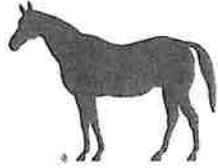


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**LEXINGTON**

**Harrodsburg Rd. Trail (Phase I)  
Lexington, KY**

**2024 Transportation Alternatives Program  
(TAP) Application**

**May 2024**

## Harrodsburg Rd. Trail (Phase I)

### 2024 Transportation Alternatives Program (TAP) Application

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**2023 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION**

**IMPORTANT:** Before completing this form, read the TC 20-36 Instructions available in the KYTC Forms Library as a PDF file. Follow these directions carefully. Applications submitted with missing or incomplete information will be returned for corrections.

**SECTION 1: APPLICANT INFORMATION**

<b>PROJECT COUNTY</b> Fayette	<b>PROJECT CITY</b> Lexington	<b>HIGHWAY DISTRICT</b> 7
----------------------------------	----------------------------------	------------------------------

**PROJECT TITLE**  
Harrodsburg Rd. Trail (Phase I)

**SPONSOR NAME**  
Lexington-Fayette Urban County Government

**ADDRESS**  
200 E Main St.

<b>CITY</b> Lexington	<b>ZIP</b> 40507	<b>PHONE</b> 859.425.2255	<b>POPULATION</b> 321,000
--------------------------	---------------------	------------------------------	------------------------------

<b>APPLICATION CONTACT</b> Thomas Clements	<b>PHONE</b> 859.258.3416	<b>EMAIL</b> tclements@lexingtonky.gov
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**UNIQUE ENTITY IDENTIFIER (UEI) #** (all applicants must be registered in the federal System for Award Management (SAM) before applying for funding. Please indicate the UEI assigned upon completion of registration.)  
VM1GLHWZXA96

**SAI Number [(KY)** (State Applicant Identifier number which is provided upon submitting an Application for Federal Assistance (Form 424) with the Kentucky State Clearinghouse. To obtain this information, access [http://kydlgweb.ky.gov/FederalGrants/16\\_eClearinghouse.cfm](http://kydlgweb.ky.gov/FederalGrants/16_eClearinghouse.cfm)]\*Use **ALN (formerly CFDA) #20.205**  
KY202302100184

**If requesting SRTS Projects**, complete the information below for all elementary and middle schools within a 2-mile radius of the project location. For non-infrastructure projects, list the affected schools.

Infrastructure     Non-Infrastructure

SCHOOL NAME	GRADE RANGE	TOTAL STUDENT POPULATION	TOTAL STUDENTS LIVING WITHIN 2 MILES OF SCHOOL	CURRENT # OF STUDENTS WALKING/BIKING TO SCHOOL

## 2023 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

### SECTION 2: PROJECT CATEGORY

**INSTRUCTION:** All Transportation Alternatives projects must have a **surface transportation relationship** and fall under one or more of the following eligible activities. For the activity that most fits your project, check **ONE** of the boxes below.

- On- or off-road facilities for pedestrian, bike, or other non-motorized forms of transportation
- Safe routes for non-drivers
- Conversion of abandoned rail corridors for bicycle/pedestrian trails
- Construction of turnouts, overlooks, and viewing areas
- Community improvement activities:
  - a. Inventory, control, or removal of outdoor advertising
  - b. Historic preservation and rehabilitation of historic transportation facilities
  - c. Vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control
  - d. Archaeological activities relating to impacts from implementation of a transportation project under Title 23
- Environmental mitigation including pollution prevention and pollution abatement activities and mitigation to:
  - a. Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in Title 23 Section 133(b)(11) , Section 328(a), and Section 329
  - b. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
- Planning, designing, or constructing boulevards
- Safe Routes to School (SRTS) 80/20 match



### 2023 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

#### SECTION 3: PROJECT DESCRIPTION

In this section, provide infrastructure improvements to include a detailed project description, location, and right of way information. Use additional copies of these pages as needed.

#### INFRASTRUCTURE IMPROVEMENTS

##### LOCATION

Harrodsburg Rd. from Man O'War Blvd. to Dogwood Trace/Overlake Blvd.

Is this a state road?  Yes  No

##### TYPE OF IMPROVEMENT

Shared Use Path

BEGINNING POINT <i>(specifically)</i>	STREET NAME/INTERSECTION/ADDRESS	MILE POINT <i>(Required)</i>
Existing Sidewalk	Harrodsburg Rd. & Man O'War Blvd.	1.67
ENDING POINT <i>(specifically)</i>	STREET NAME/INTERSECTION/ADDRESS	MILE POINT <i>(Required)</i>
Existing Sidewalk	Harrodsburg Rd. & Dogwood Trace/Overlake Blvd	0.27
TOTAL LENGTH <i>(if applicable)</i>	SIDE OF STREET/DIRECTION <i>(if applicable) (Use N/S/E/W.)</i>	WIDTH <i>(if applicable)</i>
1.4 miles	Northwest	8 - 12 ft.

Use the space below to provide additional detailed information, to include side of road, direction, and any other relevant information.

The Lexington Area MPO plans to provide a bike/pedestrian connection between Wilmore and Lexington primarily utilizing the existing right-of-way along US 68. Approximately 2.75 miles of shared use path has been constructed along this route.

This application is for right-of-way and construction funding for Phase I of the Harrodsburg Road Trail project. The Harrodsburg Road Trail project will provide an 8-12 ft. wide shared use path from the existing shared use path at Beaumont Centre Pkwy. to the sidewalk on the north side of Dogwood Trace/Overlake Blvd. The design of this project was funded via the America Rescue Plan Act (ARPA) and is anticipated to be complete in 2024. Phase I of the project runs along Harrodsburg Rd. from Dogwood Trace/Overlake Blvd. to Man O'War Blvd.

In the short term, this project will provide a valuable connection between neighborhoods and businesses along the corridor. Longer term, this will become a segment of the larger trail connecting Lexington and Wilmore, per the Lexington Area MPO Bicycle & Pedestrian Master Plan.

**2023 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION**

**SECTION 3: PROJECT DESCRIPTION (cont.)**

**TRAFFIC CONTROL MEASURES**

Describe traffic control measures requested to include signs, signals, roadway markings, crosswalks, school zones, and any other relevant information.

This project will include changes to the signs, signals, pavement markings, and crossings at the intersections on the northwest side of Harrodsburg Rd. between Man O'War Blvd. and Dogwood Trace/Overlake Blvd.

Proposed modification will follow the guidelines set forth in AASHTO's Guide for the Development of Bicycle Facilities, AASHTO's Roadside Design Guide, FHWA's Small Town and Rural Multimodal Networks guidance on Sidepaths, and the Manual on Uniform Traffic Control Devices.

**RIGHT OF WAY**

If the project is awarded funding, the applicant will be required to provide proof of public right of way OR as a federally funded transportation project, it must follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). The Uniform Act only allows you to identify the properties for initial design and budgeting. You CANNOT begin acquisitions or approach property owners until the Environmental Analysis is complete and you are given an Official Order to begin right of way acquisition. This applies to all acquisitions, including donations.

- Yes    No   Does sufficient public right of way exist to build this project?  
 Yes    No   Have you identified properties potentially affected by this project?  
 Yes    No   Have you budgeted funding for both the processing and fair market value of each property?

If the applicant is required to acquire property or easements, list the properties, property owners, and type of acquisition or easement.

#	DESCRIPTION	PROPERTY OWNER	TYPE OF ACQUISITION OR EASEMENT
1.	See Attachment C		
2.			
3.			
4.			
5.			



**2023 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION**

**SECTION 3: PROJECT DESCRIPTION (cont.)**

**MAINTENANCE PLAN**

Describe how the completed project will be maintained for public use. Include plans for income generated after completion. If the project sponsor has a Maintenance Policy in place, provide a copy and explain where this project will be included in that plan. If no policy exists, provide a description of how this project will be maintained.

Landscaping maintenance, mowing, and trash removal will be performed by the LFUCG Division of Environmental Services. The pavement, markings, and signs will be maintained by the LFUCG Division of Streets and Roads with assistance from the LFUCG Division of Traffic Engineering.

**SECTION 4: PROJECT READINESS**

**PROJECT SCHEDULE**

List each phase of the proposed project and provide an approximate completion date.

PHASE TYPE	PROJECT PHASE DESCRIPTION	APPROXIMATE COMPLETION TIME IN MONTHS
Design	Prelim. plans complete, final plans expected in Fall 2024.	4
Right of Way	Plan to begin right-of-way acquisition in 2025.	8
Utilities	Plan to begin utility relocation in 2025.	8
Construction	Plan to begin construction in 2026.	16

What level of engineering/design has been completed for this project? Include any barriers to technical feasibility.  
 Preliminary plans have been prepared. No issues have been identified which would make this project technically infeasible.

List any open Office of Local Program projects, including TA, SRTS, and CMAQ, currently held by the project sponsor.

PROJECT	PHASE	ESTIMATED COMPLETION DATE
See Attachment E		

## 2023 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

### SECTION 5: TOTAL PROJECT COST *(includes match)*

**IMPORTANT:** The Office of Local Programs uses the cost estimate to determine the amount of funding; therefore, the estimate for each phase of the project must be as accurate as possible. To find out more information about cost estimates, consult the [Local Public Agency \(LPA\) Guide](#) .

PHASE	COST
Preliminary Engineering/Design (PE & FINAL)	
Right of Way (ROW)	\$155,000.00
Utilities	\$100,000.00
Construction	\$2,180,000.00
Construction Engineering/Inspection	\$65,000.00
Contingency (10%)	\$250,000.00
<b>TOTAL PROJECT COST - 100% including match</b>	<b>\$2,750,000.00</b>
<b>TOTAL FEDERAL FUNDS REQUESTED – 80% Federal Funding</b>	<b>\$2,200,000.00</b>
<b>LOCAL PUBLIC AGENCY (LPA) MATCH</b>	

TAP projects require a 20% match. KYTC will only accept cash or property dedicated to the project as match.

ITEM	AMOUNT
Cash (preferred)	\$550,000.00
Property	
<b>TOTAL MATCH PROVIDED</b>	<b>\$550,000.00</b>

### FINANCIAL FEASIBILITY

Will the funds requested in this application fully fund the project?  Yes  No

If no, provide the gap amount and how the difference will be covered.

### SECTION 6: CONNECTIVITY/PROJECT IMPACT/COMMUNITY SUPPORT

Does the LPA have a Master Bike/Pedestrian Plan?  Yes  No  
 Is it on file with KYTC?  Yes  No  
*(If no, provide copy with application.)*

Is this part of a local or regional growth, sustainability, or economic development plan? If yes, please provide a copy with the application.  Yes  No

List all neighborhood retail and essential services located within a ½-mile radius of your project.

SERVICE	# OF ESTABLISHMENTS
Community /Civic Center/Library/Social Service	3
Child Care	2
Grocery Store/Farmers Market	1
Park/Playground	1
Laundry/Dry Cleaner	1
Restaurants/Retail/Entertainment	27
Medical Office/Pharmacy	14
Police or Fire Station	1
Other <i>(Please specify.):</i>	



**2023 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION**

**SECTION 6: CONNECTIVITY/PROJECT IMPACT/COMMUNITY SUPPORT (cont.)**

**ECONOMIC DEVELOPMENT**

To what extent will the project facilitate economic development in the community? Your response must include statistical data to support stated impacts.

Property values for all types zoning have seen increased value as the result of the completion of trail projects. A study from the National Association of Realtors states that living near trails and greenways will likely increase your property value an average of 3-5% and sometimes as high as 15%. Trails have also been shown to increase the frequency and amounts of spending for businesses located along their routes.

**ACCESSIBILITY/EQUITY**

To what extent will the project improve mobility for disadvantaged populations to include the elderly, disabled, minorities, and low-income residents? Your response must include statistical data to support stated impacts.

The existing Lextran Bus Routes do not extend south of Man O' War Blvd. on Harrodsburg Rd. This project will extend the reach of the transit system by providing a 1.4 mile multimodal connection south of Man O'War. Phase II of the project will connect to a disadvantaged census tract (Census Tract 30).

**ENVIRONMENT**

Describe how the project improves non-motorized connectivity. Does the project reduce VMT (Vehicle Miles Traveled), particulate matter, and/or greenhouse gas emissions?

There are currently no facilities for non-motorized travel on the corridor. This project will provide a safe multi-modal shared use path for walking and biking connecting the residents along the corridor to the goods and services located along the path. US 68 adjacent to the project corridor has an ADT of approximately 32,000. Fayette County has an average bicycle mode share of 1% and walk mode share of 3% this project would reduce ADT by 1,280 vehicles per day.

**CULTURAL, HISTORIC, & ARCHAEOLOGICAL RESOURCES**

Is the area or part of the area of the project eligible to be listed in the National Register of Historic Places?

Yes  No (If yes, attach the National Register nomination form with the application.)

Will there be any earth disturbance associated with this project?  Yes  No (If yes, completion of an archaeological survey prior to the beginning of the project may be required.)

**SAFETY**

How does the project improve motorized safety, and does it address specific safety issues? Your response must include statistical data to support stated impacts.

The project includes new or improved intersection crossings for people walking and biking at 5 intersection locations along the corridor. These improvements include high-visibility crosswalks, lighting, and sign and pavement markings. These are proven counter measures to improve multi-lane roadway crossings where vehicle volumes are in excess of 10,000 ADT. There are currently no connected pedestrian or bicycle facilities forcing people who bike or walk to use the roadway. The safety improvements from this project for non-motorized users decreases the chance of a collision by 65-89% according to FHWA proven safety counter measures for biking and walking.

**2023 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION**

**SECTION 6: CONNECTIVITY/PROJECT IMPACT/COMMUNITY SUPPORT (cont.)**

**COMMUNITY SUPPORT**

Describe how the local community has been involved in the planning process and list key stakeholders who are participating. Include all opposition to the project and describe how it is being negotiated. List all local government entities, contacts, and civic groups that have been involved in the development of the project.

The Lexington Area MPO Bicycle and Pedestrian Master plan identifies this as a project for implementation. Community outreach during the development of the plan included an advisory committee comprised of representatives from Fayette and Jessamine County, project website, public comment forms, on-line interactive outreach map to identify safety concerns and project locations, focus groups, and public review of the final draft. The plan was adopted by the Transportation Policy Committee, Fayette County Planning Commission, City of Nicholasville, and Jessamine County Fiscal Court. The project team also coordinated closely with other planning processes, such as the Lexington Parks and Recreation Master Plan and the On the Table event for the Fayette County Comprehensive Land Use Plan. The On the Table event received more than 10,000 responses and the most requested item for transportation was for more shared use trails and better connectivity of those trails.

**SECTION 7: LOCAL PUBLIC AGENCY (LPA) ACKNOWLEDGEMENT**

By submitting this application the applicant acknowledges, if selected for funding, the project will follow all requirements outlined in this application, the KTYC Local Public Agency Guide, Memorandum of Agreement, and all applicable federal and state laws and regulations. The applicant further acknowledges failure to follow these requirements or complete the project in the allotted time may result in cancellation of the project and repayment of federal funds.



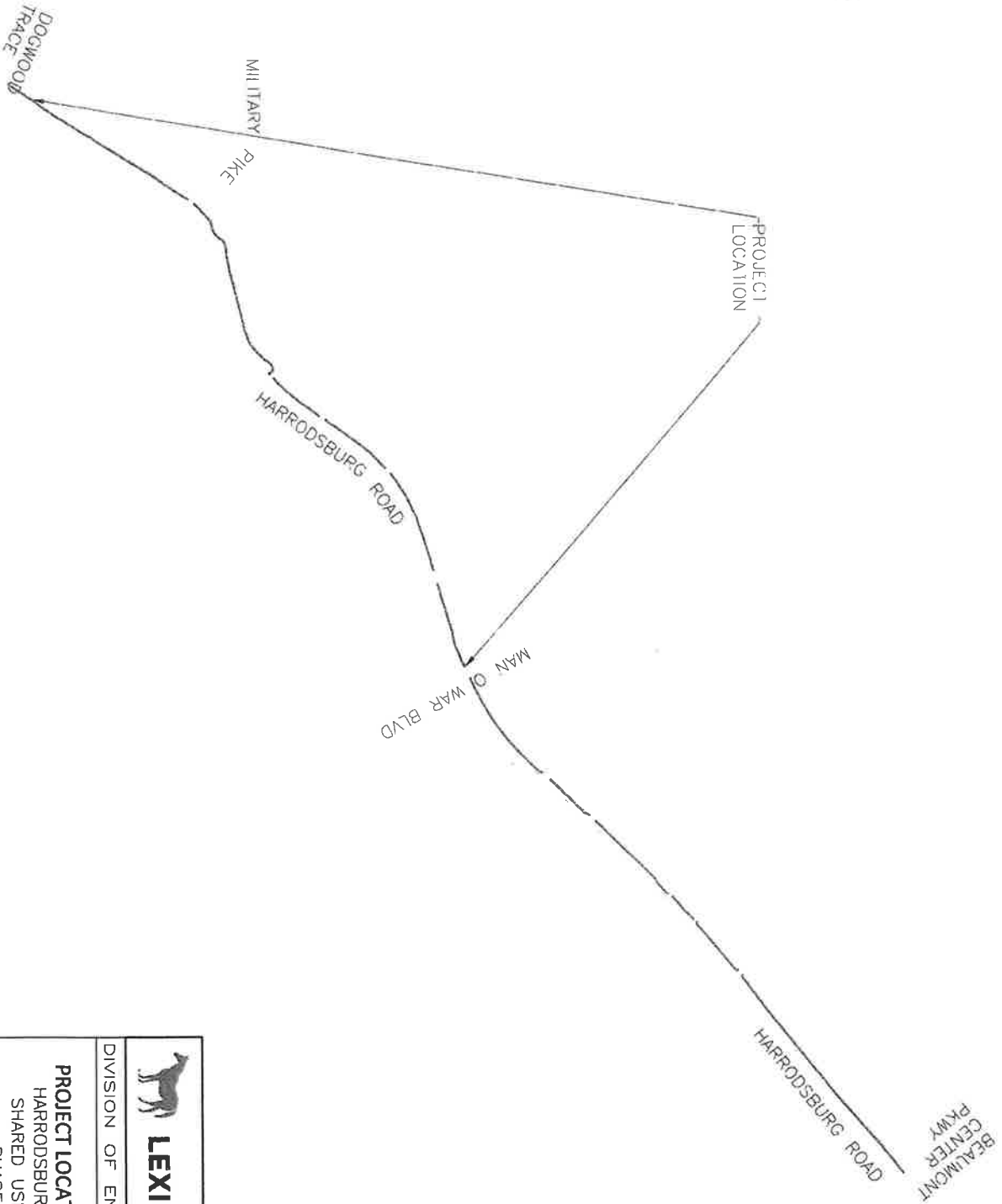
Authorized Signature of LPA Sponsor

Date

**Reminder:** Attach all required documents as listed in the TC 20-36 Instructions.

**Attachment A**  
Location Map

LEXINGTON - FAYETTE URBAN COUNTY GOVERNMENT



**LEXINGTON**

DIVISION OF ENGINEERING

**PROJECT LOCATION MAP**  
HARRODSBURG ROAD  
SHARED USE PATH  
PHASE 1

05/06/2024

DATE

**Attachment B**  
Detailed Engineer's Estimate

**Attachment B – Detailed Engineer’s Estimate**  
5/7/2024

**ROW Estimate**

<b>Parcel Address</b>	<b>Temp. Const. Easement</b>	<b>Permanent Easement</b>	<b>Damages</b>	<b>Parcel Total</b>
4235 Harrodsburg Rd.	\$30,000.00	\$0.00	\$0.00	\$30,000.00
2535 Overlake Blvd.	\$40,000.00	\$35,000.00	\$20,000.00	\$95,000.00
			Subtotal	\$125,000.00
			Recording Fees	\$250.00
			Appraisals	\$8,750.00
			Consultant Fee	\$21,000.00
			<b>Total ROW Cost</b>	<b>\$155,000.00</b>

### Construction Estimate

NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
1	Maintaining Traffic	LS	1	\$ 105,000.00	\$ 105,000.00
2	Clearing and Grubbing	LS	1	\$ 100,000.00	\$ 100,000.00
3	Remove Sidewalk (MOW to Palomar)	SY	1875	\$ 20.00	\$ 37,500.00
4	Construction Staking	LS	1	\$ 50,000.00	\$ 50,000.00
5	Earthwork	LS	1	\$ 235,000.00	\$ 235,000.00
6	DGA (8" Deep)	TON	4700	\$ 40.00	\$ 188,000.00
7	Asphalt Base (3 1/2 In. Deep)	TON	2000	\$ 250.00	\$ 500,000.00
8	Asphalt Surface (1 1/2 In. Deep)	TON	900	\$ 225.00	\$ 202,500.00
9	Asphalt Tack Coat	TON	5	\$ 500.00	\$ 2,500.00
10	Sidewalk - 4.5 In.	SQYD	100	\$ 125.00	\$ 12,500.00
11	Concrete for Ramps/Connections - 4.5 In.	SQYD	300	\$ 100.00	\$ 30,000.00
12	Detectable Warnings	SQFT	50	\$ 150.00	\$ 7,500.00
13	18" Standard Header Curb	LF	200	\$ 100.00	\$ 20,000.00
14	Erosion and Sediment Control	LS	1	\$ 100,000.00	\$ 100,000.00
15	Seeding and Protection	SQYD	17000	\$ 3.00	\$ 51,000.00
16	Remove Guardrail	LF	20	\$ 15.00	\$ 300.00
17	Guardrail - Steel W Beam S-Face	LF	30	\$ 75.00	\$ 2,250.00
18	Guardrail End Treatment Type 1	EA	2	\$ 300.00	\$ 600.00
19	Remove 18" Headwall	EA	1	\$ 1,000.00	\$ 1,000.00
20	Pipe Culvert Headwall - 18 In.	EA	1	\$ 2,000.00	\$ 2,000.00
21	Storm Sewer Pipe - 18 In.	LF	8	\$ 200.00	\$ 1,600.00
22	Remove 30" Headwall	EA	1	\$ 1,250.00	\$ 1,250.00
23	Pipe Culvert Headwall - 30 In.	EA	1	\$ 3,000.00	\$ 3,000.00
24	Storm Manhole	EA	3	\$ 10,000.00	\$ 30,000.00
25	Storm Sewer Pipe - 30 In.	LF	30	\$ 300.00	\$ 9,000.00
26	Remove 24" Headwall	EA	1	\$ 1,250.00	\$ 1,250.00
27	Pipe Culvert Headwall - 24 In.	EA	1	\$ 2,500.00	\$ 2,500.00
28	Storm Sewer Pipe - 24 In.	LF	30	\$ 250.00	\$ 7,500.00
29	Remove Perforated Pipe Headwall	EA	2	\$ 500.00	\$ 1,000.00
30	Perforated Pipe Headwall - 8 In.	EA	2	\$ 1,000.00	\$ 2,000.00
31	Perforated Pipe - 8 In.	LF	60	\$ 40.00	\$ 2,400.00
32	Rip Rap Channel Lining	TON	5	\$ 150.00	\$ 750.00
33	Adjust Storm Sewer Manhole	EA	2	\$ 1,000.00	\$ 2,000.00
34	Adjust Sanitary Sewer Manhole	EA	5	\$ 1,000.00	\$ 5,000.00
35	Thermo - 12' Wide Crosswalk	LF	750	\$ 15.00	\$ 11,250.00
36	Thermo - Stop Bar - 24 Inch.	LF	200	\$ 20.00	\$ 4,000.00
37	Thermo - Arrow	EA	1	\$ 500.00	\$ 500.00

38	Perm Paint - 4" Yellow Dashed	LF	2250	\$ 2.50	\$ 5,625.00
39	Trail Signage	LS	1	\$ 10,000.00	\$ 10,000.00
40	Trees	EA	50	\$ 2,000.00	\$ 100,000.00
41	Bushes	EA	25	\$ 500.00	\$ 12,500.00
42	Flowers	EA	10	\$ 150.00	\$ 1,500.00
43	Pedestrian Signal	EA	4	\$ 10,000.00	\$ 40,000.00
44	Adjust Intersection Timing	EA	2	\$ 2,500.00	\$ 5,000.00
45	Conduit-2 In.	LF	1500	\$ 25.00	\$ 37,500.00
46	Electrical Junction Box Type B	EA	25	\$ 1,500.00	\$ 37,500.00
47	Light Pole Base	EA	15	\$ 1,750.00	\$ 26,250.00
48	Utility Coordination	LS	1	\$ 10,000.00	\$ 10,000.00
49	Mobilization (5%)	LS	1	\$ 100,950.00	\$ 100,950.00
50	Demobilization (1.5%)	LS	1	\$ 30,285.00	\$ 30,285.00
51	Payment and Performance Bonds	LS	1	\$ 30,285.00	\$ 30,285.00
<b>Total Construction Cost (Rounded to Nearest \$1,000)</b>					<b>\$ 2,180,000.00</b>



## **Attachment C**

### List of Proposed Property Acquisitions

**Attachment C – List of Proposed Property Acquisitions**

05/06/24

<b>DESCRIPTION</b>	<b>PROPERTY OWNER</b>	<b>TYPE OF ACQUISITION OR EASEMENT</b>
4235 Harrodsburg Rd. Lexington KY 40513	JN Harrodsburg LLC	Temporary Easement
2535 Overlake Blvd. Lexington KY 40513	Firebrook Homeowners Association Inc	Permanent & Temporary Easement

## **Attachment D**

### Letter of Match Commitment



Lexington-Fayette Urban County Government  
OFFICE OF THE MAYOR

Linda Gorton  
Mayor

May 6, 2024

Office of Local Programs:  
Kentucky Transportation Cabinet  
200 Mero Street, 6th Floor  
Frankfort, Kentucky 40622

**SUBJECT: Harrodsburg Road Trail – Phase I**

To whom it may concern:

Please accept this letter as a commitment of local match for the above referenced project in the amount of \$550,000, contingent upon the approval of federal funds. The match will come from Lexington-Fayette Urban County Government's FY 2026 General Fund, pending Council approval.

Sincerely,

Linda Gorton  
Mayor

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**Attachment E**  
**Open OLP Projects List**

**Attachment E - Open OLP Project List**

05/03/2024

TITLE	PROGRAM	GRANT #	PHASE	COMPLETION
Alumni Drive SUP	TAP	SC-628-230000532	D	Dec-26
Armstrong Mill Sidewalks	TAP & CMAQ	PO2-628-1700004143	DR	Jun-24
Clays Mill Road	CMAQ	PO2-625-1500002693	C	Dec-24
Citation Trail Phase II	TAP	SC-628-1700004156	R	Sep-25
Mercer and Greendale Intersection	CMAQ	PO2-628-1800001345	DRC	Dec-25
Mt. Tabor Road Multimodal Improvements	CMAQ	PO2-628-2000001985	DRC	Dec-24
Rosemont Garden Sidewalk	TAP	PO2-628-1700004171	DRC	Dec-24
Squires Road Sidewalk	CMAQ	PO2-628-1600003546	DRUC	Dec-24
Town Branch Commons	CMAQ	PO2-628-1600005544	DRU	Sep-24
Town Branch Trail Crossing	CMAQ	PO2-628-1500004792	DRC	Dec-24
Town Branch III	TE	PO2-628-1200004353	DRC	Dec-24
Town Branch Trail Phase IV	CMAQ	PO2-628-1500003706	DRUC	Dec-24
Town Branch Trail Phase V	CMAQ	PO2-628-1500003706	DRUC	Dec-24
Town Branch Trail Phase VI	CMAQ	PO2-628-1500003706	D	Apr-24
Turn Lanes at Manchester & Forbes	CMAQ	SC-628-17000002506	DC	Dec-24
West Loudon Avenue Streetscape	TAP	PO2-628-1600001801	D	Dec-24
Wilson Downing Sidewalks	CMAQ	SC-628-1700004178	DRC	Dec-24


## **Attachment F**

Person in Responsible Charge

**PERSON IN RESPONSIBLE CHARGE**

Upon federal-aid project delegation to the RECIPIENT by the CABINET, the undersigned hereby certifies the following, to the best of his or her knowledge and belief, on behalf of the RECIPIENT:

1. Pursuant to 23 CFR 635.105(c) (4), the RECIPIENT acting as a subrecipient of federal transportation funds must provide an employee of that agency, who is available full time, to be in responsible charge of the PROJECT. The individual in responsible charge of the PROJECT is held accountable for ensuring that all applicable Federal and State regulations are followed on the PROJECT. This person will have the authority and resources to manage the PROJECT and will be the primary point of contact with the CABINET. This person may be the project engineer provided that the project engineer is a full-time employee of the RECIPIENT. If the project engineer is a consultant, the person in responsible charge must be a full-time employee of the RECIPIENT.
2. The undersigned and the designated RECIPIENT's person in responsible charge of this PROJECT has read and understands the contract administration and inspection responsibilities described in the CABINET's *Federal-Aid Highway Program Project Development Guide for Local Public Agencies* (LPA Guide).
3. The undersigned will carry out this PROJECT in accordance with the applicable Federal and State laws and associated regulations identified in the LPA Guide.
4. The undersigned will enforce compliance with the above-mentioned laws, regulations, policies, and guidelines by its consultants, contractors, and subcontractors.
5. The undersigned certifies the designated person in responsible charge will:
  - Have the ability to visit the PROJECT or attend meetings related to the PROJECT as needed.
  - Be responsible for ensuring that the PROJECT is delivered on time in accordance with established milestones and the terms of the contract between the RECIPIENT and the CABINET.
6. In accordance with the requirements outlined above, RECIPIENT has selected the following individual as the person in responsible charge for the PROJECT:

Name: Thomas Clements	Position with RECIPIENT: Municipal Engineer Sr.
E-mail: tclements@lexingtonky.gov	Phone: 859-258-3416
Signature: 	

7. Should the RECIPIENT require a change to the Person in Responsible Charge, they will notify the CABINET, designate a new Person in Responsible Charge, and resubmit this form within 7 days of the change.

  
\_\_\_\_\_  
Mayor or CJE Date