

**TABLE 4
 GROUPED PROJECTS
 2009-2035 ASHLAND AREA METROPOLITAN TRANSPORTATION PLAN**

MTP #	DESCRIPTION (All projects are located in Boyd or Greenup County)	ILLUSTRATIVE ANNUAL AMOUNT ¹
BG-114	HSIP – High Cost Safety Improvements	\$100,000
BG-115	HSIP – Low Cost Safety Improvements	\$50,000
BG-116	HSIP – Lane Departure Resurfacing Improvements	\$100,000
BG-117	HSIP – Lane Departure Roadway Section Improvements	\$100,000
BG-118	HSIP – Drive Smart Safety Corridor	\$50,000
BG-119	HSIP – Older Driver	\$25,000
BG-120	HSIP – High Risk Rural Roads	\$100,000
BG-112	HSIP – Other Projects – Exempt	\$50,000
BG-121	Median Guardrail/Cable Projects	\$100,000
BG-122	Rail Crossing Protection / Separation	\$75,000
BG-100	Intersection Improvements for Safety or Efficiency	\$50,000
BG-106	Other Highway Safety Improvements	\$50,000
BG-124	Traffic Signal System Improvements	\$50,000
BG-103	Highway Signing	\$10,000
BG-101	Pavement Resurfacing, Restoration, and Rehabilitation	\$100,000
BG-125	Pavement Markers and Markings	\$100,000
BG-107	Bridge Replacement (no additional travel lanes)	\$500,000
BG-126	Bridge Rehabilitation (no additional travel lanes)	\$100,000
BG-127	Bridge Inspection	\$25,000
BG-128	Bridge Painting	\$50,000
BG-109	Activities which do not involve or lead directly to construction	\$25,000
BG-104	Transportation Enhancement Activities	\$50,000
BG-131	Commuter Ridesharing Programs	\$10,000
BG-108	Bicycle and Pedestrian Facilities	\$25,000
BG-133	Purchase of New Buses (to replace existing vehicles or for minor expansion)	\$100,000
BG-134	Rehabilitation of Transit Vehicles	\$25,000
BG-135	Transit Operating Assistance	\$125,000
BG-136	Transit Passenger Shelters and Information Kiosks	\$10,000
BG-137	Construction or Renovation of Transit Facilities	\$50,000

¹Refer to text for definition of Illustrative Project Funds

Grouped Projects

Transportation planning regulations applicable to the development and content of MTP's allow that projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. Such projects are usually non-controversial and produce negligible impacts - other than positive benefits for safety, traffic operations, or preservation. These projects could include transit projects such as purchasing new buses, rehabilitating transit vehicles, and making improvements to transit facilities which would typically be funded through the Federal Transit Administration under programs such as the Section 5307 Urbanized Area Formula Program. Typically, these types of projects are not generated by the planning process; they are usually initiated by traffic operations or maintenance functions to correct existing problems or deficiencies, or they are the result of successful grant applications by local governments or entities. KYTC identifies many of these types of projects as "Z-Variou" in the Statewide Transportation Improvement Program. For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the MTP or TIP. Individual projects from grouped project categories will be incorporated into the MTP and/or TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such MTP and TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review), simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories utilized by the Ashland Area MPO are shown in TIP Table 4. The list of grouped projects utilized was compiled by a coordinated effort of the KYTC and the Ashland Area MPO. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. These projects are air quality conformity exempt according to Title 40, Part 93, Subparts 126, 127, and 128 of the Code of Federal Regulations and may be open to traffic at any time between 2009 and 2035. MTP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

With respect to financial constraint for grouped projects, it should be understood that the dollar amounts shown in the Grouped Projects Table are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the KYTC (on an annual or ongoing basis), the KYTC will forward the project to the MPO for inclusion in the TIP and MTP (if applicable) - with a commitment of additional funding within financially constrained balances available on a statewide level. Financial constraint for grouped projects is maintained by the KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.