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(Document begins on next page)

**OWENSBORO-DAVISS COUNTY
METROPOLITAN PLANNING ORGANIZATION**

TRANSPORTATION IMPROVEMENT PROGRAM

FY 2027-2032



Prepared by



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

This report has been prepared in cooperation with or with financial assistance from all or several of the following public entities: Federal Transit Administration, Federal Highway Administration, Kentucky Transportation Cabinet, City of Owensboro, Kentucky, and Daviess County, Kentucky. This financial assistance notwithstanding, the contents of this report do not reflect the official views or policies of the funding agencies. Accuracy of the information presented herein is the responsibility of the Owensboro-Daviess County Metropolitan Planning Organization, based upon project information submitted by sponsoring agencies.

TABLE OF CONTENTS

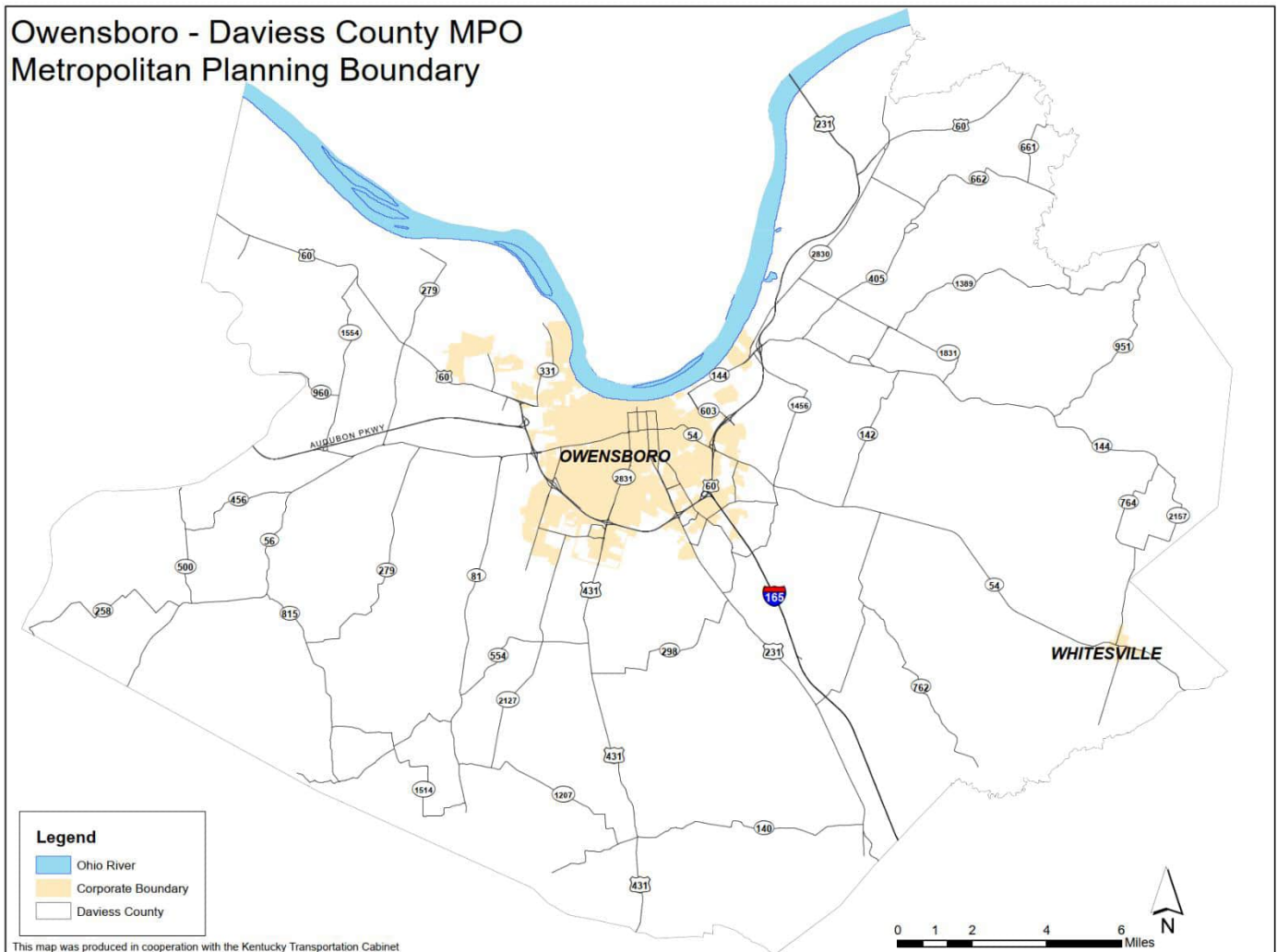
INTRODUCTION	1
• MPO Map	1
TRANSPORTATION IMPROVEMENT PROGRAM	2
• TIP Approval Process.....	2
• Participation Plan	2
• Public Participation	2
• TIP Amendments and Modifications.....	3
• Air Quality	3
PROJECT ORIGIN AND PRIORITIZATION.....	3
• SHIFT	3
FISCAL CONSTRAINT.....	4
• Project Types and Project Funding Classifications.....	5
GROUPED PROJECTS	5
• Table 1: Grouped Projects	6
COMPLETED PROJECTS.....	7
• Table 2: Completed Projects.....	7
SUMMARY OF FUNDING	8
• Table 3: Summary of Funding.....	8
FEDERALLY FUNDED TRANSPORTATION PROJECTS.....	9
• Table 4: Federally Funded Projects	9
• Federally Funded Project Maps	11
STATE FUNDED REGIONALLY SIGNIFICANT PROJECTS	26
TRANSIT PROJECTS.....	26
• Table 5: Transit Projects	26

PERFORMANCE MEASURES	27
• Safety	27
• Table 6: Safety Targets	27
• Asset Management	27
• Table 7: Asset Management Targets	27
• System Performance.....	28
• Table 8: System Performance Targets.....	28
• Anticipated Effect of Performance Measures.....	28
• Table 9: Projects Contributing to Performance Targets	29
TRANSIT ASSET MANAGEMENT	30
• Table 10: Transit Asset Management Targets	30
APPENDIX A: MTP REFERENCE.....	31
• Table 11: MTP References	31
APPENDIX B: INFORMATIONAL SUPPLEMENT	32
• Table 12: State-Funded Projects.....	32
• State-Funded Projects Maps.....	33
• Table 13: Projects Outside the Scope of this TIP	41
• Table 13a: All Federally Funded Projects including Projects and Phases Outside the Scope of this TIP	42
• Projects Outside the Scope of this TIP Maps	44
APPENDIX C: MPO MEMBERSHIP.....	45
• Table 14: Policy Committee Members	45
• Table 15: Technical Advisory Committee Members.....	45
APPENDIX D: PUBLIC COMMENTS.....	46
APPENDIX E: RESOLUTIONS & CERTIFICATION.....	??

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

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/2023/11/Participation-plan-2023-FINAL.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 2027-2032 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 July 3, 2026, edition of the Owensboro Messenger-Inquirer. The required 30-day public comment period began on July 6, 2026, and ran through August 7, 2026.

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: www.gradd.com.

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 at 4 p.m. July 9, 2026, in the GRADD boardroom at 300 GRADD Way. The second was held at 5:30 p.m. July 16, 2026, at the Cliff Hagan Boys & Girls Club. The third was held at 4 p.m. July 20, 2026, at the Daviess County Public Library. Comments were also

accepted by phone and email. **XXXXXX** 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 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, including 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/2023/11/Participation-plan-2023-FINAL.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

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

The Infrastructure Investment and Jobs Act (IIJA) identifies federal funding sources for road, highway, transit and other transportation-related improvements. Federal law requires the Transportation Improvement Programs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. This requirement helps the MPO and the state develop a deliverable program of projects. Although the MPO has significant input in the identification of needs and the determination of project funding priorities, it should be understood the MPO does not have direct control over any source of funding identified herein. Final decisions regarding the programming of funds (project selection, revenue source, schedule etc.) are made by the Kentucky Transportation Cabinet and the state Legislature. Projects scheduled in the current biennium (Fiscal Years 2026-2027) 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 2028 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

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-Variou” in the Statewide Transportation Improvement Program. For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the TIP.

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

Grouped project categories used by the Owensboro-Daviess County MPO are shown in Table 1 on Page 6. The list of grouped projects utilized here is a combination and simplification of two lists recommended by the KYTC/FHWA Consolidated Planning Guidance. This process was used for applicability to the Owensboro-Daviess County area and to facilitate understanding by MPO committee members and the public. By listing these project types in the TIP, planning process stakeholders and the public are informed of the types of potential projects that

may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint or a conformity determination (if applicable). With respect to financial constraint for grouped projects, please see to the Fiscal Constraint section of this document on Page 4 for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP – with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

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

TABLE 1: GROUPED PROJECTS
HSIP – Highway Safety Improvement Program Implementation
Intersection Improvements for Safety or Efficiency
Guardrail, Median Barrier and Crash Cushion Projects
Other Highway Safety Improvements
Intelligent Transportation System (ITS) Improvements
Traffic Signal System Improvements
Highway Signing
Pavement Markers and Striping
Pavement Resurfacing, Restoration and Rehabilitation
Bridge Replacement (No Additional Lanes)
Bridge Rehabilitation
Bridge Inspection
Bridge Painting
Railroad/Highway Crossing Protection
Recreational Trails Projects
Transportation Alternative Projects
Congestion Mitigation Air Quality (CMAQ)
Commuter Ridesharing Program
Bicycle Accommodation/Facilities
Pedestrian Improvement/Facilities
Park and ride Facilities
Purchase of New Buses
Rehabilitation of Transit Vehicles
Transit Operating Assistance
Transit Operating Equipment
Small Transit Passenger Shelters and Informational Kiosks
Reconstruction or Renovation of Transit Facilities
Transportation Studies
Miscellaneous Planning and Technical Studies

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 2023-2028 TIP						
KYTC ID	Route	Phase	Year	Funding Type	Amount	Project Description
2-229	KY 298	R	2023	STP	\$1,200,000	Reconstruct intersection at Fairview Drive (KY 3143) and KY 298.
		U	2024		\$1,300,000	
		C	2025		\$2,987,600	
2-930	Various	C	2023	HSIP	\$329,400	Install Wrong Way road signs and pavement markings on various offramps in Daviess County.
2-936	US 60	C	2024	HSIP	\$3,996,300	Convert intersections on US 60 and Hawes Boulevard and Wrights Landing Road to R-Cuts. (MP 23.26 to MP 24.46)
2-9012.1	US 431	C	2023	HSIP	\$500,000	Intersection and corridor improvements to reduce conflict points and enhance safety on US 431 between MP 10.8 and MP 11.4.
2-10004	CR 1257	R	2023	BRZ	\$5,000	Address deficiencies of Lyddane Bridge Road bridge over Flat Rock Creek.
		C	2024		\$360,000	
2-10020	KY 2262	C	2023	BRO	\$8,000,000	Address deficiencies with Glover Cary Bridge over Ohio River (Joint project with Indiana.)
2-10021	US 231	C	2024	BRO	\$7,500,000	Address deficiencies with William Natcher Bridge over Ohio River (Joint project with Indiana.)
2-10079	US 431	C	2024	FBP	\$4,360,000	Bridge project in Daviess County on (030B00049N) on US 431 at Panther Creek.
2-10081	US 60	C	2023	FBP	\$2,640,000	Bridge project in Daviess County on (030B00096N) on US 60 at Katie Meadow Slough.

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	CRP	
2027	Est. Cost	\$0	\$0	\$0	\$0	\$5,430,000	\$25,140,000	\$0	\$30,570,000
	Revenue	\$0	\$0	\$0	\$0	\$5,430,000	\$25,140,000	\$0	\$30,570,000
2028	Est. Cost	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
	Revenue	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
2029	Est. Cost	\$0	\$0	\$0	\$0	\$15,000,000	\$16,760,000	\$0	\$31,760,000
	Revenue	\$0	\$0	\$0	\$0	\$15,000,000	\$16,760,000	\$0	\$31,760,000
2030	Est. Cost	\$0	\$4,976,733	\$0	\$0	\$16,131,102	\$10,560,000	\$0	\$31,667,835
	Revenue	\$0	\$4,976,733	\$0	\$0	\$16,131,102	\$10,560,000	\$0	\$31,667,835
2031	Est. Cost	\$0	\$0	\$0	\$0	\$0	\$14,090,000	\$0	\$14,090,000
	Revenue	\$0	\$0	\$0	\$0	\$0	\$14,090,000	\$0	\$14,090,000
2032	Est. Cost	\$0	\$0	\$0	\$0	\$2,500,000	\$43,760,000	\$0	\$46,260,000
	Revenue	\$0	\$0	\$0	\$0	\$2,500,000	\$43,760,000	\$0	\$46,260,000
Total	Est. Cost	\$0	\$4,976,733	\$0	\$0	\$41,061,102	\$110,310,000	\$0	\$156,347,835
	Revenue	\$0	\$4,976,733	\$0	\$0	\$41,061,102	\$110,310,000	\$0	\$156,347,835

*** 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
- CRP: Carbon Reduction 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
2-8300.3	KY 54	Improve KY 54 from KY 1456 (Thruston-Dermont Road) to Countryside Drive; design under parent 2-8300.00	NH	C	2027	\$5,030,000	\$5,030,000
2-8300.4	KY 54	Improve KY 54 from Countryside Drive to Jack Hinton road; design under parent 8300.00	STP	R	2027	\$5,750,000	\$5,750,000
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 MP 4.714)	STP	R	2027	\$4,400,000	\$20,110,000
				U	2030	\$4,370,000	
				C	2031	\$11,340,000	
2-8854	KY 3143	Improve KY 3143 (Fairview Drive) from KY 3335 (Settles Road) to KY 54.	STP	C	2027	\$11,300,000	\$11,300,000
2-10082	KY 662	Bridge project in Daviess County on (030B00138N) KY 662 at Blackford Creek	BRZ	D	2030	\$649,139	\$4,976,733
				C	2030	\$4,327,594	
2-20017	KY 81	Address conditions of KY 81 from MP 11.89 to MP 13.32.	STP	D	2030	\$120,000	\$1,500,000
				C	2030	\$1,380,000	
2-20019	KY 2155	Address conditions of KY 2155 from MP 0.00 to MP 1.99.	NH	D	2032	\$200,000	\$2,500,000
				C	2032	\$2,300,000	
2-20065	I-165	Address conditions of I-165 from MP 59.474 to MP 64.001.	NH	D	2030	\$380,000	\$4,243,248
				C	2030	\$3,863,248	
2-20066	I-165	Address conditions of I-165 from MP 64.001 to MP 70.185.	STP	D	2030	\$520,000	\$5,727,854
				C	2030	\$5,207,854	
2-22138	I-165	Address conditions of I-165 from MP 64.001 to MP 70.185.	NH	D	2030	\$560,000	\$6,160,000
				C	2030	\$5,600,000	
2-22195	AU 9005	Address conditions of Audubon Parkway from MP 15.883 to MP 23.441.	STP	D	2029	\$1,160,000	\$12,760,000
				C	2029	\$11,600,000	
2-80301	KY 298	Widen KY 298 (Old Hartford Road) to improve traffic flow and safety. Project begins at Harriet Lane (CR 1120H) and ends at Burlew Boulevard (KY 1432).	STP	D	2027	\$1,290,000	\$17,990,000
				R	2030	\$2,190,000	
				U	2031	\$2,750,000	
				C	2032	\$11,760,000	
2-80410	US 60	Add dual turn lanes from KY 331 westbound onto US 60 eastbound (BMP 0.108 to EMP 0.0)as well as dual receiving lanes on US 60 (BMP 10.287 to EMP 10.179).	NH	D	2027	\$400,000	\$2,400,000
				U	2028	\$300,000	
				C	2028	\$1,700,000	

*** Fund Types:**

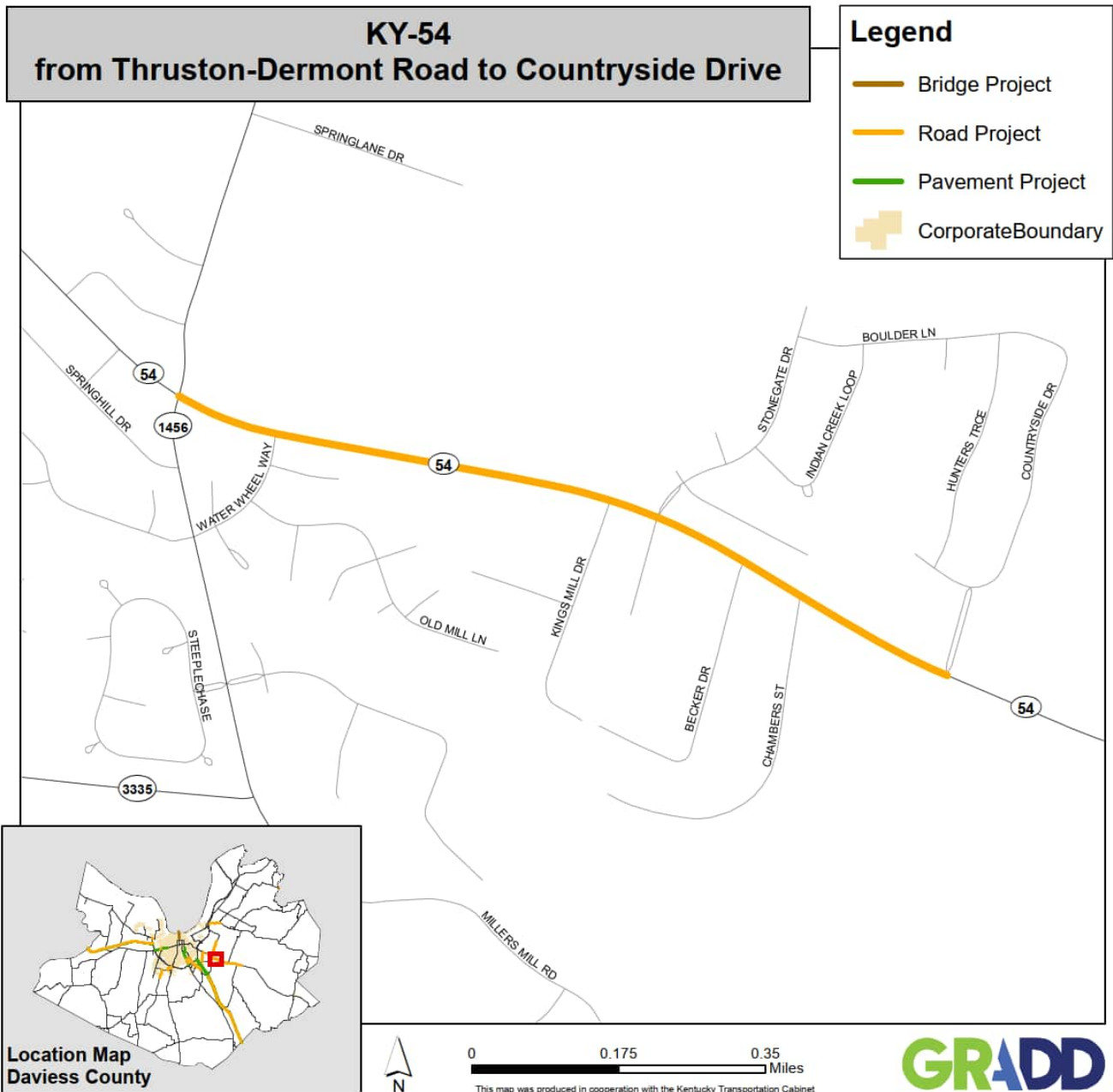
- BRO: Federal Bridge Replacement, On System
- BRZ: Federal Bridge Replacement, Off System
- FBP: Federal Bridge Program
- HSIP: Highway Safety Improvement Program
- NH: National Highway
- STP: Surface Transportation Block Grant Program

• Projects may be divided into four phases:

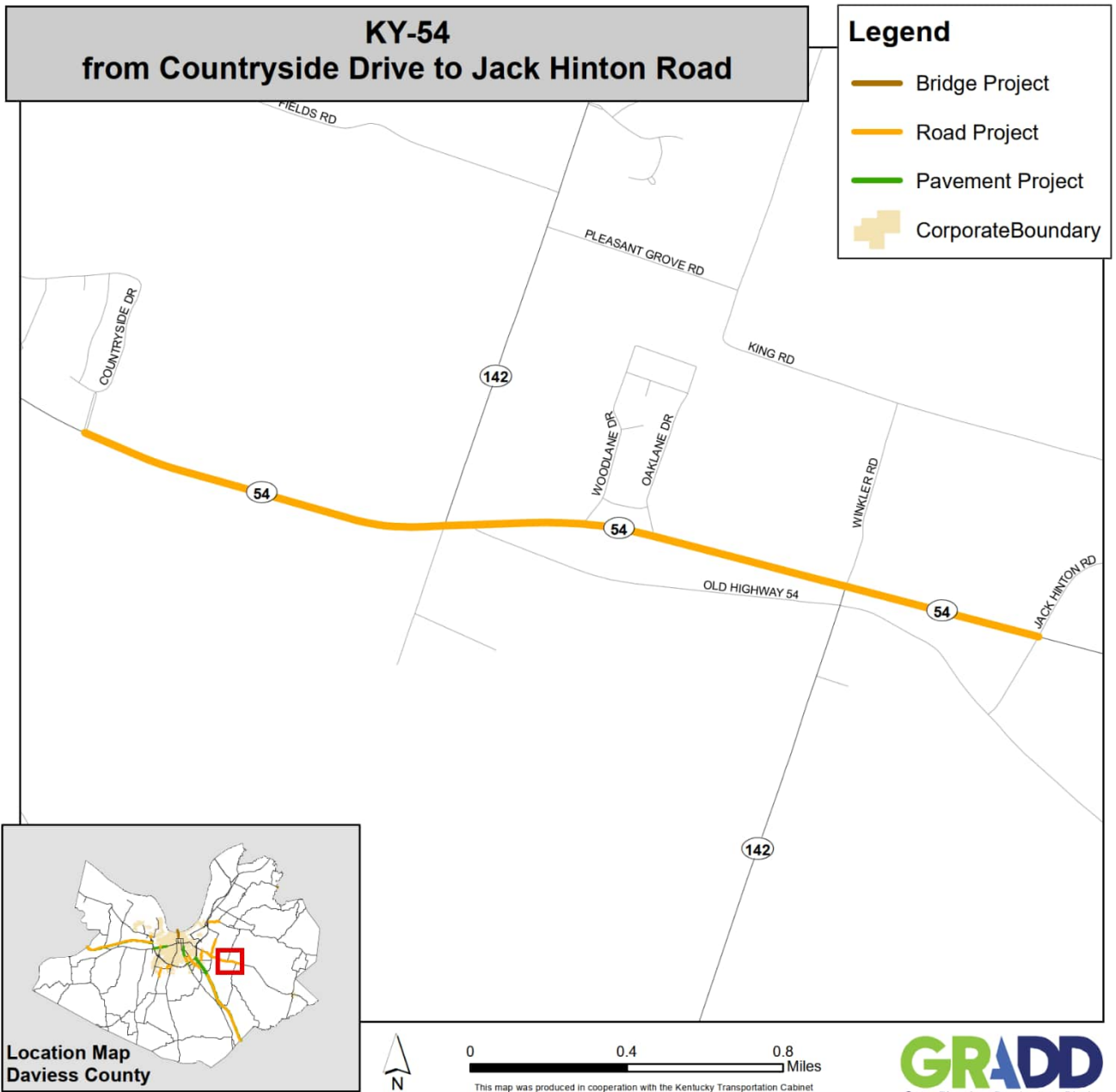
- D — Design;
- R — Right-of-Way acquisition;
- U — Utility realignment; and
- C — Construction

TABLE 4: FEDERALLY FUNDED PROJECTS							
KYTC ID	ROUTE	DESCRIPTION	FUND TYPE*	PHASE	YEAR	COST	TOTAL PROJECT COST
2-80414	I-165	Construct a new interchange on I-165 between MP 59.5 and MP 68.5.	STP	D	2027	\$2,000,000	\$40,500,000
				R	2029	\$4,000,000	
				U	2030	\$2,500,000	
				C	2032	\$32,000,000	
2-80415	AU 9005	Upgrade Audubon Parkway to interstate standards for conversion to I-169.	NH	C	2029	\$15,000,000	\$15,000,000

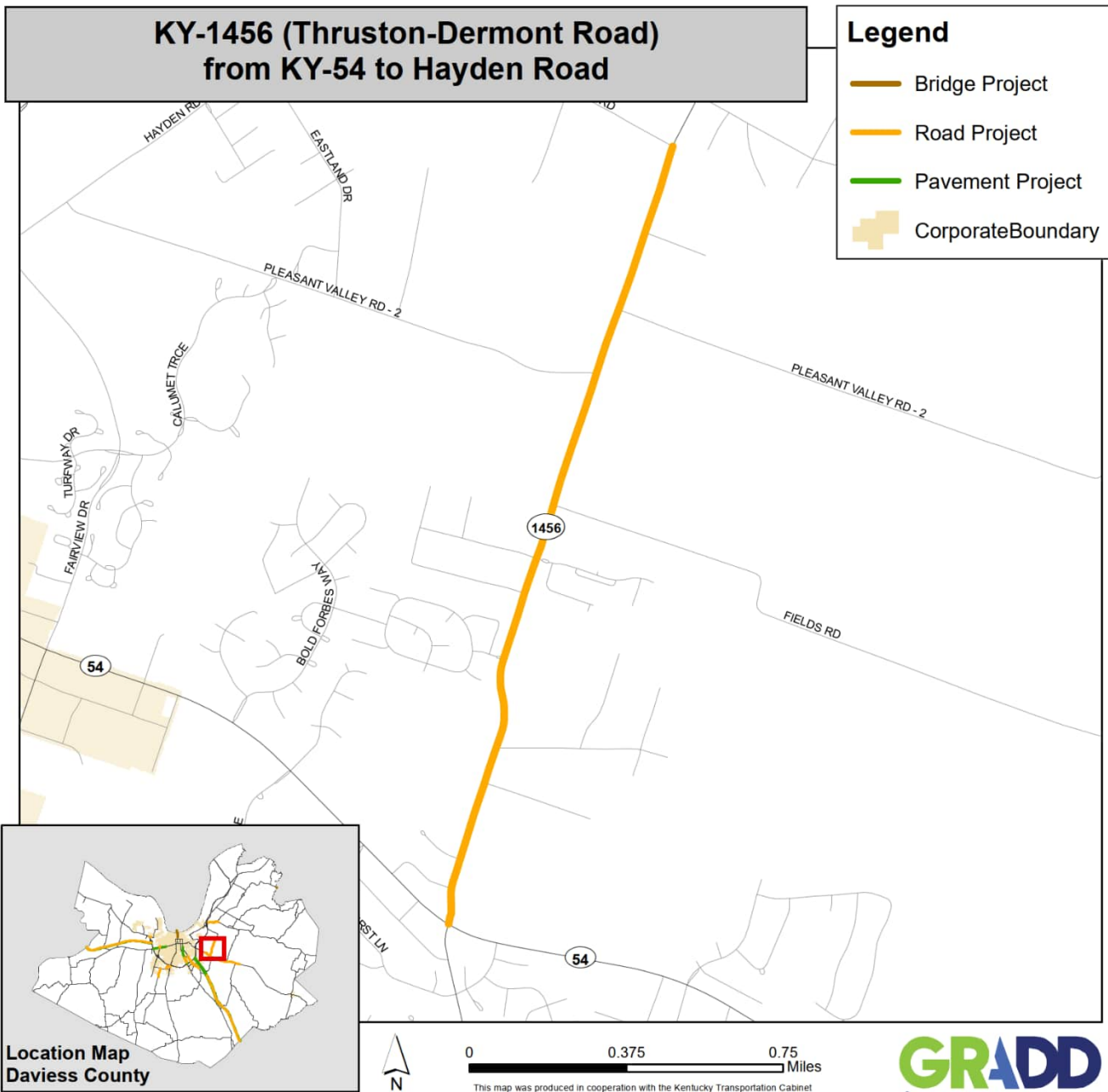
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-8300.30	KY 54	Improve KY 54 from Thruston-Dermont Rd to Countryside Drive.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
NH	C		\$5,030,000						\$5,030,000



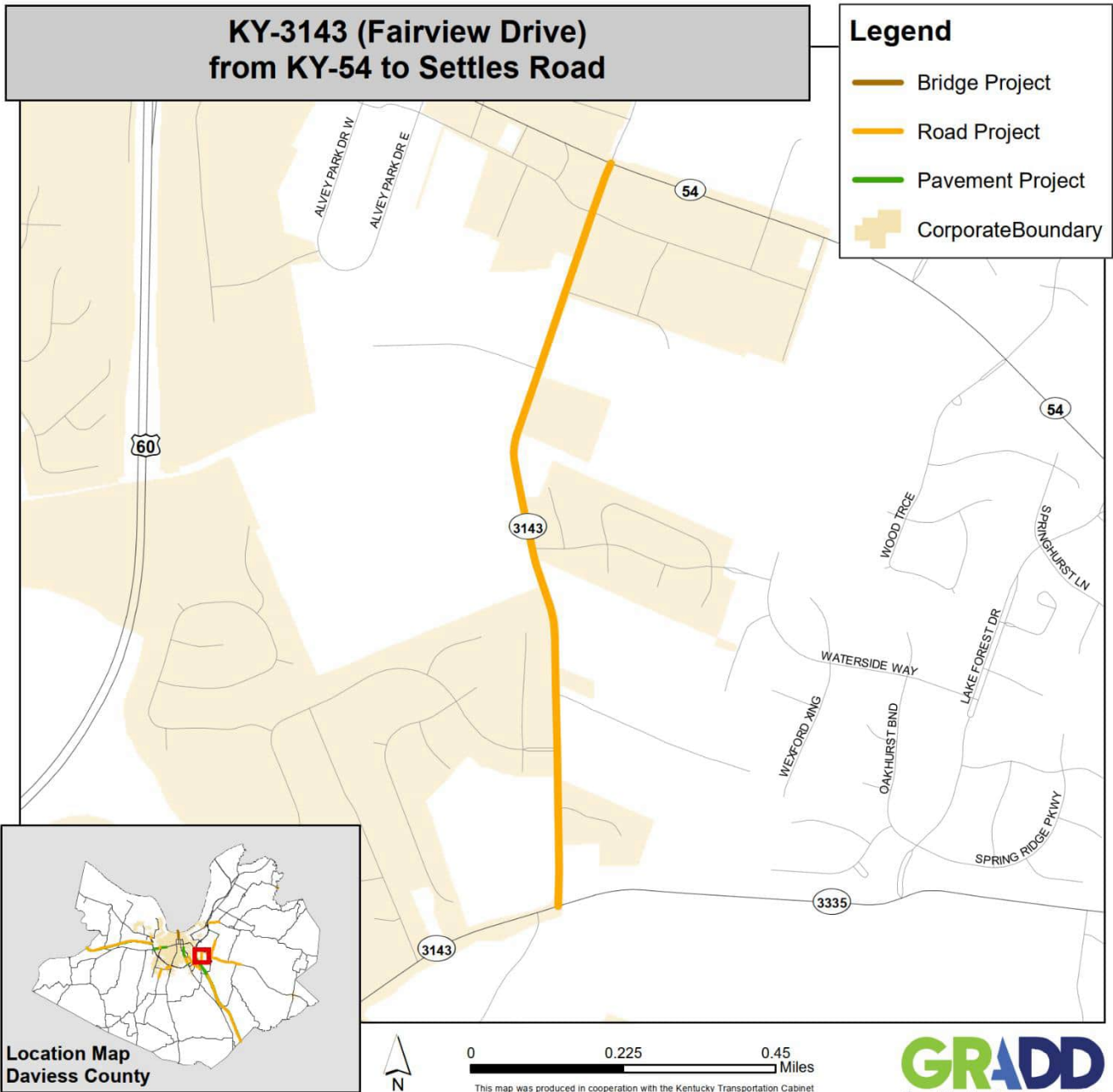
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-8300.40	KY 54	Improve KY 54 from Countryside Drive to Jack Hinton Road.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
STP1	R		\$5,750,000						\$5,750,000
SPP	U				\$6,920,000				\$6,920,000
SPP	C					\$14,070,000			\$14,070,000



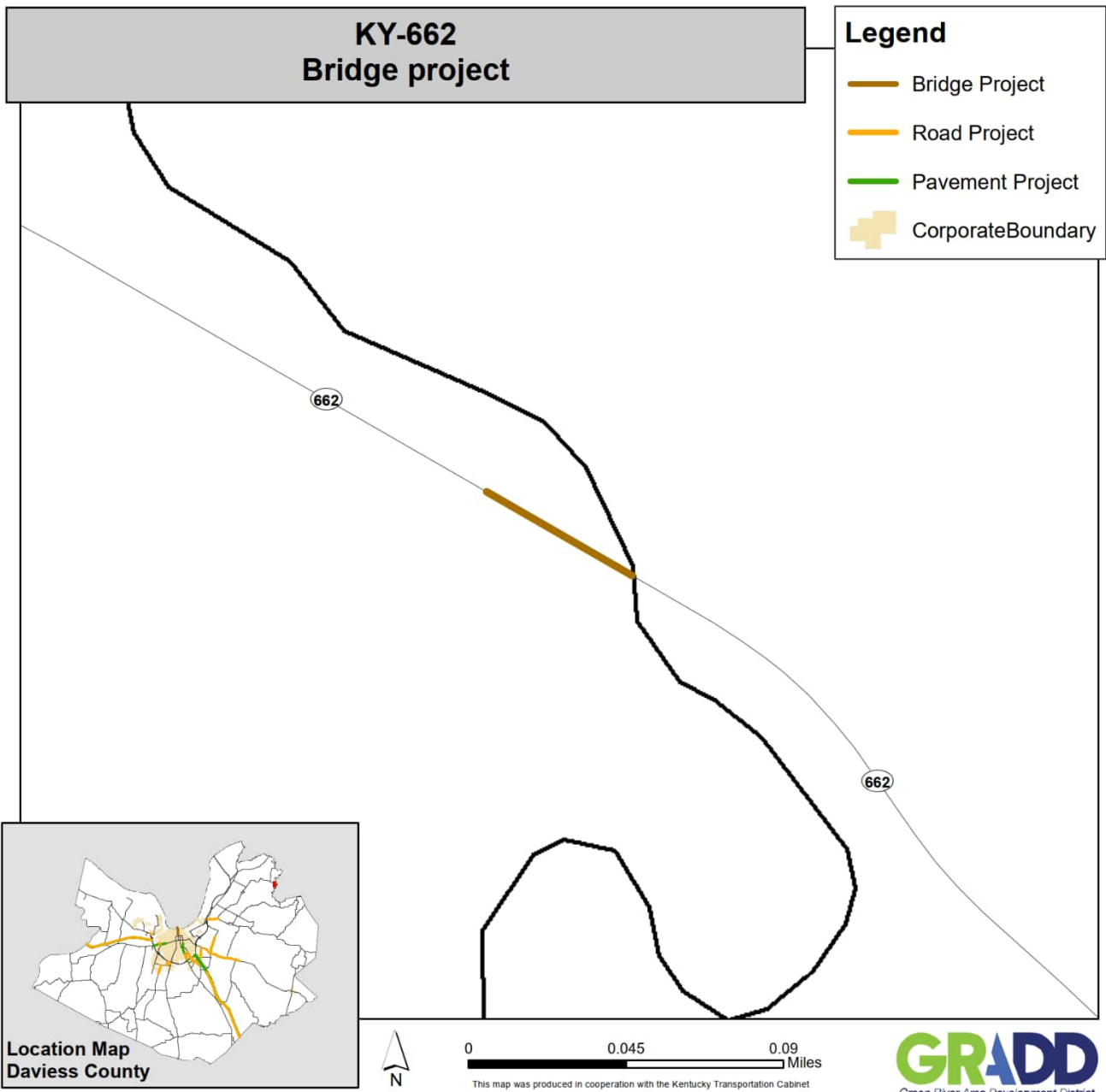
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-8801	KY 1456	Address substandard roadway geometrics and safety concerns on KY 1456 (Thruston-Dermont Road) from KY 54 to Hayden Road. MP 2.778 to 4.714							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
STP1	R		\$4,400,000						\$4,400,000
STP1	U					\$4,370,000			\$4,370,000
STP1	C						\$11,340,000		\$11,340,000



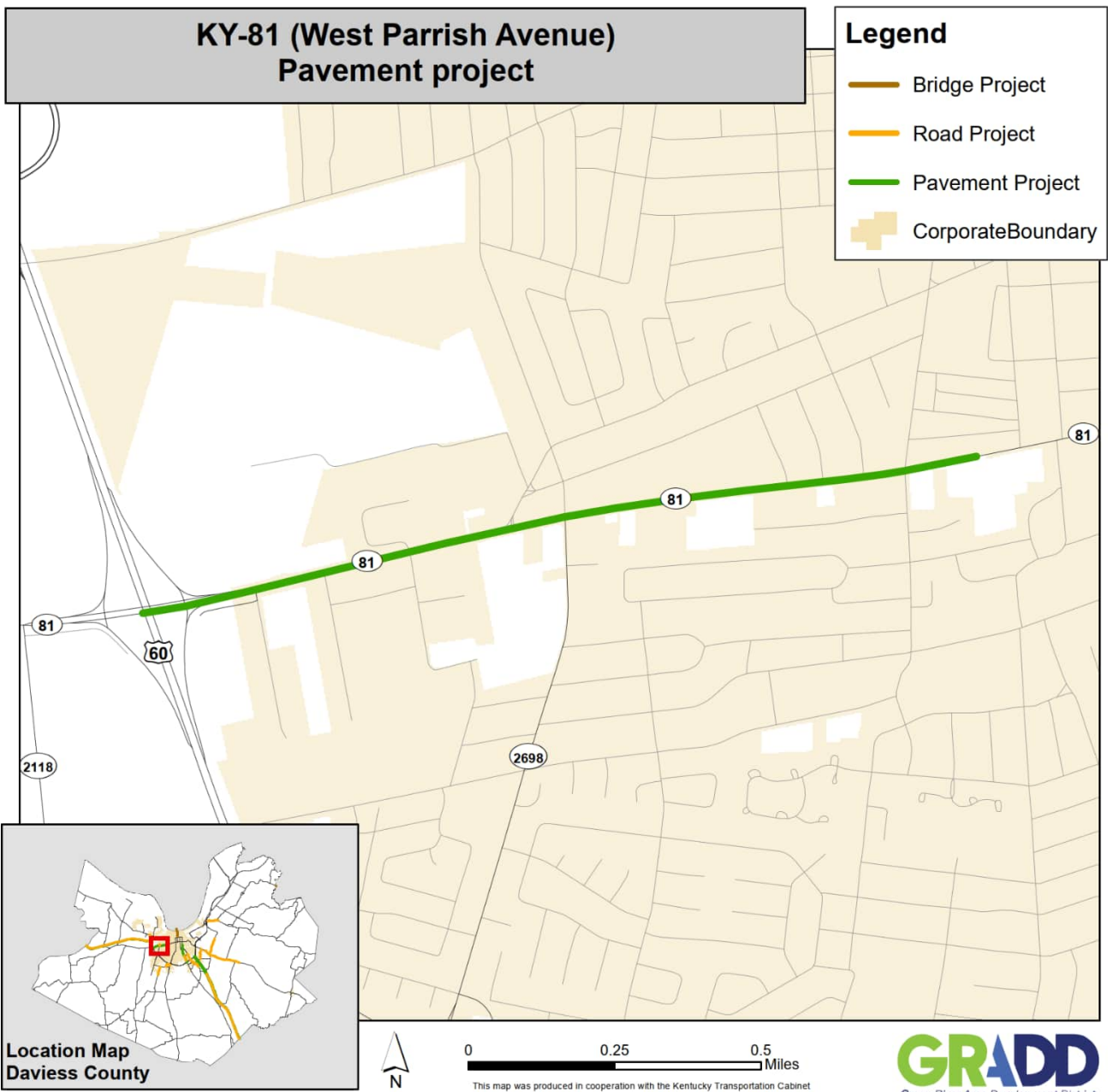
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-8854	KY 3143	Improve KY 3143 (Fairview Drive) from KY 3355 (Settles Road) to KY 54							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
STP1	C		\$11,300,000						\$11,300,000



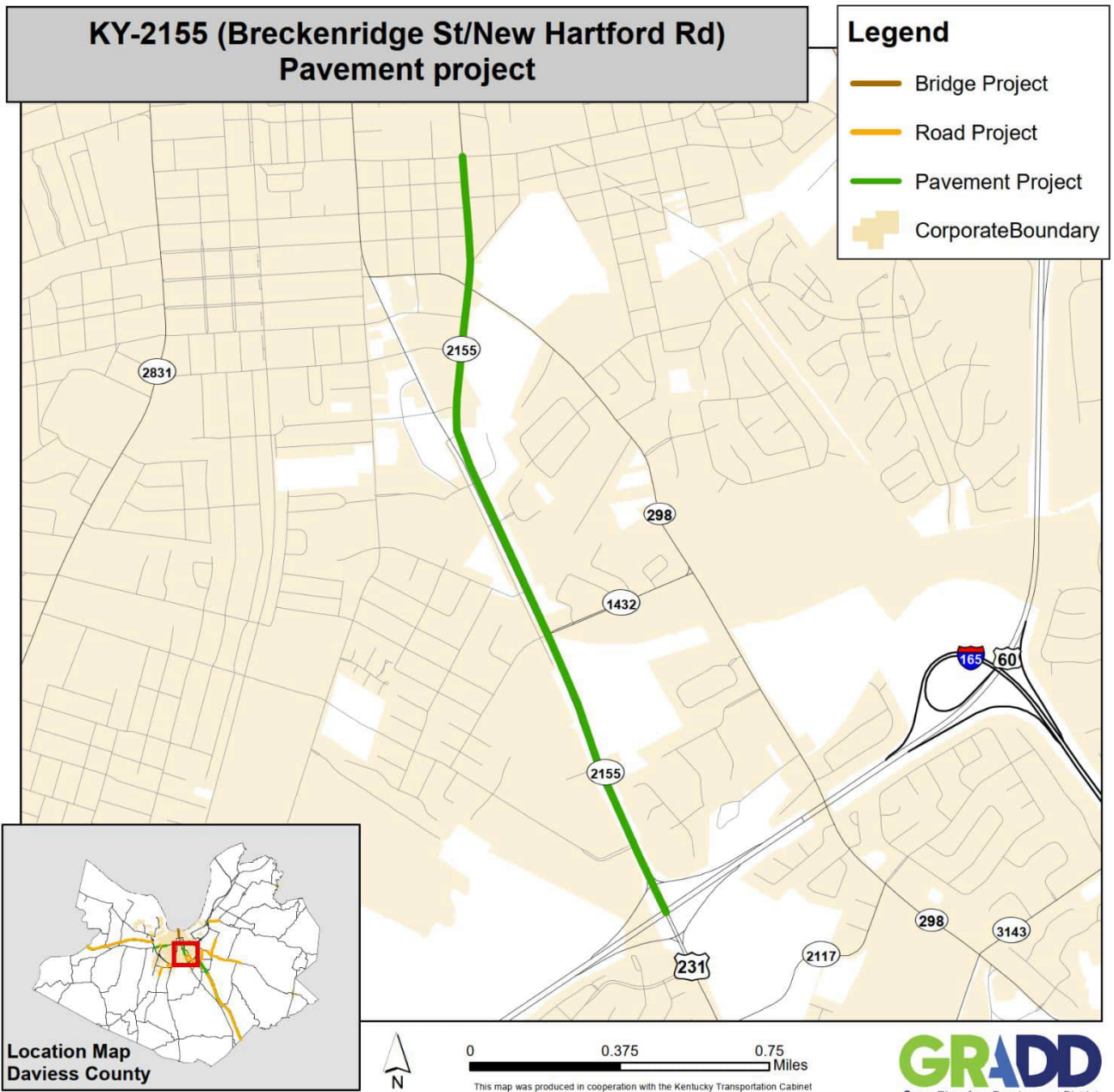
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-10082	KY 662	Bridge project in Daviess County on KY 662 at Blackford Creek.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
BRZ	D					\$649,139			\$649,139
BRZ	C					\$4,327,594			\$4,327,594



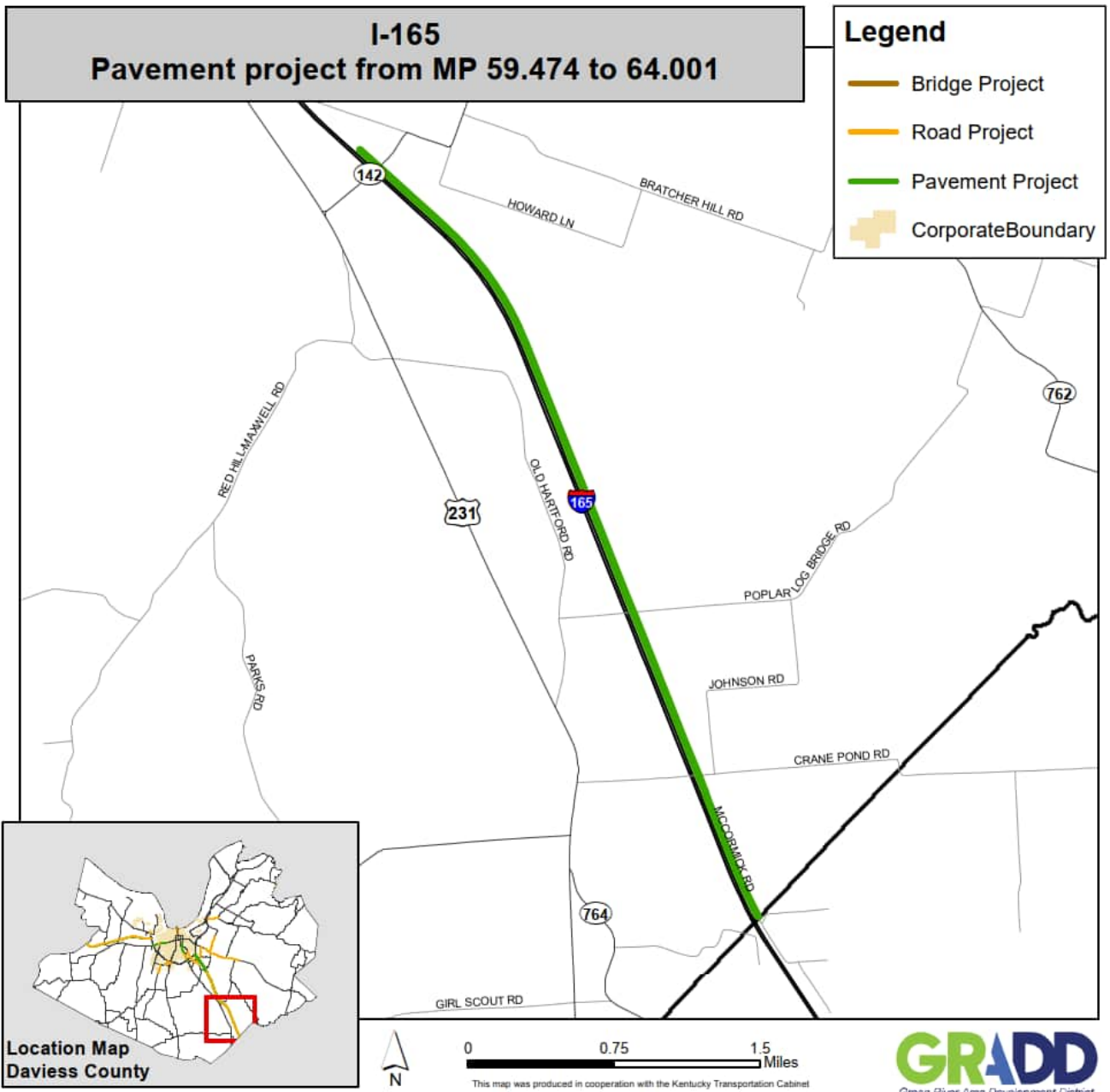
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-20017	KY 81	Address condition of KY 81 (West Parrish Ave) from MP 11.891 to 13.32							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
STP3	D					\$120,000			\$120,000
STP3	C					\$1,380,000			\$1,380,000



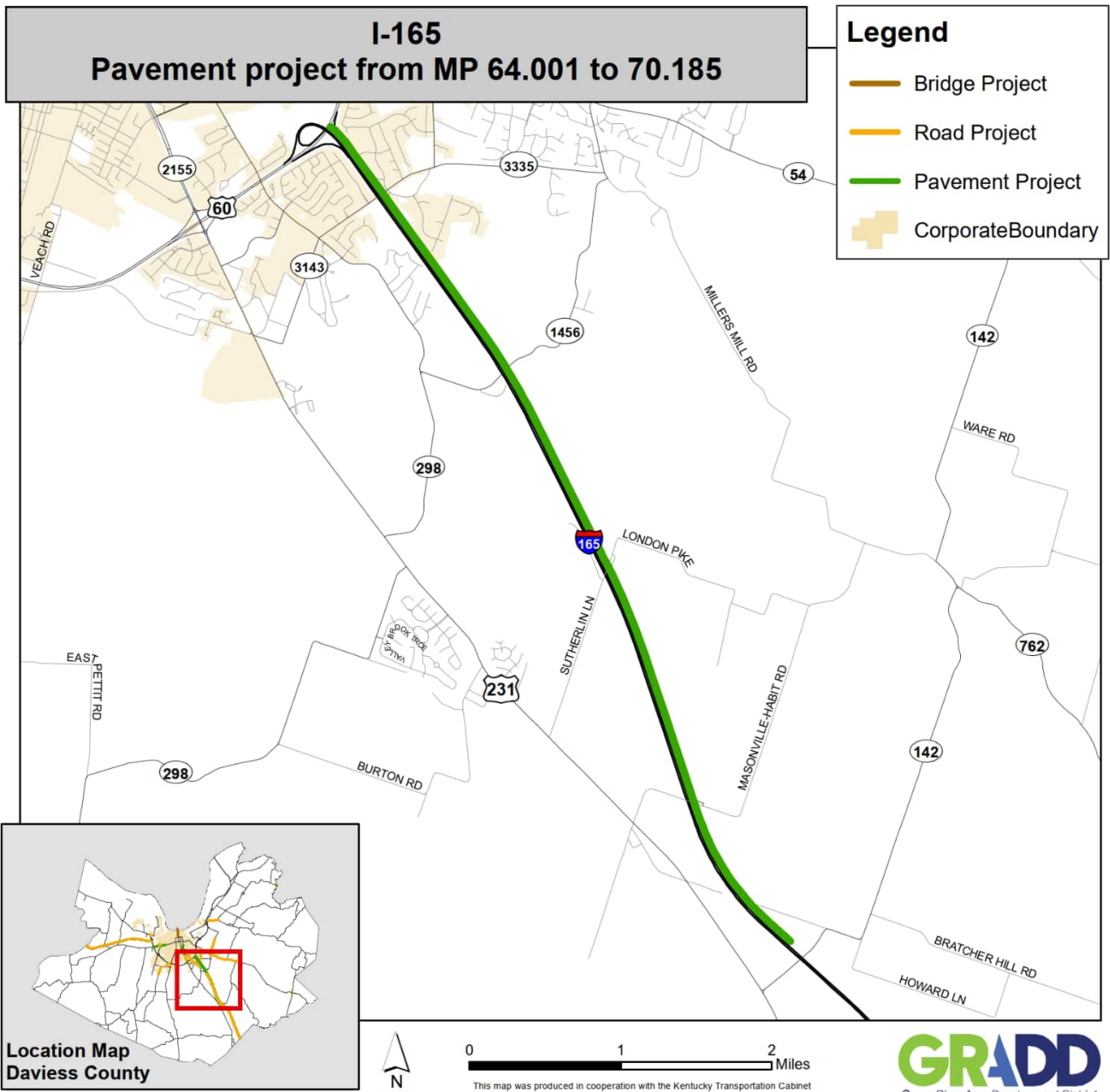
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-20019	KY 2155	Address condition of KY 2155 (Breckenridge St/New Hartford Rd) from MP 0 to 1.991.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
NHPM	D							\$200,000	\$200,000
NHPM	C							\$2,300,000	\$2,300,000



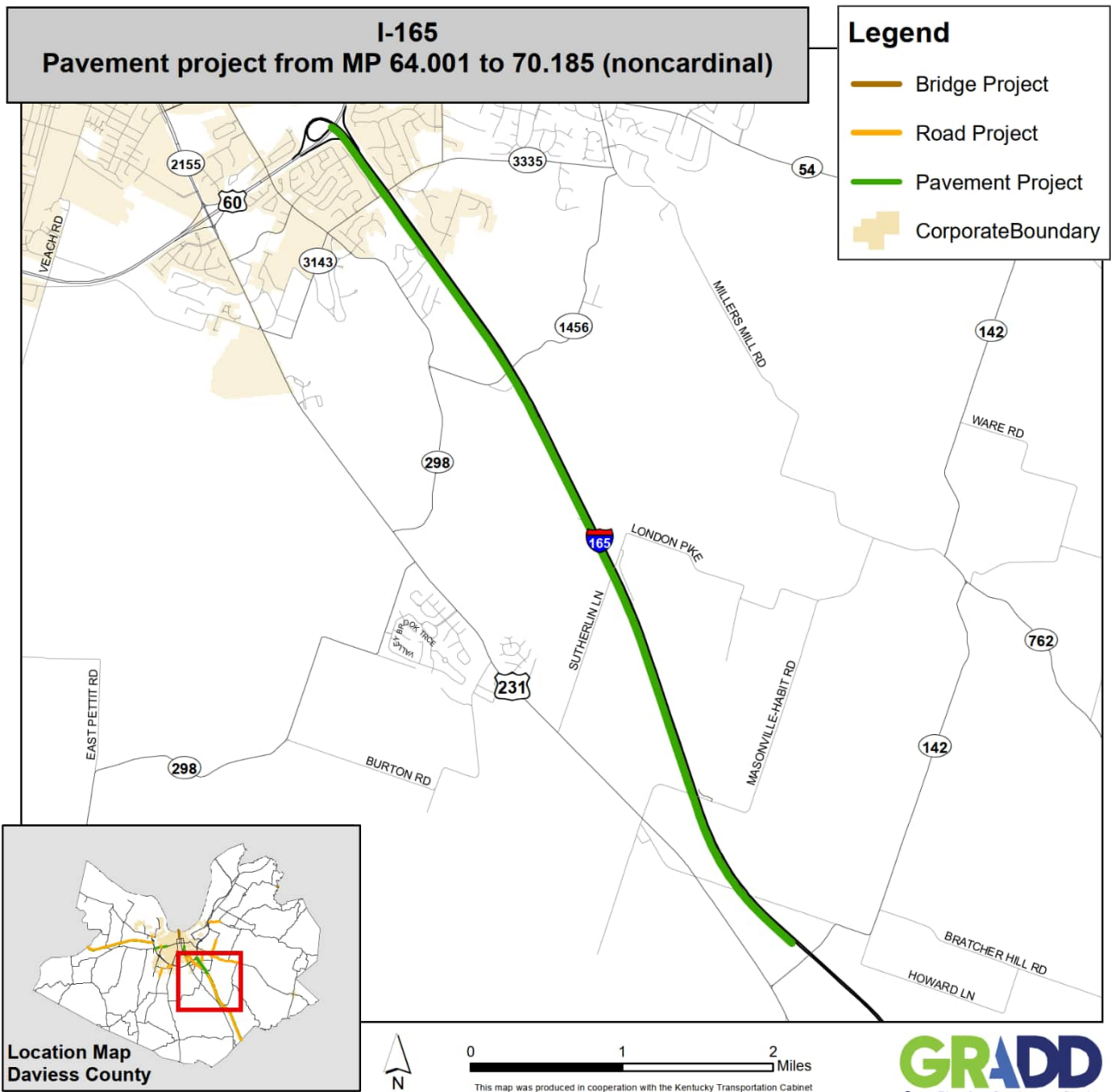
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-20065	I-165	Address condition of I-165 from MP 59.474 to 64.001.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
NHPM	D					\$380,000			\$380,000
NHPM	C					\$3,863,248			\$3,863,248



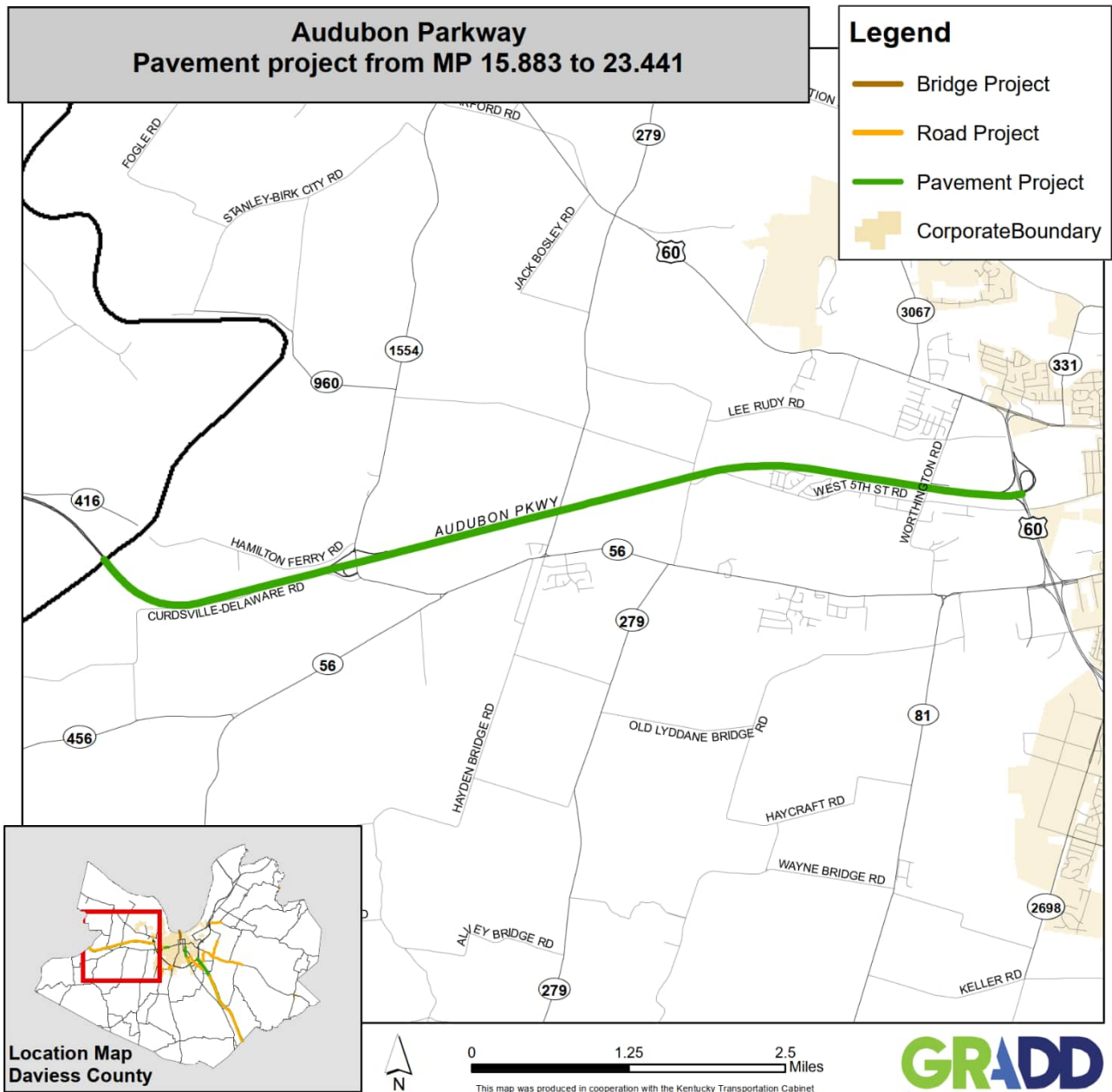
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVISS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-20066	I-165	Address condition of I-165 from MP 64.001 to 70.185.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
STP3	D					\$520,000			\$520,000
STP3	C					\$5,207,854			\$5,207,854



FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVISS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-22138	I-165	Address condition of I-165 noncardinal from MP 64.001 to 70.185.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
NHPM	D					\$560,000			\$560,000
NHPM	C					\$5,600,000			\$5,600,000



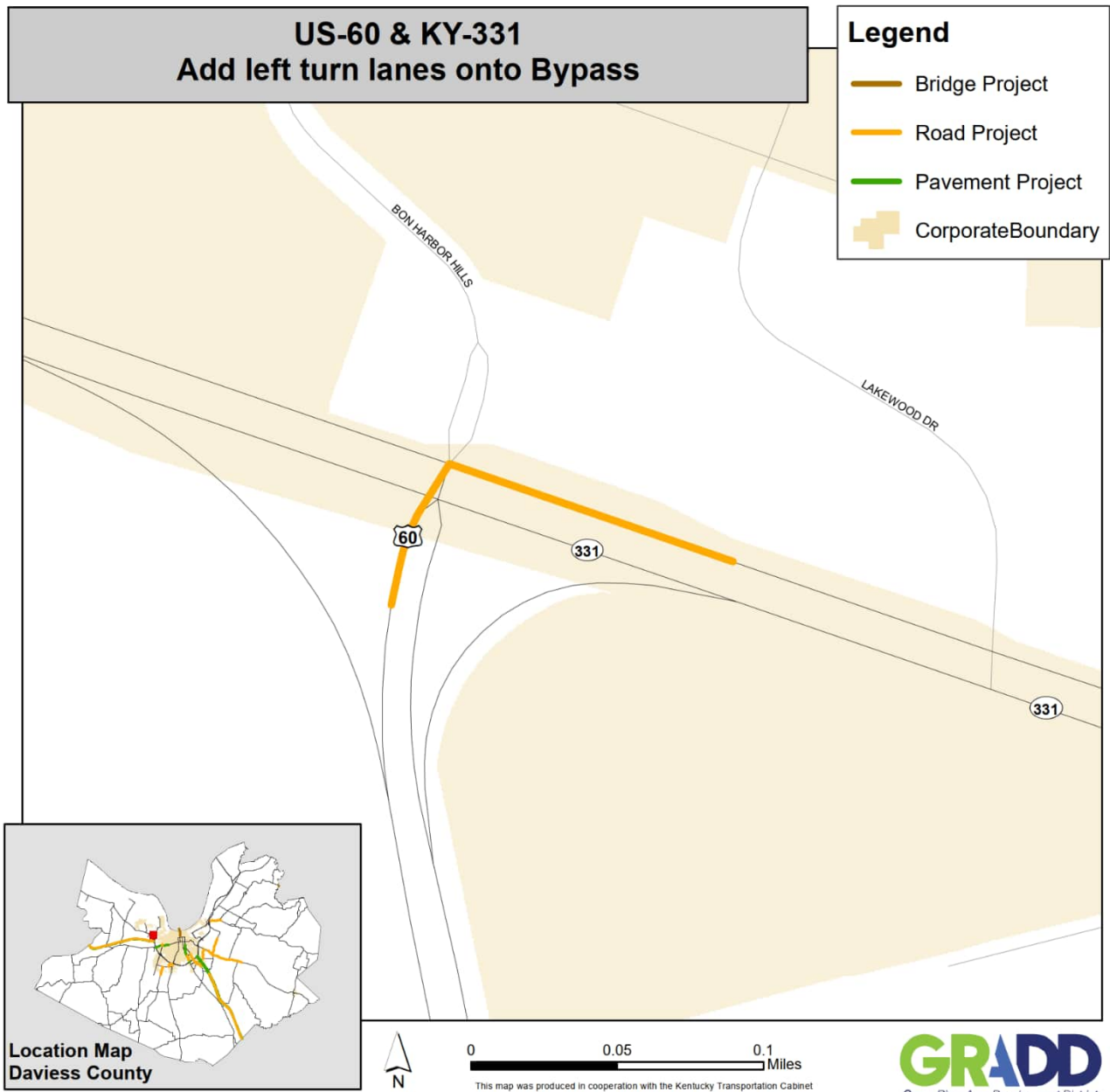
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-22195	AU 9005	Address condition of Audubon Parkway from MP 15.883 to 23.441							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
STP5	D				\$1,160,000				\$1,160,000
STP5	C				\$11,600,000				\$11,600,000



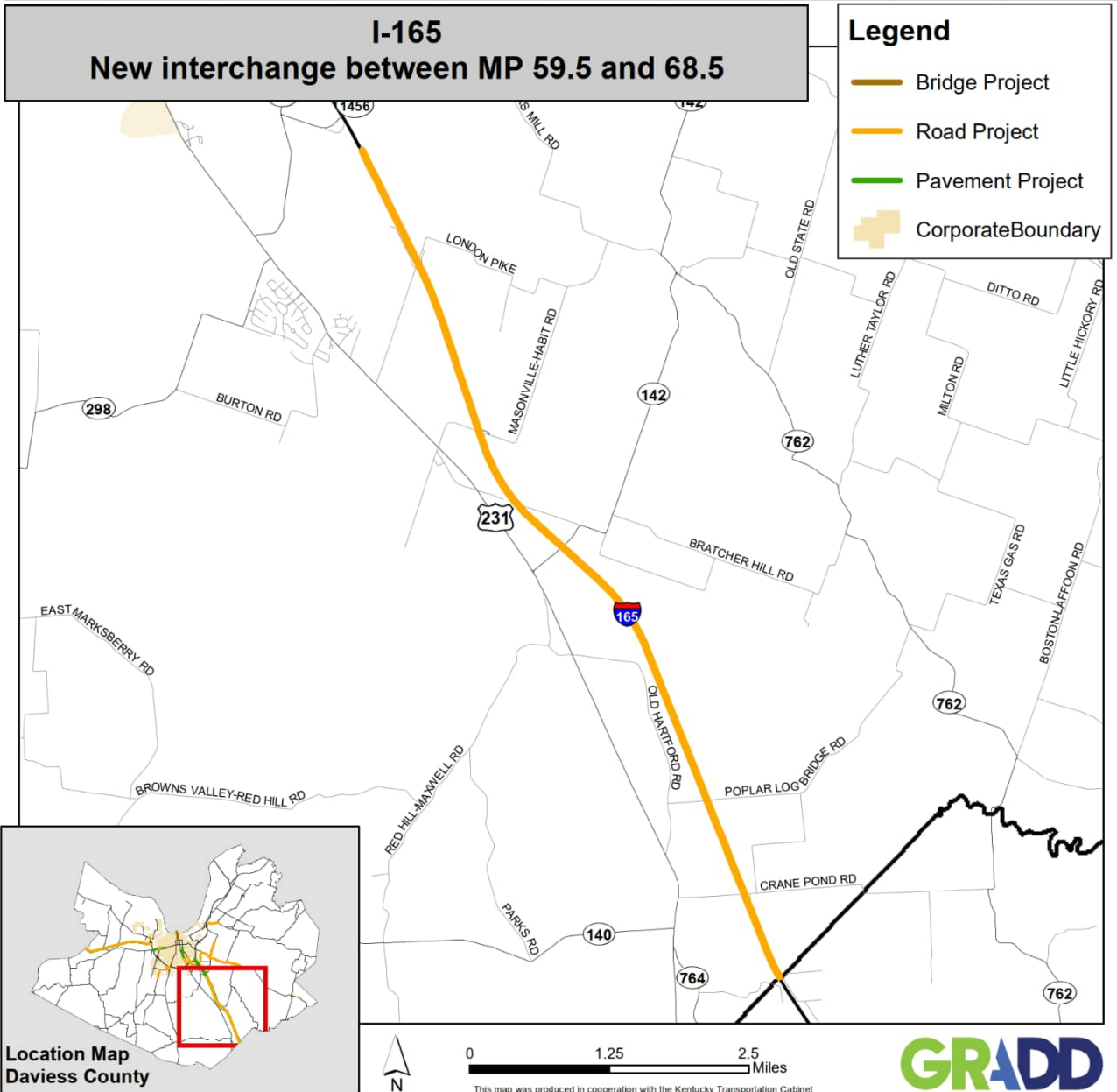
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVISS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-80301	KY 298	Old Hartford Rd - widen to improve traffic flow and safety. Project begins at Harriet Ln and ends at Burlew Blvd.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
STP1	D		\$1,290,000						\$1,290,000
STP1	R					\$2,190,000			\$2,190,000
STP1	U						\$2,750,000		\$2,750,000
STP1	C							\$11,760,000	\$11,760,000



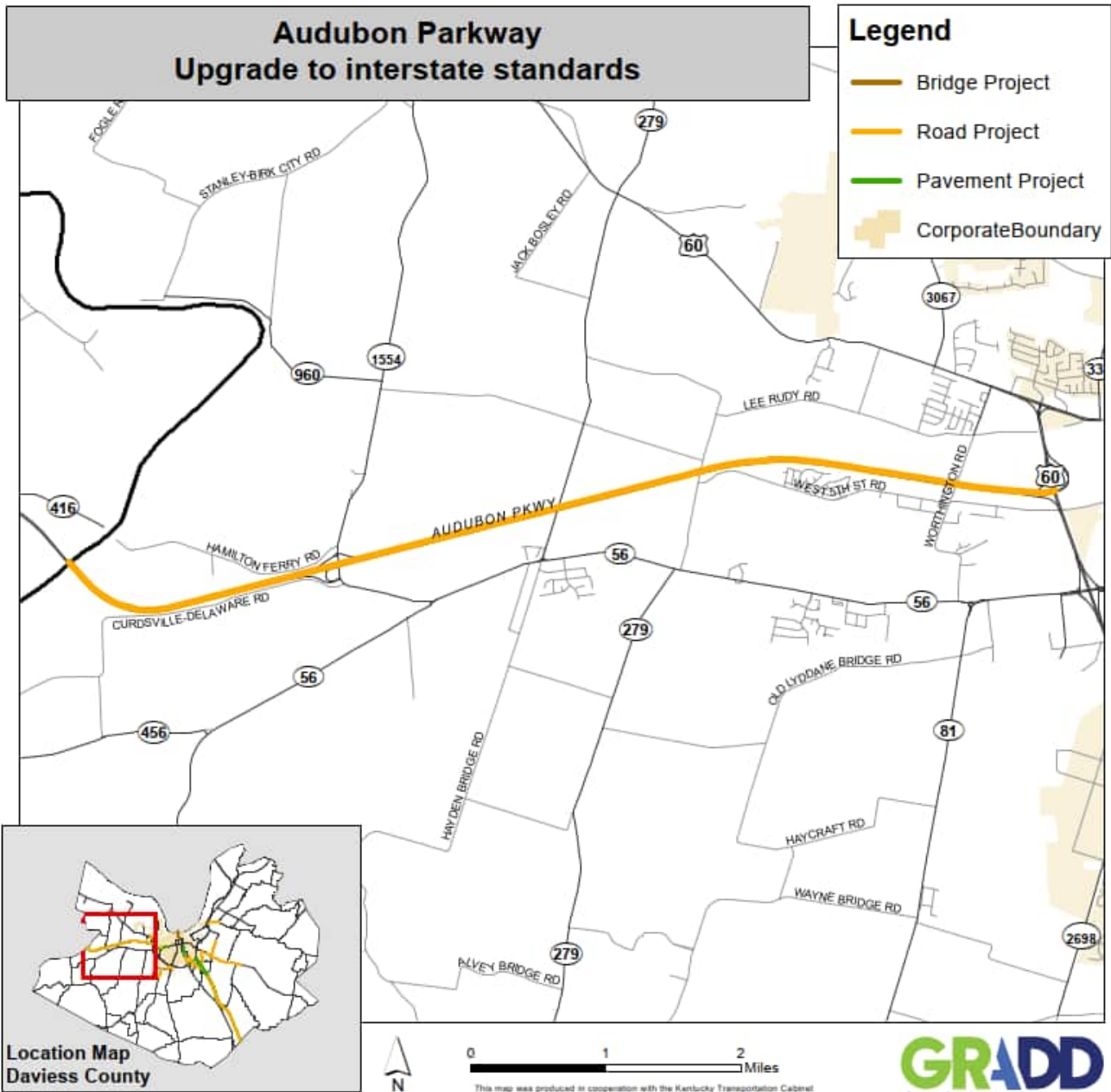
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-80410	US 60	Add dual left turn lanes from KY 331 westbound onto US 60 eastbound (MP 0.0 to 0.108) as well as dual receiving lanes on US 60 eastbound. (MP 10.179 to 10.287).							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
NH	D		\$400,000						\$400,000
NH	U			\$300,000					\$300,000
NH	C			\$1,700,000					\$1,700,000



FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-80414	I-165	Construct new interchange on I-165 between MP 59.5 and 68.5.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
STPF	D		\$2,000,000						\$2,000,000
STPF	R				\$4,000,000				\$4,000,000
STPF	U					\$2,500,000			\$2,500,000
STPF	C							\$32,000,000	\$32,000,000



FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVISS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-80415	AU-9005	Upgrade Audubon Parkway to interstate standards for conversion to I-169.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
NH	D	\$1,000,000							\$1,000,000
NH	C				\$15,000,000				\$15,000,000



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	2027	2028	2029	2030	2031	2032	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	\$14,400	\$14,400	\$14,400	\$14,400	\$14,400	\$14,400	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	5307	\$43,396	\$43,396	\$43,396	\$43,396	\$43,396	\$43,396	Owensboro Transit
Facility Maintenance	5339	\$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.

Performance Measure	Target	
	2025	2026
Number of Fatalities	745	726
Number of Serious Injuries	2,821.6	2,353
Fatality Rate/100M VMT	1.607	1.50
Serious Injury Rate/100M VMT	5.843	5.61
Number of Nonmotorized Fatalities and Serious Injuries	311	321

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.

Pavement Performance Measure	Target	
	Two-Year	Four-Year
Percentage Good Condition Interstates	55%	60%
Percentage Poor Condition Interstates	4.0%	3.0%
Percentage Good Condition Non-Interstate NHS	35%	40%
Percentage Poor Condition Non-Interstate NHS	6.0%	5.0%
NHS Bridge Performance Measure		
Percentage Good Condition by Deck Area	31%	27%
Percentage Poor Condition by Deck Area	3.7%	3.6%

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	95%	93%
Percentage of Person-Miles traveled on Non-Interstate NHS that are reliable	91%	91%
Truck Travel Time Reliability (TTTR) Index	1.3	1.35

Anticipated Performance Measure Effects

Twelve projects designated in the Owensboro-Daviess County MPO's 2027-2032 TIP address these performance measures. They can be found in Table 9 on Page 29.

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

- Improve KY 54 from KY 1456 (Thruston-Dermont Road) to Countryside Drive;
- Improve KY 54 from Countryside Drive to Jack Hinton 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
- Widen KY 298 (Old Hartford Road) to improve traffic flow and safety. Project begins at Harriet Lane (CR 1102H) and ends at Burlew Boulevard.

These projects carry an estimated combined cost of \$60,450,000 over the six-year span of the TIP.

The TIP contains one project that address the Bridge Performance aspect of the Asset Management measure. This project, carrying a total cost of \$3,850,000, would address deficiencies on this bridge:

- The Blackford Creek bridge on KY 662.

This project 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 \$32,891,102, 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 from MP 59.474 to MP 64.001;
- I-165 from MP 64.001 to MP 70.185;
- I-165 from MP 64.001 to MP 70.185;
- The Audubon Parkway (AU-9005) from MP 15.883 to MP 23.441; and

TABLE 9: PROJECTS CONTRIBUTING TO THE ACHIEVEMENT OF PERFORMANCE TARGETS				
KYTC ID	Route	Description	Cost	Performance Target
2-8300.3	KY 54	Improve KY 54 from KY 1456 (Thruston-Dermont Road) to Countryside Drive; design under parent 2-8300.00.	\$5,300,000	Safety
2-8300.4	KY 54	Improve KY 54 from Countryside Drive to Jack Hinton road; design under parent 8300.00	\$5,750,000	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 MP 4.714)	\$20,110,000	Safety
2-8854	US 3143	Improve KY 3143 (Fairview Drive) from KY 3335 (Settles Road) to KY 54.	\$11,300,000	Safety
2-80301	KY 298	Widen KY 298 (Old Hartford Road) to improve traffic flow and safety. Project begins at Harriet Lane (CR 1120H) and ends at Burlew Boulevard (KY 1432).	\$17,990,000	Safety
2-10082	KY 662	Bridge Project in Daviess County on (030B00138N) KY 662 at Blackford Creek	\$3,850,000	Asset Management - Bridges
2-20017	KY 81	Address pavement condition of KY 81 from MP 11.891 to MP 13.320	\$1,500,000	Asset Management - Pavement
2-20019	KY 2155	Address pavement condition of Ky 2155 from MP 0.000 to MP 1.991	\$2,500,000	Asset Management - Pavement
2-20065	I-165	Address condition of I-165 from MP 59.474 to MP 64.001	\$4,243,248	Asset Management - Pavement
2-20066	I-165	Address condition of I-165 from MP 64.001 to MP 70.185	\$5,727,854	Asset Management - Pavement
2-22138	I-165	Address condition of I-165 from MP 64.001 to MP 70.185	\$6,160,000	Asset Management - Pavement
2-22195	AU 9005	Address condition of Audubon Parkway from MP 15.883 to MP 23.441	\$12,760,000	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		2026	2027	2028	2029	2030	2031
REVENUE VEHICLES							
AGE — 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
	BU — Bus	25%	25%	25%	25%	25%	25%
	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
	TB — Trolley Bus	25%	25%	25%	25%	25%	25%
VN — Van	n/a	n/a	n/a	n/a	n/a	n/a	
EQUIPMENT							
AGE — Percentage of other vehicles within a particular class that have met or exceeded their Useful Life Benchmark.	Nonrevenue/Service Vehicles	0%	0%	0%	0%	0%	0%
	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
FACILITIES							
CONDITION — Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale.	Administration	0%	0%	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%	0%	0%
	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 2027-2032 TIP. This information is included to demonstrate the required consistency with the MTP for each project in the TIP. The 2050 MTP can be viewed on the MPO website at: <https://gradd.com/wp-content/uploads/2025/09/FY-26-50-MTP-FINAL.pdf>

TABLE 11: METROPOLITAN TRANSPORTATION PLAN REFERENCE				
KYTC ID	Route	DESCRIPTION	MTP REFERENCE	MTP REFERENCE NOTES
2-8300.3	KY 54	Improve KY 54 from KY 1456 (Thruston-Dermont Road) to Countryside Drive.	Page 43	Committed Projects
2-8300.4	KY 54	Improve KY 54 from Countryside Drive to Jack Hinton road.	Page 43	Committed Projects
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.)	Page 43	Committed Projects
2-8854	KY 3143	Improve KY 3143 from KY 3335 to KY 54	Page 43	Committed Projects
2-10082	KY 662	Bridge Project in Daviess County on KY 662 at Blackford Creek	Appendix B	Grouped Projects - Bridge Rehabilitation
2-20017	KY 81	Address pavement condition of KY 81 from MP 11.891 to MP 13.320	Appendix B	Grouped Projects - Pavement Resurfacing, Restoration and Rehabilitation
2-20019	KY 2155	Address pavement condition of KY 2155 from MP 0.000 to MP 1.991	Appendix B	Grouped Projects - Pavement Resurfacing, Restoration and Rehabilitation
2-20065	I-165	Address condition of I-165 from MP 59.474 to MP 64.001	Appendix B	Grouped Projects - Pavement Resurfacing, Restoration and Rehabilitation
2-20066	I-165	Address condition of I-165 from MP 64.001 to MP 70.185	Appendix B	Grouped Projects - Pavement Resurfacing, Restoration and Rehabilitation
2-22138	I-165	Address conditions of I-165 from MP 64.001 to MP 70.185.	Appendix B	Grouped Projects - Pavement Resurfacing, Restoration and Rehabilitation
2-22195	AU-9005	Address condition of Audubon Parkway from MP 15.883 to MP 23.441	Appendix B	Grouped Projects - Pavement Resurfacing, Restoration and Rehabilitation
2-80301	KY 298	Widen KY 298 (Old Hartford Road) to improve traffic flow and safety. Project begins at Harriet Lane (CR 1120H) and ends at Burlew Boulevard (KY 1432).	Page 43	Committed Projects
2-80410	US 60	Add dual turn lanes from KY 331 westbound onto US 60 eastbound (BMP 0.108 to EMP 0.0)as well as dual receiving lanes on US 60 (BMP 10.287 to EMP 10.179).	Appendix B	Grouped Projects - Intersection Improvements for Safety or Efficiency
2-80414	I-165	Construct a new interchange on I-165 between MP 59.5 and MP 68.5.	Appendix B	Grouped Projects - Other Highway Safety Improvements
2-80415	AU 9005	Upgrade Audubon Parkway to interstate standards for conversion to I-169.	Appendix B	Grouped Projects - Other Highway Safety Improvements

APPENDIX B: INFORMATIONAL SUPPLEMENT

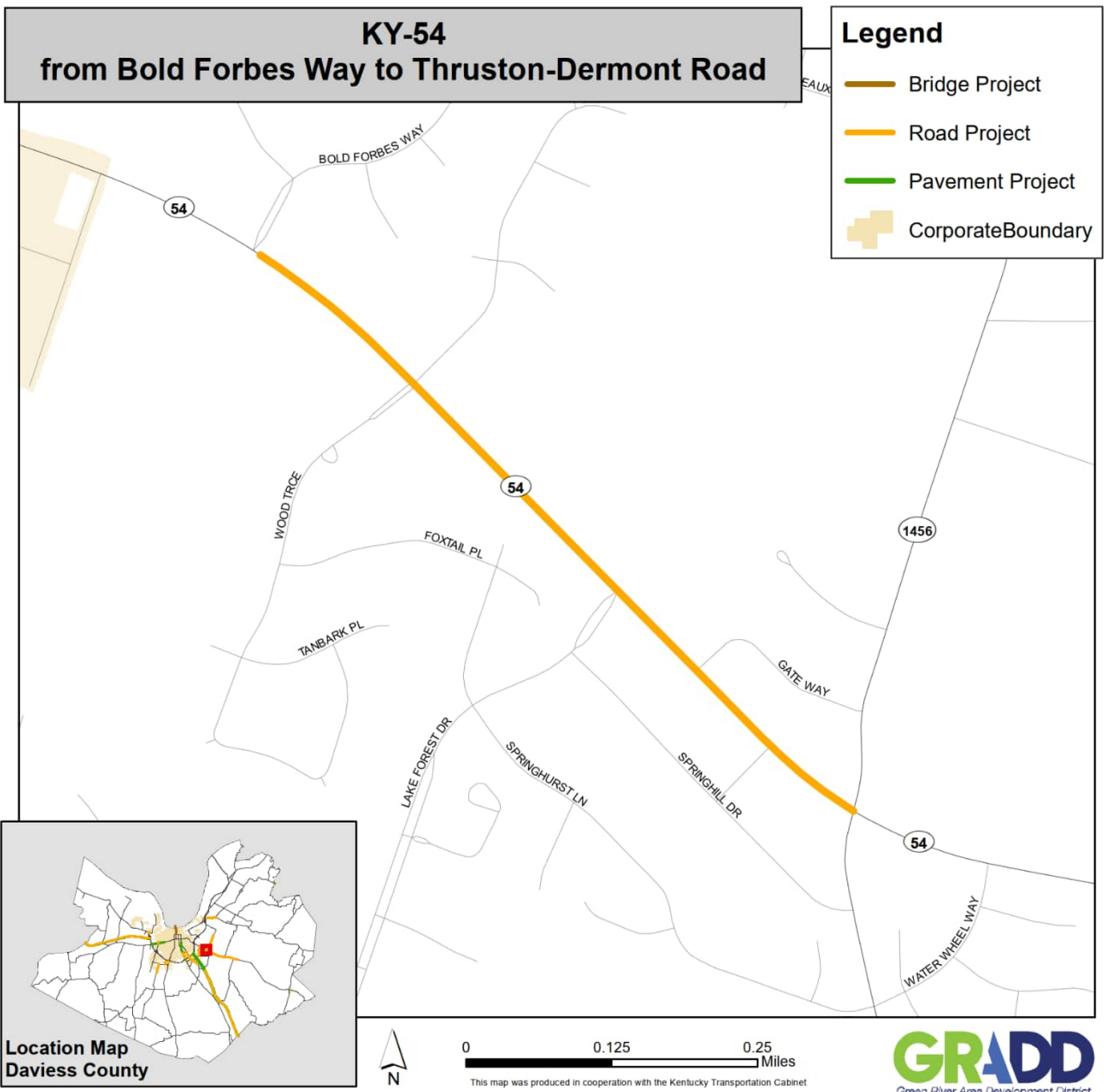
The content in this section includes state-funded projects that are either not classified as “regionally significant” (therefore not formally required to be a part of the TIP); projects that are included in the State Highway Plan with over-programmed state funding sources and/or projects or phases included in the State Highway Plan, but outside the 2027-2032 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.

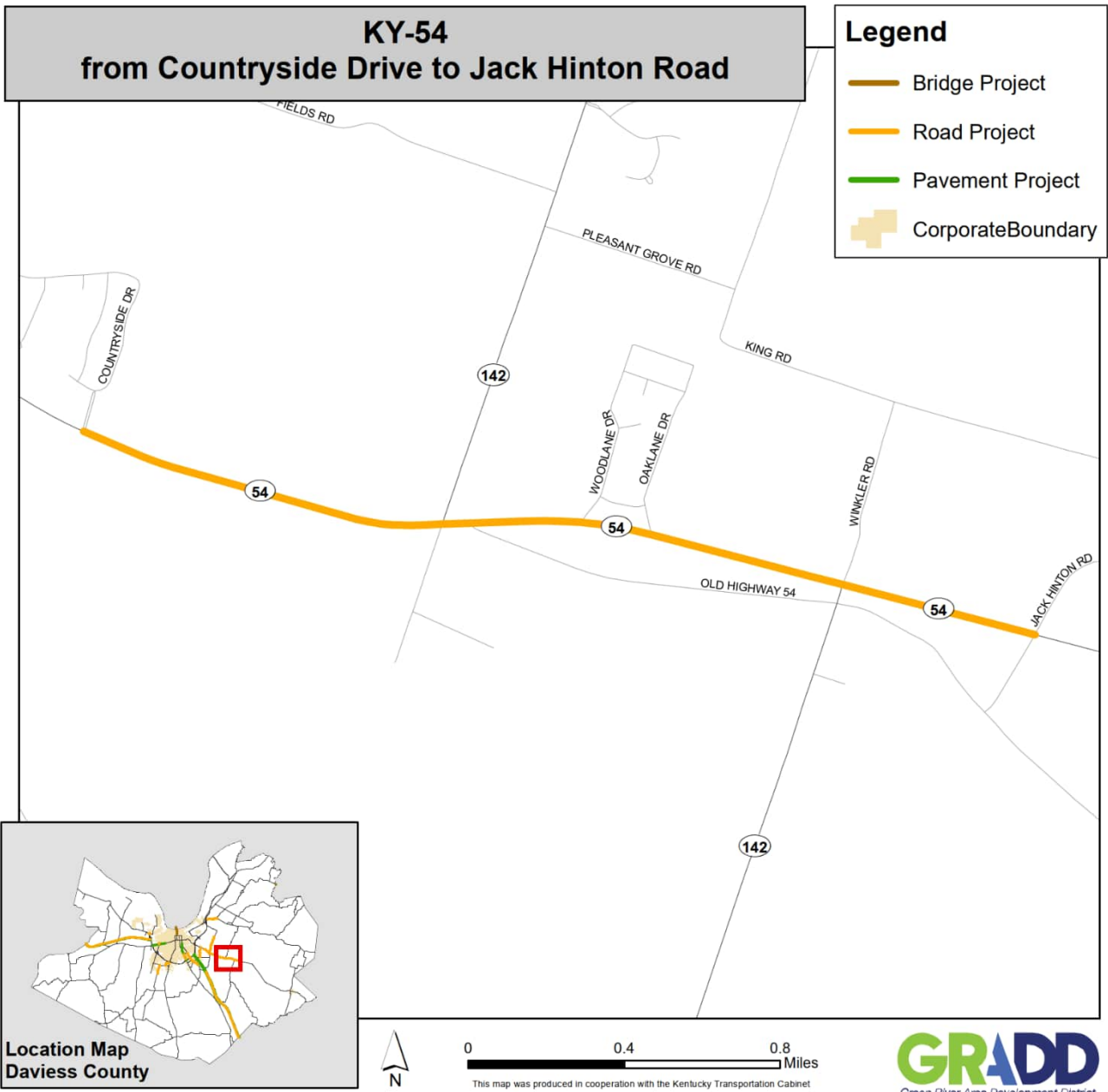
State Funded Projects

TABLE 12: STATE-FUNDED PROJECTS								
KYTC ID	Route	MTP Reference	DESCRIPTION	FUND TYPE*	PHASE	YEAR	COST	TOTAL COST
2-8300.20	KY 54	Page 43	Improve KY 54 from Bold Forbes Way to KY 1456 (Thruston-Dermont Road). Design under parent 2-8300.00	SPP	R	2029	\$3,900,000	\$15,070,000
					U	2029	\$5,710,000	
					C	2030	\$5,460,000	
2-8300.40	KY 54	Page 43	Improve KY 54 from Countryside Drive to Jack Hinton Road, Design under parent 2-8300.00	SPP	U	2029	\$6,920,000	\$20,990,000
					C	2030	\$14,070,000	
2-80150	KY 144	Page 43	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	2029	\$720,000	\$8,960,000
					R	2030	\$1,680,000	
					U	2031	\$2,240,000	
					C	2032	\$4,320,000	
2-80302	KY 2699	Page 46	Reconstruct Goetz Drive from Southtown Boulevard (KY 2121) to Frederica St. (US 431). Install turn lanes as needed.	SPP	D	2026	\$490,000	\$4,920,000
					R	2027	\$600,000	
					U	2029	\$580,000	
					C	2030	\$3,250,000	
2-80305	KY 2127	Page 43	Widen Todd Bridge Road (KY 2127) from Keller Road (CR 1301) to Southtown Blvd. (KY 2121), including 10-foot multiuse path	SPP	D	2029	\$1,130,000	\$9,300,000
					R	2030	\$280,000	
					U	2031	\$870,000	
					C	2032	\$7,020,000	
2-80404	KY 2155	Page 44	Improve New Hartford Road (KY 2155) from East Byers to Burlew Boulevard.	SPP	D	2029	\$300,000	\$2,100,000
					C	2030	\$1,800,000	
2-80411	CS 1100		Construct an additional southbound lane on CS 1100 (Carter Road) from McFarland Avenue to Parrish Avenue.	SPP	D	2027	\$600,000	\$2,750,000
					R	2028	\$800,000	
					U	2028	\$500,000	
					C	2028	\$850,000	
2-80416	KY 298	Page 44	Improve roadway conditions and horizontal alignment on Old Hartford Road (KY 298) from MP 0 to MP 5.26.	SPP	D	2029	\$500,000	\$10,675,000
					R	2030	\$6,575,000	
					U	2031	\$1,500,000	
					C	2032	\$2,100,000	

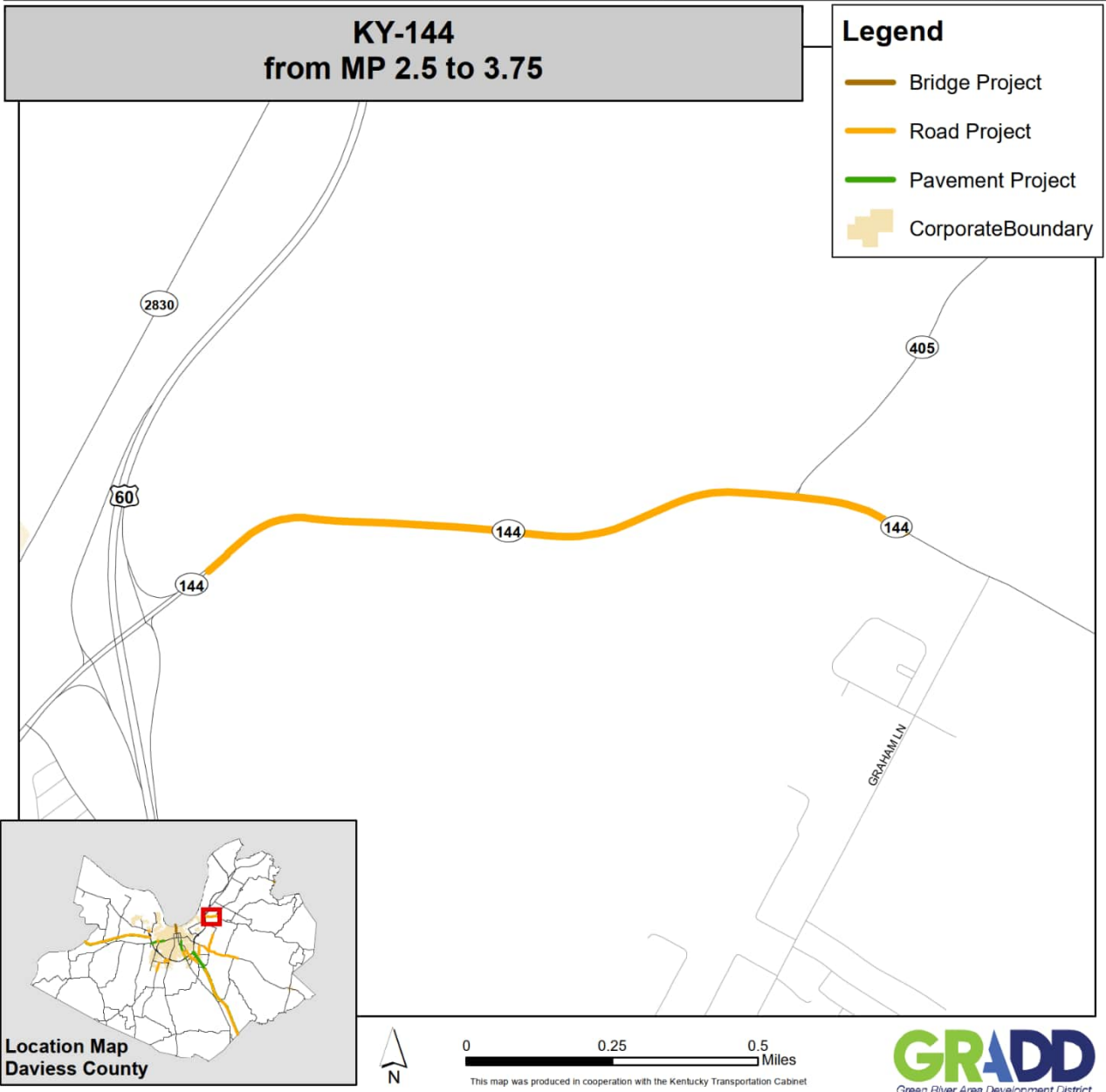
STATE FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-8300.20	KY 54	Improve KY 54 from Bold Forbes Way to KY 1456 (Thruston-Dermont Road).							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
SPP	R				\$3,900,000				\$3,900,000
SPP	U				\$5,710,000				\$5,710,000
SPP	C					\$5,460,000			\$5,460,000



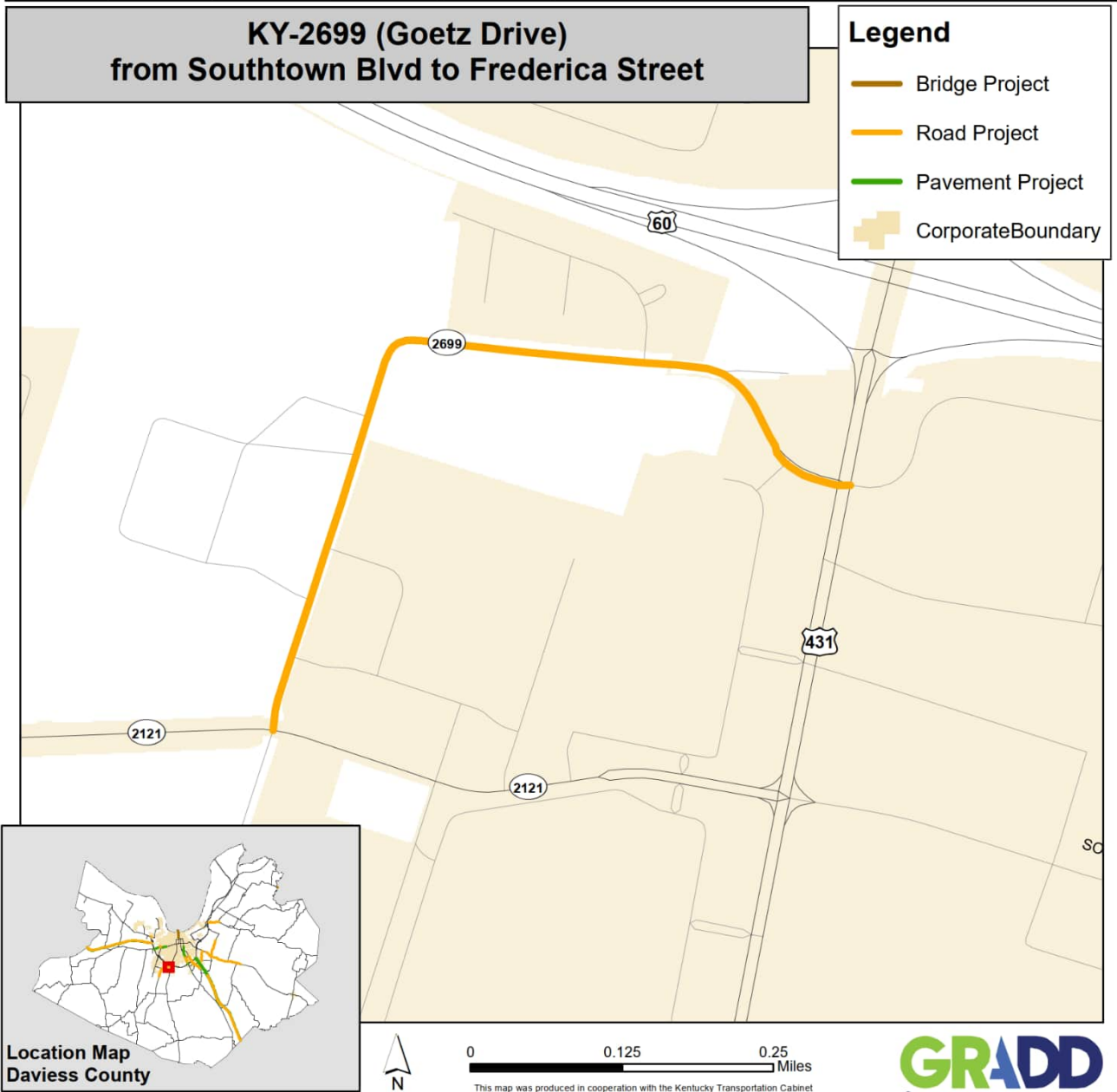
FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-8300.40	KY 54	Improve KY 54 from Countryside Drive to Jack Hinton Road.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
STP1	R		\$5,750,000						\$5,750,000
SPP	U				\$6,920,000				\$6,920,000
SPP	C					\$14,070,000			\$14,070,000



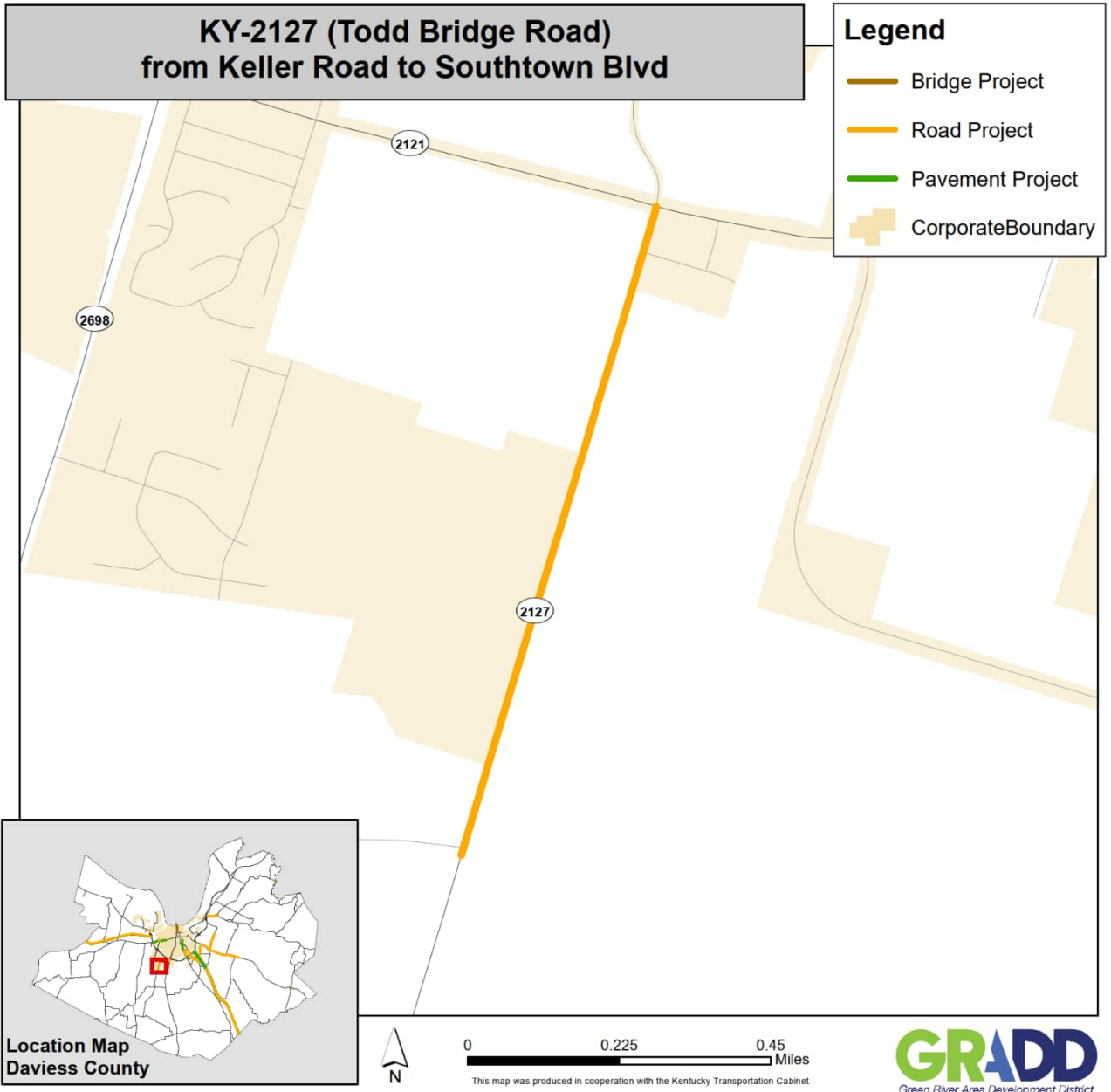
STATE FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-80150	KY 144	Address safety congestion and mobility issues on KY 144 from MP 2.5 to 3.75, including 12-foot driving lanes and turning lanes where needed.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
SPP	D				\$720,000				\$720,000
SPP	R					\$1,680,000			\$1,680,000
SPP	U						\$2,240,000		\$2,240,000
SPP	C							\$4,320,000	\$4,320,000



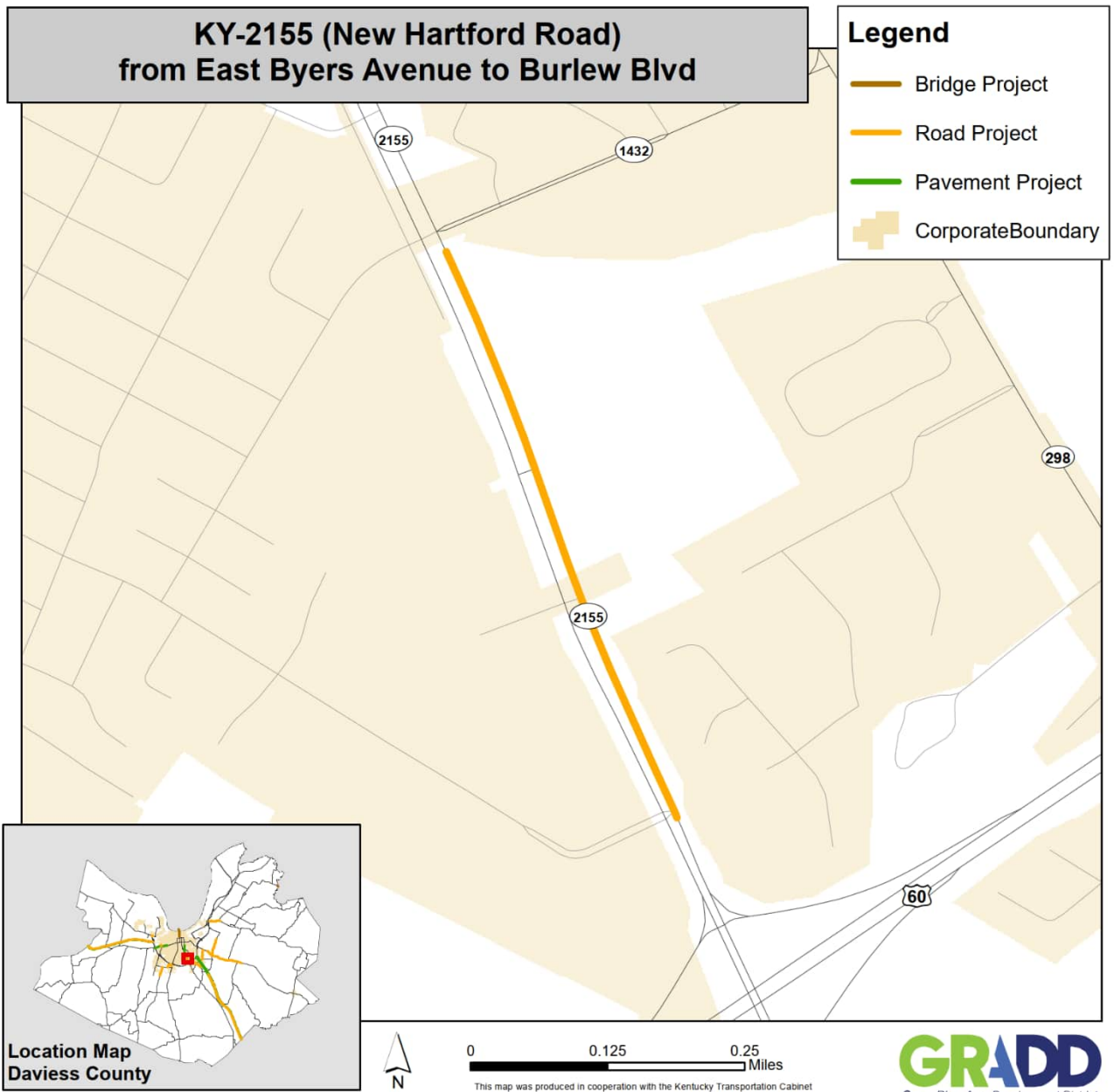
STATE FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-80302	KY-2699	Reconstruct Goetz Dr from Southtown Blvd (KY 2121) to Frederica St (US 431). Install turn lanes as needed.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
SPP	D	\$490,000							\$490,000
SPP	R		\$600,000						\$600,000
SPP	U				\$580,000				\$580,000
SPP	C					\$3,250,000			\$3,250,000



STATE FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-80305	KY 2127	Widen Todd Bridge Rd (KY 2127) from Keller Rd to Southtown Blvd, including 10 foot multiuse path.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
SPP	D				\$1,130,000				\$1,130,000
SPP	R					\$280,000			\$280,000
SPP	U						\$870,000		\$870,000
SPP	C							\$7,020,000	\$7,020,000







STATE FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-80404	KY 2155	Improve New Hartford Rd (KY 2155) from East Byers Ave to Burlew Blvd.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
SPP	D				\$300,000				\$300,000
SPP	C					\$1,800,000			\$1,800,000

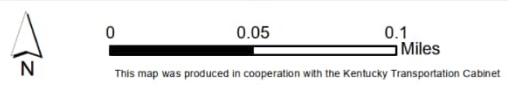
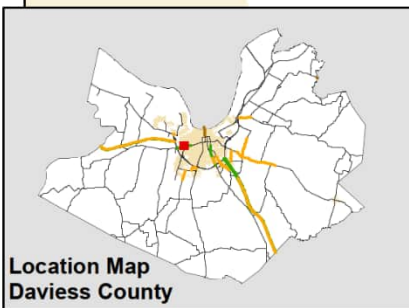
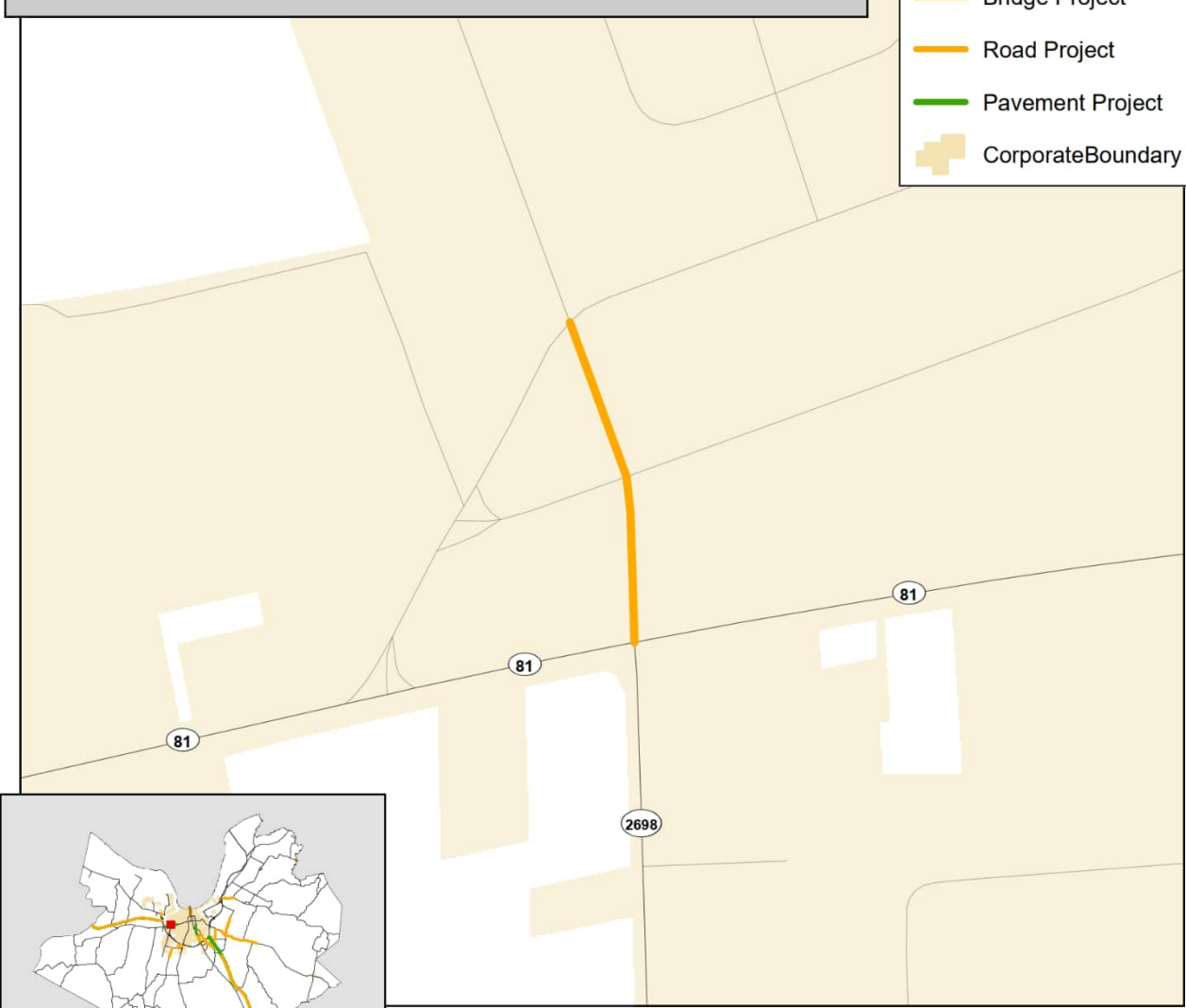


STATE FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-80411	CS 1100	Construct an additional southbound lane on Carter Road (CS 1100) from McFarland Avenue to Parrish Avenue.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
SPP	D		\$600,000						\$600,000
SPP	R			\$800,000					\$800,000
SPP	U			\$500,000					\$500,000
SPP	C			\$850,000					\$850,000

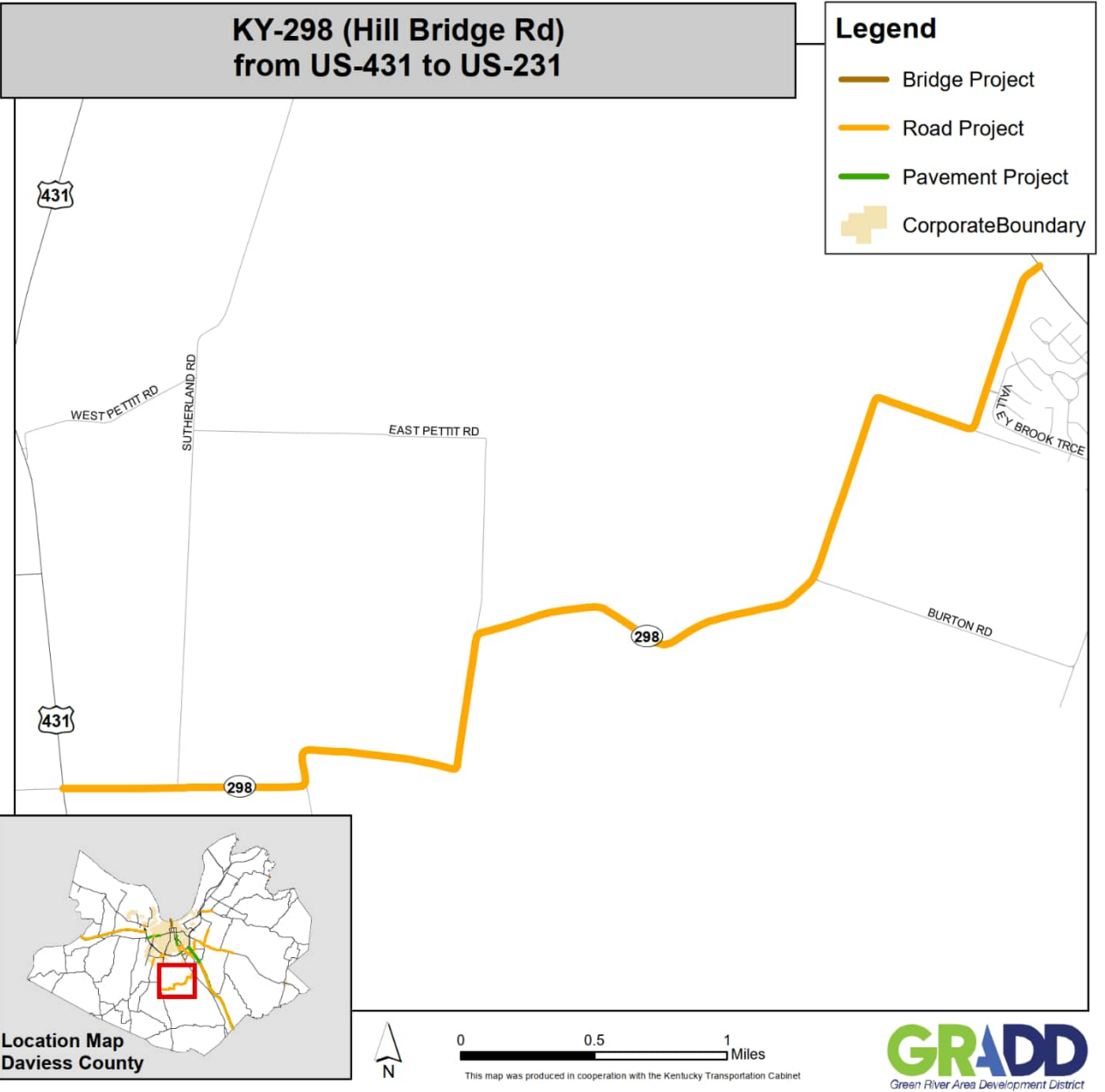
**CS-1100 (Carter Road)
from McFarland Avenue to West Parrish Avenue**

Legend

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



STATE FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-80416	KY 298	Improve roadway conditions and horizontal alignment on KY 298 (Hill Bridge Rd) from US 431 to US 231.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
SPP	D				\$500,000				\$500,000
SPP	R					\$6,575,000			\$6,575,000
SPP	U						\$1,500,000		\$1,500,000
SPP	C							\$2,100,000	\$2,100,000



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
2-80415	AU 9005	Upgrade Audubon Parkway to interstate standards for conversion to I-169.	NH	D	2026	\$1,000,000

*** Fund Types:**

NH: National Highway

♦ 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
2-8300.3	KY 54	Improve KY 54 from KY 1456 (Thruston-Dermont Road) to Countryside Drive; design under parent 2-8300.00	NH	C	2027	\$5,030,000	\$5,030,000
2-8300.4	KY 54	Improve KY 54 from Countryside Drive to Jack Hinton	STP	R	2027	\$5,750,000	\$5,750,000
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 MP 4.714)	STP	R	2027	\$4,400,000	\$20,110,000
				U	2030	\$4,370,000	
				C	2031	\$11,340,000	
2-8854	KY 3143	Improve KY 3143 (Fairview Drive) from KY 3335 (Settles	STP	C	2027	\$11,300,000	\$11,300,000
2-10082	KY 662	Bridge project in Daviess County on (030B00138N) KY 662 at Blackford Creek	BRZ	D	2030	\$649,139	\$4,976,733
				C	2030	\$4,327,594	
2-20017	KY 81	Address conditions of KY 81 from MP 11.89 to MP 13.32.	STP	D	2030	\$120,000	\$1,500,000
				C	2030	\$1,380,000	
2-20019	KY 2155	Address conditions of KY 2155 from MP 0.00 to MP 1.99.	NH	D	2032	\$200,000	\$2,500,000
				C	2032	\$2,300,000	
2-20065	I-165	Address conditions of I-165 from MP 59.474 to MP 64.001.	NH	D	2030	\$380,000	\$4,243,248
				C	2030	\$3,863,248	
2-20066	I-165	Address conditions of I-165 from MP 64.001 to MP 70.185.	STP	D	2030	\$520,000	\$5,727,854
				C	2030	\$5,207,854	
2-22138	I-165	Address conditions of I-165 from MP 64.001 to MP 70.185.	NH	D	2030	\$560,000	\$6,160,000
				C	2030	\$5,600,000	
2-22195	AU 9005	Address conditions of Audubon Parkway from MP 15.883 to MP 23.441.	STP	D	2029	\$1,160,000	\$12,760,000
				C	2029	\$11,600,000	
2-80301	KY 298	Widen KY 298 (Old Hartford Road) to improve traffic flow and safety. Project begins at Harriet Lane (CR 1120H) and ends at Burlew Boulevard (KY 1432).	STP	D	2027	\$1,290,000	\$17,990,000
				R	2030	\$2,190,000	
				U	2031	\$2,750,000	
				C	2032	\$11,760,000	
2-80410	US 60	Add dual turn lanes from KY 331 westbound onto US 60 eastbound (BMP 0.108 to EMP 0.0)as well as dual receiving lanes on US 60 (BMP 10.287 to EMP 10.179).	NH	D	2027	\$400,000	\$2,400,000
				U	2028	\$300,000	
				C	2028	\$1,700,000	

*** Fund Types:**

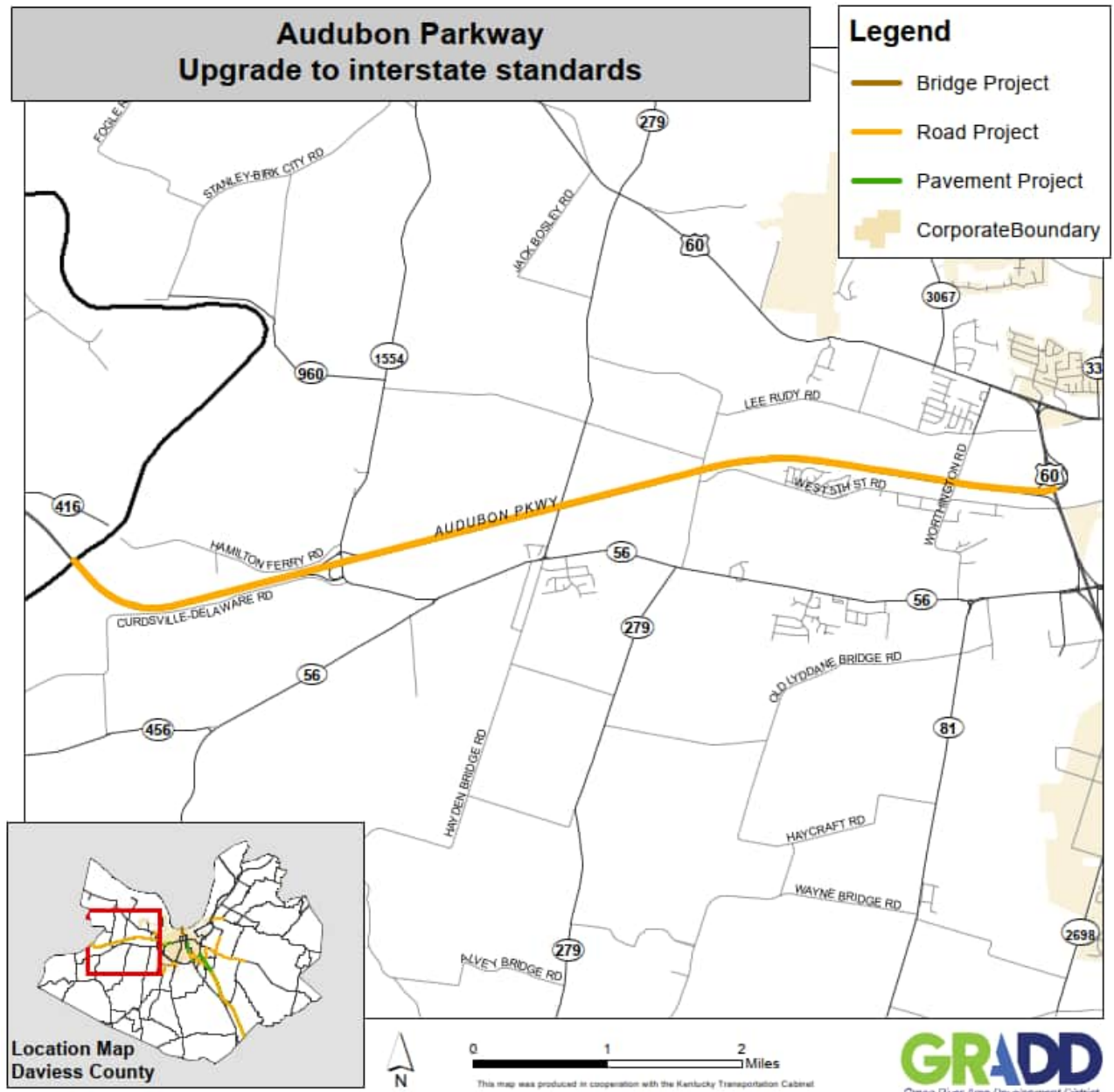
BRO: Federal Bridge Replacement, On System
 BRZ: Federal Bridge Replacement, Off System
 FBP: Federal Bridge Program
 HSIP: Highway Safety Improvement Program
 NH: National Highway
 STP: Surface Transportation Block Grant Program

◆ Projects may be divided into four phases:

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

TABLE 13a: FEDERALLY FUNDED PROJECTS INCLUDING PROJECTS AND SCOPES OUTSIDE THIS TIP							
KYTC ID	ROUTE	DESCRIPTION	FUND TYPE*	PHASE	YEAR	COST	TOTAL PROJECT COST
2-80414	I-165	Construct a new interchange on I-165 between MP 59.5 and MP 68.5.	STP	D	2027	\$2,000,000	\$40,500,000
				R	2029	\$4,000,000	
				U	2030	\$2,500,000	
				C	2032	\$32,000,000	
2-80415	AU 9005	Upgrade Audubon Parkway to interstate standards for conversion to I-169.	NH	D	2026	\$1,000,000	\$16,000,000
				C	2029	\$15,000,000	

FEDERALLY FUNDED PROJECTS									
OWENSBORO-DAVIESS COUNTY MPO TIP (FY 2027-2032)									
KYTC ID	Route	Project Description							
2-80415	AU-9005	Upgrade Audubon Parkway to interstate standards for conversion to I-169.							
Fund Type	Phase	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total Funding
NH	D	\$1,000,000							\$1,000,000
NH	C				\$15,000,000				\$15,000,000



APPENDIX C: MPO MEMBERSHIP

TABLE 14: MPO POLICY COMMITTEE MEMBERS

Mayor of Owensboro, Chair
Daviess County Judge/Executive
Secretary of the Kentucky Transportation Cabinet
Federal Highway Administration Kentucky Division Administrator (nonvoting)
Federal Transit Administration Regional Administrator (nonvoting)

Table 15: MPO TECHNICAL ADVISORY COMMITTEE MEMBERS

Owensboro City Manager, Chair
Daviess County Fiscal Court
Owensboro City Engineer
Daviess County Engineer
Owensboro Police Department
Daviess County Sheriff's Office
Owensboro Metropolitan Planning Commission
Owensboro Riverport Authority
Owensboro Transit System
Regional Water Resource Agency
Kenergy Corp.
Owensboro Municipal Utilities
KYTC Division of Planning
KYTC Office of Transportation Delivery
KYTC District 2 Office
Greater Owensboro Chamber of Commerce
Greater Owensboro Economic Development Corp.
Owensboro-Daviess County Regional Airport
Green River Area Development District
FHWA Kentucky Division (non-voting)

APPENDIX D: PUBLIC COMMENTS

The public had a 30-day window to provide comments on this document. The public comment period began on July 6 and ended on August 7, 2026. Here are the comments that were received:

APPENDIX E: RESOLUTIONS & CERTIFICATIONS
