Planning for the transportation
needs of the region.

RADCLIFF/ELIZABETHTOWN METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM FY 2026 - 2030

AUGUST 18th, 2025

LINCOLN TRAIL AREA DEVELOPMENT DISTRICT
750 S. PROVIDENT WAY, ELIZABETHTOWN
KENTUCKY 42702-0604

Radcliff/Elizabethtown Metropolitan Planning Organization
2026-2030 Transportation Improvement Program
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Agency Organization

The Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) is the planning agency for the Radcliff/Elizabethtown urbanized area. The full planning area for the MPO includes all of Hardin and Meade counties. The MPO is housed within the Lincoln Trail Area Development District (LTADD). The LTADD staff serves as the planning staff for the MPO. The MPO conducts the transportation planning process to meet the "continuing, comprehensive and cooperative" transportation planning requirements of the 1962 Federal-Aid Highway Act.

The MPO is governed by the MPO Policy Committee, which consists of the local elected officials from Hardin County, Meade County, Elizabethtown, Radcliff, and Vine Grove. The Policy Committee also has representatives from Fort Knox and the Kentucky Transportation Cabinet.

The MPO also has a Technical Advisory Committee (TAC), which meets on a bi-monthly basis and makes recommendations to the Policy Committee. The TAC is composed of engineers, planners, and other technical staff from local governments, Fort Knox, the Federal Highway Administration (FHWA), and the Kentucky Transportation Cabinet (KYTC). The positions and experience of these individuals enable them to assist the Policy Committee in the evaluation of the technical aspects of transportation and regional planning.

Transportation Improvement Program (TIP)

The fiscal year (FY) 2026-2030 Transportation Improvement Program (TIP) is a five (5) year long, fiscally constrained, short-range program, which provides a prioritized list of multimodal transportation projects within the Radcliff/Elizabethtown MPO planning area.

Preparation of the TIP has been required by Federal legislation known as Fixing America's Surface Transportation Act (Pub. L. 114-94, FAST) and by the Metropolitan Planning Regulations (23 CFR 450.326) of the United States Department of Transportation (DOT). The FAST act was replaced by the Infrastructure Investment and Jobs Act (IIJA) in November 2021 and included the same requirements for MPOs.

Federal regulations as defined in 23 CFR Part 450 and 49 CFR Part 613, require that Radcliff/Elizabethtown MPO's transportation planning activities, including the development of the TIP, to be carried out in a Continuing, Cooperative, and Comprehensive manner (the "3C" approach).

The TIP provides an overview of how transportation revenues will be invested over a four (4) year minimum period by state and local agencies that have legal responsibility to build, operate, and maintain the state's highway, street and public transit systems. Federal law requires expenditures in the TIP to be consistent with the Radcliff/Elizabethtown MPO Metropolitan Transportation Plan (MTP). The Radcliff/Elizabethtown MPO's 2050 MTP was

adopted in January of 2025. The Radcliff/Elizabethtown MPO develops the TIP collaboratively with local governments, transit and transportation agencies, and the Kentucky Transportation Cabinet (KYTC). Once adopted by the Radcliff/Elizabethtown MPO, the TIP will be sent to the office of the Governor of Kentucky for approval, and then included in KYTC's Statewide Transportation Improvement Program (STIP).

To help track project delivery and the status of the TIP projects, federal regulations require the Radcliff/Elizabethtown MPO to publish an Annual Listing of Obligated Projects report. This report, produced toward the end of each calendar year, lists all transportation projects in the Radcliff/Elizabethtown MPO planning area for which federal funds were obligated in the preceding fiscal year.

In summation, the TIP:

- Covers a minimum four (4) year period;
- Is realistic in terms or available funding ("fiscally constrained") as opposed to simply serving as a "wish list" of projects;
- Has funding committed for the projects scheduled in the first two (2) years and the second two years have funding that is reasonably anticipated to be available.
- Is approved by the MPO and the Governor of Kentucky
- Lists all federally funded and regionally significant local and state funded projects

Can the TIP be changed after it is adopted?

> The approved TIP can be amended or administratively modified to add new projects, delete projects, advance projects, and accommodate cost, phase of work, and scope changes to a project. Major changes require an amendment and must go through public review and comment. More information on these processes is included on pages 11 and 12, under TIP Amendments/Administrative Modifications.

What does the TIP show?

> The TIP not only lists specific projects, but also documents the anticipated schedule and cost for each project phase, for example: preliminary engineering (PE), right-of-way (R) acquisition, utility (U) relocation, and construction (C).

What kind of projects does the TIP include?

> The TIP is multimodal, and as such, it includes safety, transportation enhancement, recreational trails, public transportation, bicycle, pedestrian, and highway improvements.

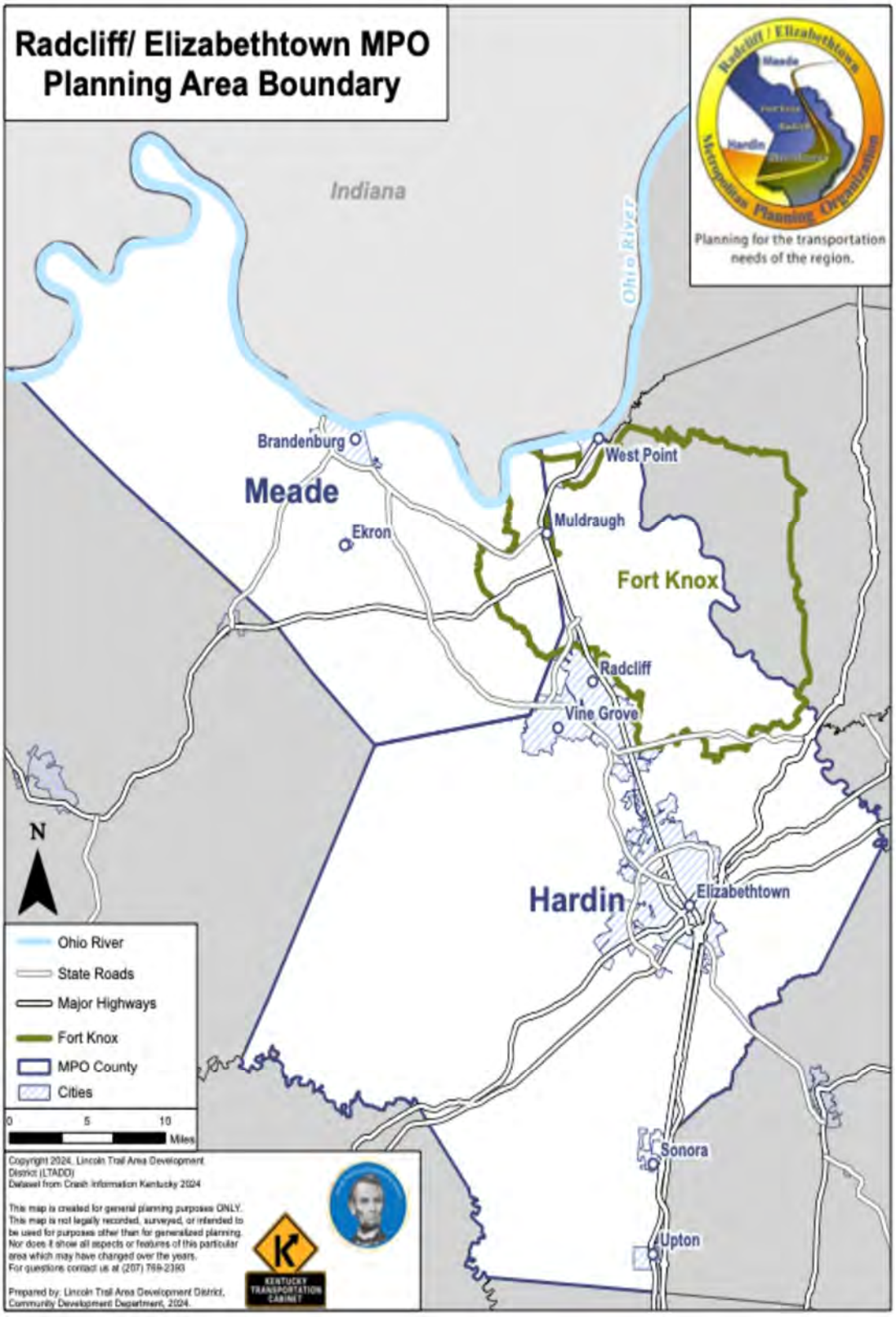
What funding sources are included in the TIP?

The TIP includes all federally-funded and state funded projects that are considered regionally significant. Most funding sources for the projects in the TIP come from federal funds allocated to Kentucky under the Infrastructure Improvement and Jobs Act (IIJA) and administered through the US Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). For most funding sources, projects are funded using an 80/20 split, with 80 percent in federal funds and the remaining 20 percent in state or local matching funds. There are some funding sources that require less than a 20 percent match (90/10) or are 100 percent federally funded. The share of funding is noted in the tables on pages 10 and 11.

MPO Transportation Planning Area

The MPO is responsible for identifying and addressing the transportation needs within its designated study area. The transportation study area for the Radcliff/Elizabethtown MPO includes all of Hardin and Meade Counties. The planning area includes the cities of Radcliff, Elizabethtown, Vine Grove, West Point, Sonora, and Upton in Hardin County and Brandenburg, Ekron, and Muldraugh in Meade County. The planning area also includes the Fort Knox Military Reservation, which encompasses portions of both counties. Figure 1, on page 3, is a map of the MPO planning boundary.

Figure 1: Planning Area Boundary



MPO Transportation Planning

The Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) is responsible for coordinating transportation-planning activities within the planning area of Hardin and Meade Counties. The MPO is in charge of developing and maintaining a long-range Metropolitan Transportation Plan (MTP) and a short-range Transportation Improvement Program (TIP).

The TIP document has been prepared to address and record transportation needs scheduled between 2026 and 2030. The TIP is the compilation of publicly funded transportation projects constrained to available funding levels. It is the MPO's program for improvements for all modes of transportation, including highways, safety, public transportation, bicycle/pedestrian facilities, recreational trails, transportation enhancements, and railroad crossing projects. The TIP is also a mechanism by which the local governments, acting together in a coordinated effort, place system improvements in a comprehensive perspective in order to allocate limited resources in the most beneficial manner.

For any transportation improvement to be eligible for Federal-aid funding, it must be included in the TIP. The transportation improvements must initially be identified in the MPO's Metropolitan Transportation Plan (MTP). Once a project is adopted into the MTP, it can be then programmed in the TIP. The TIP process involves a comprehensive and realistic appraisal of the transportation needs of the community, balanced with available resources to finance those needs.

Project Origination and Prioritization

Transportation projects can originate from a wide variety of sources including public input, elected official input, and technical analysis. All identified projects must be adopted into the MPO Metropolitan Transportation Plan (MTP) prior to being programmed into the TIP. The MTP is a document that identifies transportation needs over a 20+ year period and is required, by federal law, to be updated at least every five years. As previously mentioned, the TIP is a multi-year document that must be updated every four (4) years. However, both the MTP and the TIP may be amended and/or modified at anytime.

The MPO Policy Committee (the Judge/Executives of Hardin and Meade Counties, the Mayors of Brandenburg, Elizabethtown, Radcliff and Vine Grove, the Secretary of the Kentucky Transportation Cabinet, and a representative of the Fort Knox Military Reservation) is afforded the opportunity to identify projects that serve to implement the MTP.

Prior to projects being selected for the TIP, each project is evaluated and ranked through the MPO's Metropolitan Transportation Plan process. This evaluation process is based on the MPO's goals and objectives. The goals and objectives of the MPO are based on the ten (10) federal planning factors. The MPO goals and planning factors are listed below. In applying

the evaluation process, each project receives a rating of 1 to 5 for each objective. All ratings are then averaged for each project. All projects are ranked objectively through this process. The MPO Technical Advisory and Policy Committees are given an opportunity to review the rankings and make changes as deemed necessary.

The Kentucky Transportation Cabinet (KYTC) also has a prioritization process for projects listed in the Continuous Highway Analysis Framework (CHAF). All proposed highway projects for the MPO are identified in the CHAF database. In 2017, KYTC developed a new data-driven process to prioritize projects called Strategic Highway Investment Formula for Tomorrow (SHIFT). The SHIFT process utilizes data related to safety, congestion, asset management, economic growth, and benefit cost to provide a technical score for each project. The technical score makes up 70% of the scoring process. The MPO utilizes its planning process to evaluate and add points to boost project scores, which makes up 15% of the overall project score. The final 15% comes from the KYTC Highway Districts through their own planning process. This process will be utilized every two (2) years to prioritize projects in preparation for the development of the KYTC Highway Plan.

Through these prioritization and ranking processes, projects are programmed in the KYTC's Highway Plan and ultimately in the MPO TIP.

Federal Planning Factors

1. Support the economic vitality of the United States, the States, non-metropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts on surface transportation; and
10. Enhance travel and tourism.

MPO Goals and Objectives

1. Promote Transportation Safety

- Reduce the number and severity of traffic accidents by improving existing and potential high crash locations
- Improve substandard roadway geometrics where necessary
- Support and/or undertake public education programs to emphasize safety and promote safe driving practices
- Provide improved conditions to enhance emergency services

2. Preserve Existing Transportation Facilities & Systems

- Consider costs and benefits of improvements in the MPO planning process
- Emphasize reconstruction and upgrades to existing highway systems
- Apply access management principles to aid in preserving the existing highway network
- Identify and implement minor construction and traffic operational improvements to improve traffic flow and safety

3. Provide an Efficient Transportation System

- Reduce traffic congestion and improve travel times in the region
- Plan for both existing and future travel demand
- Promote cost efficiency in the implementation and/or operation of transportation facilities and/or improvements
- Encourage the implementation of access management policies to improve the overall efficiency of the transportation system
- Improve the overall capacity of the highway network

4. Enhance Connections Between Transportation Systems

- Provide for frequent and convenient transfer between all modes of transportation
- Where justified, provide new highway connections to provide improved access and mobility for the overall transportation system in the area
- Promote improved access to intermodal transportation facilities

5. Support Community Development & Economic Growth

- Provide transportation service for areas of new growth and potential development
- Provide transportation service to aid in preserving existing communities and developments
- Where possible, provide transportation improvements to areas experiencing economic decline

6. Increase access and mobility for the movement of freight

- Provide new or improved transportation options and/or connections for economic centers that depend on freight

7. **Provide a Balance Between Development and Quality of Life**
   - Recognize the need for transportation improvements, but be sensitive to environmental, social, and cultural resources in doing so

8. **Enhance alternatives to traditional automobile/highway travel, such as transit, bicycle, and/or pedestrian travel**
   - Where possible and warranted, encourage the incorporation of bicycle/pedestrian facilities into major improvement projects
   - Study the potential need and possible implementation of a public transit system in the Elizabethtown/Fort Knox/Radcliff/ Vine Grove area

TIP Approval Process

The TIP, once approved by the MPO Policy Committee, is the official document that directs the flow of transportation improvements in the MPO planning area. Following approval by the Policy Committee, the TIP is submitted to the Kentucky Transportation Cabinet (KYTC) who, in turn, submits it to the Federal Highway Administration and the Federal Transit Administration. KYTC uses the TIP as a basis for preparing its request for federal funding through their Statewide Transportation Improvement Program (STIP). The TIP is used by KYTC in the preparation of the Commonwealth's Highway Plan, which is approved by the state legislature every two (2) years and outlines KYTC's construction program over the next six (6) years for both state and federal funding.

Financial Constraint

The Infrastructure Investment and Jobs Act (IIJA) requires that Transportation Improvement Programs be financially constrained. That is, this document should include the estimated cost associated with each project and the anticipated revenue source. Additionally, only those projects for which a current or proposed revenue source can be identified may be listed, thus ensuring a balance between total project costs and revenues. This requirement helps the MPO and the State develop a deliverable program of projects.

Although the Radcliff-Elizabethtown MPO has significant input in the identification of needs and the determination of project funding priorities, it should be understood that the MPO does not have direct control over any source of funding identified herein. Final decisions regarding the allocation of funds (project selection, revenue source, schedule, etc.) are made by the Kentucky Transportation Cabinet (KYTC). In order to address the full range of transportation needs, on a statewide level and within the Radcliff-Elizabethtown urbanized area, the Cabinet makes use of a variety of available revenue sources (or funding types). The revenue sources eligible and currently allocated for use within the Radcliff-Elizabethtown area are identified on Tables 1, 2, and 3 on pages 10 and 11.

The specific projects shown in the Project Listing tables beginning in Appendix A have been identified by KYTC, along with the associated programmed or planned revenue source and

schedule, in the KYTC's Statewide Transportation Improvement Program and/or the Six Year Highway Plan. It should be expected that this program of projects will be subject to periodic changes in schedules and/or revenue sources due to adjustments that must be made to balance costs and revenues (or maintain financial constraint) at the statewide level, and also due to various project related delays. These changes will be initiated by the Cabinet and will be reflected in this document by TIP Administrative Modifications or Amendments.

The table on page 25 provides a summary of costs and revenues by funding type and year (all costs and revenues here and elsewhere in this document are shown in Year-of-Expenditure dollar values). A balance between costs and revenues is indicated; therefore, financial constraint is demonstrated.

Project Types and Project Funding Categories

The type of funds to be utilized for the projects involving Federal and State funds are in accordance with the Infrastructure Investment and Jobs Act (IIJA) and are abbreviated as follows:

Table 1
Kentucky Funding Sources

Funding Program	Abbreviation	Source
JP 2 BRAC Bond Projects - Second Program	BR2	KYTC
State Construction Projects	SP	KYTC
State Bonds	SB2	KYTC
State Bonds	SBP	KYTC
State Construction High Priority	SPP	KYTC

Table 2 Current Federal Funding Sources under the FAST Act			
Funding Program	**Abbreviation**	**Source**	**Funding Share**
Surface Transportation Block Grant Program/Surface Transportation Program	STBG/STP	FHWA	80% Federal 20% Match
National Highway Performance Program	NHPP	FHWA	80% Federal 20% Match
Surface Transportation Block Grant Program set-aside for Transportation Alternatives	TA	FHWA	80% Federal 20% Match
Highway Safety Improvement Program	HSIP	FHWA	90% Federal 10% Match
Rail-Highway Crossings Program	RRX/RRP	FHWA	90% Federal 10% Match
Section 5307 Urbanized Area Formula	5307	FTA	80% Federal 20% Match
Section 5307 Operating Expenses	5307	FTA	50% Federal 50% Match
Section 5303 Planning Funds	5303	FTA	80% Federal 20% Match
Section 5309 Bus and Bus Facilities Program (Ladders of Opportunity)	5309	FTA	80% Federal 20% Match
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	5310	FTA	80% Federal 20% Match
Section 5337 State of Good Repair	5337	FTA	80% Federal 20% Match
Section 5339 Bus and Bus Facilities	5339	FTA	80% Federal 20% Match

Table 3 Carryover Federal Funding Sources from Previous Transportation Bills			
Funding Program	**Abbreviation**	**Source**	**Funding Share**
Interstate Maintenance	IM	FHWA	90% Federal 10% Match
National Highway System	NHS	FHWA	80% Federal 20% Match
Transportation Alternatives Program	TAP	FHWA	80% Federal 20% Match
Federal Bridge Replacement - On-System	BRO	FHWA	80% Federal 20% Match
Federal Bridge Replacement - Off System	BRZ	FHWA	80% Federal 20% Match

Public Participation

The 2026-2030 Transportation Improvement Program (TIP) was developed in accordance with the MPO Participation Plan. To ensure that the TIP received adequate public review, the Radcliff/ Elizabethtown MPO shared the TIP on the MPO website, the newspaper, and through social media on Facebook. The public comment period began on July 18th and ended on August 17th, 2025 and was available to view and comment on online as soon as July 15th. The document was also available for review at the Lincoln Trail ADD office in Elizabethtown. The MPO website is www.radcliff-elizabethtown-mpo.org.

Summary of Public Comments is located in Appendix C.

TIP Amendments/Administrative Modifications

Occasionally, project information currently listed in the document needs to be changed or projects need to be added or deleted. Project sponsors, such as the Kentucky Transportation Cabinet, local communities or transit agencies will inform the Radcliff/Elizabethtown MPO when such changes are needed to reflect current conditions for transportation projects.

Amendments

Amendment means a revision to the TIP, including the addition or deletion of a project or a major change in design concept or design scope (e.g. changing project termini or the number of through traffic lanes) that requires federal action and is not eligible for an Administrative Modification (see Administrative Modification description below). An amendment is a revision that requires public review and comment and redemonstration of fiscal constraint. An amendment to the TIP requires a 15-day public review and comment period and approval by the Policy Committee.

Administrative Modifications

Some changes to a transportation project are minor and only require an administrative modification to show the change in the TIP. Administrative modification means a minor revision to the TIP that includes changes to project costs or schedule (that do not impact fiscal constraint) and minor changes to funding sources of previously included projects. Additionally, certain types of projects (see Grouped Projects section on page 13) may be added to the TIP by administrative modification. An administrative modification is a revision that does not require public review and comment or a redemonstration of fiscal constraint.

Additional discussion of procedures that govern TIP Modifications and Amendments can be found in the MPO's Participation Plan (https://radcliff-elizabethtown-mpo.org/wp-content/uploads/2021/04/2021_Participation_Plan.pdf)

All TIP Amendments and Administrative Modifications will be placed on the MPO website at https://radcliff-elizabethtown-mpo.org/index.php/library/transportation-improvement-plan/.

Air Quality

Currently, the planning area for the Radcliff/Elizabethtown MPO is in attainment with all Federal air quality regulations. An attainment area is an area considered to have air quality that meets or exceeds the U. S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act.

Grouped Projects

Transportation planning regulations applicable to the development and content of Transportation Improvement Programs allow that projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. Such projects are usually non-controversial and produce negligible impacts - other than positive benefits for safety, traffic operations, or preservation. Typically, these types of projects are not generated by the planning process; they are usually initiated by traffic operations or maintenance functions to correct existing problems or deficiencies, or they are the result of successful grant applications by local governments or entities. KYTC identifies many of these types of projects as "Z-Various" in the Statewide Transportation Improvement Program. For the reasons noted above, KYTC and FHWA have developed streamlined procedures for incorporating such projects into the TIP. Individual projects from grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such TIP changes to be made by Administrative Modification, rather than Amendment (and the corresponding requirement for public review and demonstration of fiscal constraint), simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories utilized by the Radcliff-Elizabethtown MPO are shown in Table 4. The list of grouped projects utilized here is a combination and simplification of two lists recommended by the "KYTC and MPO Coordination – Final Recommendations of the Consolidated Planning Guidance Process Team", July 20, 2007. This was done for applicability to the Radcliff-Elizabethtown area and to facilitate understanding by MPO committee members and the public. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

With respect to financial constraint for grouped projects, the reader is referred first to the Financial Constraint section of this document on pages 8 and 9 for a discussion of the relative roles of the MPO and the Kentucky Transportation Cabinet. The dollar amounts shown in the Grouped Projects Table are illustrative (and minimal) project cost amounts based on past experience and reasonableness. These numbers are included per recommended guidance and should not be interpreted as expected project awards or expenditures for any particular year. Rather than future commitments of funding, these numbers are illustrative of a reasonable level of total funding for the various types of grouped projects that, potentially, could be approved within a particular year. When projects are identified, with estimated costs, and funding decisions (type of funds and year) are made by the Transportation Cabinet (on an annual or ongoing basis), the Cabinet will forward the project to the MPO for inclusion in the TIP - with a commitment of additional funding within financially constrained balances available on a statewide level. It should be expected that the costs of some individual projects may significantly exceed the amounts in the Grouped Projects Table. Financial constraint for grouped projects is maintained by KYTC on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

Table 4
Grouped Projects
HSIP - Highway Safety Improvement Program Implementation
Intersection Improvements for Safety or Efficiency
Guardrail, Median Barrier, and Crash Cushion Projects
Railroad/Highway Crossing Protection
Other Highway Safety Improvements
Intelligent Transportation System (ITS) Projects
Traffic Signal System Improvements
Highway Signing
Pavement Resurfacing, Restoration, and Rehabilitation
Pavement Markers and Striping
Bridge Replacement (no additional lanes)
Bridge Rehabilitation
Bridge Inspection
Bridge Painting
Recreational Trails Program
Transportation Alternatives Projects (TAP)
Commuter Ridesharing Programs
Bicycle and Pedestrian Facilities*
Park & Ride Facilities
Purchase of New Buses (to replace existing vehicles or for minor expansion)
Rehabilitation of Transit Vehicles
Transit Operating Assistance
Transit Operating Equipment
Transit Passenger Shelters and Information Kiosks
Construction or Renovation of Transit Facilities
***Including pedestrian facility improvements identified in Local Public Agency Transition Plans to meet requirements of the Americans With Disabilities Act (ADA).**

Completed Projects from the Previous Radcliff/Elizabethtown MPO TIP

As required by Federal law, below is a table of projects from the FY 2022-2026 TIP that have been completed.

Table 5
Radcliff/Elizabethtown MPO
Transportation Improvement Plan
FY 2026-2030
Completed Projects from 2022 TIP

Route	KYTC ID	COUNTY	DESCRIPTION
US 31W	4-9011.10	Hardin	Update the Signing, Install Lane Separator Curb, and Upgrade the Traffic Signal to include Reflective Backplates at the Intersection of US 31W and KY 1136. (MP 15.7 to MP 15.9)
US 31W	4-9011.20	Meade	Update the Signing, Install Lane Separator Curb, and Upgrade the Traffic Signal to include Reflective Backplates at the Intersection of US 31W and KY 1638. (MP 2 to MP 2.3)
KY 361	4-9011.30	Hardin	Improve the Left Turn Lanes along KY 361, Update the Signing, and Upgrade the Traffic Signal to include Reflective Backplates and Supplemental Heads at the intersection of KY 361 and KY 3005. (MP 1.6 to MP 2.0)
US 31W	4-9011.40	Hardin	Update the Signing and Upgrade the Traffic Signal to include Double Red Heads at the Intersetion of US 31W and Elm Road. (MP 28.2 to MP 28.4)
US 62	4-9015.00	Hardin	Perform Low Cost Safety Improvements on US 62 from MP 7.844 TO MP 10.900 in Hardin County. (2018BOP) - (MP 7.844 to MP 10.900)
US -62	4-10052.00	Hardin	Bridge project in Hardin County on US-62 at Slough off Rolling Fork
US 31W	4-199.00	Hardin	Bridge over Rough River in Westpoint Rehabillitation
KY 220	4-9008.40	Hardin	KY 220, KY 434, and Blackjack Rd Improvements
KY 361	4-7020.00	Hardin	Cardinal Drive in Elizabethtown Improvements
US 62	4-1093.00	Hardin	US 62 Bridge at Nelson/Hardin Line
US 31W	4-9008.10	Hardin	Rehabillitation of various sections of 31W
US 31W	4-9008.20	Hardin	Rehabillitation of various sections of 31W
US 31W	4-9008.30	Hardin	Rehabillitation of various sections of 31W
KY 3005	4-9002.00	Hardin	R-Cut at Ring Rd and Bacon Creek
US 62	4-10052.00	Hardin	US 62 Bridge over Slough off Rolling Fork
KY 251	4-153.02	Hardin	KY 251 at KY 434 Roundabout

Table 5 Radcliff/Elizabethtown MPO Transportation Improvement Plan FY 2026-2030 Completed Projects from 2022 TIP			
Route	KYTC ID	COUNTY	DESCRIPTION
CR 1100	4-945.00	Hardin	Roadside Improvements on CR 1100 (Bewley Hollow Road) from MP 1.8 to MP 2.0 in Hardin County
WK 9001	4-952.00	Hardin	Installation of Friction Improvement Treatment on WK 9001 and Ramps 331, 332, and 231 (Milepoints 135.600 to 136.300)
US 31W	4-9008.50	Hardin	Intersection Improvements on US 31W from Diecks Drive to Pine Valley Drive to Reduce Conflict Points and Enhance Safety and Traffic Flow (MP 18.033 to MP 21.143)
KY 251	4-9016.00	Hardin	Overlay and restripe KY 251 to convert from a 4-lane section to a 3-lane section between W Dixie Avenue and Pear Orchard Road and construct mini roundabouts along KY 251 at the intersections with W. Poplar St., Beech St., Panther Lane, and Pear Orchard Road (MP 0 to MP 1.458)
US 31W	4-20011.00	Hardin	Address Pavement Condition from MP 17.677 to MP 20.432
US 31W	4-20011.10	Hardin	Address Pavement Condition from MP 17.677 to MP 20.432
I-65	4-20.01	Hardin	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)
US 31W	4-154.20	Hardin	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)
Various	4-946.00	Hardin	Installation of Pavement Markers on Various Routes (I-65, KY 251, KY 1646, KY 1815, KY 2802, KY 3005, US 31W, US 62, and WK 9001).

Table 6
Federally-Funded Highway Projects/ Individual Project Sheets

Table 6
Radcliff/Elizabethtown MPO
Transportation Improvement Program

FY 2026-2030

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	4-29.00	Hardin	New Interchange	New Interchange at I-65/KY 1136 (Gilead Church Road) at MP 84 in Hardin County.	State	P	2023	$500,000	$7,000,000	KYTC
					NH	D	2024	$1,500,000		
						R	2026	$3,000,000		
						U	2026	$2,000,000		
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	$14,460,000	KYTC - Dist. 4
					SPP	C	2023	$4,000,000		
						C	2025	$2,000,000		
						C	2026	$4,260,000		
KY 1136	4-171.00	Hardin	Minor Widening	Reconstruction of KY 1136 from KY 1868 to US 31W in Hardin County	STP	D	2022	$1,250,000	$32,785,000	KYTC - Dist. 4
						R	2024	$4,910,000		
						U	2024	$3,125,000		
						C	2024	$23,500,000		
US 31W	4-201.00	Hardin	Safety- Railroad Protection	Removal of two at grade CSX railroad crossings on Quarry Road (CS-5518) near US 31W and the construction of a single separated grade crossing, in the City of Upton in Hardin County	RRS	D	2024	$250,000	$4,400,000	KYTC - Dist. 4
						R	2025	$400,000		
						U	2025	$750,000		
						C	2026	$3,000,000		
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	Weigh Station Rehabilitation	I-65 Southbound Port of Entry for a Commercial Vehicle Monitoring Station (MP 81.950 to MP 82.050)	NH	D	2023	$1,000,000	$19,100,000	KYTC
						R	2024	$100,000		
						U	2025	$2,000,000		
						C	2025	$16,000,000		
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 23.351)	STP	D	2023	$1,500,000	$26,100,000	KYTC - Dist. 4
						R	2025	$3,000,000		
						U	2025	$3,000,000		
						C	Future	$18,600,000		

Table 6
Radcliff/Elizabethtown MPO
Transportation Improvement Program

FY 2026-2030

Federally-Funded Highway Projects

ROUTE	KYTC ID	COUNTY	TYPE OF WORK	DESCRIPTION	TYPE OF FUNDS	PHASE	YEAR	COST	TOTAL PROJECT COST	RESPONSIBLE AGENCY
Various	4-947.00	Hardin Meade	Safety	Installation of Wrong Way Driving Signs and Pavement Markings on Various Off Ramps in District 4	HSIP	C	2024	$420,000	$420,000	KYTC - Dist. 4
KY 210	4-4311.00	Hardin	Safety - Guardrail	Install Guardrail on KY 210 in Hardin County. (MP 0.040 to MP 0.130)	STP	C	2023	$18,000	$18,000	KYTC - Dist. 4
KY 1357	4-8801.00	Hardin	Safety	Improve Safety, Geometrics, Drainage, and Maintenance Issues along KY 1357 (St. Jonn Rd) from US 31W Bypass to KY 3005 (Ring Road) - (MP14.614 to 16.292)	STP	U	2021	$3,500,000	$15,504,850	KYTC - Dist. 4
						C	2023	$12,004,850		
I-65	4-22065.00	Hardin	Pavement-Rehab	Address condition of I-65 from Milepoint 97.54 to milepoint 102.1	NHPM	D	2024	$120,000.00	$1,350,000.00	KYTC - Dist. 4
						R	2025	$10,000.00		
						U	2025	$300,000.00		
						C	2026	$920,000.00		
I-65	4-20047.00	Hardin	AM- Pavement	Address condition of I-065 from milepoint 90.53 to milepoint 97.54	NHPM	D	2029	$1,004,039.00	$10,445,620.00	KYTC - Dist 4
						C	2029	$9,036,350.00		
I-65	4-80303.00	Hardin	Minor Widening	Extend Commerce Drive from Springfield road to US-31W at KY 1136 on the south side of Elizabethtown	NH	D	2025	$320,000.00	$7,130,000.00	KYTC - Dist 4
						R	2026	$2,420,000.00		
						U	2027	$1,120,000.00		
						C	2028	$3,270,000.00		
KY 86	4-10053.00	Hardin	Asset Management - Bridge	Bridge Project in Hardin County on KY 86 at Rough River	BRX	D	2025	$227,000	$2,497,000	KYTC - Dist. 4
						C	Future	$2,270,000		
KY 86	4-10054.00	Hardin	Asset Management - Bridge	Bridge Project in Hardin County on KY 86 at Vertrees Creek	BRX	D	2025	$199,000	$1,629,000	KYTC - Dist. 4
						C	Future	$1,430,000		

Table 6
Radcliff/Elizabethtown MPO
Transportation Improvement Program

FY 2026-2030

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	4-10055.00	Hardin	Bridge	Bridge Rehabilitation Project in Hardin County on I-65 NC at Rolling Fork River	BRO	D	2023	$75,000	$675,000	KYTC
					NH	C	2023	$600,000		
I-65	4-10056.00	Hardin	Bridge	Bridge Rehabilitation Project in Hardin County on I-65 at Rolling Fork River	BRO	D	2023	$75,000	$825,000	KYTC
					NH	C	2023	$750,000		
KY 313	4-10078.00	Meade	Asset Management - Bridge	Address deficiencies of bridge on KY 313 over Ohio River	BRX	C	2024	$475,000	$475,000	KYTC
US 31W	4-20013.00	Hardin	Asset Management - Pavement	Address Pavement Condition from MP 27.745 to MP 30.263	NHPM	D	2023	$100,000	$6,762,260	KYTC - Dist. 4
					NH	C	2024	$6,662,260		
WK 9001	4-20015.00	Hardin	Asset Management - Pavement	Address Pavement Condition of Wendell H. Ford Western KY Parkway both direction(s) from MP 119.649 to MP 120.649	NH	D	2023	$100,000	$1,100,000	KYTC - Dist. 4
						C	2023	$1,000,000		
WK 9001	4-20016.00	Hardin	Asset Management - Pavement	Address Pavement Condition of Wendell H. Ford Western KY Parkway both direction(s) from MP 120.93 (120.65 Non-Cardinal) to MP 132.4 (130.95 Non-Cardinal)	NH	D	2022	$920,000	$4,920,000	KYTC - Dist. 4
						C	2024	$4,000,000		
US 62	4-20028.00	Hardin	Asset Management - Pavement	Address Pavement Condition on US-62 from MP 9.57 to MP 13.77	STP	C	2024	$689,000	$689,000	KYTC - Dist. 4
I-65	4-20046.00	Hardin	Asset Management - Pavement	Address condition of I-65 from MP 78.661 to MP 82.2	NHPM	D	2026	$200,000	$1,000,000	KYTC
						C	2026	$800,000		
I-65	4-22064.00	Hardin	Asset Management - Pavement	Address Pavement Condition of I-65 from MP 82.2 to MP 90.53	NHPM	D	2025	$1,000,000	$11,000,000	KYTC - Dist. 4
						C	2025	$10,000,000		
-	4-80250.00	Hardin	Air Quality	Extend Ring Road from US 31W to KY 61 (Lincoln Parkway)	STPF	D	**2025**	$1,000,000	$1,000,000	KYTC - Dist. 4

Table 6
Radcliff/Elizabethtown MPO
Transportation Improvement Program

FY 2026-2030

Federally-Funded Highway Projects

ROUTE	KYTC ID	COUNTY	TYPE OF WORK	DESCRIPTION	TYPE OF FUNDS	PHASE	YEAR	COST	TOTAL PROJECT COST	RESPONSIBLE AGENCY
US 62	4-80200.00	Hardin	Safety	Address safety, mobility, and access management, along with potentially reconfiguring the interchange to I 65. (2022CCN)	STP State	D	2023	$100 $2,000,000	$2,000,100	KYTC - Dist. 4
US 62	4-80310.00	Hardin	Design Engineering	Improve the intersection of US 62 and the US 31W Bypass Ramp at Nicholas Street in Elizabethtown	NH	D R U	2024 2025 2025	$520,000 $2,000,000 $2,000,000	$4,520,000	KYTC - Dist. 4
CR 1292	4-80351.00	Hardin	Bridge Replacement	Replace Meeting Creek Bridge over P&L Railway	FBP	D R U C	2024 2025 2025 2026	$120,000 $10,000 $300,000 $920,000	$1,350,000	KYTC - Dist. 4
-	-	Hardin Meade	Safety Action Plan	Lincoln Trail Area Development District (LTADD) Roadway Safety Plan	Safe Streets for All (SS4A)	P	2022	$205,779 $51,445	$257,224	Lincoln Trail Area Development District
US 62	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 C	2025 2025	$900,00 $3,100,000	$4,000,000	KYTC - District 4
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 6
Radcliff/Elizabethtown MPO
Transportation Improvement Program

FY 2026-2030

Federally-Funded Highway Projects

ROUTE	KYTC ID	COUNTY	TYPE OF WORK	DESCRIPTION	TYPE OF FUNDS	PHASE	YEAR	COST	TOTAL PROJECT COST	RESPONSIBLE AGENCY
KY 79	4-8705.00	Meade	Reconstruction	Reconstruction of KY 79 from KY 144	SPP	U	2025	$4,500,000.00	$20,000,000.00	KYTC - District 4
						C	2027	$15,500,000.00		
KY 313	4-80305.00	Meade	Resurfacing	Address travel time and reliability and improve intersections along KY 313 from Hardin County to KY 1638 in Brandenburg	SPP	D	2025	$1,820,000	$22,490,000	KYTC - District 4
						R	2027	$550,000		
						U	2027	$1,080,000		
						C	2029	$19,040,000		
KY 313	4-80309.00	Meade	Safety	Address safety and mobility along ky 313	SPP	D	2025	$1,620,000	$21,980,000	KYTC - District 4
						R	2027	$600,000		
						U	2027	$1,160,000		
						C	2028	$18,600,000		
KY 1336	4-9017.00	Hardin	Safety	Address safety and congestion at the intersection of US31WB and KY1136 in Elizabethtown	STP	D	2026	$500000	$3,300,000	KYTC - District 4
						R	2026	$100,000		
						U	2026	$200,000		
						C	2026	$2,500,000		
KY 1600	4-80301.00	Hardin	Design Engineering	Address geometric defienciencies along KY 1600 from KY 361 to the roundabout at KY 220 in Rineyville	SPP	D	2026	$650,000	$9,390,000	KYTC - District 4
						R	2027	$1,380,000		
						U	2027	$1,400,000		
						C	2028	$5,960,000		
US 31W	4-80313.00	Hardin	Design Engineering	Add shoulders and turn lanes to US31W between KY 1136 and KY 222 east of Glendale. See Glendale area transportation study	SPP	D	2027	$1,040,000	$18,590,000	KYTC - District 4
						R	2028	$2,750,000		
						U	2028	$2,800,000		
						C	2030	$2,800,000		
US31W	4-154.30	Hardin	Congestion Mitigation	Address congestion, safety, and mobility alog US31W from veterans way in Elizabethtown to the North Wilson road overpass in Radcliff	SPP	R	2025	$3,700,000	$47,700,000	KYTC - District 4
						U	2026	$2,000,000		
						U	2027	$2,000,000		
						C	2027	$40,000,000		
US31W	4-80364.00	Hardin	Safety	Address safety along US31W from the end of the center barrier wall on Muldraugh Hill to KY 22 in Jefferson County	SPP	D	2025	$1,000,000	$13,690,000	KYTC - District 4
						R	2027	$1,150,000		
						U	2027	$1,680,000		
						C	2028	$9,860,000		

Table 6
Radcliff/Elizabethtown MPO
Transportation Improvement Program

FY 2026-2030

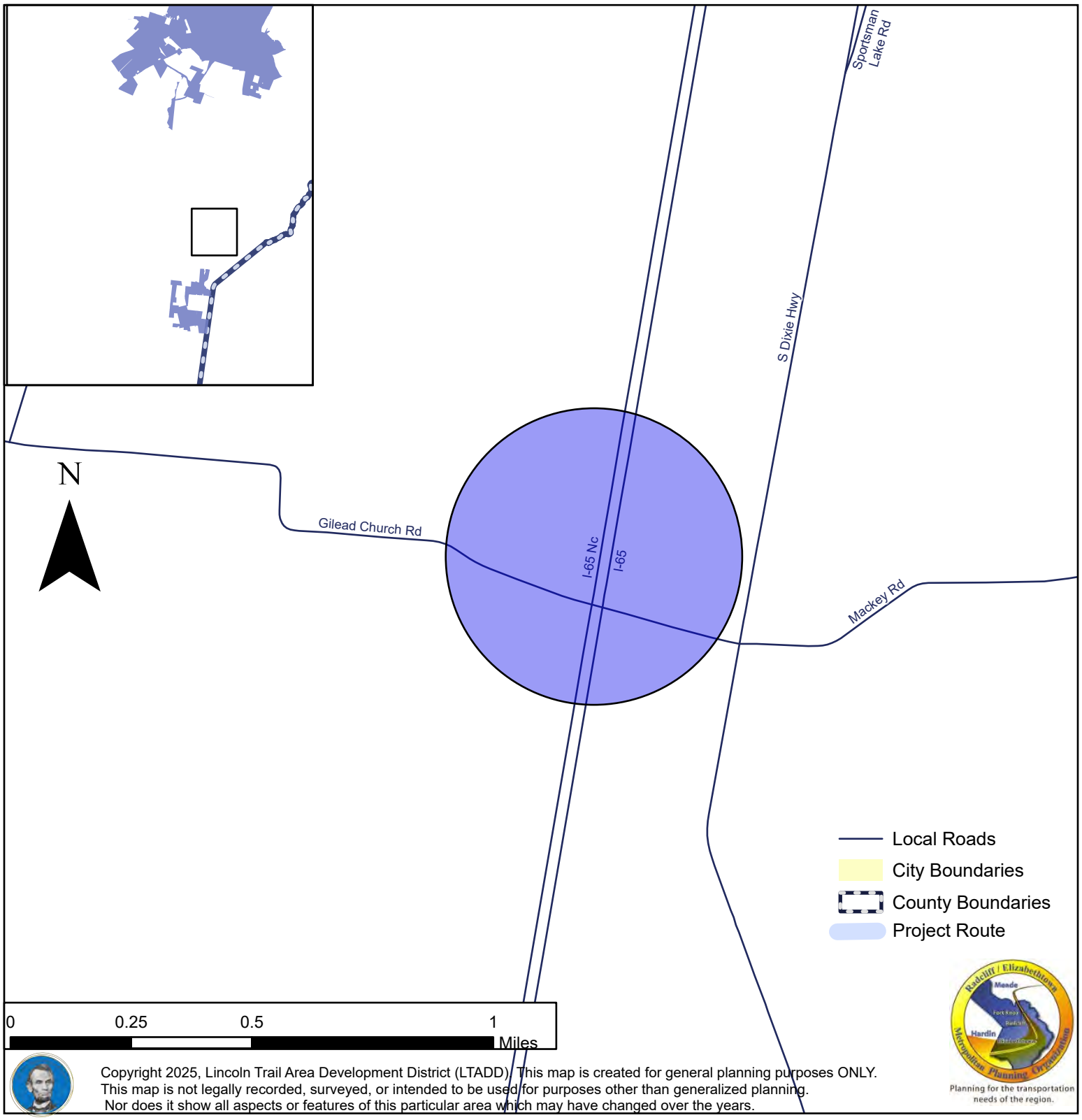
Federally-Funded Highway Projects

ROUTE	KYTC ID	COUNTY	TYPE OF WORK	DESCRIPTION	TYPE OF FUNDS	PHASE	YEAR	COST	TOTAL PROJECT COST	RESPONSIBLE AGENCY
US31W	4-80314.00	Hardin	Design Engineering	Address geometric defienciencies along US 31W from KY 222 to KY 61, Lincolnn Parkway/ Western KY Parkway intersection	NH	D	2027	$2,700,000	$42,810,000	KYTC - District 4
						R	2029	$3,240,000		
						U	2029	$4,200,000		
						C	2030	$32,670,000		
KY 313	4-9027.00	Meade	Reconstruction	Construct a right turn lane on KY 313 at KY 144 intersection	HSIP	D	2025	$100,000	$ 400,000	KYTC- District 4
						C	2025	$350,000		
I-65	-	Hardin	Construction	Install EV charging station for BP at Travel Center - BP	EV	D	2025	$32,500	$692,274	KYTC - District 4
						C	2026	$659,774		
KY -133	-	Hardin	Construction	Install EV charging station for BP at Travel Center - BP	EV	D	2025	$152,906	$1,217,299	KYTC- District 4
						C	2026	$1,064,393		

4-29.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-20230)									
KYTC ID	**ROUTE**	**PROJECT DESCRIPTION**							
4-29.00	I-65	New Interchange at I-65/KY 1136 (Gilead Church Road) at MP 84 in Hardin County.							
FUND TYPE	**PHASE**	**2020-2025***	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**FY 2030**	**FUTURE**	**TOTAL FUNDING**
State	P	$500,000.00							$0
NH	D	$1,500,000.00							$0
	R		$3,000,000						$3,000,000
	U		$2,000,000						$2,000,000
TOTAL									**$5,000,000**

***Carryover from Previous TIP**

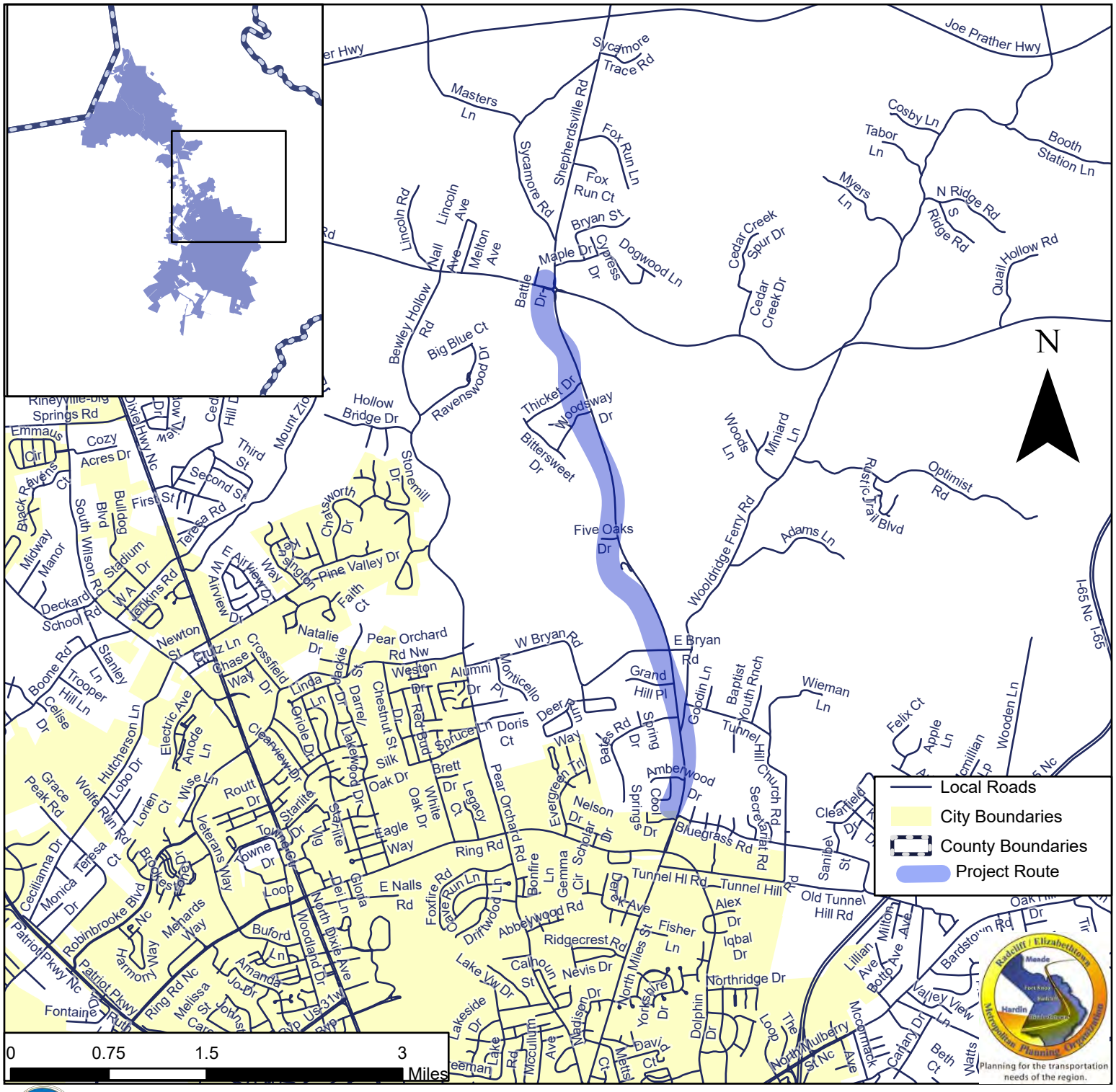


Planning for the transportation needs of the region.

4-153.01

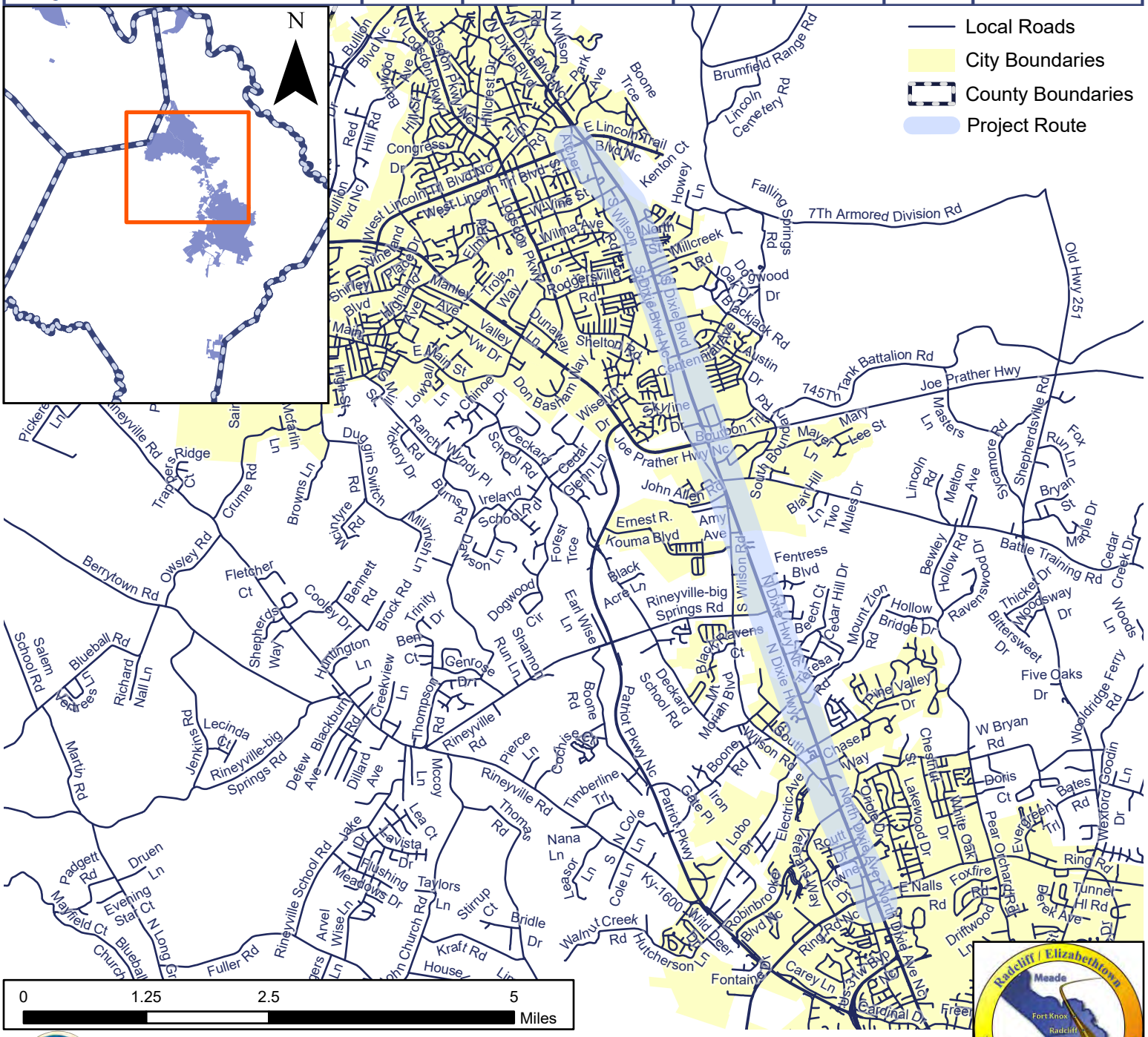
Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	**ROUTE**	**PROJECT DESCRIPTION**							
4-153.01	KY 251	KY 251 Improvements from KY 3005 to KY 434							
FUND TYPE	**PHASE**	**2020-2025***	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**FY 2030**	**FUTURE**	**TOTAL FUNDING**
STP	U	$4,200,000							$4,200,000
STP	C	$4,350,000							$4,350,000
TOTAL									**$8,550,000**

***Carryover from Previous TIP**



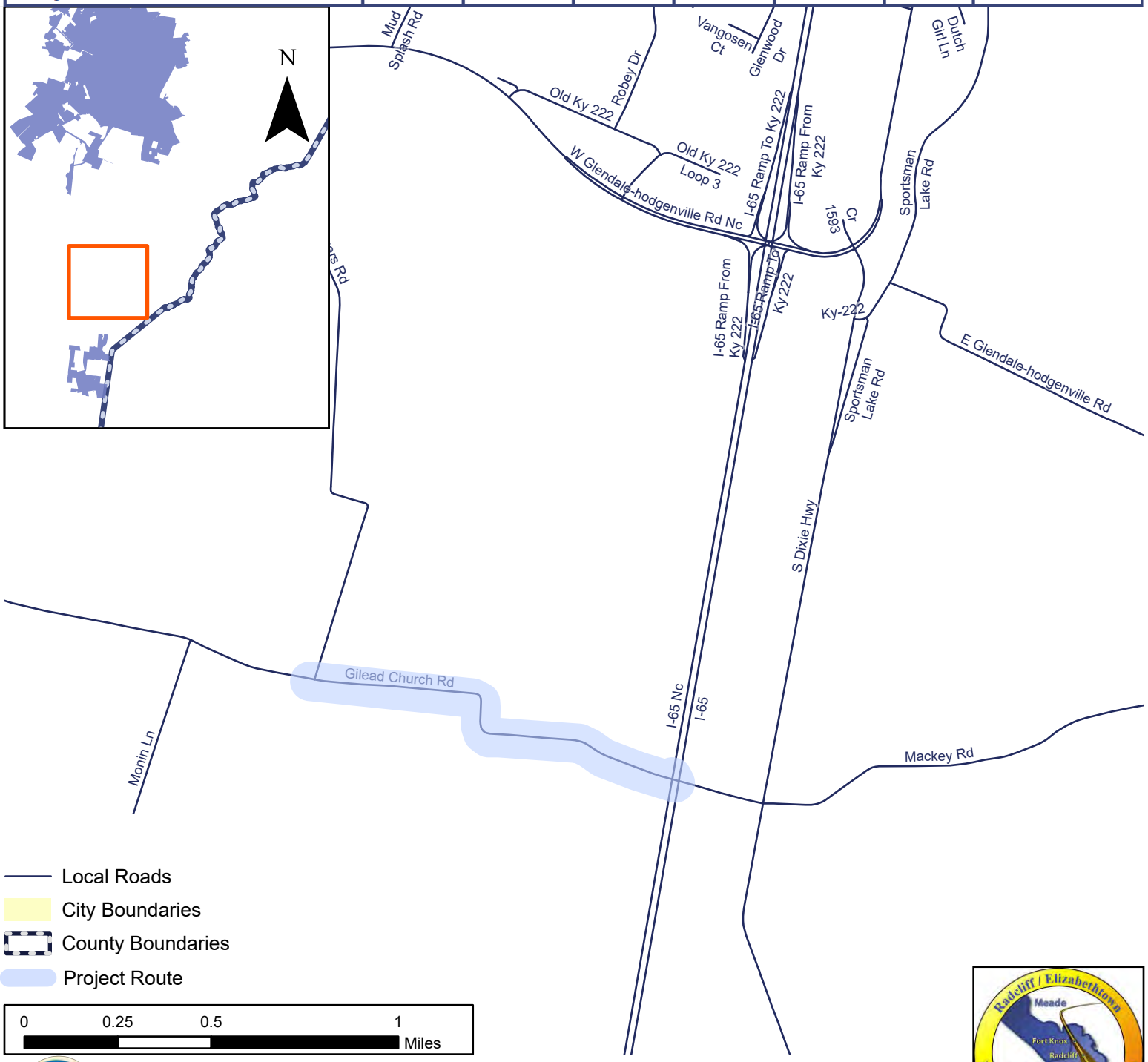
4-154.30

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026- 2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-154.30	US-31-W	ADDRESS CONGESTION, SAFETY, AND MOBILITY ALONG US 31W FROM VETERANS WAY IN ELIZABETHTOWN TO THE NORTH WILSON ROAD OVERPASS IN RADCLIFF.							
FUND TYPE	PHASE	2022-2026*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
SPP	R	$3,700,000							$3,700,000
SPP	U		$2,000,000	$2,000,000					$4,000,000
SPP	C			$40,000,000					$40,000,000
TOTAL		$3,700,000	$2,000,000	$42,000,000	$0	$0	$0	$0	**$47,700,000**
*Carryover from Previous TIP									



4-171.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026- 2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-171.00	KY-1136	RECONSTRUCTION OF KY 1136 FROM KY 1868 TO US 31W IN HARDIN COUNTY							
FUND TYPE	PHASE	2022-2026*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
STP2	C		$4,800,000	$25,000,000					$29,800,000
TOTAL		$0	$4,800,000	$25,000,000	$0	$0	$0	$0	**$29,800,000**
*Carryover from Previous TIP									



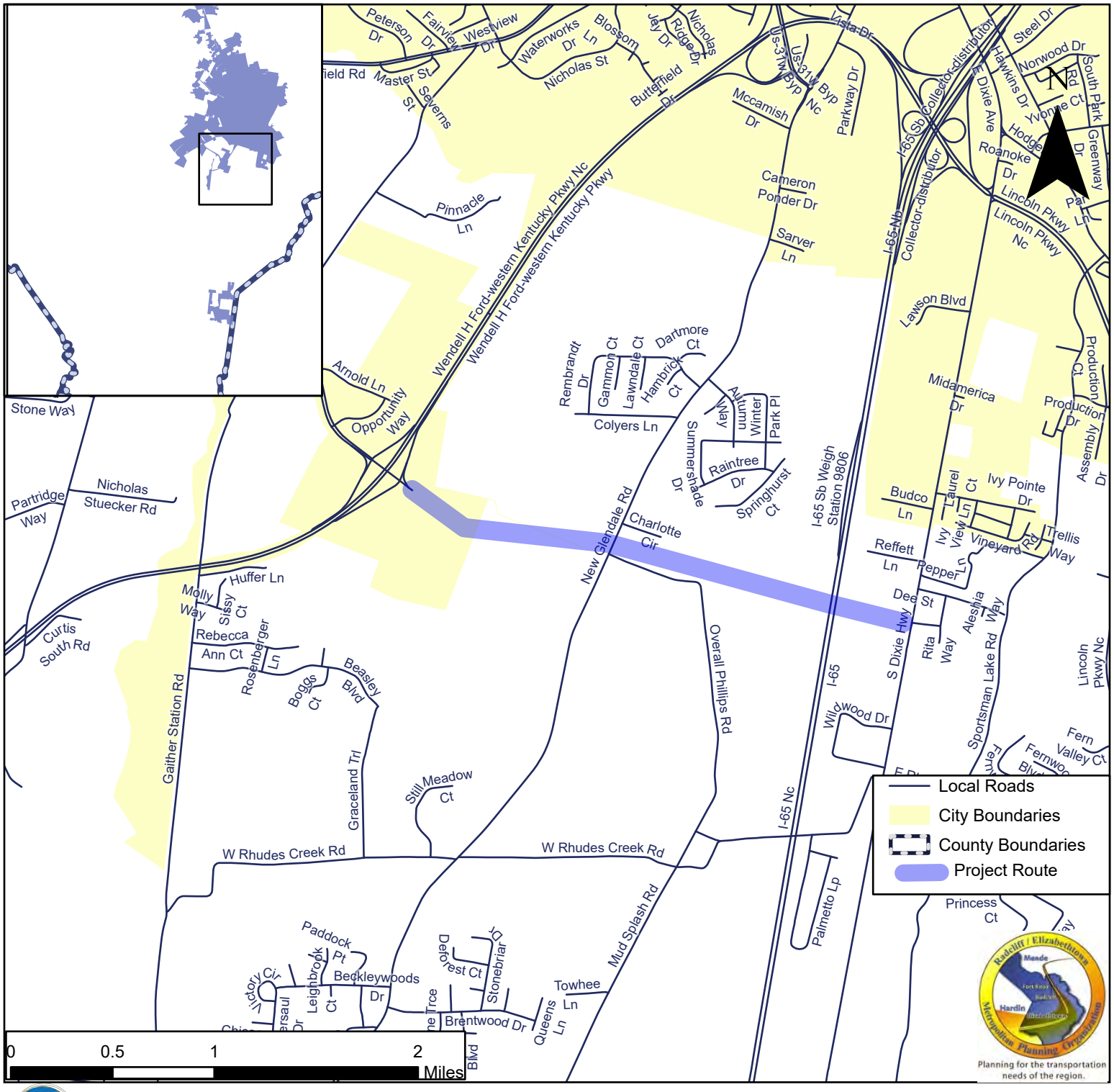
4-198.00

Federally Funded Transportation Projects
Radcliff/Elizabethtown MPO TIP (FY 2026-2030)

KYTC ID	ROUTE	PROJECT DESCRIPTION
4-198.00	KY 3005	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)

FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
SPP	D	$1,227,800							$1,227,800
STP	R	$4,000,000							$4,000,000
	U	$2,000,000							$2,000,000
	C	$26,500,000							$26,500,000
TOTAL									**$33,727,800**

***Carryover from Previous TIP**



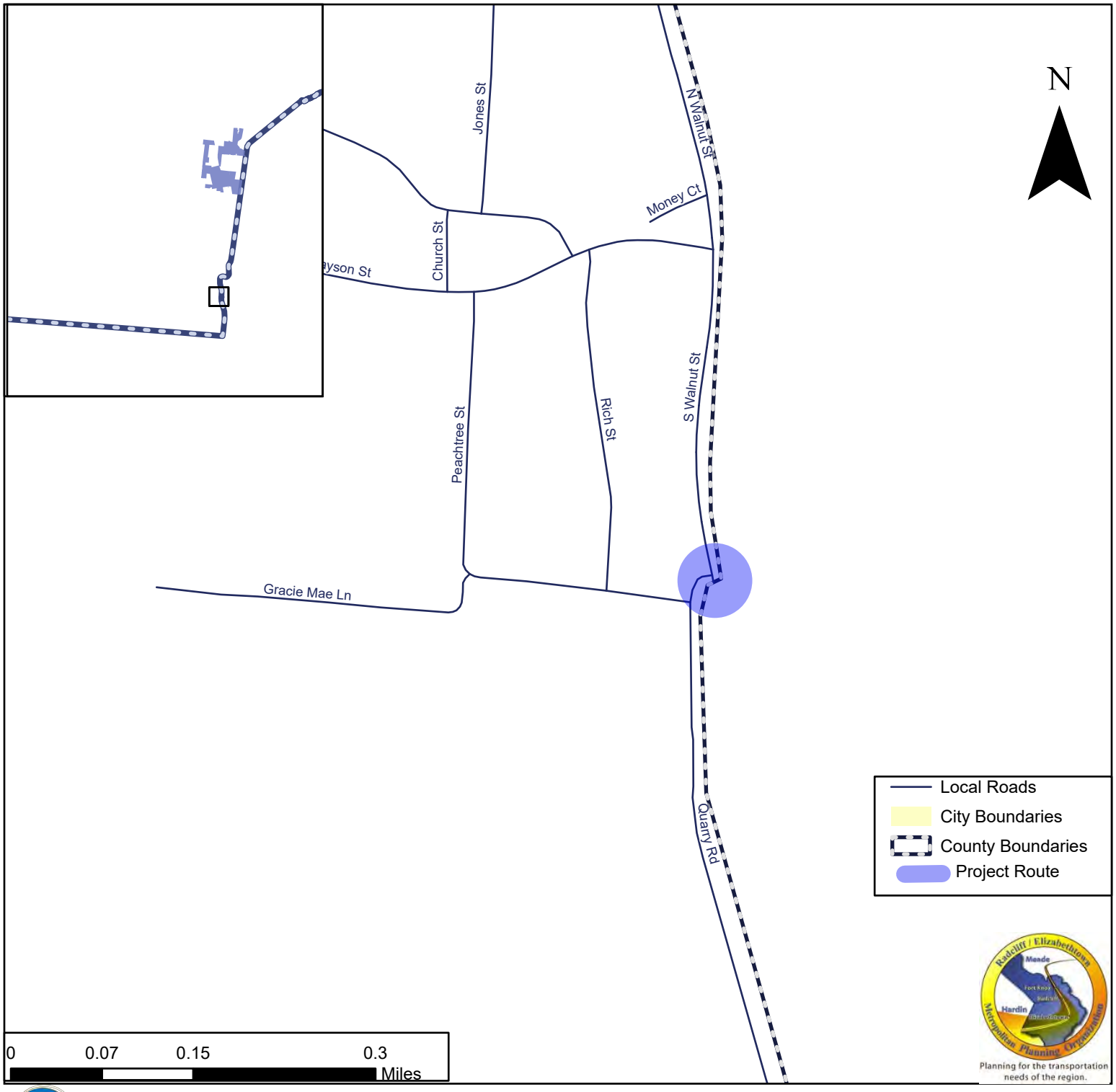
4-201.00

Federally Funded Transportation Projects
Radcliff/Elizabethtown MPO TIP (FY 2026-2030)

KYTC ID	ROUTE	PROJECT DESCRIPTION
4-201.00	US-31W	Removal of two at grade CSX railroad crossings on Quarry Road (CS-5518) near US 31W and the construction of a single separated grade crossing, in the City of Upton in Hardin County

FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
RRS	P	$250,000							$250,000
	D	$400,000							$400,000
	R	$750,000							$750,000
	U		$3,000,000						$3,000,000
TOTAL									**$4,400,000**

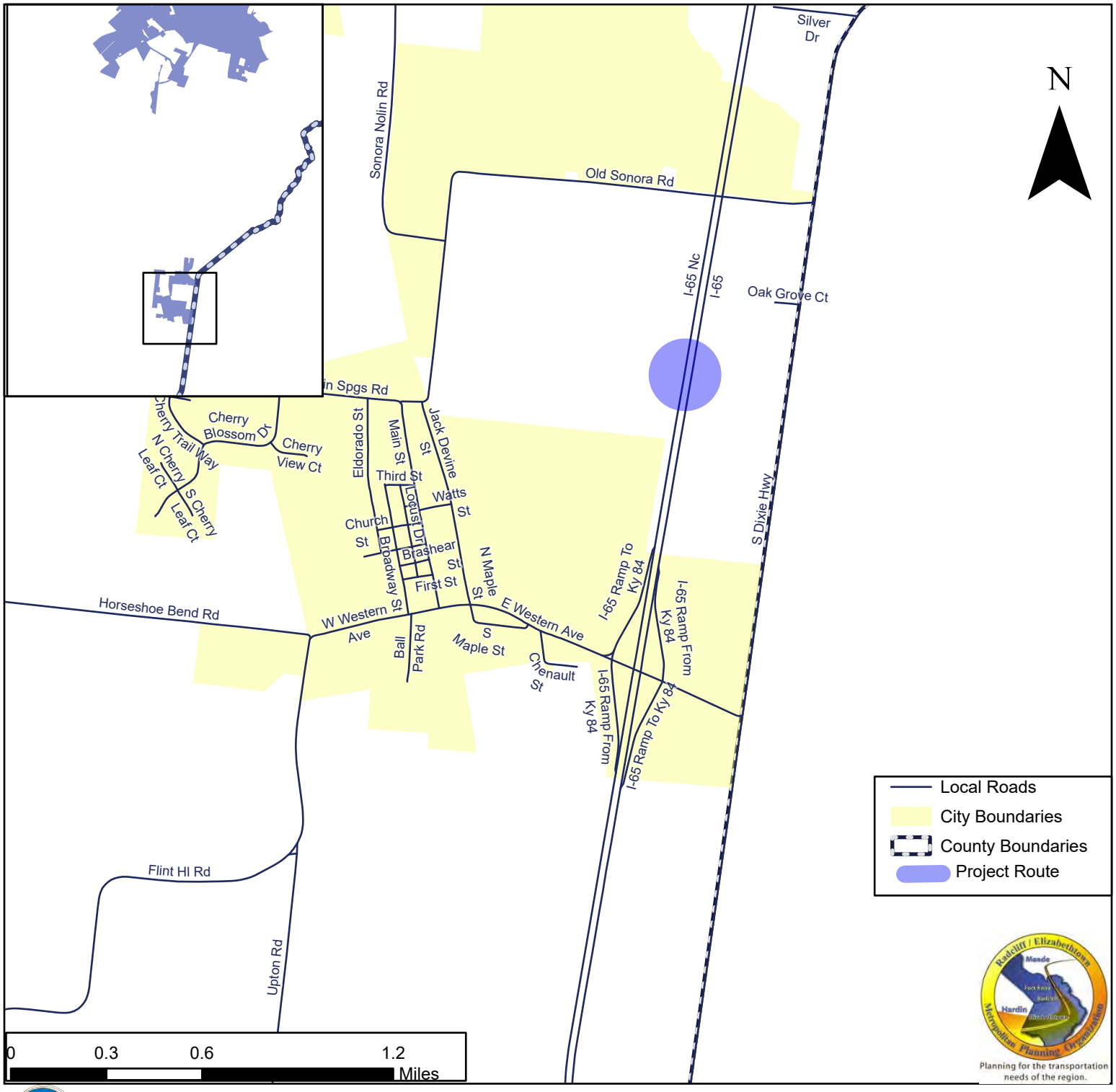
***Carryover from Previous TIP**



4-286.10

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-286.10	I-65	I-65 Southbound Port of Entry for a Commercial Vehicle Monitoring Station (MP 81.950 to MP 82.050)							
FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
NH	D	$1,000,000							$1,000,000
	R	$100,000							$100,000
	U	$2,000,000							$2,000,000
	C	$16,000,000							$16,000,000
TOTAL									$19,100,000

*Carryover from Previous TIP

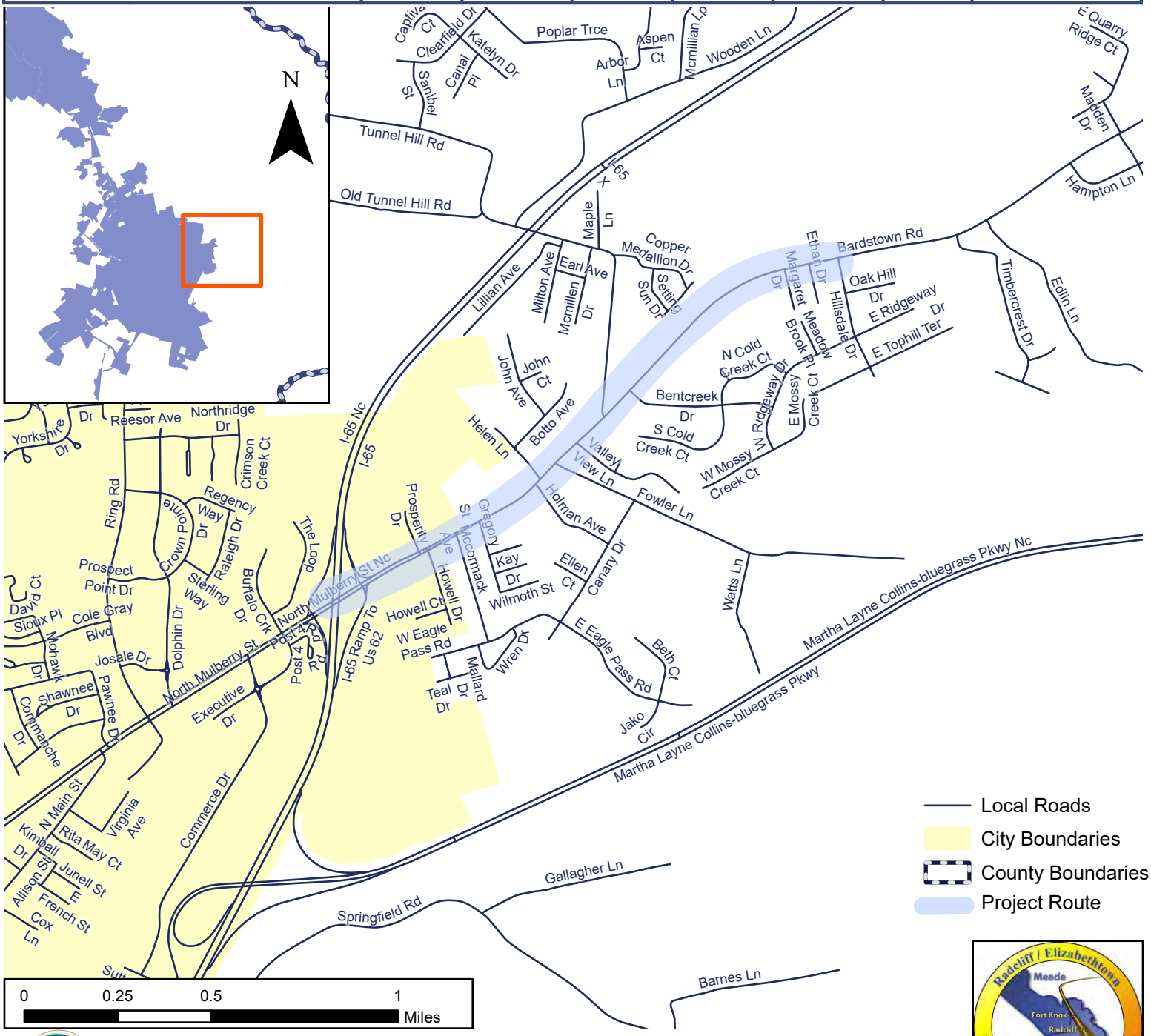


4-442.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026- 2030)

KYTC ID	ROUTE	PROJECT DESCRIPTION
4-442.00	US-62	IMPROVE SAFETY, MOBILITY AND GEOMETRICS ON US-62 FROM I-65 TO UPPER COLESBURG ROAD (CR-1038) (2024CCR)

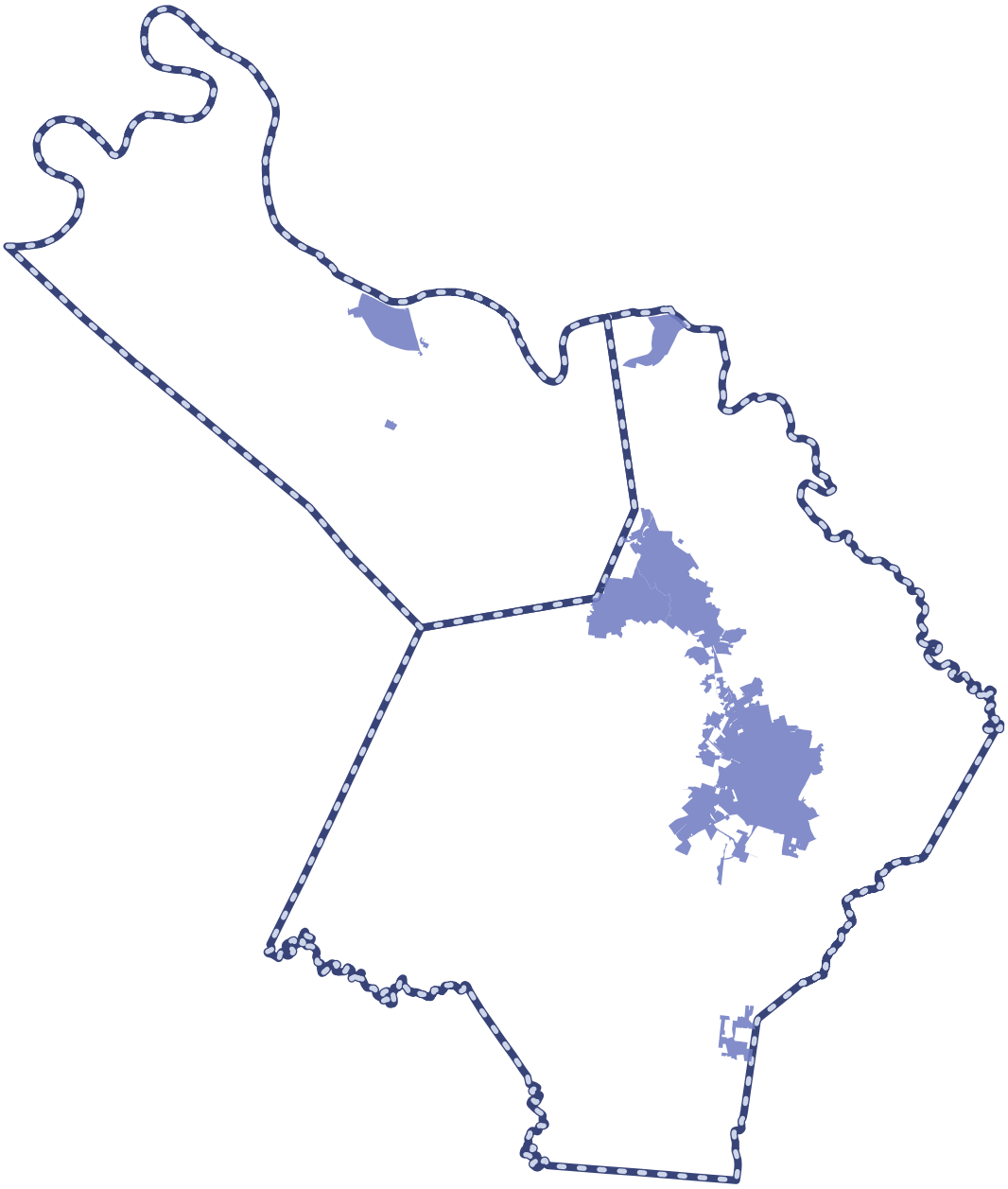
FUND TYPE	PHASE	2022-2026*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
SPP	D	$1,500,000							$1,500,000
SPP	R			$3,000,000					$3,000,000
SPP	U				$3,000,000				$3,000,000
TOTAL		$1,500,000	$0	$3,000,000	$3,000,000	$0	$0	$0	**$7,500,000**
*Carryover from Previous TIP									



4-947.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-947.00	Various	Installation of Wrong Way Driving Signs and Pavement Markings on Various Off Ramps in District 4							
FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
HSIP	C	$420,000							$420,000
									$0
									$0
									$0
TOTAL									$420,000

*Carryover from Previous TIP



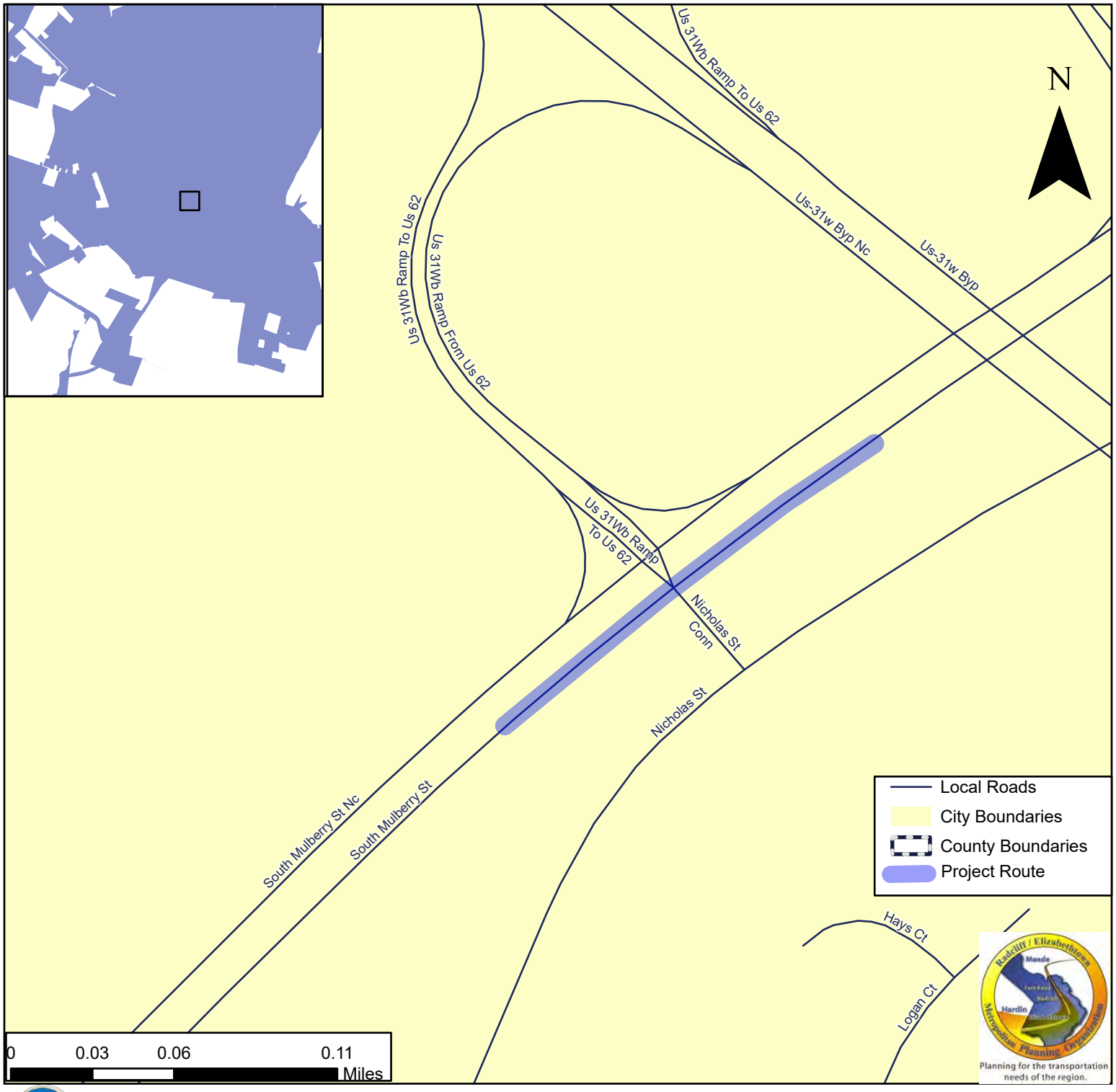
* Region Wide

Planning for the transportation needs of the region.

4-954.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-954.00	US-62	Convert intersections of US 31WB ramps at US 62 to roundabouts.							
FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
HSIP	U	$900,000							$900,000
	C	$2,100,000							$2,100,000
									$0
									$0
TOTAL									$3,000,000

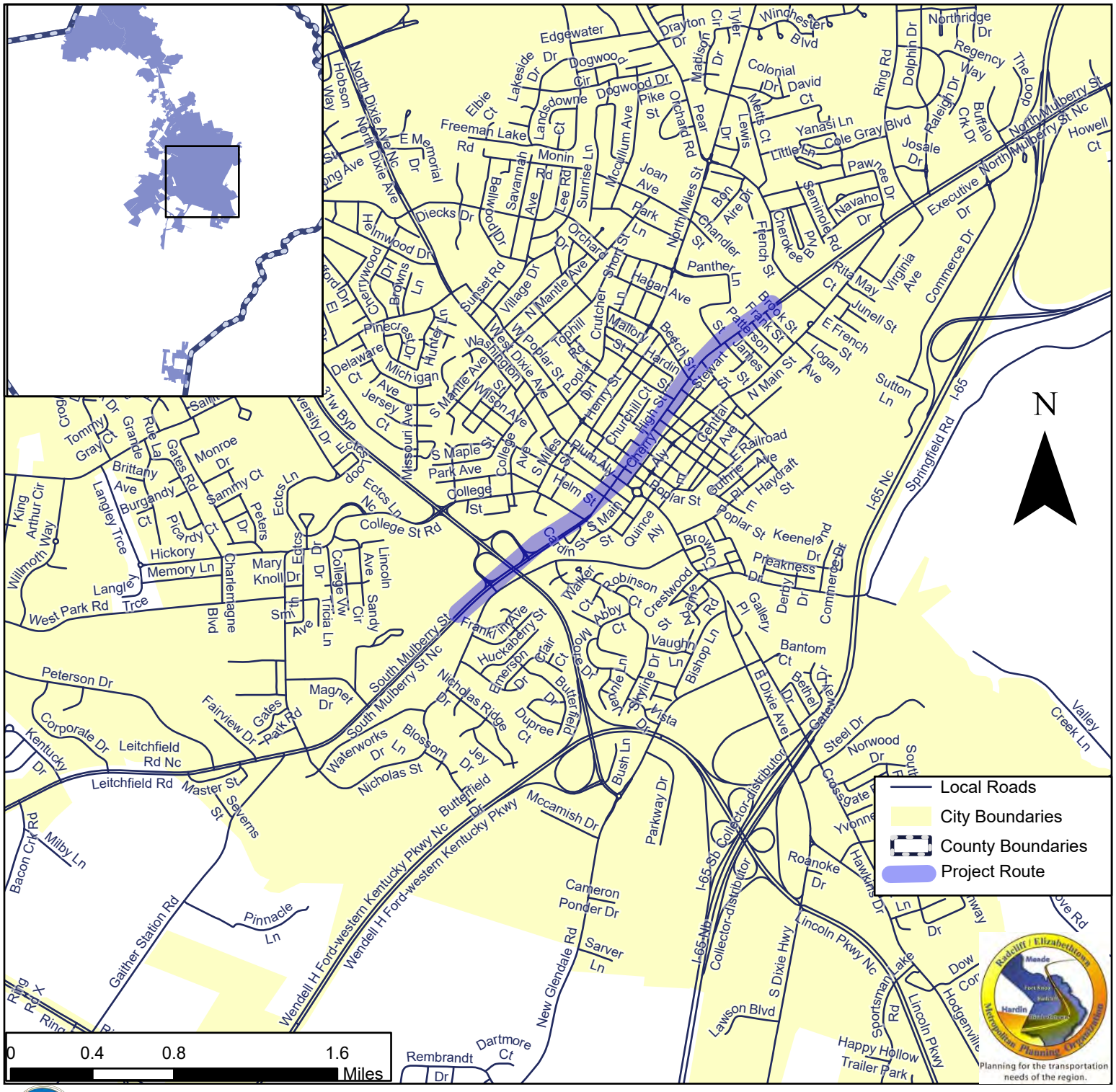
*Carryover from Previous TIP



4-956.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	**ROUTE**	**PROJECT DESCRIPTION**							
4-956.00	US-31W	Roadway reconfiguration and construction of bike/ped facilities on US 62 from milepoint 17.2 to milepoint 18.999.							
FUND TYPE	**PHASE**	**2020-2025***	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**FY 2030**	**FUTURE**	**TOTAL FUNDING**
HSIP	C	$1,700,000							$1,700,000
									$0
									$0
									$0
TOTAL									**$1,700,000**

***Carryover from Previous TIP**



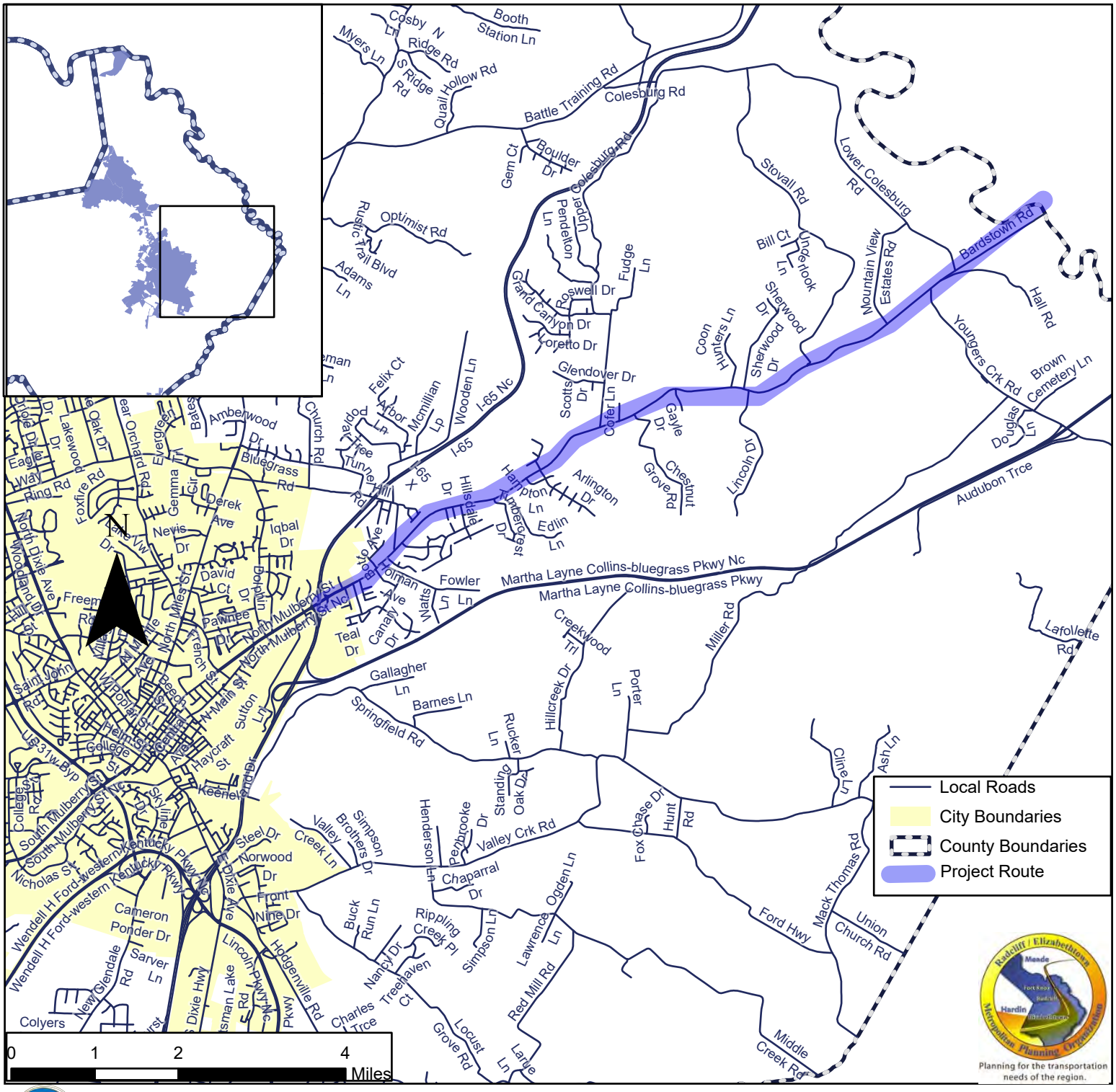
4-957

Federally Funded Transportation Projects
Radcliff/Elizabethtown MPO TIP (FY 2026-2030)

KYTC ID	ROUTE	PROJECT DESCRIPTION
4-957	US 62	Installation of High Friction Surface Treatment

FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
HSIP	C	$95,625							$95,625
									$0
									$0
									$0
TOTAL									**$95,625**

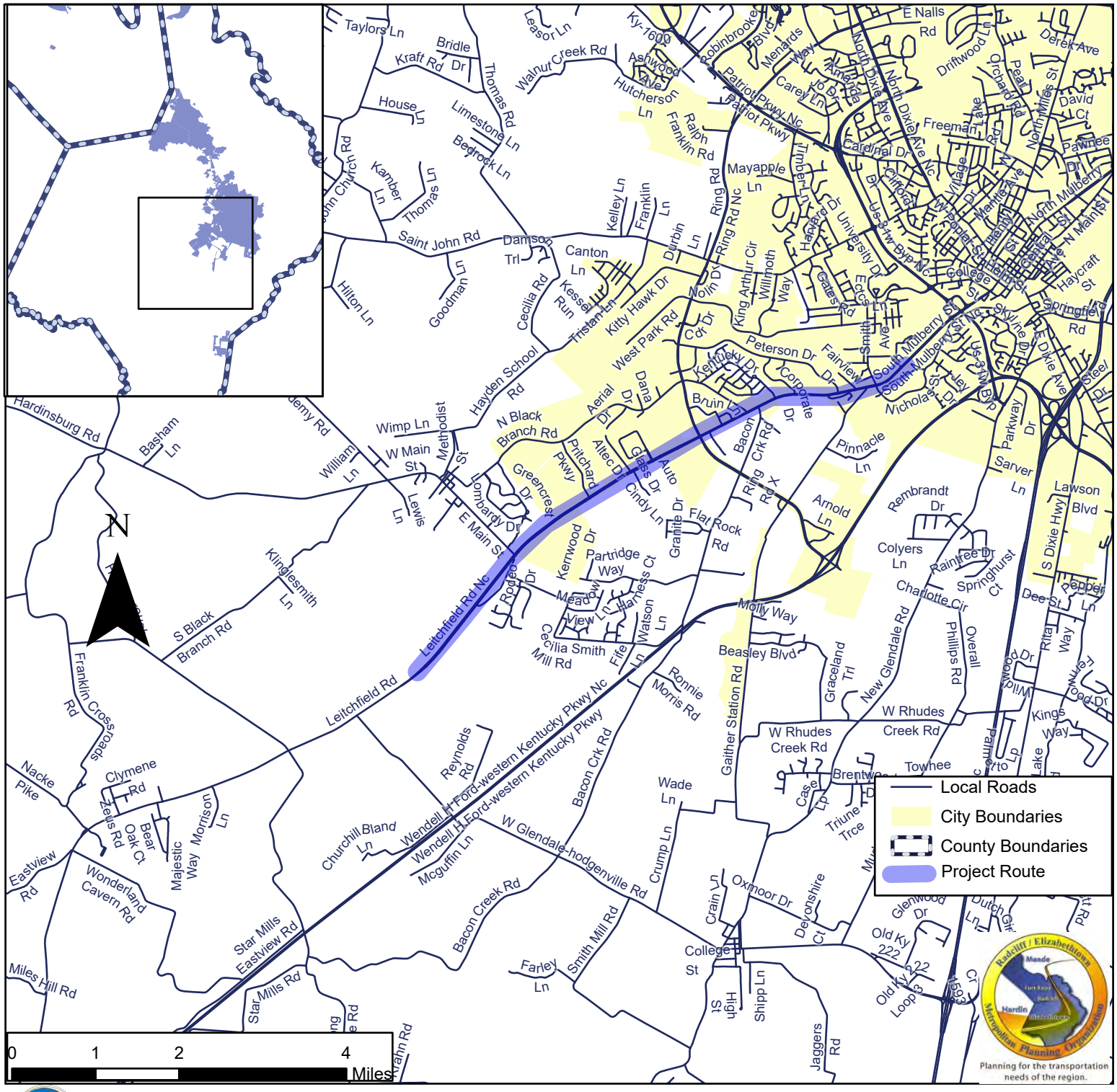
***Carryover from Previous TIP**



4-973

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	**ROUTE**	**PROJECT DESCRIPTION**							
4-973	US 62	Installation of High Friction Surface Treatment							
FUND TYPE	**PHASE**	**2020-2025***	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**FY 2030**	**FUTURE**	**TOTAL FUNDING**
HSIP	C	$92,813							$92,813
									$0
									$0
									$0
TOTAL									**$92,813**

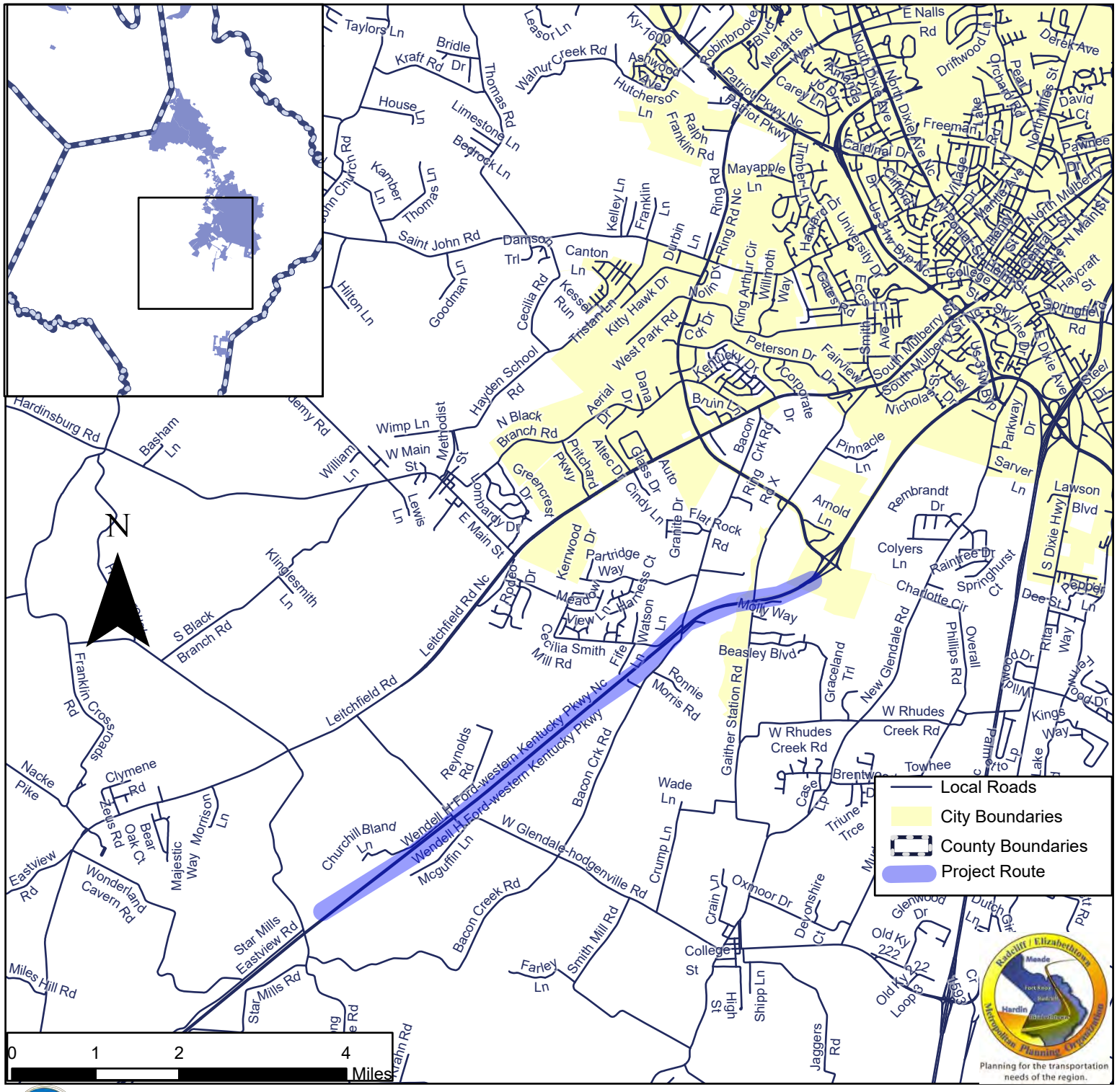
***Carryover from Previous TIP**



4-974

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	**ROUTE**	**PROJECT DESCRIPTION**							
4-974	WK 9001	Installation of High Friction Surface Treatment							
FUND TYPE	**PHASE**	**2020-2025***	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**FY 2030**	**FUTURE**	**TOTAL FUNDING**
HSIP	C	$67,500							$67,500
									$0
									$0
									$0
TOTAL									**$67,500**

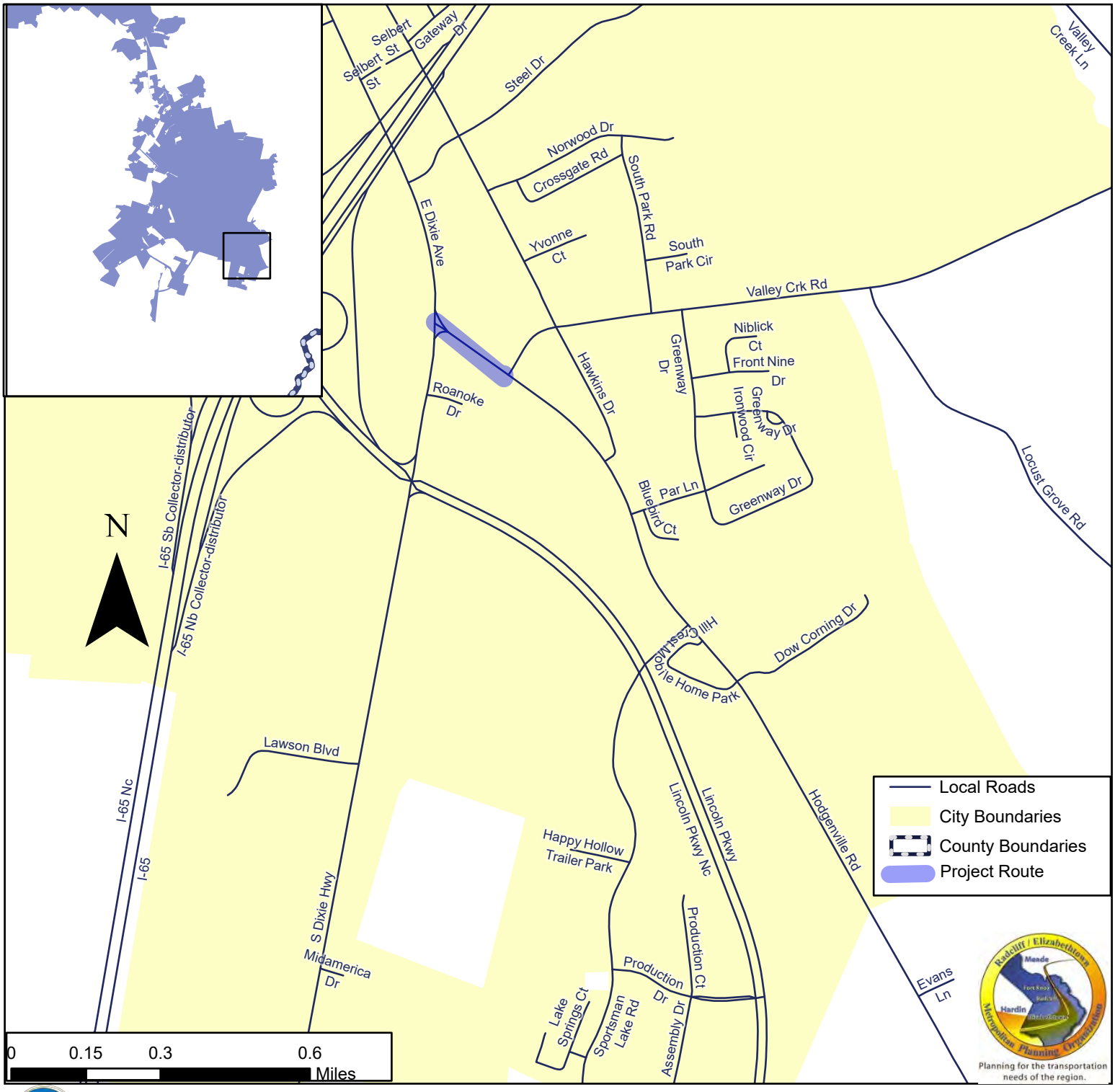
***Carryover from Previous TIP**



4-4311.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-4311.00	KY 210	Install Guardrail on KY 210 in Hardin County. (MP 0.040 to MP 0.130)							
FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
STP	C	$18,000							$18,000
									$0
									$0
									$0
TOTAL									$18,000

*Carryover from Previous TIP



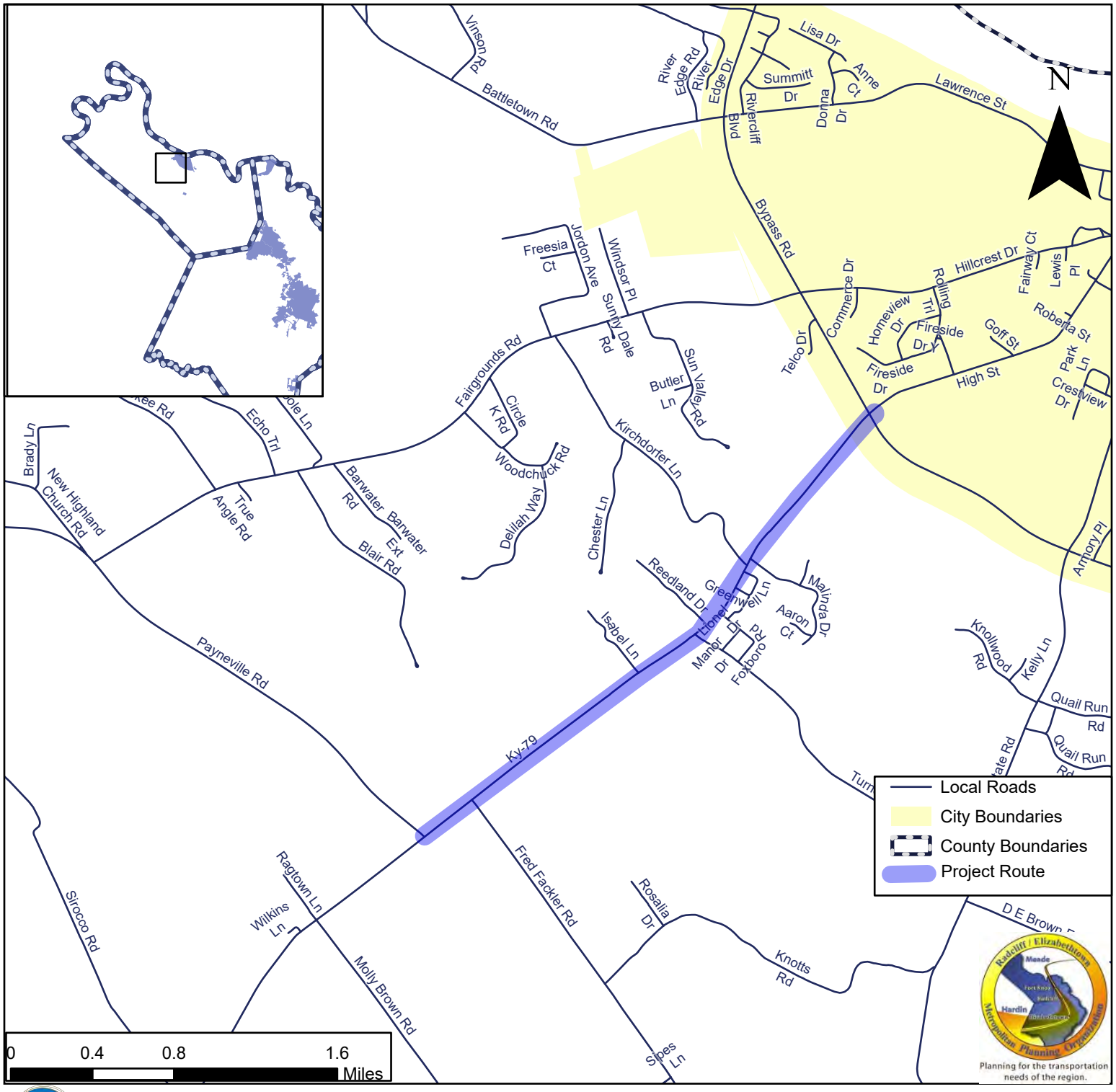
4-8705.00

Federally Funded Transportation Projects
Radcliff/Elizabethtown MPO TIP (FY 2026-2030)

KYTC ID	ROUTE	PROJECT DESCRIPTION
4-8705.00	KY 79	Reconstruction of KY 79 from KY 144

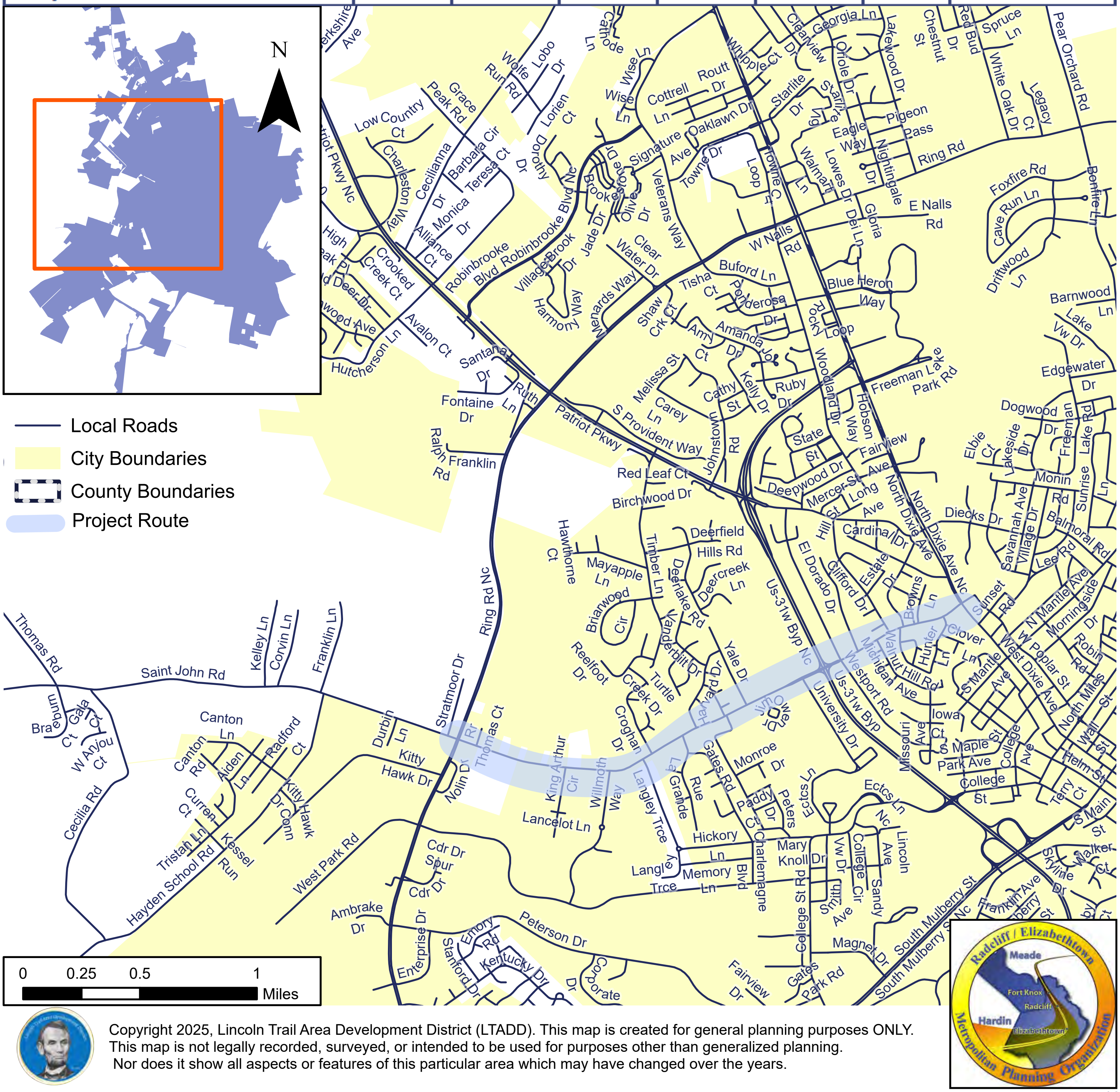
FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
SPP	U	$4,500,000							$4,500,000
	C			$15,500,000					$15,500,000
									$0
									$0
TOTAL									**$20,000,000**

***Carryover from Previous TIP**



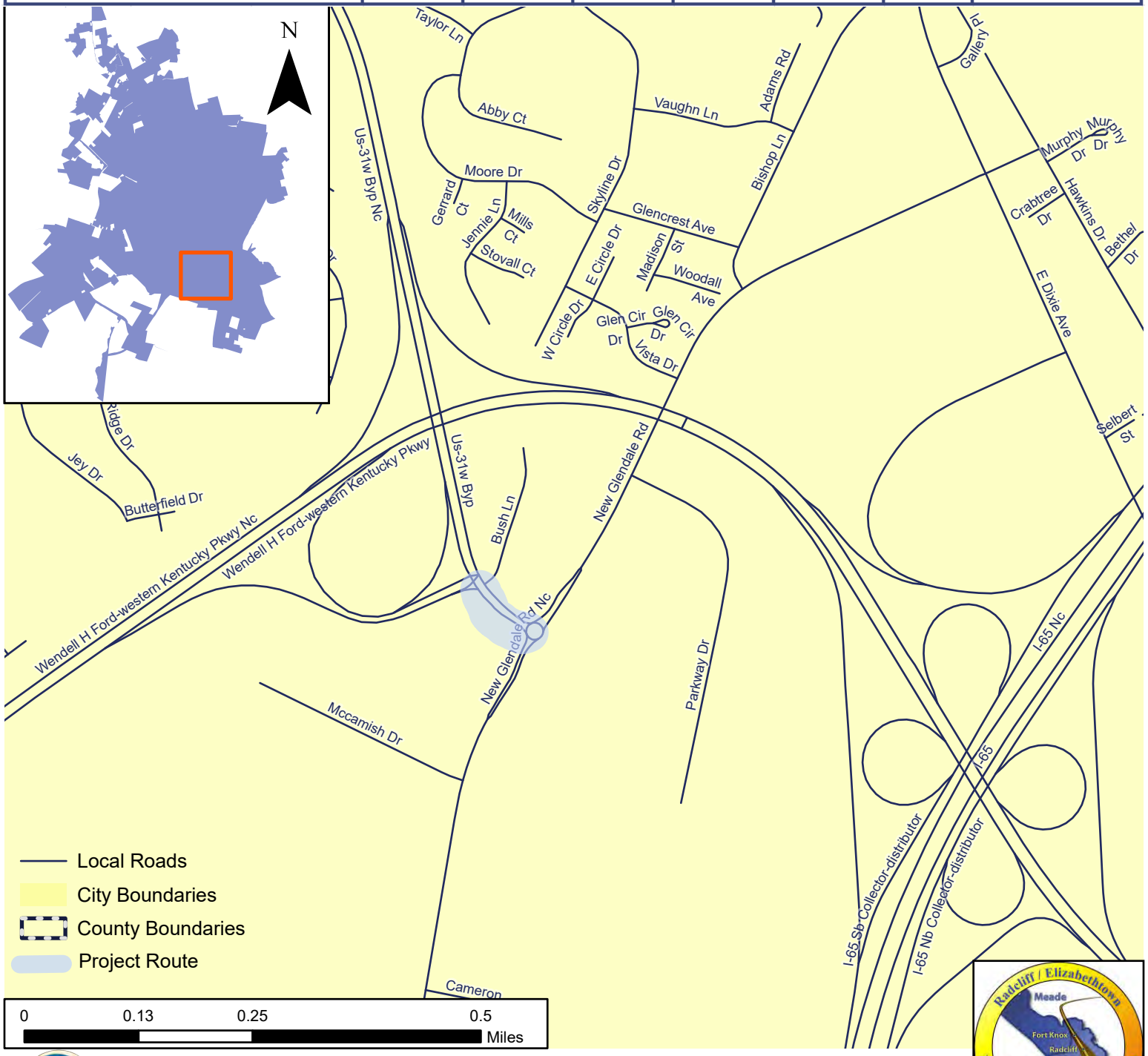
4-8801.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026- 2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-8801.00	KY 1357	ADDRESS SAFETY, GEOMETRIC DEFICIENCIES AND MAINTENANCE ISSUES ALONG KY 1357 (ST. JOHNS RD) FROM US 31W BYPASS TO KY 3005 (RING ROAD) IN ELIZABETHTOWN. (14CCN)							
FUND TYPE	PHASE	2022-2026*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
R	UNK		$7,036,000						$7,036,000
U	UNK		$3,290,000						$3,290,000
C	UNK		$17,252,000						$17,252,000
TOTAL		$0	$27,578,000	$0	$0	$0	$0	$0	**$27,578,000**
*Carryover from Previous TIP									



4-9017.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026- 2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-9017.00									
FUND TYPE	PHASE	2022-2026*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
D			$541,000						$541,000
R			$116,000						$116,000
U			$225,000						$225,000
C			$2,925,000						$2,925,000
TOTAL		$0	$3,807,000	$0	$0	$0	$0	$0	**$3,807,000**
*Carryover from Previous TIP									



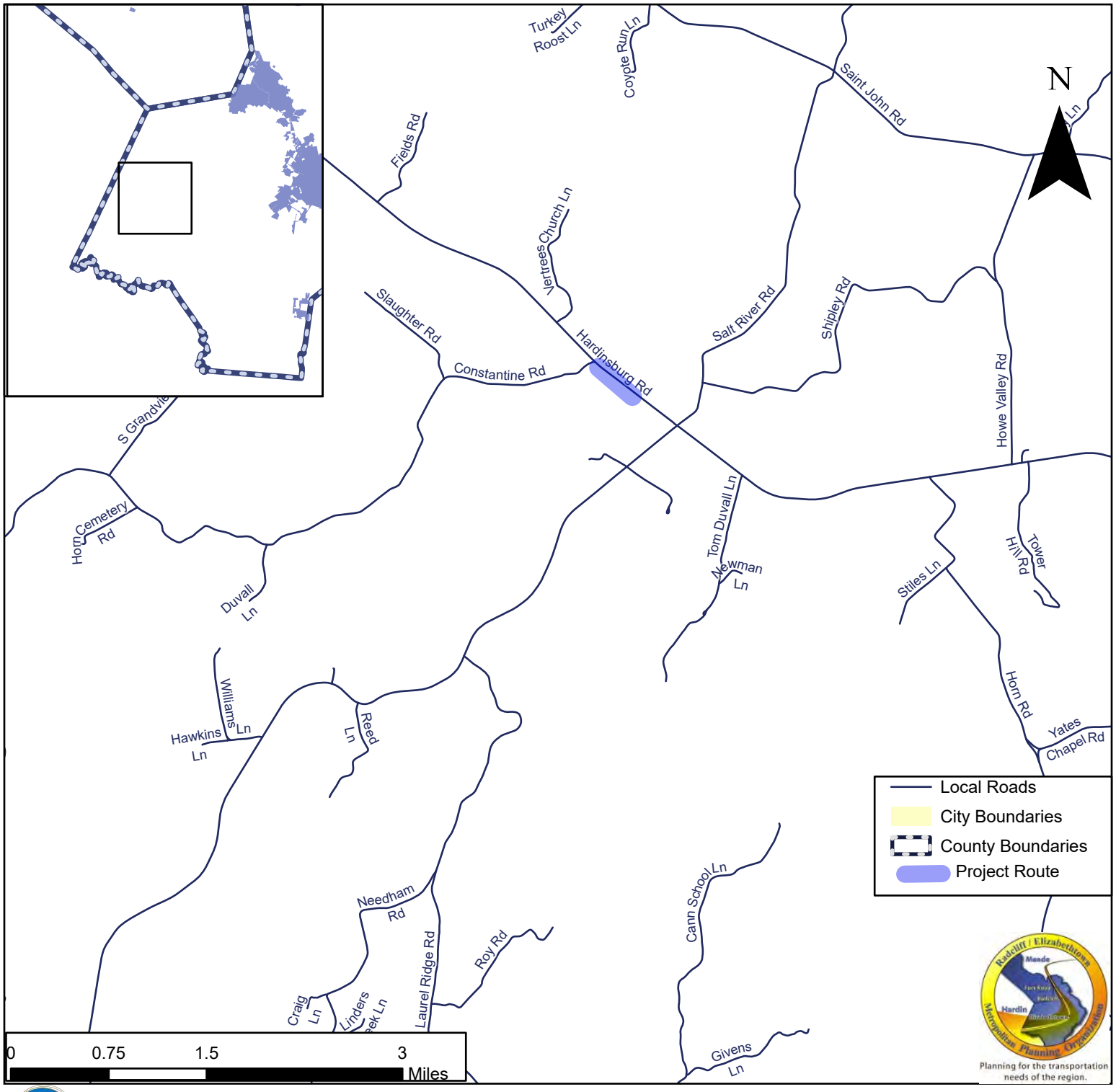
4-10053.00

Federally Funded Transportation Projects
Radcliff/Elizabethtown MPO TIP (FY 2026-2030)

KYTC ID	ROUTE	PROJECT DESCRIPTION
4-10053.00	KY-86	Bridge Project in Hardin County on KY 86 at Rough River

FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
BRX	D	$227,000							$227,000
	C							$2,270,000	$2,270,000
									$0
									$0
TOTAL									**$2,497,000**

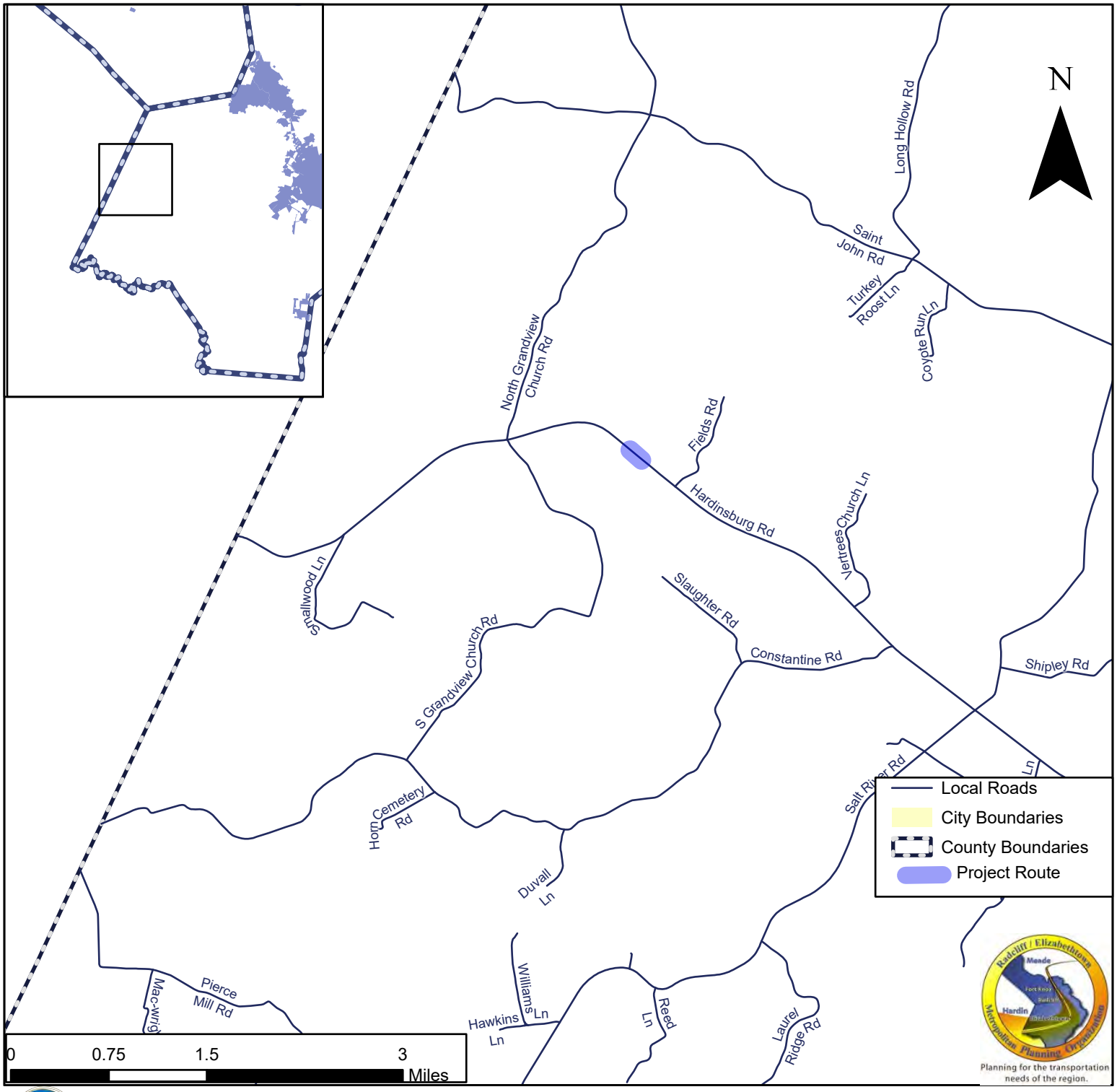
***Carryover from Previous TIP**



4-10054.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-10054.00	KY-86	Bridge Project in Hardin County on KY 86 at Vertrees Creek							
FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
BRX	D	$143,000							$143,000
	C							$1,430,000	$1,430,000
									$0
									$0
TOTAL									$1,573,000

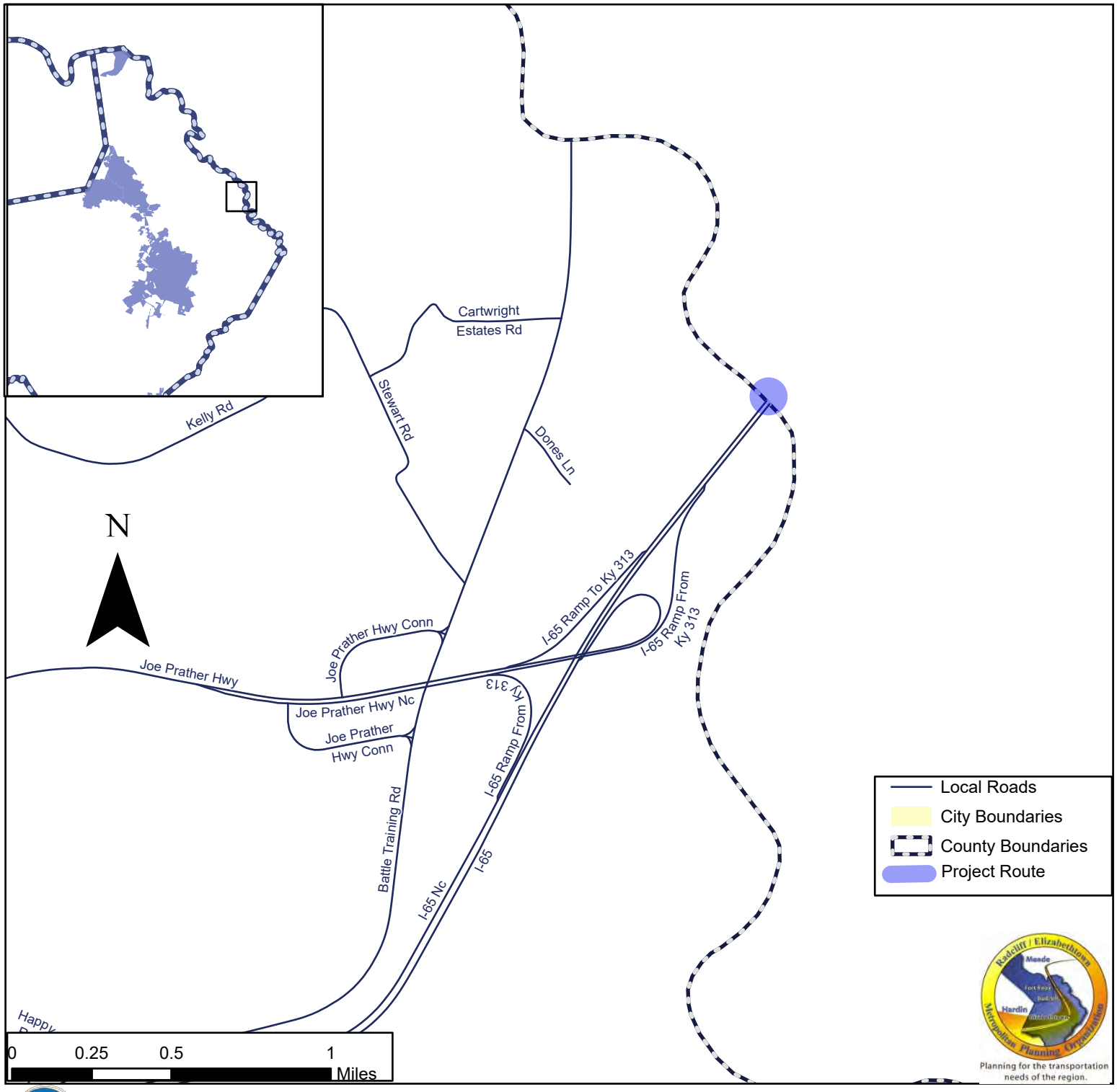
*Carryover from Previous TIP



4-10055.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-10055.00	I-65	Bridge Rehabilitation Project in Hardin County on I-65 NC at Rolling Fork River							
FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
BRO	D	$75,000							$75,000
NH	C	$600,000							$600,000
									$0
									$0
TOTAL									$675,000

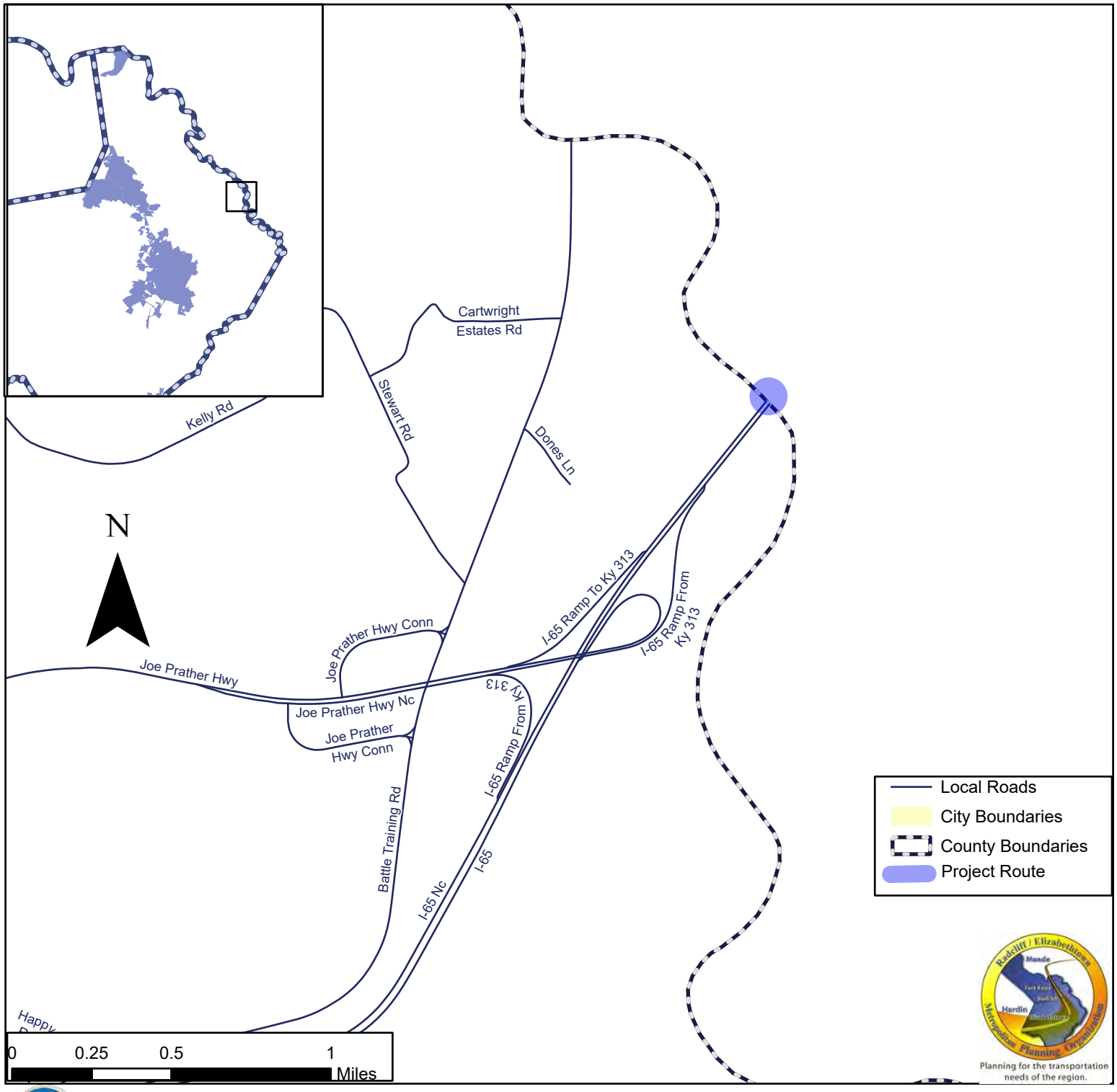
*Carryover from Previous TIP



4-10056.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-10056.00	I-65	Bridge Rehabilitation Project in Hardin County on I-65 at Rolling Fork River							
FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
BRO	D	$75,000							$75,000
NH	C	$750,000							$750,000
									$0
									$0
TOTAL									$825,000

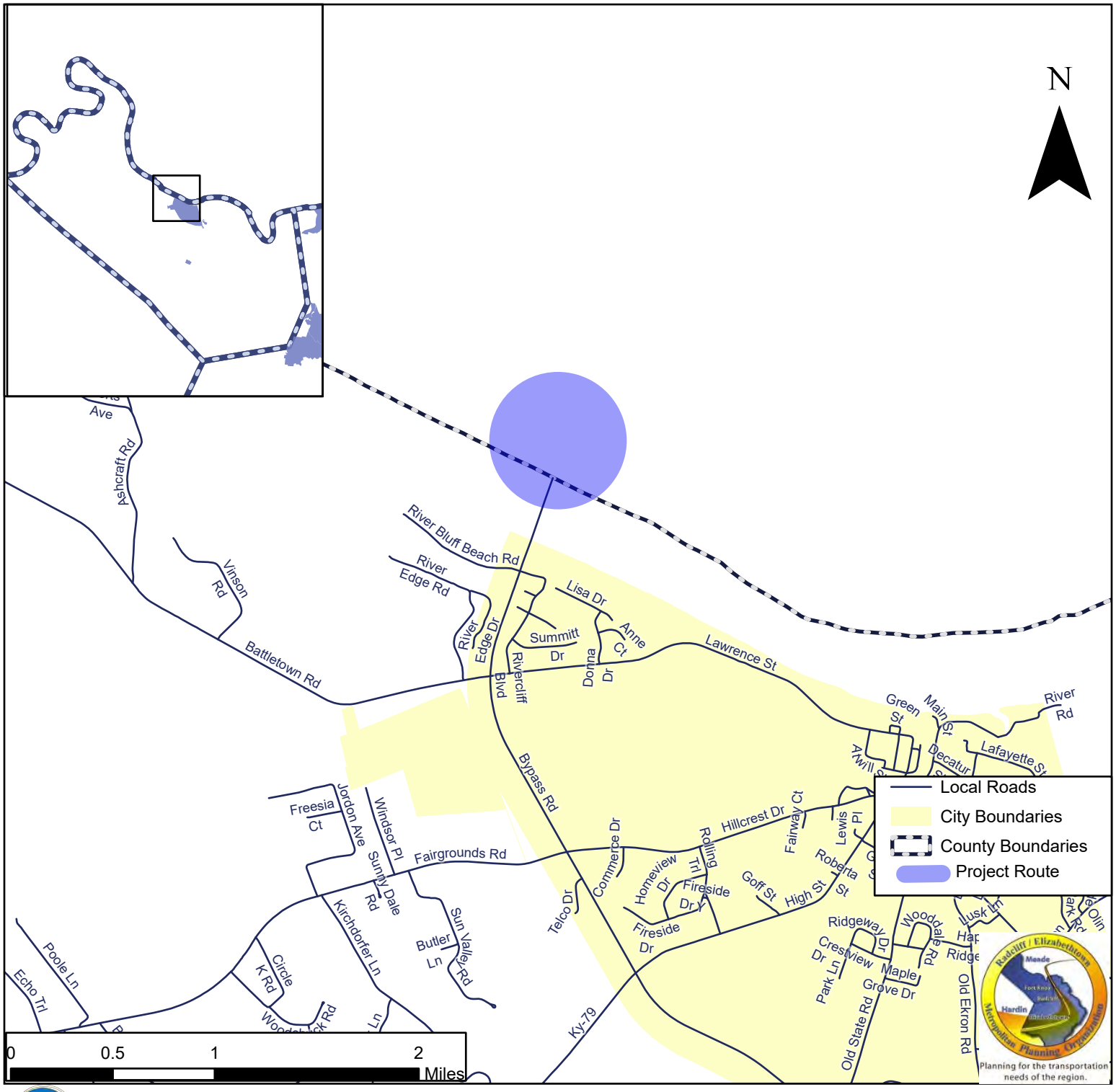
*Carryover from Previous TIP



4-10078.00

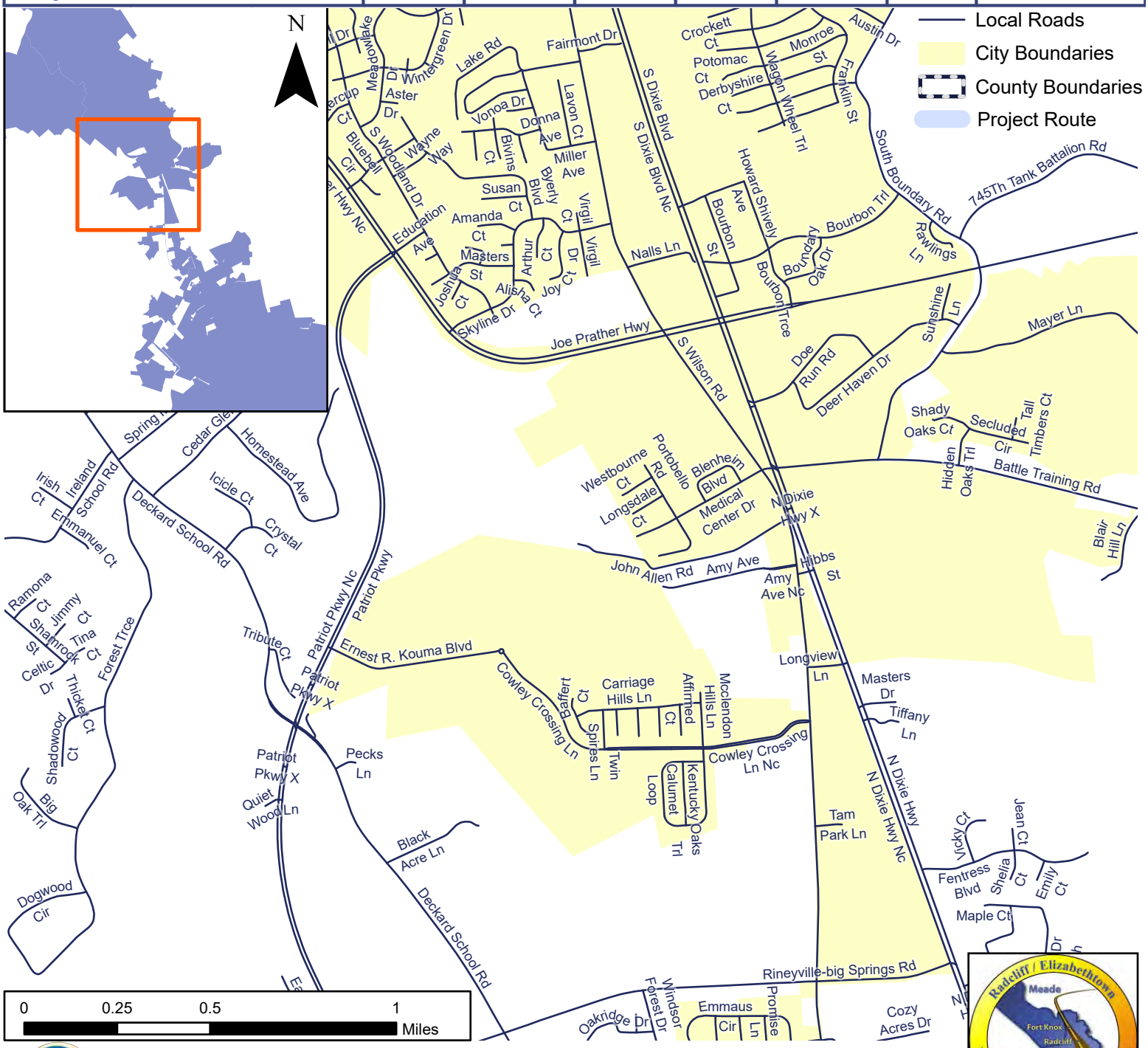
Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-10078.00	KY-313	Address deficiencies of bridge on KY 313 over Ohio River and Co Road							
FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
BRX	C	$475,000							$475,000
									$0
									$0
									$0
TOTAL									$475,000

*Carryover from Previous TIP



4-20013.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026- 2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-20013.00	US-31-W	ADDRESS CONDITION OF US-31W FROM MILEPOINT 27.745 TO MILEPOINT 30.263							
FUND TYPE	PHASE	2022-2026*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
NHPM	D		$412,500						$412,500
NHPM	C		$7,837,500						$7,837,500
TOTAL		$0	$8,250,000	$0	$0	$0	$0	$0	**$8,250,000**
*Carryover from Previous TIP									



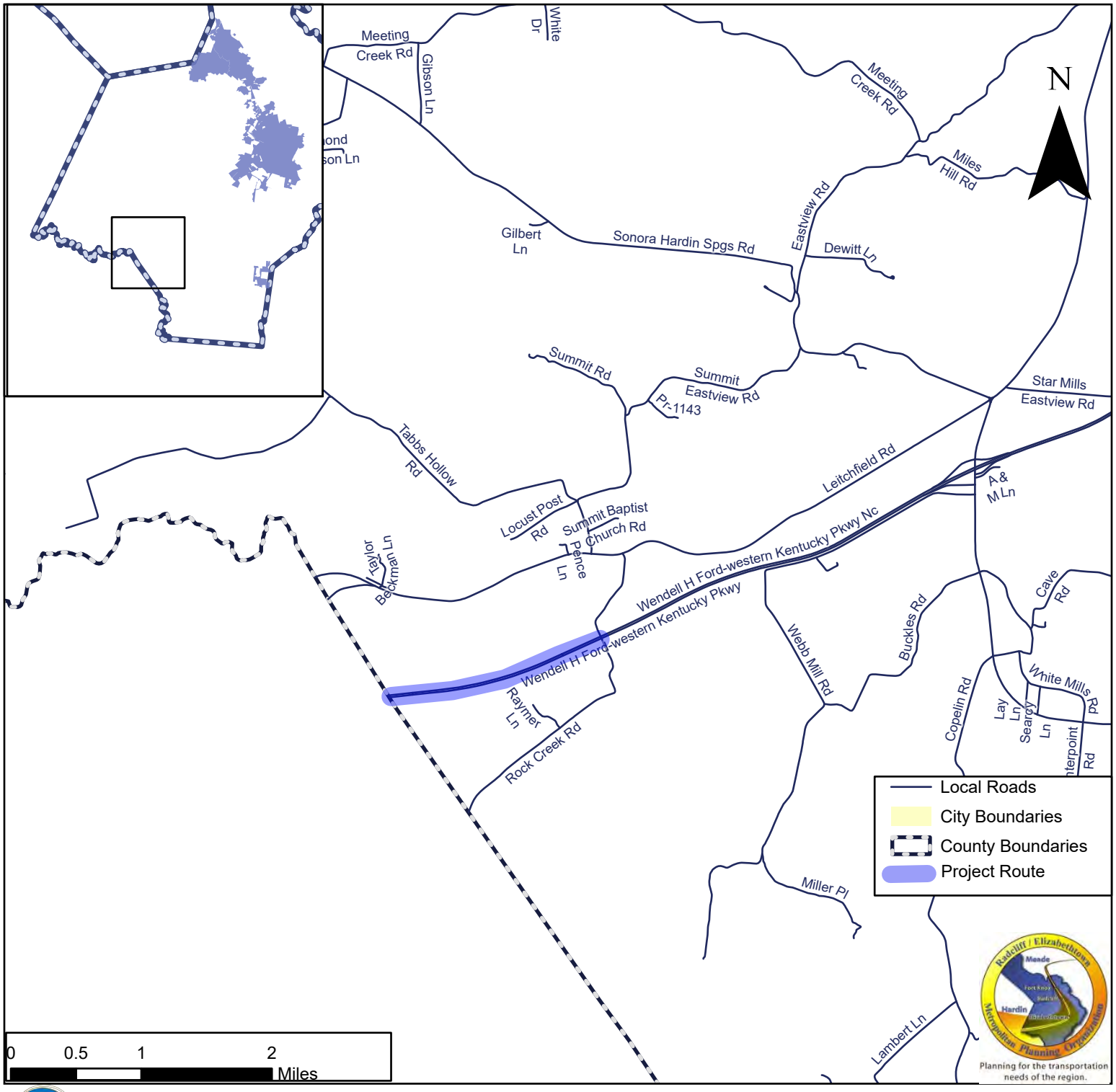
4-20015.00

Federally Funded Transportation Projects
Radcliff/Elizabethtown MPO TIP (FY 2026-2030)

KYTC ID	ROUTE	PROJECT DESCRIPTION
4-20015.00	WK 9001	Address Pavement Condition of Wendell H. Ford Western KY Parkway both direction(s) from MP 119.649 to MP 120.649

FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
NH	D	$100,000							$100,000
	C	$1,000,000							$1,000,000
									$0
									$0
TOTAL									**$1,100,000**

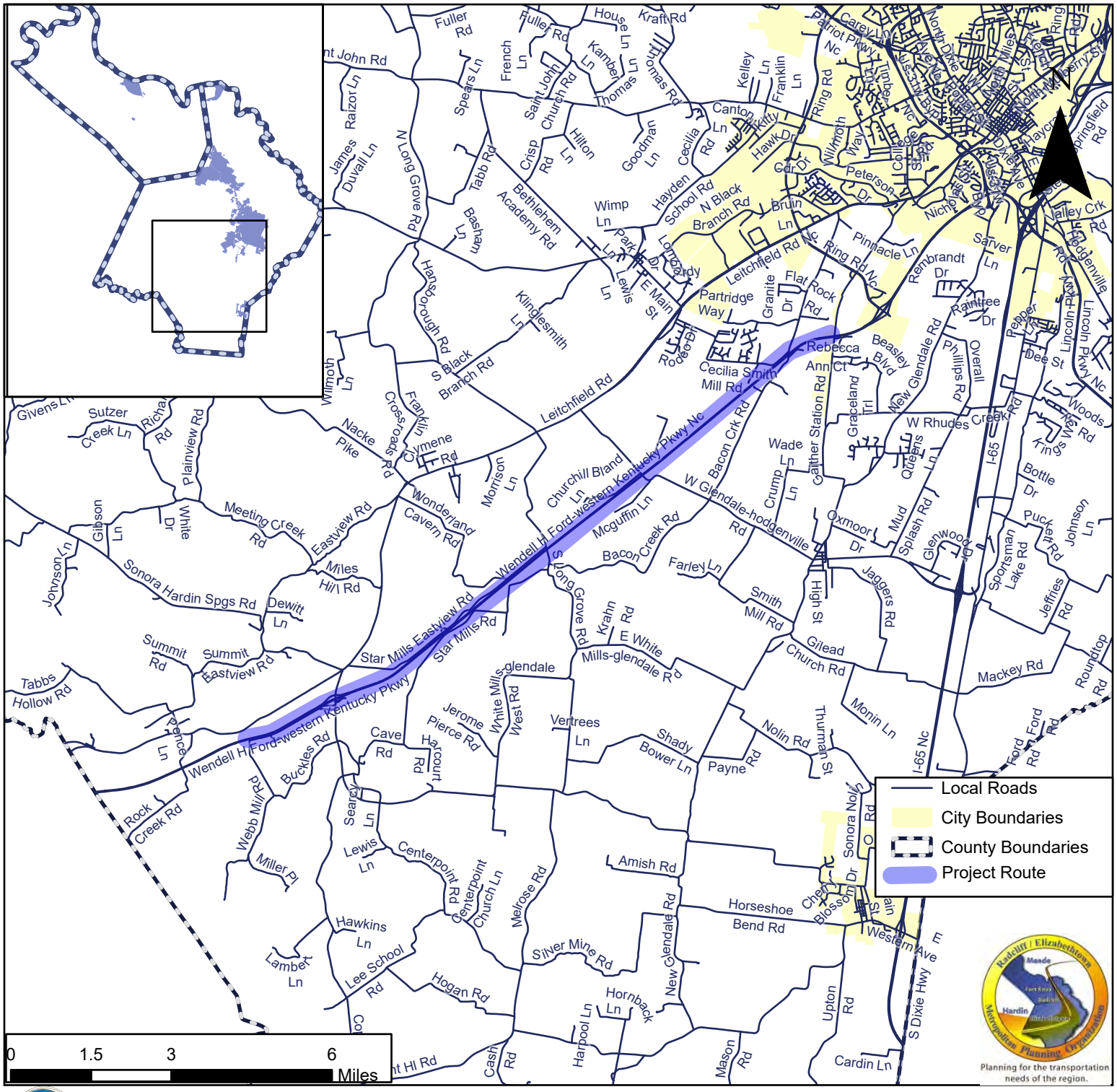
***Carryover from Previous TIP**



4-20016.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-20016.00	WK 9001	Address Pavement Condition of Wendell H. Ford Western KY Parkway both direction(s) from MP 120.93 (120.65 Non-Cardinal) to MP 132.4 (130.95 Non-Cardinal)							
FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
NH	D	$920,000							$920,000
	C	$4,000,000							$4,000,000
									$0
									$0
TOTAL									$4,920,000

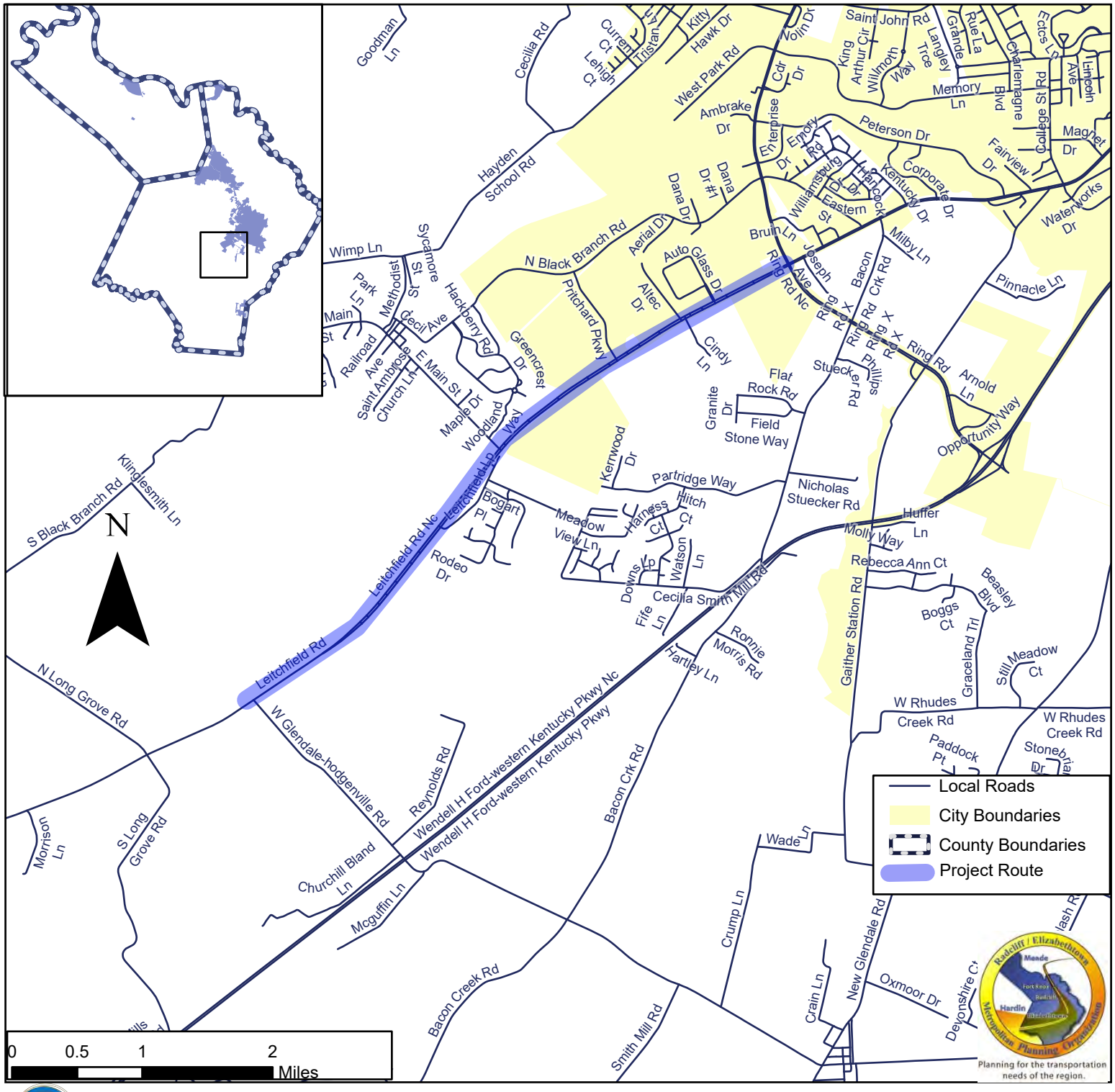
*Carryover from Previous TIP



4-20028.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-20028.00	US 62	Address Pavement Condition on US-62 from MP 9.57 to MP 13.77							
FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
STP	C	$689,000							$689,000
									$0
									$0
									$0
TOTAL									$689,000

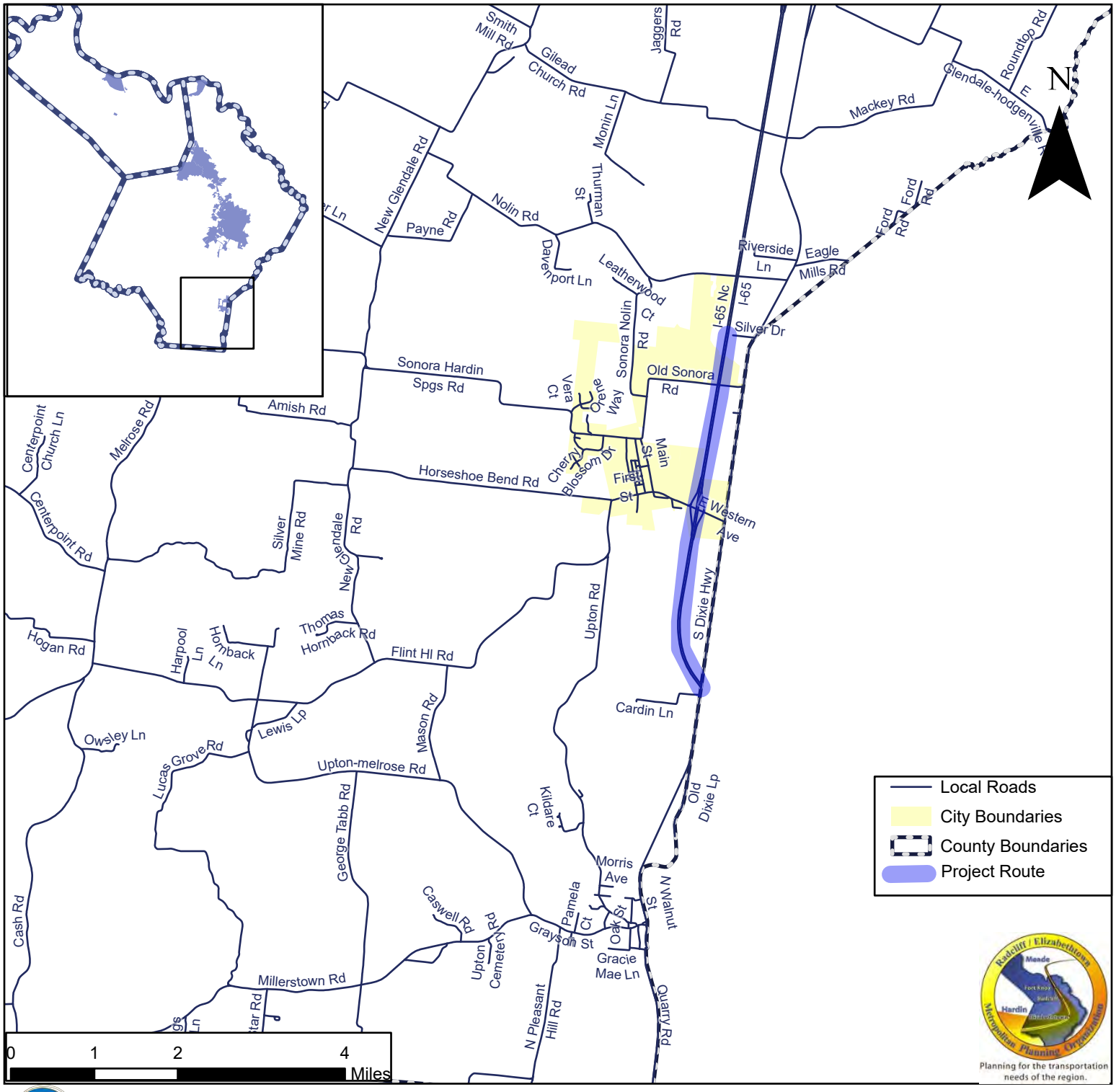
*Carryover from Previous TIP



4-20046.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-20046.00	I-65	Address condition of I-65 from MP 78.661 to MP 82.2							
FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
NHPM	D		$200,000						$200,000
	C		$800,000						$800,000
									$0
									$0
TOTAL									$1,000,000

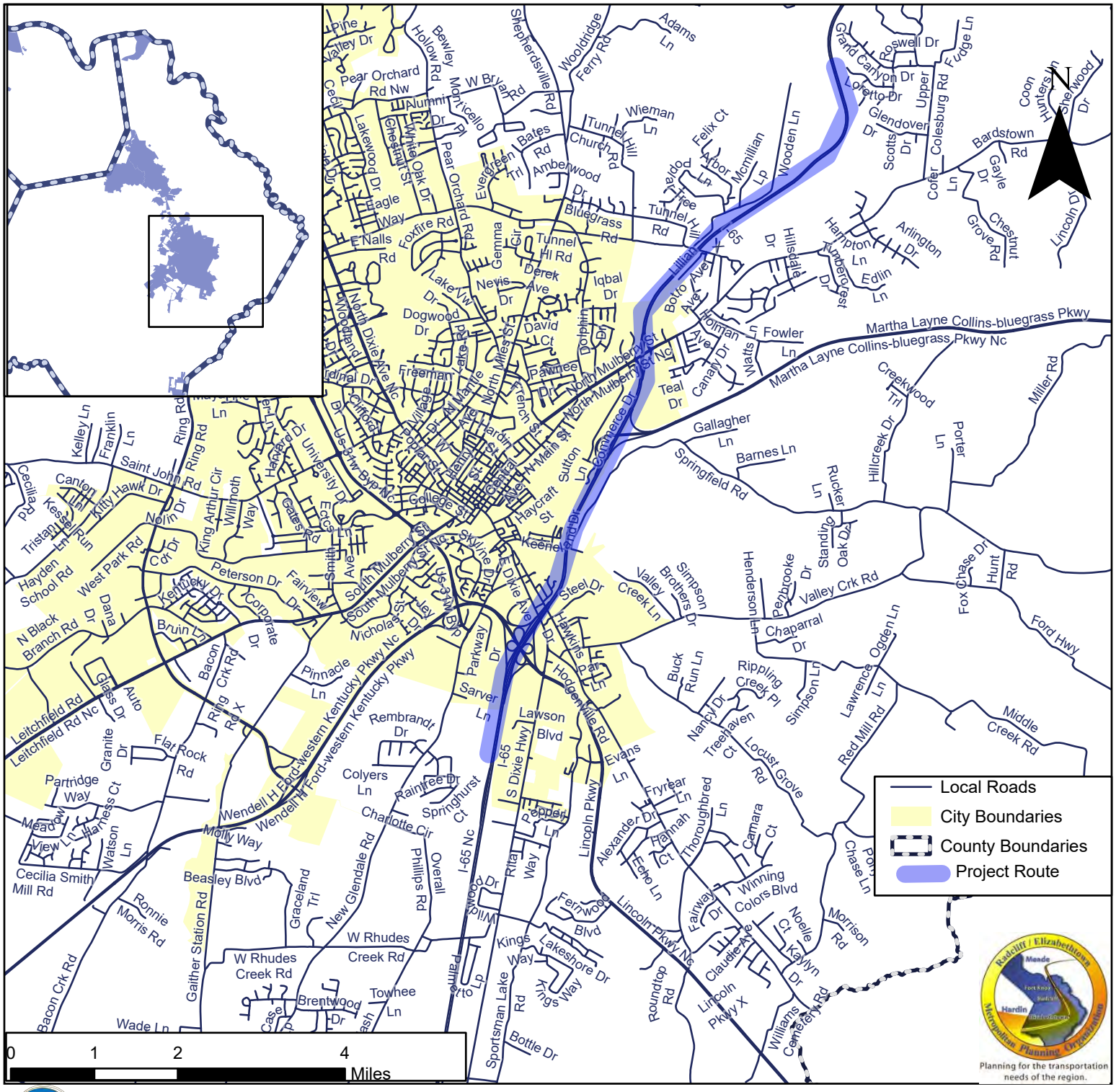
*Carryover from Previous TIP



4-20047.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	**ROUTE**	**PROJECT DESCRIPTION**							
4-20047.00	I-65	Address condition of I-065 from milepoint 90.53 to milepoint 97.54							
FUND TYPE	**PHASE**	**2020-2025***	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**FY 2030**	**FUTURE**	**TOTAL FUNDING**
NHPM	D					$1,004,039			$1,004,039
	C					$9,036,350			$9,036,350
									$0
									$0
TOTAL									**$10,040,389**

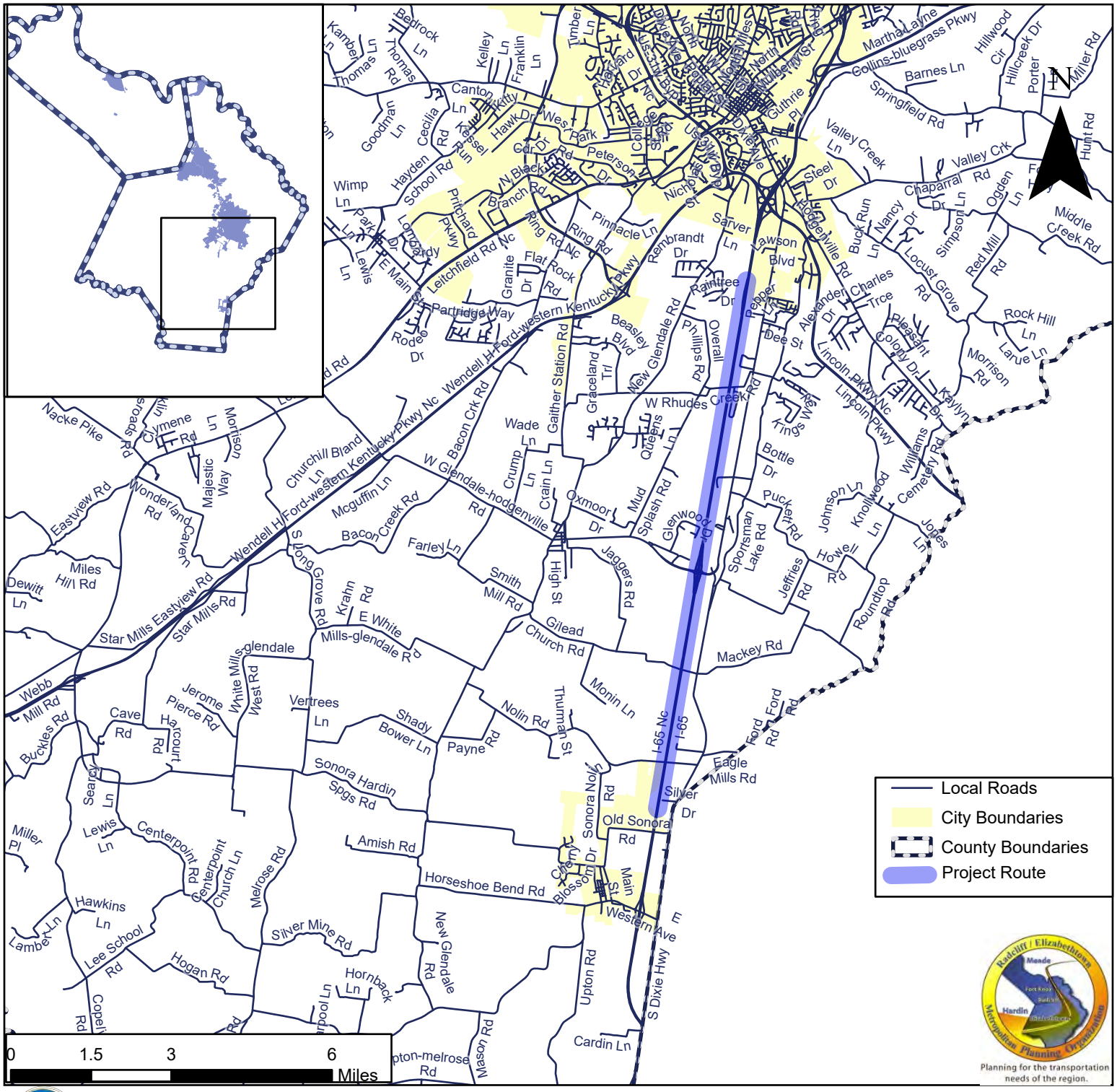
***Carryover from Previous TIP**



4-20064.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	**ROUTE**	**PROJECT DESCRIPTION**							
4-20064.00	I-65	Address Pavement Condition of I-65 from MP 82.2 to MP 90.53							
FUND TYPE	**PHASE**	**2020-2025***	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**FY 2030**	**FUTURE**	**TOTAL FUNDING**
NHPM	D	$1,000,000							$1,000,000
	C	$10,000,000							$10,000,000
									$0
									$0
TOTAL									**$11,000,000**

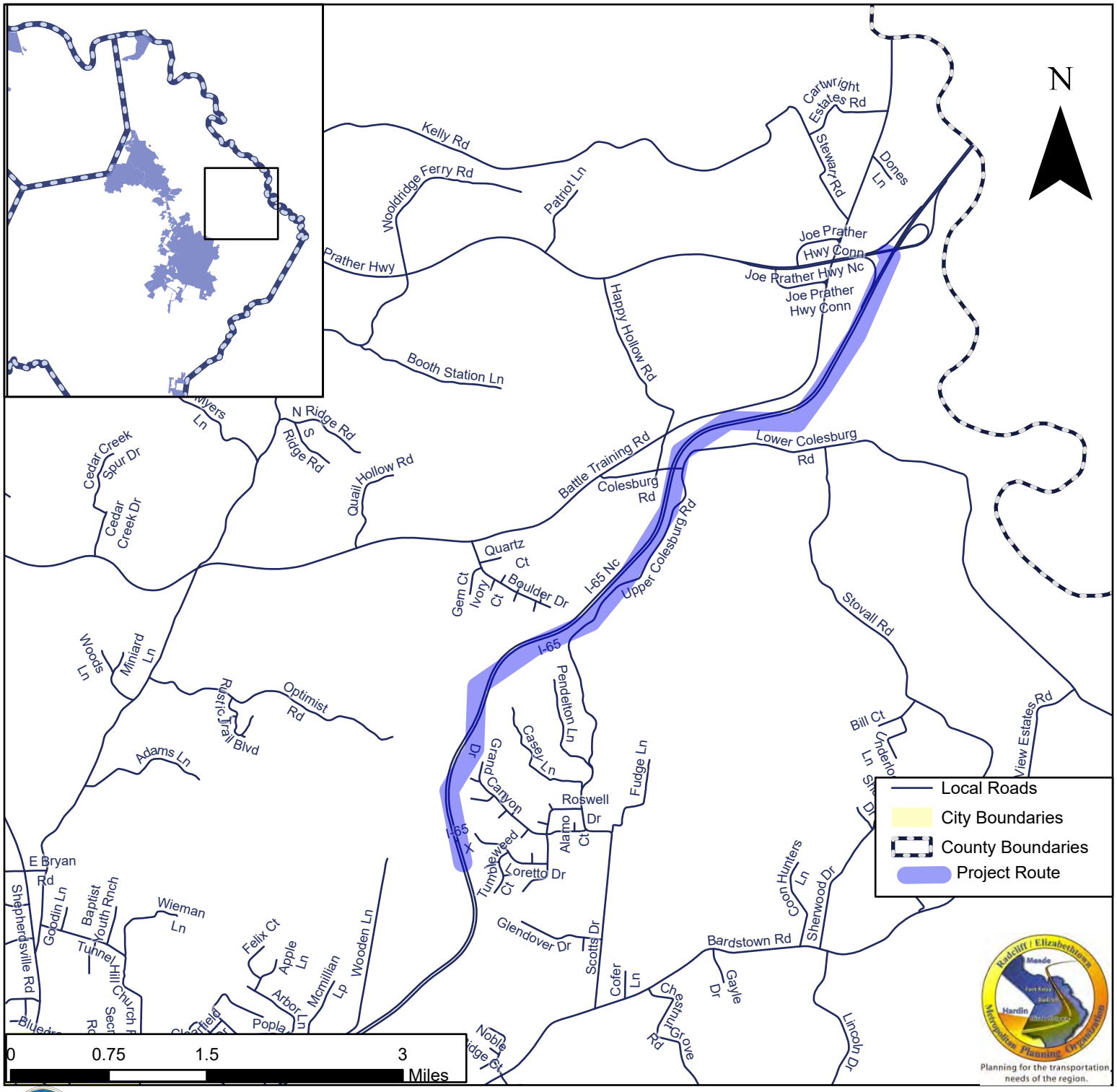
***Carryover from Previous TIP**



4-22065.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	**ROUTE**	**PROJECT DESCRIPTION**							
4-22065.00	I-65	Address condition of I-65 from Milepoint 97.54 to milepoint 102.1							
FUND TYPE	**PHASE**	**2020-2025***	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**FY 2030**	**FUTURE**	**TOTAL FUNDING**
NHPM	D	$120,000.00							$120,000
	R	$10,000.00							$10,000
	U	$300,000.00							$300,000
	C		$920,000						$920,000
TOTAL									**$1,350,000**

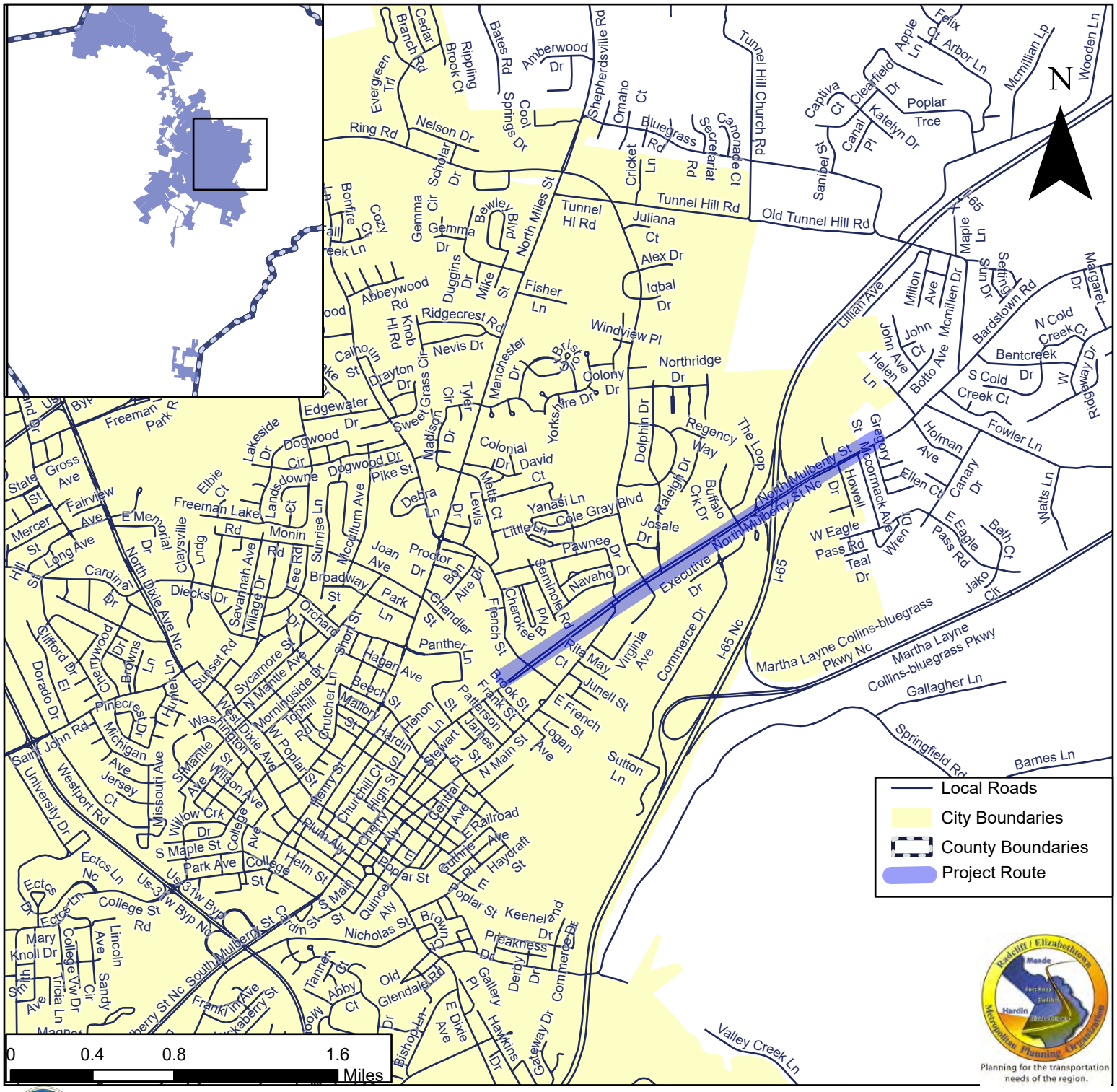
***Carryover from Previous TIP**



4-80200.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	**ROUTE**	**PROJECT DESCRIPTION**							
4-80200.00	US-62	Address safety, mobility, and access management, along with potentially reconfiguring the interchange to I 65. (2022CCN)							
FUND TYPE	**PHASE**	**2020-2025***	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**FY 2030**	**FUTURE**	**TOTAL FUNDING**
STP	D	$2,000,100							$2,000,100
State									$0
									$0
									$0
TOTAL									**$2,000,100**

***Carryover from Previous TIP**

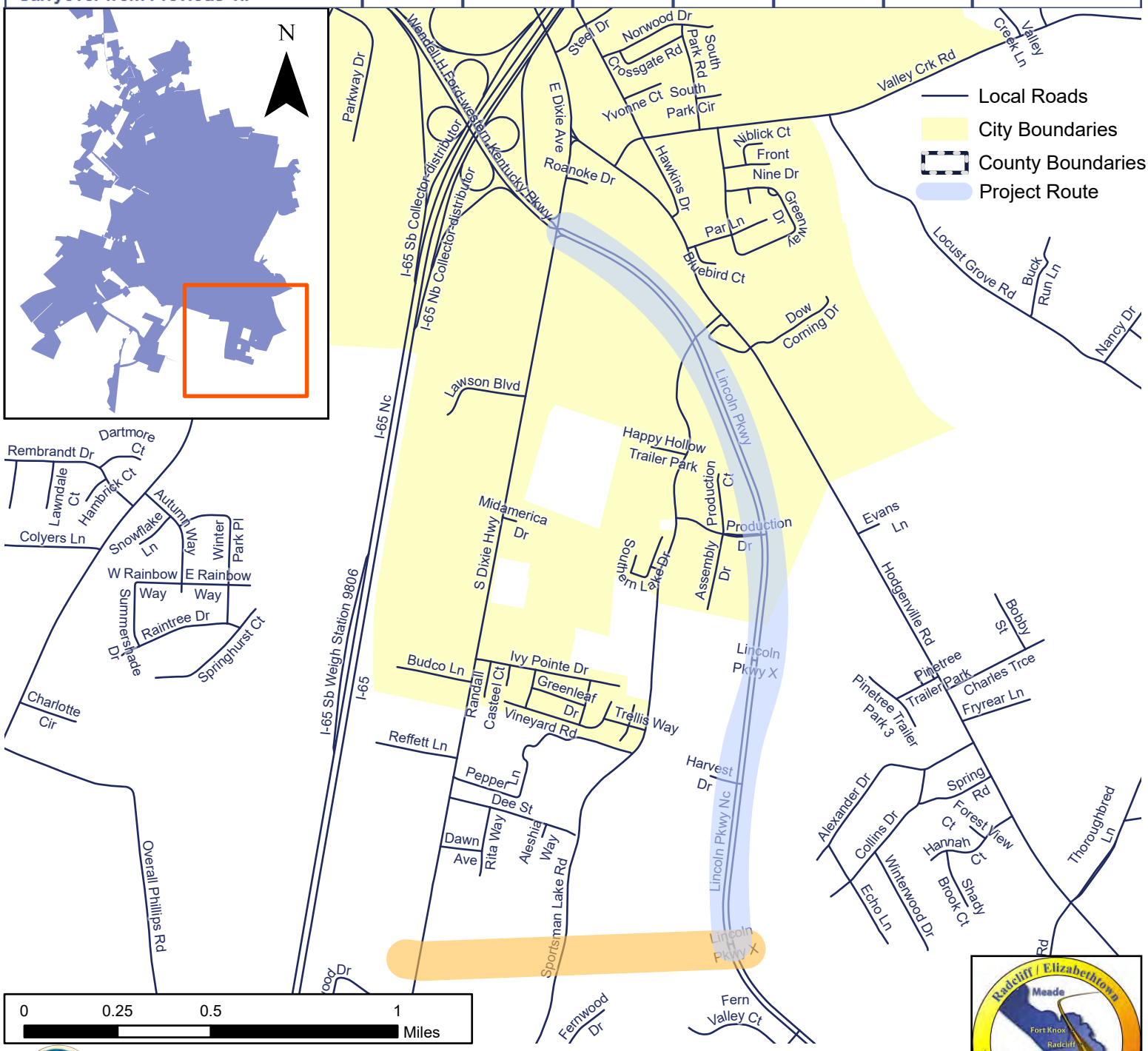


4-80250.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026- 2030)

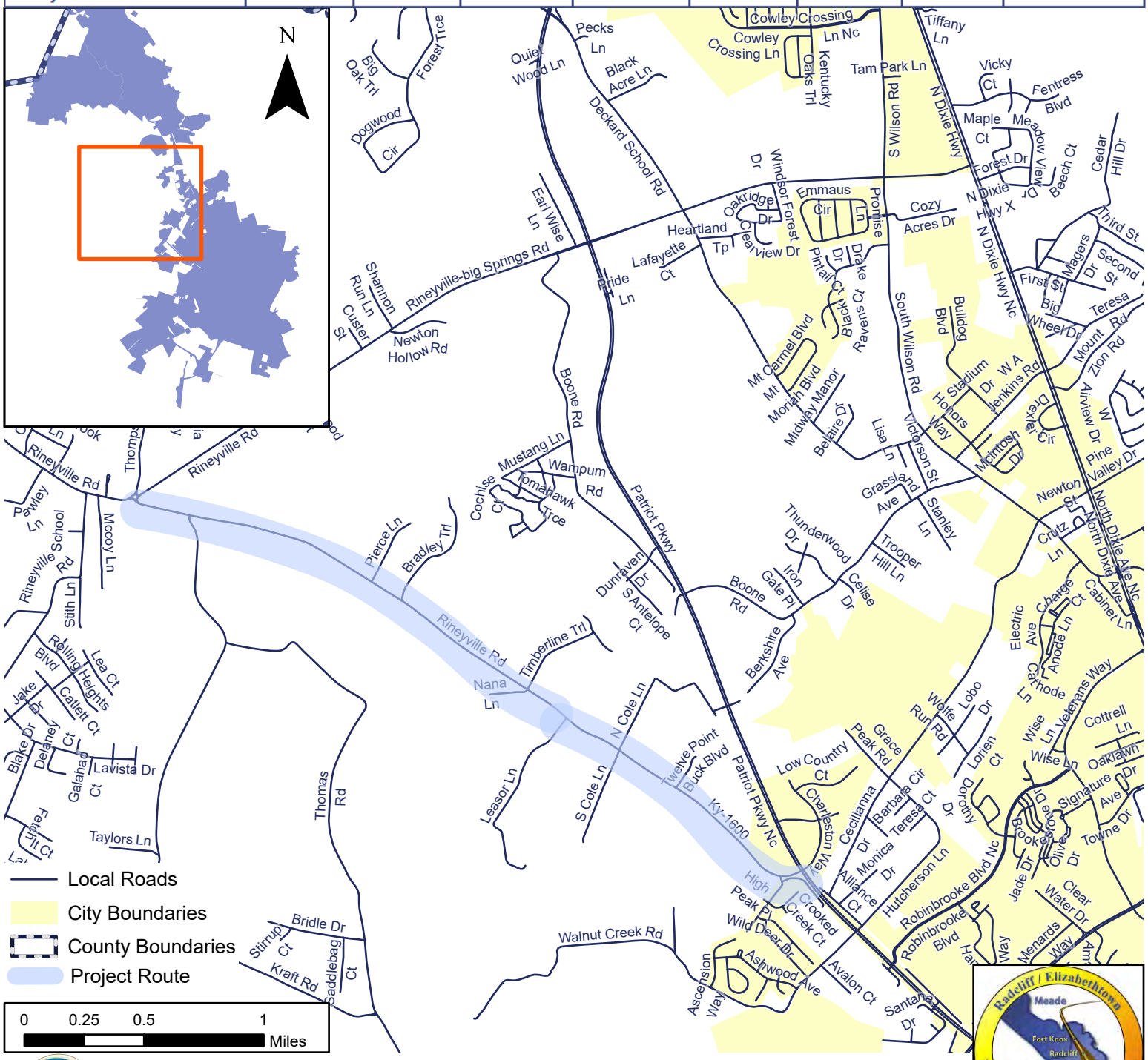
KYTC ID	ROUTE	PROJECT DESCRIPTION
4-80250.00	Ring Road	EXTEND RING ROAD FROM US 31W TO KY 61 (LINCOLN PARKWAY) (2022CCN) (2024CCR)

FUND TYPE	PHASE	2022-2026*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
STPF	D	$1,000,000							$1,000,000
SPP	R		$1,000,000	$1,000,000					$2,000,000
SPP	U		$2,000,000						$2,000,000
SPP	C				$9,000,000				$9,000,000
TOTAL		$1,000,000	$3,000,000	$1,000,000	$9,000,000	$0	$0	$0	**$14,000,000**
*Carryover from Previous TIP									



4-80301.00

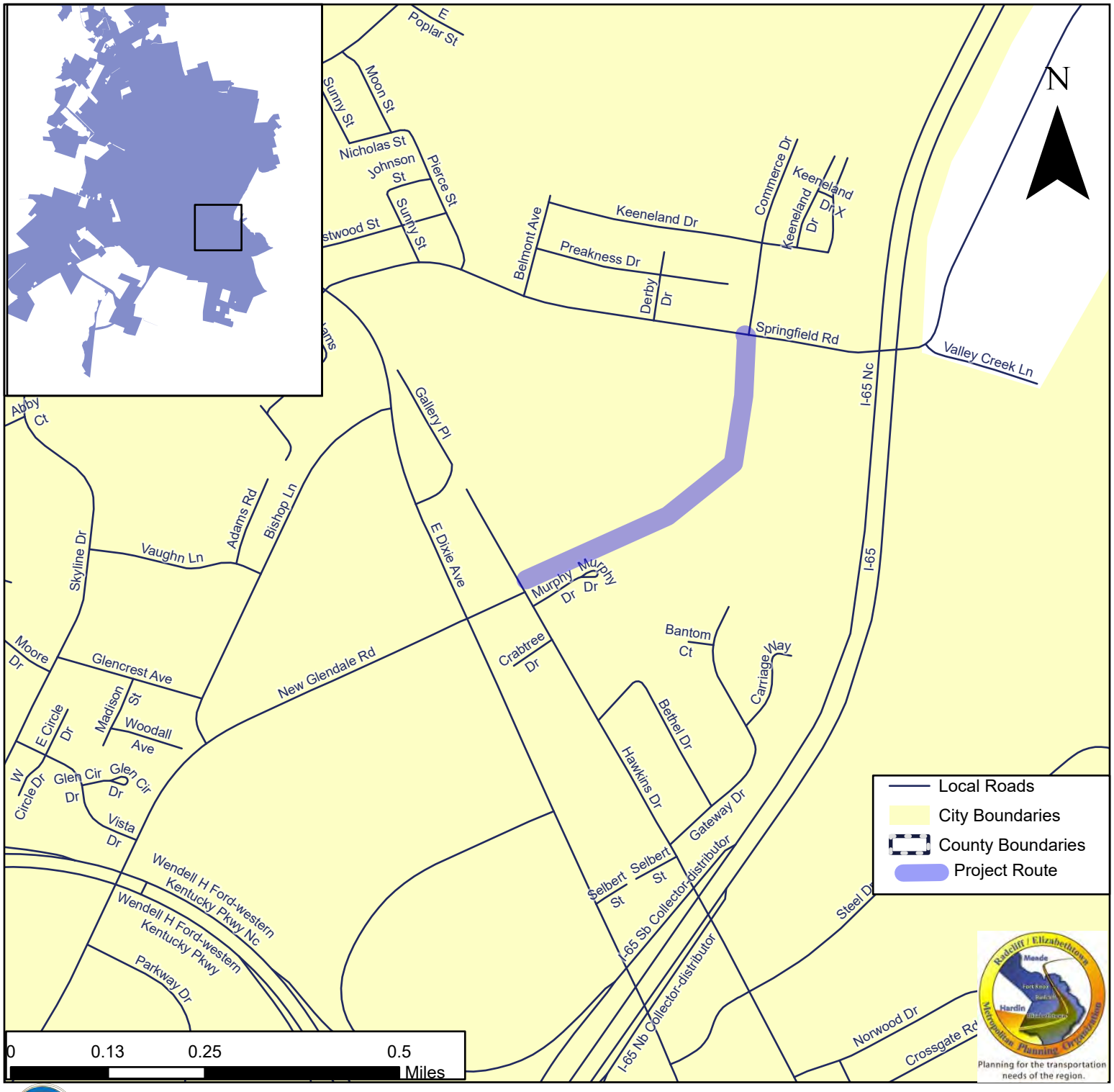
Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026- 2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-80301.00	KY-1600	ADDRESS GEOMETRIC DEFICIENCIES ALONG KY 1600 FROM KY 361 TO THE ROUNDABOUT AT KY 220 IN RINEYVILLE. (2024CCN)							
FUND TYPE	PHASE	2022-2026*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
			$650,000						$650,000
				$1,380,000					$1,380,000
				$1,400,000					$1,400,000
					$5,960,000				$5,960,000
TOTAL		$0	$650,000	$2,780,000	$5,960,000	$0	$0	$0	**$9,390,000**
*Carryover from Previous TIP									



4-80303.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-80303.00	I-65	Extend Commerce Drive from Springfield road to US-31W at KY 1136 on the south side of Elizabethtown							
FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
NH	D	$320,000							$320,000
	R		$2,420,000						$2,420,000
	U			$1,120,000					$1,120,000
	C				$3,270,000				$3,270,000
TOTAL									$7,130,000

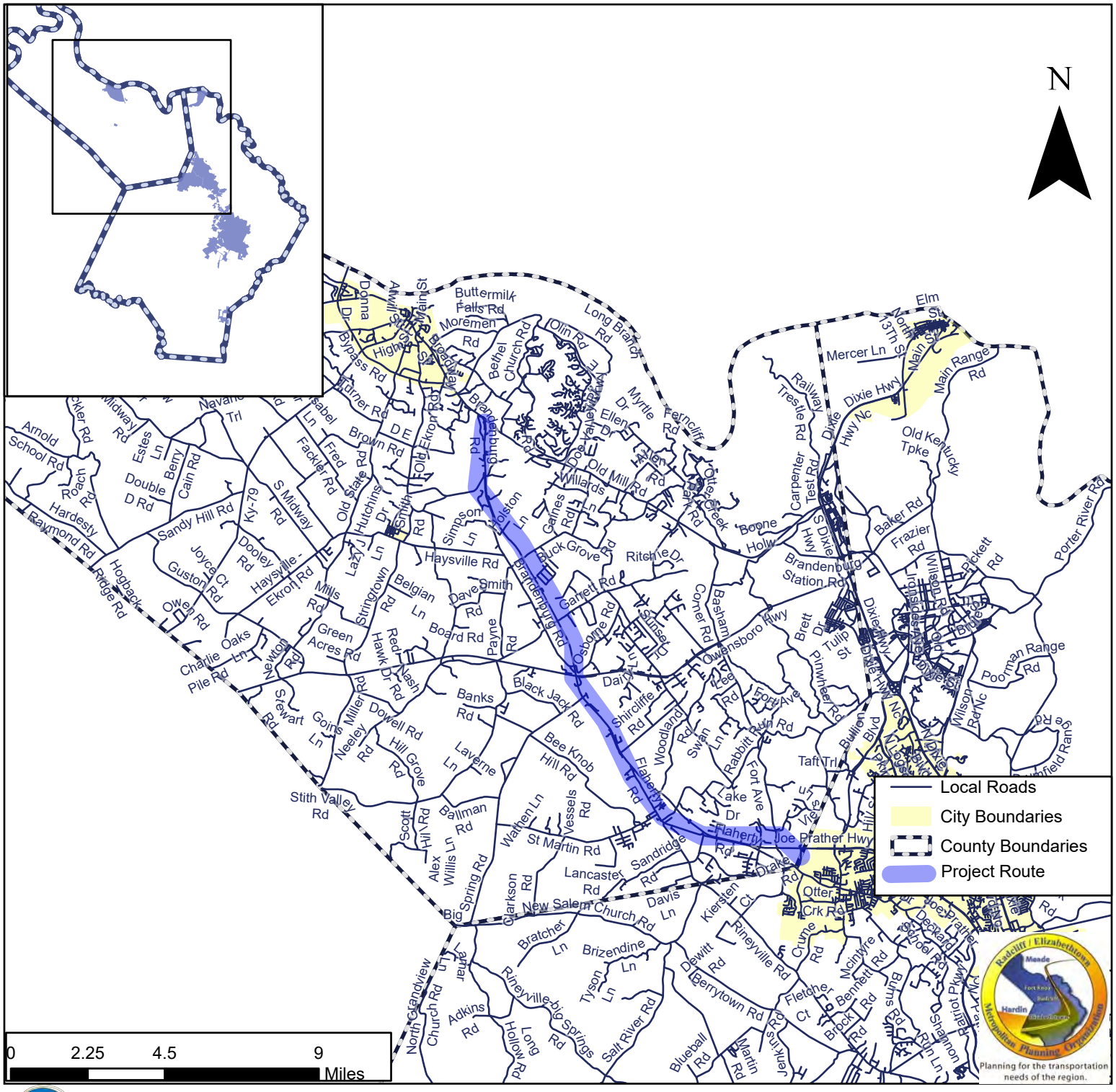
*Carryover from Previous TIP



4-80305.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	**ROUTE**	**PROJECT DESCRIPTION**							
4-80305.00	KY 313	Address travel time and reliability and improve intersections along KY 313 from Hardin County to KY 1638 in Brandenburg							
FUND TYPE	**PHASE**	**2020-2025***	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**FY 2030**	**FUTURE**	**TOTAL FUNDING**
SPP	D	$1,820,000							$1,820,000
	R			$550,000					$550,000
	U			$1,080,000					$1,080,000
	C					$19,040,000			$19,040,000
TOTAL									**$22,490,000**

***Carryover from Previous TIP**



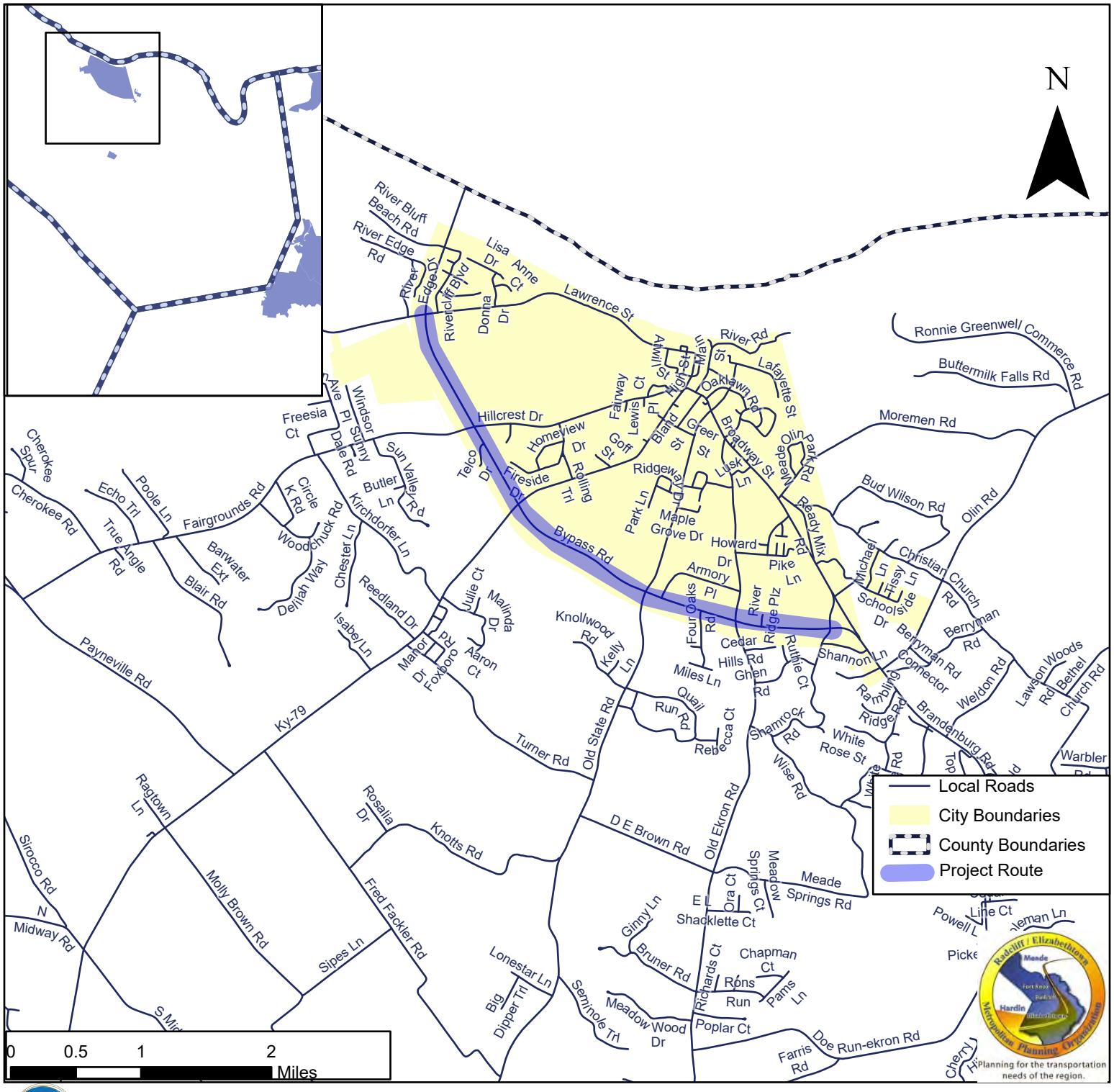
4-80309.00

Federally Funded Transportation Projects
Radcliff/Elizabethtown MPO TIP (FY 2026-2030)

KYTC ID	ROUTE	PROJECT DESCRIPTION
4-80309.00	KY 313	Address safety and mobility along KY 313

FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
SPP	D	$1,620,000							$1,620,000
	R			$600,000					$600,000
	U			$1,160,000					$1,160,000
	C				$18,600,000				$18,600,000
TOTAL									**$21,980,000**

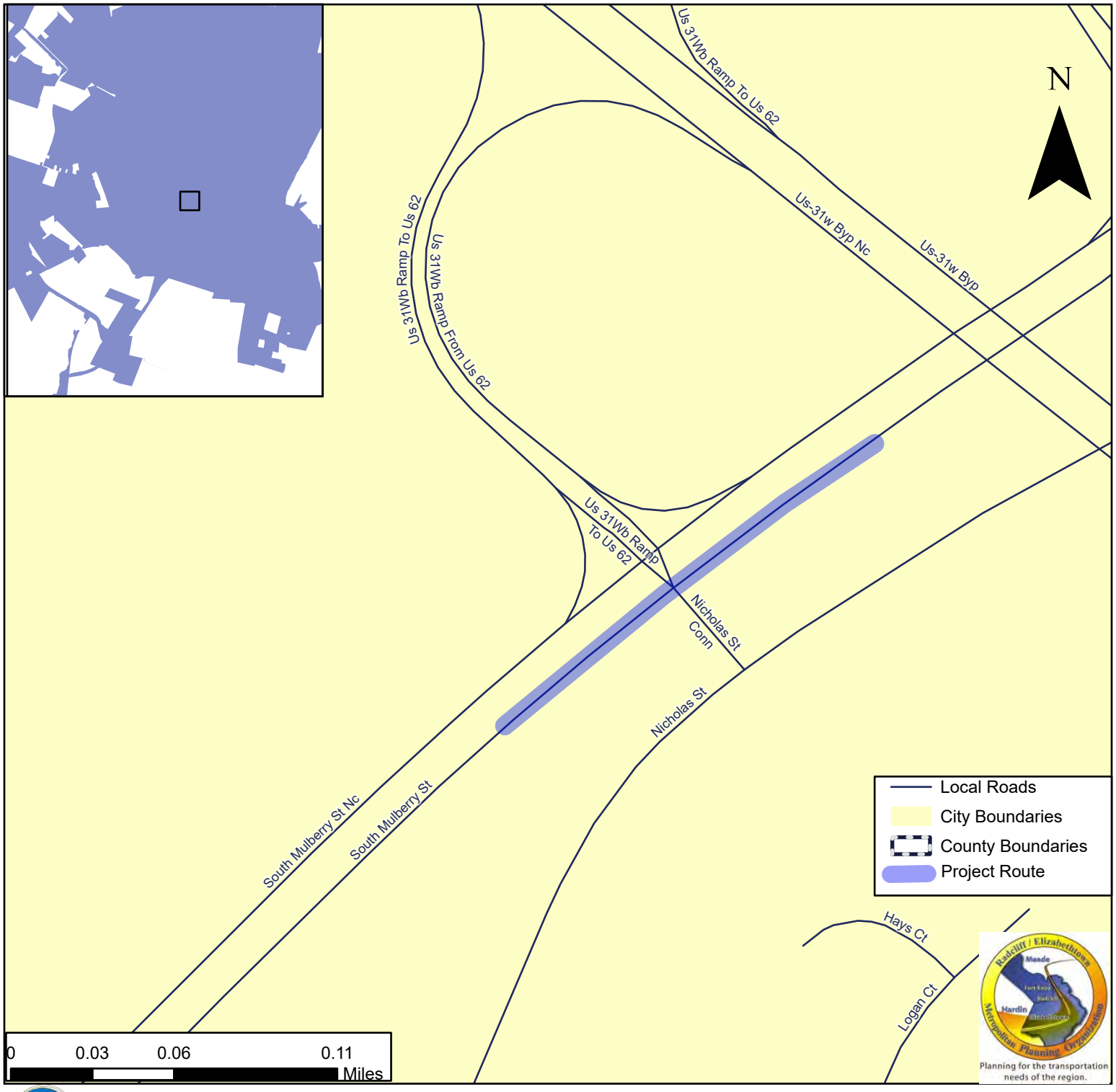
***Carryover from Previous TIP**



4-80310.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-80310.00	US-62	Improve the intersection of US 62 and the US 31W Bypass Ramp at Nicholas Street in Elizabethtown							
FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
NH	D	$520,000							$520,000
	R	$2,000,000							$2,000,000
	U	$2,000,000							$2,000,000
									$0
TOTAL									$4,520,000

*Carryover from Previous TIP

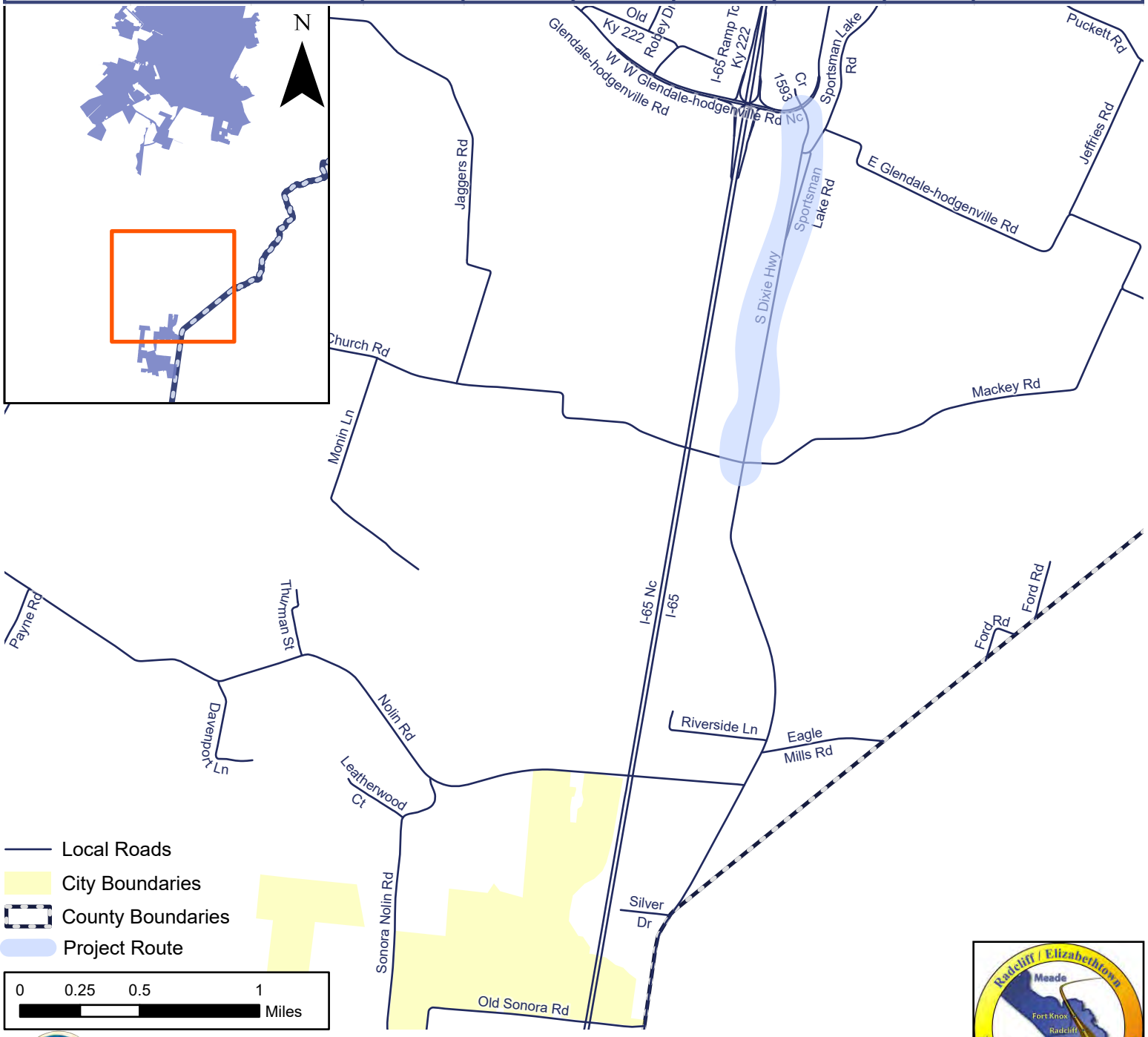


4-80313.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026- 2030)

KYTC ID	ROUTE	PROJECT DESCRIPTION
4-80313.00	US-31-W	ADD SHOULDERS AND TURN LANES TO US 31W BETWEEN KY 1136 AND KY 222 EAST OF GLENDALE. SEE GLENDALE AREA TRANSPORTATION STUDY. (2024CCN)

FUND TYPE	PHASE	2022-2026*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
SPP	D			$1,040,000					$1,040,000
SPP	R				$2,750,000				$2,750,000
SPP	U				$2,800,000				$2,800,000
SPP	C						$12,000,000		$12,000,000
TOTAL		$0	$0	$1,040,000	$5,550,000	$0	$12,000,000	$0	**$18,590,000**
*Carryover from Previous TIP									

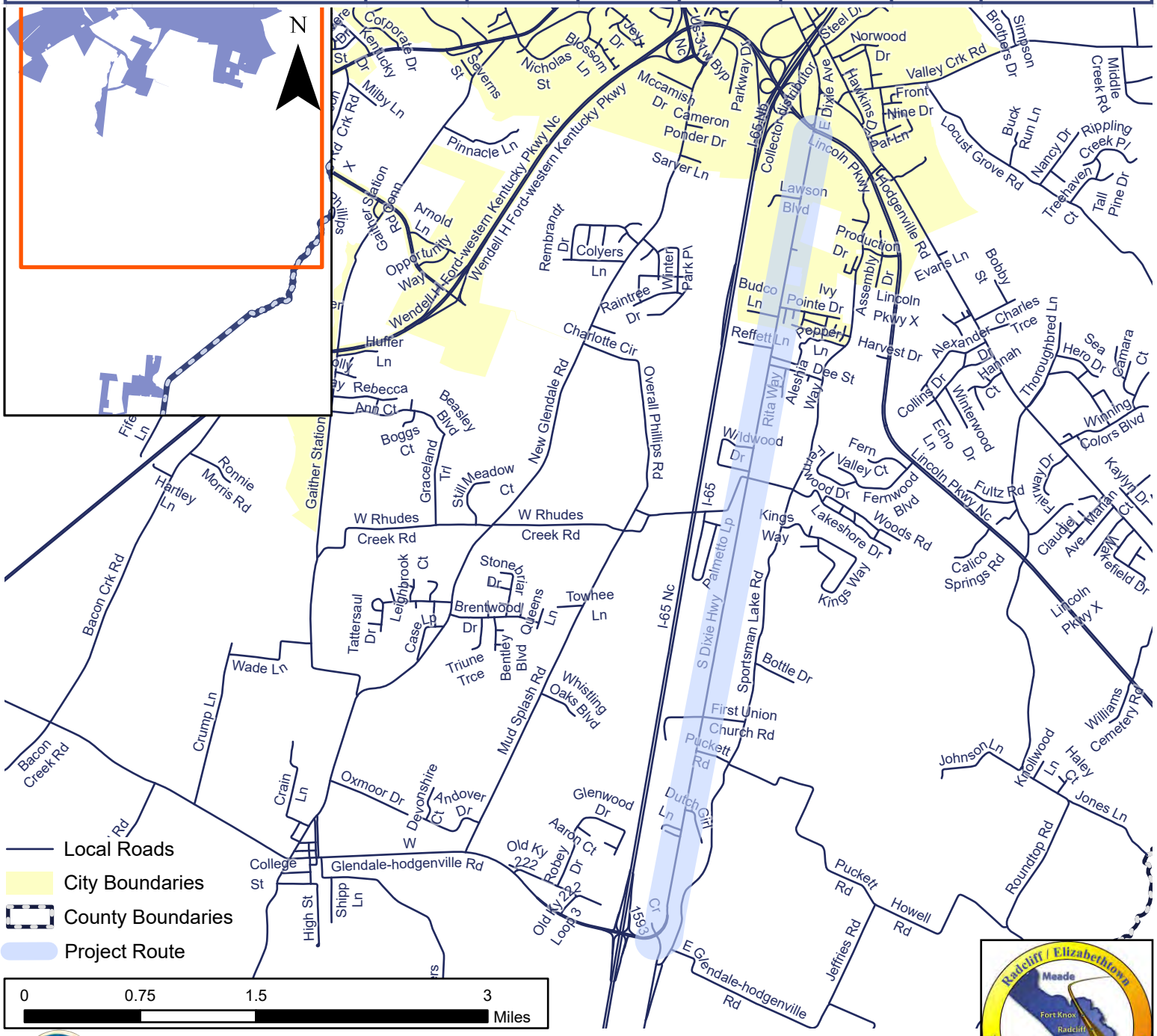


4-80314.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026- 2030)

KYTC ID	ROUTE	PROJECT DESCRIPTION
4-80314.00	US-31-W	ADDRESS GEOMETRIC DEFICIENCIES ALONG US 31W FROM KY 222 TO KY 61 (LINCOLN PARKWAY)/WESTERN KENTUCKY PARKWAY INTERSECTION. (2024CCN)

FUND TYPE	PHASE	2022-2026*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
NH	D			$2,700,000					$2,700,000
NH	R					$3,240,000			$3,240,000
NH	U					$4,200,000			$4,200,000
NH	C						$32,670,000		$32,670,000
TOTAL		$0	$0	$2,700,000	$0	$7,440,000	$32,670,000	$0	**$42,810,000**
*Carryover from Previous TIP									



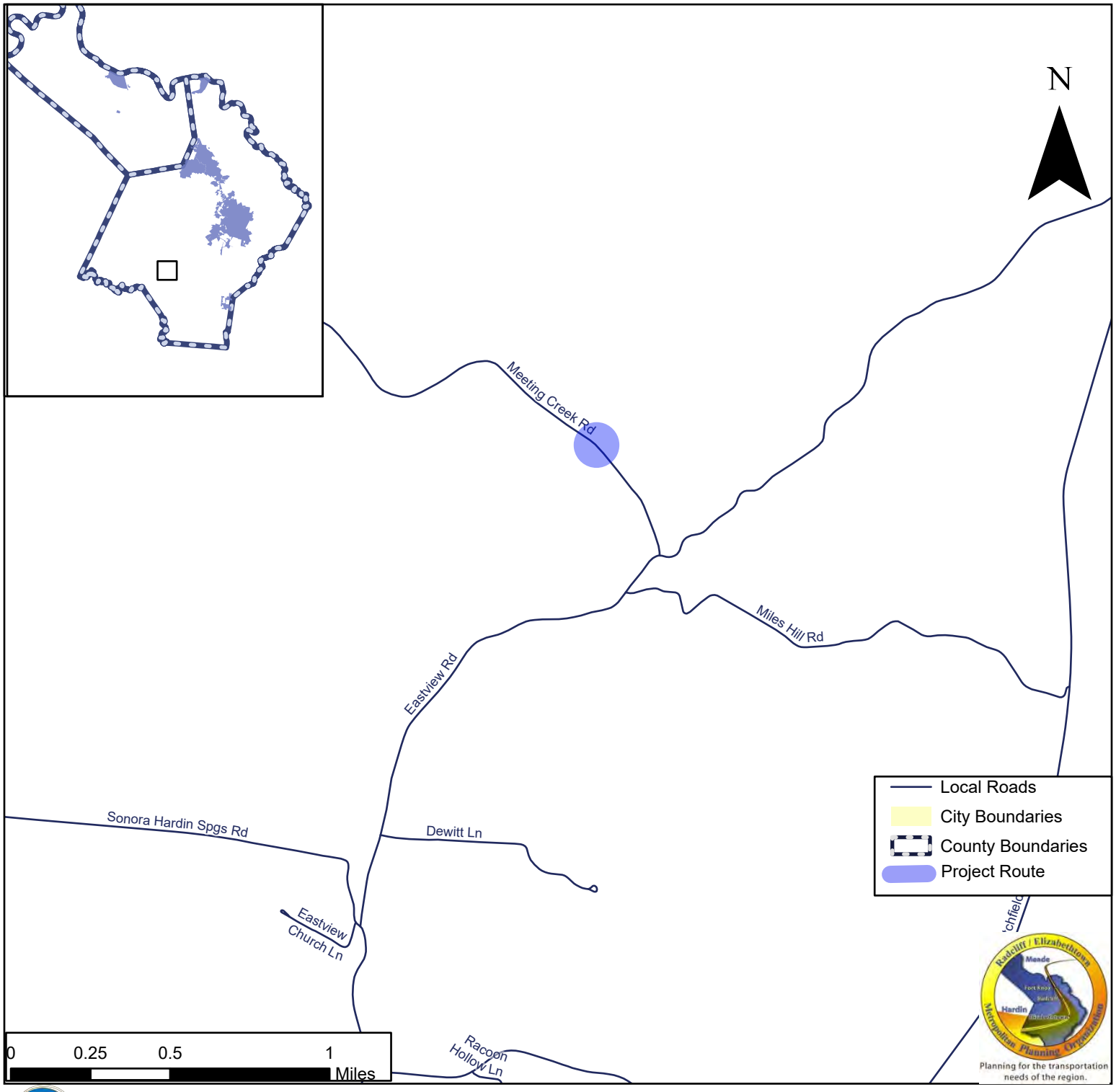
4-80351.00

Federally Funded Transportation Projects
Radcliff/Elizabethtown MPO TIP (FY 2026-2030)

KYTC ID	ROUTE	PROJECT DESCRIPTION
4-80351.00	CR 1292	Replace Meeting Creek Bridge over P&L Railway

FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
FPB	D	$120,000							$120,000
	R	$10,000							$10,000
	U	$300,000							$300,000
	C		$920,000						$920,000
TOTAL									**$1,350,000**

***Carryover from Previous TIP**

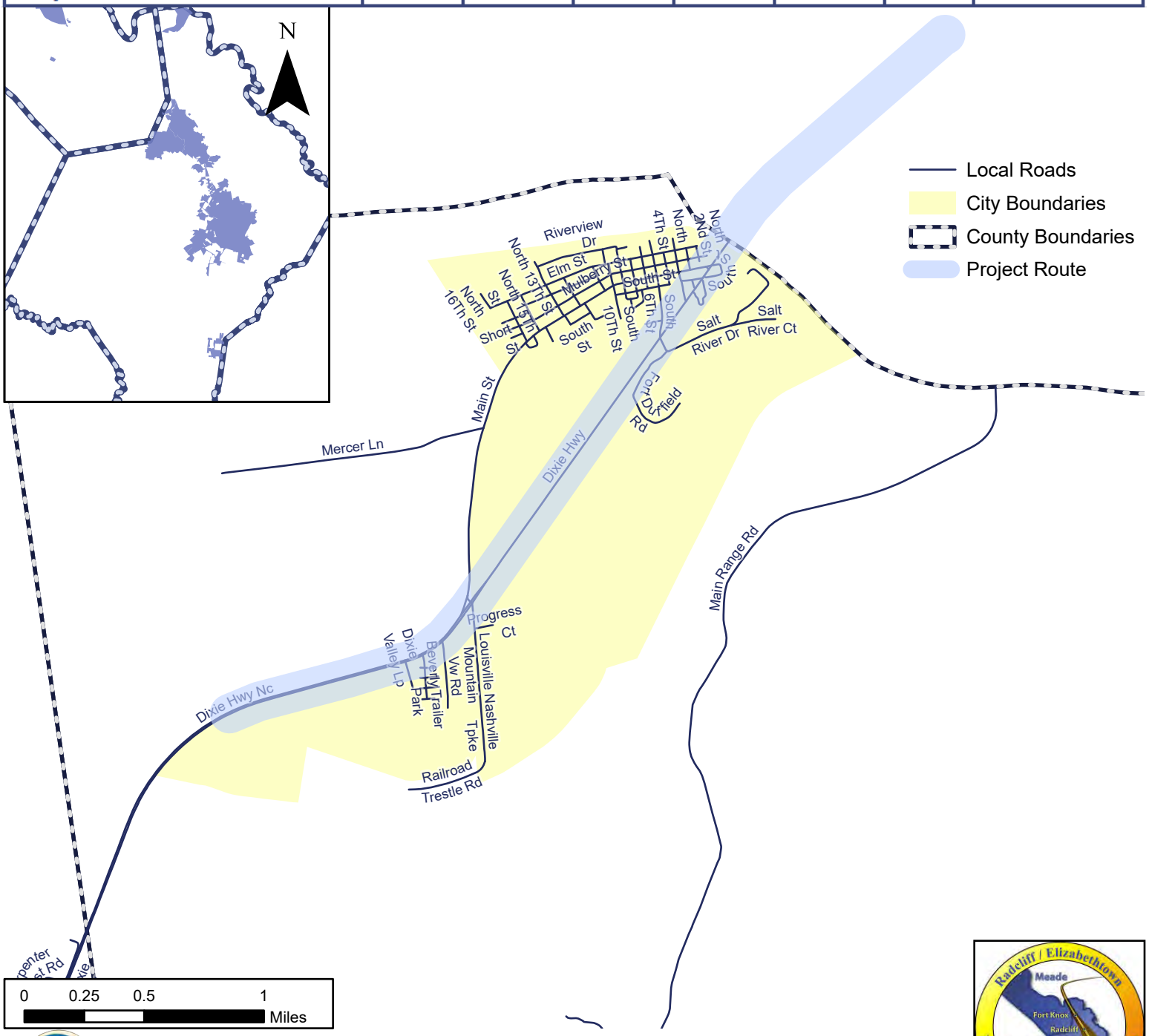


4-80364.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026- 2030)

KYTC ID	ROUTE	PROJECT DESCRIPTION
4-80364.00	US-31-W	ADDRESS SAFETY ALONG US 31W FROM THE END OF THE CENTER BARRIER WALL ON MULDRAUGH HILL TO KY 44 IN JEFFERSON COUNTY (MP 34.626 - MP 19.856). (2024CCN)

FUND TYPE	PHASE	2022-2026*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
SPP	D	$1,000,000							$1,000,000
SPP	R			$1,150,000					$1,150,000
SPP	U			$1,680,000					$1,680,000
SPP	C				$9,860,000				$9,860,000
TOTAL		$1,000,000	$0	$2,830,000	$9,860,000	$0	$0	$0	**$13,690,000**
*Carryover from Previous TIP									



4-9027.00

Federally Funded Transportation Projects Radcliff/Elizabethtown MPO TIP (FY 2026-2030)									
KYTC ID	ROUTE	PROJECT DESCRIPTION							
4-9027.00	KY 313	Construct a right turn lane on KY 313 at KY 144 Intersection							
FUND TYPE	PHASE	2020-2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FUTURE	TOTAL FUNDING
HSIP	D	$100,000							$100,000
	C	$350,000							$350,000
									$0
									$0
TOTAL									$450,000

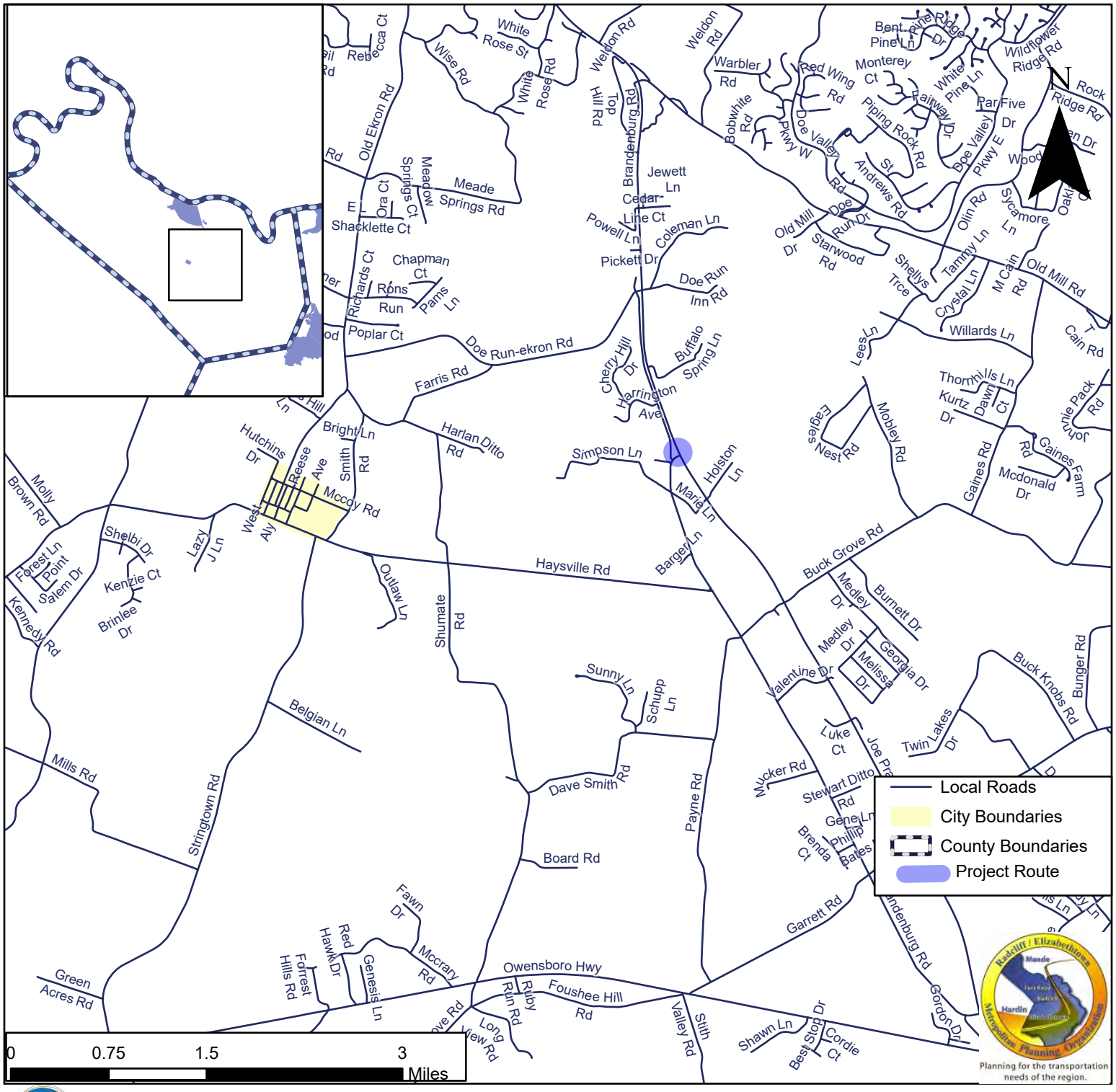


Table 7
State-Funded Regionally-Significant Highway Projects

Table 7
Radcliff/Elizabethtown MPO
Transportation Improvement Program
FY 2026-2030
State Funded Regionally Significant Highway Projects

ROUTE	KYTC ID	COUNTY	TYPE OF WORK	DESCRIPTION	TYPE OF FUNDS	PHASE	YEAR	COST	TOTAL PROJECT COST	RESPONSIBLE AGENCY
NEW	4-202.00	Hardin		Construct a Northern Bypass of Glendale from KY 222 West of Glendale to KY 222 at Mud Splash Road East of Glendale. (This project is broken out of the ZVARIOUS District 99-391.01 Funding using $600,000 of State Funds to conduct Planning Study, Preliminary Engineering and Envionmental Activities. The State Funding will be used for Matching Funds on Future Phases of the Project. RBR)	State	P	2023	$600,000	$600,000	KYTC - Dist. 4

Table 8
Transit Projects

Table 8 - Transit Projects							
Project Description	**Fund Type**	**FY 2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Responsible Agency**
Operating	**5307**	$ 2,433,793	$ 2,433,793	$ 2,433,793	$ 2,433,793	$ 2,433,793	TACK
Capital	**5307**	$ -	$ -	$ -	$ -	$ -	TACK
Planning	**5307**	$ -	$ -	$ -	$ -	$ -	TACK
Capital	**5339**	$ 288,000	$ 288,000	$ 288,000	$ 288,000	$ 288,000	TACK
ADA Complimentary Paratransit Expenses	**5307**	$ 0	$ 0	$ 0	$ 0	$ 0	TACK
Bus Shelters, Stops, and Signage	**5307/5339**		$ -	$ -	$ -	$ -	TACK
Maintenance Facility	**5307/5339**	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000	TACK
Preventative Maintenance	**5307**	$ 93,000	$ 93,000	$ 93,000	$ 93,000	$ 93,000	TACK
Technology/Equipment - Safety, Security, communication, and computer software maitenance and technical support	**5307/5339**	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	TACK
Vehicle purchase and renovation	**5307/5339**	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000	TACK
Total 5307	**5307**	$ 2,433,793	$ 2,433,793	$ 2,433,793	$ 2,433,793	$ 2,433,793	
Total 5339	**5339**	$ 288,000	$ 288,000	$ 288,000	$ 288,000	$ 288,000	
Grand Total	**5307/5339**	$ 2,721,793	$ 2,721,793	$ 2,721,793	$ 2,721,793	$ 2,721,793	
Capital Total	**5307/5339**	$ 288,000	$ 288,000	$ 288,000	$ 288,000	$ 288,000	

Table 9
Bicycle/Pedestrian Projects

Table 9
Radcliff/Elizabethtown MPO
Transportation Improvement Program
FY 2026-2030
Pedestrian/Bicycle Projects

ROUTE	KYTC ID	COUNTY	DESCRIPTION	TYPE OF FUNDS	PHASE	YEAR	COST	TOTAL PROJECT COST	RESPONSIBLE AGENCY
-	-	Hardin	Pedestrian upgrades along French Street between North Main street and North Mulberry Street covering 650 linear feet. Will be targeted to inlcude sidewalk upgrades for compliance with ADA guidelines, increasing sidewalk width, pedestrian safety improvements, and a complete streets approach.	Carbon Reduction Program	C	2024	$ 600,000	$ 600,000	City of Elizabethtown
-	-	Hardin	Vine Grove - pedestrian upgrades to sidewalks located in and around downtown Vine Grove. These upgrades will be targeted towards the existing 3,400 linear foot sidewalk system along Knox Avenue, West Main Street and East Main street in downtown Vine Grove.	Carbon Reduction Program	C	2024	$ 462,000	$ 462,000	City of Vine Grove
-	4-3024	Hardin	Contstruct a Pedestrian path on 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)	D	2025	$ 18,942	$ 94,712	City of Vine Grove
					C	2025	$ 75,770		

Table 10
Funding Summary

Table 10 - Summary of Highway Funding Types

Fiscal Year		FUNDING TYPE															
		BRO	BRX	NHPM	NH	HSIP	STP	SPP	STPF	State	FBP	TAP	Carbon Reduction	SS4A (Safe Streets for All)	EV	RRS	TOTAL
2022-2025*	Est. Cost	$ 150,000	$ 901,000	$ 11,530,000	$ 39,472,260	$6,825,938	$ 93,196,950	$ 19,867,800	$ 1,000,000	$ 3,100,000	$ 430,000	$ 94,712	$ 1,062,000	$ 257,224	$ 185,406	$ 4,400,000	$182,473,290
	Revenue	$ 150,000	$ 901,000	$ 11,530,000	$ 39,472,260	$6,825,938	$ 93,196,950	$ 19,867,800	$ 1,000,000	$ 3,100,000	$ 430,000	$ 94,712	$ 1,062,000	$ 257,224	$ 185,406	$ 4,400,000	$182,473,290
2026	Est. Cost			$ 1,000,000	$ 7,420,000		$ 3,300,000	$ 6,910,000			$ 920,000				$1,724,167		$21,274,167
	Revenue			$ 1,000,000	$ 7,420,000		$ 3,300,000	$ 6,910,000			$ 920,000				$1,724,167		$21,274,167
2027	Est. Cost				$ 3,820,000			$ 67,540,000									$71,360,000
	Revenue				$ 3,820,000			$ 67,540,000									$71,360,000
2028	Est. Cost				$ 3,270,000			$ 39,970,000									$43,240,000
	Revenue				$ 3,270,000			$ 39,970,000									$43,240,000
2029	Est. Cost			$ 10,445,000	$ 7,440,000			$ 19,040,000									$36,925,000
	Revenue			$ 10,445,000	$ 7,440,000			$ 19,040,000									$36,925,000
2030	Est. Cost		$ 3,700,000		$ 32,670,000		$ 18,600,000	$ 2,800,000									$57,770,000
	Revenue		$ 3,700,000		$ 32,670,000		$ 18,600,000	$ 2,800,000									$57,770,000

*Carryover from Previous TIP

Appendix A

Metropolitan Transportation Plan Reference Table

The content in this section includes the Metropolitan Transportation Plan (MTP) reference information for all federally funded transportation projects in the FY2019-24 TIP. This information is included to demonstrate the required consistency with the MTP for each project in the TIP. The 2045 MTP can be viewed on the MPO website at https://radcliff-elizabethtown-mpo.org/wp-content/uploads/2020/03/FINAL-Radcliff_Etown-MPO-2045-MTP.pdf

Appendix A FEDERALLY FUNDED TRANPORTATION PROJECTS MTP REFERENCE					
ROUTE	KYTC ID	TYPE OF WORK	DESCRIPTION	MTP REFERENCE	MTP REFERENCE NOTES
I-65	4-20.01	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)	Table 7.3	IP20150149
I-65	4-29.00	New Interchange	New Interchange at I-65/KY 1136 (Gilead Church Road) at MP 84 in Hardin County.	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
KY 251	4-153.01	Spot Improvements	KY 251 Improvements from KY 3005 to KY 434 (MP 2.681 to MP 6.288)	Table 7.2	Item #153.01
US 31W	4-154.20	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)	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
KY 1136	4-171.00	Minor Widening	Reconstruction of KY 1136 from KY 1868 to US 31W in Hardin County	Table 7.2	Item #171.00
US 31W	4-201.00	Safety- Railroad Protection	Removal of two at grade CSX railroad crossings on Quarry Road (CS-5518) near US 31W and the construction of a single separated grade crossing, in the City of Upton in Hardin County	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
KY 3005	4-198.00	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)	Table 7.2	Item #171.00
I-65	4-286.10	Weigh Station Rehabilitation	I-65 Southbound Port of Entry for a Commercial Vehicle Monitoring Station (MP 81.950 to MP 82.050)	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
US 62	4-442.00	Reconstruction	Improve safety, mobility, and geometrics on US 62 from I-65 to Upper Colesburg Road (CR-1038) - (MP 20.104 to MP 23.351)	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
Various	4-946.00	Safety	Installation of Pavement Markers on Various Routes (I-65, KY 251, KY 1646, KY 1815, KY 2802, KY 3005, US 31W, US 62, and WK 9001).	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
Various	4-947.00	Safety	Installation of Wrong Way Driving Signs and Pavement Markings on Various Off Ramps in District 4	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
KY 210	4-4311.00	Safety - Guardrail	Install Guardrail on KY 210 in Hardin County. (MP 0.040 to MP 0.130)	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
KY 1357	4-8801.00	Safety	Improve Safety, Geometrics, Drainage, and Maintenance Issues along KY 1357 (St. Jonn Rd) from US 31W Bypass to KY 3005 (Ring Road) - (MP14.614 to 16.292)	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
I-65	4-22065.00	Pavement-Rehab	Address condition of I-65 from Milepoint 97.54 to milepoint 102.1	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
I-65	4-20047.00	AM- Pavement	Address condition of I-065 from milepoint 90.53 to milepoint 97.54	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
I-65	4-80303.00	Minor Widening	Extend Commerce Drive from Springfield road to US-31W at KY 1136 on the south side of Elizabethtown	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
KY 86	4-10053.00	Asset Management - Bridge	Bridge Project in Hardin County on KY 86 at Rough River	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
KY 86	4-10054.00	Asset Management - Bridge	Bridge Project in Hardin County on KY 86 at Vertrees Creek	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation

I-65	4-10055.00	Bridge	Bridge Rehabilitation Project in Hardin County on I-65 NC at Rolling Fork River	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
I-65	4-10056.00	Bridge	Bridge Rehabilitation Project in Hardin County on I-65 at Rolling Fork River	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
KY 313	4-10078.00	Asset Management - Bridge	Address deficiencies of bridge on KY 313 over Ohio River and Co Road	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
US 31W	4-20013.00	Asset Management - Pavement	Address Pavement Condition from MP 27.745 to MP 30.263	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
WK 9001	4-20015.00	Asset Management - Pavement	Address Pavement Condition of Wendell H. Ford Western KY Parkway both direction(s) from MP 119.649 to MP 120.649	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
WK 9001	4-20016.00	Asset Management - Pavement	Address Pavement Condition of Wendell H. Ford Western KY Parkway both direction(s) from MP 120.93 (120.65 Non-Cardinal) to MP 132.4 (130.95 Non-Cardinal)	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
US 62	4-20028.00	Asset Management - Pavement	Address Pavement Condition on US-62 from MP 9.57 to MP 13.77	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
I-65	4-20046.00	Asset Management - Pavement	Address condition of I-65 from MP 78.661 to MP 82.2	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
I-65	4-22064.00	Asset Management - Pavement	Address Pavement Condition of I-65 from MP 82.2 to MP 90.53	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
-	4-80250.00	Air Quality	Extend Ring Road from US 31W to KY 61 (Lincoln Parkway)	Table 7.2	Item #80250.00
US 62	4-80200.00	Safety	Address safety, mobility, and access management, along with potentially reconfiguring the interchange to I 65. (2022CCN)	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
US 62	4-80310.00	Design Engineering	Improve the intersection of US 62 and the US 31W Bypass Ramp at Nicholas Street in Elizabethtown	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
CR 1292	4-80351.00	Bridge Replacement	Replace Meeting Creek Bridge over P&L Railway	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
-	-	Safety Action Plan	Lincoln Trail Area Development District (LTADD) Roadway Safety Plan	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
US 31W	4-956.00	Reconstruction	Roadway reconfiguration and construction of bike/ped facilities on US 62 from milepoint 17.2 to milepoint 18.999.	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
US 62	4-954.00	Reconstruction	Convert intersections of US 31WB ramps at US 62 to roundabouts.	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
US 62	4-957	Low Cost Safety Improvement	Installation of High Friction Surface Treatment	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
US 62	4-973	Low Cost Safety Improvement	Installation of High Friction Surface Treatment	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
WK 9001	4-974	Low Cost Safety Improvement	Installation of High Friction Surface Treatment	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
KY 79	4-8705.00	Reconstruction	Reconstruction of KY 79 from KY 144	Table 7.2	Item # 8705.00

Ky 313	4-80305.00	Resurfacing	Address travel time and reliability and improve intersections along KY 313 from Hardin County to KY 1638 in Brandenburg	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
KY 313	4-80309.00	Safety	Address safety and mobility along ky 313	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
KY 1336	4-9017.00	Safety	Address safety and congestion at the intersection of US31WB and KY1136 in Elizabethtown	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
KY 1600	4-80301.00	Design Engineering	Address geometric defienciencies along KY 1600 from KY 361 to the roundabout at KY 220 in Rineyville	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
US 31W	4-80313.00	Design Engineering	Add shoulders and turn lanes to US31W between KY 1136 and KY 222 east of Glendale. See Glendale area transportation study	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
US31W	4-154.30	Congestion Mitigation	Address congestion, safety, and mobility alog US31W from veterans way in Elizabethtown to the North Wilson road overpass in Radcliff	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
US 31W	4-80364.00	Safety	Address safety along US31W from the end of the center barrier wall on Muldraugh Hill to KY 22 in Jefferson County	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation
US31W	4-80314.00	Design Engineering	Address geometric defienciencies along US 31W from KY 222 to KY 61, Lincolnn Parkway/ Western KY Parkway intersection	Table 7.3	Grouped Projects -Pavement Resurfacing, Restoration, & Rehabilitation

Appendix B
Performance Measures

Performance Measures

The concept of incorporating performance management into transportation planning and programming processes is emphasized in the Fixing America's Surface Transportation (FAST) Act of 2015 and was reemphasized in the Infrastructure Investment and Jobs Act (IIJA) in 2021. National Performance goals have been established in seven key areas. States are required to develop performance targets that support those national goals. Those seven goal areas are:

- Safety
- Infrastructure Conditions
- Congestion Reduction
- System Reliability
- Freight Movement & Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

The Kentucky Transportation Cabinet (KYTC), MPO's and transit agencies have worked together to establish baseline conditions and develop regional or statewide targets for each of the performance measures below. Monitoring these performance measures assists the DOTs in setting goals, adjusting priorities, allocating resources and developing policy. A list of the performance measures that support the national goals is shown below. KYTC will continue working with its partners to establish and refine statewide performance targets that support the national performance areas.

Highway Safety

- Number of fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of Non-Motorized Fatalities and Serious Injuries

Asset Management

- Bridge Performance
- Pavement Performance

System Performance

- Travel Time Reliability Index
- Freight Travel Time Reliability

Transit Asset Management (TAM)

- Rolling Stock
- Equipment
- Facilities

Transit Safety

- Number of Fatalities
- Total Number of Injuries
- Total Number of Safety Events

Highway Safety

The Kentucky Transportation Cabinet (KYTC) developed performance targets for the following give areas of safety performance. KYTC utilized data from 2020-2024 to establish the targets for 2025. The MPO has approved a resolution stating that the MPO concurs with and supports KYTC's safety performance measure targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the safety targets.

FY 2024 Safety Targets

	Baseline 2017-2021	FY2024 Targets	Baseline 2018-2022	FY2025 Targets
Number of Fatalities	765	757	761	745
Number of Serious Injuries	2800.6	2644	2764.6	1.54
Fatality Rate/100M VMT	1.556	1.560	1.568	2542
Serious Injury Rate/100M VMT	6.04	5.520	5.700	5.84
Non-Motorized Fatalities and Serious Injuries	293	297	297.8	311

Asset Management and System Performance

The Asset Management performance measures established by the USDOT monitor both pavement and bridge performance. Pavement performance targets have been set for both Interstate and Non-Interstate National Highway System (NHS) roadways and track the percentage of good and poor conditions for both. The bridge performance targets track the percentage of good and poor bridge conditions based on the deck area of the bridge. The System Performance targets analyze travel time reliability for both passenger and commercial vehicles on Interstate highways and Non-Interstate NHS routes. For commercial vehicles, the Truck Travel Time Reliability (TTTR) Index measure the reliability of roadways for commercial vehicle travel. For instance, a high TTTR might indicate that traffic congestion could cause a delay for on-time deliveries.

Just as with the Safety Performance Targets, the MPO has concurred with the Asset Management and System Performance targets established by KYTC. The MPO will seek to plan for improvements that contribute toward the accomplishment of these performance targets.

Asset Management and System Performance Targets										
						Baseline			Target	
						Year	Data		2-Year	4-Year
Asset Management										
	Pavement Performance									
		% Good Interstate				2022	66.2		55	60
		% Poor Interstate				2022	0.9		4	3
		% Good Non-Interstate				2022	58.6		35	40
		% Poor Non-Interstate				2022	1.3		6	5
	NHS Bridge Performance									
		% Good Condition by Deck Area				2022	28.6		31	27
		% Poor Condition by Deck Area				2022	3.8		3.7	3.6
System Performance										
	Level of Travel Time Reliability (LOTTR)									
		% Reliable Interstates				2022	97.6		95.0	93.0
		% Reliable Non-Interstates NHS				2022	93.7		91.0	91.0
	Truck Travel Time Reliability (TTTR)					2022	1.26		1.30	1.35

Transit Asset Management

The Transit Authority of Central Kentucky (TACK) is the primary public transportation provider for the Radcliff/Elizabethtown Metropolitan Planning Area, which includes Hardin and Meade Counties in Kentucky.

TACK established Transit Asset Management (TAM) Plan Targets in accordance with Federal regulations enacted through the Moving Ahead for Progress in the 21st Century Act (MAP-21) for performance measures and target setting. It is the intent of these targets to improve transparency and accountability throughout the transportation planning processes. In July 2016, the Federal Transit Administration (FTA) issued a final rule requiring recipients of FTA funds to maintain and document minimum Transit Asset Management (TAM) standards. The targets below will be updated annually for each asset category in order to achieve compliance with the federal regulations for State of Good Repair (SGR) targets.

The MPO established the TAM targets listed below from TACK's TAM Plan 4-year targets. The following table shows the targets and actual for fiscal year 2018, and sets the fiscal year 2019 MPO TAM Target. The MPO will continue working with the local transit provider to establish MPO TAM Targets on an annual basis.

FY 2024 MPO Transit Asset Management (TAM) Targets				
Asset Category	Asset Class	2025 Target	2026 Target	2027 Target
Revenue Vehicles (% of vehicles that have met or exceeded their Useful Life Benchmark)	Articulated Bus	N/A		
	Automobile	N/A		
	Over the Road Bus	N/A		
	Bus	0%	75%	50%
	Cutaway Bus	23%	25%	25%
	Double Decker Bus	N/A		
	Ferryboat	N/A		
	Mini-Bus	N/A		
	Mini- Van	N/A		
	Rubber Tire Vintage Trolly	N/A		
	School Bus	N/A		
	SUV	N/A		
	Trolley Bus	N/A		
	Van	25%	25%	50%
	Transit Wagon	N/A		
	Custom 2	N/A		
	Custom 3	N/A		
Equipment	Non/Revenue/Service Automobile	N/A		
	Steel Wheel Vehicles	N/A		
	Trucks and other Rubber Tire Vehicles	N/A		
	Custom 1	N/A		
	Custom 2	N/A		
	Custom 3	N/A		
Facilities	Administrative	0%		
	Maintenance	N/A		
	Parking Structures	N/A		
	Passenger Facilities	N/A		
	Custom 1	N/A		
	Custom 2	N/A		
	Custom 3	N/A		

Transit Safety

In addition, the Transit Authority of Central Kentucky (TACK) has set the goal of keeping their fatalities and serious injuries at zero. The MPO has approved its support of these goals.

Anticipated Performance Measure Effects

Twenty-Nine (29) projects designated in the Radcliff/Elizabethtown MPO's 2026-2030 TIP address these performance measures. They are enumerated in Table B4 below. There are twenty-one (21) safety-related (motorized and non-motorized) projects. These are projects that contribute toward

the goal of reducing deaths and serious injuries resulting from crashes on area roadways. The TIP contains eight (8) projects that address pavement condition under the asset management performance measure. Thirteen (13) TIP projects address System Reliability.

Table B4 - PROJECTS CONTRIBUTING TO THE ACHIEVEMENT OF HIGHWAY PERFORMANCE TARGETS						
ROUTE	**KYTC ID**	**DESCRIPTION**	**TYPE OF FUNDS**	**COST**	**TOTAL PROJECT COST**	**PERFORMANCE MEASURE**
I-65	4-20.01	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	$15,000,000 $18,000,000	$33,000,000	Safety/System Reliability
KY 251	4-153.01	KY 251 Improvements from KY 3005 to KY 434 (MP 2.681 to MP 6.288)	STP SPP	$4,200,000 $4,000,000 $2,000,000 $4,260,000	$14,460,000	Safety/System Reliability
US 31W	4-154.20	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	$2,750,000	$2,750,000	Safety/System Reliability
US 62	4-442.00	Improve safety, mobility, and geometrics on US 62 from I-65 to Upper Colesburg Road (CR-1038) - (MP 20.104 to MP 23.351)	STP	$1,500,000 $3,000,000 $3,000,000 $18,600,000	$26,100,000	Safety/System Reliability
Various	4-947.00	Installation of Wrong Way Driving Signs and Pavement Markings on Various Off Ramps in District 4	HSIP	$420,000	$420,000	Safety/System Reliability
KY 210	4-4311.00	Install Guardrail on KY 210 in Hardin County. (MP 0.040 to MP 0.130)	STP	$18,000	$18,000	Safety
KY 1357	4-8801.00	Improve Safety, Geometrics, Drainage, and Maintenance Issues along KY 1357 (St. Jonn Rd) from US 31W Bypass to KY 3005 (Ring Road) - (MP14.614 to 16.292)	STP	$3,500,000 $12,004,850	$15,504,850	Safety/System Reliability
I-65	4-22065.00	Address condition of I-65 from Milepoint 97.54 to milepoint 102.1	NHPM	$120,000 $10,000 $300,000 $920,000	$1,350,000.00	Asset-Management-Pavement Condition

Table B4 - PROJECTS CONTRIBUTING TO THE ACHIEVEMENT OF HIGHWAY PERFORMANCE TARGETS						
ROUTE	KYTC ID	DESCRIPTION	TYPE OF FUNDS	COST	TOTAL PROJECT COST	PERFORMANCE MEASURE
I-65	4-20047.00	Address condition of I-065 from milepoint 90.53 to milepoint 97.54	NHPM	$1,004,039 $9,036,350	$10,445,620.00	Asset-Management-Pavement Condition
US 31W	4-20013.00	Address Pavement Condition from MP 27.745 to MP 30.263	NHPM NH	$100,000 $6,662,260	$6,762,260	Asset-Management-Pavement Condition
WK 9001	4-20015.00	Address Pavement Condition of Wendell H. Ford Western KY Parkway both direction(s) from MP 119.649 to MP 120.649	NH	$100,000 $1,000,000	$1,100,000	Asset-Management-Pavement Condition
WK 9001	4-20016.00	Address Pavement Condition of Wendell H. Ford Western KY Parkway both direction(s) from MP 120.93 (120.65 Non-Cardinal) to MP 132.4 (130.95 Non-Cardinal)	NH	$920,000 $4,000,000	$4,920,000	Asset-Management-Pavement Condition
US 62	4-20028.00	Address Pavement Condition on US-62 from MP 9.57 to MP 13.77	STP	$689,000	$689,000	Asset-Management-Pavement Condition
I-65	4-20046.00	Address condition of I-65 from MP 78.661 to MP 82.2	NHPM	$200,000 $800,000	$1,000,000	Asset-Management-Pavement Condition
I-65	4-22064.00	Address Pavement Condition of I-65 from MP 82.2 to MP 90.53	NHPM	$1,000,000 $10,000,000	$11,000,000	Asset-Management-Pavement Condition
US 62	4-80200.00	Address safety, mobility, and access management, along with potentially reconfiguring the interchange to I 65. (2022CCN)	STP State	$100 $2,000,000	$2,000,100	Safety
US 62	4-80310.00	Improve the intersection of US 62 and the US 31W Bypass Ramp at Nicholas Street in Elizabethtown	NH	$520,000 $2,000,000 $2,000,000	$4,520,000	Safety/System Reliability

Table B4 - PROJECTS CONTRIBUTING TO THE ACHIEVEMENT OF HIGHWAY PERFORMANCE TARGETS						
ROUTE	KYTC ID	DESCRIPTION	TYPE OF FUNDS	COST	TOTAL PROJECT COST	PERFORMANCE MEASURE
-	-	Lincoln Trail Area Development District (LTADD) Roadway Safety Plan	Safe Streets for All (SS4A)	$205,779 $51,445	$257,224	Safety
US 31W	4-956.00	Roadway reconfiguration and construction of bike/ped facilities on US 62 from milepoint 17.2 to milepoint 18.999.	HSIP	$1,700,000	$1,700,000	Safety
US 62	4-954.00	Convert intersections of US 31WB ramps at US 62 to roundabouts.	HSIP	$900,00 $2,100,000	$3,000,000	Safety
US 62	4-957	Installation of High Friction Surface Treatment	HSIP	$95,625	$95,625	Safety
US 62	4-973	Installation of High Friction Surface Treatment	HSIP	$92,813	$92,813	Safety
WK 9001	4-974	Installation of High Friction Surface Treatment	HSIP	$67,500	$67,500	Safety
Ky 313	4-80305.00	Address travel time and reliability and improve intersections along KY 313 from Hardin County to KY 1638 in Brandenburg	SPP	$1,820,000 $550,000 $1,080,000 $19,040,000	$22,490,000	System Reliability
KY 313	4-80309.00	Address safety and mobility along ky 313	SPP	$1,620,000 $600,000 $1,160,000 $18,600,000	$21,980,000	Safety/System Reliability
KY 1336	4-9017.00	Address safety and congestion at the intersection of US31WB and KY1136 in Elizabethtown	STP	500,000 $100,000 $200,000 $2,500,000	$3,300,000	Safety/System Reliability
US 31W	4-80313.00	Add shoulders and turn lanes to US31W between KY 1136 and KY 222 east of Glendale. See Glendale area transportation study	SPP	$1,040,000 $2,750,000 $2,800,000 $2,800,000	$18,590,000	Safety/System Reliability

Table B4 - PROJECTS CONTRIBUTING TO THE ACHIEVEMENT OF HIGHWAY PERFORMANCE TARGETS						
ROUTE	**KYTC ID**	**DESCRIPTION**	**TYPE OF FUNDS**	**COST**	**TOTAL PROJECT COST**	**PERFORMANCE MEASURE**
US31W	4-154.30	Address congestion, safety, and mobility alog US31W from veterans way in Elizabethtown to the North Wilson road overpass in Radcliff	SPP	$3,700,000 $2,000,000 $2,000,000 $40,000,000	$47,700,000	Safety/System Reliability
US31W	4-80364.00	Address safety along US31W from the end of the center barrier wall on Muldraugh Hill to KY 22 in Jefferson County	SPP	$1,000,000 $1,150,000 $1,680,000 $9,860,000	$13,690,000	Safety/System Reliability

Total Safety	**$209,246,112**
Total Asset Management	**$ 37,266,880**
Total System Reliability	**$224,504,850**

Appendix C
Public/Stakeholder Comments

The Public Comment period took place for 30 days from Friday, July 18th 2025 through Sunday, August 17th 2025.

The plan was made available via the MPO website and advertised in the newspaper and on social media.

Public comments received are included below.

John Dougherty <jjdougherty@bbtel.com> 06:05 (2 hours ago)

to me

My recommendation is to make a right turn lane on Hwy 313 for north bound traffic turning right onto Logsdon Parkway in Radcliff. It seems to be a simple matter of removing some of the rumble strips on the shoulder and painting right turn arrows.
My reasoning and concern is the danger of a rear end collision when making a right turn from a 55 mph (which most drivers exceed) zone. The only option is to use the shoulder as a right turn lane which most drivers don't do because of the rumble strips.
Thanks for your consideration.

Jeremy <jeremyafritsch@gmail.com> Tue 12 Aug, 18:57 (12 hours ago)

to me

I have some comments about the plan I'd like to know more about the transportation plans Hardin county really needs a tarc system for those of us who just want to go anywhere that's not approved by tack

Email: patragland@outlook.com

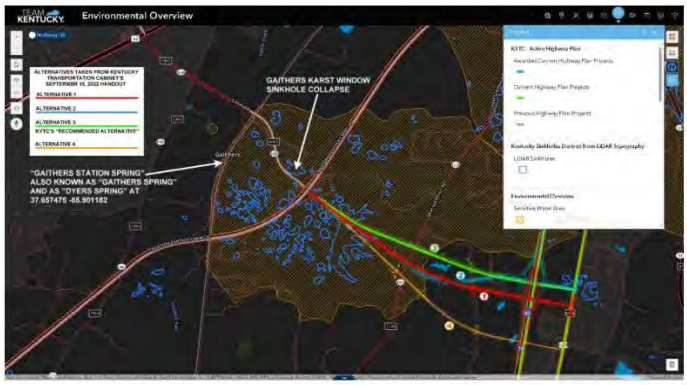
August 14, 2025

Jake Zimmerer at jake@ltadd.org

SUBJECT: Pat Ragland's August 14, 2025 comment on the record regarding the Radcliff/Elizabethtown Metropolitan Planning Organization 2026-2030 Transportation Improvement Program

Dear Jake Zimmerer:

As presently designed, all of Kentucky Transportation Cabinet's (KYTC's) proposed alternatives for the Ring Road (KY 3005) Extension in Hardin County, Kentucky Item No. 4-198.00 would have very similar environmental impacts to the sinkholes and to the *"Gaithers Station Spring"* (also known as *"Gaithers Spring"* and as *"Dyers Spring"*) Wellhead Protection Area (represented by tan diagonal lining) as shown in my following illustration:



This illustration is based on Kentucky Transportation Cabinet's Environmental Overview web map (available at https://maps.kytc.ky.gov/environmentaloverview/?extent=-9565780.646%2C4528108.861%2C-9555432.156%2C4532905.787%2C102100) and Kentucky Transportation Cabinet's handout for the September 15, 2022 Public Information Meeting for *KY 3005 (Ring Road) Extension from Western Kentucky Parkway to US 31W, including a new interchange with I-65, KYTC Item # 4-198.00 Hardin County, Kentucky* (available at https://transportation.ky.gov/DistrictFour/Documents/4-198%20Public%20Mtg%20Handout%2015Sept2022_v09192022b.pdf). However, the U.S. Congress by the National Environmental Policy Act in 42 USC §4332 **gives the Federal Highway Administration the substantive duty to develop appropriate alternatives as follows**:

> **42 USC §4332 (June 3, 2023 edition):** *The Congress authorizes and directs that, **to the fullest extent possible**: (1) the policies, regulations, and public laws of the United States shall be interpreted and administered in accordance with the policies set forth in this chapter, and (2) **all agencies of the Federal Government shall**— ...*
>
> *(C) consistent with the provisions of this chapter and except where compliance would be inconsistent with other statutory requirements, include in every recommendation or report on proposals for legislation and other major Federal actions significantly affecting the quality of the human environment, a detailed statement by the responsible official on— ...*
>
> *(iii) a **reasonable range of alternatives** to the proposed agency action, including an analysis of any negative environmental impacts of not implementing the proposed agency action*

Ordinance No. 02-2024 for the March 2024 annexation is available at https://www.dropbox.com/scl/fi/7d44wcpz03u0wq3j7kzqy/Annex-WWTP-to-Dyers-Spring-2024-04-10.pdf?rlkey=1jv4xo5zzm2y8vzgrkkjb1ijr&st=jaguf4if&dl=0

Ordinance 01-2025 for the January 2025 annexation is available at https://www.dropbox.com/scl/fi/icuys74trceata9514615/Annex-Niceley-block-January-2025.pdf?rlkey=coig0r56m3bk2f61yvgymit0r&st=u1j9a0u2&dl=0

Ordinance 05-2025 for the February 2025 annexation is available at https://www.dropbox.com/scl/fi/epn887by3q07f0arv0b5y/Annex-Strickler-block-February-2025.pdf?rlkey=e59026q27uS4fa9q7yryh9eoh&st=haltl0v1&dl=0

The U.S. Geological Survey's 1987 *Development of Sinkholes Resulting from Man's Activities in the Eastern United States*, Circular 968, 1987, by John G. Newton (*available at: https://pubs.usgs.gov/circ/1987/0968/report.pdf*) explains that **altering stormwater flow in karst areas significantly accelerate the sudden collapse of large sinkholes** as shown by a few select quotes as follows:

> Page 1: ***Sudden large collapses of the land surface*** *during the formation of sinkholes in recent years (figs. 1, 2) have focused attention on a little-understood geologic hazard. Few people realize that thousands of similar but smaller sinkholes have formed in the United States since 1950.* ***Costly damage and accidents have resulted from their sudden development beneath highways, railroads, buildings, sewers, dams, reservoirs and other impoundments, pipelines, vehicles, and, in some instances, people and animals****. Sinkholes have also resulted in, or are potential* ***sources of, pollution of water supplies****. Concern about the problem has increased with the growing awareness that* ***much, if not most, active sinkhole development in many areas is induced (accelerated or caused) by man's activities*** *and that most of these activities involve* ***changes in the hydrologic environment****.*
>
> Page 2: *Under natural conditions, the formation of new sinkholes during a man's lifetime is relatively rare. In contrast,* ***sinkholes induced by man's activities are comparatively abundant****.*
>
> Page 29: ***Sinkholes caused by diversion of drainage are those resulting from any concentration of drainage relating to man's activities*** *that exceeds, at a site, the concentration occurring in the natural state. Included as sources of drainage concentration are* ***sewers, storm drains, water lines, and similar facilities****. Collapses due to leakage from these sources are common. Concentration of water increases the quantity of recharge transmitted through residuum to underlying openings and also causes saturation and weakening of roofs of cavities in unconsolidated deposits.*
>
> Page 39: ***Mechanisms that trigger induced sinkhole development*** *resulting from a decline in water level are (1) a loss of buoyant support,(2)* ***increase in velocity of ground-water movement****, (3) increase in magnitude of* ***water-level fluctuations****, and (4) the* ***movement of water from the land surface to openings in bedrock where recharge had previously been largely rejected****.*
>
> Page 40: *Where and when natural sinkholes will occur is not predictable.* ***Induced sinkholes resulting from water activities are predictable*** *in some instances, but only in the sense that* ***they will occur within a particular area****.*

Nevertheless, the **Kentucky Transportation Cabinet proposes to alter stormwater flow in *"Gaithers Station Spring"*** (also known as *"Gaithers Spring"* and as *"Dyers Spring"*) **Wellhead Protection Area** as stated in *Kentucky Transportation Cabinet's January 26, 2016 Geotechnical Engineering Roadway Report (R-066-2014) Ring Rd. Extension: Western KY Pkwy to I-65* ***Item No. 4-198.00*** (available at http://kgs.uky.edu/kgsweb/KYTC/Reports/R-066-2014.pdf) as follows:

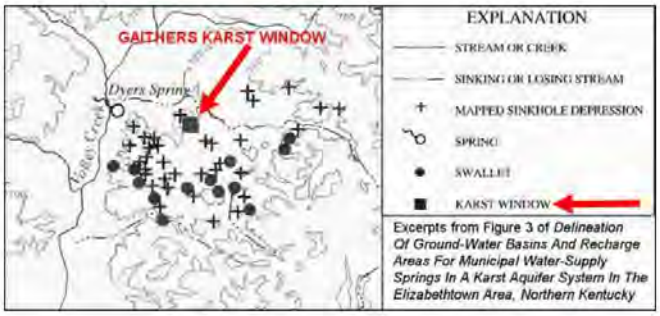
> Page 3: *Several sinkholes/basins have been identified on this project.* ***Three sinkholes/basins will be receiving roadway drainage****. Treatment for these sinkholes is outlined in Geotechnical Recommendations No. 16 and 17. The appropriate* ***design procedures for sinkholes receiving drainage*** *are to be detailed in the plans in accordance with the recommendations given below. Sinkholes within disturbed limits that are* ***not receiving roadway drainage shall be filled/capped*** *in accordance with Section 215 of the Standard Specifications, and the Sepia Drawing "Treatment of Open Sinkholes". These sinkholes are identified in Geotechnical Recommendation No. 15 below.*

Discharging roadway drainage into some sinkholes and capping other sinkholes are exactly the type of man-made activities that **accelerates sinkhole collapses** described in the 1987 U.S. Geological Survey circular *Development of Sinkholes Resulting from Man's Activities in the Eastern United States* (available at https://pubs.usgs.gov/circ/1987/0968/report.pdf). Furthermore, the City of Elizabethtown's Ordinance *§ 154.249 Environmentally Sensitive and Geologic Hazard Areas* (accessed December 2, 2024 at https://codelibrary.amlegal.com/codes/elizabethtownky/latest/elizabethtown_ky/0-0-0-8353#JD_154.249) requires clusters of sinkholes to be left in their natural state as follows:

> *§ 154.249 ENVIRONMENTALLY SENSITIVE AND GEOLOGIC HAZARD AREAS.*
>
> *It is recognized that certain areas in the city, due to environmental or geologic conditions, may* ***pose problems providing safe development*** *where such conditions are encountered on the land to be developed. These areas are defined and described as follows.*
>
> *(B) Geologic hazard areas.*
>
> *(1) A geologic hazard area differs from an environmentally sensitive area in that the environmental problems are so numerous that development, even with severe limitations, would pose a severe problem to the immediate area or the surrounding areas. Examples of these areas are areas of excessive floodplain,* ***areas that have clustering of sinkholes****, areas of severe slope (over 20%) and areas that have* ***potential collapse problems due to caves*** *underneath the rock strata but close to the surface.*
>
> *(D) Standards. Whenever a development is proposed on land containing such areas the following requirements shall apply.*
>
> *(2) Geologic hazard areas. All such areas shall be protected by generously designing the development such that a geologic hazard area* ***shall be left in its natural state as a permanent open space for a distance of 100 feet from such areas****.*

This requirement for clusters of sinkholes to be left in their natural state would apply to the cluster of sinkholes identified and described by the U.S. Geological Survey south and east of *"Dyers Spring"* in U.S. Geological Survey's 1997 *Delineation Of Ground-Water Basins And Recharge Areas For Municipal Water-Supply Springs In A Karst Aquifer System In The Elizabethtown Area, Northern Kentucky* by Charles J. Taylor, 1997, (available at https://pubs.usgs.gov/wri/1996/4234/report.pdf) as follows:

> Page 6: *Sinkholes and swallets are not evenly distributed throughout the study area, but are* ***located mostly in distinctive clusters*** *(fig. 3). Sinkhole clusters form in ground-water recharge areas where fracture or dissolution porosity and permeability in the underlying bedrock is relatively great and* ***karstification at or near the land surface is locally intensified****.*



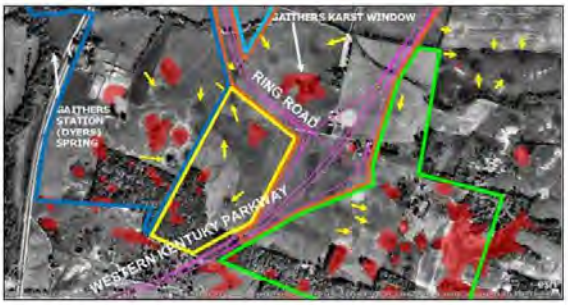
Excerpts from Figure 3 of *Delineation Of Ground-Water Basins And Recharge Areas For Municipal Water-Supply Springs In A Karst Aquifer System In The Elizabethtown Area, Northern Kentucky*

However, shallow depressions less than 10 feet deep that are evidence of sinkholes are not detected by the U.S. Geological Survey's mapped 10-foot contour lines and did not get mapped. Shallow depressions in karst areas that are closed by smaller topographic contour intervals are sinkholes by 902 Kentucky Administrative Regulation (KAR) 10:085 §1(43) as follows:

> *(43) "Sinkhole" means a naturally occurring depression in soil or bedrock:*
> *(a) Formed in a karst area by the removal of earth material from below the land surface;*
> *(b) Circumscribed by a closed topographic contour; and*
> *(c) Lacking a surface drainage outlet.*

Kentucky LiDAR imagery of sinkholes with a 5-foot contour resolution (available at https://kgs.uky.edu/arcgis/rest/services/KYWater/LiDAR_Sinkholes/MapServer) near Gaithers, Kentucky shows the localized nature of this cluster of sinkholes in the following illustration with the City of Elizabethtown annexation properties shaded in green:

In addition to the *"distinctive cluster"* of mapped sinkholes there are many additional shallow **unmapped** circular sinkhole depressions. A GIS overlay of mapped sinkholes (*available from: http://kgs.uky.edu/kgsweb/download/karst/kysinks.zip*) shaded in red on a U.S. Geological Survey aerial photo of October 21, 1959 (*available from http://earthexplorer.usgs.gov/ for coordinates: 37.651118, -85.891173, Acquisition Date: 21-Oct-59, Aerial Photo Single Frames, Entity ID ARB593120020103*) shows many shallow **unmapped** circular sinkhole depressions with darker centers and lighter edges. Yellow arrows mark some of the unmapped sinkholes in relation to the outlines of the City of Elizabethtown annexations. Lavender lines show the present locations of Western Kentucky Parkway (WK 9001) and Ring Road (KY 3005) Extension "South Ring Road" as follows:



The closely spaced mapped and unmapped sinkholes are shoulder to shoulder so there is nowhere in the cluster of sinkholes to get 100 feet from sinkholes as required by the City of Elizabethtown's Ordinance *§ 154.249 Environmentally Sensitive and Geologic Hazard Areas* (accessed December 2, 2024 at *https://codelibrary.amlegal.com/codes/elizabethtownky/latest/elizabethtown_ky/0-0-0-8353#JD_154.249*). The significant consequences of this cluster of sinkhole collapse hazards are shown by the large size of the nearby *"Gaithers Karst Window"* sinkhole collapse. The "U.S. Geological Survey's 1988 *Dye Tracing Techniques Used to Determine Groundwater Flow in a Carbonate Aquifer System Near Elizabethtown, Kentucky* by Donald S. Mull, James L. Smoot, and Timothy D. Liebermann, 1988, (Water-Resources Investigations Report 87-4174) (*available at http://pubs.usgs.gov/wri/1987/4174/report.pdf*) described the *"Gaithers Karst Window"* sinkhole collapse at site 15 as 250 feet across and 40 feet deep as follows:

> Page 58; *In the karst window at site 15, a spring emerges from crevices in limestone at the upper end of the sinkhole, **flows about 250 feet** and drains into a swallet at the lower end of the sinkhole. The stream is about **40 feet below the surrounding farmland** and is unused except for watering livestock, which have direct access to the spring.*

Donald S. Mull's "site 15" karst window has been identified as "*Gaithers Karst Window*" collapse in (Taylor, Charles J.) *Delineation of ground-water basins and recharge areas for municipal water-supply springs in a karst aquifer system in the Elizabethtown area, Northern Kentucky*, (Water-Resources Investigations Report 96-4254), US Geological Survey, 1997 (available at *http://pubs.usgs.gov/wri/1996/4254/report.pdf*) as follows:

> Page 6: *Where solution occurs above an active groundwater conduit and **part of the conduit is unroofed by development of a cover-collapse sinkhole**, the subsurface stream may be exposed to view. This type of solutional feature is a karst window. Two karst windows are present in the study area (fig. 3): (1) **the Gaithers karst window, about 1 mi east of Dyers Spring**, ...*

The City of Elizabethtown's anticipated development of an industrial park or other urban land uses on this cluster of sinkholes with exceptional hazards of catastrophic sinkhole collapses would create a "dangerous condition" as defined by Black's Law Dictionary (*1. A property defect creating a **substantial risk of injury when the property is used in a reasonably foreseeable manner**.*) Therefore, the decisions to annex and zone these properties for industrial park land use fit the Black's Law dictionary definition of "unreasonable decision." (*An administrative agency's decision that is **so obviously wrong** that there can be no difference of opinion among reasonable minds about its erroneous nature.*)

The potential for contamination of public water supply springs in the Elizabethtown area due to urban development and transportation corridors was described in U.S. Geological Survey's 1988 *Dye Tracing Techniques Used to Determine Groundwater Flow in a Carbonate Aquifer System Near Elizabethtown, Kentucky* by Donald S. Mull, James L. Smoot, and Timothy D. Liebermann, 1988, (Water-Resources Investigations Report 87-4174) (*available at: http://pubs.usgs.gov/wri/1987/4174/report.pdf* and *http://pubs.usgs.gov/wri/1987/4174/plate-1.pdf*) as follows:

> Page 2: *Reports of contamination combined with increasing dependence on ground water has led to a **growing awareness of the potential for ground-water degradation from surface runoff by way of sinkholes and sinking streams in the Elizabethtown area**, Kentucky. Ground water is vulnerable to contamination where recharge areas are underlain by karstified limestone. It is particularly vulnerable where such recharge areas also contain urban areas and major transportation corridors as in the Elizabethtown area. **Recognizing the serious potential for ground-water contamination** and the need to identify the areas most likely to drain directly to the ground-water system, the **U.S. Geological Survey and the city of Elizabethtown conducted a cooperative study to locate and classify sinkholes most susceptible to surface runoff**; to identify point to point **hydrologic connections by dye traces between selected sinkholes, losing and sinking streams and the city water-supply springs and wells**; and to define the relation between precipitation, storm-water drainageways, streams, selected sinkhole drainage, ground-water movement, and down-gradient springs and wells.*

To determine the extent of the wellhead protection area for *"Gaithers Station Spring"* (also known as *"Gaithers Spring"* and as *"Dyers Spring"*) necessary to provide protection from contaminants the U.S. Geological Survey and the Kentucky Division of Water **delineated the recharge area** as reported in *Delineation Of Ground-Water Basins And Recharge Areas For Municipal Water-Supply Springs In A Karst Aquifer System In The Elizabethtown Area, Northern Kentucky* by Charles J. Taylor, 1997, (Water-Resources Investigations Report 96-4254) (available at *http://pubs.usgs.gov/wri/1996/4254/report.pdf*) as follows:

> Pages 1 and 3: *Two springs in southeast Hardin County, Kentucky, Elizabethtown Spring (also known locally as City Spring) and **Dyers Spring (Gaithers Station Spring), are used as the primary sources of municipal water for the City of Elizabethtown** (fig. 1). About 1.4 Mgal/d is withdrawn from Elizabethtown Spring and about **567 Kgal/d is withdrawn from Dyers Spring** during periods of highest consumptive use (Robert Best, Manager, Elizabethtown Water Plant, oral commun., 1995).*
>
> *Conduit-dominated karst aquifers are widely recognized as being much more **sensitive to groundwater contamination** or degradation resulting from certain land-use practices than are typical granular and fractured-rock aquifers (Field, 1990). ...*
>
> *Because of the **concern for the increased potential for contamination and degradation** of these two water-supply springs, **the U. S. Geological Survey, in cooperation with the Kentucky Division of Water**, Department of Environmental Protection, Natural Resources and Environmental Protection Cabinet, **conducted an investigation to delineate the recharge areas** of Elizabethtown and **Dyers Springs** and to gain a better understanding of the distribution and boundaries of the ground-water basins in the karst aquifer system in the Elizabethtown area. This report presents the results of that investigation, which used a hydrogeologic-mapping approach that included potentiometric map interpretation and dye-tracing tests.*

These U.S. Geological Survey publications prove the Underground Source of Drinking Water (USDW) in the *"Gaithers Station Spring"* (also known as *"Gaithers Spring"* and as *"Dyers Spring"*) Wellhead Protection Area is a sensitive karst aquifer that would be significantly adversely affected by the introduction of potential sources of contaminants. The *"Gaithers Station Spring"* (also known as *"Gaithers Spring"* and as *"Dyers Spring"*) Wellhead Protection Area provides water to our community's *"Gaithers Station Spring"* (also known as *"Gaithers Spring"* and as *"Dyers Spring"*) public water intake at Latitude 37° 39' 27" N and Longitude 85° 54' 4.255" W (37.657475 -85.901182 in decimal degrees) for Water Withdrawal Permit #0123 (available at *https://www.dropbox.com/scl/fi/865ue6i6wpbr04myzuk2f/Attachment-5-Gaithers-Station-Spring.pdf?rlkey=acuz58by1ixmvg7ycdu10m6mq&st=7oddsgcm&dl=0*). It is **significant to our community** to have and **protect its own public drinking water supply**. The need to protect our public drinking water supplies is the **top priority** in Hardin County's *Comprehensive Development Guide 2008* (available at *https://www.dropbox.com/s/0r9uju9kapnh4ap/Comprehensive%20Development%20Guide%202008.pdf?dl=0*) as follows:

> Page 4-1: *As presented in the Comprehensive Plan Survey Results, "**Hardin County's drinking water supply should be protected" was the statement receiving the greatest support**.*

The *Hardin County Comprehensive Development Guide 2024* (available at *https://www.dropbox.com/scl/fi/utol5eraoy1n241rx0e97/Hardin-County-Comprehensive-Development-Guide-2024.pdf?rlkey=vv9oelz9sd298ntfuprcd3iv0&st=i0b2vu3p&dl=0*) calls for preserving our community's environmentally sensitive areas by directing development to areas that are not environmentally sensitive as follows:

> Page 180: *Goal 4*
>
> *Encourage development that is sensitive to the environment, non-renewable resources, productive farmland, and natural areas that reinforces the county's rural character and promotes the utilization of existing community resources.*
>
> *Growth and development require a balance between preserving the existing landscape and natural features while also **preparing for future growth**. Natural areas and existing farmland are more than just how the land is used. These areas have a **functional purpose** by providing food, stormwater retention, and **water sources**. They also foster an identity for the community that provides a source of pride and resonate with residents on why they love to live in Hardin County. **This goal aims to preserve the environmentally sensitive areas** that are important to the county's future while also strengthening the bond residents of Hardin County have with the natural environment and rural landscape.*
>
> Page 182: *PROTECTION OF ENVIRONMENTALLY SENSITIVE AND NATURAL AREAS: Objectives 4.1, 4.3, 4.5*
>
> ***Development should be directed to areas of Hardin County that are not environmentally sensitive** or areas that would not present construction challenges.*

Industrial land uses are prohibited in the karst sensitive *"Gaithers Station Spring"* (also known as *"Gaithers Spring"* and as *"Dyers Spring"*) Wellhead Protection Area by the Safe Drinking Water Act and the 1993 *The Commonwealth of Kentucky Wellhead Protection Program* (approved by the U.S. Environmental Protection Agency September 1993) (available at (*https://www.dropbox.com/s/uti8v79hk5bbnow/Pages%20from%201993%20Wellhead%20Protection%20Program%20with%20approval.pdf?dl=0*). *The Commonwealth of Kentucky Wellhead Protection Program* specifies **incompatible potential contaminant sources are to be located outside of sensitive Wellhead Protection Areas** as follows:

> *Page 19: Specific management strategies are discussed in the Management Approaches section. Remedial action zones are established **to protect the well or spring from unexpected contaminant releases and to minimize that likelihood by locating certain high-risk activities outside of the more sensitive WHPAs**.*
>
> *Page 34: WHPA-3 is the boundary marking the outer limits of the recharge area. This boundary is not required in certain circumstances due to specific aquifer characteristics. Management controls in WHPA-3 should **direct the siting of incompatible potential sources of groundwater contamination outside of the recharge area** and implement best management practices for existing sources. Pollution prevention strategies and public education will be the most effective management tool for protecting WHPA-3.*
>
> *Pages 35-36: All of the information associated with WHP such as locations of water sources, contaminant sources and dimensions of WHPA boundaries will be stored with other groundwater data in the states geographic information system (GIS) and in parameter specific databases. The GIS system is capable of plotting several different types of information in a scaled map format. The Groundwater Branch maintains databases that track groundwater quality, sources, and tracing results. This information is also plotted on 1:24,000 scale topographic maps for quick reference. **This information will be used to direct the future siting of potential contaminant sources away from PWSs**. **All of this information is available to the public**.*

The Mammoth Cave National Park on their website *Hydrological Activity, The Link Between Water, Rocks, and Cave Systems* (*https://www.nps.gov/maca/learn/nature/hydrological-activity.htm*) describes the difficulty to respond to a spill in a karst landscape as follows:

> *The lack of being able to see where the water goes can be a big problem. For example, if a tanker truck were to overturn and spill a dangerous chemical in a non-karst area, emergency responders could see where the surface water was moving in that area and would be able to put up protective barriers or "booms" to stop the pollution from spreading to more surface streams. This would keep the dangerous chemical from harming people and the environment through the water system.*
>
> *However, **in a karst landscape**, if that same truck were to overturn and spill the same chemical, **the chemical could disappear down a sinkhole out of sight and out of reach**. The chemical solution (or pollutants) could **freely flow through the groundwater** and through cave systems underground. Not only could booms not be placed to catch the pollutants, we might not even know where the pollution was going once it left our view.*

Furthermore, a spill of an industrial dense non-aqueous phase liquid (DNAPL) such as trichloroethylene **would contaminate the public Underground Source of Drinking Water** (USDW) of *"Gaithers Station Spring"* (also known as *"Gaithers Spring"* and as *"Dyers Spring"*) Wellhead Protection Area "***for decades or longer***" as the U.S. Geological Survey has reported for karst aquifers in *Preliminary conceptual models of the occurrence, fate, and transport of chlorinated solvents in karst regions of Tennessee*. No. 97-4097 (available at *https://pubs.usgs.gov/wri/wri974097/new4097.pdf*) as follows:

> Page 1: *Chlorinated solvents are **widely used in many industrial operations**. High density and volatility, low viscosity, and solubilities that are low in absolute terms but high relative to drinking water standards make chlorinated solvents mobile and persistent contaminants that are **difficult to find or remove when released into the groundwater system**. The major obstacle to the downward migration of chlorinated solvents in the subsurface is the capillary pressure of small openings. In karst aquifers, chemical dissolution has enlarged joints, bedding planes, and other openings that transmit water. Because the resulting karst conduits are commonly too large to develop significant capillary pressures, chlorinated solvents can migrate to considerable depth in karst aquifers as dense nonaqueous-phase liquids (DNAPL's). Once chlorinated DNAPL accumulates in a karst aquifer, it becomes a source for dissolved-phase contamination of ground water. **A relatively small amount of chlorinated DNAPL has the potential to contaminate ground water over a significant area for decades or longer**.*

Completion of the section 4(f) process determines the location of the highway project as stated in *Corridor H Alternatives, Inc. v. Slater*, 166 F. 3d 368 - Court of Appeals, Dist. of Columbia Circuit 1999 as follows:

> Page 374: *We hold that the plain language of section 4(f) regulations 771.135(b) and (l) **requires the agencies to complete the section 4(f) process prior to the issuance of an ROD fixing the route of the proposed four-lane highway**.* [Note the 4(f) regulations that had been in 23 CFR 771.135(b) and 23 CFR 771.135(l) were moved respectively to 23 CFR 774.9(a) and 23 CFR 774.9(b) in the 4-1-2008 edition.]

Section 4(f) evaluations are required to be evaluated as early as practicable even if the National Environmental Policy Act (NEPA) process would result in a Finding of No Significant Impact (FONSI) or a Categorical Exclusion (CE) according to 23 CFR § 774.9 (a) and (b) as follows:

> *23 CFR § 774.9 Timing.*
>
> *(a) The potential use of land from a Section 4(f) property **shall be evaluated as early as practicable** in the development of the action when alternatives to the proposed action are under study.*
>
> *(b) Except as provided in paragraph (c) of this section, for actions processed with EISs the Administration **will make the Section 4(f) approval either in the final EIS or in the ROD**. Where the Section 4(f) approval is documented in the final EIS, the Administration will summarize the basis for its Section 4(f) approval in the ROD. Actions requiring the use of Section 4(f) property, and **proposed to be processed with a FONSI or classified as a CE, shall not proceed until notification by the Administration of Section 4(f) approval**.*

The U.S. Congress by the National Environmental Policy Act Of 1969 [Public Law 91–190] [As Amended Through P.L. 118–5, Enacted June 3, 2023] Section 102(2)(A) requires planning and decisionmaking which may have an impact on man's environment to integrate natural and social sciences and environmental design arts as follows:

> *SEC. 102. ... (2) **all agencies of the Federal Government shall**—*
>
> *(A) utilize a systematic, interdisciplinary approach which will ensure **the integrated use of the natural and social sciences and the environmental design arts in planning and in decisionmaking** which **may have an impact on man's environment**;*

The U.S. Supreme Court states the importance of the requirement for a federal agency to have and share detailed relevant information concerning environmental impacts in *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332 (1989) as follows:

> Page 349: *The statutory requirement that a federal agency contemplating a major action prepare such an environmental impact statement serves **NEPA's "action-forcing" purpose in two important respects**. See Baltimore Gas & Electric Co. v. Natural Resources Defense Council, Inc., 462 U. S. 87, 97 (1983); Weinberger v. Catholic Action of Hawaii/Peace Education Project, 454 U. S. 139, 143 (1981). It ensures that the agency, **in reaching its decision, will have available, and will carefully consider, detailed information concerning significant environmental impacts**; it also guarantees that **the relevant information will be made available to the larger audience that may also play a role in both the decisionmaking process and the implementation of that decision**.*
>
> *Simply by focusing the agency's attention on the environmental consequences of a proposed project, NEPA ensures that **important effects will not be overlooked or underestimated only to be discovered after resources have been committed or the die otherwise cast**. See ibid.; Kleppe, supra, at 409. Moreover, the strong precatory language of § 101 of the Act and the requirement that agencies prepare detailed impact statements inevitably **bring pressure to bear on agencies "to respond to the needs of environmental quality**." 115 Cong. Rec. 40425 (1969) (remarks of Sen. Muskie).*
>
> Pages 351 and 352: *Implicit in NEPA's demand that an agency prepare a detailed statement on "any adverse environmental effects which cannot be avoided should the proposal be implemented," 42 U. S. C. § 4332(C)(ii), is **an understanding that the EIS will discuss the extent to which adverse effects can be avoided**. See D. Mandelker, NEPA Law and Litigation § 10:38 (1984).*

The failure to study, develop, and describe appropriate alternatives to a proposed action (required by 42 USC §4332(2)(H)) makes the environmental review inadequate as stated in *Western Watersheds Project v. Abbey*, 719 F.3d 1035, 1050 (9th Cir. 2013) as follows:

> *NEPA's requirement that agencies "study, develop, and describe appropriate alternatives... **applies whether an agency is preparing an [EIS] or an [EA]**." N. Idaho Cmty. Action Network v. U.S. Dep't of Transp., 545 F.3d 1147, 1153 (9th Cir.2008) (per curiam) (citations omitted). Although an agency must still "give full and meaningful consideration to all reasonable alternatives" in an environmental assessment, the agency's obligation to discuss alternatives is less than in an EIS. Id. "The **existence of a viable but unexamined alternative renders an [EA] inadequate.**" Westlands Water Dist., 376 F.3d at 868 (quoting Morongo, 161 F.3d at 575).*

The court in *NC Wildlife Federation v. NC Dept. of Transp.*, 677 F.3d 596 (4th Cir. 2012) vacated a Federal District Court's denial of an injunction where the state and federal transportation agencies **use of false and incomplete information from a Metropolitan Planning Organization** (Mecklenburg-Union Metropolitan Planning Organization ("MUMPO")) prevented a proper evaluation of the environmental impacts, for example:

> Pages 604 and 605: ***When relevant information*** *"is not available during the [impact statement] process and **is not available to the public for comment**[,]... the [impact statement] process cannot serve its larger informational role, and the **public is deprived of [its] opportunity to play a role in the decision-making process**." N. Plains, 668 F.3d at 1085 (citing Robertson, 490 U.S. at 349, 109 S.Ct. 1835). Accordingly, we **reject the Agencies' argument that their after-the-fact disclosures assuage the harms incurred during the NEPA process**.*

Without an alternative to avoid adverse impacts the public and decision makers are deprived of the opportunity to choose to avoid the adverse impacts of the proposed Ring Road (KY 3005) Extension in Hardin County, Kentucky Item No. 4-198 00.

Sincerely,

Ms. Pat Ragland

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Historic Fannie Harrison Farm
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Appendix D
Resolutions & Certifications

Planning for the transportation needs of the region.

Resolution of the Policy Committee of the Radcliff/Elizabethtown Metropolitan Planning Organization Approving the FY 2026-2030 Transportation Improvement Plan

Whereas, Section 123, Title 23, USC requires a continuing comprehensive transportation planning process be carried on cooperatively in areas of more than 50,000 population and that the urban transportation planning process shall include development of a 20 year, fiscally balanced plan of transportation improvement projects; and

Whereas, the Policy Committee is the official decision-making body of the Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) for the Radcliff/Elizabethtown Urbanized Area, and is responsible for developing a Transportation Improvement Plan; and

Whereas, the 2026-2030 Transportation Improvement Plan was developed by the Radcliff/Elizabethtown MPO and reviewed by the Kentucky Transportation Cabinet and appropriate federal, state and local officials; and

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

Whereas, the Radcliff/Elizabethtown Urbanized Area has been found to be in attainment of national air quality standards;

Therefore, be it resolved, that the MPO Policy Committee, at its public meeting on August 18th, 2025, approves the 2026-2030 Transportation Improvement Plan for the Radcliff/ Elizabethtown Urbanized Area.

Chairperson

8-18-2025
Date