

**OWENSBORO-DAVIESS COUNTY  
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FY 2023-2028**



Prepared by



<https://gradd.com/local-government/transportation/owensboro-daviess-county-mpo/>

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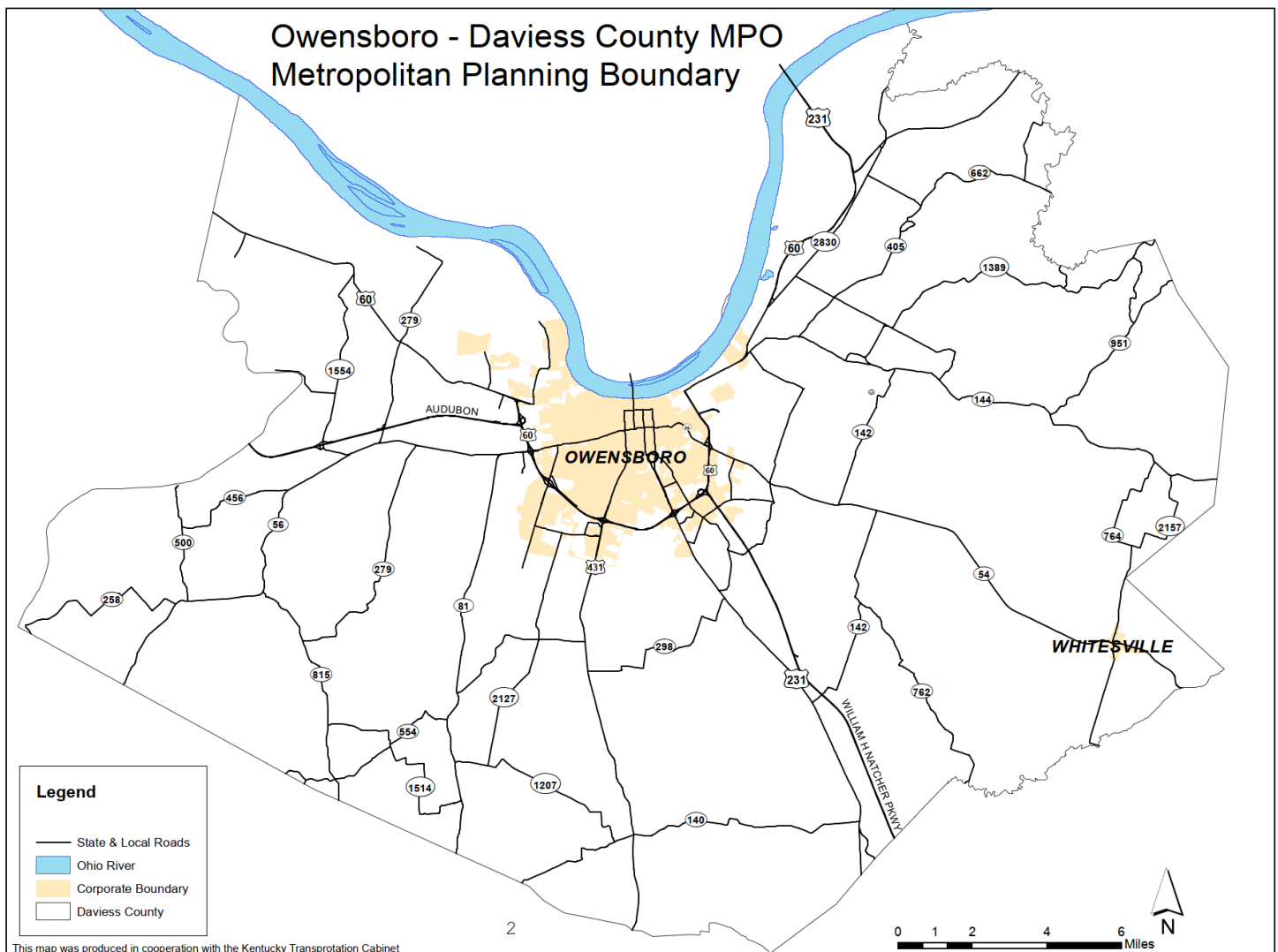
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## INTRODUCTION

The Federal Highway Act of 1962 requires all urbanized areas of 50,000 people or more to form a Metropolitan Planning Organization (MPO) to create a comprehensive urban transportation planning process for the region. The MPO is responsible for transportation planning activities that lead to the expenditure of federal surface transportation funds within the designated MPO planning area. The Owensboro-Daviess County MPO is comprised of the City of Owensboro and Daviess County, KY. The Green River Area Development District (GRADD) is the designated staff agency for the MPO.

The Owensboro-Daviess County MPO is made up of a Policy Committee and a Technical Advisory Committee. The Policy Committee sets policies for the MPO and has the final decision-making responsibilities for transportation planning and programming issues. The MPO's Technical Advisory Committee (TAC) is tasked with providing guidance for the technical aspects of the MPO's work. The TAC is made up of planners, engineers, economic development leaders and emergency response leaders of the jurisdictions and agencies comprising the MPO. The TAC guides the development of the Transportation Improvement Program (TIP) and the projects included in the TIP. The TAC will make a recommendation to the Policy Committee, which will provide final approval of the TIP. The membership of the Policy and Technical Advisory Committees can be found in Appendix C.



## **TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT**

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The Owensboro-Daviess County MPO conducts the urban transportation planning process for the Owensboro-Daviess County area. Components in this process are the Owensboro-Daviess County Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). The MTP is a long-range transportation plan that addresses the future needs and travel demand within the MPO area for the next 20+ years. It lists the goals, vision and projected transportation projects for the MPO area.

The TIP is a fiscally constrained, short-range program providing a prioritized list of multimodal projects in the Owensboro-Daviess County Metropolitan Planning Organization area for the next six years.

The TIP provides an overview of how transportation revenues will be invested over a six-year period by state and local agencies that have legal responsibility to build, operate and maintain the state's highways, streets and public transit systems. TIP projects come from the MPO's Metropolitan Transportation Plan (MTP), and the TIP reflects the investment priorities established in the MTP. Federal law requires expenditures in the TIP to be consistent with the MTP. The MPO develops the TIP collaboratively with the City of Owensboro and Daviess County governments, transit and transportation agencies and the Kentucky Transportation Cabinet.

Inclusion in the TIP is a prerequisite for federal funding. Highway projects are customarily divided into the phases of planning, design, right-of-way acquisition, utility relocation and construction. These phases occur over a period of years and scheduled in the TIP in accordance with the project's actual progress and the availability of funding.

### **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), which in turn submits it to the Federal Highway Administration and the Federal Transit Administration. KYTC uses the TIP as a basis for preparing its requests for federal funding.

### **Participation Plan**

The TIP is prepared in accordance with the Participation Plan of the Owensboro-Daviess County MPO. It requires the MPO develop and use a public participation process that provides reasonable opportunities for interested parties to comment on the MTP, TIP and other planning documents and activities within the MPO (refer to the MPO's Participation Plan at

[https://gradd.com/wp-content/uploads/dlm\\_uploads/2019/02/FY2019FINALFinalParticipationPlan.pdf](https://gradd.com/wp-content/uploads/dlm_uploads/2019/02/FY2019FINALFinalParticipationPlan.pdf) for more information).

To help track project delivery and the status of the TIP projects, federal regulations require the MPO to publish an Annual Listing of Obligated Projects report. This report, produced each December, lists all transportation projects in the MPO planning area for which federal funds were obligated in the preceding fiscal year.

### **Public Participation**

The FY 2023-2027 Owensboro-Daviess County MPO TIP was developed in accordance with the MPO's Participation Plan. To ensure the TIP received proper review, the MPO placed a public notice in the Oct. 4, 2022, edition of the Owensboro Messenger-Inquirer. The required 30-day public comment period began on Oct. 10, 2022 and ran through Nov. 11, 2022.

The document was available for review at the GRADD office, the Daviess County Public Library, Owensboro City Hall's reception desk, the office of the Daviess County Judge/Executive and Whitesville City Hall. The draft TIP also was placed on the MPO website: <https://gradd.com/wp-content/uploads/2022/09/FY-23-Tip-draft-2.pdf> Electronic copies of the TIP were provided to the Daviess County Public Library, Owensboro City Hall and Daviess County Fiscal Court, with a request to post it on those organizations' respective websites.

Three public hearings were held to receive comments: The first was held on October 18<sup>th</sup> in the Owensboro City Commission chambers on the fourth floor of Owensboro City Hall. The second was on October 20<sup>th</sup> in the meeting

room on the second floor of the Daviess County Courthouse. The third was held October 27<sup>th</sup> in the GRADD boardroom at 300 GRADD Way. Comments were also accepted by phone and email. Two comments were received from the public. They are included in full in Appendix D.

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

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

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

### **Air Quality**

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

## **PROJECT ORIGIN AND PRIORITIZATION**

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

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

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

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

## SHIFT

In 2017, KYTC developed a data-driven process to prioritize projects called Strategic Highway Investment Formula for Tomorrow (SHIFT). The SHIFT process utilizes data related to safety, congestion, asset management, economic growth and benefit cost to provide a technical score for each project. The technical score makes up 70% of the scoring process. The MPO uses its planning process to evaluate and add points to boost project scores, which makes up 15% of the overall project score. The final 15% comes from the KYTC Highway Districts through their own planning process. This process takes place every two years to prioritize projects in preparation for the development of the KYTC Highway Plan. The SHIFT process begins in odd-numbered years, so KYTC can prepare a plan to deliver to legislators for the biennium beginning in even-numbered years.

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

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

## FISCAL CONSTRAINT

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

The specific projects shown in the Project Listing tables on Pages 9 and 10 have been identified by the Transportation Cabinet, along with the associated programmed or planned revenue source and schedule, in the Cabinet's Six Year Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to adjustments that must be made to balance costs and revenues (or maintain financial constraint) at the statewide level, and because of various project-related delays. These changes will be initiated by the Cabinet and will be reflected in this document by TIP Administrative Modifications or Amendments.

Table 3 on Page 8 provides a summary of costs and revenues by funding type and year (all costs and revenues here and elsewhere in this document are shown in Year-of-Expenditure dollar values). A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

### **Project Types and Funding Classifications**

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

#### **Federal Transit Programs**

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

#### **Federal Highway Programs**

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

#### **State Programs**

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

## **GROUPED PROJECTS**

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Transportation planning regulations applicable to the development and content of Transportation Improvement Programs allow projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type and/or geographic area. Such projects are usually noncontroversial and produce negligible impacts – other than positive benefits for safety, traffic operations or preservation. Typically, these types of projects are not generated by the planning process; they are usually initiated by traffic operations or maintenance functions to correct existing problems or deficiencies, or they are the result of successful grant applications by local governments or entities. KYTC identifies many of these types of projects as “Z-Various” in the Statewide Transportation Improvement Program. For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the TIP.

Individual projects from grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope and cost) and approved for funding. Allowing such TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review and demonstration of fiscal constraint), simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories used by the Owensboro-Daviess County MPO are shown in Table 1 on Page 6. The list of grouped projects utilized here is a combination and simplification of two lists recommended by the

KYTC/FHWA Consolidated Planning Guidance. This process was used for applicability to the Owensboro-Daviess County area and to facilitate understanding by MPO committee members and the public. By listing these project types in the TIP, planning process stakeholders and the public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint or a conformity determination (if applicable).

With respect to financial constraint for grouped projects, please see to the Fiscal Constraint section of this document on Page 4 for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP – with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

**Table 1: GROUPED PROJECTS**

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

## COMPLETED PROJECTS

Federal law requires the TIP to contain a list of projects from the previous TIP that have been completed.

Table 2: COMPLETED PROJECTS FROM THE 2019-2024 TIP						
KYTC ID	Route	Phase	Year	Funding Type	Amount	Project Description
2-237	US 60	C	2019	STP	\$2,900,000	Reconstruction on US 60 between Oakford Loop Road (CR 1370) to address flooding in the vicinity of Kimberly Clark.
2-2092.1	WN 9007	R	2019	NH	\$200,000	I-65 Spur Corridor: Modernization of existing Natcher Parkway from the Ohio-Butler County line (MP 37.143) to the US 60 interchange (MP 72.264) in Owensboro
		C	2020		\$30,994,040	
2-9004.1	KY 2831	C	2018	SAF	\$243,000	Offset left turn lanes along KY 2831, install supplemental signal heads and rebuild the traffic signal at the intersection of KY 2831, KY 54 and KY 81
2-9004.2	US 431	C	2018	SAF	\$462,000	Construct turn lane improvements, rebuild the traffic signal and update the striping at the intersection of US 431 and Goetz/ Salem Drive
2-10003	CR 1129	D	2019	STP	\$175,000	Address deficiencies of old KY 54 bridge over branch of north fork of Panther Creek
		C	2020		\$647,500	
2-10023	KY 764	D	2019	STP	\$70,000	Address deficiencies of KY 764 bridge over unnamed stream
		C	2020		\$350,000	
2-20020	WN 9007	C	2020	STP	\$1,059,500	Address pavement condition of William Natcher Parkway (both directions) from MP 61.553 to MP66.08
				NH	\$3,178,500	
2-20021	WN 9007	C	2020	STP	\$1,442,000	Address pavement condition of William Natcher Parkway (both directions) from MP 66.08 to MP 72.26
				NH	\$4,326,000	
2-20047	US 60	C	2022	STP	\$402,250	Address pavement conditions on US 60 from MP 23.77 to MP 27.54
				NH	\$1,206,750	
2-293	CR 1215	C	2021	SAF	\$90,059	Roadway improvements (use of High Friction Surface) to enhance safety on CR 1215 (Veach Road ) between MP 0.1 and MP 0.6
		C	2019	RTP	\$23,315	Development of trailhead and trailhead facilities and maintenance of existing loop trail at Joe Ford Nature Trail.
		C	2020	RTP	\$28,776	Resurface trail through Whitesville Community Park.

## SUMMARY OF FUNDING

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

Table 3: SUMMARY OF PROJECT FUNDING BY TYPE								
Fiscal Year		Funding Type						Total
		BRO	BRZ	FBP	HSIP	NH	STP	
2023	Estimated Cost	\$0	\$5,000	\$2,640,000	\$500,000	\$0	\$1,600,000	\$4,745,000
	Revenue	\$0	\$5,000	\$2,640,000	\$500,000	\$0	\$1,600,000	\$4,745,000
2024	Estimated Cost	\$0	\$360,000	\$4,360,000		\$0	\$13,800,000	\$18,520,000
	Revenue	\$0	\$360,000	\$4,360,000		\$0	\$13,800,000	\$18,520,000
2025	Estimated Cost	\$4,620,000	\$0	\$3,850,000		\$9,976,560	\$7,950,000	\$26,396,560
	Revenue	\$4,620,000	\$0	\$3,850,000		\$9,976,560	\$7,950,000	\$26,396,560
2026	Estimated Cost	\$0	\$0	\$0		\$0	\$15,000,000	\$15,000,000
	Revenue	\$0	\$0	\$0		\$0	\$15,000,000	\$15,000,000
2027	Estimated Cost	\$0	\$0	\$0		\$4,565,000	\$8,040,000	\$12,605,000
	Revenue	\$0	\$0	\$0		\$4,565,000	\$8,040,000	\$12,605,000
2028	Estimated Cost	\$0	\$0	\$0		\$0	\$0	\$0
	Revenue	\$0	\$0	\$0		\$0	\$0	\$0
Total	Estimated Cost	\$4,620,000	\$365,000	\$10,850,000	\$500,000	\$14,541,560	\$46,390,000	\$77,266,560
	Revenue	\$4,620,000	\$365,000	\$10,850,000	\$500,000	\$14,541,560	\$46,390,000	\$77,266,560

**\* Fund Types:**

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



## FEDERALLY FUNDED PROJECTS

This is a list of transportation projects in the Owensboro-Daviess County MPO area that have received federal funding. Pages 11-25 provide additional information and geographic details for each project.

TABLE 4: FEDERALLY FUNDED PROJECTS							
KYTC ID	Route	DESCRIPTION	FUND TYPE*	PHASE*	YEAR	COST	TOTAL PROJECT COST
2-229	KY 298	Reconstruct intersection at Fairview Drive (KY 3143) and KY 298.	STP	R	2023	\$1,200,000	\$4,500,000
				U	2024	\$1,300,000	
				C	2025	\$2,000,000	
2-8801	KY 1456	Address substandard roadway geometrics and safety concerns on KY 1456 (Thruston-Dermont Road) from KY 54 to Hayden Road (MP 2.778 to 4.714.)	STP	D	2023	\$400,000	\$19,850,000
				R	2024	\$2,500,000	
				U	2025	\$1,950,000	
				C	2026	\$15,000,000	
2-8854	KY 3143	Improve KY 3143 from KY 3335 to KY 54	STP	R	2024	\$4,500,000	\$16,100,000
				U	2025	\$4,000,000	
				C	2027	\$7,600,000	
2-9012.1	US 431	Intersection and corridor improvements to reduce conflict points and to enhance safety on US 431 between MP 10.8 and MP 11.4	HSIP	C	2023	\$500,000	\$500,000
2-10004	CR 1257	Address deficiencies of Lyddane Bridge Road bridge over Flat Rock Creek	BRZ	R	2023	\$5,000	\$365,000
				C	2024	\$360,000	
2-10079	US 431	Bridge Project in Daviess County on (030B00049N) US 431 at Panther Creek	FBP	C	2024	\$4,360,000	\$4,360,000
2-10081	US 60	Bridge Project in Daviess County on (030B00096N) US 60 at Katie Meadow Slough	FBP	C	2023	\$2,640,000	\$2,640,000
2-10082	KY 662	Bridge Project in Daviess County on (030B00138N) KY 662 at Blackford Creek	FBP	D	2025	\$350,000	\$3,850,000
				C	2025	\$3,500,000	
2-10083	US 231	Bridge Project in Daviess County on (030B00164N) US 231 at Ohio River IN RT 66	BRO	D	2025	\$420,000	\$4,620,000
				C	2025	\$4,200,000	
2-20017	KY 81	Address pavement condition of PCC pavement from MP 11.891 to MP 13.320	STP	D	2027	\$275,000	\$275,000

**\* Fund Types:**

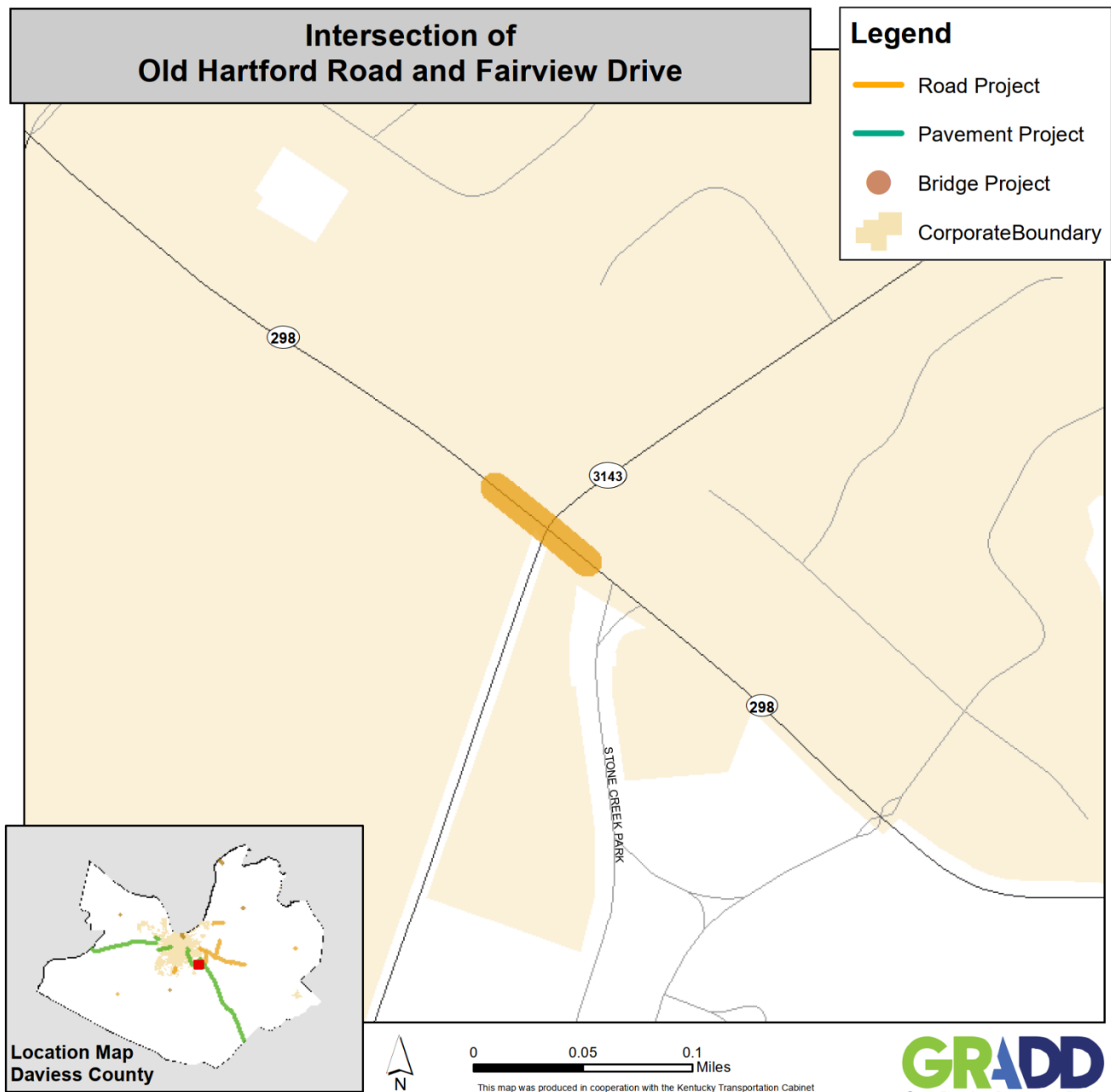
BRO: Federal Bridge Replacement, On System  
 BRZ: Federal Bridge Replacement, Off System  
 FBP: Federal Bridge Program  
 HSIP: Highway Safety Improvement Program  
 NH: National Highway  
 STP: Surface Transportation Block Grant Program

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

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

TABLE 4: FEDERALLY FUNDED PROJECTS (CONTINUED)							
KYTC ID	Route	DESCRIPTION	FUND TYPE*	PHASE+	YEAR	COST	TOTAL PROJECT COST
2-20019	KY 2155	Address pavement condition of PCC pavement from MP 0.000 to MP 1.991	STP	D	2027	\$165,000	\$165,000
2-22137	I-165	Address condition of I-165 noncardinal from MP 59.474 to MP 64.001	NH	D	2027	\$175,000	\$1,925,000
				C	2027	\$1,750,000	
2-22138	I-165	Address condition of I-165 noncardinal from MP 64.001 to MP 70.185	NH	D	2027	\$240,000	\$2,640,000
				C	2027	\$2,400,000	
2-22195	AU-9005	Address condition of Audubon Parkway from MP 15.883 to MP 23.441	NH	D	2025	\$906,960	\$9,976,560
				C	2025	\$9,069,600	
2-22325	US 431	Address condition of US 431 from MP 10.719 to MP 11.216	STP	D	2024	\$550,000	\$5,500,000
				C	2024	\$4,950,000	

FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-229	KY 298	Reconstruct intersection at KY 3143 (Fairview Drive) and KY 298 (Old Hartford Road)							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
STP1	R		\$1,200,000						\$1,200,000
STP1	U			\$1,300,000					\$1,300,000
STP1	C				\$2,000,000				\$2,000,000

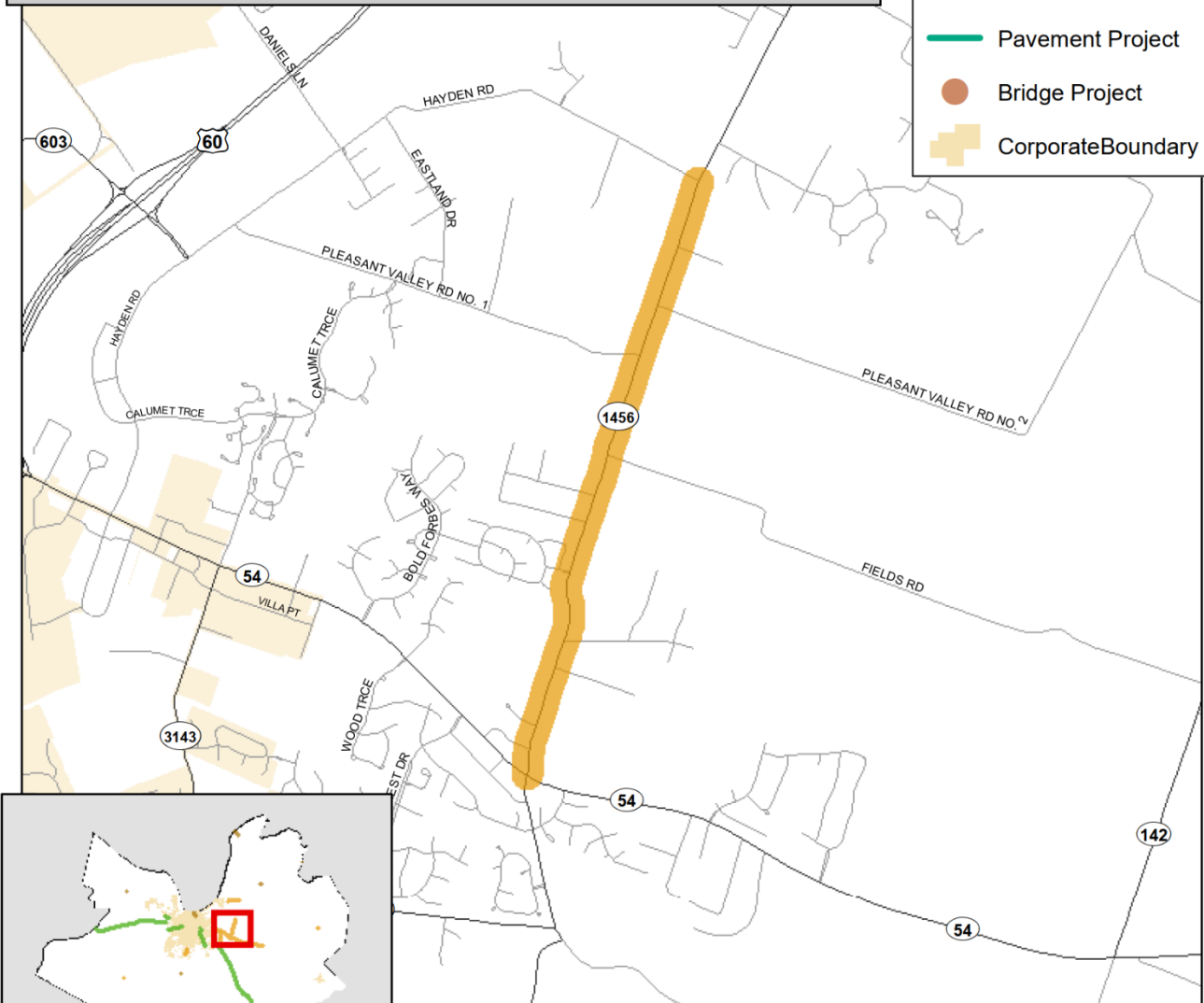


FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-8801.	KY 1456	Address substandard roadway geometrics and safety concerns on KY 1456 (Thruston-Dermont Road) from KY 54 to Hayden Road. MP 2.778 to MP 4.714							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
STP	D		\$400,000						\$400,000
STP	R			\$2,500,000					\$2,500,000
STP	U				\$1,950,000				\$1,950,000
STP	C					\$15,000,000			\$15,000,000

### KY 1456 (Thruston-Dermont Rd) Road Project

#### Legend

- Road Project
- Pavement Project
- Bridge Project
- Corporate Boundary



Location Map  
Daviess County

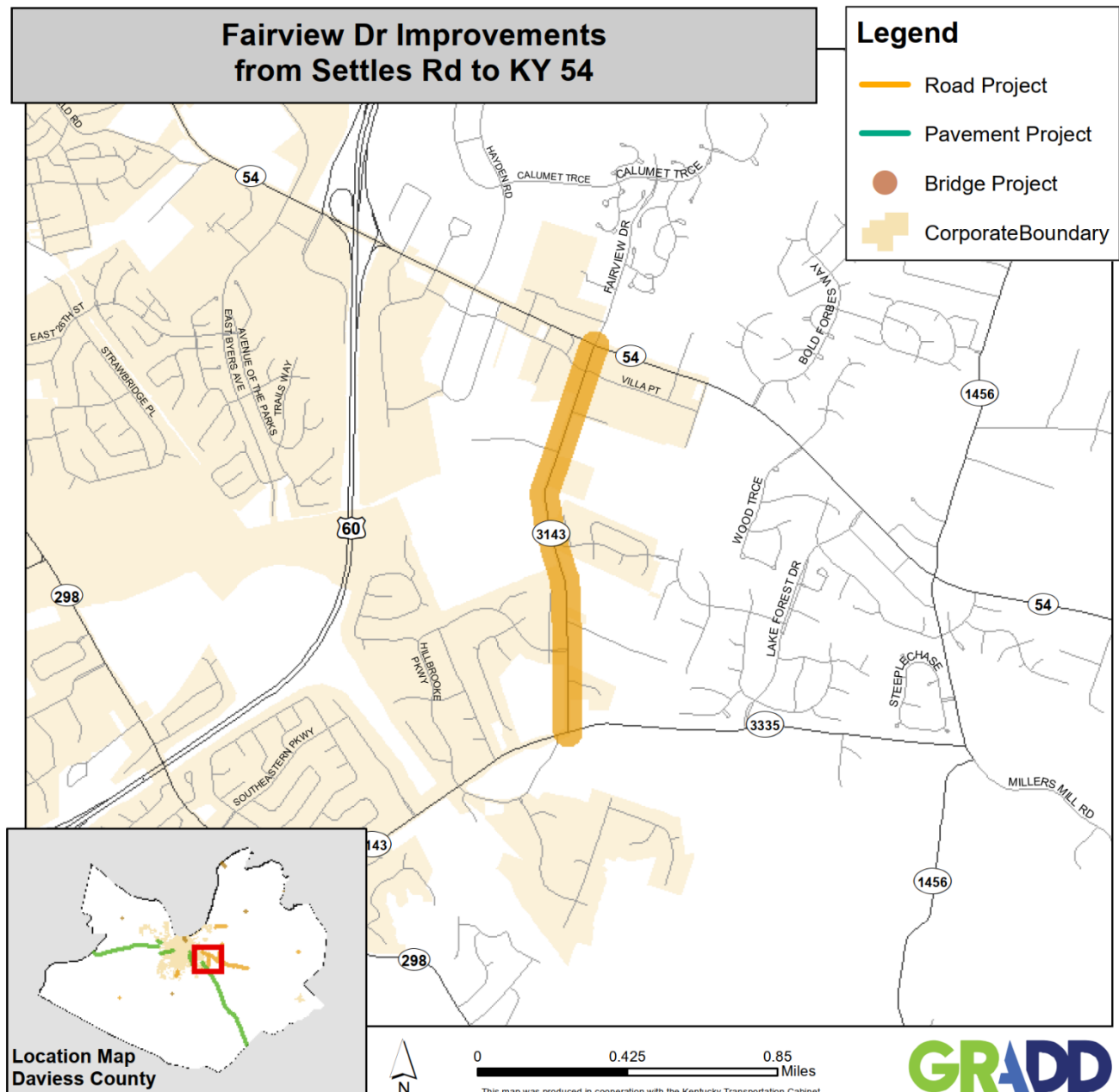


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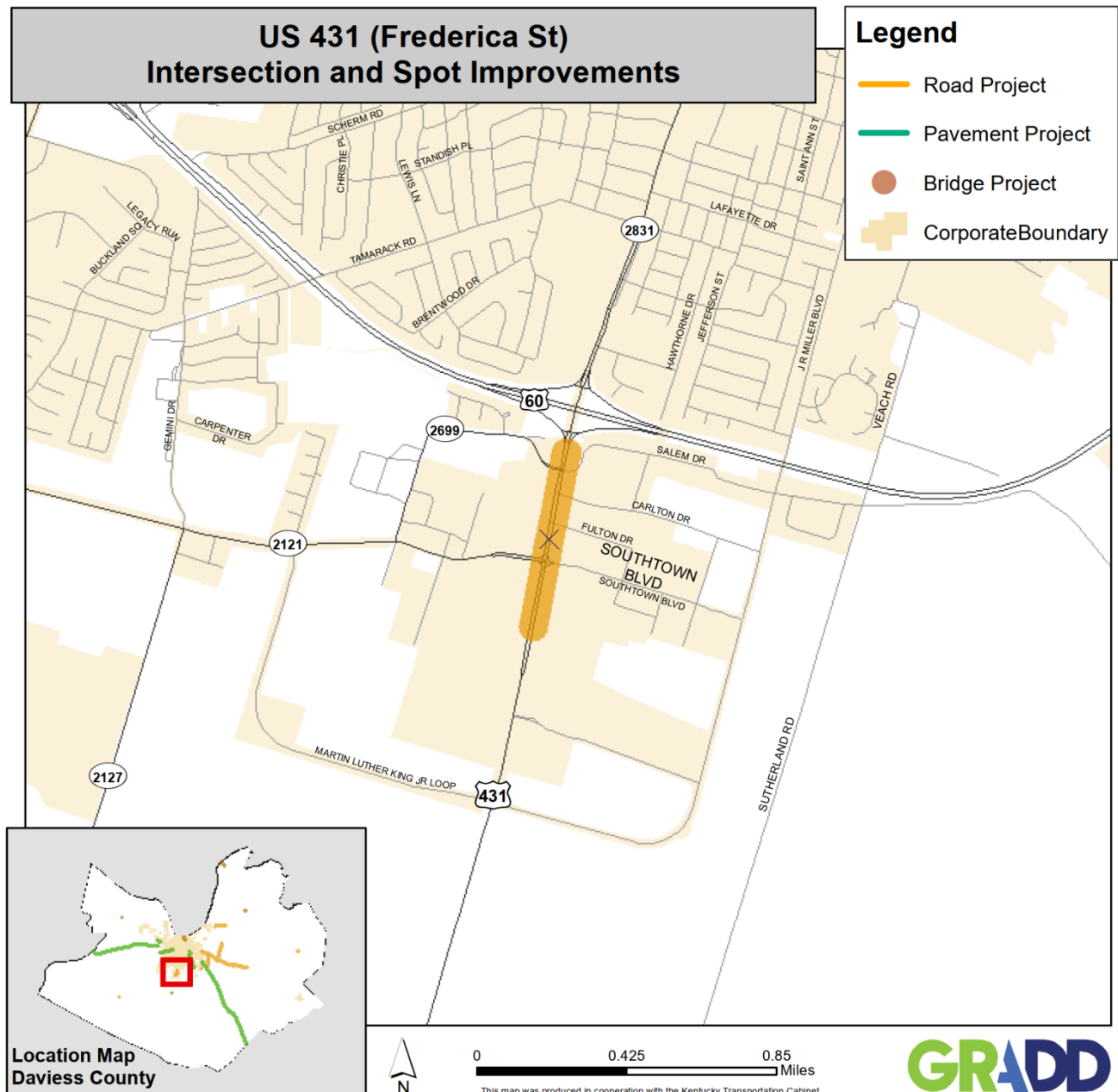
This map was produced in cooperation with the Kentucky Transportation Cabinet



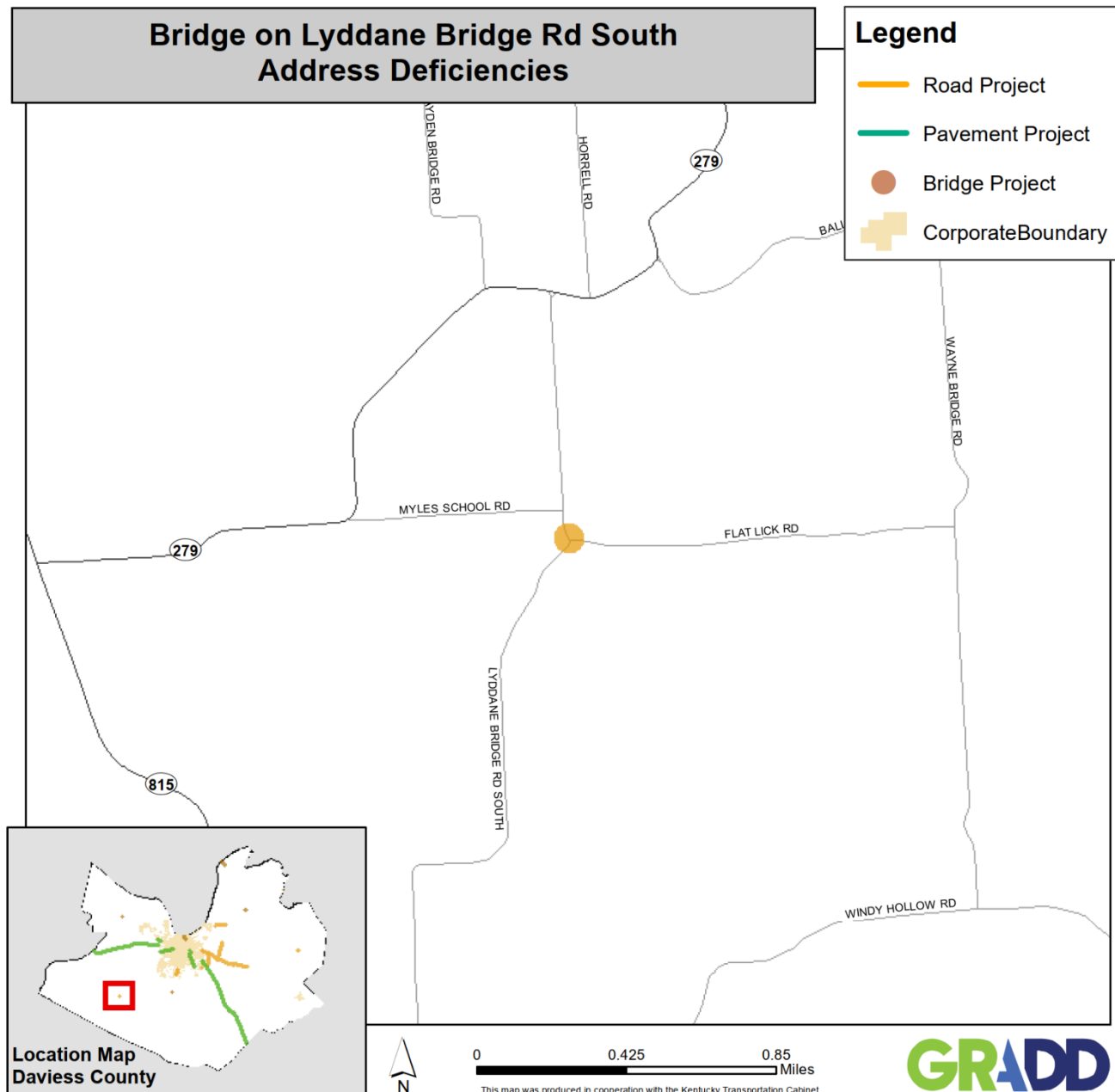
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-8854	KY 3143	Improve KY 3143 (Fairview Drive) from KY 3355 (Settles Road) to KY 54							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
STP	R			\$4,500,000					\$4,500,000
STP	U				\$4,000,000				\$4,000,000
STP	C						\$7,600,000		\$7,600,000



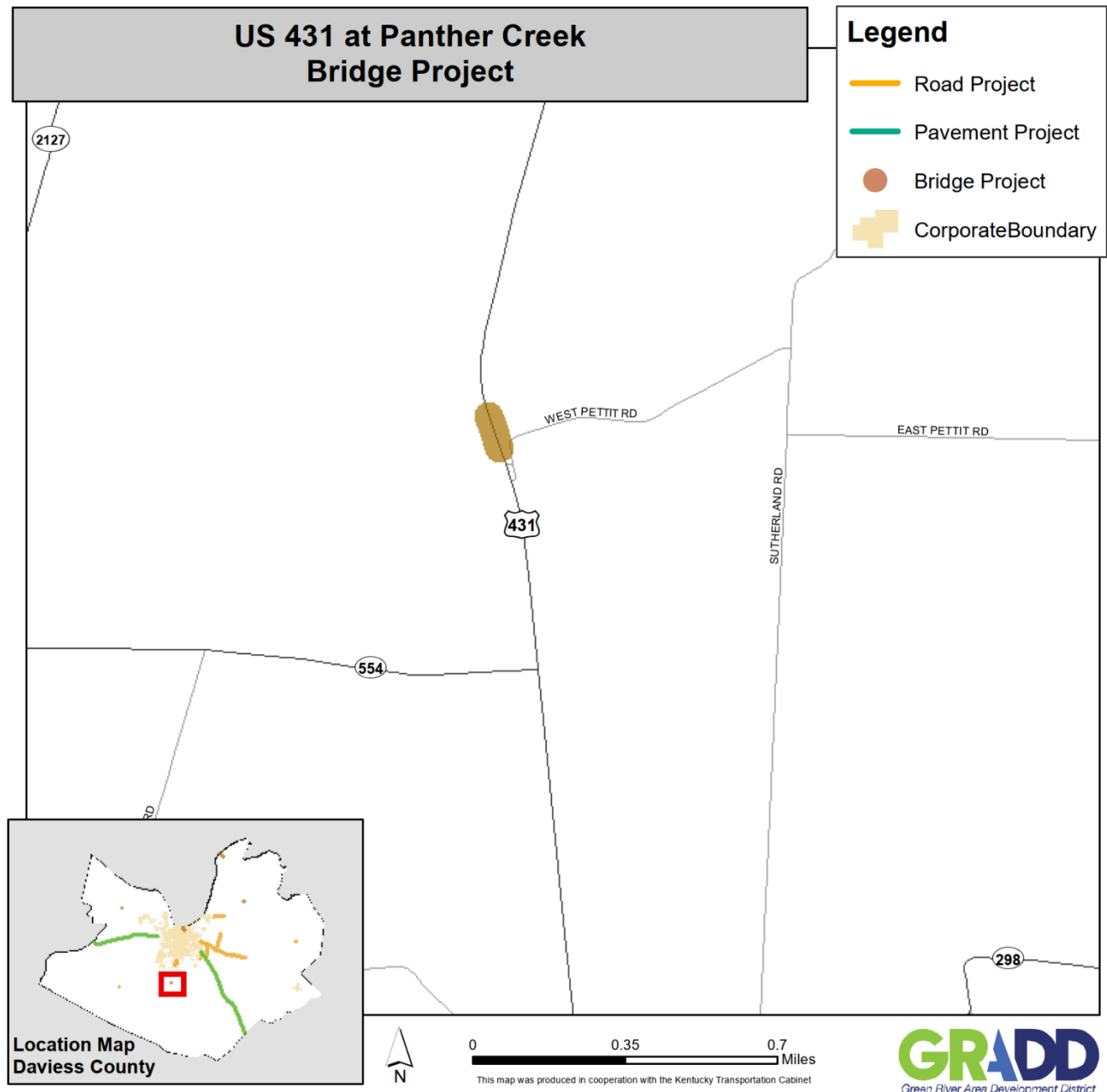
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-9012.1	US 431	Intersection and corridor improvements to reduce conflict points and enhance safety along US 431 between MP 10.839 and MP 11.389.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
SAF	C		\$500,000						\$500,000



FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-10004	CR 1257	Address deficiencies of Lyddane Bridge south bridge over Flat Rock Creek							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
BRZ	D	\$100,000							\$100,000
BRZ	U		\$5,000						\$5,000
BRZ	C			\$360,000					\$360,000

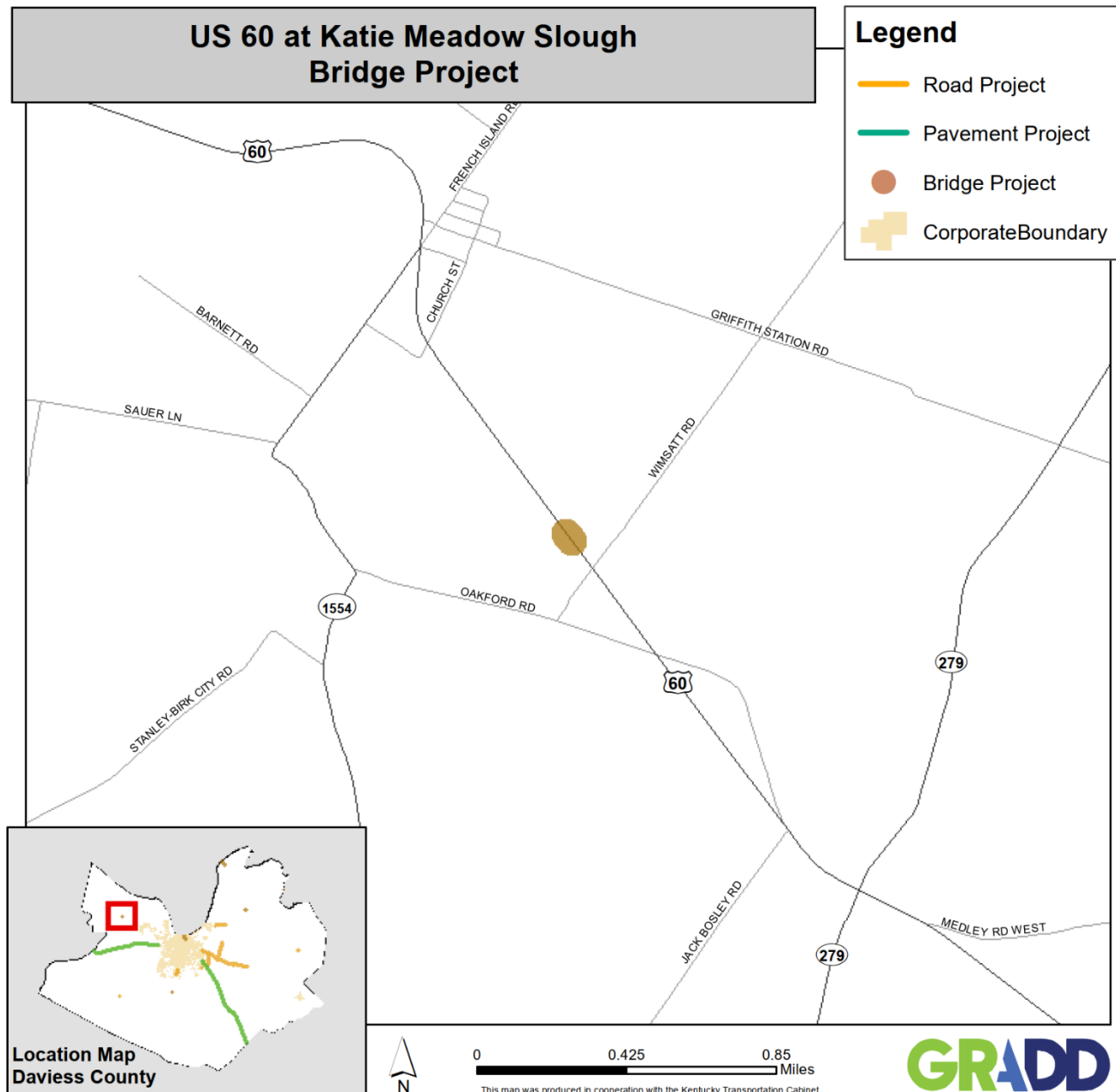


FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-10079	US 431	Bridge project in Daviess County on US 431 at Panther Creek.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
FBP	D	\$436,000							\$436,000
FBP	C			\$4,360,000					\$4,360,000

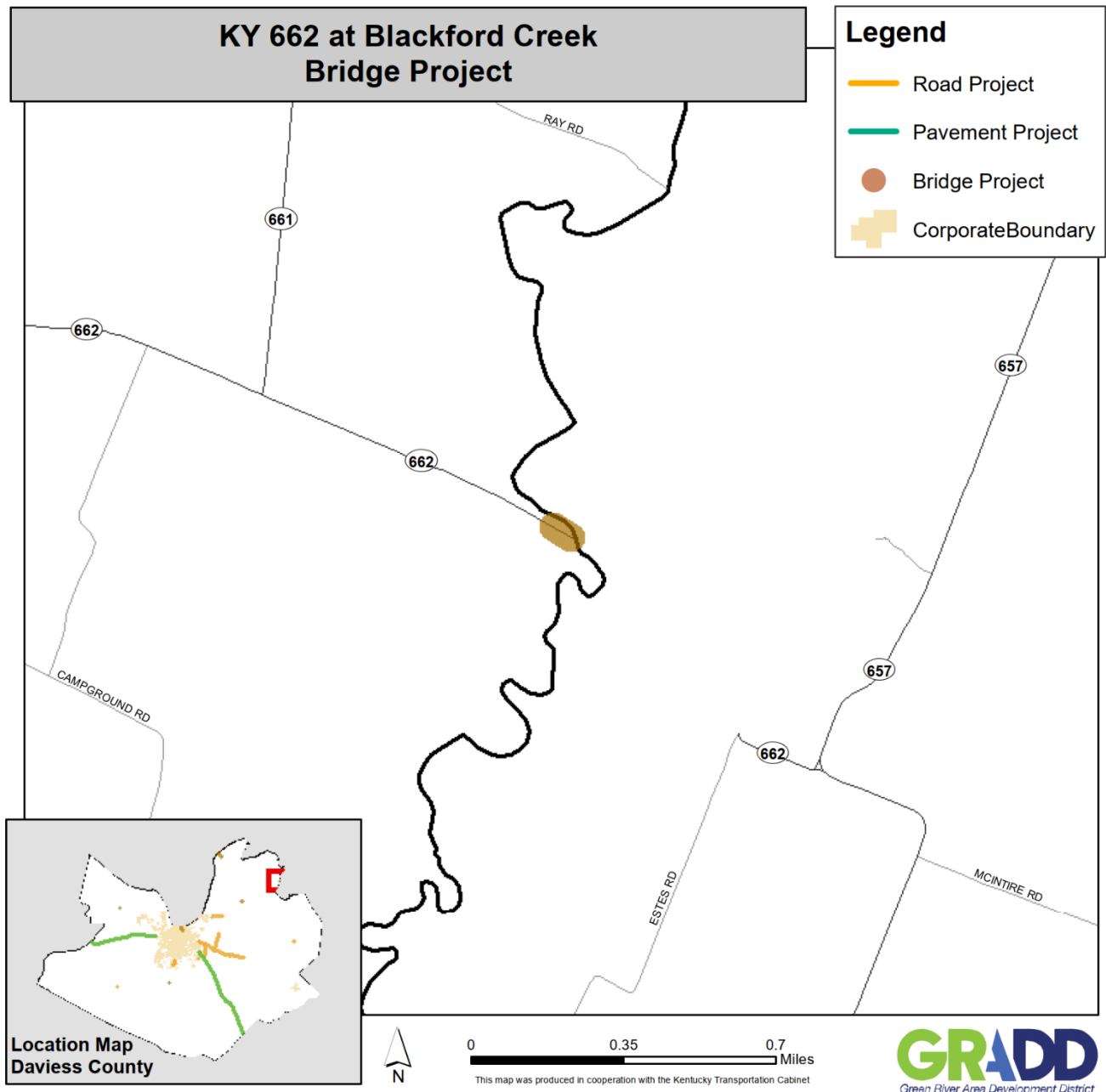




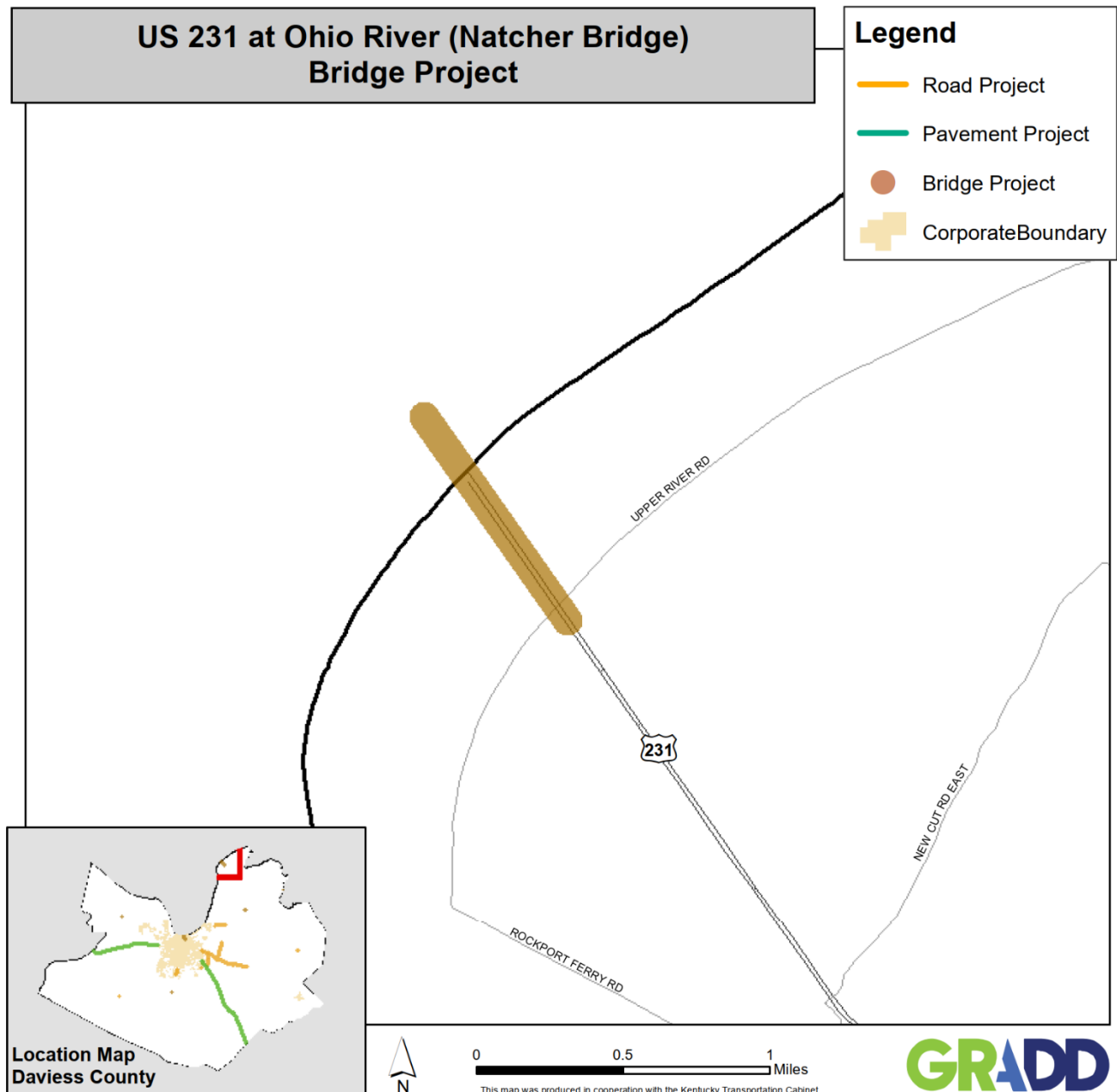
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-10081	US 60	Bridge Project in Daviess County on US 60 at Katie Meadow Slough.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
FBP	D	\$264,000							\$264,000
FBP	C		\$2,640,000						\$2,640,000



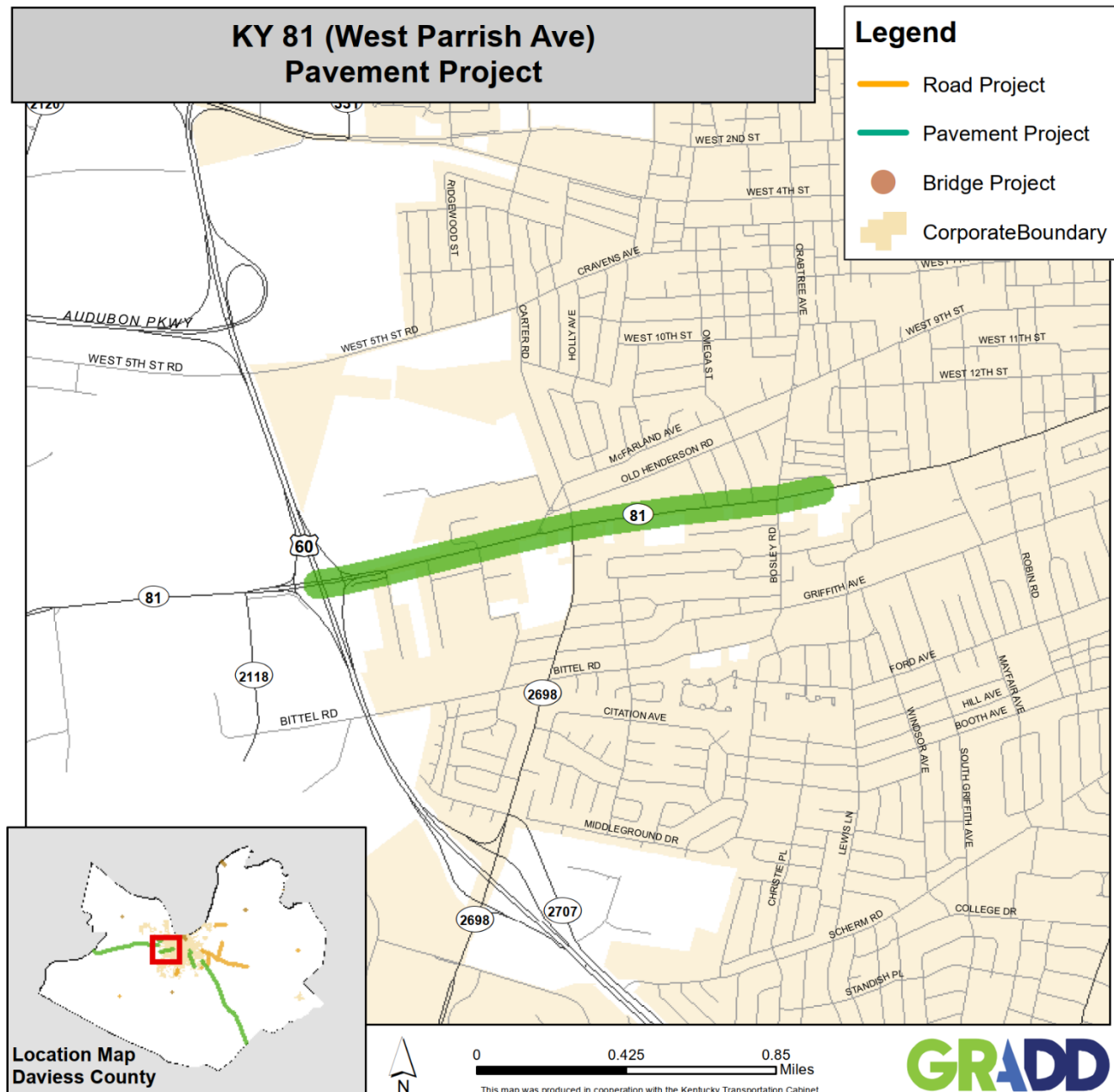
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-10082	KY 662	Bridge project in Daviess County on KY 662 at Blackford Creek.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
FBP	D				\$350,000				\$350,000
FBP	C				\$3,500,000				\$3,500,000



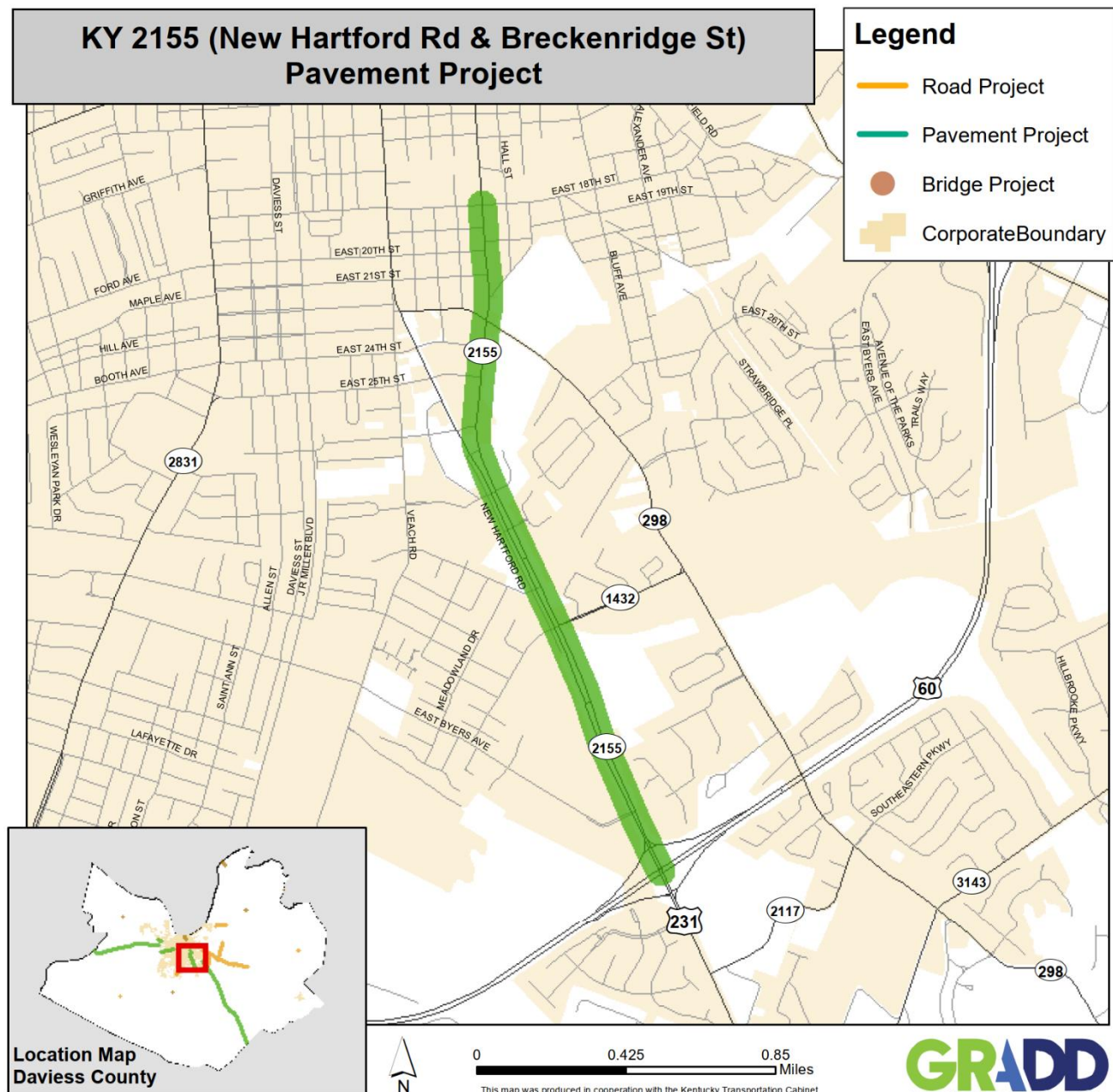
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-10083	US 231	Bridge Project in Daviess County on US 231 at Ohio River, Indiana ST Rt 66.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
BRO	D				\$420,000				\$420,000
BRO	C				\$4,200,000				\$4,200,000



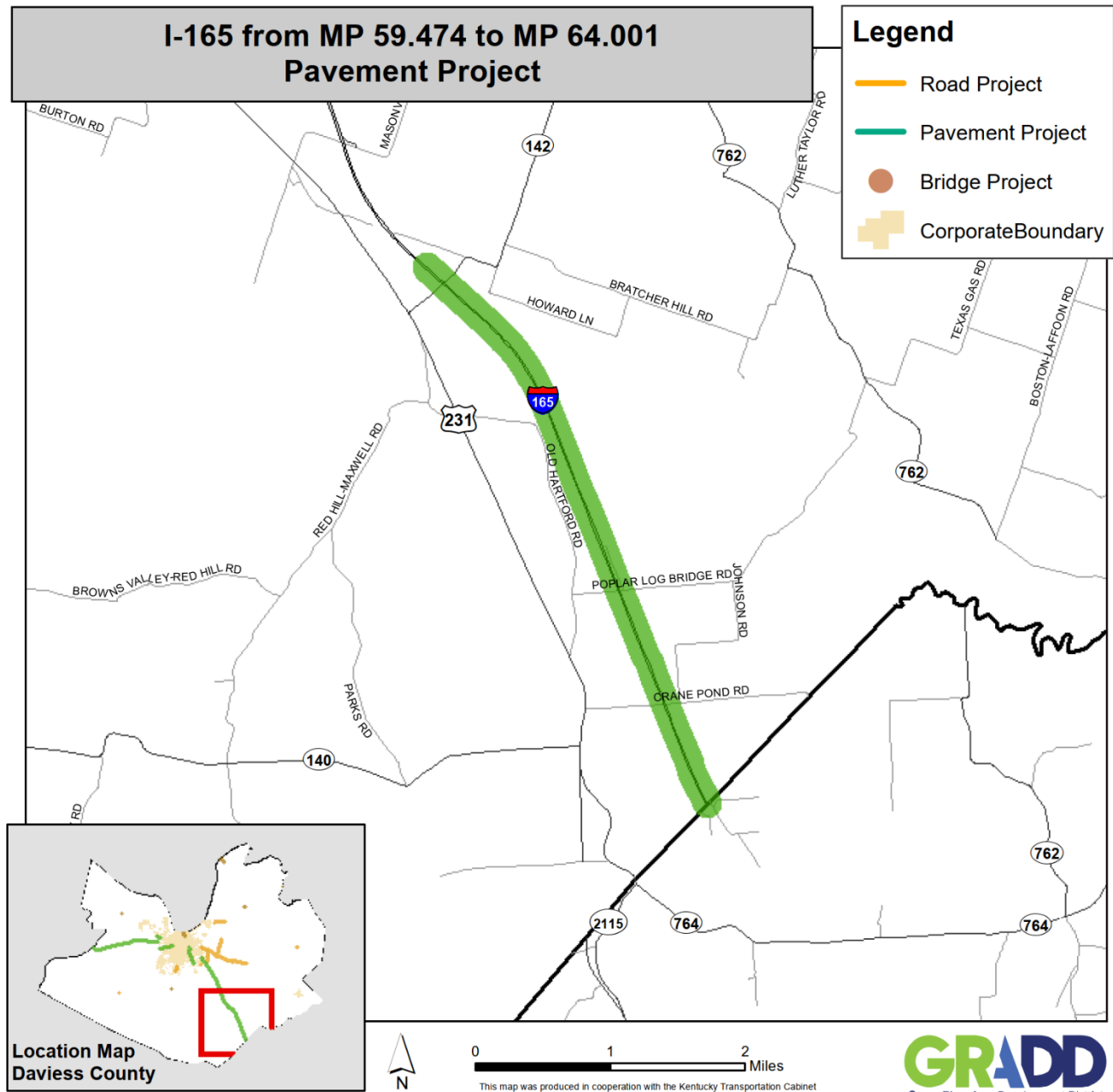
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-20017	KY 81	Address condition of KY 81 from MP 11.891 to MP 13.32							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
STP	D						\$275,000		\$275,000



FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-20019	KY 2155	Address condition of KY 2155 (Breckenridge St./New Hartford Road) from MP 0 to MP 1.991.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
STP	D						\$165,000		\$165,000

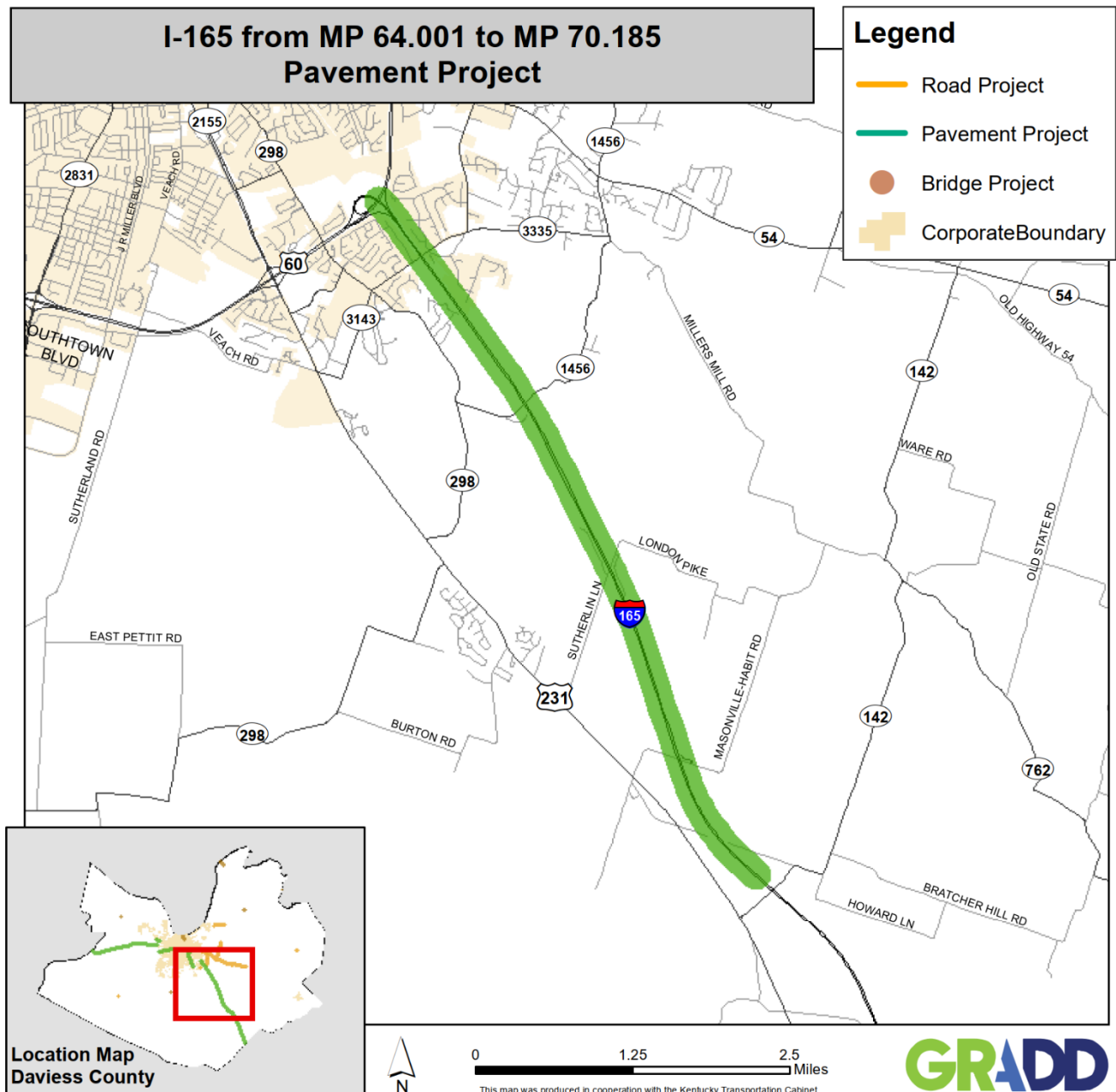


FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-22137	I-165	Address condition of I-165 noncardinal from MP 59.474 to MP 64.001.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
NH	D						\$175,000		\$175,000
NH	C						\$1,750,000		\$1,750,000

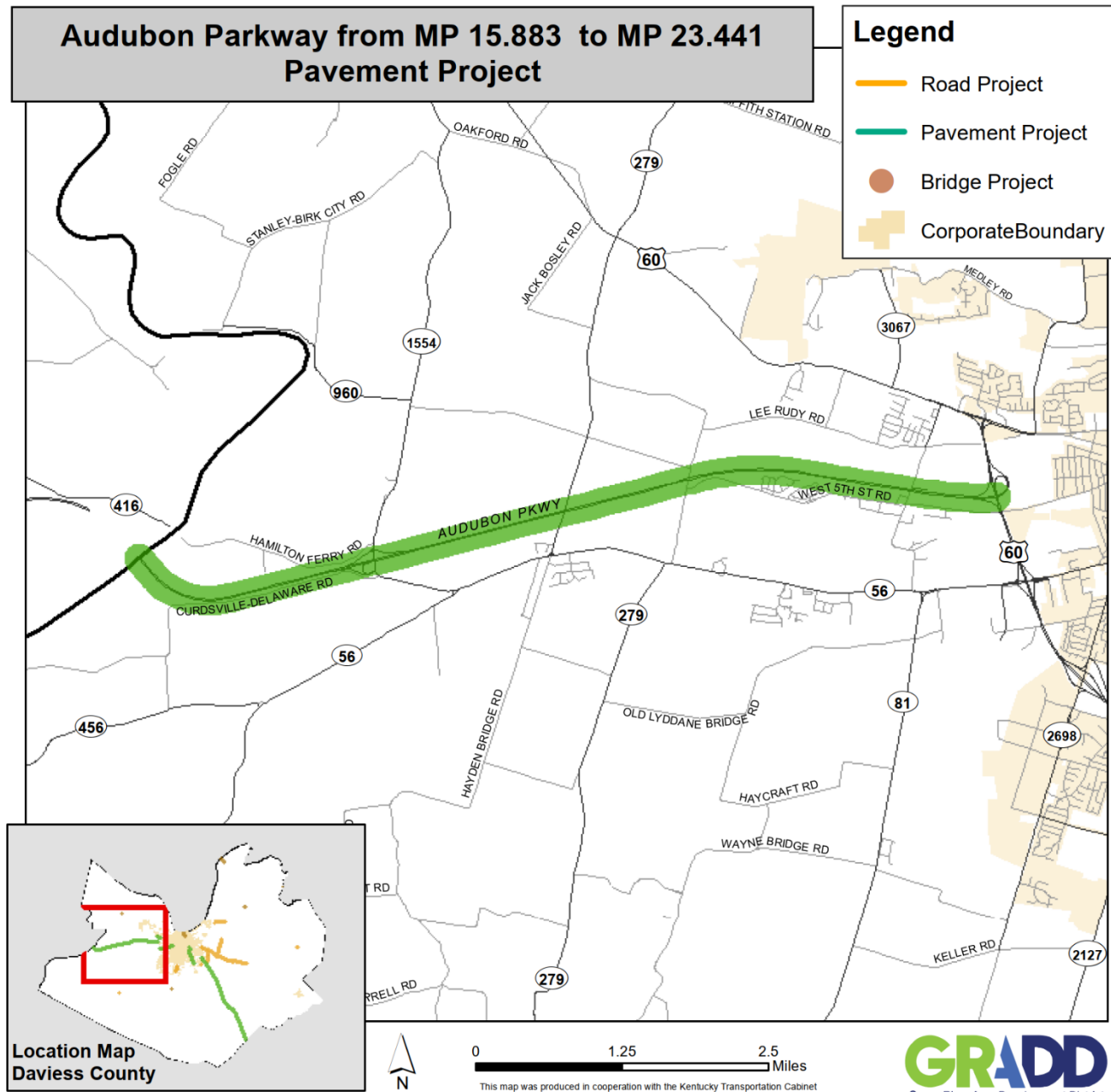




FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-22138	I-165	Address condition of I-165 noncardinal from MP 64.001 to MP 70.185.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
NH	D						\$240,000		\$240,000
NH	C						\$2,400,000		\$2,400,000

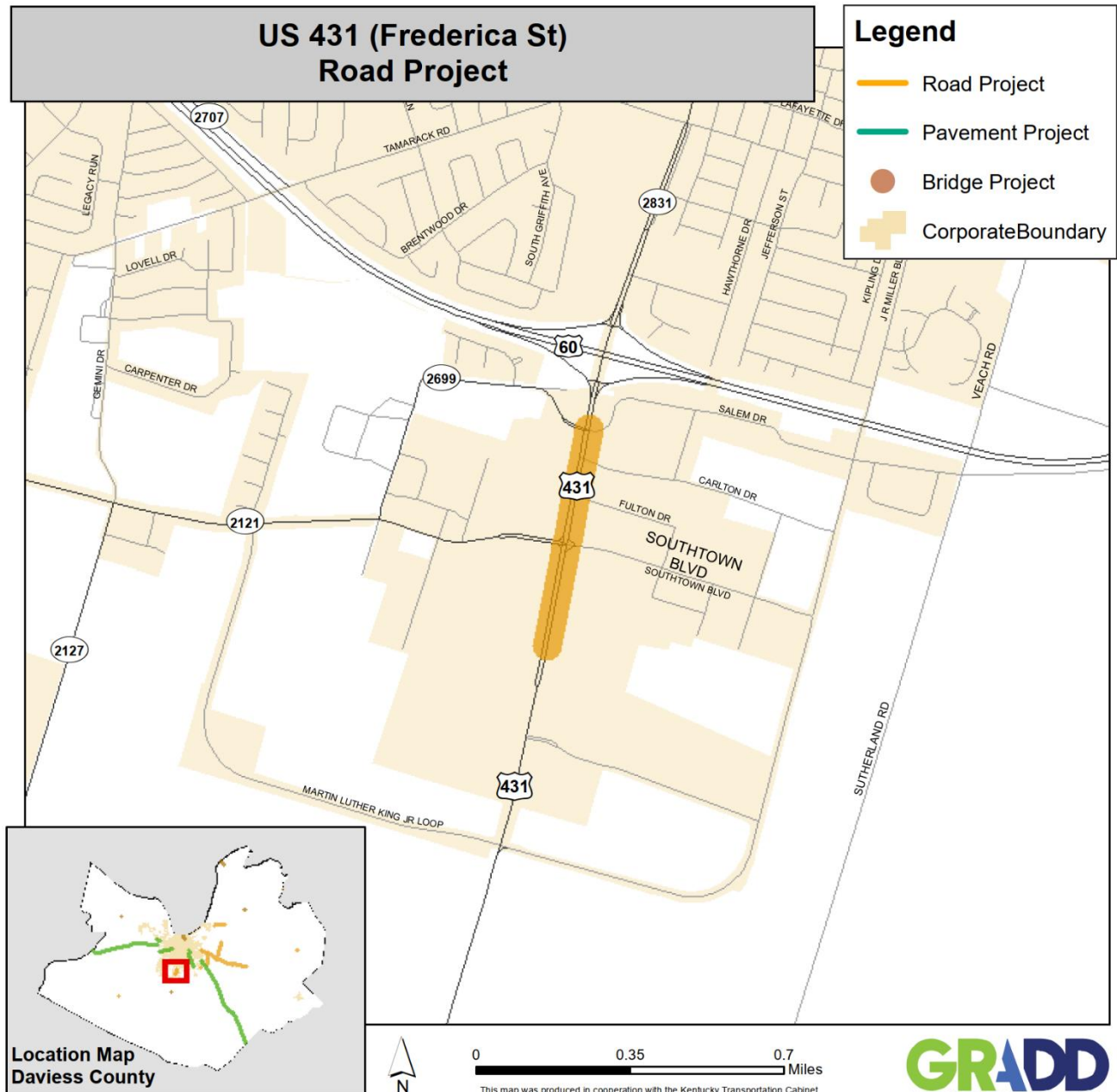


FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-22195	AU 9005	Address condition of Audubon Parkway from MP 15.883 to MP 23.441							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
NH	D				\$906,960				\$906,960
NH	C				\$9,069,600				\$9,069,600





FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-22325	US 431	Address condition of US 431 from MP 10.719 to MP 11.216.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
STP	D			\$550,000					\$550,000
STP	C			\$4,950,000					\$4,950,000



## STATE-FUNDED REGIONALLY SIGNIFICANT PROJECTS

There are no state-funded regionally significant projects.

## TRANSIT PROJECTS

These projects represent the financial needs for Owensboro Transit System.

The Federal Transit Administration (FTA) provides 80 percent of Capital and Planning costs, with the Kentucky Transportation Cabinet and the City of Owensboro each providing 10 percent of the cost. Operating costs are split 50-50 between the FTA and the City of Owensboro.

Table 5: TRANSIT PROJECTS								
Project Description	Formula Program	2023	2024	2025	2026	2027	2028	Responsible Agency
Operating	5307	\$1,211,877	\$1,211,877	\$1,211,877	\$1,211,877	\$1,211,877	\$1,211,877	Owensboro Transit
Capital	5307	\$380,188	\$380,188	\$380,188	\$380,188	\$380,188	\$380,188	Owensboro Transit
Planning	5307	\$14,000	\$14,000	\$14,000	\$14,000	\$14,000	\$14,000	Owensboro Transit
Capital	5339	\$123,396	\$123,396	\$123,396	\$123,396	\$123,396	\$123,396	Owensboro Transit
ADA Complimentary Paratransit Expenses	5307	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	Owensboro Transit
Bus Shelters, Stops and Signage	5309	\$43,396	\$43,396	\$43,396	\$43,396	\$43,396	\$43,396	Owensboro Transit
Maintenance Facilities	5337	\$49,925	\$49,925	\$49,925	\$49,925	\$49,925	\$49,925	Owensboro Transit
Preventive Maintenance	5307	\$344,372	\$344,372	\$344,372	\$344,372	\$344,372	\$344,372	Owensboro Transit
Technology/Equipment — safety, security, communications and computer maintenance and technical support.	5307	\$33,800	\$33,800	\$33,800	\$33,800	\$33,800	\$33,800	Owensboro Transit
Vehicle Purchase, Parts and Renovation	5339	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	Owensboro Transit

## PERFORMANCE MEASURES

The concept of Performance Measures was first introduced in the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012 and was continued in the FAST Act in 2015. These Acts established and confirmed national performance goals in several key areas. In response to these national goals, the United States Department of Transportation has set defined performance measures applicable to the MPO's planning area in the areas of safety, pavement condition, bridge condition, system reliability and transit state of good repair.

In addition, state highway agencies and MPOs are required to set specific performance targets for each performance measure. Those targets for highway-related measures have been set by the Kentucky Transportation Cabinet, as shown in the tables below, and the Owensboro-Daviess County MPO has taken formal action to support those targets by agreeing to plan and program projects to contribute toward achieving the targets. For transit state of good repair, specific targets were set by Owensboro Transit System and supported by the MPO. These Asset Management Targets are listed in Table 10 on Page 30.

### Safety

The Kentucky Transportation Cabinet developed targets for five safety performance measures. These targets are expressed as rolling averages of the previous five years. This goal is shared with the SHSP and reiterates KYTC's commitment to the shared vision of Toward Zero Deaths.

If any of the future targets are predicted to be higher than the most recent actual five-year average, the most recent actual five-year average will be the recommended safety target to establish a cap number.

Table 6: SAFETY TARGETS		Target	
Performance Measure	2022	2023	
Number of Fatalities	752	764	
Number of Serious Injuries	2,568	2,658	
Fatality Rate/100M VMT	1.535	1.575	
Serious Injury Rate/100M VMT	5.241	5.519	
Number of Nonmotorized Fatalities and Serious Injuries	299	289	

### Asset Management

The KYTC's Asset Management performance measures track infrastructure conditions. The first set of measures tracks the percentage of highway miles in the state in good and poor condition for highways on the interstate and the National Highway Systems. The second set tracks the percentage of deck area on the state's bridges on the National Highway System that are in good or poor condition.

Table 7: ASSET MANAGEMENT		Target	
Pavement Performance Measure	Two-Year	Four-Year	
Percentage Good Condition Interstates		50%	
Percentage Poor Condition Interstates		3.0%	
Percentage Good Condition Non-Interstate NHS	35%	35%	
Percentage Poor Condition Non-Interstate NHS	6.0%	6.0%	
NHS Bridge Performance Measure			
Percentage Good Condition by Deck Area	35%	35%	
Percentage Poor Condition by Deck Area	3.7%	3.2%	

## System Performance

The U.S. Department of Transportation developed a series of System Performance Measures to track the percentage of highway miles traveled in the state that are rated as reliable, for highways on the interstate the National Highway Systems. A second measure tracks the reliability of travel times. This Truck Travel Time Reliability (TTTR) Index indicates the likelihood of traveling through a given region in the time anticipated. A high TTTR would indicate traffic congestion that would delay on-time deliveries.

Table 8: SYSTEM PERFORMANCE		Target
Performance Measure	Two-Year	Four-Year
Percentage of Person-Miles traveled on Interstates that are reliable	93%	93%
Percentage of Person-Miles traveled on Non-Interstate NHS that are reliable		82.5%
Truck Travel Time Reliability (TTTR) Index	1.25	1.25

## Anticipated Performance Measure Effects

Fourteen projects designated in the Owensboro-Daviess County MPO's 2023-2028 TIP address these performance measures. They can be found in Table 9 on Page 29.

There are four safety-related projects – ones that contribute toward the goal of reducing deaths and serious injuries resulting from accidents on the nation's roads:

- Reconstructing the intersection of KY 1343 (Fairview Drive) and KY 298 (Old Hartford Road);
- Addressing substandard roadway geometrics and safety concerns on KY 1456 (Thruston-Dermont Road) from KY 54 to Hayden Road;
- Improving KY 3143 (Fairview Drive) from KY 3335 (Settles Road) to KY 54; and
- Intersection and corridor improvements to reduce conflict points and enhance safety on US431 between MP 10.8 and MP 11.4.

These projects carry an estimated combined cost of \$40,950,000 over the six-year span of the TIP.

The TIP contains four projects that address the Bridge Performance aspect of the Asset Management measure. These projects, carrying a total cost of \$15,470,000, would address deficiencies these bridges:

- The William Natcher bridge over the Ohio River on US 231. This is a joint project with Indiana.
- The Panther Creek bridge on US 431;
- The Katie Meadow Slough bridge on US 60; and
- The Blackford Creek bridge on KY 662.

These projects would bolster efforts to increase the percentage of bridge decking rated as being in "good" condition.

Six projects, with a combined total estimated cost of \$20,481,560, address the Pavement Performance aspect of the Asset Management measure. These projects address the goal of increasing the percentage of roadway rated as being in "good" condition. These projects will address pavement conditions on:

- KY 81 from MP 11.891 to MP 13.320;
- KY2155 from MP 0.000 to MP 1.991;
- I-165 (noncardinal) from MP 59.474 to MP 64.001;
- I-165 (noncardinal) from MP 64.001 to MP 70.185;
- The Audubon Parkway (AU-9005) from MP 15.883 to MP 23.441; and
- US 431 from MP 10.719 to MP 11.216.

TABLE 9: PROJECTS CONTRIBUTING TO THE ACHIEVEMENT OF PERFORMANCE TARGETS

KYTC ID	Route	Description	Cost	Performance Target
2-229	KY 298	Reconstruct intersection at Fairview Drive (KY 3143) and KY 298.	\$4,500,000	Safety
2-8801	KY 1456	Address substandard roadway geometrics and safety concerns on KY 1456 (Thruston-Dermont Road) from KY 54 to Hayden Road (MP 2.778 to 4.714.)	\$19,850,000	Safety
2-8854	KY 3143	Improve KY 3143 from KY 3335 to KY 54	\$16,100,000	Safety
2-9012.1	US 431	Intersection and corridor improvements to reduce conflict points and to enhance safety on US 431 between MP 10.8 and MP 11.4	\$500,000	Safety
2-10079	US 431	Bridge Project in Daviess County on (030B00049N) US 431 at Panther Creek	\$4,360,000	Asset Management - Bridges
2-10081	US 60	Bridge Project in Daviess County on (030B00096N) US 60 at Katie Meadow Slough	\$2,640,000	Asset Management - Bridges
2-10082	KY 662	Bridge Project in Daviess County on (030B00138N) KY 662 at Blackford Creek	\$3,850,000	Asset Management - Bridges
2-10083	US 231	Bridge Project in Daviess County on (030B00164N) US 231 at Ohio River IN RT 66	\$4,620,000	Asset Management - Bridges
2-20017	KY 81	Address pavement condition of PCC pavement from MP 11.891 to MP 13.320	\$275,000	Asset Management - Pavement
2-20019	KY 2155	Address pavement condition of PCC pavement from MP 0.000 to MP 1.991	\$165,000	Asset Management - Pavement
2-22137	I-165	Address condition of I-165 noncardinal from MP 59.474 to MP 64.001	\$1,925,000	Asset Management - Pavement
2-22138	I-165	Address condition of I-165 noncardinal from MP 64.001 to MP 70.185	\$2,640,000	Asset Management - Pavement
2-22195	AU-9005	Address condition of Audubon Parkway from MP 15.883 to MP 23.441	\$9,976,560	Asset Management - Pavement
2-22325	US 431	Address condition of US 431 from MP 10.719 to MP 11.216	\$5,500,000	Asset Management - Pavement

## TRANSIT ASSET MANAGEMENT

The Owensboro Transit System has established a set of Transit Asset Management (TAM) targets. These targets outline a set of strategic and systematic processes and practices for managing performance, risk, and the cost of transit assets over their entire lifecycle to deliver service reliably, safely and cost effectively.

The first target is the percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB). The second is the percentage of nonrevenue vehicles and equipment that have met or exceeded their Useful Life Benchmark. The final target is the percentage of facilities rating below a 3.0 on the Federal Transit Administration Transit Economic Requirements Model (TERM) scale.

**Table 10: TRANSIT ASSET MANAGEMENT TARGETS**

ASSET CLASS		2022	2023	2024	2025	2026	2027
<b>REVENUE VEHICLES</b>							
<b>AGE</b> — Percentage of revenue vehicles within a particular class that have met or exceeded their Useful Life Benchmark.	AB — Articulated Bus	n/a	n/a	n/a	n/a	n/a	n/a
	AO — Automobile	n/a	n/a	n/a	n/a	n/a	n/a
	BR — Over-the-Road Bus	n/a	n/a	n/a	n/a	n/a	n/a
	<b>BU — Bus</b>	<b>36%</b>	<b>36%</b>	<b>25%</b>	<b>25%</b>	<b>25%</b>	<b>25%</b>
	CU — Cutaway Bus	n/a	n/a	n/a	n/a	n/a	n/a
	DB — Double-decker Bus	n/a	n/a	n/a	n/a	n/a	n/a
	FB — Ferryboat	n/a	n/a	n/a	n/a	n/a	n/a
	MB — Minibus	n/a	n/a	n/a	n/a	n/a	n/a
	MV — Minivan	n/a	n/a	n/a	n/a	n/a	n/a
	RT — Rubber-tire Vintage Trolley	n/a	n/a	n/a	n/a	n/a	n/a
	SB — School Bus	n/a	n/a	n/a	n/a	n/a	n/a
	SV — Sport Utility Vehicle	n/a	n/a	n/a	n/a	n/a	n/a
	<b>TB — Trolley Bus</b>	<b>36%</b>	<b>36%</b>	<b>25%</b>	<b>25%</b>	<b>25%</b>	<b>25%</b>
	VN — Van	n/a	n/a	n/a	n/a	n/a	n/a
<b>EQUIPMENT</b>							
<b>AGE</b> — Percentage of other vehicles within a particular class that have met or exceeded their Useful Life Benchmark.	<b>Nonrevenue/Service Vehicles</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
	Steel-wheeled Vehicles	n/a	n/a	n/a	n/a	n/a	n/a
	Truck/Other Rubber-tire Vehicles	n/a	n/a	n/a	n/a	n/a	n/a
<b>FACILITIES</b>							
<b>CONDITION</b> — Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale.	<b>Administration</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
	<b>Maintenance</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
	Parking Structure	n/a	n/a	n/a	n/a	n/a	n/a
	Passenger Facilities	n/a	n/a	n/a	n/a	n/a	n/a



## APPENDIX A: METROPOLITAN TRANSPORTATION PLAN REFERENCE

The content in this section includes the Metropolitan Transportation Plan (MTP) reference information for all federally funded transportation projects in the FY 2023-2028 TIP. This information is included to demonstrate the required consistency with the MTP for each project in the TIP. The 2045 MTP can be viewed on the MPO website at: [https://gradd.com/wp-content/uploads/dlm\\_uploads/2020/09/MTP-2020-Final-version.pdf](https://gradd.com/wp-content/uploads/dlm_uploads/2020/09/MTP-2020-Final-version.pdf)

TABLE 11: METROPOLITAN TRANSPORTATION PLAN REFERENCE				
KYTC ID	Route	DESCRIPTION	MTP REFERENCE	MTP REFERENCE NOTES
2-229	KY 298	Reconstruct intersection at Fairview Drive (KY 3143) and KY 298.	Table 1	Item A
2-8801	KY 1456	Address substandard roadway geometrics and safety concerns on KY 1456 (Thruston-Dermont Road) from KY 54 to Hayden Road (MP 2.778 to 4.714.)	Table 2	Item A
2-8854	KY 3143	Improve KY 3143 from KY 3335 to KY 54	Table 1	Item E
2-9012.1	US 431	Intersection and corridor improvements to reduce conflict points and to enhance safety on US 431 between MP 10.8 and MP 11.4	Table 6	Grouped Projects - HSIP
2-10004	CR 1257	Address deficiencies of Lyddane Bridge Road bridge over Flat Rock Creek	Table 1	Item G
2-10079	US 431	Bridge Project in Daviess County on (030B00049N) US 431 at Panther Creek	Table 6	Grouped Projects - Bridge Rehabilitation
2-10081	US 60	Bridge Project in Daviess County on (030B00096N) US 60 at Katie Meadow Slough	Table 6	Grouped Projects - Bridge Rehabilitation
2-10082	KY 662	Bridge Project in Daviess County on (030B00138N) KY 662 at Blackford Creek	Table 6	Grouped Projects - Bridge Rehabilitation
2-10083	US 231	Bridge Project in Daviess County on (030B00164N) US 231 at Ohio River IN RT 66	Table 6	Grouped Projects - Bridge Rehabilitation
2-20017	KY 81	Address pavement condition of PCC pavement from MP 11.891 to MP 13.320	Table 1	Item J
2-20019	KY 2155	Address pavement condition of PCC pavement from MP 0.000 to MP 1.991	Table 1	Item L
2-22137	I-165	Address condition of I-165 noncardinal from MP 59.474 to MP 64.001	Table 6	Grouped Projects - Pavement Resurfacing, Restoration and Rehabilitation
2-22138	I-165	Address condition of I-165 noncardinal from MP 64.001 to MP 70.185	Table 6	Grouped Projects - Pavement Resurfacing, Restoration and Rehabilitation
2-22195	AU-9005	Address condition of Audubon Parkway from MP 15.883 to MP 23.441	Table 6	Grouped Projects - Pavement Resurfacing, Restoration and Rehabilitation
2-22325	US 431	Address condition of US 431 from MP 10.719 to MP 11.216	Table 6	Grouped Projects - Pavement Resurfacing, Restoration and Rehabilitation

## APPENDIX B: INFORMATIONAL SUPPLEMENT

The content in this section includes state-funded projects that are either not classified as “regionally significant” (therefore not formally required to be a part of the TIP); projects that are included in the State Highway Plan with over-programmed state funding sources and/or projects or phases included in the State Highway Plan, but outside the 2023-2028 scope of this TIP.

Though these projects exist in the State Highway Plan, funding may not be readily available for future project development. The content provided in this section is not an official part of the TIP, but is provided in this document for informational purposes.

### State Funded Projects

TABLE 12: STATE-FUNDED PROJECTS								
KYTC ID	Route	MTP Reference	DESCRIPTION	FUND TYPE*	PHASE*	YEAR	COST	TOTAL COST
2-8300.20	KY 54	Table I	Improve KY 54 from Bold Forbes Way to KY 1456 (Thruston-Dermont Road). Design under parent 2-8300.00	SPP	R	2023	\$3,000,000	\$12,000,000
					U	2024	\$4,600,000	
					C	2027	\$4,400,000	
2-8300.30	KY 54	Table I	Improve KY 54 from Bold Forbes Way to Countryside Drive. Design and Right of Way under parent 2-8300.00	SPP	R	2023	\$3,000,000	\$10,900,000
					U	2024	\$4,400,000	
					C	2027	\$3,500,000	
2-8300.40	KY 54	Table I	Improve KY 54 from Countryside Drive to Jack Hinton Road, Design under parent 2-8300.00	SPP	R	2023	\$5,000,000	\$19,500,000
					U	2024	\$6,400,000	
					C	2027	\$8,500,000	
2-80150	KY 144	Table I	Address safety, congestion and mobility issues on KY 144 from MP 2.5 to MP 3.75 including 12-foot driving lanes and turn lanes where needed.	SPP	D	2023	\$600,000	\$8,000,000
					R	2025	\$1,400,000	
					U	2025	\$2,000,000	
					C	2026	\$4,000,000	

**\* Fund Types:**

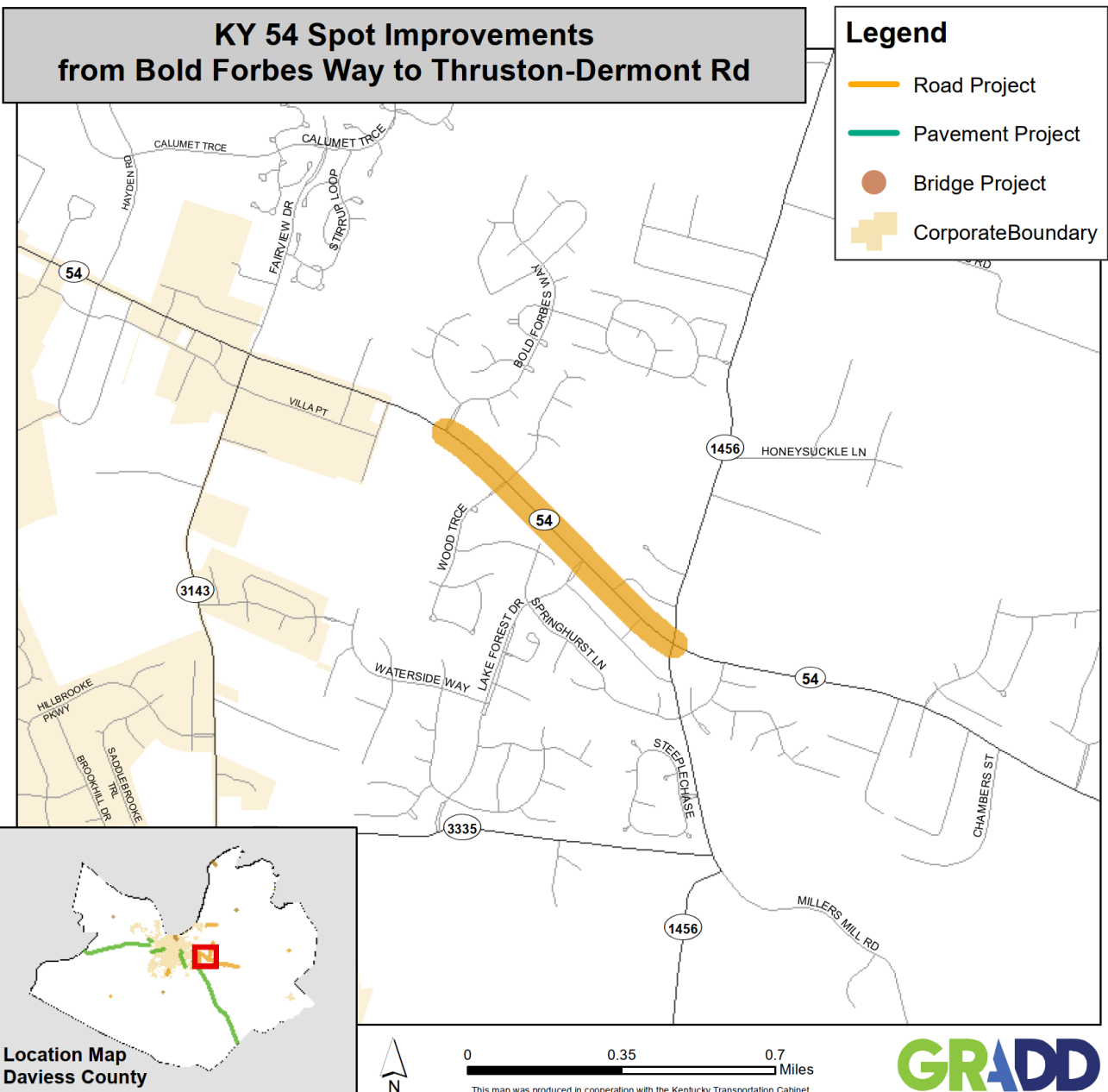
SPP — State Construction Funds

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

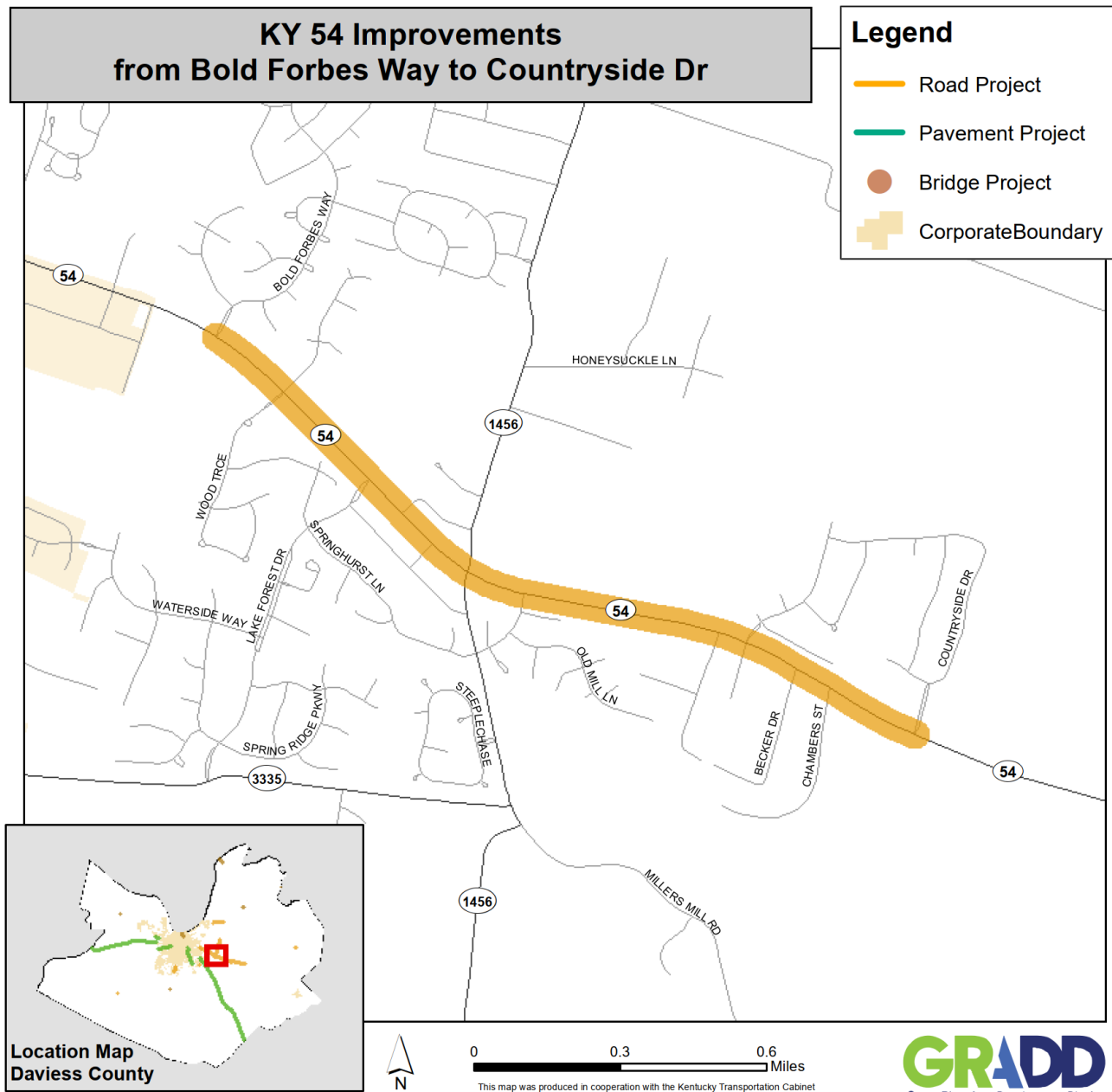
D — Design;  
R — Right-of-Way acquisition;  
U — Utility realignment; and  
C — Construction



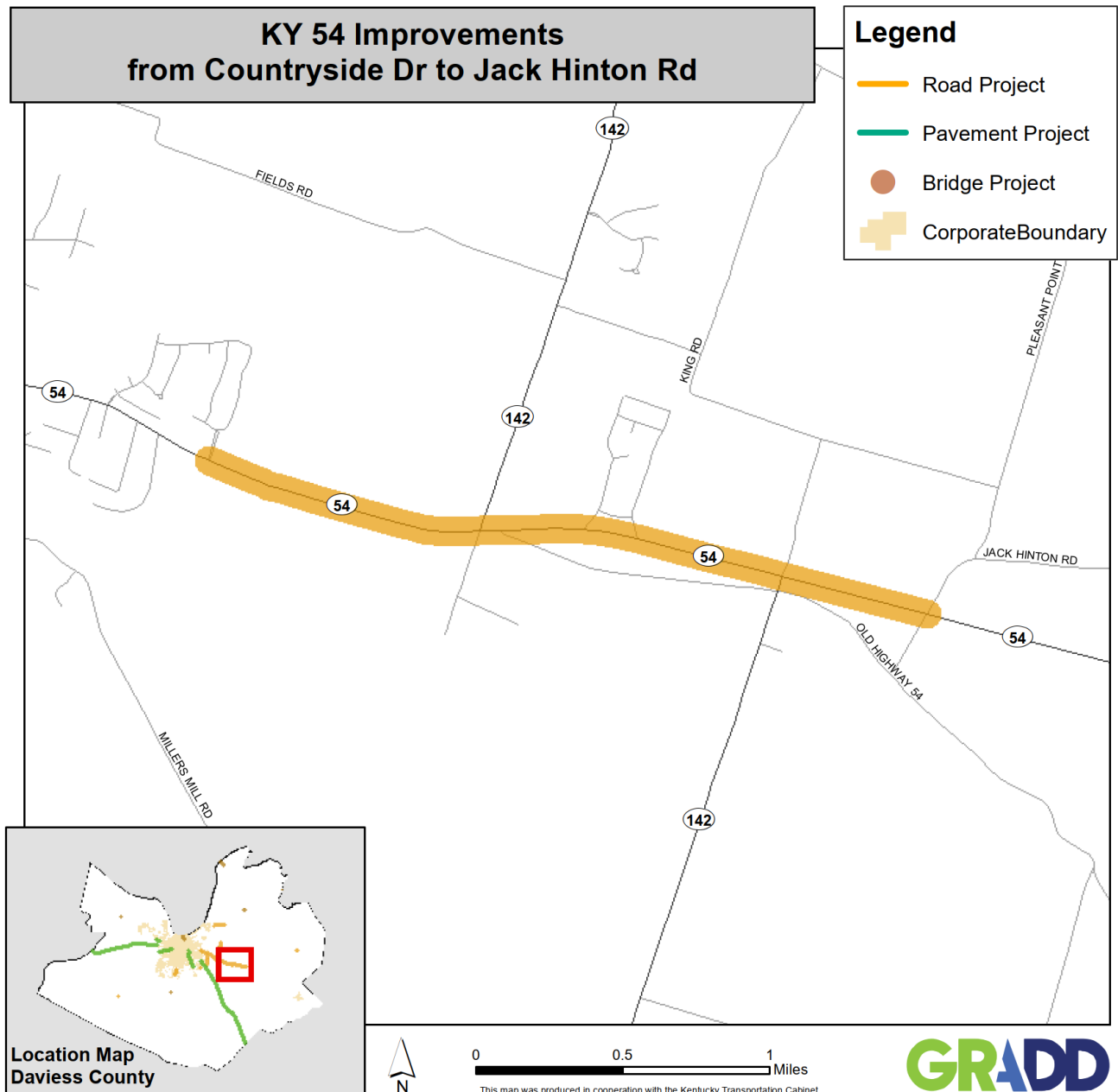
STATE FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-8300.20	KY 54	Improve KY 54 from Bold Forbes Way to KY 1456 (Thruston-Dermont Road). Design under parent 2-8300.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
SPP	R		\$3,000,000						\$3,000,000
SPP	U			\$4,600,000					\$4,600,000
SPP	C						\$4,400,000		\$4,400,000



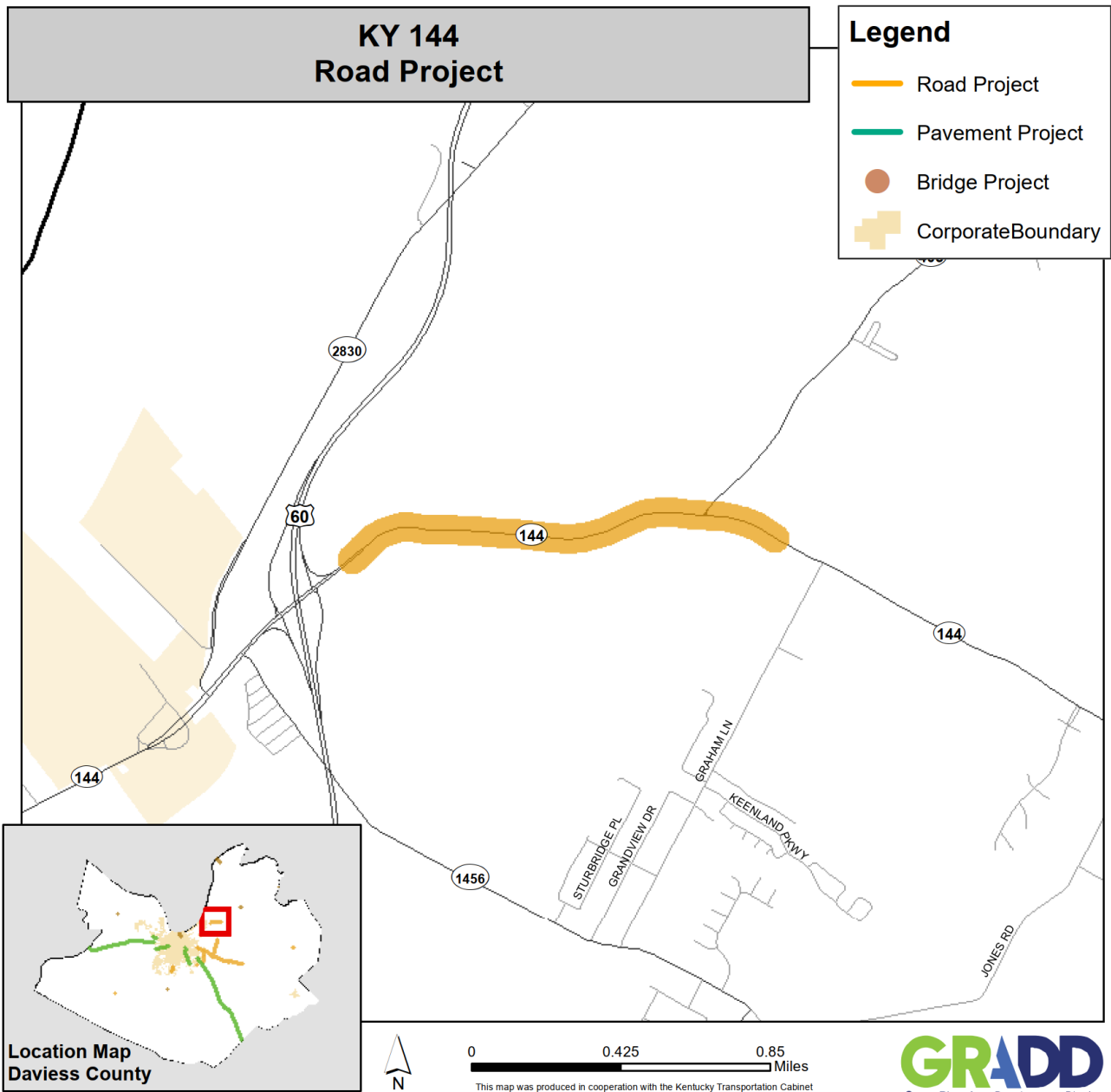
STATE FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-8300.30	KY 54	Improve KY 54 from Bold Forbes Way to Countryside Drive. Design under parent 2-8300.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
SPP	R		\$3,000,000						\$3,000,000
SPP	U			\$4,400,000					\$4,400,000
SPP	C						\$3,500,000		\$3,500,000



STATE FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-8300.40	KY 54	Improve KY 54 from Countryside Drive to Jack Hinton Road. Design under parent 2-8300.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
SPP	R		\$5,000,000						
SPP	U			\$6,400,000					\$6,400,000
SPP	C						\$8,500,000		\$8,500,000



STATE FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-80150	KY 144	Address safety congestion and mobility issues on KY 144 from MP 2.5 to MP 3.75, including 12-foot driving lanes and turning lanes where needed.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
SPP	D		\$600,000						\$600,000
SPP	R				\$1,400,000				\$1,400,000
SPP	U				\$2,000,000				\$2,000,000
SPP	C					\$4,000,000			\$4,000,000



## Projects or Phases Outside the Scope of this TIP

**TABLE 13: FEDERALLY FUNDED PROJECTS OR PHASES OUTSIDE THE SCOPE OF THIS TIP**

KYTC ID	Route	DESCRIPTION	FUND TYPE*	PHASE*	YEAR	COST
2-4317	KY 144	Install guardrail on KY 144 in Daviess County	GR	C	2022	\$43,000
2-8813	CR 1053	Graves Lane bridge replacement 0.2 miles east of the junction with KY 405 over Allgood Ditch (MP 1.005 to MP 1.009)	BRZ	C	2022	\$500,000
2-10004	CR 1257	Address deficiencies of Lyddane Bridge Road bridge over Flat Rock Creek	BRZ	D	2022	\$100,000
2-10020	KY 2262	Address deficiencies with Glover Cary Bridge over Ohio River (Joint project with Indiana)	BRO	D	2022	\$200,000
				C	2022	\$4,250,000
2-10021	US 231	Address deficiencies with William H. Natcher bridge over Ohio River (Joint project with Indiana)	BRO	C	2022	\$7,500,000
2-10079	US 431	Bridge Project in Daviess County on (030B00049N) US 431 at Panther Creek	FBP	D	2022	\$436,000
2-10081	US 60	Bridge Project in Daviess County on (030B00096N) US 60 at Katie Meadow Slough	FBP	D	2022	\$264,000

**\* Fund Types:**

BRO: Federal Bridge replacement, On System  
 BRZ: Federal Bridge replacement, Off System  
 FBP: Federal Bridge Program  
 GR: Guard Rail

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

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

TABLE 13a: FEDERALLY FUNDED PROJECTS INCLUDING PROJECTS AND SCOPES OUTSIDE THIS TIP							
KYTC ID	Route	DESCRIPTION	FUND TYPE*	PHASE*	YEAR	COST	TOTAL PROJECT COST
2-229	KY 298	Reconstruct intersection at Fairview Drive (KY 3143) and KY 298.	STP	R	2023	\$1,200,000	\$4,500,000
				U	2024	\$1,300,000	
				C	2025	\$2,000,000	
2-4317	KY 298	Install guardrail on KY 144 in Daviess County	GR	C	2022	\$43,000	\$43,000
2-8801	KY 1456	Address substandard roadway geometrics and safety concerns on KY 1456 (Thruston-Dermont Road) from KY 54 to Hayden Road (MP 2.778 to 4.714.)	STP	D	2023	\$400,000	\$19,850,000
				R	2024	\$2,500,000	
				U	2025	\$1,950,000	
				C	2026	\$15,000,000	
2-8813	CR 1053	Graves Lane bridge replacement 0.2 miles east of the junction with KY 405 over Allgood Ditch (MP 1.005 to MPI.009)	BRZ	C	2022	\$500,000	\$500,000
2-8854	KY 3143	Improve KY 3143 from KY 3335 to KY 54	STP	R	2024	\$4,500,000	\$16,100,000
				U	2025	\$4,000,000	
				C	2027	\$7,600,000	
2-9012.1	US 431	Intersection and corridor improvements to reduce conflict points and to enhance safety on US 431 between MP 10.8 and MP 11.4	HSIP	C	2023	\$500,000	\$500,000
2-10004	CR 1257	Address deficiencies of Lyddane Bridge Road bridge over Flat Rock Creek	BRZ	D	2022	\$100,000	\$465,000
				R	2023	\$5,000	
				C	2024	\$360,000	
2-10020	KY 2262	Address deficiencies with Glover Cary Bridge over Ohio River (Joint project with Indiana)	BRO	D	2022	\$200,000	\$4,450,000
				C		\$4,250,000	
2010021	US 231	Address deficiencies with William H. Natcher bridge over Ohio River (Joint project with Indiana)	BRO	C	2022	\$7,500,000	\$7,500,000
2-10079	US 431	Bridge Project in Daviess County on (030B00049N) US 431 at Panther Creek	FBP	D	2022	\$436,000	\$4,796,000
				C	2024	\$4,360,000	
2-10081	US 60	Bridge Project in Daviess County on (030B00096N) US 60 at Katie Meadow Slough	FBP	D	2022	\$264,000	\$2,904,000
				C	2023	\$2,640,000	
2-10082	KY 662	Bridge Project in Daviess County on (030B00138N) KY 662 at Blackford Creek	FBP	D	2025	\$350,000	\$3,850,000
				C	2025	\$3,500,000	
2-10083	US 231	Bridge Project in Daviess County on (030B00164N) US 231 at Ohio River IN RT 66	BRO	D	2025	\$420,000	\$4,620,000
				C	2025	\$4,200,000	
2-20017	KY 81	Address pavement condition of PCC pavement from MP 11.891 to MP 13.320	STP	D	2027	\$275,000	\$275,000

This table shows all federally funded projects for the Owensboro-Daviess County MPO.  
 Projects or phases listed in **RED** are outside the scope of this TIP (FY 2023-2028.)

TABLE 13a: FEDERALLY FUNDED PROJECTS INCLUDING PROJECTS AND SCOPES OUTSIDE THIS TIP							
KYTC ID	Route	DESCRIPTION	FUND TYPE*	PHASE*	YEAR	COST	TOTAL PROJECT COST
2-20019	KY 2155	Address pavement condition of PCC pavement from MP 0.000 to MP 1.991	STP	D	2027	\$165,000	\$165,000
2-22137	I-165	Address condition of I-165 noncardinal from MP 59.474 to MP 64.001	NH	D	2027	\$175,000	\$1,925,000
				C	2027	\$1,750,000	
2-22138	I-165	Address condition of I-165 noncardinal from MP 64.001 to MP 70.185	NH	D	2027	\$240,000	\$2,640,000
				C	2027	\$2,400,000	
2-22195	AU-9005	Address condition of Audubon Parkway from MP 15.883 to MP 23.441	NH	D	2025	\$906,960	\$9,976,560
				C	2025	\$9,069,600	
2-22325	US 431	Address condition of US 431 from MP 10.719 to MP 11.216	STP	D	2024	\$550,000	\$5,500,000
				C	2024	\$4,950,000	

## \* Fund Types:

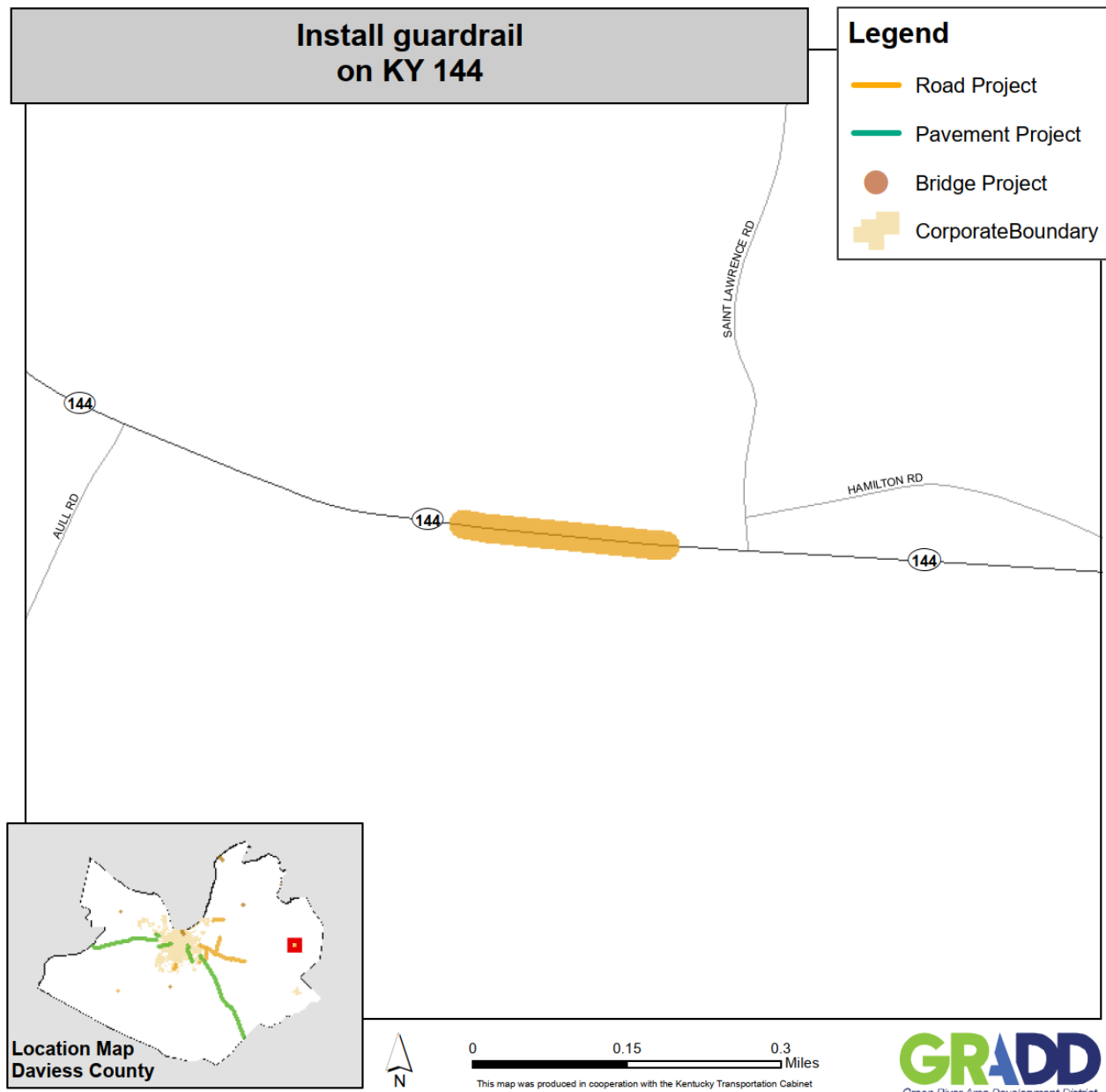
GR: Guardrail  
 BRO: Federal Bridge Replacement, On System  
 BRZ: Federal Bridge Replacement, Off System  
 FBP: Federal Bridge Program  
 HSIP: Highway Safety Improvement Program  
 NH: National Highway  
 STP: Surface Transportation Block Grant Program

## ♦ Projects may be divided into four phases:

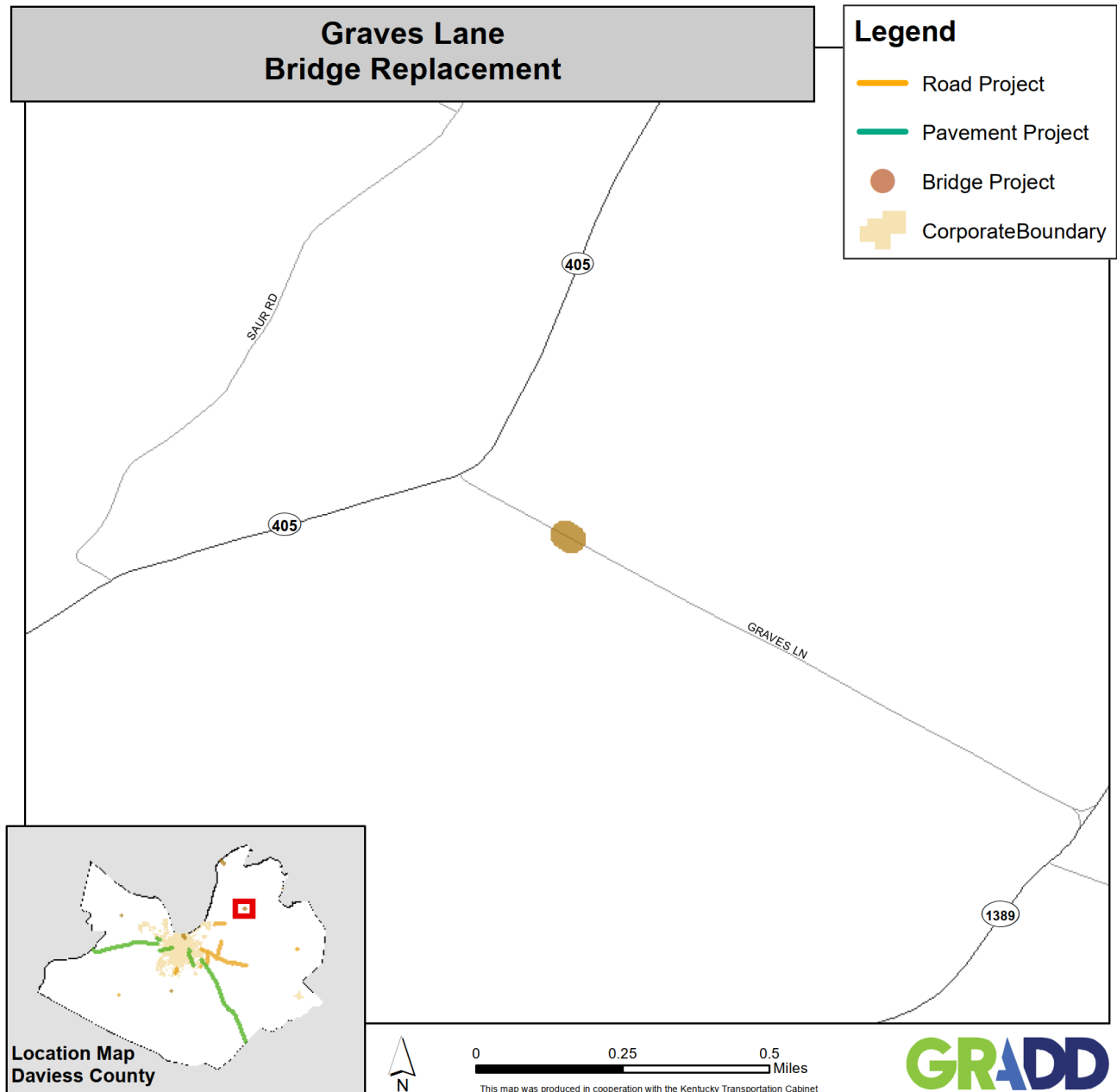
D — Design;  
 R — Right-of-Way acquisition;  
 U — Utility realignment; and  
 C — Construction



FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-4317	KY 144	Install guardrail on KY 144 in Daviess County from MP 12.9 to MP 13.1.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
GR	C	\$43,000							\$43,000

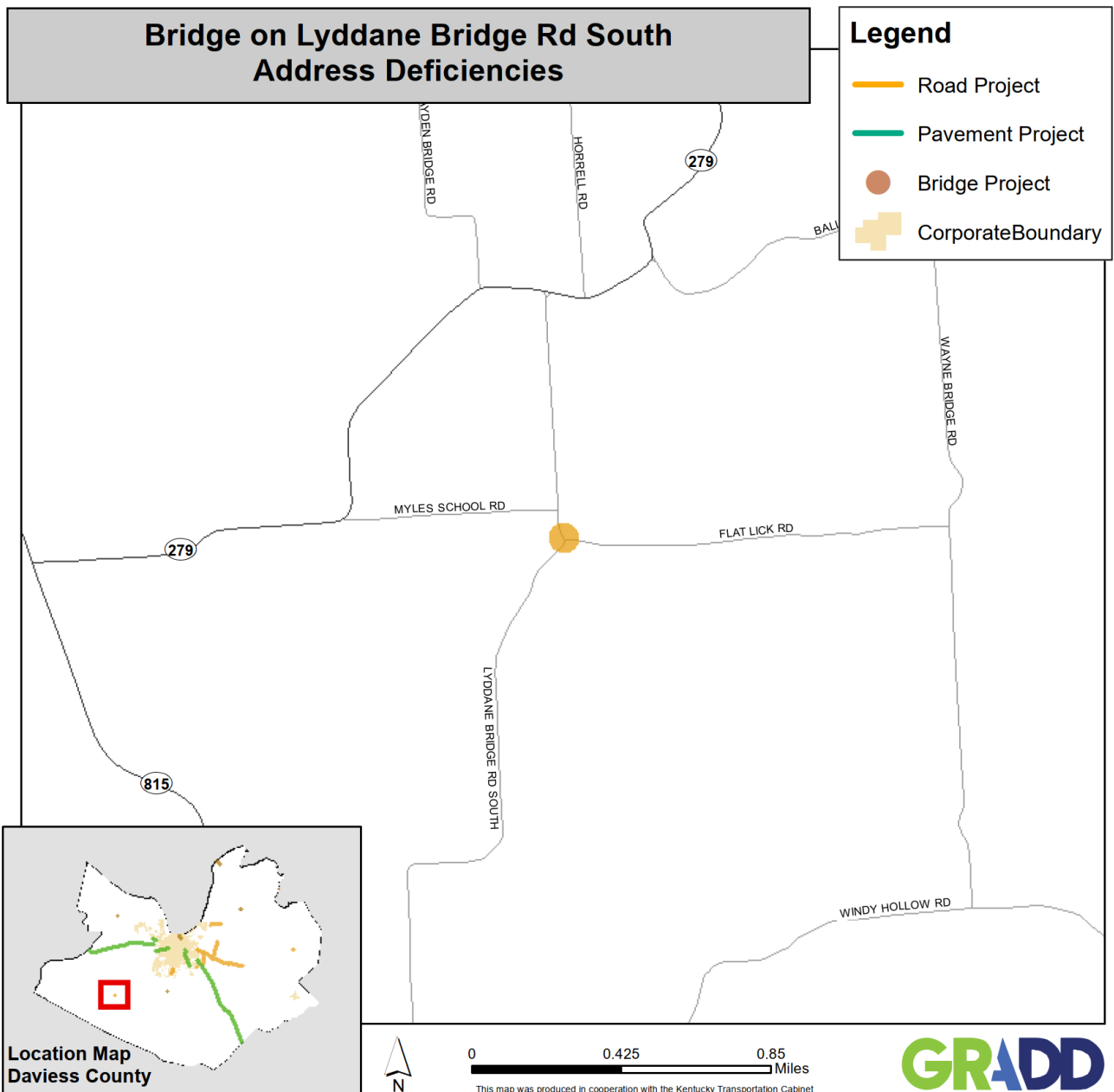


FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-8813	CS 1053	Graves Lane bridge replacement (0.2 miles east of the junction with KY 405 over Allgood Ditch).							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
BRZ	C	\$500,000							\$500,000

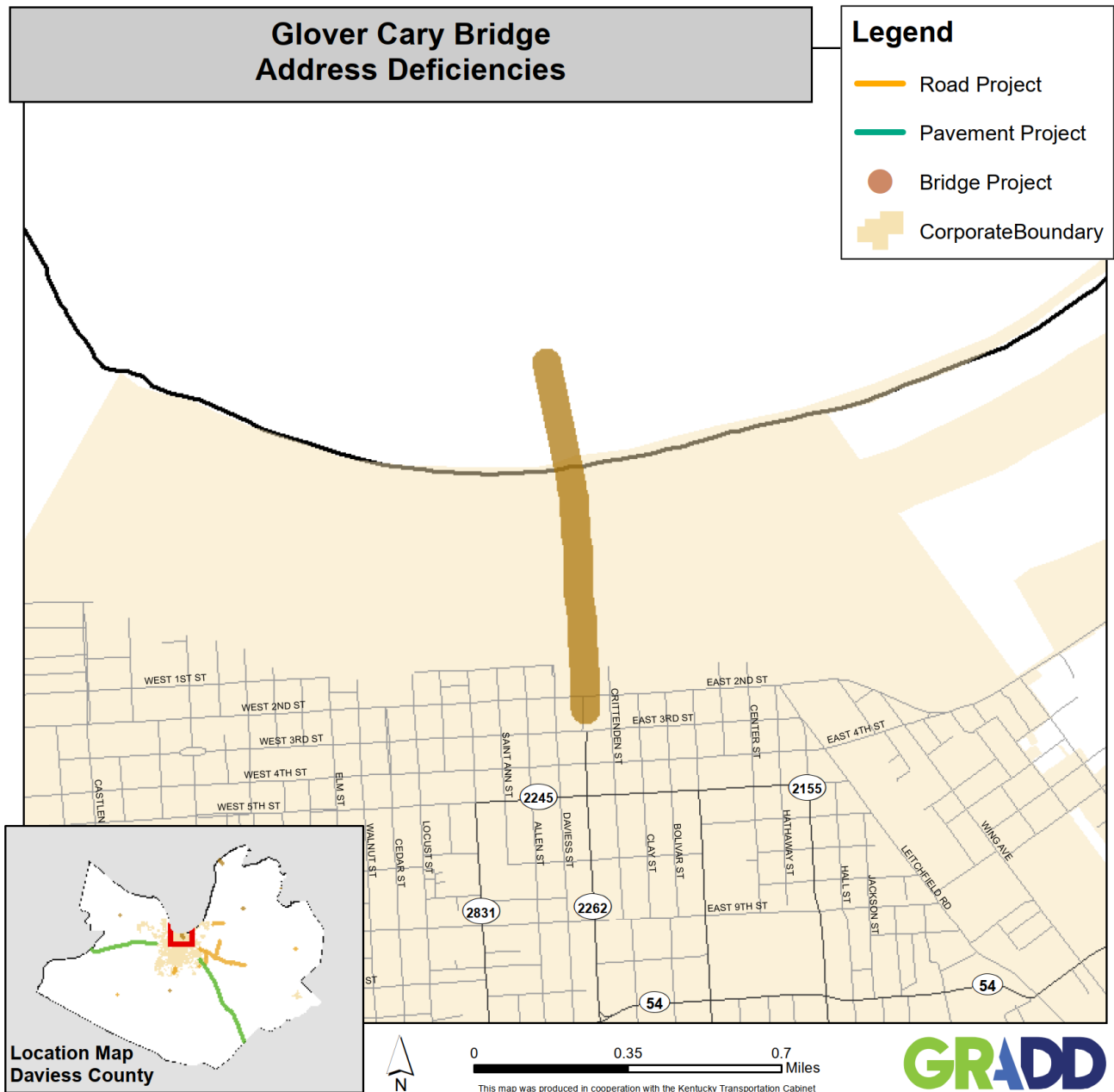


FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-10004	CR 1257	Address deficiencies of Lyddane Bridge south bridge over Flat Rock Creek							
Fund Type	Phase	FY 2022*	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
BRZ	D	\$100,000							\$100,000
BRZ	U		\$5,000						\$5,000
BRZ	C			\$360,000					\$360,000

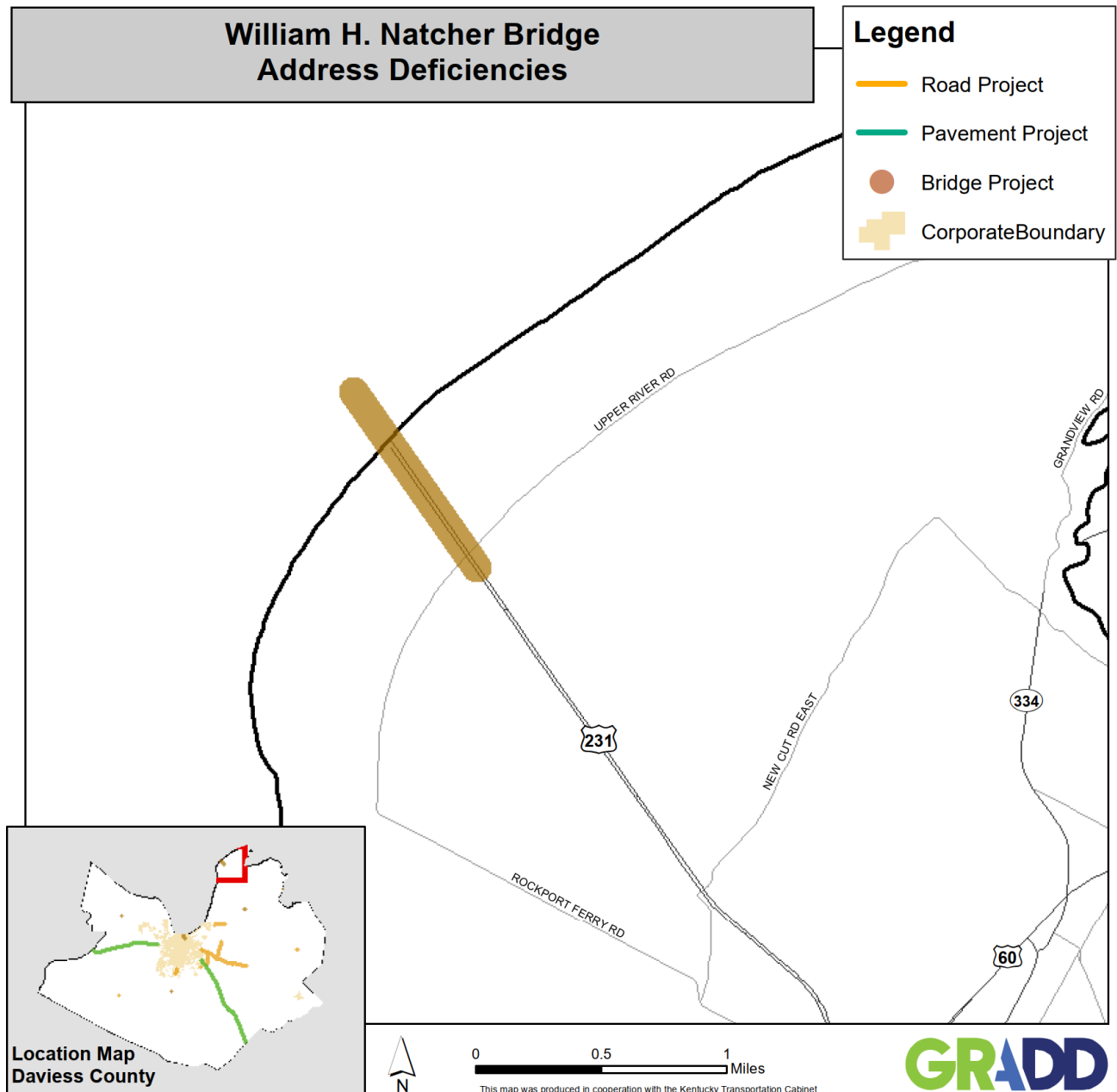
*\*This phase is outside the scope of this TIP document and is included for informational purposes only.*



FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-10020	KY 2262	Address deficiencies with Glover Cary Bridge over Ohio River (Joint project with Indiana).							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
BRO	D	\$200,000							\$200,000
BRO	C	\$4,250,000							\$4,250,000

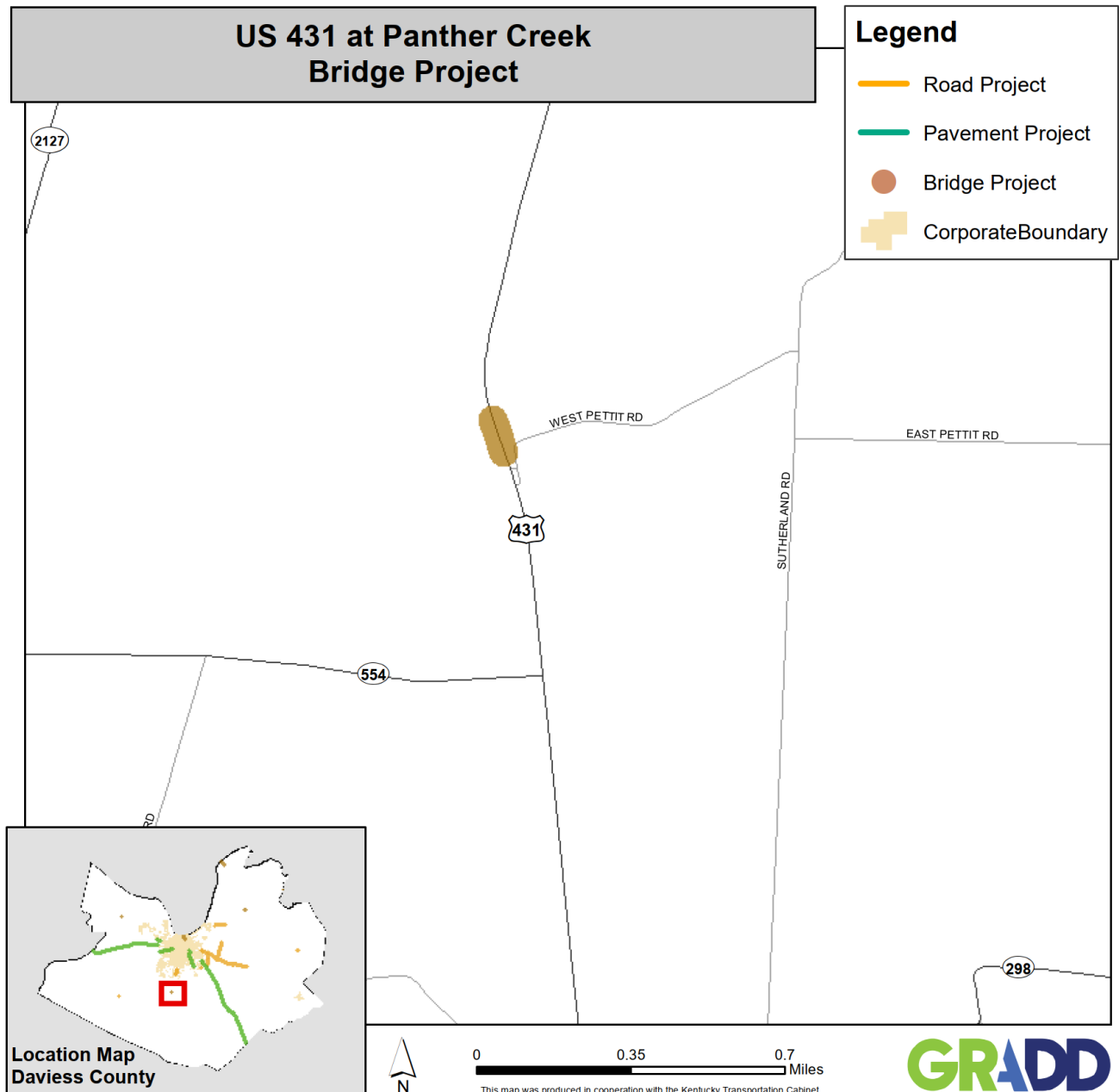


FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-10021	US 231	Address deficiencies with William H. Natcher Bridge over Ohio River. (Joint project with Indiana).							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
BRO	C	\$7,500,000							\$7,500,000



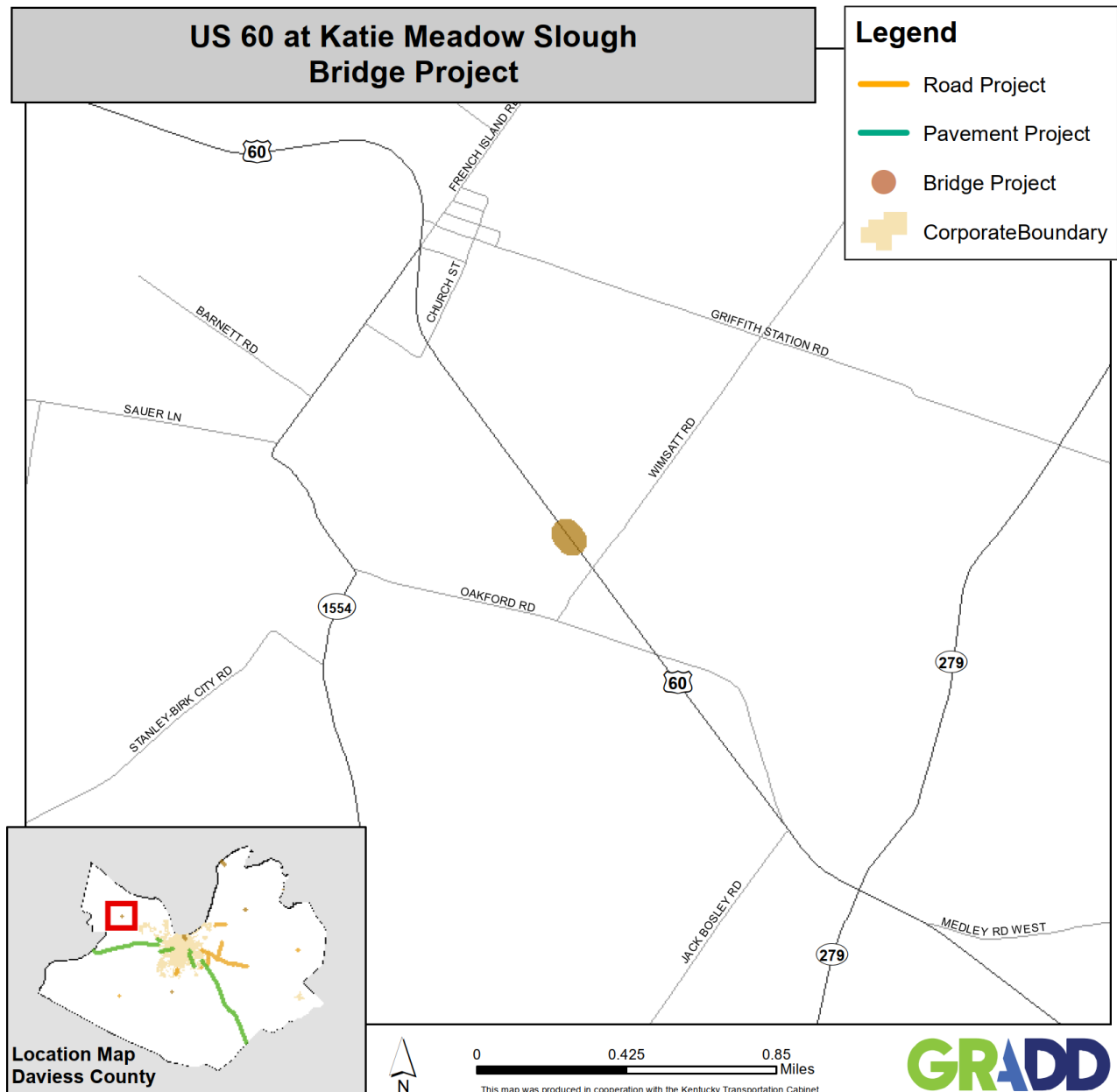
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-10079	US 431	Bridge project in Daviess County on US 431 at Panther Creek.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
FBP	D	\$436,000							\$436,000
FBP	C			\$4,360,000					\$4,360,000

*\*This phase is outside the scope of this TIP document and is included for informational purposes only.*



FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2023-2028)									
KYTC ID	Route	Project Description							
2-10081	US 60	Bridge Project in Daviess County on US 60 at Katie Meadow Slough.							
Fund Type	Phase	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total Funding
FBP	D	\$264,000							\$264,000
FBP	C		\$2,640,000						\$2,640,000

*\*This phase is outside the scope of this TIP document and is included for informational purposes only.*





## APPENDIX C: MPO MEMBERSHIP

**Table 14: MPO POLICY COMMITTEE MEMBERS**

Mayor of Owensboro, Chair	Thomas H. Watson
Daviess County Judge/Executive	Al Mattingly
Secretary of the Kentucky Transportation Cabinet	Jim Gray (Deneatra Henderson, Designee)
Federal Highway Administration Kentucky Division Administrator (nonvoting)	Todd Jeter (Designee vacant)
Federal Transit Administration Regional Administrator (nonvoting)	Yvette Taylor (Michael Sherman, Designee)

**Table 15: MPO TECHNICAL ADVISORY COMMITTEE MEMBERS**

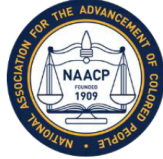
Owensboro City Manager, Chair	Nate Pagan
Daviess County Fiscal Court representative	Charlie Castlen, County Commissioner
Owensboro City Engineer	Kevin Collignon
Daviess County Engineer	Mark Brasher
Owensboro Police Department	Sgt. Aron Contratto
Daviess County Sheriff's Office	Sgt. Tyler Free
Owensboro Metropolitan Planning Commission	Brian Howard, Director
Owensboro Riverport Authority	Brian Wright, Director
Owensboro Transit System	Pamela Canary, Manager
Regional Water Resource Agency	Garrett Gordon, Director of Engineering
Kenergy Corporation	Scott Atherton, Manager of Field Engineering
Owensboro Municipal Utilities	Tim Lyons, CEO
KYTC Division Of Planning	Isidro Delgado, Transportation Engineer
KYTC Office of Transportation Delivery	Vickie Bourne, Executive Director
KYTC District 2 Office	Nick Hall, Planning Section Supervisor
Greater Owensboro Chamber of Commerce	Candance Brake, President/CEO
Greater Owensboro Economic Development Corporation	Brittaney Johnson, President/CEO
Owensboro-Daviess County Regional Airport	Tristan Durbin, Manager
Green River Area Development District	Joanna Shake, Executive Director
FHWA Kentucky Division (non-voting)	Vacant

## APPENDIX D: PUBLIC COMMENTS

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The public had a 30-day window to provide comments on this document. The public comment period began on Oct. 10, 2022 and ended on Nov. 11, 2022. Here are the comments that were received:

OWENSBORO NAACP BRANCH 3107



P.O. Box 22282  
Owensboro, KY 42301  
270.244.3180  
rhondalyn.randolph820@gmail.com

November 10, 2022

Tom Lovett, MPO Director  
Green River ADD  
300 GRADD Way  
Owensboro, KY 42303

Dear Mr. Lovett:

It was great meeting with you last month. The opportunity to share ideas and suggestions on how our community can become more inclusive in the IJJA for the MPO TIP planning for fiscal year 2023-2028. As President of the NAACP, my concern is for those individuals who oftentimes marginalized and forgotten in these processes. The inclusion to graft all aspects of our community as we go forward is important to the balance and unity of the city and county. These are the ideas submitted in our discussion:

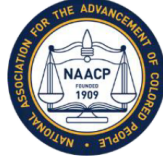
1. Expanding Greenbelt Bike Route to include parts of the inner city and incorporate jogging lane with QR Codes with exercises, facts and history about our community.
2. Expanding bus routes to include Driver's License Regional Office.
3. Create a clear route/pedestrian walkway/mini overpass for individuals with disabilities navigating their way from the Roosevelt House to Wesleyan Park Plaza on Frederica St.

The Greenbelt is a great idea for transportation, health and wellness in our community. Expanding the Greenbelt to incorporate more of the community will provide easier access to cost effective ways of healthy living. Expanding the current Greenbelt to accommodate for increased activity will help in more people wanting to use the Greenbelt. We also can expand it to include additional neighborhoods. We can incorporate stops that have exercises and tell the story of Owensboro. QR Codes could tell of various small historical snippets or current identifiers of our communities. I have reached out to the Museum of Science and History and they would be willing to partner with the historical narratives. Most are already done because of the work compiled for Voices of Elmwood.

The Driver's License Office is a facility that all people need to access. It is important that we have an office in our county and now we need to address the issue with accessibility. Increasing the access through our public transportation is a necessity for those who don't have reliable transportation. Currently, those without transportation have to use cabs, Uber/Lyft or rides from people that are available to provide one. This places disadvantaged individuals with undue hardship logistically and financially.

**Mission Statement: We are a group of Christian individuals of various races and backgrounds, working as one to make Owensboro, Daviess County, Kentucky a better community for all races.**

## OWENSBORO NAACP BRANCH 3107



P.O. Box 22282  
Owensboro, KY 42301  
270.244.3180  
rhondalyn.randolph820@gmail.com

The traffic and sidewalks from the Roosevelt House to Wesleyan Park Plaza are dangerous and difficult to navigate. There are several who have to travel by wheelchair, elderly or have developmental disabilities. The area is congested with plenty of traffic and does not provide a clear path leading to grocery store or banks in the area. Providing causeway would give extra safety precautions to a difficult path.

Thank you for your time and consideration. I appreciate the opportunity to provide insight to some observations of how to make our community safer and more inclusive in the process. If you need to contact me, just refer to any method listed within this letter.

Sincerely,

Rev. Rhondalyn Randolph, President-Pastor  
Owensboro NAACP Branch 3107  
Pleasant Point Baptist Church

**Mission Statement: We are a group of Christian individuals of various races and backgrounds, working as one to make Owensboro, Daviess County, Kentucky a better community for all races.**

I looked at the plan online and obviously there's nothing on there for (KY) 56 which was disappointing. I understand there's other priorities and different things everybody has. One of the things I wanted to say was – and I've voiced this to you before – is that the information that is out there on the inventory of the road (KY 56) is not accurate. Some of the areas that it lists as far as shoulder width are way off. The only place where you have widened shoulders is at the schools – the entrances to the schools, the entrance to the new subdivisions the entrance to the church out there and I guess that's it. That's the point places where you have the widened entryways where shoulders have been updated or widened. Everything else is still scrawny, you know, from the fog line is nonexistent right now from the paving. To the edge of the pavement is about a foot at the very most and in lot of places. In a lot of places before they paved, where the edgeline was, the grass had grown into the edgeline and had even overtaken it, it was so close. And so I would still like to see something done as far as a study or update of that inventory because I don't think anybody can make a good decision with bad information and when the bad information is out there and that's all we've had to go on for how many years, they're going to go on making bad decisions, overlooking the situation.

Before I looked at the accident statistics, I think it was 14-15-16, there were more departure accidents on (KY) 56, as opposed to (KY) 54, where all the improvements are going and the traffic count on KY 54 is numerous times higher than that of Highway 56. And so that's another concern – bad information doesn't help the cause, so to speak.

Another thing, so many of the comments in the projects refer to the milepoints – from “milepoint this” to milepoint that.” If, when they do these reports there could be a link to a map with milepoints on added to those reports that would be good because if you drive down any rural highway, on the majority of them, the mile markers have been mowed down. And if there's not an address to coincide with the milepoint, it's difficult to know (the location). Now the maps help, the maps that show the scope of the project, those are helpful, but when you just say “from milepoint this to milepoint this” it means nothing, because there's nothing to key in on that.

**Eddie Atherton, Daviess County resident**

## **APPENDIX E: RESOLUTIONS & CERTIFICATIONS**

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**RESOLUTION  
OF THE  
OWENSBORO-DAVIESS COUNTY  
METROPOLITAN PLANNING ORGANIZATION  
approving the  
FY 2023-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

**WHEREAS**, the Transportation Improvement Program was developed by the Owensboro-Daviess County Metropolitan Planning Organization (MPO) and reviewed by the Kentucky Transportation Cabinet and appropriate federal agencies; and

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

**WHEREAS**, the Technical Advisory Committee of the MPO has endorsed and recommended the FY 2023-2028 Transportation Improvement Program to the Policy Committee.

**NOW, THEREFORE, BE IT RESOLVED** that the Policy Committee of the Owensboro-Daviess County MPO at a public meeting of November 29, 2022, approves the FY 2023-2028 Transportation Improvement Program for the Owensboro-Daviess County area and submits the Transportation Improvement Program to the Kentucky Transportation Cabinet.



Thomas H. Watson, Mayor of Owensboro  
Chair, MPO Policy Committee

Attest: 


## Metropolitan Transportation Planning Process Self-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 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 U.S.C., 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 and USDOT-funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity 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.



Thomas H. Watson, Mayor of Owensboro  
Chair, MPO policy committee



Date



Deneatra Henderson, Chief District Engineer  
Kentucky Transportation Cabinet District 2

Digitally signed by Deneatra Henderson  
Date: 2022.11.28 10:10:24 -06'00'

Date





**Andy Beshear**  
GOVERNOR

## TRANSPORTATION CABINET

200 Mero Street  
Frankfort, Kentucky 40601

**Jim Gray**  
SECRETARY

December 27, 2022


Ms. Joanna Shake  
Executive Director  
Green River Area Development District  
300 GRADD Way  
Owensboro, KY 42301

Dear Ms. Shake:

It is my pleasure to approve the Owensboro-Daviess County Metropolitan Planning Organization's FY 2023-2028 Transportation Improvement Program (TIP) as Governor Andy Beshear's designee. The Kentucky Transportation Cabinet will incorporate the TIP by reference in Kentucky's Statewide Transportation Improvement Program.

Please contact Isidro Delgado in the Division of Planning for any questions of concerns.

Sincerely,

DocuSigned by:  
  
9DC832F7B94544E...  
**Jim Gray**  
Secretary

JG/ID/BSK

c: Mikael Pelfrey  
John Ballantyne  
Deneatra Henderson  
Ron Rigney  
Jill Lamb





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

**Kentucky Division**

February 3, 2023

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

In Reply Refer To:  
HDA-KY

Ms. Joanna Shake  
Executive Director  
Owensboro-Davis County MPO &  
Green River Area Development District (GRADD)  
300 GRADD Way  
Owensboro, KY 42301

Dear Ms. Shake:

The Kentucky Division Office of the Federal Highway Administration (FHWA) and the Region 4 Office of the Federal Transit Administration (FTA) reviewed the new

2023-2028 Transportation Improvement Program (TIP) for the  
Owensboro-Daviess County Metropolitan Planning Organization (MPO)  
(MPO resolution approval date of November 29, 2022)

We find the new TIP meets the federal planning requirements of 23 USC Section 134, 49 USC Section 5303, and 23 CFR 450.330. It is consistent with the metropolitan transportation plan (MTP) produced by the continuing and comprehensive transportation planning process carried cooperatively by the MPO, the State, and the public transportation operator(s).

The FTA will follow up with their MPO to address transit comments that may require future administrative modifications or amendments.

Our planning finding and approval is based on, but is not limited to the:

- Self-certification submitted by the State and MPO under 23 CFR 450.336
- Adequacy of the public involvement process
- Reasonableness of the financial plan
- Relationship of projects in the TIP to the MTP
- Governor's approval of the TIP

Please contact me at [John.Ballantye@dot.gov](mailto:John.Ballantye@dot.gov) or (502) 223-6747 if you have any questions.

Sincerely,

**JOHN D  
BALLANTYNE**

John D. Ballantyne  
Lead Transportation Specialist  
Planning, Environment, and Systems Team

Digitally signed by JOHN D  
BALLANTYNE  
Date: 2023.02.03 09:06:10  
-05'00'

cc: Mikael Pelfrey, KYTC-Planning Director  
Tom Lovett, Owensboro-Daviess Co. MPO Coordinator  
Yvette Taylor, FTA Region 4