



Transportation Alternatives Program FFY2026

Ends on Mon, Jan 19, 2026 11:59 PM

The Transportation Alternatives Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

When completing the application, keep in mind the following:

- This is a federal-aid program with significant requirements. Selected projects must follow the [KYTC Local Public Agency \(LPA\) Guide](#).
- A twenty percent (20%) local match is required.
- The Office of Local Programs will not increase a project award due to project cost increases.
- Any Local Public Agency with an open TAP project that needs additional funding should apply for additional funds during this application cycle.
- The requirements of the LPA Guide should be considered when building the project budget. Although the application does provide for a contingency amount in the budget, applicants may increase the amount of funding requested in the application to further account for inflation, time delays and other unforeseen costs.
- Applicants should keep in mind use of federal-aid funding on a project means the entire project must follow federal guidelines, even if part of the project is being paid using state or local funds.
- If you have any questions regarding the application process once started, you can submit your questions via the messages tab within Submittable.
- Applicants can choose to collaborate with others on the application via the "Manage Collaborators" link in the top right of the application screen. This will allow the applicant to add individuals to provide them access to their draft application to assist in completion.

Proposed Project Name (required)

This is the name assigned to each submission. Please make sure the name provided is concise but does describe the project.

Harrodsburg Rd. Trail (Phase II)

Applicant Information

Please supply information about your organization and the contact for this project below.

Contact - Name (required)

Contact must be a full-time employee of the Local Public Agency (LPA) applicant.

First Name (required)

Thomas

Last Name (required)

Clements

Contact – Email (required)

tclements@lexingtonky.gov

Contact – Phone (required)

859-258-3416

Organization – UEI (required)

Please supply your organization Unique Entity Identifier. All applicants must have a current UEI registered in the federal System for Award Management (SAM). To register, go to www.sam.gov.

VM1GLHWZXA96

Organization – SAI (required)

All applicants for federal funding must complete a federal Form 424 with the State Clearinghouse as part of their application process. The website is: Kentucky eClearinghouse Home. Questions regarding the eClearinghouse process must be directed to the Kentucky Department for Local Government.

KY202302100184

Organization - eMARS Vendor ID (KY9999999) (required)

Visit the Vendor Self Service to find your ID. If the project is selected for funding, the eMARS Vendor ID is used to set up the project contract in the state accounting system, eMARS. If an applicant has a hold placed on their Vendor ID their application may not be considered for funding.

KY0033801

Organization – Address (required)

Country (required)

United States

Address (required)

200 E. Main St.

Address Line 2 (optional)**City (required)**

Lexington

State, Province, or Region (required)

KY

Zip or Postal Code (required)

40508

Project Type

Select one of the eligible project categories that best fits the description of the project.

On or off road facilities for pedestrian, bike, or other non-motorized forms of transportation

Project Location

Please indicate details about the location of your project.

KYTC Highway District (required)

07 - LEXINGTON

D7 - County

034 – FAYETTE

City Name (required)

Lexington

Population (required)

Please list the population of the city in which the project is located based on the most current Census data. (2020)

322,570

Road Name

Harrodsburg Road

Congressional District (required)

For reporting purposes.

6

Kentucky House District (required)

For reporting purposes.

45

Kentucky Senate District (required)

For reporting purposes.

12

Route Prefix (required)

US

Route Number (required)

68

Route Suffix (required)

(no suffix)

Route Begin Mile Point (required)

1.67

Route End Mile Point (required)

2.87

Point Location – Latitude (required)

Latitude in Decimal Degrees

38.0093253822

Point Location – longitude (required)

Longitude in Decimal Degrees

-84.561806345

Map Link (required)

Put link to pin on Google Maps website. Click [here](#) for short video of how to do this.

<https://maps.app.goo.gl/hhzNr62D2pNZ8ayc8>

Is design complete on this project? (required)

No

Project Description (required)

Please describe the purpose and need of the project and any activities anticipated to be completed using these funds.

The Harrodsburg Rd. Trail project will construct an approximate 2.6 mile shared use path along the north side of Harrodsburg Rd. from the sidewalks at Overlake Blvd. to the existing shared use path at Beaumont Centre Pkwy. Design for this project was funded via the American Rescue Plan Act.

TAP funding for construction for Phase 1 of this project (approximately 1.4 miles: Overlake Blvd. - Man O' War Blvd.) was previously awarded. This application is for right-of-way and construction funding for Phase 2 (approximately 1.2 miles : Man O' War Blvd. - Beaumont Centre Pkwy.).

In the short term, this project will provide a valuable connection between neighborhoods and businesses along the corridor and improve walkability in the area. Longer term, this will become a segment of the larger trail connecting Lexington and Wilmore. This was identified as a priority project in the Lexington Area MPO Bicycle & Pedestrian Master Plan.

Right-of-Way

If the project is awarded funding, the applicant will be required to provide proof the project will be constructed within the public right-of-way, otherwise as a federally funded transportation project, it must follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) for the acquisition of any property. 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. If ROW acquisition is required, the applicant should include in the budget an amount for the ROW phase that takes into account the fair market value of any property to be acquired along with the administrative and consultant fees. If the project requires ROW acquisition, and is selected for funding, the applicant will be required to use a KYTC pre-qualified ROW consultant to handle acquisition.

Does sufficient public right of way exist to build this project? (required)

No

Maintenance Plan

Provide a description of how the project will be maintained. (required)

Describe how the completed project will be maintained for public use. Include plans for income generated after completion.

Landscaping maintenance, mowing, and trash removal will be performed by the LFUCG Divisions of Environmental Services and Parks. 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.

Project Budget

The Office of Local Programs uses the budget provided to determine the amount of funding awarded for the project; therefore, the estimated cost 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.

Project Budget By Phase (required)

The fields for construction inspection, contingency, total project cost, total federal cost, and local match will fill in automatically using a formula. You cannot change these amounts.

1	PHASE	COST
2	Preliminary Engineering/Design (PE & FINAL)	\$ -
3	Right of Way (ROW)	\$ 900,000.00
4	Utilities	\$ 350,000.00
5	Construction	\$ 2,000,000.00
6	Construction Engineering/Inspection (15%)	\$ 300,000.00
7	Contingency (10%)	\$ 200,000.00
8	TOTAL PROJECT COST - 100% including match	\$ 3,750,000.00
9	TOTAL FEDERAL FUNDS REQUESTED – 80% Federal Funding	\$ 3,000,000.00
10	TOTAL LOCAL MATCH REQUIRED-20% of Project Cost	\$ 750,000.00

Please attach an engineer's estimate of the total project cost (required)

Acceptable file types: .csv, .doc, .docx, .odt, .pdf, .rtf, .txt, .wpd, .wpf, .gif, .jpg, .jpeg, .png, .svg, .tif, .tiff, .epub, .key, .mobi, .mus, .musx, .ppt, .pptx, .sib, .xls, .xlsx, .zip

Indicate the type of local match to be provided(required)

Please note, only cash or property can be used as match on the project. If using property, an appraisal will need to be provided to KYTC performed by a KYTC prequalified appraiser and will be reviewed by the KYTC Division of Right-of-Way and Utilities for concurrence of the appraisal value.

Cash

Connectivity and Community Impact

Does the applicant have a master plan, regional growth, sustainability or economic development plan that includes this project? (required)

Yes

Attach a copy of the plan

Acceptable file types: .doc, .docx, .odt, .pdf

Does the project provide connectivity to any local businesses, schools, restaurants, etc.? (required)

This can include schools, restaurants, medical offices, daycare centers, retail stores, libraries, laundry facilities, parks, playgrounds, etc.

Yes

List the facilities to which the project will provide connectivity

This project will improve connectivity with the Beaumont Centre and Palomar Centre Commercial developments. These commercial developments include a significant number of destinations including:

Banks: Chase, City National, Central, Community Trust, Fifth Third, Traditional, UK Federal Credit Union, and others.

Daycare: Kinds R Kids Learning Academy.

Dry Cleaning: Hart's Dry Cleaning and Laundry.

Gyms: Genesis Health Club, YMCA.

Hotels: Comfort Suites, Fairfield Inn, Hampton Inn, Home2 Suites, and Tower Place Suites.

Library: Lexington Public Library – Beaumont Branch.

Medical Offices: Beaumont Dentistry, Lexington Clinic, St. Joseph Health Primary and Express Care, and others.

Restaurants: Arby's, Asian Wind, BRU Burger, Fazoli's, Harry's, Jimmy John's, Malone's, Masala Indian, McDonald's, Panera, Papa John's, Qdoba, Sahara Mediterranean, Sedona Taphouse, Texas Roadhouse, Waffle House, Wild Eggs, Zen Sushi, and others.

Retail Stores: Most Valuable Pets, The UPS Store, Walmart, Western Union, and many others.

Veterinary Offices: Animal Care Clinic, Blue Paw Pet Care.

Will the project promote or facilitate economic development in the community? (required)

Yes

Provide a description of how the project will facilitate or promote economic development (required)

Property values for all zoning types 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.

To what extent will this project improve mobility for disadvantaged populations including the elderly, disabled, minority, and low-income residents? (required)

The project will significantly improve mobility for non-vehicular users along the corridor (including the elderly, disabled, minority, and low-income residents) by constructing an ADA compliant shared use path that connects existing bus stops, businesses, neighborhoods, and other destinations. There is currently no transportation facility for non-vehicular users along Harrodsburg Rd. within the project area, and the existing bus stops are not connected to the nearby destinations.

The project will also connect with a Persistent Poverty Census Tract (Census Tract 30) via the previously constructed shared use path which travels beneath New Circle Rd.

Please describe how the project will impact safety. (required)

If the project addresses a specific safety concern, outline the safety issue and provide any back-up data.

The project includes new or improved intersection crossings for people walking and biking at four intersection locations along the corridor. These improvements include high-visibility crosswalks, lighting, signage 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, thereby 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's proven safety counter measures for biking and walking.

Does the project have any positive environmental impacts? (required)

This can include reduction in vehicle miles traveled, reduction of greenhouse gas emissions, or addressing an eligible environmental concern through mitigation.

Yes

List the environmental impacts from the project

Currently there is no facility for non-motorized travel along Harrodsburg Rd. within the project area. The project will allow residents along the corridor to replace a significant number of vehicular trips with non-vehicular ones. The separation from traffic provided by the shared use path will encourage walking and biking by increasing user comfort. The project will also encourage bus use by providing connections from the existing bus stops to nearby destinations.

Describe how the community has been involved in the planning process and list any key stakeholders. (required)

A Project Open House was held on 10/20/2025 to display the preliminary plans to the public, provide information on the project, and gather feedback on the project design.

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, online 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 MPO 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.

Key stakeholders include the Kentucky Transportation Cabinet, Beaumont Neighborhood Association, adjacent property owners, LFUCG Council Members and other elected officials, utility owners, and the LFUCG Divisions of Engineering, Environmental Services, Parks, and Traffic Engineering.

Is the area or part of the area of the project eligible to be listed on the National Register of Historic Places? (required)

No

Will there be any earth disturbance associated with this project? (required)

If yes, an archaeological survey may need to be completed prior to the beginning of the project.

Yes

I agree with Terms of Use

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.

Yes