

# KENTUCKY

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

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### ADMINISTRATIVE MODIFICATION #2021.055

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#### I. Proposed Action:

Modify the FY 2021-2024 STIP to include Amendment #1 to the Radcliff/Elizabethtown Metropolitan Planning Organization's FY 2022-2026 Transportation Improvement Program (TIP).

#### Location:

Radcliff/Elizabethtown Metropolitan Planning Organization Area

#### II. Scope of Activity:

See the attachments for detail information.

#### III. Additional Remarks:

This modification will become part of the 2021 STIP end of Federal Fiscal Year 2022 "fiscal constraint" recalculations.

#### IV. Administrative Modification Approval:

Modification Recommended for Approval:

Approval of Modification:



Kentucky Transportation Cabinet Date  
Ronald B. Rigney, Director 3-8-22  
Division of Program Management

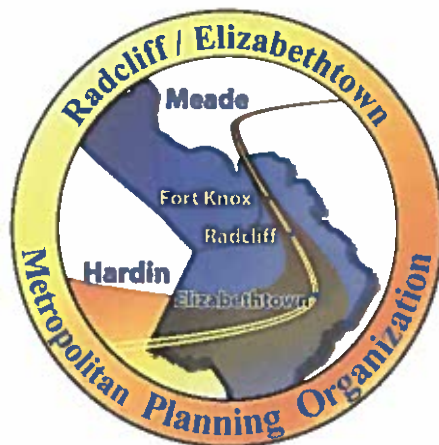
\_\_\_\_\_  
Federal Highway Administration Date

\_\_\_\_\_  
Recommended by Date

**RADCLIFF/ELIZABETHTOWN  
METROPOLITAN PLANNING ORGANIZATION**

**2045 METROPOLITAN TRANSPORTATION PLAN  
AND  
2022 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM  
AMENDMENT #1**

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Planning for the transportation  
needs of the region.

FEBRUARY 10, 2022



LINCOLN TRAIL AREA DEVELOPMENT DISTRICT  
P. O. BOX 604  
613 COLLEGE STREET ROAD  
ELIZABETHTOWN, KENTUCKY 42702-0604



**RESOLUTION  
OF THE  
RADCLIFF/ELIZABETHTOWN  
METROPOLITAN PLANNING ORGANIZATION  
AMENDING THE  
2045 METROPOLITAN TRANSPORTATION PLAN (MTP)  
AND  
2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
AMENDMENT #1**

WHEREAS, Section 134, Title 23, USC requires that a continuing, comprehensive transportation planning process be carried out cooperatively in areas of more than 50,000 population and that the urban transportation planning process shall include the development of a Metropolitan Transportation Plan (MTP), updated every 5 years, and the development of a Transportation Improvement Program (TIP), updated every 4 years, with both documents amended on an as needed basis; and

WHEREAS, the Policy Committee is the designated Metropolitan Planning Organization (MPO) for the Radcliff Elizabethtown MPO urbanized area; and

WHEREAS, the transportation planning process is being carried out in conformance with all Federal requirements and has been so certified; and

WHEREAS, the amendment described in this resolution to the 2045 Metropolitan Transportation Plan (MTP) and 2022-2026 Transportation Improvement Program (TIP) has been developed by the MPO staff in consultation with, and is recommended by, the MPO Technical Advisory Committee; and

WHEREAS, it has been determined that this amendment has been developed in accordance with the MPO Participation Plan; and

WHEREAS, this amendment is consistent with Title VI of the Civil Rights Act requirements related to nondiscrimination in federally assisted programs; and

WHEREAS, this amendment will result in a MTP and TIP that remain fiscally constrained; and

NOW, THEREFORE BE IT RESOLVED that the Policy Committee of the Radcliff/Elizabethtown MPO hereby amends the 2045 Metropolitan Transportation Plan (MTP) and 2022-2026 Transportation Improvement Program (TIP) to add the highway improvement on the attached page:

The undersigned duly qualified and acting Chairman certifies that the foregoing is a true and correct reflection of action taken by the MPO Policy Committee.

Harry L. Berry, Chairman  
Policy Committee  
Radcliff/Elizabethtown MPO

February 25, 2022

Date



**RADCLIFF/ELIZABETHTOWN  
METROPOLITAN PLANNING ORGANIZATION  
2045 METROPOLITAN TRANSPORTATION PLAN (MTP)  
AND  
2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
AMENDMENT #1**

**ACTION:**

The Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) hereby amends the 2045 Metropolitan Transportation Plan (MTP) to change the project limits and adjust the cost estimate for the following project. The FY 2022-2026 Transportation Improvement Program (TIP) is being amended to add the following project to the TIP:

**Project ID:** 4-171.00

**Route:** KY 1136

**Project Type:** Minor Widening

**Length:** 2.76

<b>Phases and Cost:</b>	Design:	\$1,250,000 (2022) (State Funded)
	Right-of-Way:	\$2,000,000 (2023)
	Utilities:	\$2,000,000 (2023)
	Construction:	<u>\$12,000,000 (2024)</u>
<b>Total Amount:</b>		<b>\$17,250,000</b>

**Type of Funding:** STP

**Responsible Agency:** Kentucky Transportation Cabinet, District 4

**Project Description:** Reconstruction of KY 1136 from KY 1868 to US31W in Hardin County

**Financial Constraint:** This amendment allows the programming of federal funding for the Right-of-Way, Utilities, and Construction phases of this project. This federal funding has been committed by the project sponsor (KYTC). This additional funding maintains financial constraint of the TIP as indicated in the revised Table 10 (attached below).

**Anticipated Effect of the TIP Amendment Toward Achieving Safety Targets:**

Since the project is not on the National Highway System, safety is the only performance measure area that applies.

The need for to the improvements to KY 1136 between KY 1868 and US 31W are based on the roadway's existing geometry. The roadway has narrow driving lanes with the entire width of the roadway being approximately 15 feet with no shoulders. This section of KY 1136 also has 90-degree curves. With the new development of Ford BlueOvalSK bringing approximately 4,000 jobs to the Glendale mega site, a new entrance to the site is planning on this section of KY 1136. The current condition of this roadway cannot handle the increased traffic that this development will bring and safety will be an issue. The proposed minor widening of KY 1136 is necessary to accommodate increased traffic and provide a safe entrance and exit for the new Ford BlueOvalSK development.

Table 6  
 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
I-65	4-20.01	Hardin	Interchange Reconstruction	Improve the safety and increase the capacity of the I-65/KY 222 interchange based on existing and future needs of the area (MP 85.313 to MP 86.064)	NHPP/NH	C	2022	\$15,000,000	\$33,000,000	KYTC
						C	2023	\$18,000,000		
KY 251	4-153.01	Hardin	Spot Improvements	KY 251 Improvements from KY 3005 to KY 434 (MP 2,681 to MP 6.288)	STP	U	2022	\$4,200,000	\$8,550,000	KYTC - Dist. 4
						C	2023	\$4,350,000		
US 31W	4-154.20	Hardin	Safety & Congestion Mitigation	Operational Improvements on US 31W from US 31W Bypass to KY 447 to improve safety and traffic flow (MP 18.818 to MP 20.772)	STP	C	2020	\$2,750,000	\$2,750,000	KYTC - Dist. 4
KY 1136	4-171.00	Hardin	Minor Widening	Reconstruction of KY 1136 from KY 1868 to US 31W in Hardin County	STATE	D	2022	\$1,250,000	\$17,250,000	KYTC - Dist. 4
					STP	R	2023	\$2,000,000		
						U	2023	\$2,000,000		
						C	2024	\$12,000,000		
KY 3005	4-198.00	Hardin	New Route	Extend Ring Road from the Western Kentucky Parkway to I-65. (Requires relocation of I-65 Southbound Commercial Vehicle Monitoring Station, Project 4-286.10) (12CCR) (14CCR) (2020CCN)	SPP	D	2022	\$1,227,800	\$33,727,800	KYTC - Dist. 4
					STP	R	2023	\$4,000,000		
						U	2023	\$2,000,000		
						C	2024	\$26,500,000		
I-65	4-286.10	Hardin	Wegh Station Rehabilitation	I-65 Southbound Port of Entry for a Commercial Vehicle Monitoring Station (MP 81.950 to MP 82.050)	IM	C	2022	\$15,690,000	\$15,690,000	KYTC
US 62	4-442.00	Hardin	Reconstruction	Improve safety, mobility, and geometrics on US 62 from I-65 to Upper Colesburg Road (CR-1038) (MP 20.104 to MP 21.351)	STP	D	2023	\$1,500,000	\$26,100,000	KYTC - Dist. 4
						R	2025	\$3,000,000		
						U	2025	\$3,000,000		

Table 10 - Summary of Highway Funding Types

Fiscal Year		FUNDING TYPE					TOTAL
		IM	NH	HSIP	STP	TAP	
2020-2021*	Est. Cost		\$550,000	\$9,528,000	\$6,250,000	\$642,294	\$16,968,294
	Revenue		\$550,000	\$9,526,000	\$6,250,000	\$642,294	\$16,968,294
2022	Est. Cost	\$15,690,000	\$17,552,000	\$1,320,000	\$4,384,000		\$38,946,000
	Revenue	\$15,690,000	\$17,552,000	\$1,320,000	\$4,384,000		\$38,946,000
2023	Est. Cost		\$28,152,000		\$26,208,000		\$54,360,000
	Revenue		\$28,152,000		\$26,208,000		\$54,360,000
2024	Est. Cost		\$413,400		\$40,637,800		\$41,051,200
	Revenue		\$413,400		\$40,637,800		\$41,051,200
2025	Est. Cost		\$195,000		\$18,065,000		\$18,260,000
	Revenue		\$195,000		\$18,065,000		\$18,260,000
2026	Est. Cost		\$1,950,000		\$65,000		\$2,015,000
	Revenue		\$1,950,000		\$65,000		\$2,015,000

\*Carryover from Previous TIP