

214-2023
R.420-2023



KENTUCKY TRANSPORTATION CABINET
Department of Rural and Municipal Aid
OFFICE OF LOCAL PROGRAMS

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

PROJECT COUNTY Fayette	PROJECT CITY Lexington	HIGHWAY DISTRICT 7
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PROJECT TITLE
Harrodsburg Rd. Trail

SPONSOR NAME
Lexington-Fayette Urban County Government

ADDRESS
200 E Main St.

CITY Lexington	ZIP 40507	PHONE 859.425.2255	POPULATION 321,000
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APPLICATION CONTACT Jake Stephens	PHONE 859.258.3478	EMAIL jstephens@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://kydlqweb.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



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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



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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 Beaumont Centre to Dogwood Trace 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 Shared Use Path	Harrodsburg Rd. & Beaumont Centre Pkwy.	2.88
ENDING POINT <i>(specifically)</i>	STREET NAME/INTERSECTION/ADDRESS	MILE POINT <i>(Required)</i>
Existing Sidewalk	Harrodsburg Rd. & Dogwood Trace 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>
2.6 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 phase funding for the Harrodsburg Road Trail project. This 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 Blvd. The design of this project was funded via the America Rescue Plan Act (ARPA) and is anticipated to complete in 2024.

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.



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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 Beaumont Centre Pkwy. and Dogwood Trace 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.			



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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	Consultant selected, design to begin in August 2023	12
Right of Way	Plan to begin right-of-way acquisition in 2024	12
Utilities	Plan to begin utility relocation in 2025	6
Construction	Plan to begin construction in 2026.	18

What level of engineering/design has been completed for this project? Include any barriers to technical feasibility.

A preliminary alignment has been developed and reviewed. 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		



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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)	\$509,000.00
Utilities	
Construction	
Construction Engineering/Inspection	
Contingency (10%)	\$51,000.00
TOTAL PROJECT COST - 100% including match	\$560,000.00
TOTAL FEDERAL FUNDS REQUESTED – 80% Federal Funding	\$448,000.00
LOCAL PUBLIC AGENCY (LPA) MATCH	

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

ITEM	AMOUNT
Cash (preferred)	\$112,000.00
Property	
TOTAL MATCH PROVIDED	\$112,000.00

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	10
Child Care	4
Grocery Store/Farmers Market	4
Park/Playground	4
Laundry/Dry Cleaner	1
Restaurants/Retail/Entertainment	50
Medical Office/Pharmacy	17
Police or Fire Station	3
Other (Please specify.):	



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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.

Census Tract 30, Fayette County Kentucky is directly adjacent to the project area and listed as a Transportation Disadvantaged Census Tract. Disparities in this census tract include historically disadvantaged community, health disadvantaged, equity disadvantaged, and environmental disadvantaged. The project will also increase the reach of the current transit route by providing a 1.4 mile multimodal connection to the transit route that does not currently exist.

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 8 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.



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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.

Rinda Gorton

Authorized Signature of LPA Sponsor

7/28/2023

Date

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