000,000
Trans & Com Sys Pres (TCSP)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
National Historic Covered Bridge	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
National Corridor Boarder	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Nat'l Cor. Planning & Dev (NCPD)	$0	$0	$0	$0	$0	$0	$274,074	$0	$274,074	$0	$0	$0	$274,074	$0	$274,074
Other Federal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sub-Totals	$8,005,000	$0	$8,005,000	$0	$0	$0	$477,250	$0	$477,250	$1,532,000	$0	$1,532,000	$10,014,250	$0	$10,014,250
Federal Discretionary															
Emergency Relief	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Scenic Byway	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Ferry Boat	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sub-Totals Discretionary Programs	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Grand Totals FHWA	$225,885,467	-$4,973,928	$230,859,395	$431,420,804	-$203,123	$416,309,405	$109,311,921	-$4,595,252	$113,907,173	$115,504,316	$5,550,422	$109,953,894	$881,854,507	-$4,221,882	$886,076,389

Table 5 Kentucky OKI Sub-allocated Funds
FY 2016 - 2019 TIP Fiscal Constraint

Year		SNK	Comments
2015	Current Budget	$16,191,120	6-400.10 (Rideshare)--$45,061, 6-401.10F-$15,838
			6-401.10A (A/Q)--$63,079;6-401.10L (LU)--$60,857
	Project Demand	$8,961,803	6-412 (R)--$750,000 (U)--$600,000 (C)--$2,750,000;
			6-415 (C)--$1,000,000,
			6-416 (R)$117,400 (U) $40,000; 6-417 (D) $210,000
			6-418 (C) -$1,280,508; 6-421 (C) $481,600
			6-422 (D)-$46,481 (R) -$50,000 (U)-$65,519
			6-424 (C) -$102,400; 6-425 (U)-$25,000
	Projected Carry Over	$7,229,317	6-426 (C)-$1,207,100; 6-701 (C)-$50,960
2016	Current Budget	$4,200,000	6-401.16R (Rideshare)--$45,061; 6-401.16F-$15,838
			6-401.16A (A/Q)--$19,660; 6-401.16L (LU)--$62,757
	FY 15 Carry Forward	$7,229,317	6-415 (U)-$500,000; 6-416 (C) -$528,000
	Available 20164 Budget	$11,429,317	6-419 (R) -$400,000 (U)-$800,000
			6-422 (C) -$524,640; 6-423 (D)-$120,000
	Project Demand	$5,287,830	6-425 (C) -$527,000; 6-427 (D)-$104,874
	Shortfall/Balance	$6,141,487	6-700 (C) -$1,640,000
	Carry Over	$6,141,487	
2017	Current Budget	$4,200,000	6-401.17R (Rideshare)--$45,061
			6-401.17A (A/Q)--$19,660; 6-401.17 LU--$64,708
	FY 16 Carry Forward	$6,141,487	6-401.17F (FIAM)--$15,838; 6-415 (CON)--$3,000,000
	Available 2017 Budget	$10,341,487	6-417 (C)--$2,366,717; 6-419 (C) -$3,080,000
	Project Demand	$9,917,036	6-423 (R) - $200,000, (U)-$120,000
	Shortfall/Balance	$424,451	6-427 (C) -$1,005,052
	Carry Over	$424,451	
2018	Current Budget	$4,200,000	6-401.18R (Rideshare)--$45,061
			6-401.17A (A/Q)--$19,660; 6-401.17 LU--$66,714
	FY 17 Carry Forward	$424,451	6-401.18F (FIAM)--$15,838
	Available 2018 Budget	$4,624,451	6-423 (C) -$1,200,000
			KY 1120 (CON)--$527,000
	Project Demand	$1,347,273	
	Shortfall/Balance	$3,277,178	
	Carry Over	$3,277,178	
2019	Current Budget	$4,200,000	6-401.19R (Rideshare)--$45,061
			6-401.18A (A/Q)-$19,660; 6-401.18 LU--$68,782
	FY 17 Carry Forward	$3,277,178	6-401.18F (FIAM)--$15,838
	Net 2018 Budget	$7,477,178	
	Project Demand	$149,341	
	Shortfall/Balance	$7,327,837	
	Carry Over	$7,327,837	

Table 6 Indiana OKI Sub-allocated Funds
FY 2016 - 2019 TIP Fiscal Constraint

Year		STP	CMAQ	TA	HSIP	Comments
2015	Available Funds	$756,908	$670,705	$214,894	$115,965	STP--$20,000 UPWP PL Supplemental
						STP--Des #1400675--$123,512
	Project Demand	$259,297	$43,445	$37,600	$103,500	STP--Des #1400676--$115,785
						CMAQ--Des #1297183 D-$27,445 U-$8,000 R -$8,000
						TA--Des #1382774 $37,600
	Projected Carry Over	$497,611	$627,260	$177,294	$12,465	HSIP--Des #1400675--$103,500
2016	Current Budget	$191,992	$49,155	$16,760	$37,150	STP--$20,000 UPWP PL Supplemental
						STP--Des #1401686--$160,000
	FY 15 Carry Forward	$497,611	$627,260	$177,294	$12,465	STP--Des #1172486--$264,000
	Available 2016 Budget	$689,603	$676,415	$194,054	$49,615	CMAQ--Des #1297183--$200,000
						TA--Des #1382774--$182,400
	Project Demand	$444,000	$200,000	$182,400	$0	
	Shortfall/Balance	$245,603	$476,415	$11,654	$49,615	
	Carry Over	$245,603	$476,415	$11,654	$49,615	
2017	Current Budget	$191,992	$49,155	$16,760	$37,150	STP--$20,000 UPWP PL Supplemental
						HSIP--Des #1400675 (ROW)--$78,750
	FY 16 Carry Forward	$245,603	$476,415	$11,654	$49,615	
	Available 2017 Budget	$437,595	$525,570	$28,414	$86,765	
	Project Demand	$20,000	$0	$0	$78,750	
	Shortfall/Balance	$417,595	$525,570	$28,414	$8,015	
	Carry Over	$417,595	$525,570	$28,414	$8,015	
2018	Current Budget	$191,992	$49,155	$16,760	$37,150	STP--$20,000 UPWP PL Supplemental
						STP--Des #1400675 (UTIL)--$58,000
	FY 17 Carry Forward	$417,595	$525,570	$28,414	$8,015	
	Available 2018 Budget	$609,587	$574,725	$45,174	$45,165	
	Project Demand	$76,000	$0	$0	$0	
	Shortfall/Balance	$533,587	$574,725	$45,174	$45,165	
	Carry Over	$533,587	$574,725	$45,174	$45,165	
2019	Current Budget	$191,992	$49,155	$16,760	$37,150	STP--$20,000 UPWP PL Supplemental
						STP--Des #1400675 (CON)--$880,000
	FY 18 Carry Forward	$533,587	$574,725	$45,174	$45,165	
	Net 2019 Budget	$725,579	$623,880	$61,934	$82,315	
	Project Demand	$900,000	$0	$0	$0	
	Shortfall/Balance	($174,421)	$623,880	$61,934	$82,315	
	Carry Over	-$174,421	$623,880	$61,934	$82,315	

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 the Ohio, Kentucky and Indiana portions of the region using federal funds for any phase of the development during the four year period 2016 - 2019.

Table 7 Total Funding in Ohio by Fiscal Year

	FY 16	FY 17	FY 18	FY 19	Total Funding:
Ohio					
	$0	$0	$0	$0	$0
BR	$198,000	$0	$0	$0	$198,000
Fed Bonds	$0	$52,044,000	$0	$0	$52,044,000
Fed Earmark	$0	$0	$0	$0	$0
HSIP	$1,045,913	$4,030,400	$0	$0	$5,076,313
IM	$0	$8,439,750	$0	$0	$8,439,750
Local	$18,518,671	$17,698,646	$11,194,754	$5,658,089	$53,070,160
Major New	$0	$178,544,955	$0	$0	$178,544,955
NHPP	$7,265,381	$0	$0	$0	$7,265,381
NHS	$0	$440,000	$8,938,640	$0	$9,378,640
OKI-CMAQ	$9,255,895	$6,839,826	$6,000,000	$2,000,000	$24,095,721
OKI-ENH	$109,920	$0	$0	$0	$109,920
OKI-STP	$26,291,524	$22,760,797	$20,584,537	$16,220,920	$85,857,778
OKI-TA	$336,686	$2,004,000	$1,408,750	$498,680	$4,248,116
SAF	$3,871,215	$1,791,540	$0	$0	$5,662,755
SRTS	$0	$0	$0	$0	$0
State	$4,533,909	$46,266,209	$2,255,660	$110,000	$53,165,778
State Bonds	$0	$0	$0	$0	$0
STP	$0	$16,918,880	$0	$440,000	$17,358,880
TA	$561,408	$2,251,592	$178,012	$0	$2,991,012
TCSP	$0	$0	$0	$0	$0
Ohio Total:	$71,988,522	$360,030,595	$50,560,353	$24,927,689	$507,507,159

Table 8 Total Funding in Kentucky by Fiscal Year

	FY 16	FY 17	FY 18	FY 19	Total Funding:
Kentucky					
BRO	$5,250,000	$1,630,000	$0	$0	$6,880,000
BRX	$300,000	$0	$0	$0	$300,000
BRZ	$450,000	$2,600,000	$0	$0	$3,050,000
CMAQ	$0	$0	$0	$0	$0
HPP	$0	$0	$0	$0	$0
HSIP	$0	$0	$0	$0	$0
IM	$36,180,000	$12,490,000	$92,450,000	$0	$141,120,000
KYD	$0	$0	$0	$0	$0
Local	$1,848,549	$2,748,441	$300,000	$0	$4,896,990
Rec Trails	$0	$0	$0	$0	$0
SAF	$0	$0	$0	$0	$0
SB2	$0	$0	$0	$0	$0
SNK	$7,894,514	$10,978,869	$1,200,000	$0	$20,073,383
SPP	$8,500,000	$0	$15,000,000	$0	$23,500,000
SRTS	$401,200	$0	$0	$0	$401,200
State	$1,120,000	$60,780,000	$25,760,000	$0	$87,660,000
STP	$31,490,000	$4,160,000	$0	$0	$35,650,000
TA	$629,783	$0	$0	$0	$629,783
Kentucky Total:	$94,064,046	$95,387,310	$134,710,000	$0	$324,161,356

Table 9 Total Funding in Indiana by Fiscal Year

	FY 16	FY 17	FY 18	FY 19	Total Funding:
Indiana					
BR	$1,820,498	$1,687,520	$828,000	$0	$4,336,018
HSIP	$401,200	$361,200	$2,430,000	$0	$3,192,400
IM	$2,214,000	$6,291,900	$0	$0	$8,505,900
Local	$175,000	$260,630	$232,000	$220,000	$887,630
NHPP	$76,500	$590,000	$0	$0	$666,500
OKI-CMAQ	$200,000	$0	$0	$0	$200,000
OKI-HSIP	$0	$78,750	$0	$0	$78,750
OKI-STP	$264,000	$0	$56,000	$880,000	$1,200,000
OKI-TA	$182,400	$0	$0	$0	$182,400
Scenic Byway	$25,000	$0	$0	$0	$25,000
State	$893,825	$1,513,984	$1,367,254	$330,440	$4,105,503
STP	$561,200	$2,210,335	$4,433,019	$1,321,760	$8,526,314
Indiana Total:	$6,813,623	$12,994,319	$9,346,273	$2,752,200	$31,906,415

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 the Section 5310 program. These funds have been awarded to various private non-profit agencies in the region. Administration of these projects, in conjunction with SORTA, will continue until the programs are completed and the federal funds have been depleted.

All of the transit agencies in the region have transit tables that illustrate anticipated funds and projects from FY 2016-2019.

Table 10 demonstrates fiscal conformity for FTA Section 5307 funds for all six transit agencies in the OKI region.

Table 10

OKI FY 2016 - 2019 STIP Fiscal Analysis Template as of 3/31/2015

Fund Type	SFY 2016			SFY 2017			SFY 2018			SFY 2019			4 Year STIP		
	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates	Budget	Est'd Bal	Estimates
Transit Funding by Line Item															
5307 - Urban Formula Program															
5307 - Urban Formula Program Cincinnati	$17,810,212	$4,451,298	$22,261,510	$17,810,212	-$4,443,619	$22,253,831	$17,810,212	$4,707,589	$22,517,800	$17,810,212	-$4,707,588	$22,517,800	$71,240,848	-$20,709,981	$91,450,829
5307 - Urban Formula Program Middletown	$1,337,933	$202,067	$1,540,000	$1,337,933	$202,067	$1,540,000	$1,337,933	$202,067	$1,540,000	$1,337,933	$202,067	$1,540,000	$5,351,732	$808,268	$6,160,000
5309 - Capital Investment Program															
5309/0001 Bus & Bus Facility	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5309/0002 Fixed Guideway Modern	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5309/0003 New Starts	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5309/0004 Small Starts	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5309/0005 Urban Circulator	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5309/0006 Livability	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5309/0007 TIGER	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5309/0008 TIGER	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5309/0009 State of Good Repair	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5310 - Enhanced Mobility															
5310 - Enhanced Mobility	$1,339,563	$1,339,563	$0	$1,339,563	$1,339,563	$0	$1,339,563	$1,339,563	$0	$1,339,563	$1,339,563	$0	$5,358,252	$5,358,252	$0
5311 - Rural Transit Program															
5311 - Rural Transit Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5316 - Job Access Reverse Commute															
5316 - Job Access Reverse Commute	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5317 - New Freedom															
5317 - New Freedom	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5337 - State of Good Repair															
5337 - State of Good Repair	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5337/0001 State of Good Repair	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5337/0002 Fixed Guideway Modern	$10,410	$0	$10,410	$10,410	$0	$10,410	$10,410	$0	$10,410	$10,410	$0	$10,410	$41,640	$0	$41,640
5337 - "State of Good Repair"	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5339 - Bus and Bus Facilities															
5339/0002 Bus & Bus Facilities	$1,961,496	$0	$1,961,496	$1,961,496	$0	$1,961,496	$1,961,496	$0	$1,961,496	$1,961,496	$0	$1,961,496	$7,845,984	$0	$7,845,984
Transit Local Match															
Local Match 0001 Farebox Revenue	$47,583,242	$0	$47,583,242	$47,583,242	$0	$47,583,242	$47,583,242	$0	$47,583,242	$47,583,242	$0	$47,583,242	$190,332,968	$0	$190,332,968
Local Match 0002 Local Dedicated															
Local Match 0003 Local Other															
Transit Local Match															
OKI Funds - FTA															
OKI Funds	$167,464	$0	$167,464	$167,464	$0	$167,464	$167,464	$0	$167,464	$167,464	$0	$167,464	$669,856	$0	$669,856
Sub Totals															

** Includes Contracts and Maintenance Warehouse costs

Clarksville-Oak Grove FY 2014-2017 TIP
Financial Plan

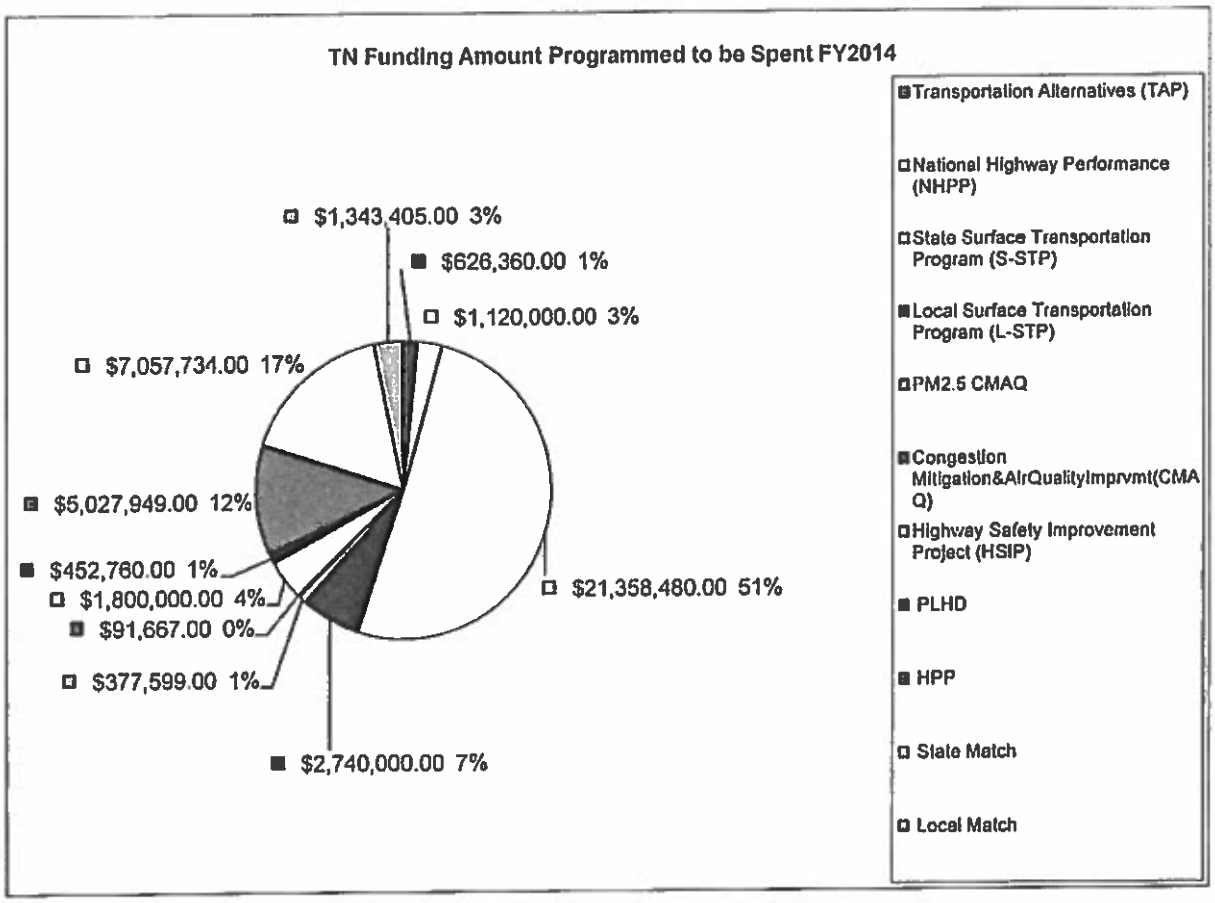
Table 1
Summary of L-STP Funds — New
Federal Share Only — as of 10/1/2013

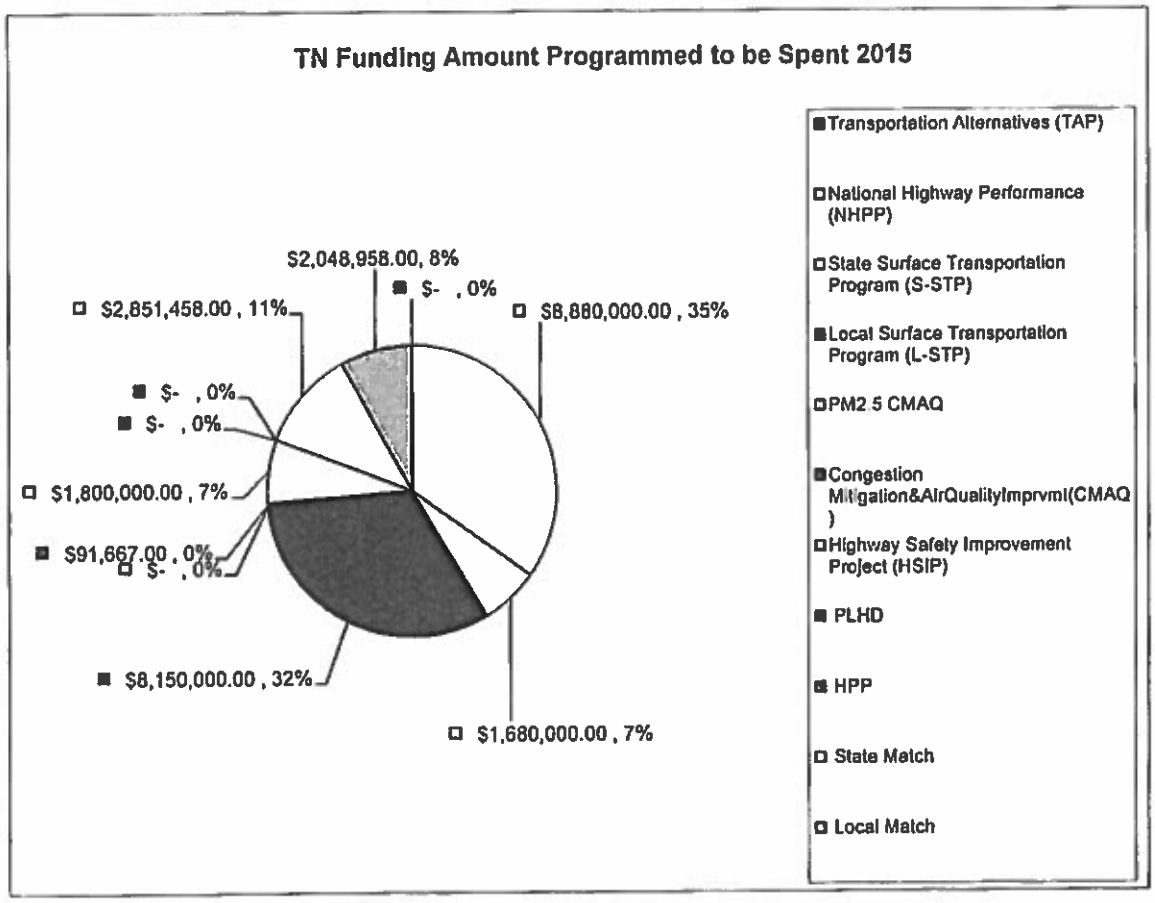
L-STP Funding Table (TDOT)

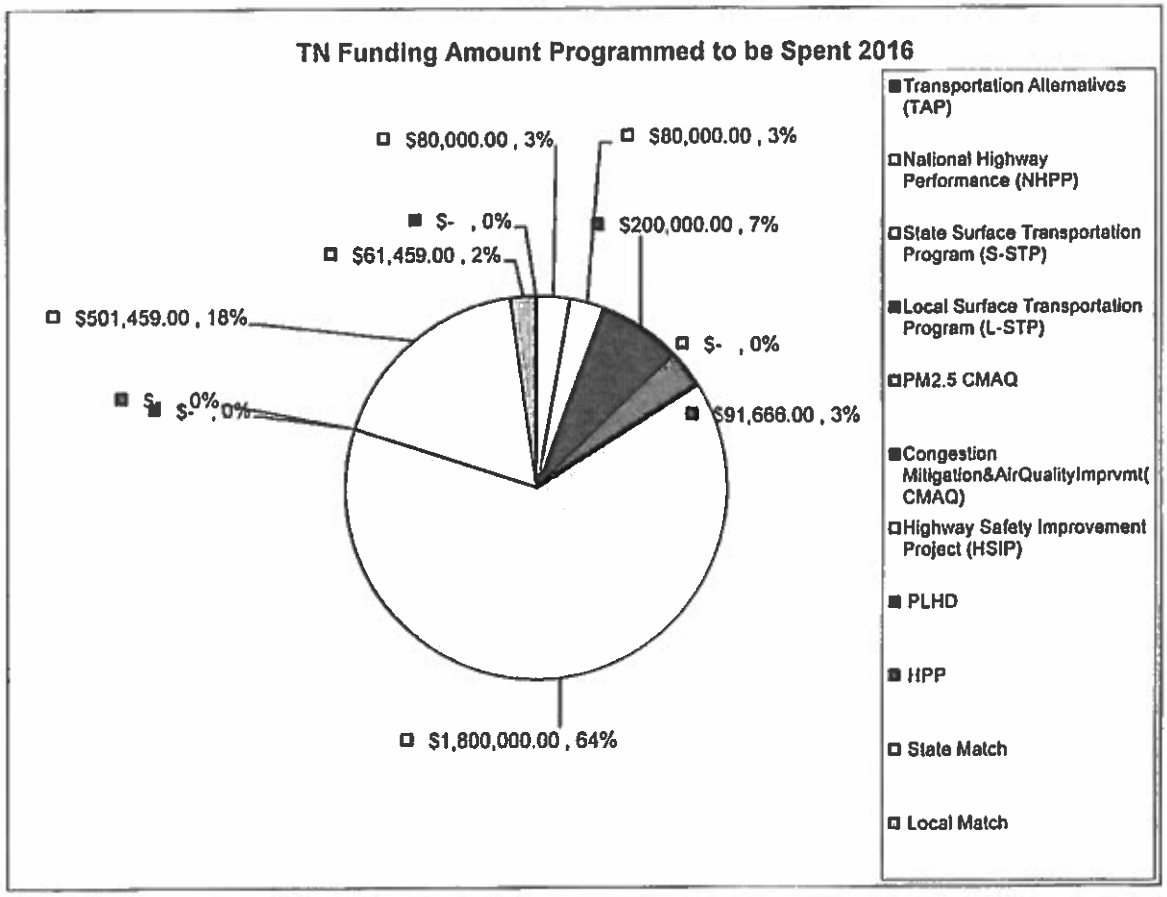
Balance 10-1-13		**$10,929,354**
FY2014 Allocation	+	**$1,680,000**
Available to Spend	=	**$12,609,354**
Projects Programmed	-	**$2,740,000**
Remaining 2014	=	**$9,869,354**
2015		
FY2015 Allocation	+	**$1,690,000**
Available to Spend	=	**$11,559,354**
Projects Programmed	-	**$8,150,000**
Remaining 2015	=	**$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**

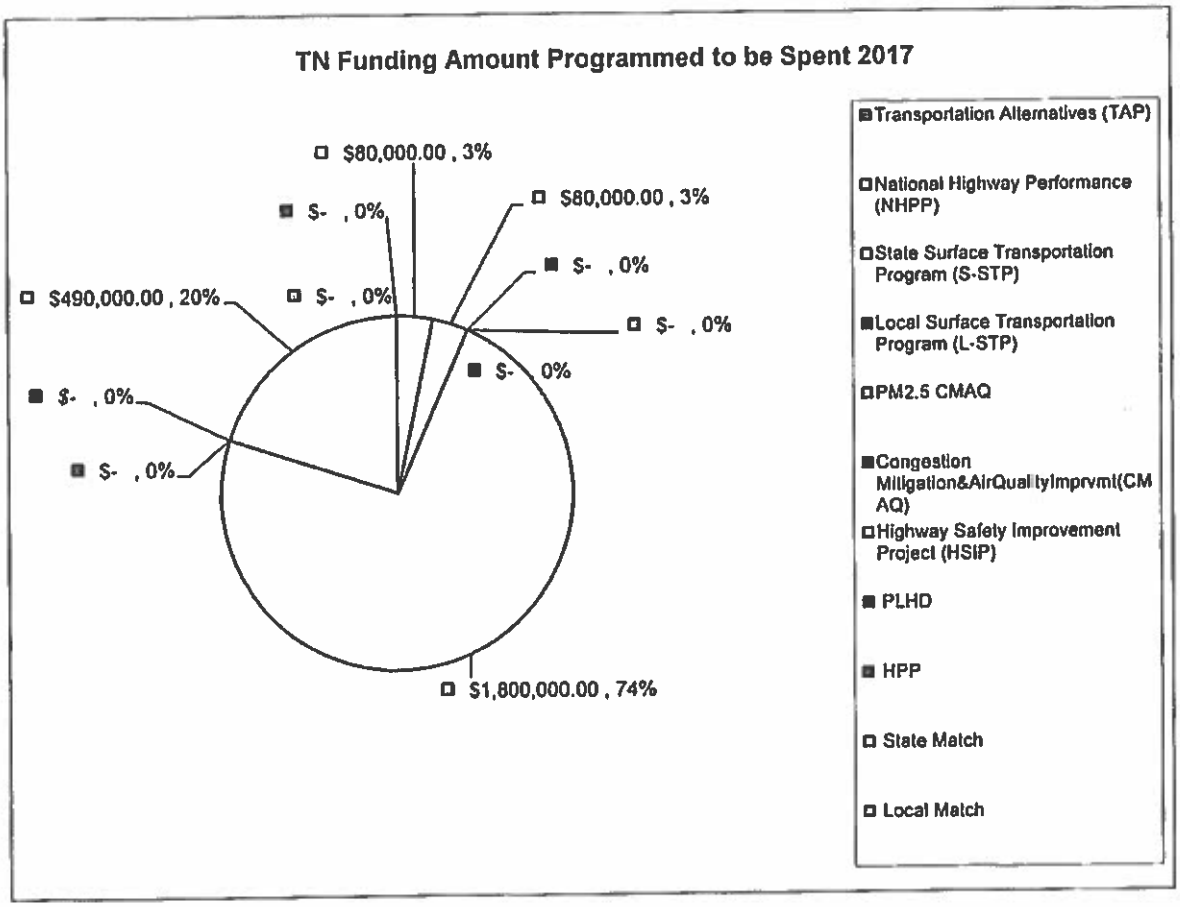
Tennessee Funding Table 3				
(By Year of Expenditure)	As of 10/1/2013			
Funding Source	FY2014	FY2015	FY2016	FY2017
	Available	Available	Available	Available
Transportation Alternatives (TAP)	$ 626,360.00	$ -	$ -	$ -
National Highway Performance (NHPP)	$ 1,120,000.00	$ 8,880,000.00	$ 80,000.00	$ 80,000.00
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	**$ 41,996,954.00**	**$ 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
$1,343,405.00 3%
$626,360.00 1%
$1,120,000.00 3%
$7,057,734.00 17%
$5,027,949.00 12%
$452,760.00 1%
$1,800,000.00 4%
$91,667.00 0%
$377,599.00 1%
$2,740,000.00 7%
$21,358,480.00 51%
Transportation Alternatives (TAP)
National Highway Performance (NHPP)
State Surface Transportation Program (S-STP)
Local Surface Transportation Program (L-STP)
PM2.5 CMAQ
Congestion Mitigation&AirQualityImprvmt(CMAQ)
Highway Safety Improvement Project (HSIP)
PLHD
HPP
State Match
Local Match

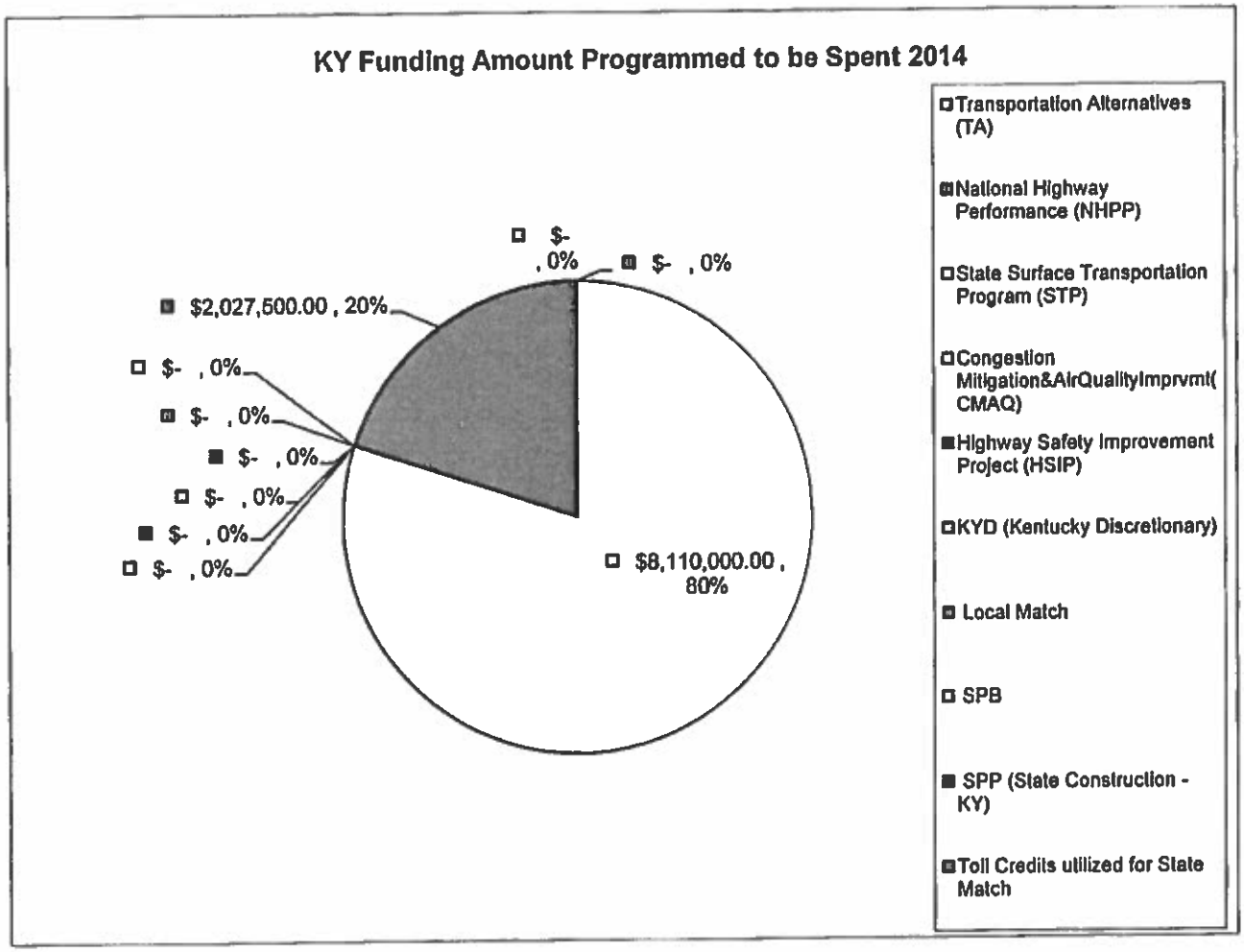

TN Funding Amount Programmed to be Spent 2015
$2,048,958.00, 8%
$- , 0%
$8,880,000.00 , 35%
$2,851,458.00 , 11%
$- , 0%
$- , 0%
$1,800,000.00 , 7%
$91,667.00 , 0%
$- , 0%
$8,150,000.00 , 32%
$1,680,000.00 , 7%
Transportation Alternatives (TAP)
National Highway Performance (NHPP)
State Surface Transportation Program (S-STP)
Local Surface Transportation Program (L-STP)
PM2.5 CMAQ
Congestion Mitigation&AirQualityImprvmt(CMAQ)
Highway Safety Improvement Project (HSIP)
PLHD
HPP
State Match
Local Match

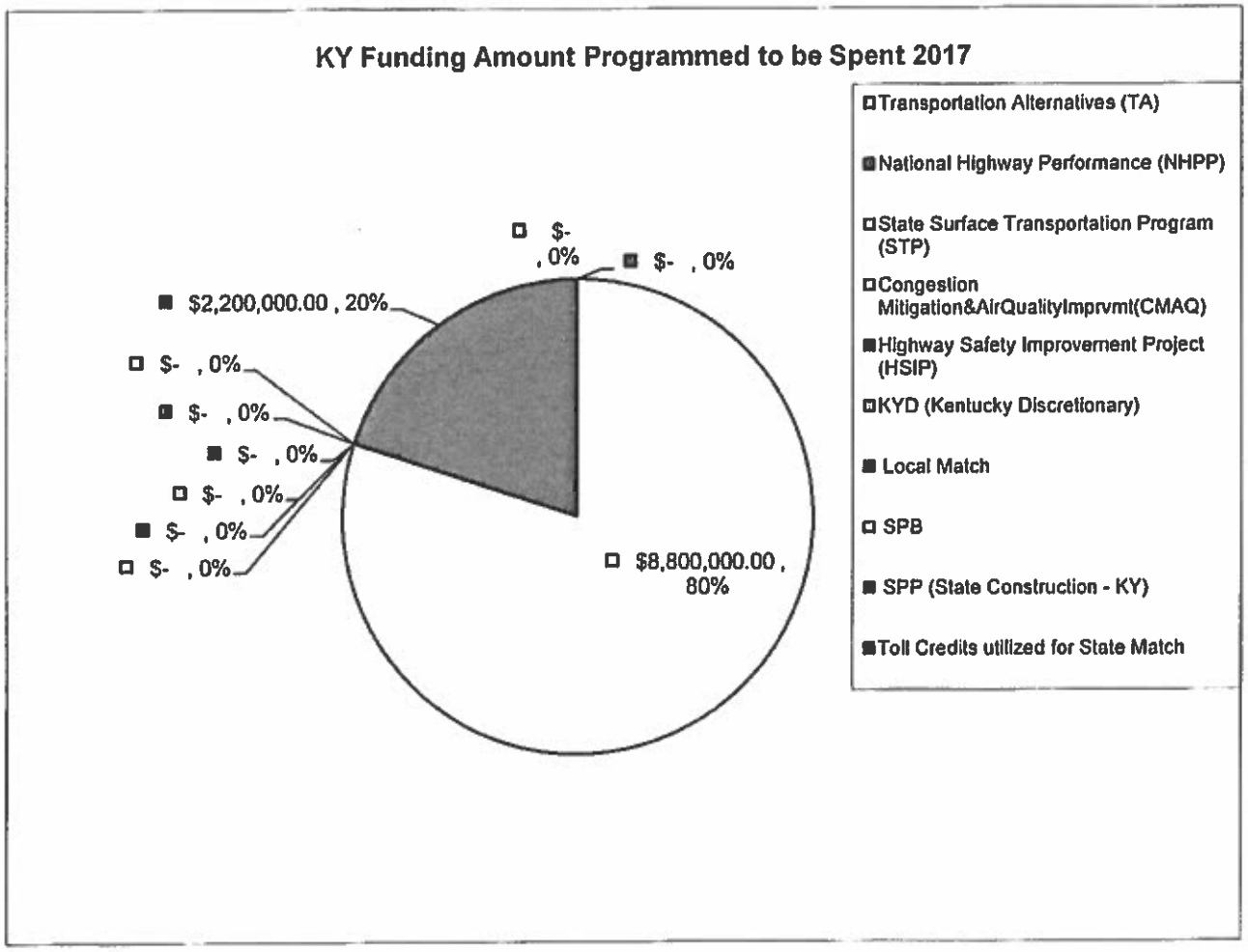

TN Funding Amount Programmed to be Spent 2016
$80,000.00 , 3%
$80,000.00 , 3%
$- , 0%
$200,000.00 , 7%
$61,459.00 , 2%
$501,459.00 , 18%
$- , 0%
$- , 0%
$91,666.00 , 3%
$1,800,000.00 , 64%
Transportation Alternatives (TAP)
National Highway Performance (NHPP)
State Surface Transportation Program (S-STP)
Local Surface Transportation Program (L-STP)
PM2.5 CMAQ
Congestion Mitigation&AirQualityImprvmt(CMAQ)
Highway Safety Improvement Project (HSIP)
PLHD
HPP
State Match
Local Match


TN Funding Amount Programmed to be Spent 2017
$80,000.00 , 3%
$80,000.00 , 3%
$- , 0%
$- , 0%
$- , 0%
$490,000.00 , 20%
$- , 0%
$- 0%
$- , 0%
$- , 0%
$- , 0%
$1,800,000.00 , 74%
Transportation Alternatives (TAP)
National Highway Performance (NHPP)
State Surface Transportation Program (S-STP)
Local Surface Transportation Program (L-STP)
PM2.5 CMAQ
Congestion Mitigation&AirQualityImprvmt(CMAQ)
Highway Safety Improvement Project (HSIP)
PLHD
HPP
State Match
Local Match

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
$-
, 0%
$- , 0%
$2,027,500.00 , 20%
$- , 0%
$- , 0%
$- , 0%
$- , 0%
$- , 0%
$- , 0%
$8,110,000.00 ,
80%
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


KY Funding Amount Programmed to be Spent 2017
$-
, 0%
$- , 0%
$2,200,000.00 , 20%
$- , 0%
$- , 0%
$- , 0%
$- , 0%
$- , 0%
$- , 0%
$8,800,000.00 ,
80%
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

Clarksville Transit System Table 5

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

Evansville-Henderson FY 2016-2019 TIP
Financial Plan

CHAPTER 3

FUNDING THE TIP

Federal regulations require the programming of state and local transportation programs and 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, and local transportation funds, and update current funding and revenue levels in the Evansville MPO Planning 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 restructured the 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 established 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.

Federal fiscal constraint for the FY 2016-2019 TIP is demonstrated in Table 2. 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:

National Highway Performance Program (NHPP)

This program 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.

National Highway System (NHS)

These 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%.

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% 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 and maintenance. These projects receive 90% federal obligation, while all other STP funds receive 80% obligation.

Congestion Mitigation and Air Quality (CMAQ)

These 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%.

Highway Safety Improvement Program (HSIP)

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%.

Bridge Program

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.

Interstate Maintenance (IM)

Interstate Maintenance 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.

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.

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.

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 3 summarizes local revenues and costs for the first four years of the TIP. Based on historical averages, a shortfall is indicated for the Metropolitan Evansville Transit System. Consultation with the agency established that the required funds for transit operations will be made up with a general fund transfer adjustment.

Local Road and Street Funds

This resource provides 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.

The Motor Vehicle Highway Account

This is the principal source of revenue for operation of the county highway departments. This fund is used for the purchase of materials, equipment, and labor for the maintenance and construction of county transportation facilities.

The Cumulative Bridge Fund

These funds may be used to finance the construction or repair of county bridges and grade separations.

Local Option Auto Excise and Wheel Tax

The State of Indiana also provides for a local option auto excise and wheel tax. Both Vanderburgh and Warrick Counties exercise this taxing option. Revenue must be distributed evenly between the county and the municipalities based upon the ratio of city miles to total county miles.

Tax Increment Financing (TIF)

Tax Increment Financing funds are funds collected from a specific area and can be spent to provide infrastructure improvements to encourage development in the area.

General Obligation Bonds and Cumulative Capital Improvement Funds

Local governments may also use general obligation bonds and cumulative capital improvement funds to fund transportation improvements.

State-Municipal Road Aid, State-County Road Aid, and Local Economic Assistance

Local governments in Kentucky may receive State-Municipal Road Aid, State-County Road Aid, and Local Economic Assistance funds.

TRANSIT FUNDS

Section 5303 Metropolitan Planning Funds

These funds are available to both state and LPAs to fund transit related planning activities.

5307 Urbanized Area Formula Grants Program

This is a Formula Grant program for urbanized areas. Formula is based on urbanized area's demographic profile such as population and transit service provisions such as ridership. The grant program funds operating expenses (up to a predetermined amount) and capital projects for transit agencies within an urbanized area. Capital projects require a 20% match. Operating projects require a 50% match.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

This is a Formula Grant program for urbanized areas. This grant program specifically targets the transportation needs of seniors and persons with disabilities. Projects are selected through a competitive selection process within each urbanized area. Funds are available to transit agencies and non-profits entities. Capital projects require a 20% match. Operating projects require a 50% match.

Section 5339 Bus and Bus Facilities Formula Grants Program

This is also a Formula Grant program for urbanized areas. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Capital projects require a 20% local match.

State Transit Funding

The State of Indiana Public Mass Transportation Fund (PMTF) provides grant funds to public transit systems within the State of Indiana that receive federal funds under the Federal Transit Act. Capital and operating funds are allocated through a performance based formula. Projects require a 50% local match.

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% on projects receiving Toll Credits. Kentucky does not provide funding for planning and operating costs.

Table 2: Federal Fiscal Constraint

Indiana					
Funding Source	Fiscal Year 2016	2017	2018	2019	TIP Total
STP-Urban	$ 3,754,708	$ 3,350,000	$ 3,350,000	$ 3,350,000	$ 13,804,708
HSIP	$ 869,695	$ 925,000	$ 925,000	$ 925,000	$ 3,644,695
CMAQ	$ 1,365,131	$ 1,350,000	$ 1,350,000	$ 1,350,000	$ 5,435,131
TAP	$ 331,295	$ 320,000	$ 320,000	$ 320,000	$ 1,291,295
STP-R	$ 89,600	$ 379,200	$ 4,000	$ -	$ 472,800
Prior Year Balance	$ 865,106	$ 4,000,000	$ 9,410,000	$ 900,000	$ 15,175,106
INDOT TAP	$ 52,710	$ 1,128,915	$ -	$ -	$ 1,181,625
Total (Local Projects)	$ 7,348,245	$ 11,453,115	$ 15,359,000	$ 6,845,000	$ 41,005,360
Programmed	$ 5,029,400	$ 8,807,800	$ 15,349,800	$ 6,566,200	$ 35,752,200
Surplus/Deficit	$ 2,318,845	$ 2,645,315	$ 9,200	$ 279,800	$ 5,253,160
Note: Indiana HSIP includes $200,000 annual STP penalty funding					
METS Transit					
Sec 5307	$ 1,826,000	$ 1,871,400	$ 1,908,600	$ 1,946,800	$ 7,552,800
Sec 5339	$ -	$ 274,400	$ 284,800	$ 284,800	$ 844,000
Sec 5310	$ 176,000	$ -	$ -	$ -	$ 176,000
Total	$ 1,826,000	$ 2,145,800	$ 2,193,400	$ 2,231,600	$ 8,396,800
Programmed	$ 1,826,000	$ 2,145,800	$ 2,193,400	$ 2,231,600	$ 8,396,800
Private Non-profit Transit Providers					
Sec 5310	$ 72,000	$ -	$ -	$ -	$ 72,000
Total	$ 72,000	$ -	$ -	$ -	$ 72,000
Programmed	$ 72,000	$ -	$ -	$ -	$ 72,000
MPO Transit Administration (Applicable to MPO urbanized area)					
Section 5310	$ 22,000	$ 22,000	$ 22,000	$ 22,000	$ 88,000
Programmed	$ 22,000	$ 22,000	$ 22,000	$ 22,000	$ 88,000

Kentucky					
Funding Source	Fiscal Year 2016	2017	2018	2019	TIP Total
SHN	$ 578,000	$ 578,000	$ 578,000	$ 578,000	$ 2,312,000
TAP	$ 38,000	$ 38,000	$ 38,000	$ 38,000	$ 152,000
HSIP	$ -	$ -	$ -	$ -	$ -
Prior Year Balance	$2,235,954				$ 2,235,954
Total (Local + State Projects funded by SHN)	$ 2,851,954	$ 2,399,154	$ 1,766,154	$ 1,783,154	$ 4,699,954
Programmed	$ 1,068,800	$ 1,260,000	$ 588,000	$ 1,100,000	$ 4,016,800
Surplus/Deficit	$ 1,783,154	$ 1,139,154	$ 1,187,154	$ 683,154	$ 683,154
HART Transit					
Sec 5307	$ 690,400	$ 691,400	$ 936,800	$ 1,016,800	$ 3,335,400
Sec 5339	$ -	$ 100,000	$ 24,000	$ 28,000	$ 152,000
Sec 5310	$ -	$ 52,000	$ -	$ -	$ 52,000
Total	$ 690,400	$ 843,400	$ 960,800	$ 1,044,800	$ 3,539,400
Programmed	$ 690,400	$ 843,400	$ 960,800	$ 1,044,800	$ 3,539,400
Kentucky State Program of Projects					
NHS/NHPP	$ 250,000	$ 6,000,000	$ -	$ -	$ 6,250,000
STP KY	$ 5,517,000	$ -	$ -	$ -	$ 5,517,000
HSIP	$ 120,000	$ -	$ -	$ -	$ 120,000
Bridge	$ 11,350,000	$ 15,000,000	$ 2,000,000	$ -	$ 28,350,000
Total (State Projects)	$ 17,237,000	$ 21,000,000	$ 2,000,000	$ -	$ 40,237,000
Programmed	$ 17,237,000	$ 21,000,000	$ 2,000,000	$ -	$ 40,237,000
Surplus/Deficit	$ -	$ -	$ -	$ -	$ -

Table 3: Local Fiscal Constraint

	Local Transportation Apportioned Revenues			Projected Revenues & Programmed Costs	
	Average Annual Local Revenues	Average Annual Operations & Maintenance Costs[3]	Residual Revenues	Projected Residual Revenues 2016-2019	Programmed Local Costs 2016-2019
Indiana					
Vanderburgh County	$ 15,346,836	$ 6,208,853	$ 9,137,983	$ 37,382,605	$ 3,837,600
City of Evansville	$ 13,088,340	$ 6,849,646	$ 6,238,694	$ 25,521,894	$ 2,516,000
METS[1]	$ 5,064,415	$ 3,910,093	$ 6,909,535	$ 28,266,239	$ 10,343,600
METS PMTF[2]	$ 1,845,120				
Warrick County	$ 13,139,547	$ 2,574,103	$ 10,565,444	$ 43,222,212	$ 6,317,000
Town of Newburgh	$ 415,360	$ 30,472	$ 384,889	$ 1,574,542	$ 429,200
Private/Other	-	-	-	$ 18,000	$ 18,000
Kentucky					
Henderson County	$ 4,373,794	$ 4,398,007	$ (24,212)	$ -	$ -
City of Henderson[1]	$ 1,675,996	$ 1,674,998	$ 997	$ 4,080	$ 184,200
HART[1]	$ 739,565	$ 720,759	$ 739,565	$ 3,025,490	$ 2,641,800

[1] Latest available annual general fund transfer assumed as best available data for projected transit revenues. Transfers necessary to balance Local Public Agency and transit budgets are assumed.

[2] Indiana Public Mass Transportation Funding. State funds allocated to public transit systems on a performance based formula.

[3] Transit Operations/Maintenance reflected in TIP costs and not deducted from available revenues.

Huntington-Ashland-Ironton FY 2016-2019 TIP
Financial Plan

BG-136	Planning and Technical Studies

TRANSIT-ALLOCATED FUNDS

Each of the transit agencies in the urbanized area provides KYOVA Interstate Planning Commission with a Fiscally Constrained projected budget for the years the document will cover.

Funds for the Specialized Transportation Program (FTA Section 5310) are programmed into the TIP by Tri-State Transit Authority, the Designated 5310 recipient for the Huntington, WV-KY-OH Urbanized Area. Ohio continues to program a portion of the 5310 allocation into their numbers for the TIP. The TIP tables reflect Ohio's projects, but with the caveat that the portion they project for 5310 is a part of the entire allocation for the TMA area, and is not counted towards totals for the TMA. Any eligible agencies may apply for these funds as a subrecipient.

Funds for Section 5307 and Section 5339 (Bus and Bus Facilities) are equitably split between the three Urban Transit Agencies in a split letter, a copy of which is then sent to each FTA region involved. The transit agencies may then apply to FTA for the portion of the 5307 or 5339 funds to which they agreed.

MATCHING FUNDS FOR TIP PROJECTS

Some Projects included in the TIP are funded up to 95% federal funds. However, other TIP projects are not federally funded at this level. This fact requires that matching state or local funds be committed to these other projects. The typical local match is 20% but varies from 5% to 50% of the total project cost for certain fund types.

FINANCIAL ASSESSMENT

This section summarizes highway and transit revenues anticipated to be available and compares them to the project costs identified as needed to implement the FY 2016-2019 TIP. Projects listed in the four years of the TIP are limited to those for which funds are available or committed.

Project cost estimates in the TIP were developed by individual project sponsors and are using updated WVDOT, KYTC, and ODOT cost inflation factors that account for year of expenditure dollars. That is, the year in which a project is programmed in the TIP reflects the cost of that project for that particular year.

FISCALLY CONSTRAINED TIP

As mandated by federal and state agencies the TIP must be fiscally constrained. It must be developed with the recognition of anticipated local and state revenue and authorized federal funding levels.

FINANCIAL FEASIBILITY

Based on presently known federal-aid obligation limitations, all projects appearing in the TIP have been programmed by WVDOT, KYTC, and ODOT and can be expected to be funded as programmed within the time frame of the TIP. Transit projects are based on future section 5307 funding at current levels and section 5339 funding which can be

reasonably anticipated. Tables 6-8 display the Financial Plan for West Virginia, Kentucky, and Ohio.

FISCAL CONSTRAINT ANALYSIS FY 2016-2019

The KYOVA Interstate Planning Commission has developed the TIP in cooperation with the West Virginia DOT, Kentucky Transportation Cabinet and Ohio DOT. Based on information provided by the respective state Departments of Transportation concerning funding availability, KYOVA has concluded that the projects identified in the TIP are financially feasible.

TABLE 6: TIP FINANCIAL PLAN FOR WEST VIRGINIA

TRANSPORTATION IMPROVEMENT PROGRAM
FINANCAL PLAN FOR WEST VIRGINIA
PER FISCAL YEAR BY FUNDING CATEGORY (FY 2016 - 2019)

Type of Federal Funds	Federal Fund Usage FY 2016	Federal Fund Usage FY 2017	Federal Fund Usage FY 2018	Federal Fund Usage FY 2019	*ESTIMATED* Federal fund usage FY 2020 or Further	TOTAL
STP URBAN	$3,706,000	$1,220,000	$0	$0	$0	$4,926,000
STP NON-URBAN	$3,761,600	$1,079,200	$1,079,200	$1,079,200	$0	$6,999,200
NHPG	$0	$0	$0	$0	$0	$0
CMAQ	$0	$0	$0	$0	$0	$0
PEND	$0	$0	$0	$0	$166,640	$166,640
OCRO	$300,000	$0	$0	$0	$0	$300,000
HSIP	$0	$0	$0	$0	$0	$0
TAP	$0	$0	$0	$0	$0	$0
RR	$0	$0	$0	$0	$0	$0
NHPP	$3,968,000	$600,000	$0	$0	$0	$4,568,000
TOTAL WITH PEND	$11,735,600	$2,899,200	$1,079,200	$1,079,200	$166,640	$16,959,840
TOTAL (ACTUAL)	$11,735,600	$2,899,200	$1,079,200	$1,079,200	$0	**$16,793,200**
Section 5310 Specialized Transportation Program	$282,000	$282,000	$282,000	$282,000	$282,000	$1,410,000
Section 5307 & SECTION 5340	$4,208,640	$5,520,782	$4,245,531	$6,980,966	$4,245,531	$25,201,450
Section 5339	$368,660	$370,660	$372,660	$374,660	$376,660	$1,863,300
TOTAL	$4,859,300	$6,173,442	$4,900,191	$7,637,626	$4,904,191	**$28,474,750**

TABLE 7: TIP FINANCIAL PLAN FOR KENTUCKY

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR KENTUCKY PER FISCAL YEAR BY FUNDING CATEGORY (FY 2016-2019)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2016	FEDERAL FUND USAGE FY 2017	FEDERAL FUND USAGE FY 2018	FEDERAL FUND USAGE FY 2019	TOTAL
BRX	$9,370,000	$4,000,000	$4,370,000	$0	$17,740,000
BRO	$0	$0	$0	$0	$0
BRZ	$0	$0	$0	$0	$0
STP	$0	$0	$0	$0	$0
HSIP	$0	$0	$0	$0	$0
TE	$0	$0	$0	$0	$0
RR	$0	$0	$0	$0	$0
TOTAL	$9,370,000	$4,000,000	$4,370,000	$0	**$17,740,000**
Section 5310 Specialized Transportation Program	$0	$0	$0	$0	$0
Section 5307 & SECTION 5340	$642,840	$674,982	$708,731	$744,166	$2,770,719
Section 5339	$52,000	$54,000	$56,000	$58,000	$220,000
TOTAL	$694,840	$728,982	$764,731	$802,166	**$2,990,719**

*KENTUCKY'S 8 YEAR PLAN IS NOT UPDATED THIS CYCLE, THEREFORE A MORE DETAILED TABLE WILL BE INCLUDED INTO NEXT TIP CYCLE

TABLE 8: TIP FINANCIAL PLAN FOR OHIO

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN FOR OHIO PER FISCAL YEAR BY FUNDING CATEGORY (FY 2016-2019)					
TYPE OF FEDERAL FUNDS	FEDERAL FUND USAGE FY 2016	FEDERAL FUND USAGE FY 2017	FEDERAL FUND USAGE FY 2018	FEDERAL FUND USAGE FY 2019	TOTAL
CSTP	$414,400	$0	$468,000	$2,160,000	$3,042,400
OSTP	$1,766,000	$8,715,670	$4,962,012	$2,506,100	$17,949,782
MSTP	$0	$120,000	$0	$420,000	$540,000
CMAQ	$1,123,000	$0	$800,000	$0	$1,923,000
TOTAL	$3,303,400	$8,835,670	$6,230,012	$5,086,100	**$23,455,182**
Section 5310 Specialized Transportation Program	$48,000	$48,000	$48,000	$48,000	$192,000
Section 5307 & SECTION 5340	$564,000	$564,000	$535,000	$535,000	$2,198,000
Section 5339	$30,000	$30,000	$30,000	$30,000	$120,000
TOTAL	$642,000	$642,000	$613,000	$613,000	**$2,510,000**

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

Louisville FY 2015-2018 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 Department of Transportation. Under MAP-21, each state is to abide by the funding program for STP dollars designated to the urbanized area. STP monies obligated to the areas outside a TMA are to be spent at the discretion of the state department of transportation.

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

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

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

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

Highway Safety Improvement Program (HSIP)

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

Railway-Highway Crossings

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

Transportation Alternatives (TA)

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

TA funds can be used for the following eligible activities:

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

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

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

Transit

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

Section 5307: Urbanized Area Formula Grants

The Section 5307 program provides grants to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Eligible activities include capital projects, planning, job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers, operating costs in areas with fewer than 200,000 in population, and operating costs up to certain limits for grantees in

areas with populations greater than 200,000 and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

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

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

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

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities

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

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

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

Section 5311: Formula Grants for Rural Areas

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

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

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

Section 5337: State of Good Repair Grants

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

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

The maximum federal share is 80%.

Section 5339: Bus and Bus Facilities

The FTA Section 5339 program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. This program replaces the Section 5309 Bus and Bus Facilities Program. Eligible activities include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. The maximum federal share is 80% with a 20% local match.

Other Funds

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

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

formula. Awards are limited to an amount equal to 100 percent of the projects' locally derived income or the system's formula allocation, whichever is less.

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

Federal Funds for Fiscal Years 2015 Through 2018

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 $2,289,457 will be allocated to the urbanized area for each of FY 2015, FY 2016, FY 2017, and FY 2018. The Indiana Department of Transportation allows the MPOs 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.

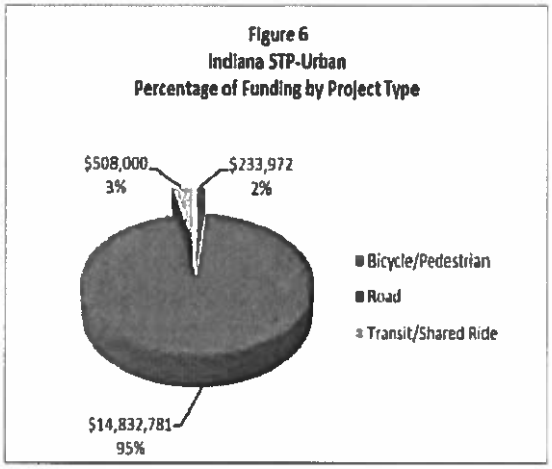


Table 2
Financial Plan of
Indiana STP-Urban Funds

Surface Transportation Program				
	FY 2015	FY 2016	FY 2017	FY 2018
Annual Allocation ($2,289,457 x 4 yrs.)	$9,157,828			
Carryover From Previous Year	$8,460,459	$11,228,087	$2,525,934	$2,398,934
Balance of Funds Available	$17,618,287	$11,228,087	$2,525,934	$2,398,934
Dollars Programmed	$6,390,200	$8,702,153	$127,000	$355,400
Balance Remaining	$11,228,087	$2,525,934	$2,398,934	$2,043,534

Kentucky

The Kentucky Transportation Cabinet has estimated that $17,000,000 will be allocate to the urbanized area for each of FY 2015, FY 2016, FY 2017, and FY 2018. 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 69%, while 25% is programmed for stand-alone bicycle and pedestrian projects, and 6% is programmed for transit, as shown in Figure 7.

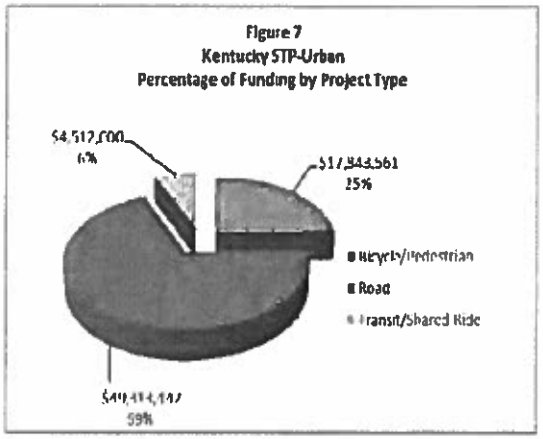


Table 3 Financial Plan of Kentucky STP-Urban Funds				
	Surface Transportation Program			
	FY 2015	FY 2016	FY 2017	FY 2018
Annual Allocation	$17,000,000	$17,000,000	$17,000,000	$17,000,000
Carryover From Previous Year	$29,216,821	$6,158,706	$11,039,918	$15,935,578
Balance of Funds Available	$46,216,821	$23,158,706	$28,039,918	$32,935,578
Dollars Programmed	$40,058,115	$12,118,788	$12,104,340	$7,387,760
Balance Remaining	$6,158,706	$11,039,918	$15,935,578	$25,547,818

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.

The U.S. Environmental Protection Agency had designated Clark and Floyd counties in Indiana, and Bullitt, Jefferson, and Oldham counties in Kentucky as a maintenance area for the 8-hour ozone standard. On July 2013, this standard was partially revoked for the Louisville area. (The local area is still eligible to receive Congestion Mitigation/Air Quality funding). The Louisville fine particulate matter (PM 2.5) nonattainment area consists of Clark and Floyd counties and the Madison Township of Jefferson County, IN, and Bullitt and Jefferson counties, KY.

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 $1,021,653 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 2015	FY 2016	FY 2017	FY 2018
Annual Allocation ($1,021,653 x 4 yrs.)	$4,086,612			
Carryover From Previous Year	$1,857,163	$2,526,140	$1,426,140	$1,226,140
Balance of Funds Available	$5,943,775	$2,526,140	$1,426,140	$1,226,140
Dollars Programmed	$3,417,635	$1,100,000	$200,000	$965,000
Balance Remaining	$2,526,140	$1,426,140	$1,226,140	$261,140

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 $229,772 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 2015	FY 2016	FY 2017	FY 2018
Annual Allocation	$229,772	$229,772	$229,772	$229,772
Carryover From Previous Year	$2,031,287	$949,054	$1,178,826	$1,408,598
Balance of Funds Available	$2,261,059	$1,178,826	$1,408,598	$1,638,370
Dollars Programmed	$1,312,005	$0	$0	$0
Balance Remaining	$949,054	$1,178,826	$1,408,598	$1,638,370

Kentucky

The state of Kentucky also sub-allocates the TAP dollars it receives to MPOs. KIPDA receives approximately $1,000,000 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 $509,316 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 2015	FY 2016	FY 2017	FY 2018
Annual Allocation	$509,316	$509,316	$509,316	$509,316
Carryover From Previous Year	$1,158,553	$524,284	$1,033,600	$1,542,916
Balance of Funds Available	$1,667,869	$1,033,600	$1,542,916	$2,052,232
Dollars Programmed	$1,143,585	$0	$0	$0
Balance Remaining	$524,284	$1,033,600	$1,542,916	$2,052,232

Financial Plan of Funds

A financial plan of federal funds that are programmed in the TIP for FY 2015 through FY 2018 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 2015 – FY 2018 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 2015 - FY 2018 Transportation Improvement Program
Financial Plan of Federal Funds
Indiana

FY 2015				
		Programmed Project Cost		
Federal Funding Category	Projected Revenue	Federal Funds	State/Local Match	Programmed Project Cost
Bridge	$3,751,500	$3,185,600	$565,900	$3,751,500
CMAQ	$6,018,251	$3,058,815	$764,704	$3,823,519
HSIP	$2,616,835	$1,143,585	$127,065	$1,270,650
IM	$1,791,300	$1,537,170	$254,130	$1,791,300
NHPP	$46,700,000	$23,350,000	$23,350,000	$46,700,000
NHS	$150,000	$135,000	$15,000	$150,000
Safety	$1,796,000	$1,639,000	$157,000	$1,796,000
STP-State	$68,283,000	$55,673,100	$12,609,900	$68,283,000
STP-Urban	$17,535,371	$6,749,020	$1,687,255	$8,436,275
TE-U	$2,264,026	$1,312,005	$328,001	$1,640,006
Total	$150,906,283	$97,783,295	$39,858,955	$137,642,250

FY 2016				
		Programmed Project Cost		
Federal Funding Category	Projected Revenue	Federal Funds	State/Local Match	Programmed Project Cost
Bridge	$3,338,128	$2,670,502	$667,626	$3,338,128
CMAQ *	$2,600,616	$1,100,000	$275,000	$1,375,000
HSIP *	$1,982,566	$0	$0	$0
IM	$16,702,719	$14,928,275	$1,774,444	$16,702,719
NHPP	$73,491,371	$55,000,000	$18,491,371	$73,491,371
Safety	$750,000	$600,000	$150,000	$750,000
STP-State	$16,792,000	$15,763,600	$1,028,400	$16,792,000
STP-Urban	$11,145,171	$8,702,153	$2,175,538	$10,877,691
TAP *	$1,181,793	$0	$0	$0
Total	$127,984,364	$98,764,530	$24,562,379	$123,326,909

Table 7 *(continued)*
FY 2015 - FY 2018 Transportation Improvement Program
Financial Plan of Federal Funds
Indiana

FY 2017				
		Programmed Project Cost		
Federal Funding Category	Projected Revenue	Federal Funds	State/Local Match	Programmed Project Cost
Bridge	$1,314,500	$1,061,600	$252,900	$1,314,500
CMAQ *	$1,500,616	$200,000	$50,000	$250,000
HSIP *	$2,491,882	$0	$0	$0
IM	$1,116,500	$929,850	$186,650	$1,116,500
NHPP	$75,304,277	$55,000,000	$20,304,277	$75,304,277
Safety	$1,352,000	$1,081,600	$270,400	$1,352,000
STP-State	$2,689,000	$2,227,200	$461,800	$2,689,000
STP-Urban	$2,443,018	$127,000	$31,750	$158,750
TAP *	$1,411,565	$0	$0	$0
Total	$89,623,358	$60,627,250	$21,557,777	$82,185,027

FY 2018				
		Programmed Project Cost		
Federal Funding Category	Projected Revenue	Federal Funds	State/Local Match	Programmed Project Cost
Bridge	$750,000	$600,000	$150,000	$750,000
CMAQ *	$1,300,616	$965,000	$241,250	$1,206,250
HSIP *	$3,001,198	$0	$0	$0
IM	$1,702,000	$1,456,800	$245,200	$1,702,000
Safety	$750,000	$600,000	$150,000	$750,000
STP-State	$1,418,464	$1,134,400	$284,064	$1,418,464
STP-Urban	$2,316,018	$355,400	$88,850	$444,250
TAP *	$1,641,337	$0	$0	$0
Total	$11,238,296	$5,111,600	$1,159,364	$6,270,964

* 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 2015 - FY 2018 Transportation Improvement Program
Financial Plan of Federal Funds
Kentucky

FY 2015				
		Programmed Project Cost		
Federal Funding Category	Projected Revenue	Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	$1,640,000	$1,640,000	$0	$1,640,000
CMAQ	$3,906,228	$3,174,982	$731,246	$3,906,228
GARVEE Bonds	$36,744,000	$36,744,000	$0	$36,744,000
IF	$165,450,000	$0	$165,450,000	$165,450,000
IM	$32,730,000	$32,730,000	$0	$32,730,000
NHPP	$3,650,000	$3,650,000	$0	$3,650,000
NHS	$27,170,000	$27,170,000	$0	$27,170,000
Recreational Trails	$66,000	$33,000	$33,000	$66,000
Safety	$1,350,000	$1,350,000	$0	$1,350,000
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	$39,930,000	$39,930,000	$0	$39,930,000
STP-Urban	$46,216,821	$39,808,115	$2,958,495	$42,766,610
TE/TA*	$3,881,634	$3,214,634	$667,000	$3,881,634
Total	$380,542,333	$203,690,851	$173,401,271	$377,092,122

FY 2016				
		Programmed Project Cost		
Federal Funding Category	Projected Revenue	Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	$2,480,000	$2,480,000	$0	$2,480,000
CMAQ	$220,000	$186,000	$34,000	$220,000
IF	$386,354,000	$0	$386,354,000	$386,354,000
IM	$3,200,000	$3,200,000	$0	$3,200,000
NHPP	$53,650,000	$53,650,000	$0	$53,650,000
NHS	$17,990,000	$17,990,000	$0	$17,990,000
Safety	$1,350,000	$1,350,000	$0	$1,350,000
Section 5307	$17,105,419	$13,684,335	$3,421,084	$17,105,419
Section 5339	$1,911,571	$1,529,257	$382,314	$1,911,571
STP-State	$5,600,000	$5,600,000	$0	$5,600,000
STP-Urban	$23,158,706	$12,118,788	$1,961,697	$14,080,485
TE/TA*	$650,000	$650,000	$0	$650,000
Total	$513,669,696	$112,438,380	$392,153,095	$504,591,475

Table 7 *(cont'd)*
FY 2015 - FY 2018 Transportation Improvement Program
Financial Plan of Federal Funds
Kentucky

FY 2017				
		Programmed Project Cost		
Federal Funding Category	Projected Revenue	Federal Funds	State/Local Match**	Programmed Project Cost
Bridge	$1,760,000	$1,760,000	$0	$1,760,000
CMAQ	$1,271,047	$1,026,838	$244,209	$1,271,047
IF	$216,468,000	$0	$216,468,000	$216,468,000
IM	$13,680,000	$13,680,000	$0	$13,680,000
NHPP	$53,650,000	$53,650,000	$0	$53,650,000
NHS	$14,250,000	$14,250,000	$0	$14,250,000
Safety	$1,350,000	$1,350,000	$0	$1,350,000
Section 5307	$17,447,528	$13,958,022	$3,489,506	$17,447,528
Section 5339	$1,949,803	$1,559,842	$389,961	$1,949,803
STP-State	$13,410,000	$13,410,000	$0	$13,410,000
STP-Urban	$28,039,918	$12,104,340	$2,509,220	$14,613,560
TA	$650,000	$650,000	$0	$650,000
Total	$363,926,296	$127,399,042	$223,100,896	$350,499,938

FY 2018				
		Programmed Project Cost		
Federal Funding Category	Projected Revenue	Federal Funds	State/Local Match**	Programmed Project Cost
CMAQ	$50,000	$50,000	$0	$50,000
IM	$50,000,000	$50,000,000	$0	$50,000,000
NHPP	$3,650,000	$3,650,000	$0	$3,650,000
Safety	$1,350,000	$1,350,000	$0	$1,350,000
Section 5307	$17,796,479	$14,237,183	$3,559,296	$17,796,479
Section 5339	$1,988,799	$1,591,039	$397,760	$1,988,799
STP-State	$2,900,000	$2,900,000	$0	$2,900,000
STP-Urban	$32,935,578	$7,137,760	$1,259,440	$8,397,200
TA	$650,000	$650,000	$0	$650,000
Total	$111,320,856	$81,565,982	$5,216,496	$86,782,478

* 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, Louisville – Southern Indiana Ohio River Bridges Project Financial Plan – 2014 Interim Update (per TIFIA Requirement), February 2014. 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 Financial Plan update that was approved in February 2014 can be found in Appendix F.

The financial plan update includes the annual update and updated expenditure information. It serves 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 $243,824,003 to operate transit in the five county area over the next four years.

Between Fiscal Year 2015 and Fiscal Year 2018 there will be approximately $337,913,437 available to maintain and operate the transportation system for the Louisville and Southern Indiana urbanized area.

Owensboro FY 2014-2019 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 (FHWA) and the Federal Transit Administration (FTA). KYTC uses the TIP as a basis for preparing its request for federal funding through their Statewide Transportation Improvement Program (STIP). The TIP is used by KYTC in the preparation of the commonwealth's Highway Plan, which is approved by the state legislature every two (2) years and outlines KYTC's construction program over the next six (6) years for both state and federal funding.

Financial Constraint

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

Although the Owensboro – Daviess County MPO has significant input in the identification of needs and the determination of project funding priorities, it should be understood that the MPO does not have direct control over any source of funding identified herein. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet and the Kentucky State Legislature. In order to address the full range of transportation needs, on a statewide level and within the Owensboro – Daviess County urbanized area, the Cabinet makes use of a variety of available revenue sources (or funding types). The revenue sources eligible and currently allocated for use within the Owensboro – Daviess County area are identified on page 8.

The specific projects shown in the Project Listing tables beginning on Appendix A have been identified by the Transportation Cabinet, along with the associated programmed or planned revenue source and schedule, in the Cabinet's Statewide Transportation Improvement Program and/or the Six Year Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to adjustments that must be made

to balance costs and revenues (or maintain financial constraint) at the statewide level, and also due to various project related delays. These changes will be initiated by the Cabinet and will be reflected in this document by TIP Administrative Modifications or Amendments.

The table on page 10 provides a summary of costs and revenues by funding type and year (all costs and revenues here and elsewhere in this document are shown in Year-of Expenditure dollar values). A balance between costs and revenues is indicated; financial constraint is demonstrated.

Project Types and Project Funding Categories

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

Federal Transit Programs
FTA – Federal Transit Administration
Section 5307
Section 5310
Section 5339

Federal Highway Programs
BR2 – JP2 BRAC Bond Projects Second Program
BRO – Federal Bridge Replacement – On-System
BRX – Federal Bridge Replacement – On/Off System
BRZ – Federal Bridge Replacement – Off System
HES – Hazard Elimination System
HPP – High Priority Projects
HSIP – Safety – Highway Safety Improvement Program
IF – Innovative Financing
IM – Interstate Maintenance
KYD – Demonstration funds Allocated to Kentucky
NH – National Highway System
NHPP – National Highway Performance Program
HUD – Housing and Urban Development
SRTS – Safe Routes to School
STP – Surface Transportation Program
TAP – Federal Transportation Alternatives Program

CMAQ – Congestion Mitigation Air Quality
TCSP – Transportation & Community System Preservation Funds

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

Table 1
Summary of Funding
Owensboro - Daviess County MPO
Transportation Improvement Program FY 2014 - 2019

Funding Type	FY 2014		FY 2015		FY 2016		FY 2017		FY 2018		FY 2019		TOTAL	
	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue	Est. Cost	Revenue
FTA - OTS	$0	$0	$2,372,250	$2,372,250	$2,490,250	$2,490,250	$2,598,500	$2,598,500	$2,710,750	$2,710,750	$2,830,500	$2,830,500	$13,002,250	$13,002,250
FTA - GRITS	$0	$0	$11,197,391	$11,197,391	$930,560	$930,560	$1,872,088	$1,872,088	$915,692	$915,692	$1,073,075	$1,073,075	$15,988,806	$15,988,806
BRZ	$0	$0	$485,000	$485,000	$870,000	$870,000							$1,355,000	$1,355,000
HPP			$3,404,040	$3,404,040									$3,404,040	$3,404,040
STP	$0	$0	$1,250,000	$1,250,000	$2,000,000	$2,000,000							$3,250,000	$3,250,000
SB2													$0	$0
SPP			$12,080,000	$12,080,000	$4,075,000	$4,075,000	$29,890,000	$29,890,000	$10,600,000	$10,600,000			$56,645,000	$56,645,000
TOTAL	$0	$0	$30,788,681	$30,788,681	$10,365,810	$10,365,810	$34,360,588	$34,360,588	$14,226,442	$14,226,442	$3,903,575	$3,903,575	$93,645,096	$93,645,096

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

Table 1
Summary of Funding
Radcliff/Elizabethtown MPO
Transportation Improvement Program FY 2013-2018*

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 Keutkcy 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).

APPENDIX C

GLOSSARY OF TRANSPORTATION TERMS AND ABBREVIATIONS

GLOSSARY OF TRANSPORTATION TERMS AND ABBREVIATIONS

Access Control Codes

- 1 Full control of access
- 2 Partial control of access
- 3 No access control or access by permit

ADA – Americans with Disabilities Act of 1990 - The ADA requires accessible public transportation services and facilities for persons with disabilities, including supplemental service in areas where fixed route transit service is operated.

ADD – Area Development District - One of 15 regional planning organizations covering the state. See: http://www.kcadd.org for more information.

Adequacy Rating – A numerical score from 0 to 100 evaluating the current condition of a roadway segment based on congestion, safety, and pavement condition. See: http://www.e-archives.ky.gov/pubs/transportation/TC_Rpt/KTC_02_30_SPR_256_01_1F.pdf

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

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

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

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

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

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

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

BR2 – BRAC Bond Projects Second Program

BRC – BRAC Bond Projects

BTS – Bureau of Transportation Statistics - An agency of USDOT.
See: http://www.bts.gov/

C – for Construction Phase of project

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

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

CE – Categorical Exclusion - One possible result of an environmental assessment (EA). See EA below and also: http://www.environment.fhwa.dot.gov/projdev/docuce.asp

CIA – Community Impact Assessment - A process for evaluating the effects of proposed transportation projects on a community and its quality of life. The assessment should include all items of importance to people, such as mobility, safety, employment effects, relocation, isolation, and other community issues.

CMAQ – Congestion Mitigation and Air Quality - A category of federal-aid highway funds that may be used only to support projects in air quality nonattainment areas of Kentucky. Such projects must demonstrate an air quality improvement as a result of their use.
See: http://www.fhwa.dot.gov/environment/cmaqpgs/

Coal Haul - Those routes over which coal was reported transported by truck during the previous calendar year. This database is updated in July of each year; therefore, the previous calendar year's data will become available in July of each year. Number of tons is reported separately for each direction of travel for state-maintained roads. Information is available in HIS.

Conformity Determination – The Long-Range Plan and TIP/STIP must demonstrate that the projects and program, as a whole, emit less pollution than baseline or are less than a given budget as designated in the SIP (40 CFR 51). This is achieved through project and program evaluation using transportation Models (Mobile Model Analysis).

If the Long-Range Plan and/or the Transportation Improvement Program (TIP) do not conform according to the transportation conformity regulations (Federal Register; November 24, 1994 40 CFR 51), the subject document cannot be approved by the metropolitan planning organization. If this is the case, projects cannot be authorized for federal-aid funding.

Context Sensitive Design – A process through which the design of a transportation facility addresses safety, mobility, the preservation of scenic, aesthetic, historic, and environmental issues, and community values in a balanced manner to achieve design excellence.
See: http://www.ktc.uky.edu/csd.html

CRF - Critical Crash Rate Factor - The quotient showing the ratio of the crash rate for a roadway spot or segment divided by the critical crash rate for that roadway spot or segment based on roadway type, number of lanes, and median type. The critical rate for a roadway type is determined annually by the Kentucky Transportation Center.
See: http://www.ktc.uky.edu/Reports/KTC_09_16_KSP2_09_1F.pdf

D – for Design Phase of project

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

EA – Environmental Assessment - The general term used to describe the assessment of environmental impacts of a transportation development project. An EA may result in increasing order of level of detailed analysis in either (a) a CE (categorical exclusion) from formal assessment, (b) a FONSI (finding of no significant impact), or (c) the development of a formal EIS (environmental impact statement).
See: http://www.epa.gov/compliance/resources/faqs/nepa/index.html

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

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

Extended Weight – A designated highway network over which certain vehicular weight limits are relaxed for coal haul vehicles.
See: http://apps.transportation.ky.gov/His_EWBridge/

FAF – Freight Analysis Framework - A federal database that integrates data from a variety of sources to estimate commodity flows and related freight transportation activity among states, regions, and major international gateways.
See: http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/index.htm

FAST Act – Fixing America's Surface Transportation Act. This Act was signed into law by President Barack Obama on December 4, 2015. This Act funds surface transportation programs, including, but not limited to, Federal-aid highways at over $305 billion over fiscal years 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation.

FONSI – Finding of No Significant Impact - One possible result of an environmental assessment (EA). See: http://www.environment.fhwa.dot.gov/projdev/docuFONSI.asp

Forest - Routes that are officially recognized jointly by the U.S. Forest Service and the KYTC as forest highway routes. The U.S. Forest Service assigns the 'Road Number.' Other U.S. Forest Service routes exist that are not included in this database. Information is available in HIS. FH or Federal Forest Highway Funding (annual amount for Kentucky is about $400,000) is available solely for improvements on the system.

Functional Class Codes

- 1 Rural Interstate
- 2 Rural Other Principal Arterial
- 6 Rural Minor Arterial
- 7 Rural Major Collector
- 8 Rural Minor Collector
- 9 Rural Local
- 11 Urban Interstate
- 12 Urban Interstate Other Freeway or Expressway
- 14 Urban Other Principal Arterial
- 16 Urban Minor Arterial
- 17 Urban Collector
- 19 Urban Local

GARVEE – Grant Anticipation Revenue Vehicles - An innovative financing technique permitted by federal law and involves the commitment of future federal-aid appropriations as leveraging for current year highway improvements.

GIS – Geographic Information System - Refers to databases and/or software routines that store and graphically depict electronic data.

HCM/HCS – Highway Capacity Manual/Highway Capacity Software - A set of analytical tools that attempts to quantify the quality of service provided by a highway facility as perceived by the users of that facility. A common measure of that quality of service is the "Level of Service" provided, described as A through F.

HERS - FHWA's Highway Economic Requirements System - Software that evaluates the relationship between highway investment and system condition, performance, and user cost levels.

HES - Federal Hazard Elimination and Safety Program - Categorical funding matched at an 80/20 ratio for safety projects selected from among those with benefit/cost ratios >1.0.

Highway Plan - The Kentucky Transportation Cabinet's legislatively mandated program (costs and schedule) of highway project development phases submitted biennially to the General Assembly in even numbered years.
See: http://transportation.ky.gov/Program-Management/Pages/2016-Highway-Plan.aspx

HIS – Highway Information System - A comprehensive database of highway inventory information maintained by, and in many cases collected by, the Division of Planning.
See: www.transportation.ky.gov/planning

Horizontal Alignment Adequacy Codes:

- 0 No curve data on urban segments
- 1 All curves meet design standards
- 2 While some curves may not meet current design standards, all can be safely and comfortably negotiated at prevailing speed
- 3 Infrequent curves with reduced speed necessary for safety
- 4. Frequent curves with reduced speed necessary for safety

HOV – High Occupancy Vehicle - A vehicle with at least a predefined number of occupants, generally two or more.

HPMS – Highway Performance Monitoring System - A data extract, in Kentucky's case from the HIS database, that is submitted annually to FHWA as a part of that agency's periodic reporting to Congress on the condition and performance of the nation's highway system.

HPP – Federal High Priority Program - Projects earmarked by Congress for Congressional High Priorities; funding is 80/20 match ratio.

IM – Federal Interstate Maintenance Program - Federal match monies at a 90/10 ratio dedicated to maintenance of Kentucky's interstate highways.

IRI - International Roughness Index - A measure of pavement roughness. IRI values less than 100 generally indicate smooth pavements; between 100 and 150 somewhat rough pavements, and greater than 150 very rough pavements.

ITS – Intelligent Transportation Systems - A generic description of signal systems, traffic monitoring devices, and other traffic operations projects to improve capacity and safety (or 'TOPICS' projects as they were known in the 1960's) without major capital investment in facility reconstruction. See: http://www.its.dot.gov/

KYD – Kentucky Demonstration Program - Represents Congressional earmarks, usually at an 80/20 ratio, for projects identified through the annual federal appropriations process.

Management Systems - These include a pavement management system (PMS), bridge management system (BMS), safety management system (SMS), congestion management system (CMS), public transportation facilities and equipment management system (PTMS), intermodal facilities and systems management system (IMS), and traffic monitoring system for highways (TMS/H). Current guidelines for setting up or revising these systems were issued on December 1, 1993 in the Federal Register, 23 CFR 500.

Management Systems is a systematic process designed to assist decision-makers in selecting cost-effective strategies/actions to improve the efficiency and safety of, and protect the investment in the nation's infrastructure. A management system includes performance measures, data collection and analysis, determination of needs, evaluation and selection of strategies/actions to address the needs, and evaluation of the effectiveness of the implemented strategies/actions. A management system is only one of the decision support tools available to the governing bodies of the region.

MAP-21 - Moving Ahead for Progress in the 21st Century Act. This Act was signed into law on July 6, 2012, and is the first multi-year transportation authorization enacted since 2005. This Act funds surface transportation programs for FY 2013 and 2014 and expired October 1, 2014.

Median Type Codes

- 1 Curbed
- 2 Positive Barrier
- 3 Unprotected
- 4 None

Metropolitan Planning Area Boundary – This boundary must enclose at least the existing urban area and the contiguous area expected to become urban in the next twenty years. This boundary establishes the area covered by the Transportation Improvement Program and is eligible for urban STP funds.

MP – Mile point - Used, along with county and route number, to identify location of a highway segment.

MPO – Metropolitan Transportation Planning Organization - A KYTC designated, FHWA approved organization to conduct ongoing transportation planning activities in areas with population greater than 50,000 persons.
See: http://www.transportation.ky.gov/planning/pages/metropolitan-planning.aspx

MUTCD – Manual of Uniform Traffic Control Devices - Defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets and highways.
See: http://mutcd.fhwa.dot.gov/

NCHRP – National Cooperative Highway Research Program - Along with the Transit Cooperative Research Program (TCRP) and the new Airport Cooperative Research Program (ACRP), are applied, contract research programs that develop near-term, practical solutions to problems facing transportation agencies.
See: http://www.trb.org/NCHRP/Public/NCHRP.aspx

NH – National Highway System projects - Federal match monies at an 80/20 ratio to support projects on Kentucky's 3,294-mile portion of the National Highway System.

National Highway Freight Program – This program was established by the FAST Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN).

NN – National Truck Network - Those routes on the state-maintained road system which have been specifically designated by the KYTC and approved by FHWA for use by motor vehicles (trucks) with increased dimensions (e.g., 102 inches wide, 13'-6" high, semi-trailers up to 53 feet long, trailers 28 feet long - not to exceed two (2) trailers per truck). Information is available in HIS.

Nonattainment Area – A nonattainment area is one where air quality monitors show that the area exceeds the level of toxic emissions (ozone or carbon monoxide) permitted by the Clean Air Act. The boundary of the area is determined by the Environmental Protection Agency. All nonattainment areas must demonstrate conformity, as required in the transportation conformity rule, before federal-aid funds may be authorized in the given area.

Nonexempt – A project that adds capacity to an existing roadway system, and the project is located within a designated "nonattainment" or "maintenance" area for air quality standards pursuant to the Federal Clean Air Act.

NR Properties – National Register of Historic Places Properties - An environmental concern that triggers a special analysis and/or treatment. Avoidance of such properties is almost always mandatory. See: http://www.cr.nps.gov/nr/

P – for Preliminary Engineering and Environmental Phase of project

PLH - Public Lands Highways Program - Originally established in 1930; intent of the program is to improve access to and within the federal lands of the nation.
See: http://www.fhwa.dot.gov/discretionary/012304a3.htm

PM 2.5 - Particulate matter that is 2.5 micrometers or smaller in size; an air quality issue.
See: http://www.epa.gov/region4/sesd/pm25/p1.html

P & N - Purpose and Need - A brief statement of the problem a potential transportation project is to address. In later project development phases, a concise purpose and need statement is essential in establishing a basis for the development of reasonable alternatives to be evaluated in accordance with a project's EIS.

PUBLIC INVOLVEMENT PROCESS – The process that the KYTC uses to be compliant with 23 CFR 450.210 (a) which states that "In carrying out the statewide transportation planning process, including development of the long-range statewide transportation plan and the STIP, the State shall develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points."

R – for Right-of-Way acquisition phase of project

ROD – Record of Decision - A formal decision published in the federal register of a federal agency's decision on a federally-funded project on which an EIS was prepared. See 23 CFR 771.127, 40 CFR 1505.2, 40 CFR 1506, et al. An example of a ROD for a Kentucky transportation project may be found at: http://www.kyinbridges.com/pdfs/rod.pdf.

RRP – Federal Railroad Protection Program - Match monies at an 80/20 ratio dedicated to installing protective devices at rail/highway crossings.

RRS - Federal Railroad Separation Protection Program - Federal match monies at an 80/20 ratio dedicated to replacing at-grade rail/highway crossings with a grade separation (overpass or underpass).

RSE – An identifier for GIS purposes consisting of county and route number.

RTPO – Regional Transportation Planning Organization – Added in the language of the FAST Act. A policy board that may be established by the Governor that consists of nonmetropolitan local officials or their designees created to carry out the regional transportation planning process.

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. This Act authorized the Federal Surface Transportation Programs for highways, highway safety, and transit for the 5-year period 2005-2009.

SB2 – State Bonds 2010

SC – State Contingency Account - A discretionary account available to the Secretary of the Kentucky Transportation Cabinet for emergency or economic development projects.

Scenic Byway - These routes are nominated by local support groups and designated by the Transportation Cabinet because they are deemed to have roadside or view sheds of aesthetic, historical, cultural, natural, archaeological, and/or recreational value worthy of preservation, restoration, protection, and/or enhancement. Information is available in HIS.

SIP – State Implementation Plan - A plan that provides for implementation, maintenance, and enforcement of primary and secondary air quality standards. It requires the development of a comprehensive emissions inventory and it includes enforceable emission limitations and other control measures, means, or techniques as well as schedules and timetables for compliance.www.air.ky.gov/

SP – State Funded Projects - Monies dedicated to a 100% state-funded project development program. Funding in this program is the "balancing account" within the transportation development program, and hence is subject to cash availability. Projects in this category are subject to substantial delay should cash not be available to support planned expenditures.

SPB – State Bonds 2009

SPP – State Funded Projects – High Priority Projects

STBG – Surface Transportation Block Grant Program – A program established with the FAST Act which was previously the Surface Transportation Program (STP). States and localities may use these funds for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities.

STP – Federal Surface Transportation Program – The FAST Act converted this long-standing program into the Surface Transportation Block Grant Program (STBG). (See STBG definition above). The STBG program under the FAST Act continues all prior STP eligibilities. Subcategories include:

- SAH – dedicated to Ashland Metro Area
- SHN – dedicated to Henderson Metro Area
- SLO – dedicated to Louisville Metro Area
- SLX – dedicated to Lexington Metro Area
- SNK – dedicated to Northern Kentucky Metro Area

STRAHNET – Strategic Highway Network - A designated system of public highways that provides access, continuity, and emergency transportation of personnel and equipment in times of peace and war. The 61,000-mile nationwide system, designated by the Federal Highway

Administration in partnership with the Department of Defense and the state DOTs, comprises about 45,400 miles of interstate and defense highways and 15,600 miles of other public highways. STRAHNET is complemented by about 1,700 miles of connectors - additional highway routes linking more than 200 military installations and ports to the network.

SUA – Small Urban Area - Population centers of between 5,000 and 50,000 persons.

TAP – Transportation Alternatives Program – This program was established by MAP-21 and eliminated by the FAST Act. The FAST Act replaces it with a set-aside of Surface Transportation Block Grant (STBG) funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, Recreational Trails, Safe Routes to School projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

TCM – Transportation Control Measure - Transportation control measures may be identified in the State Implementation Plan as a means of controlling air quality and may consist of such projects as vehicle emissions testing program, ridesharing, transit improvements, etc.

TCSP – Transportation and Community and System Preservation (TCSP) Program - TCSP provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation and community and system preservation, and to identify private sector-based initiatives. Projects eligible for TCSP funding include any project eligible for funding under Title 23 or Chapter 53 of Title 49 U.S.C. or any other activity relating to the purposes of this section determined appropriate by the Secretary. This includes corridor preservation activities necessary to implement transit oriented development plans, traffic calming measures, or other coordinated preservation practices. MAP-21 eliminated the TCSP Program.

TDM – Transportation Demand Management - TDM consists of techniques to control demand on roadways, such as offering incentives to use transit, raising parking costs in the CBD, and telecommuting.

TE – FHWA Transportation Enhancement Program - A category of federal highway funds, with strict eligibility requirements that exists to support non-traditional transportation-related projects. In Kentucky, this funding source has traditionally supported Renaissance Kentucky and other historic preservation projects. MAP-21 eliminated the TE Program, however, the states are permitted to use the remainder of allocated TE funding for projects.

TIP/STIP – Transportation Improvement Program/State Transportation Improvement Program - A fiscally balanced project listing that constitutes an agencies transportation project development schedule for a certain time period.

TMA – Transportation Management Area - An urbanized area over 200,000 in population as defined by ISTEA. A TMA is given responsibility, through the MPO, for making decisions as to how some categories of federal transportation funds will be spent.

TPC – Transportation Policy Committee - The TPC is the MPO committee responsible for deciding how local federal transportation dollars will be spent and for determining local transportation planning policy.

Transportation Study Area/Transportation Planning Area – This federally mandated area includes the urban area, the contiguous area expected to become urban in the next 20 years, and the nonattainment area.

Travel Forecasting Model – A travel model developed for use with a computer. This model utilizes a geographic and mathematical simulation of area travel which estimates traffic volume on the existing system, and projects future traffic volumes. Congestion problems may be located, and traffic impacts of a particular project can be evaluated.

TSM – Transportation System Management -TSM techniques are designed to improve the level of efficiency at which the existing transportation system works. A project to synchronize traffic signals along corridors, for instance, will improve traffic flow and the efficiency of the road.

U – for Utility relocation phase of project

UNL – Unscheduled Needs List (formerly Unscheduled Projects List, or UPL) - A list maintained by the Division of Planning, of potential transportation projects with project data derived from the KYTC Project Identification Form.

Urban Area – Defined as a place of 5,000 or more in population, <u>including</u> the urbanized area as defined by the Bureau of Census. An urban area boundary, which encircles the urbanized areas in a region, may be developed by states in cooperation with local officials. This boundary is the line of demarcation for rural/urban functional classification of roadways.

VMT – Vehicle Miles of Travel - VMT is a measure of the level of travel activity in an area. The figure is generally found by multiplying the average length of trip by the total number of trips. As vehicle miles of travel increase, congestion and auto emissions that degrade air quality may be expected to increase (see PMT).

V/SF – Volume to Service Flow ratio - A quotient showing the ratio of a facility's actual vehicular traffic volume to its theoretical maximum potential vehicular traffic volume. A ratio higher than about 0.6 indicates traffic volumes are approaching congested conditions. This is also referred to V/C or Volume to Capacity ratio.

APPENDIX D

IMPORTANT ADDRESSES AND PHONE NUMBERS

KYTC EXECUTIVE MANAGEMENT PERSONNEL LISTING

(Locations in Transportation Cabinet Office Building unless indicated otherwise)

EXECUTIVE OFFICES

Secretary, Office of the

Title	Name	Phone	Fax	Floor / Location
Secretary	Greg Thomas	564-5102	564-9540	6
Executive Staff Advisor	Carol Ann Stansel			
Chief of Staff – Policy Advisor	Asa James Swan			

Budget & Fiscal Management, Office of

Title	Name	Phone	Fax	Floor / Location
Executive Director	Robin Brewer	564-4550	564-9454	6
Deputy Executive Director	Jessica Castenir			
Accounts, Director	Ronnie O'Nan	564-7334	564-5621	4
Purchases, Director	(Vacant)	564-4630	564-7069	4

Civil Rights & Small Business Development, Office for

Title	Name	Phone	Fax	Floor / Location
Executive Director	(Vacant)	564-3601	564-1491 564-2114	6
Deputy Executive Director	(Vacant)			

Information Technology, Office of

Title	Name	Phone	Fax	Floor / Location
Executive Director	Heather Stout	564-8900	564-3174	4
Deputy Executive Director	(Vacant)			

Inspector General, Office of

Title	Name	Phone	Fax	Floor / Location
Executive Director	Ben McKown	564-0501	564-6862	700 Louisville Rd (Berry Mansion)
Deputy Executive Director	(Vacant)			

Legal Services, Office of

Title	Name	Phone	Fax	Floor / Location
Executive Director	Kevin Moore	564-7650	564-5238	6
Deputy Executive Director	Matt Henderson			

Human Resource Management, Office of

Title	Name	Phone	Fax	Floor / Location
Executive Director	Lana Jolene Parris	564-4610	564-0845 564-6683	6
Deputy Executive Director	J R Dobner			
Personnel Administration, Director	(Vacant)			
Employee Management, Director	(Vacant)			
Professional Development & Organizational Management, Director	(Vacant)			

Public Affairs, Office of

Title	Name	Phone	Fax	Floor / Location
Executive Director	Ryan Watts	564-3419	564-4809	6

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Organizational Management Branch
Effective 07 / 2016

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	Gray Tomblyn	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	(Vacant)	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	Steve Parker	564-4480	564-7953	90 Airport Rd
Deputy Commissioner	(Vacant)			
Kentucky Airport Zoning Commission, Administrators	John Houlihan Randall Royer	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	John-Mark Hack	564-7000	564-6403	2
Deputy Commissioner	(Vacant)			
Driver Licensing, Director	(Vacant)	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	(Vacant)	564-2060	564-6615	6
Deputy Commissioner	Gary Reece			
Local Programs, Executive Director	(Vacant)			
Deputy Executive Director	(Vacant)			
Rural & Sec Roads, Executive Director	(Vacant)			
Deputy Executive Director	(Vacant)			

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Effective 07 / 2016

KYTC EXECUTIVE MANAGEMENT PERSONNEL LISTING

(Locations in Transportation Cabinet Office Building unless indicated otherwise)

HIGHWAYS, DEPARTMENT OF --------- OFFICE OF COMMISSIONER

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
COMMISSIONER	(VACANT)	502-564-3730	502-564-2277	6
STATE HIGHWAY ENGINEER	PATTY DUNAWAY			
EXECUTIVE DIRECTOR (PROJECT DEVELOPMENT)	PAUL LOONEY			
EXECUTIVE DIRECTOR PROJECT DELIVERY AND PRESERVATION	JOHN ANDY BARBER			
PROJECT MANAGER-MOUNTAIN PARKWAY	MARSHALL CARRIER			
INNOVATIVE ENGINEER	JASON SIWULA			
EXECUTIVE ADVISOR (OFFICE OF PROJECT DELIVERY & PRESERVATION)	BRYAN SUNDERLAND	502-564-2611	502-564-2277	700 CAPITAL AVENUE
PROGRAM MANAGEMENT, TE DIRECTOR	RON RIGNEY	502-564-3388	502-564-4809	6

HIGHWAYS, DEPARTMENT OF --------- OFFICE OF PROJECT DEVELOPMENT

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
PLANNING, TE DIRECTOR	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	ERIC PELFREY	564-4555	564-4422	

HIGHWAYS, DEPARTMENT OF --------- OFFICE OF PROJECT DELIVERY & PRESERVATION

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
CONSTRUCTION, TE DIRECTOR	RYAN GRIFFITH	564-4780	564-8388	3
CONSTRUCTION PROCUREMENT, TE DIRECTOR	RACHEL MILLS	564-3500	564-8961	
TRAFFIC OPERATIONS, TE DIRECTOR	JEFF WOLFE	564-3020	564-3532	
MAINTENANCE, TE DIRECTOR	JON WILCOXSON	564-4556	564-3532	
MATERIALS, TE DIRECTOR	ALLEN MYERS	564-3160	564-7034	1227 WILKINSON
EQUIPMENT, TE DIRECTOR	RICHARD DURHAM	564-3916	564-3198	1234 WILKINSON

HIGHWAYS, DEPARTMENT OF --------- OFFICE OF HIGHWAY SAFETY

TITLE	NAME	PHONE	FAX	FLOOR / LOCATION
HIGHWAY SAFETY, EXECUTIVE DIRECTOR	NOELLE HUNTER	564-1438	564-2629	4
DEPUTY EXECUTIVE DIRECTOR	(VACANT)			
HIGHWAY SAFETY PROGRAMS, DIRECTOR	(VACANT)			
INCIDENT MANAGEMENT, DIRECTOR	NOELLE HUNTER*	564-2080	564-2978	1

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Organizational Management Branch
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KYTC EXECUTIVE MANAGEMENT PERSONNEL LISTING

HIGHWAY DISTRICT OFFICES

DISTRICT 1 – PADUCAH			
EXECUTIVE DIRECTOR	MIKE MCGREGOR	5501 KENTUCKY DAM ROAD	PH: (270) 898-2431
ADMINISTRATIVE COORDINATOR	(VACANT)	PADUCAH, KY 42003-9322	FX: (270) 898-7457
DISTRICT 2 – MADISONVILLE			
EXECUTIVE DIRECTOR	KENNY POTTS**	1840 NORTH MAIN STREET	PH: (270) 824-7080
ADMINISTRATIVE COORDINATOR	(VACANT)	MADISONVILLE, KY 42431	FX: (270) 824-7091
DISTRICT 3 – BOWLING GREEN			
EXECUTIVE DIRECTOR	JOE PLUNK*	900 MORGANTOWN ROAD	PH: (270) 746-7898
ADMINISTRATIVE COORDINATOR	JILL HARMON	BOWLING GREEN, KY 42101	FX: (270) 746-7643
DISTRICT 4 – ELIZABETHTOWN			
EXECUTIVE DIRECTOR	PAUL SANDERS	634 EAST DIXIE HIGHWAY	PH: (270) 766-5066
ADMINISTRATIVE COORDINATOR	(VACANT)	POST OFFICE BOX 309	1-800-459-3566
		ELIZABETHTOWN, KY 42702-0309	FX: (270) 766-5069
DISTRICT 5 – LOUISVILLE			
EXECUTIVE DIRECTOR	MATT BULLOCK	8310 WESTPORT ROAD	PH: (502) 210-5400
ADMINISTRATIVE COORDINATOR	(VACANT)	POST OFFICE BOX 22129	1-800-903-5844
		LOUISVILLE, KY 40242-3042	FX: (502) 210-5494
DISTRICT 6 – COVINGTON			
EXECUTIVE DIRECTOR	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	KELLY BAKER*	763 WEST NEW CIRCLE ROAD, BLDG. 2	PH: (859) 246-2355
ADMINISTRATIVE COORDINATOR	(VACANT)	POST OFFICE BOX 11127	FX: (859) 246-2354
		LEXINGTON, KY 40512-0127	
DISTRICT 8 – SOMERSET			
EXECUTIVE DIRECTOR	TAMRA WILSON*	1660 SOUTH HIGHWAY 27	PH: (606) 677-4017
ADMINISTRATIVE COORDINATOR	(VACANT)	POST OFFICE BOX 780	FX: (606) 677-4013
		SOMERSET, KY 42502-0780	
DISTRICT 9 – FLEMINGSBURG			
EXECUTIVE DIRECTOR	BART BRYANT	822 ELIZAVILLE AVENUE	PH: (606) 845-2551
ADMINISTRATIVE COORDINATOR	TROY SHROUT	POST OFFICE BOX 347	FX: (606) 849-2286
		FLEMINGSBURG, KY 41041-0347	
DISTRICT 10 – JACKSON			
EXECUTIVE DIRECTOR	CORBETT CAUDILL	473 HIGHWAY 15 SOUTH	PH: (606) 666-8841
ADMINISTRATIVE COORDINATOR	(VACANT)	POST OFFICE BOX 621	FX: (606) 666-7074
		JACKSON, KY 41339-0621	
DISTRICT 11– MANCHESTER			
EXECUTIVE DIRECTOR	SHERRI M. CHAPPELL	603 RAILROAD AVENUE	PH: (606) 598-2145
ADMINISTRATIVE COORDINATOR	(VACANT)	MANCHESTER, KY 40962	FX: (606) 598-8269
DISTRICT 12 – PIKEVILLE			
EXECUTIVE DIRECTOR	MARY WESTFALL-HOLBROOK	109 LORAINE STREET	PH: (606) 433-7791
ADMINISTRATIVE COORDINATOR	(VACANT)	PIKEVILLE, KY 41501-2486	FX: (606)433-7765

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Organizational Management Branch
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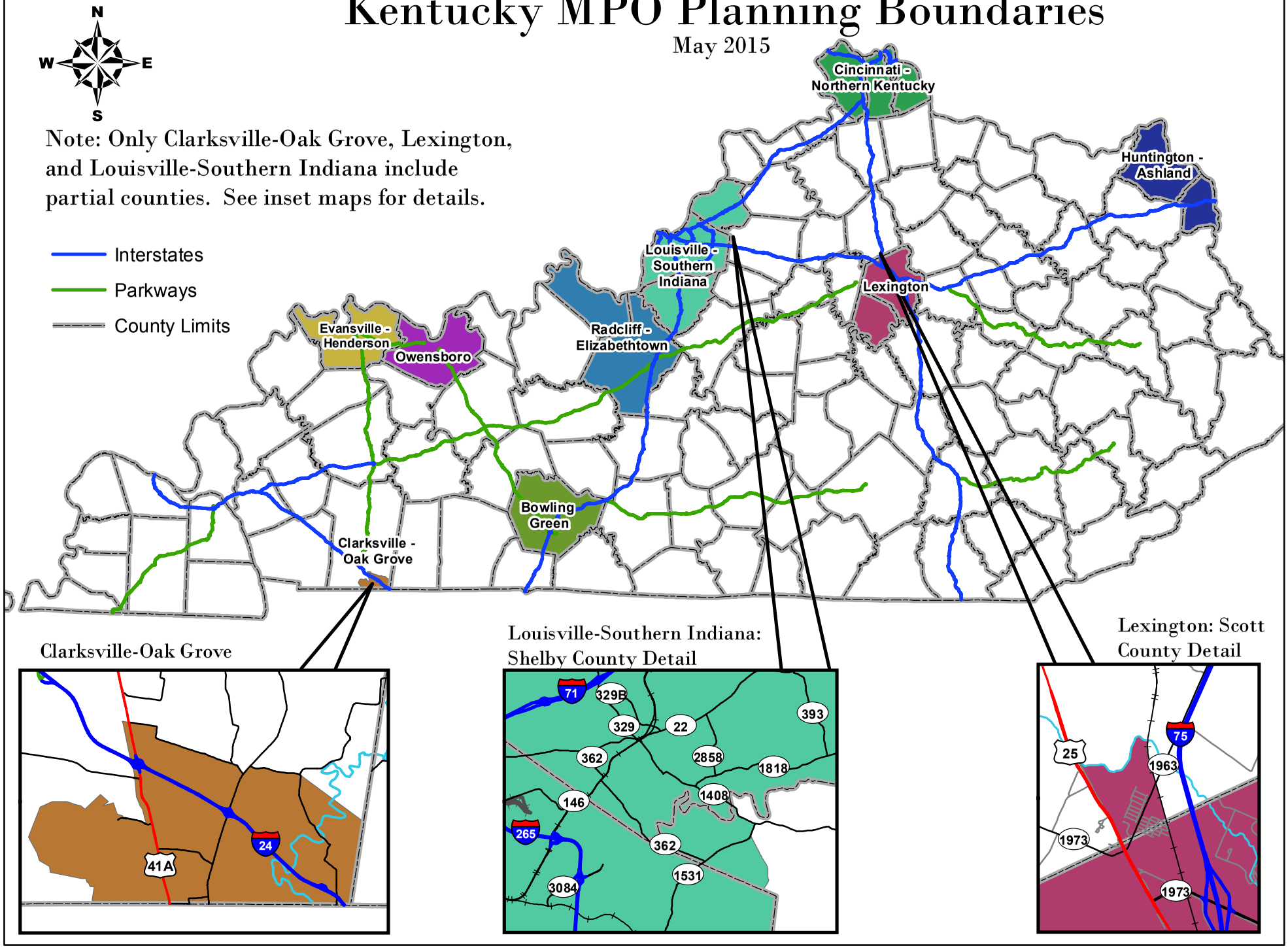
Kentucky's Highway Districts

1 *Paducah*
2 *Madisonville*
3 *Bowling Green*
4 *Elizabethtown*
5 *Louisville*
6 *Covington*
7 *Lexington*
8 *Somerset*
9 *Flemingsburg*
10 *Jackson*
11 *Manchester*
12 *Pikeville*

Kentucky MPO Planning Boundaries

May 2015



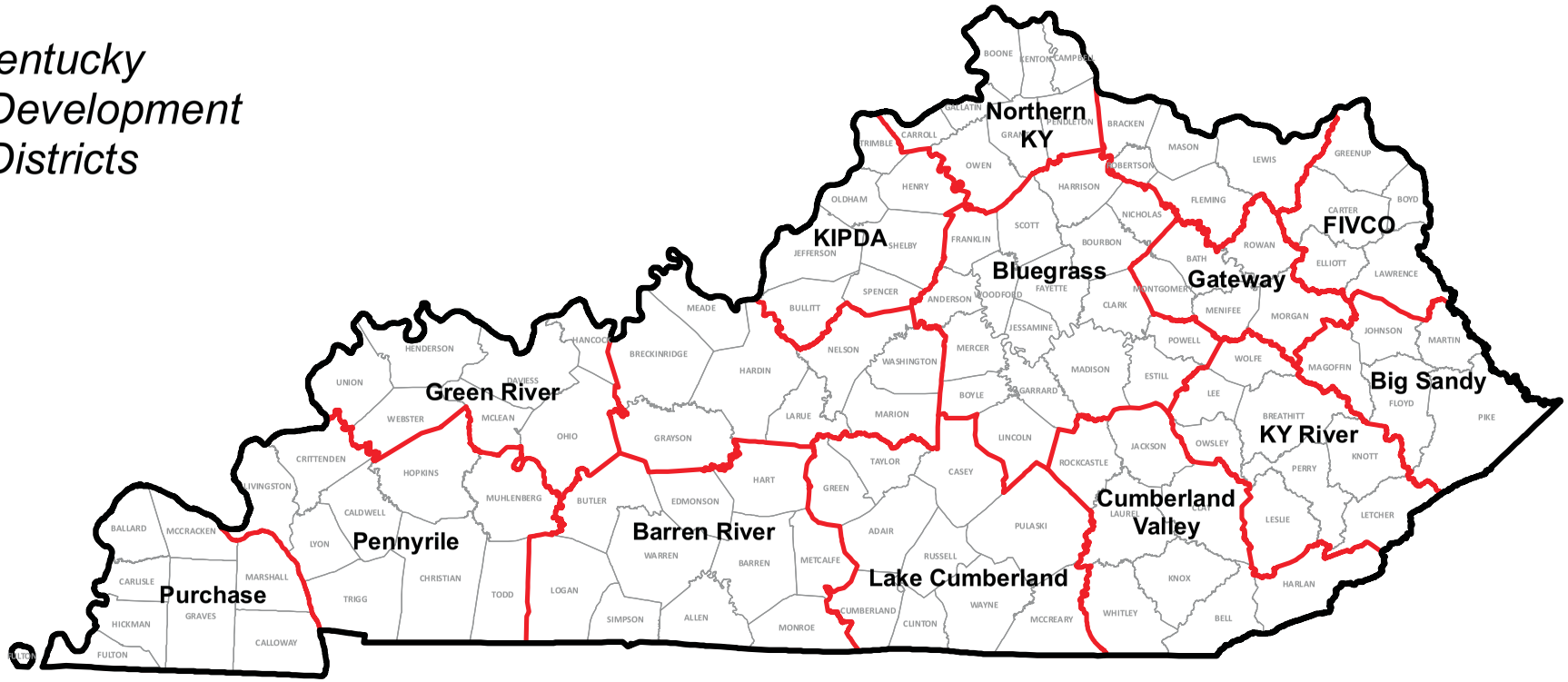
Metropolitan Planning Organizations

6/8/2016

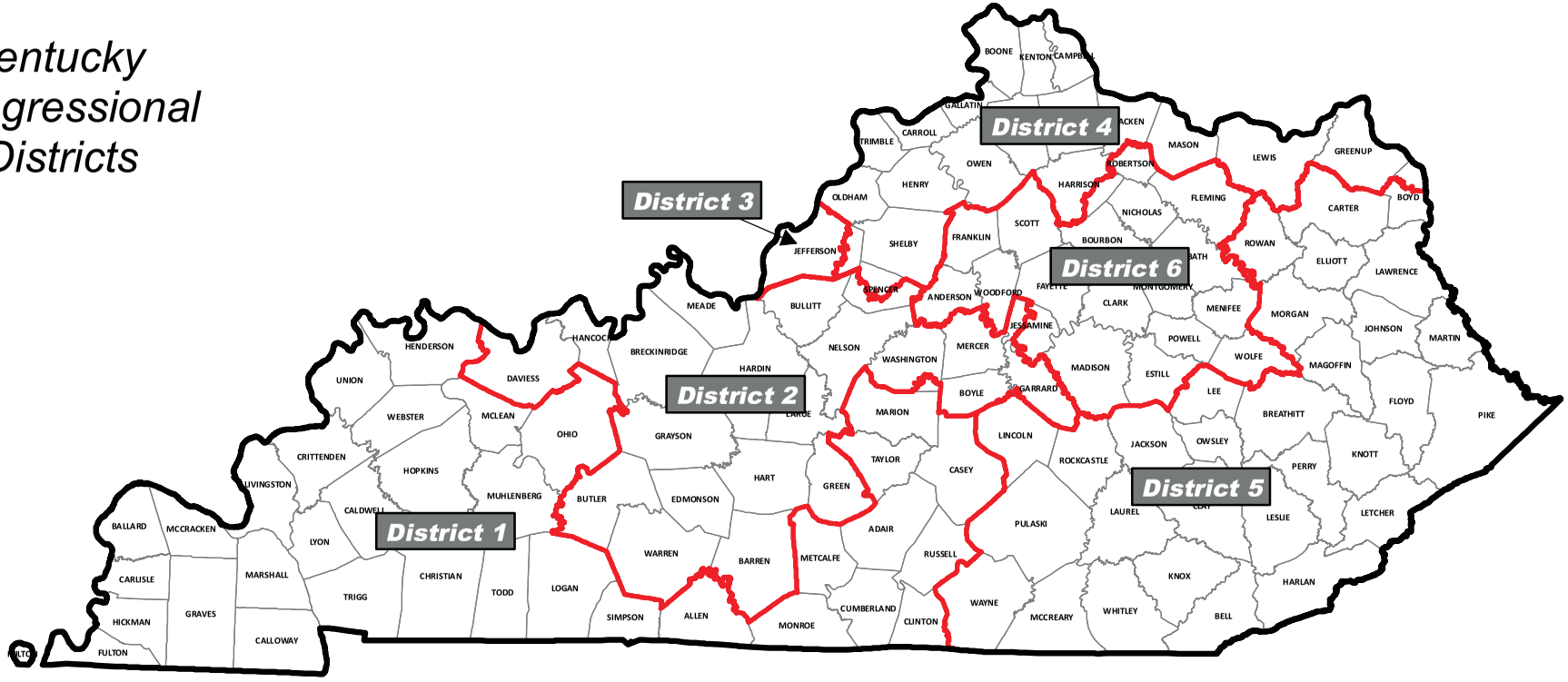
Urbanized Area	Planning Area Counties	MPO Staff Agency	Agency Director	MPO Planner
Bowling Green	KY-Warren	City-County Planning Commission of Warren County 1141 State Street Bowling Green, KY 42101 P: 270-842-1953 F: 270-842-1282 http://www.warrenpc.org/	Mr. Benjamin Peterson Director Ben.Peterson@bgky.org	Karissa Lemon MPO Director Karissa.Lemon@bgky.org
Cincinnati-Northern Kentucky	KY-Boone, Kenton, Campbell; OH-Butler, Clermont, Hamilton, Warren; IN-Deerborn	Ohio-Kentucky-Indiana Reg. Council of Govts. 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	Clarksville-Montgomery Co. Regional Planning Commission 329 Main Street Clarksville, TN 37040 P: 931-645-7448 F: 931-645-7481 www.cuampo.com	Dr. David Ripple Executive Director david.ripple@cityofclarksville.com	Mr. Stan Williams Transportation Planner stan.williams@cityofclarksville.com
Elizabethtown-Radcliff	KY-Hardin, Meade	Lincoln Trail ADD 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 mskaggs@ltadd.org
Evansville-Henderson	KY-Henderson; IN-Vanderburg, Gibson, Posey, Warrick	Evansville Metropolitan Planning Organization 1 N.W. Martin Luther King Jr. Blvd. 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	KYOVA Interstate Planning Commission 400 Third Avenue P.O. Box 939 Huntington, WV 25712 P: 304-523-7434 F: 304-529-7229 www.wvs.state.wv.us/kyova	Ms. Michele P. Craig Executive Director mcraig@kyovaipc.org	Dr. Saleem A. Salameh Technical Study Director ssalameh@kyovaipc.org
Lexington	KY-Fayette, Jessamine, Scott*	Lexington-Fayette Urban County Govt. 101 E. Vine St., 7th Floor Lexington, KY 40507 P: 859-258-3160 F: 859-258-3163 www.lexareampo.org	Mr. James Duncan Director of Planning jduncan3@lexingtonky.gov	Mr. Max Conyers Transportation Planning Manager maxc2@lexingtonky.gov
Louisville-Southern Indiana	KY-Jefferson, Bullitt, Oldham, Shelby*; IN-Clark, Floyd, Harrison*	KIPDA 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	Green River ADD 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	Executive Director Email Address	Telephone #	Address	City	ZipCode
Barren River ADD Rodney Kirtley, Executive Director	Rodney Kirtley	rkirtley@bradd.org	270-781-2381	177 Graham Avenue	Bowling Green	42102-9005
Big Sandy ADD Sandy Runyon, Executive Director	Sandy Runyon	sandy.runyon@bigsandy.org	606-886-2374	110 Resource Court	Prestonsburg	41653
Bluegrass ADD David Duttlinger, Executive Director	David Duttlinger	dduttlinger@bgadd.org	859-269-8021	699 Perimeter Drive	Lexington	40517
Buffalo Trace ADD Amy Kennedy, Executive Director	Amy Kennedy	akennedy@btadd.com	606-564-6894	P.O. Box 460	Maysville	41056
Cumberland Valley ADD Mike Patrick, Executive Director	Mike Patrick	mpatrick@cvadd.org	606-864-7391	P.O. Box 1740	London	40743-1740
FIVCO ADD Sherry R. McDavid, Executive Director	Sherry R. McDavid	sherry@fivco.org	606-929-1366	32 FIVCO Court	Grayson	41143
Gateway ADD Gail K. Wright, Executive Director	Gail K. Wright	gailk.wright@ky.gov	606-780-0090	110 Lake Park Dr.	Morehead	40351-7985
Green River ADD Jiten Shah, Executive Director	Jiten Shah	jitenshah@gradd.com	270-926-4433	300 GRADD Way	Owensboro	42301-0200
KIPDA ADD Jack Couch, Executive Director	Jack Couch	jack.couch@ky.gov	502-266-6084	11520 Commonwealth Dr.	Louisville	40299
Kentucky River ADD Mike Miller, Executive Director	Mike Miller	mike@kradd.org	606-436-3158	917 Perry Park Road	Hazard	41701
Lake Cumberland ADD Donna Diaz, Executive Director	Donna Diaz	donnad@lcadd.org	270-866-4200	P.O. Box 1570	Russell Springs	42642

KENTUCKY AREA DEVELOPMENT DISTRICTS

ADD	Executive Director	Executive Director Email Address	Telephone #	Address	City	ZipCode
Lincoln Trail ADD Wendell C. Lawrence, Executive Director	Wendell C. Lawrence	wendell@ltadd.org	270-769-2393	P.O. Box 604	Elizabethtown	42702-0604
Northern KY ADD Lisa Cooper, Executive Director	Lisa Cooper	lisa.cooper@nkadd.org	859-283-1885	22 Spiral Drive	Florence	41042
Pennyrile ADD Jason Vincent, Executive Director	Jason Vincent	jason.vincent@ky.gov	270-886-9484	300 Hammond Drive	Hopkinsville	42240
Purchase ADD Jennifer Beck-Walker, Executive Director	Jennifer Beck-Walker	nifer.beckwalker@purchaseadd	270-247-7171	P.O. Box 588	Mayfield	42066-0588
KY Council of ADDs Darrell Link, Director	Darrell Link	dlink@kcadd.org	502-875-2515	501 Capital Avenue	Frankfort	40601

U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

Kentucky Division

Staff Directory

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			(502) 223-6757
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Vacant		Environmental Protection Specialist	(502) 223-6742
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Chandler Whittington	eric.whittington@dot.gov	Financial Specialist Trainee	(502) 223-6745
Larin Vonnahme	larin.vonnahme@dot.gov	Contractor - IT Services	(502) 223-6746

Page last modified on May 24, 2016

June 2, 2016

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

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Sean Anderson, Safety Investigator	502-223-6766	502-330-6973
Rachelle Hetterson, Safety Investigator	502-223-6776	502-265-8874
Lolita Kendrick, Safety Investigator	502-223-6774	502-631-3927
Serena Shelton, Transportation Assistant	502-223-6769	