



Lincoln Trail

Area Development District
~ established 1968 ~

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Planning for the transportation
needs of the region.

RADCLIFF-ELIZABETHTOWN METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2022-2026 ADMINISTRATIVE MODIFICATION #22

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:

- Roadway reconfiguration and construction of bike/ped facilities from mile point 17.2 to mile point 18.999 in Hardin County – Reconstruction – Highway Safety Improvement Program (HSIP) Funding
 - Construction - \$1,700,000 – TOTAL = \$1,700,000

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

Jan, 7th, 2025

 Date

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
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

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	\$1,700,000	\$18,065,000					\$1,150,000	\$50,480,000
	Revenue		\$370,000		\$11,000,000	\$18,195,000	\$1,700,000	\$18,065,000					\$1,150,000	\$50,480,000
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

*CRP Funding was removed in error in TIP modification #20 and was re-added back into this modification to accurately reflect funding amounts.