

KENTUCKY

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) For FY 2025-2028

ADMINISTRATIVE MODIFICATION #2024.069

I. Proposed Action:

Modify the FY 2025-2028 STIP to include Administrative Modification #28 to the Radcliff/Elizabethtown Metropolitan Planning Organization's FY 2022-2026 Transportation Improvement Program (TIP).

Location:

Radcliff/Elizabethtown Metropolitan Planning Organization Area

Scope of Activity:

For detail information see the attached documents.

II. Additional Remarks:

This modification will become part of the 2024 STIP end of Federal Fiscal Year 2025 "fiscal constraint" recalculations.

III. Administrative Modification Approval:

Modification Recommended for Approval:

Ronald B. Rigney

6/25/2025

Kentucky Transportation Cabinet Date
Ronald B. Rigney, Director
Division of Program Management



Lincoln Trail

Area Development District

~ established 1968 ~

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needs of the region.

**RADCLIFF-ELIZABETHTOWN
METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FY 2022-2026
ADMINISTRATIVE MODIFICATION #28**

ACTION:

The Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) hereby modifies the FY 2022-2026 Transportation Improvement Program (TIP) to reflect the addition of the following project:

- Construction a pedestrian path on the east side of Knox Avenue from just past the intersection of victory lakes drive at 430 Knox Avenue to the end point of an existing sidewalk at the property located just north of Optimist Park at 40 Knox Avenue in the City of Vine Grove – Pedestrian – Transportation Alternatives Program (TAP) Funding
 - Construction - \$94,712 – TOTAL = \$94,712

Transportation Alternatives Program project types are classified as a Grouped Project in the TIP; therefore, a formal amendment is not necessary for the addition of this project.

Funding has been identified and approved for this project; therefore, a new fiscal constraint analysis by the MPO is not necessary.

Approved


Jake Zimmerer

Planning Team Leader/MPO Transportation Planner
Radcliff/Elizabethtown MPO

6-24-2025
Date

Table 6 -SAF
Radcliff/Elizabethtown MPO
 Transportation Improvement Program
 FY 2022-2026
 Sub Allocated Federal Funds

| County | Type of Work | Description | Type of Funds | Year | Cost | | Total Project Cost | Responsible Agency |
|--------|--------------|---|---|------|---------|------------|--------------------|-----------------------|
| Hardin | Pedestrian | Pedestrian upgrades along French Street between North Main street and North Mulberry street covering 650 linear feet. Will be targeted to include sidewalk upgrades for compliance with ADA guidelines, increasesing sidewalk width, pedestrain safety improvements, and a complete streets approach. | Carbon Reduction Program | 2024 | Federal | \$ 300,000 | \$ 600,000 | City of Elizabethtown |
| | | | | | Local | \$ 300,000 | | |
| Hardin | Pedestrian | Construct a Pedestrian path on the east side of Knox avenue from just past the intersection of victory lakes drive at 430 Knox avenue to the end point of an existing sidewalk at the property located just north of Optimist park at 400 Knox Avenue in the city of Vine Grove | Transportation Alternatives Program (TAP) | 2025 | Federal | \$ 75,770 | \$ 94,712 | City of Vine Grove |
| | | | | | Local | \$ 18,942 | | |

| Table 10 - Summary of Highway Funding Types | | | | | | | | | | | | | | |
|---|-----------|--------------|-------------|----|--------------|--------------|--------------|--------------|-------------|-----------|--------------------------------|-----------------------------|--------------|--------------|
| Fiscal Year | | FUNDING TYPE | | | | | | | | | | | | |
| | | BRO | BRX | IM | NHPM | NH | HSIP | STP | STPF | TAP | Carbon Reduction Program (CRP) | SS4A (Safe Streets for All) | RRS | TOTAL |
| 2020-2021* | Est. Cost | | | | | \$550,000 | \$7,896,000 | \$6,250,000 | | \$642,294 | | | | \$15,338,294 |
| | Revenue | | | | | \$550,000 | \$7,896,000 | \$6,250,000 | | \$642,294 | | | | \$15,338,294 |
| 2022 | Est. Cost | | | | | \$17,552,000 | \$4,036,042 | \$4,384,000 | | | | | | \$25,972,042 |
| | Revenue | | | | | \$17,552,000 | \$4,036,042 | \$4,384,000 | | | | | | \$25,972,042 |
| 2023 | Est. Cost | \$150,000 | \$4,422,000 | | \$100,000 | \$30,502,000 | | \$21,862,950 | \$1,000,000 | | | | | \$58,036,950 |
| | Revenue | \$150,000 | \$4,422,000 | | \$100,000 | \$30,502,000 | | \$21,862,950 | \$1,000,000 | | | | | \$58,036,950 |
| 2024 | Est. Cost | | | | | \$7,175,660 | \$790,000 | \$60,172,800 | | \$86,770 | \$400,000 | \$507,224 | \$250,000 | \$69,382,454 |
| | Revenue | | | | | \$7,175,660 | \$790,000 | \$60,172,800 | | \$86,770 | \$400,000 | \$507,224 | \$250,000 | \$69,382,454 |
| 2025 | Est. Cost | | \$370,000 | | \$11,000,000 | \$18,195,000 | \$6,445,938 | \$18,065,000 | | \$ 94,712 | | | \$ 1,150,000 | \$55,320,650 |
| | Revenue | | \$370,000 | | \$11,000,000 | \$18,195,000 | \$ 6,445,938 | \$18,065,000 | | \$ 94,712 | | | \$ 1,150,000 | \$55,320,650 |
| 2026 | Est. Cost | | | | | \$1,950,000 | | \$65,000 | | | | | \$3,000,000 | \$5,015,000 |
| | Revenue | | | | | \$1,950,000 | | \$65,000 | | | | | \$3,000,000 | \$5,015,000 |