



Planning for the transportation needs of the region.

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**RADCLIFF-ELIZABETHTOWN  
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
FY 2009-2014**

**ADMINISTRATION MODIFICATION #1**

**ACTION:**

The Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) hereby modifies the FY 2009-2014 Transportation Improvement Program (TIP) to reflect:

4-903.00 – Construction cost increased from \$840,000 to \$1,334,815.

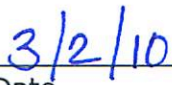
The modification does not change the scope of the projects so a formal amendment is not necessary.

**OTHER:**

Funding has been approved or identified for these project increases; therefore a new fiscal constraint analysis by the MPO is not necessary.

**Approved**

  
\_\_\_\_\_  
Mike Skaggs  
Transportation Planner  
Radcliff/Elizabethtown MPO

  
\_\_\_\_\_  
Date

**Table 1**  
**2009-2014 RADCLIFF/ELIZABETHTOWN MPO FINANCIAL PLAN**  
**Transportation Improvement Program Total Estimated Costs and Revenues**

| REVENUE TYPE | FY 2009             |                     | FY 2010             |                     | FY 2011             |                     | FY 2012              |                      | FY 2013            |                    | FY 2014            |                    | TOTAL FUNDING        | ANTICIPATED MATCH*  |                  |
|--------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|----------------------|--------------------|--------------------|--------------------|--------------------|----------------------|---------------------|------------------|
|              | Est. Costs          | Revenue             | Est. Costs          | Revenue             | Est. Costs          | Revenue             | Est. Costs           | Revenue              | Est. Costs         | Revenue            | Est. Costs         | Revenue            |                      | State               | Local            |
| NH           | \$4,890,000         | \$4,890,000         | \$0                 | \$0                 | \$43,870,000        | \$43,870,000        | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$48,760,000         | \$9,752,000         | \$0              |
| IM           | \$370,000           | \$370,000           | \$200,000           | \$200,000           | \$9,570,000         | \$9,570,000         | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$10,140,000         | \$1,014,000         | \$0              |
| KYD          | \$100,000           | \$100,000           | \$557,000           | \$557,000           | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$657,000            | \$131,400           | \$0              |
| HES          | \$685,000           | \$685,000           | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$685,000            | \$137,000           | \$0              |
| ARRA-KY      | \$1,824,815         | \$1,824,815         | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$1,824,815          | \$0                 | \$0              |
| FTA          | \$377,000           | \$377,000           | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$377,000            | \$75,400            | \$0              |
| TCSP         | \$394,879           | \$394,879           | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$394,879            | \$78,976            | \$0              |
| ARRA-FTA     | \$1,090,700         | \$1,090,700         | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$1,090,700.00       | \$0                 | \$0              |
| TE           | \$834,054           | \$834,054           | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$834,054            | \$0                 | \$166,811        |
| SRTS         | \$248,575           | \$248,575           | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$248,575            | \$0                 | \$0              |
| SP           | \$0                 | \$0                 | \$73,290,000        | \$73,290,000        | \$7,320,000         | \$7,320,000         | \$108,050,000        | \$108,050,000        | \$0                | \$0                | \$0                | \$0                | \$188,660,000        | \$0                 | \$0              |
| SPB          | \$24,020,000        | \$24,020,000        | \$15,800,000        | \$15,800,000        | \$0                 | \$0                 | \$0                  | \$0                  | \$0                | \$0                | \$0                | \$0                | \$39,820,000         | \$0                 | \$0              |
| O&M          | \$5,000,000         | \$5,000,000         | \$5,200,000         | \$5,200,000         | \$5,408,000         | \$5,408,000         | \$5,624,320          | \$5,624,320          | \$5,849,293        | \$5,849,293        | \$6,083,265        | \$6,083,265        | \$33,164,878         | \$0                 | \$0              |
| GP-H**       | \$500,000           | \$500,000           | \$500,000           | \$500,000           | \$500,000           | \$500,000           | \$500,000            | \$500,000            | \$500,000          | \$500,000          | \$500,000          | \$500,000          | \$3,000,000          |                     |                  |
| GP-T**       | \$377,000           | \$377,000           | \$700,000           | \$700,000           | \$735,000           | \$735,000           | \$772,000            | \$772,000            | \$810,000          | \$810,000          | \$850,000          | \$850,000          | \$4,244,000          |                     |                  |
| <b>TOTAL</b> | <b>\$39,835,023</b> | <b>\$39,835,023</b> | <b>\$95,047,000</b> | <b>\$95,047,000</b> | <b>\$66,168,000</b> | <b>\$66,168,000</b> | <b>\$113,674,320</b> | <b>\$113,674,320</b> | <b>\$5,849,293</b> | <b>\$5,849,293</b> | <b>\$6,083,265</b> | <b>\$6,083,265</b> | <b>\$326,656,901</b> | <b>\$11,188,776</b> | <b>\$166,811</b> |

\*Toll Credits may be utilized as match. This will be determined by KYTC on a project by project basis.

\*\*Amounts shown for Grouped Projects not included in totals

- NH=National Highway System
- IM=Interstate Maintenance
- KYD=Federal Discretionary Projects
- HES=Safety-Hazard Elimination
- FS=Federal Stimulus
- FTA=Federal Transit Administration
- TCSP=Trans, Comm, and System Pres.
- ARRA=American Recovery and Reinvestment Act of 2009
- TE=Federal Transportation Enhancement
- SRTS=Federal Safe Routes to Schools
- SP=State Projects
- SPB=State Projects Bond
- O&M=Operations & Maintenance
- GP-H=Grouped Highway Projects (see Table 2 on page 12 for listing of Grouped Projects)
- GP-T=Grouped Transit Projects (see Table 2 on page 12 for listing of Grouped Projects)

**Table 4  
DRAFT FY 2009-2014 RADCLIFF/ELIZABETHTOWN MPO TRANSPORTATION PROJECT LISTING**

| MPO PLAN ID NO.               | STATE ITEM NO. | COUNTY       | ROUTE NO | LENGTH | DESCRIPTION   | TYPE OF FUNDS | PHASE | FY 2009 (incl. 2005 projects) | FY 2010      | FY 2011        | FY 2012 | FY 2013 | FY 2014 | Future Year (Cost) | TOTAL PROJECT COST | RESPONSIBLE AGENCY |
|-------------------------------|----------------|--------------|----------|--------|---|---------------|-------|-------------------------------|--------------|----------------|---------|---------|---------|--------------------|--------------------|--------------------|
| <b>Hardin County Projects</b> |                |              |          |        |   |               |       |                               |              |                |         |         |         |                    |                    |                    |
| 06-004                        | 4-20.01        | HARDIN       | 1 - 65   | -      | Improve the safety and increase the capacity of the I-65/KY 222 Interchange based on existing and future needs of the area.   | NH            | R     | \$3,970,000                   |              |                |         |         |         |                    | \$48,760,000       | KYTC               |
|                               |                |              |          |        |   | NH            | U     | \$920,000                     |              |                |         |         |         |                    |                    |                    |
|                               |                |              |          |        |   | NH            | C     |                               |              | \$43,870,000   |         |         |         |                    |                    |                    |
| 06-013                        | 4-286.1        | HARDIN       | 1 - 65   | 0.100  | I-65 Southbound Port of Entry for a Commercial Vehicle Monitoring Station (Weigh Station Rehabilitation)  | IM            | D     | \$370,000                     |              |                |         |         |         |                    | \$10,140,000       | KYTC               |
|                               |                |              |          |        |   | IM            | R     |                               | \$90,000     |                |         |         |         |                    |                    |                    |
|                               |                |              |          |        |   | IM            | U     |                               | \$110,000    |                |         |         |         |                    |                    |                    |
|                               |                |              |          |        |   | IM            | C     |                               |              | \$9,570,000    |         |         |         |                    |                    |                    |
| 06-028                        | 4-900.00       | HARDIN       | KY 144   | 0.300  | Horizontal and Vertical Realignment on KY 144 just west of KY 1500 in Vine Grove  | HES           | R     | \$160,000                     |              |                |         |         |         | \$550,000          | KYTC-Dist. 4       |                    |
|                               |                |              |          |        |   | HES           | U     | \$60,000                      |              |                |         |         |         |                    |                    |                    |
|                               |                |              |          |        |   | ARRA-KY       | C     | \$330,000                     |              |                |         |         |         |                    |                    |                    |
| 09-032                        | 4-903.00       | HARDIN       | KY 1600  |        | Realign southern intersection of KY 1600 and KY 220 in Rineyville   | HES           | D     | \$75,000                      |              |                |         |         |         | \$1,698,815        | KYTC-Dist. 4       |                    |
|                               |                |              |          |        |   | HES           | R     | \$129,000                     |              |                |         |         |         |                    |                    |                    |
|                               |                |              |          |        |   | HES           | U     | \$160,000                     |              |                |         |         |         |                    |                    |                    |
|                               |                |              |          |        |   | ARRA-KY       | C     | \$1,334,815                   |              |                |         |         |         |                    |                    |                    |
| 09-033                        | 4-904.00       | HARDIN       | US 31W   |        | Safety Improvement to signalized intersection of US 31W and Ring Road (KY 3005) in Elizabethtown.   | HES           | C     | \$225,000                     |              |                |         |         |         | \$225,000          | KYTC-Dist. 4       |                    |
| 09-031                        |                | HARDIN       | WK 9001  |        | Placement of an eastbound display message sign and associated camera on the Wendell Ford Western Kentucky Parkway prior to the new KY 3005 (Ring Road) interchange.     | NH            | C     |                               | \$150,000    |                |         |         |         | \$150,000          | KYTC               |                    |
| 06-017/019                    | 4-153.00       | HARDIN       | KY 251   | 5.300  | KY 251 - From Ring Road to KY 313 (BRAC)  | SP            | P     |                               | \$600,000    |                |         |         |         | \$600,000          | KYTC-Dist. 4       |                    |
| 06-017                        | 4-153.01       | HARDIN       | KY 251   | 3.600  | KY 251 - From Ring Road to KY 434 (BRAC)  | SP            | D     |                               |              | \$3,100,000    |         |         |         | \$3,100,000        | KYTC-Dist. 4       |                    |
| 06-019                        | 4-153.05       | HARDIN       | KY 251   | 1.700  | KY 251 - From KY 434 to KY 313 (BRAC)   | SP            | D     |                               |              | \$1,500,000    |         |         |         | \$1,500,000        | KYTC-Dist. 4       |                    |
| 09-034                        | 4-154.00       | HARDIN       | US 31W   | -      | Operational improvements on US 31W to improve traffic flow (BRAC)   | SP            | C     |                               | \$1,700,000  |                |         |         |         | \$1,700,000        | KYTC-Dist. 4       |                    |
| 06-014                        | 4-190          | HARDIN       | US 31W   | 0.700  | Widen from KY 251 to KY 1357 in Etown (Major Widening)  | SP            | R     |                               | \$5,790,000  |                |         |         |         | \$5,790,000        | KYTC-Dist. 4       |                    |
| 06-003                        | 4-297.21       | HARDIN MEADE | KY 313   | 1.800  | KY 313 Extension from KY 1500 to Rolling Hills Drive with a temporary KY 144 connection. (Section 1) (2006BOPC) (BRAC)  | SPB           | R     | \$4,970,000.00                |              |                |         |         |         |                    | \$12,780,000       | KYTC-Dist. 4       |
|                               |                |              |          |        |   | SPB           | U     | \$490,000.00                  |              |                |         |         |         |                    |                    |                    |
|                               |                |              |          |        |   | SP            | C     |                               |              | \$7,320,000.00 |         |         |         |                    |                    |                    |
| 06-001                        | 4-7010 .50     | HARDIN       | KY 3005  | 1.000  | Extend Ring Road (KY 3005) from Gaither Station Road to the Western Kentucky Parkway  | SPB           | C     |                               | \$15,800,000 |                |         |         |         | \$15,800,000       | KYTC-Dist. 4       |                    |
| 06-031                        | 4-7020         | HARDIN       | KY 1600  | 0.200  | Relocate intersection of Woodland Drive at US 31W (City of Elizabethtown responsible for all phases) (KYTC to provide a total of \$510,000 as per agreement) - (Safety) | SP            | C     |                               | \$340,000    |                |         |         |         | \$340,000          | KYTC-Dist. 4       |                    |
| 06-011                        | 4-7030         | HARDIN       | KY 251   | 1.537  | Extend Miles Street from Pear Orchard Road to Ring Road (Reconstruction)  | SP            | C     |                               | \$11,820,000 |                |         |         |         | \$11,820,000       | KYTC-Dist. 4       |                    |