

KENTUCKY

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) For FY 2021-2024

ADMINISTRATIVE MODIFICATION #2021.264

I. Proposed Action:

Modify the FY 2021-2024 STIP to include Administrative Modification #17 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 2021 STIP end of Federal Fiscal Year 2024 "fiscal constraint" recalculations.

III. Administrative Modification Approval:

Modification Recommended for Approval:

<u>JILL LAMB for Ron Rigney</u>	<u>2/5/2024</u>
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 #17

ACTION:

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

- City of Elizabethtown Pedestrian Access & Safety Enhancements – Pedestrian improvements along North Main Street, 2,800 linear feet that include sidewalk upgrades for compliance with ADA guidelines, increasing sidewalk width to a consistent five (5) feet, pedestrian safety enhancements at street intersections, and a complete streets approach to the overall project

–Carbon Reduction Program Funding – Federal – \$300,000, City of Elizabethtown - \$100,000, TOTAL – \$400,000.

Bicycle & Pedestrian Facilities projects are classified as a Grouped Projects in the TIP; therefore, a formal amendment is not necessary to add this project to the TIP.

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

Approved

Mike Skaggs
CED Director/MPO Transportation Planner
Radcliff/Elizabethtown MPO

2-1-24
Date

**Table 9
Radcliff/Elizabethtown MPO
Transportation Improvement Program
FY 2022-2026
Pedestrian/Bicycle Projects**

ROUTE	PROJECT ID	COUNTY	DESCRIPTION	TYPE OF FUNDS	YEAR	PHASE			COST	TOTAL PROJECT COST	RESPONSIBLE AGENCY
-	4-3203	Meade	Removal of existing, unsafe walkway on the west side of Main Street in conjunction with the new sidewalk project previously approved on the East side of Main Street. 860' of unsafe sidewalk and 200' of deteriorating retaining wall	Transportation Alternatives Program (TAP)	2022	C			\$160,000	\$199,936	City of Brandenburg
US 31W	4-3207	Hardin	Radcliff Happy Valley Walking Trail Tunnel. Construct a walking trail tunnel that connects 8,170' of walking trail on the west side of US 31W to 6,091' of walking trail on the east side of US 31W. (MP 25.393 to MP 25.394)	Transportation Alternatives Program (TAP)	2022	C			\$442,358	\$442,358	City of Radcliff
-	4-3024	Hardin	Vine Grove - Knox Ave. Sidewalk - Construct a pedestrian path on Knox Ave.	Transportation Alternatives Program (TAP)	2024	D	Federal	\$6,000	\$12,500	\$86,770	City of Vine Grove
						Local	\$1,500				
						State Forces	\$5,000				
					C	Federal	\$55,416	\$74,270			
						Local	\$13,854				
						State Forces	\$5,000				
-	-	Hardin	City of Elizabethtown Pedestrian Access & Safety Enhancements – Pedestrian improvements along North Main Street, 2,800 linear feet that include sidewalk upgrades for compliance with ADA guidelines, increasing sidewalk width to a consistent five (5) feet, pedestrian safety enhancements at street intersections, and a complete streets approach to the overall project	Carbon Reduction Program	2024	C	Federal	\$300,000	\$400,000		City of Elizabethtown
						Local	\$100,000				

Table 10 - Summary of Highway Funding Types

Fiscal Year		FUNDING TYPE										TOTAL
		BRO	BRX	IM	NHPM	NH	HSIP	STP	STPF	TAP	CRP (Carbon Reduction Program)	
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		\$1,100,000	\$30,502,000		\$21,862,950	\$1,000,000			\$59,036,950
	Revenue	\$150,000	\$4,422,000		\$1,100,000	\$30,502,000		\$21,862,950	\$1,000,000			\$59,036,950
2024**	Est. Cost					\$513,400	\$420,000	\$60,172,800		\$86,770	\$400,000	\$61,592,970
	Revenue					\$513,400	\$420,000	\$60,172,800		\$86,770	\$400,000	\$61,592,970
2025	Est. Cost		\$370,000		\$11,000,000	\$18,195,000		\$18,065,000				\$47,630,000
	Revenue		\$370,000		\$11,000,000	\$18,195,000		\$18,065,000				\$47,630,000
2026	Est. Cost					\$1,950,000		\$65,000				\$2,015,000
	Revenue					\$1,950,000		\$65,000				\$2,015,000

*Carryover from Previous TIP

**The figures under STP for 2023 and 2024 are correct as presented in previous Administrative Modifications already published.