

KENTUCKY

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

ADMINISTRATIVE MODIFICATION #2024.027

I. Proposed Action:

Modify the FY 2025-2028 STIP to include Administrative Modification #24 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:

<u>Ronald B. Rigney</u>	2/10/2025
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 #24

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 projects:

- Installation of High Friction Surface Treatment US 62 Mile point 19.95 to 20.061 in Hardin County – Low-cost Safety Improvement – Highway Safety Improvement Program (HSIP) Funding
 - Construction - \$95,625 – TOTAL = \$95,625
- Installation of High Friction Surface Treatment US 62 Mile point 19.85 to 19.95 in Hardin County – Low-cost Safety Improvement – Highway Safety Improvement Program (HSIP) Funding
 - Construction - \$92,813 – TOTAL = \$92,813
- Installation of High Friction Surface Treatment WK 9001 Mile point 136.7 to 136.79 in Hardin County – Low-cost Safety Improvement – Highway Safety Improvement Program (HSIP) Funding
 - Construction - \$67,500 – TOTAL = \$67,500

Highway Safety Improvement Program project types are classified as a Grouped Projects 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

Feb 10, 2025
Date

Radcliff/Elizabethtown MPO
Transportation Improvement Program
FY 2022-2026
Federally-Funded Highway Projects

Route	KYTC ID	County	Type of Work	Description	Type of Funds	Phase	Year	Cost	Total Project Cost	Responsible Agency
US 31W	4-956.00	Hardin	Reconstruction	Roadway reconfiguration and construction of bike/ped facilities on US 62 from milepoint 17.2 to milepoint 18.999.	HSIP	C	2025	\$1,700,000	\$1,700,000	KYTC - District 4
US 62	4-954.00	Hardin	Reconstruction	Convert intersections of US 31WB ramps at US 62 to roundabouts.	HSIP	U	2025	\$900,00	\$3,000,000	KYTC - District 4
						C	2025	\$2,100,000		
US 62	4-957	Hardin	Low Cost Safety Improvement	Installation of High Friction Surface Treatment	HSIP	C	2025	\$95,625	\$95,625	KYTC - District 4
US 62	4-973	Hardin	Low Cost Safety Improvement	Installation of High Friction Surface Treatment	HSIP	C	2025	\$92,813	\$92,813	KYTC - District 4
WK 9001	4-974	Hardin	Low Cost Safety Improvement	Installation of High Friction Surface Treatment	HSIP	C	2025	\$67,500	\$67,500	KYTC - District 4

Table 10 - Summary of Highway Funding Types

Fiscal Year		FUNDING TYPE											TOTAL	
		BRO	BRX	IM	NHPM	NH	HSIP	STP	STPF	TAP	Carbon Reduction Program (CRP)	SS4A (Safe Streets for All)		RRS
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	\$4,955,938	\$18,065,000					\$1,150,000	\$53,735,938
	Revenue		\$370,000		\$11,000,000	\$18,195,000	\$4,955,938	\$18,065,000					\$1,150,000	\$53,735,938
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