Cumberland Valley Area Development District
Regional Transportation Planning
Annual Work Program
Fiscal Year 2022

Regional Transportation Asset Inventory

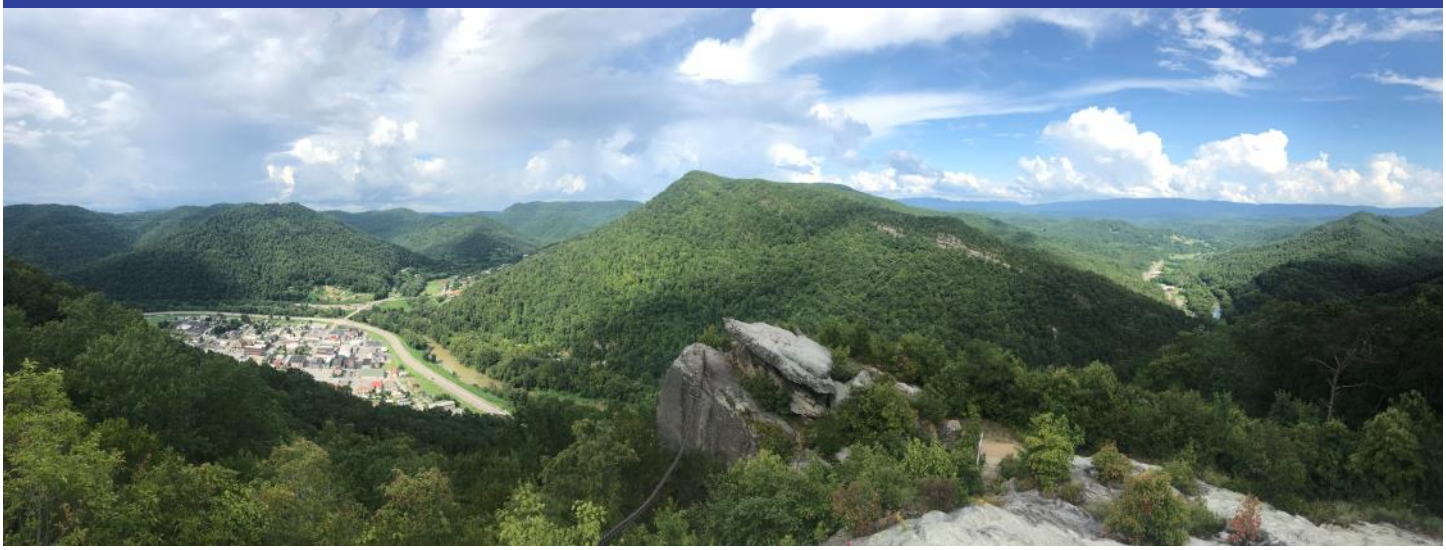

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TABLE OF CONTENTS

CHAPTER 1: INTRODUCTION

1.1 History of Program

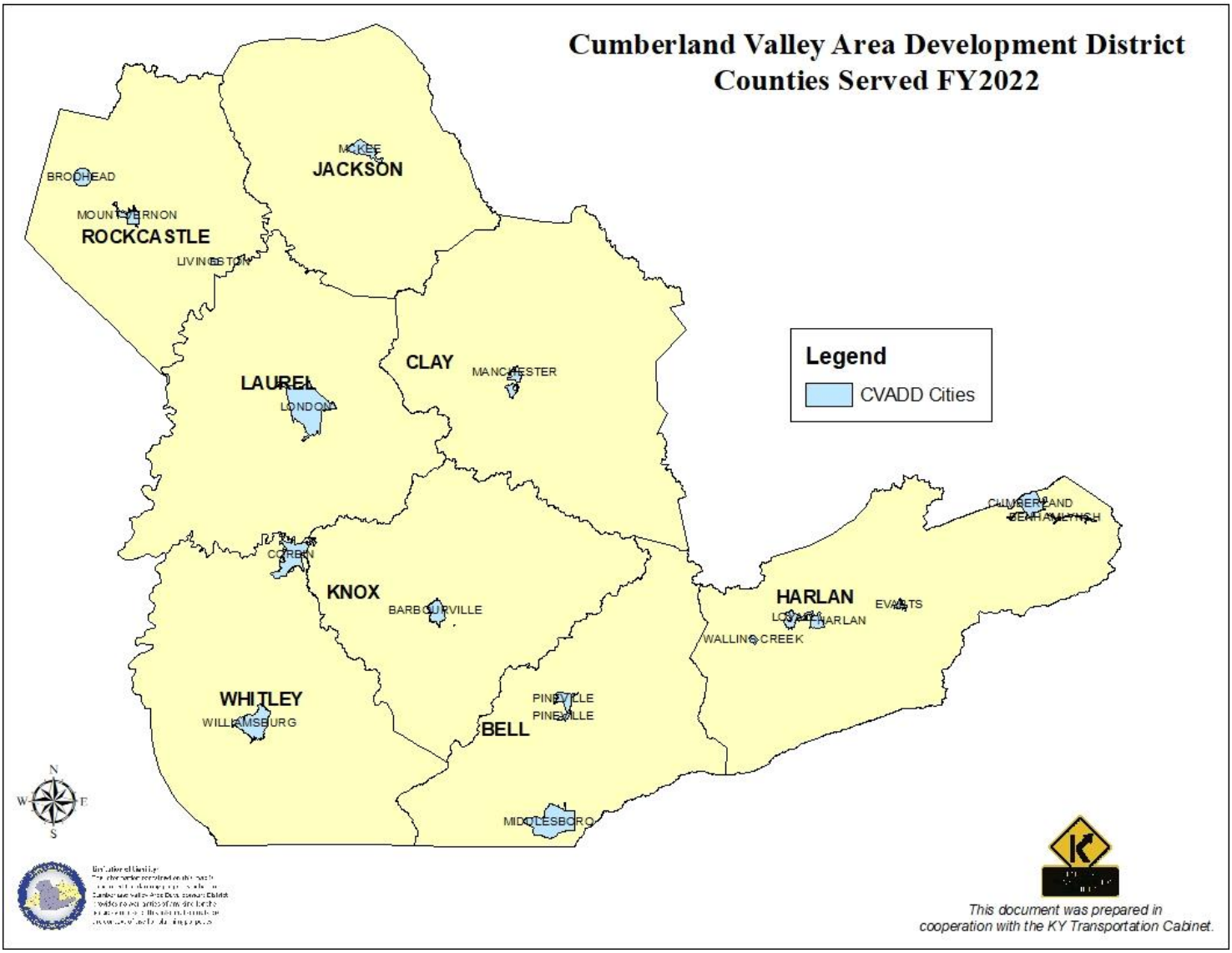
Kentucky has maintained a statewide transportation planning process since the 1970s through the 15 Area Development Districts (ADDs). In 1995 Kentucky expanded and formalized a public involvement process for the statewide transportation planning process in response to the directives of the Intermodal Transportation Efficiency Act of 1991 (ISTEA). ISTEA and its successor, The Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998, set the policy directions for more comprehensive public participation in federal and state transportation decision-making. The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. SAFETEA-LU addressed challenges such as improving safety and reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012. MAP-21 built on and refined many of the highway, transit, bike, and pedestrian programs and policies established in the previous bills. Most recently the Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs and continues efforts to streamline project delivery. It also provides, for the first time, a dedicated source of federal dollars for freight projects. These Congressional acts authorize all on-going federal-aid transportation programs. There are critical components of each piece of legislation that require input at the early stages of the planning process from local government, communities, interest groups, regional governments and citizens. Among the most essential provisions are the following:

- Federal reliance on the statewide transportation process, established under ISTEA, as the primary mechanism for cooperative transportation decision making
- Coordination of statewide planning with metropolitan planning
- Opportunity for public involvement provided throughout the planning process
- Emphasis on fiscal constraint and public involvement in the development of a three year Statewide Transportation Improvement Program (STIP)
- Emphasis on involving and considering the concerns of Tribal governments in planning
- State development of statewide transportation plans and programs

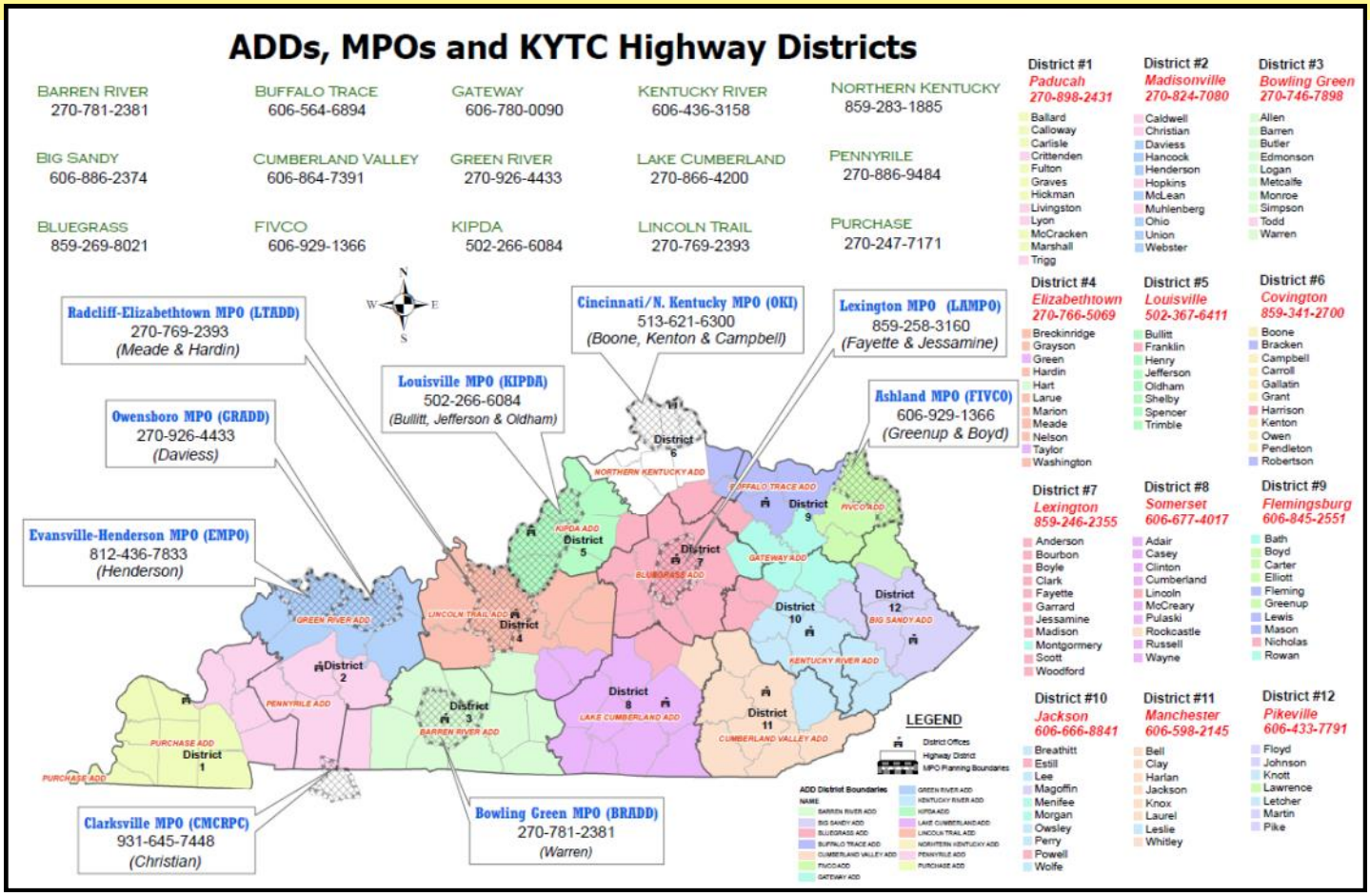
The Kentucky Transportation Cabinet's (KYTC) statewide transportation planning process is accomplished through a cooperative program with the KYTC Central Planning Office, the 12 Highway District Offices (HDOs), 15 ADDs, and 9 Metropolitan Planning Organizations (MPO). The ADDs and MPOs are responsible mainly for the analysis of data and transportation systems, identification and evaluation of needs in their planning area, the coordination of public input for the STIP, and the subsequent evaluation and prioritizing of identified needs in the KYTC Unscheduled Needs List (UNL) for possible inclusion in the KYTC Six-Year Highway Plan.

KYTC Polices and Procedures for the Regional Transportation Program outlines the policies and guidelines for the program within and in relation to the designated ADD of the Commonwealth of Kentucky. State Legislation was enacted in 1972 creating the ADDs by law in Chapter 147A of the Kentucky Revised Statutes (KRS). The KYTC has historically administered major comprehensive transportation programs at the urban, metropolitan, and statewide levels. The creation of the ADD pursuant to federal legislation established an effective link for the development of a comprehensive transportation program utilizing local, regional, and statewide agencies.

The ADD primarily conducts activities in support of transportation planning for the rural areas of the Commonwealth and our MPO partners are responsible for activities in the nine urbanized areas. The ADDs are concerned with all modes of transportation including: air, water, rail, highway, transit, pedestrian and bicycle. The jurisdiction of the regional program is not necessarily limited within the boundaries of the ADD making it necessary to include coordination between the MPO and our partners in the HDO. The Cumberland Valley Area Development District (CVADD) is composed of the eight county Cumberland Valley region in southeast Kentucky. These counties include Bell, Clay, Harlan, Jackson, Knox, Laurel, Rockcastle, and Whitley.



1.2 Map of ADD, MPO, HDO Boundaries



1.3 Purpose of the Regional Transportation Concept Plan

The major activity conducted by the CVADD Regional Transportation Program is to support the KYTC Statewide Transportation Planning process. The KYTC provides an annual scope of work to define the regional transportation activities to be conducted by the CVADD to support the KYTC. Included in the scope of work is a specific set of resource documents identified for the Regional Transportation Concept Plan (RTCP). The RTCP is utilized as a resource document for the entire region while developing goals and objectives for the transportation system, identifying and evaluating needs, reviewing and documenting projects, and throughout the prioritization/ranking process. The RTCP is the "umbrella" that houses data collection components relevant to regional transportation. The RTCP document consists of an introduction for each component detailing the reason for, location maps and what recommendations if any can be construed from existing data and research. It is designed to be multi-modal in nature and address all forms of transportation in the region to include highways, air, river, rail, transit, pedestrian and bicycle.

The purpose is to involve local leaders, public officials, and the general public in the transportation planning process. It is designed to develop a working relationship between local leaders, transportation officials and planners, and concerned citizens, with the goal of creating an open environment, allowing for open and informed public input, so those transportation plans receive local acceptance and support. The elements collected in the RTCP can be used as a means of generating better input from local officials and citizens concerning transportation issues and projects.

The CVADD is responsible mainly for the analysis of data, identification and evaluation of needs in their region, and the subsequent evaluation and prioritization/ranking of projects.

in the UNL for possible inclusion in the KYTC Six-Year Highway Plan. The CVADD's role in the statewide transportation planning process is to:

- Work with the Regional Transportation Committee (RTC) to evaluate and prioritize all transportation needs concerned with all modes of transportation in the region.
- Identification of new needs
- Prioritization/ranking of unscheduled needs
- Establish a public involvement process that will involve diverse interest groups in the statewide transportation planning process – involving all modes of transportation.
- Provide coordination with other planning activities in the region.
- Complete the various tasks described in its annual scope of work.

The role of RTC is to provide input into this regional and statewide process. The committee is comprised of a diverse group of interest that impact or are impacted by the transportation system. The committee will work with the CVADD in evaluating and prioritizing needs concerned with all modes of transportation.

Through cooperation with the CVADD, the RTC, local officials, transportation providers and users, and the general public, efforts are made to identify long-range or conceptual transportation needs resulting from the CVADD's efforts to assess the mobility and accessibility for the region. This identification process is considered an on-going activity with the CVADD RTC and the District 8 and 11 Highway District Offices (HDO) following the continuous evaluation of the local and regional transportation systems.

CHAPTER 2: DEVELOPMENT, REVIEW AND RANKING OF PROJECT IDENTFICIATION FORM

2.1 Introduction

The development, review and ranking of the Project Identification Forms (PIFs) is a process that involves identification of transportation needs, based on local official and public input. The PIF is used to document available data on each need creating a useful resource for reviewing projects and considering local and regional priorities or rankings. Applicable information stored in the PIFs is used to create the KYTC Unscheduled Needs List (UNL). The project identification and evaluation process through the use of the PIF is an on-going task that is coordinated with the respective HDO planner. This statewide transportation planning identification, prioritization and ranking process complies with federal reauthorization and legislation requirements to inform, solicit input from and consult with transportation users, publicly elected officials, and representatives from all transportation modes and underserved populations.

Development, Evaluation & Maintenance

Suggested needs that have been proposed or identified are reviewed for necessity through field visits, analysis available data sources as provided by the KYTC for analytical purposes. If deemed appropriate, a PIF shall be developed in partnership by the ADD and HDO planners. KYTC's Division of Planning (DOP) is consulted prior to final inclusion in the UNL. All information is housed in the KYTC Online CHAF application. The ADD and HDO are responsible for maintaining all information in the application. Additionally, the ADD and HDO are responsible for the quality, clarity, and completeness of needs specific to their boundaries. DOP coordinates and oversees the CHAF application. The needs identified from this process are recorded in the UNL database until all project phases are advanced into the KYTC Highway Plan with full funding, are completed through other means, or are voted out for lack of RTC and HDO support. The highway plan is the KYTC's programming document submitted to and approved by the Kentucky General Assembly every two years.

The ADD reviews all UNL items in relation to other identified needs or projects and if necessary, make revisions to project descriptions, termini, mile-points, or other information as may be required. Special attention is given to adequately describing the issue to be addressed in the project description, citing the available data to help document the need. Projects which are not data driven, do not appear to have a definite purpose or need and a history of low priorities are considered for removal from the active UNL. If a fully documented need cannot be determined, the ADD in conjunction with the HDO and with concurrence of the RTC can recommend the need be moved to "Inactive" status.

Prioritization

In FY 2017 the KYTC introduced a new concept for prioritization of projects being considered for implementation into the proposed highway plan. A model was developed to create a more data-driven, objective and collaborative approach to selecting high priority projects. This model is called the Strategic Highway Investment Formula for Tomorrow (SHIFT). SHIFT uses quantitative data – measures such as crashes, fatalities, traffic volumes, delays, employment – to assess the benefits of planned projects and compare them to each other. Using the SHIFT formula (developed by transportation engineers) KYTC will score projects and share rankings with local transportation leaders (ADDs, MPOs, and HDOs). KYTC ranks projects with statewide importance and through the local collaboration, priorities are set for regional projects.

The guidelines and schedule for the prioritization and ranking process are established by the DOP. Generally needs are prioritized on a local (respective county/city), regional (ADD), HDO and state (DOP) level. The ADD is responsible for obtaining the local and regional priorities. The prioritization process is documented by the ADD and reported to the KYTC. The documentation report is a record

of the public involvement process utilized to prioritize the UNL, including all efforts to educate/inform the RTC and the public and any methods used to build consensus for priorities and rankings.

For a project to be considered, it first must be included on the sponsorship list. The projects that are sponsored at the regional (ADD) and HDO level are submitted to KYTC for scoring in the SHIFT formula. KYTC determines the number of projects that can be sponsored by using a formula that includes the number of counties, population and lane miles in a region and HDO.

Once projects have been scored and the statewide selection process completed, regional lists are developed from projects not selected at the state level. The regional lists are reviewed by the ADD RTC and HDO. Both can select 25% of the projects to apply boost points to the scores, creating the regional and HDO priority lists. These projects are considered in the development of the recommended highway plan provided to the governor and ultimately presented to the General Assembly for approval.

2.2 Unscheduled Needs List

The Unscheduled Needs List (UNL) is the unconstrained list of all potential needs or deficiencies identified or suggested for consideration for future implementation. These projects represent identified needs that may or may not have data supported deficiencies for which conceptual projects may have been developed, but for which there are no current funding commitments.

The UNL is divided into two lists called the active list and inactive list. The active list will contain the needs that are followed and monitored closely and the list from which projects are prioritized and ranked. A need on the inactive list is one that historically had a low priority or no longer is considered a need. These needs are no longer monitored, but they are not deleted from the database in case the respective need once again becomes valid. It is possible, as needs change or new needs are identified, to move from the active list to the inactive list. Likewise, if determined to be a valid need, then there can be movement from the inactive list to the active list.

The following charts show the location of the needs identified on the CVADD active project list by county.

Bell County Road Project List for Prioritization					
PROJECT ID	**ROUTE**	**BMP**	**EMP**	**DESCRIPTION**	**TOTAL COST**
IP20080621	KY-92	0.000	11.160	Address horizontal alignment and safety issues on KY 92 from US 25W in Williamsburg	$ 780,000
IP20130059	KY-2079	0.000	1.698	Curb & Gutter Drainage Project for Winchester Avenue from 20th Street to 40th Street in	$ 4,730,000
IP20130072	US-119	4.010	4.280	Construct left and right turn lanes onto the Bell County Garage/Veteran's Park Entrance Six Year Plan Project 2014 11-8805.00	$ 1,681,000
IP20130073	US-119	4.980	5.250	Address access issues along US-119 onto KY 1334 and KY 1534	$ 2,009,000
IP20150288	US-119	3.700	5.200	Provide passing opportunities on US-119 in the vicinity of mp 4.5 in Bell County.	$ 6,984,000
IP20160049	US-119	0.000	15.880	Replace turndown and other deficient end treatments on US 119 from US 25E to the Bell/Harlan County Line.	$ 690,000
IP20160050	KY-221	5.100	5.4	Improve safety along KY 221 while providing safer turning lanes for school traffic.	$ 1,100,000
IP20160051	KY-1534	1.300	3.500	Reconstruct KY 1534 and Yellow Creek along the eastside of roadway from milepoint 1.3 to milepoint 3.5 to improve safety.	$ 4,041,000
IP20160062	KY-74	15.190	16.753	Enhancing Cumberland Avenue from US 25E to 18th Street with street improvements for vehicle and pedestrians, as well as storm water management to improve safety, conges-	$ 14,137,000
IP20160063	KY-188	0.000	2.550	Reconstruct KY 188 to correct safety issues and improve stabilization of roadway and Yellow Creek on the southside of roadway	$ 4,361,000
IP20180078	KY-66	0.289	1.000	Reconstruct KY-66 from the bridge over Straight Creek to MP 1.00	$ 9,392,000
IP20180079	KY-441	0.000	4.897	Transportation study to determine a truck route around Middlesboro from the intersection of KY 74 and KY 441 to US25E north of Middlesboro. Also, safely address bike and	$ 520,000
IP20210067	US-25E	2.779	3.351	Enhancing US 25E from KY 441 to North of Tunnel Hollow road CR 1154A (near Tim Short Auto Entrance) with street improvements for vehicle and pedestrians, as well as storm water management to improve safety,	$ 480,000

Clay County Road Project List for Prioritization					
PROJECT ID	**ROUTE**	**BMP**	**EMP**	**DESCRIPTION**	**TOTAL COST**
IP20000081	KY-2432	0.351	1.177	Reconstruction KY 2432 from 2nd Street in East Manchester north to KY 3472 {ADD:	$ 11,220,000
IP20080590	US-421	20.213	24.016	Address safety, capacity, surface condition, and access issues from KY 3560 (Fox Hollow Road) to KY-11 at Treadway (Laurel Creek)	$ 43,948,000
IP20080591	US-421	1.825	13.692	Address horizontal alignment, safety, surface condition from KY-66 to KY-149	$ 127,687,000
IP20080592	US-421	24.016	32.824	Address horizontal alignment, safety, surface condition, and congestion issues on US -421 from KY-11 at Treadway (Laurel Creek)	$ 71,394,000
IP20080593	KY-11	0.000	2.900	Correct substandard roadway geometrics and address safety issues from the Clay/ Knox County Line to Cottongin	$ 22,644,000
IP20080594	KY-11	2.900	5.300	Correct substandard roadway geometrics and address safety issues from Cottongin to the railroad crossing at milepoint 5.300	$ 20,625,000
IP20080595	KY-11	5.300	7.200	Correct substandard roadway geometrics and address safety issues from railroad crossing at mile point 5.300 to Engine Branch Road.	$ 17,684,000
IP20080596	KY-11	7.200	8.800	Correct substandard roadway geometrics and address safety issues from south of En-	$ 11,954,000
IP20080597	KY-11	8.891	19.591	Correct substandard roadway geometrics and address safety issues from US-421 to Oneida.	$ 81,329,000
IP20110227	KY-2076	0.000	0.500	Improve existing geometrics, access management, and improve safety of the ap-	$ 5,394,000
IP20110228	KY-3472	0.200	0.600	Minor widening - improve geometrics and safety and provide for left and right turn lanes for Manchester Memorial Hospital entrance.	$ 2,217,000
IP20150097	PF 9999			Address congestion on Add Hollow Road onto US 421 by redirecting onto KY 80. Also, address bike and pedestrian traffic in the area.	$ 7,487,000
IP20150194	KY-638	6.700	7.100	Improve safety and sight distance along KY 638 and its intersection with KY 3476.	$ 3,173,000
IP20150331	US-421	0.000	1.000	West Bypass of Manchester (GRADE, DRAIN & INCIDENTAL SURFACING).	$ 83,823,000

IP20150430	CR-1286	0.000	3.067	Improve geometrics along Urban Creek Road (CR 1286) and intersections at Hal Rogers Parkway and KY 687	$ 6,598,000
IP20160016	US-421	13.692	16.915	Widen US 421/KY 80 to three lanes from KY 80 south to KY 149 (Lockarts Creek	$ 33,819,000
IP20160053	KY-11	0.000	8.891	Reconstruct and improve existing alignments, with shoulders, of KY 11 from Knox/Clay County line to US 421 in Clay County.	$ 750,000
IP20160054	KY-66	32.900	33.217	Reconstruct existing S-Curve from milepoint 32.9 to milepoint 33.5 to improve geometrics	$ 395,000
IP20160055	HR-9006	10.593	21.498	Upgrade route from Somerset to Hazard to Interstate Standards: 4 lane from Clay/Laurel County Line to Manchester (just past Exit 20 at bridge over KY 80/US 421) - Milepoint 10.593 to Milepoint 21.498	$ 162,658,000
IP20160056	HR-9006	21.498	35.929	Upgrade route from Somerset to Hazard to interstate standards: 4 Lane from Manchester to Clay/Leslie County Line (Milepoint 21.498 to Milepoint 35.929) (SEGMENT 8)	$ 184,608,000
IP20180076	KY-66	23.500	24.100	Correct rockfall hazard from milepoint 23.5 to milepoint 24.1	$ 1,787,000
NEW PROJECT IP20210069	KY 1999	0.000	1.592	Improve existing geometrics, access management, and improve safety along KY 1999 from US-421/KY-80 to HR9006.	$ 11,720,000

Harlan County Road Project List for Prioritization					
PROJECT ID	**ROUTE**	**BMP**	**EMP**	**DESCRIPTION**	**TOTAL COST**
IP20060286	US-421	17.107	24.203	Correct substandard roadway geometrics and address condition and safety issues on US 421 from US 119 to KY 221	$ 151,497,000
IP20070244	KY-160	10.981	12.954	Address capacity, access, surface condition, and safety issues along KY 160 from US 119 to KY 522.	$ 750,000
IP20080598	US-421	24.203	26.888	Correct substandard roadway geometrics on US 421 from KY 221 to the Harlan County/ Leslie County line	$ 56,816,000
IP20080600	KY 72	4.679	10.902	Address congestion, capacity, connectivity, and safety issues on KY 72 from Beginning of State Maintenance to US 421	$ 780,000
IP20080601	KY-179	0.000	7.580	Address horizontal alignment and safety con-cerns on KY 179 from KY 38 to KY 2006	$ 960,000
IP20080602	KY-990	0.000	1.000	Address access and safety issues on KY 990 from KY 3001 to Mary Hellen Methodist Road (CR 1289)	$ 7,085,000
IP20110171	US-119	0.000	1.200	Address horizontal alignment and safety issues on US-119 near Harlan County/Bell County line.	$ 22,863,000
IP20110173	US-119	10.305	10.826	Address congestion/capacity issues on US-119 near Clear Glass Road and Conley Loop.	$ 3,060,000
IP20110181	US-119	6.500	7.500	Address congestion/capacity issues on US 119 from Billy Lee Road to Tremont Drive	$ 2,501,000
IP20110198	US-119	12.435	13.213	Improve approach of US 119 from KY 1084 to US 421 through a new intersection and new alignment for US 119. Project #H-6 in US-119 Corridor Study	$ 26,369,000
IP20130060	US-119	11.479	12.435	Address congestion issues on US 119 from the US 119/KY 3452 intersection and US 119/KY 1084 intersection.	$ 969,000
IP20130074	KY-2430	0.000	1.000	Scoping Study - minor reconstruction to im-prove safety and enhance access on KY 2430	$ 250,000
IP20130075	US-119	7.740	8.050	Address congestion issues on US 119 near its intersection with KY 840	$ 1,977,000
IP20130076	US-119	8.480	8.750	Address congestion issues from US 119 onto KY 3152	$ 1,681,000
IP20150114	US-119	10.050	10.250	Improve safety along US 119 with landslide repairs	$ 1,452,000
IP20150218	CS-1041	0.126	0.182	Address deficiencies of Kentucky Avenue Bridge over Martins Fork Cumberland River	$ 2,900,000

IP20150238	US-119	1.200	3.000	Provide a passing bay on US-119 from MP 1.2 to MP 2.2 in Harlan County.	$ 3,948,000
IP20150361	NEW ROUTE			Reconstruct US 421 from Barn Branch in Harlan County to Virginia State Line.	$ 111,025,000
NEW PROJECT	NEW ROUTE			Reconstruct US 421 from Barn Branch in Harlan County to Virginia State Line.	$ 28,000,000
IP20180075	NEW ROUTE			Construct a new route to address access issue on KY 72 from Alva/Black Star near Harlan/Bell County line to Liggett, which is west of the city of Harlan	$ 520,000

Jackson County Road Project List for Prioritization					
PROJECT ID	**ROUTE**	**BMP**	**EMP**	**DESCRIPTION**	**TOTAL COST**
IP20050024	US-421	10.802	14.808	Reconstruction of US 421 from KY 89 to KY 587	$ 35,667,000
IP20050025	US-421	14.797	16.891	Reconstruction of US 421 from KY 89 North to Sand Lick Road. (See Section 1 of Alternative 4 in January 2005 US 421 Alternatives Study.)	$ 19,782,000
IP20050026	US-421	16.891	18.993	Reconstruction of US 421 from Sand Lick Road to Congleton Hollow Road. (See Section 2 of Alternative 4 in January 2005 US 421 Alternatives Study.)	$ 22,110,000
IP20050027	US-421	18.993	21.421	Reconstruction of US 421 from Congleton Hollow Road to South Tree Tower Road on US 421. (See Section 3 of Alternative 4 in January 2005 US 421 Alternatives Study)	$ 20,732,000
IP20050028	US-421	21.421	23.541	Reconstruction of US 421 from Southtree Tower Road to Clover Bottom Creek Road. (See Section 4 of Alternative 4 in January 2005 US 421 Alternative Study.)	$ 19,786,000
IP20050029	US-421	25.366	27.184	Reconstruction of US 421 from Asbill Road to J.A. Farmer Road. (See Section 6 of Alternative 4 in January 2005 US 421 Alternatives Study.)	$ 16,083,000
IP20050030	US-421	27.184	29.574	Reconstruction of US 421 from J.A. Farmer Road to just north of the Jackson County/ Rockcastle County line. (See Section 7 of Alternative 4 in January 2005 US 421 Alternatives Study.)	$ 21,461,000
IP20060287	US-421	29.466	29.574	Address sight distance and safety issues on US 421 at its intersection of KY 1912 in Morrill	$ 413,000
IP20060288	US-421	21.463	21.663	Address access and safety issues at the intersection of US 421/KY 3446/School Road #2	$ 1,240,000
IP20080604	US-421	14.700	15.000	Address horizontal alignment on US 421 north of KY 89 near the city of McKee	$ 2,375,000
IP20080605	US-421	26.500	27.000	Address substandard horizontal and vertical alignment of US 421 in the Clover Bottom Ar-	$ 4,306,000
IP20080606	US-421	22.038	22.238	Address access and safety issues on US 421 at KY 2004 in Sand Gap.	$ 1,383,000
IP20130061	US-421	10.500	11.100	Address congestion and safety issues on US 421 near its intersection with KY 587 by Jackson County Board of Education and Middle School.	$ 2,970,000
IP20150018	US-421	16.910	16.912	Bridge replacement over Sand Gap (Bridge ID 055B00002 SR 59.4)	$ 1,718,000

IP20150019	US-421	13.450	13.700	Address congestion and access concerns at the entrance into Jackson County High School on US-421 with its intersection with Educational Mountain Drive and McCammon Ridge Rd.	$ 2,054,000
IP20150020	US-421	1.500	1.800	Address safety and horizontal alignment of the curve on US-421 with its intersection at KY-3443	$ 2,722,000
IP20150098	US-421	11.600	12.600	Address safety issues with vertical & horizontal alignment on US-421 from milepoint 11.600, east of Pilgrims Rest Rd (CR-1007), to 12.600, west of Ranger Station Rd (FD-289).	$ 7,104,000
IP20150101	KY-578	7.000	7.202	Address intersection approach grade of KY 578 onto KY 290	$ 2,272,000
IP20150248	US-421	16.891	18.993	Reconstruct US 421 from Sand Lick Road to Congleton Hollow Spur Road (2006BOPC)	$ 22,403,000
IP20150260	US-421	18.993	21.421	Reconstruction of US 421 from Congleton Hollow Spur Road to South Tree Tower Road (2006BOPC)	$ 20,735,000
IP20150325	US-421	21.421	23.541	Reconstruct US 421 from South Tree Tower Road to Clover Bottom Creek Road (2006BOPC)	$ 19,899,000
IP20150367	KY-30	9.121	17.517	Reconstruct KY 30 from US 421 to the Owsley County Line. (14CCR)(SEE 10-279.60 FOR PE & ENVIR)	$ 86,293,000
IP20180074	US-421	23.510	25.370	Reconstruct US 421 from Clover Bottom Creek Road to 0.11 mile south of Asbill Road. (2006BOPC)	$ 19,113,000
IP20210070	KY 290	0.000	8.850	Address congestion, capacity, connectivity, and safety issues on KY 290 from McKee to KY 30.	$ 780,000

Knox County Road Project List for Prioritization					
PROJECT ID	**ROUTE**	**BMP**	**EMP**	**DESCRIPTION**	**TOTAL COST**
IP20080607	KY-11	10.118	13.918	Correct substandard roadway geometrics and address safety issues from US 25E north of Barbourville to north of Girdler	$ 26,793,000
IP20080608	KY-11	16.293	18.293	Correct substandard roadway geometrics and address safety issues from north of Girdler to Mills Cemetery. (Part of 1999 KY 11 Corridor Feasibility Study.)	$ 12,855,000
IP20080609	KY-11	18.293	22.694	Correct substandard roadway geometrics & address safety issues from Mills Cemetery to Knox County/ Clay County Line. (Addressed in 1999 KY 11 Corridor Feasibility Study.)	$ 45,057,000
IP20080610	KY-11	0.000	9.088	Correct flooding issues on KY 11 from KY 92 in Whitley County to Poplar Street in the city of Barbourville.	$ 2,766,000
IP20080611	KY-225	14.642	14.892	Address access and safety issues at the intersection of KY 225 and KY 2421	$ 1,602,000
IP20110221	KY-11	0.000	3.272	Spot improvements to address flooding and safety issues along KY 11 from the Whitley County/Knox County Line to KY 1809.	$ 6,268,000
IP20110222	KY-11	3.272	7.194	Spot Improvements to address flooding and safety issues along KY 11 from KY 1809 to Tye Bend Road.	$ 7,598,000
IP20110223	KY-11	7.194	9.809	Spot improvements to address flooding and safety issues along KY 11 from Tye Bend Road to South	$ 3,662,000
IP20130062	KY-3439	0.000	0.897	Address intersection safety & congestion issues, widening, and adding sidewalks for heavy pedestrian traffic to KY 3439 from US 25E to Bradley Martin Road in Barbourville.	$ 4,323,000
IP20130077	KY-11	14.000	15.000	Flood mitigation on KY 11 from north of KY 3438 to north of C Mills Rd (CR 1090)	$ 1,700,000
IP20130078	KY-1487	0.687	1.107	Improve safety and address geometric deficiencies, as well as flood mitigation on KY 1487 from north of Minton Rd (CS-1044) in Barbourville to near US 25E.	$ 9,206,000
IP20150061	US-25E	0.000	14.474	Rock fall mitigation on US 25E from Knox County/ Bell County Line to KY 229	$ 2,415,000

IP20150109	US-25E	10.830	11.034	Improve safety and address geometric deficiencies of intersection of US 25E and KY 2420.	$ 1,356,000
IP20150115	KY-1487	0.369	0.687	Improve safety, address geometric deficiencies, reduce congestion and improve mobility on KY 1487 from US 25E to downtown Barbourville, Knox Central Middle School, Barbourville City Schools and Union College.	$ 3,190,000
IP20160058	KY-11	10.108	22.694	Reconstruct and improve existing alignments, with shoulders, of KY 11 from US 25E in Knox County to the US 421 in Clay County Line (16CCN)	$ 780,000
IP20160059	KY-459	3.000	5.000	Raise KY 459 above flood plain from milepoint 3 to milepoint 5, including raising the Bull Run Creek Bridge (includes 11-8712). (12CCN)	$ 4,160,000
IP20160060	KY-3041	1.500	2.000	Improve KY 3041 from milepoint 1.5 to milepoint 2.0 to increase safety and provide access to Thunder Gap Horse Racing Track (16CCN).	$ 1,388,000
IP20160061	CS-2053	0.000	0.318	Improve safety and provide access to Thunder Gap Horse Racing Track by widening Allison Boulevard (CS-1107) (16CCN)	$ 2,678,000
IP20190030	US-25E	8.000	12.000	Explore access management opportunities, as well as increase safety and mobility for vehicle, pedestrian and bike traffic in this heavily congested area on US-25E in Barbourville.	$ 500,000
IP20210071	KY-11	10.727	11.681	Improve safety and access along KY 11 by raising roadway above flood elevation.	$ 3,240,000
IP20210072	KY-229	0.000	8.572	Address congestion, capacity, connectivity, and safety issues on KY 229 from US 25E to Knox/Laurel County Line.	$ 780,000

Laurel County Road Project List for Prioritization					
PROJECT ID	**ROUTE**	**BMP**	**EMP**	**DESCRIPTION**	**TOTAL COST**
IP20060290	US-25	6.953	9.028	Address safety and congestion issues on US 25 from KY 1189 to KY 1006.	$ 18,615,000
IP20060291	US-25	13.556	16.700	Address congestion, access management, and safety issues on US 25 North from Hal Rogers Parkway near KY State Police Post to KY 490.	$ 21,706,000
IP20060292	KY-192	0.000	18.243	Address horizontal/vertical alignment and safety issues on KY 192 from the Laurel County/Pulaski County line to I-75 in London	$ 6,653,000
IP20060293	HR-9006	1.089	3.877	Reduce congestion on the Hal Rogers Parkway (HR-9006) from relocated KY 30 to KY 192. (18CCR)	$ 25,097,000
IP20070245	US-25	0.000	6.953	Address safety and congestion issues on US 25 from US 25E near Corbin to KY 1189 as per 2006 Scoping Study.	$ 46,514,000
IP20080613	KY-80	13.278	15.210	Address access and capacity issues on KY 80 from KY 192 to KY 1561	$ 8,974,000
IP20080614	KY-229	8.837	9.850	Address access and safety issues along KY-229 from Levi Jackson State Park Entrance to Conley Road.	$ 11,742,000
IP20080615	KY-229	9.850	11.522	Address access and safety issues along KY 229 from Conley Road to KY 192.	$ 23,302,000
IP20080616	KY-363	8.200	9.205	Address horizontal alignment issues on KY 363 from KY 3429 (Philpot Road) to the roundabout at KY 1006.	$ 7,020,000
IP20080617	KY-1006	5.800	6.899	Address horizontal alignment, access, capacity, and safety issues on KY 1006 from MP 5.8 to US 25 (Main Street) in London. Project was listed in 2001 Laurel County Transportation Study.	$ 6,981,000
IP20090005	KY-192	18.505	20.070	Improve safety, access management, and freight mobility; and reduce congestion on KY 192 near KY 1006 to US 25 in London (12CCR)	$ 18,000,000
IP20110220	KY-80	21.442	23.843	Address horizontal/vertical alignment and safety issues on KY 80 from KY 1803 (near Bush) to Laurel County/Clay County line.	$ 11,646,000

IP20110226	KY-472	0.000	2.700	Reconstruct KY 472 from mile point 2.7 and create a connection with the Hal Rogers Parkway at KY 192 to improve congestion	$ 12,924,000
IP20110229	KY-1193	2.750	3.000	Reconstruct the KY-1193/KY-3497 intersection to improve approach geometry and in-	$ 1,181,000
IP20130063	CS-1156	0.000	0.636	Address realignment, safety, and congestion of Meyers-Baker Road from KY 1006 (5th Street) to KY 363 (Whitley Street). Address horizontal alignment and sight-distance issues of the intersection of Meyers-Baker	$ 6,492,000
IP20150062	KY-3431	0.650	1.581	Address access, safety, and surface condition on KY 3431 from US 25E to Tyler Trail. Also, safely address pedestrian traffic in the	$ 9,383,000
IP20150063	KY-1223	1.139	1.666	Address access, safety, sidewalk improvements on KY 1223 from KY 3431 (American Greeting Card Road) to North Stewart Road	$ 3,186,000
IP20150187	KY-1006	5.300	5.800	Widen 5th Street (KY 1006) from Meyer-Baker Road to KY 192 bypass (10CCN)	$ 3,702,000
IP20150207	US-25	9.000	10.505	Reduce congestion on US 25 from KY 1006 to KY 2069; improve connectivity from US 25 near KY 2069 to KY 229; improve KY 229 from the new connector north to KY 192; and improve access to the school from KY 192 bypass (06CCR)(10CCR)(12CCR)(14CCR)	$ 33,930,000
IP20150221	KY-354	0.900	1.106	Address safety and access issues on KY 354 while lowering the existing vertical grade to improve alignment with KY 30.	$ 461,000
IP20150321	US-25E	0.000	2.024	Improve safety, improve access management, and reduce congestion on US 25E from the Knox/Laurel County Line to KY 770 (12CCR)(16CCR)	$ 14,388,000

IP20150347	KY-80	9.900	10.900	Provide frontage roads on both sides of KY 80, just west of I 75 exit 41 (MP 9.9 to MP 10.9). May include relocating existing turn signal to provide adequate turn lane stor-	$ 3,998,000
IP20150348	US-25	0.000	9.028	Improve connectivity between London and Corbin from KY 1006 to US 25E (08CCN)	$ 204,540,000
IP20150379	I-75	28.850	33.162	WIDEN I-75 TO 6-LANES FROM US-25E TO THE LITTLE LAUREL RIVER (INCLUDING SB BRIDGE). (NH SHARE)(12CCR)	$ 60,487,000
IP20160043	KY-80	0.000	11.211	Upgrade Hal Rogers Parkway (KY 80) from Somerset to Hazard to Interstate Standards: Eastern approach to the Rockcastle River Bridge to I-75 (Segment 4) (16CCN)	$ 190,783,000
IP20160142	HR-9006	7.877	10.593	Upgrade route from Somerset to Hazard to interstate standards: approximately 4 miles east of KY 192 to Clay/Laurel County Line (MP 7.877 to MP 10.593) (Segment 6) (16CCN)	$ 40,820,000
IP20160144	KY-490	0.000	3.800	Improve safety on KY 490 from US 25 to KY 1394 by repairing shoulder breakoffs and pavement settling, as well as resurfacing roadway. (16CCN)	$ 658,000
IP20160152	KY-80	0.000	11.211	Upgrade Hal Rogers Parkway (KY 80) from Somerset to Hazard to interstate standards: London Bypass/I-75 to the Hal Rogers Parkway (Segment 5) (16CCN)	$ 185,862,000
IP20170076	I-75	41.00	48.00	Improve I 75 from KY 80 at London to south of the KY 909 underpass.	$ -
IP20170086	KY-1006	5.600	5.800	Construction of I 75 Frontage Road from KY 3432 to 5th Street (SEE 8-8514.10 AND 8-8514.00 FOR ADDITIONAL SECTIONS) (08CCN)	$ 14,635,000
IP20190187	I-75	31.000	35.000	New route connecting Kingsport, Tennessee to London, Kentucky.	$ 1,622,000

IP20190189	NEW ROUTE			Address access and safety issues at the intersection of KY 80 and Payne Trail and Bush Elementary School by building connector road from Hal Rogers Parkway (HR 9006) to KY 6264 (Payne Trail).	$ 1,508,000
IP20190191	US-25	9.000	10.505	Reduce congestion on US 25 from KY 1006 to KY 192 Bypass.	$ 25,842,000
IP20190205	KY-80	9.900	10.100	Add turning lanes on KY 80 accessing Carrera Drive and KY 1956.	$ 90,000
NEW PROJECT IP20210074	KY-229	0	11.522	Address congestion, capacity, connectivity, and safety issues on KY 229 from Knox/Laurel County Line to KY 192.	$ 780,000
NEW PROJECT IP20210103	US-25	0	4.497	Address safety, congestion and connectivity between London and Corbin from KY 1006 to US 25E (08CCN)	$ 87,137,000
NEW PROJECT IP20210104	US-25	4.497	9.028	Address safety, congestion and connectivity between London and Corbin from KY 1006 to US 25E (08CCN)	$ 94,440,000
NEW PROJECT IP20210105	US-25	0	0.7	Address safety, congestion and connectivity between London and Corbin from KY 1006 to US 25E (08CCN)	$ 35,280,000
NEW PROJECT IP20210108	US-25	1.8	2.3	Address safety, congestion and connectivity between London and Corbin from KY 1006 to US 25E (08CCN). In particular at the intersections of US 25 and KY 3431 and US 25 and KY 1223.	$ 1,330,000
NEW PROJECT IP20210109	US-25	2.8	4.1	Address safety, congestion and connectivity between London and Corbin US 25 from KY 1223 to the US 25 and Slate Ridge Road and Lily School Road intersection.	$ 10,980,000

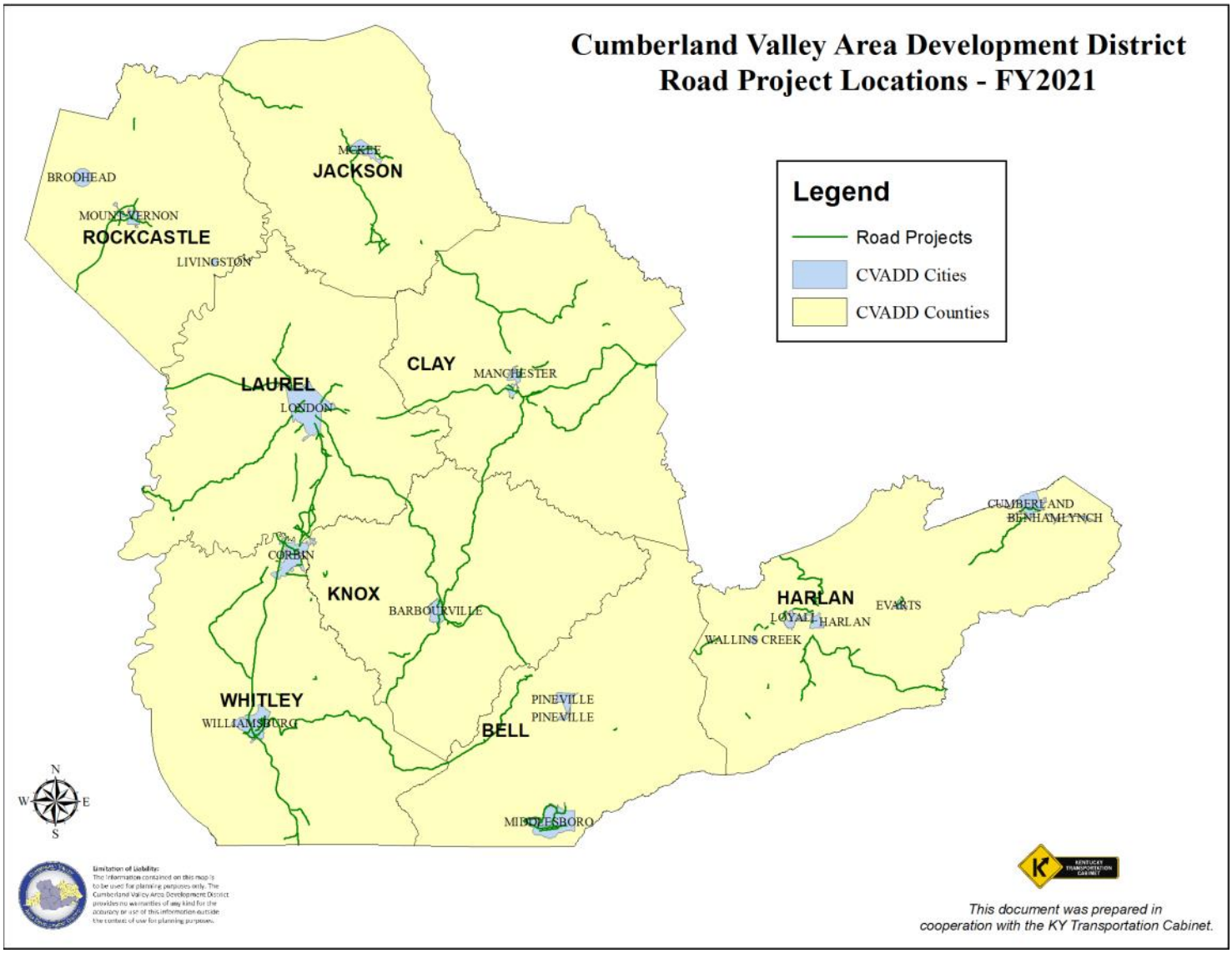
Rockcastle County Road Project List for Prioritization					
PROJECT ID	**ROUTE**	**BMP**	**EMP**	**DESCRIPTION**	**TOTAL COST**
IP20070235	US-150	8.403	10.205	Address capacity issues from KY-461 to US-25 in Mt. Vernon to continue corridor improvements to US 150 as identified in the 1998 planning study.	$ 23,660,000
IP20080501	KY-1326	4.179	4.996	Reconstruct KY-1326 from KY-461 intersection to Quarry Street (CS-1075) in Mt. Vernon.	$ 11,181,000
IP20080502	KY-2549	2.201	2.63	Address access and lane width issues on KY-2549 from Rockcastle County Industrial Park #2 to US-150	$ 4,861,000
IP20150056	KY-461	6.668	9.404	Address safety and access issues along KY-461 from US-150 to US 25.(16CCN)(18CCR) (2020CCR)	$ 29,444,000
IP20170046	NEW ROUTE			To improve safety and connectivity along I-75. This interchange at KY 1505 will assist in relieving congestion when traffic slowing incidents occur on I-75.	$ 51,277,800
IP20190031	US-25	15.02	15.666	Address safety, mobility, and congestion with access management along US-25 (Richmond Street) from the US-25/US-461 Intersection to I-75.	$ 8,668,000
IP20190032	NEW ROUTE			Planning study on US 25 to address Connectivity for future development in Mt. Vernon on the western side of I-75 between exit 59 and exit 62.	$ 270,000
IP20190069	US-25	15.02	15.91	Planning study on US 25 to address access management for future development in Mt. Vernon along US 25 Between KY 461/US 25 intersection to I-75 NB on ramp/US 25 intersection.	$ 270,000
IP20190150	KY-461	0	4.213	Address safety, capacity and access issues along KY -461 from Pulaski/Rockcastle County Line to KY 1250.	$ 8,088,000
IP20190151	KY-461	4.213	6.998	Address safety, capacity and access issues along KY -461 from KY 1250 to US 150.	$ 28,954,000

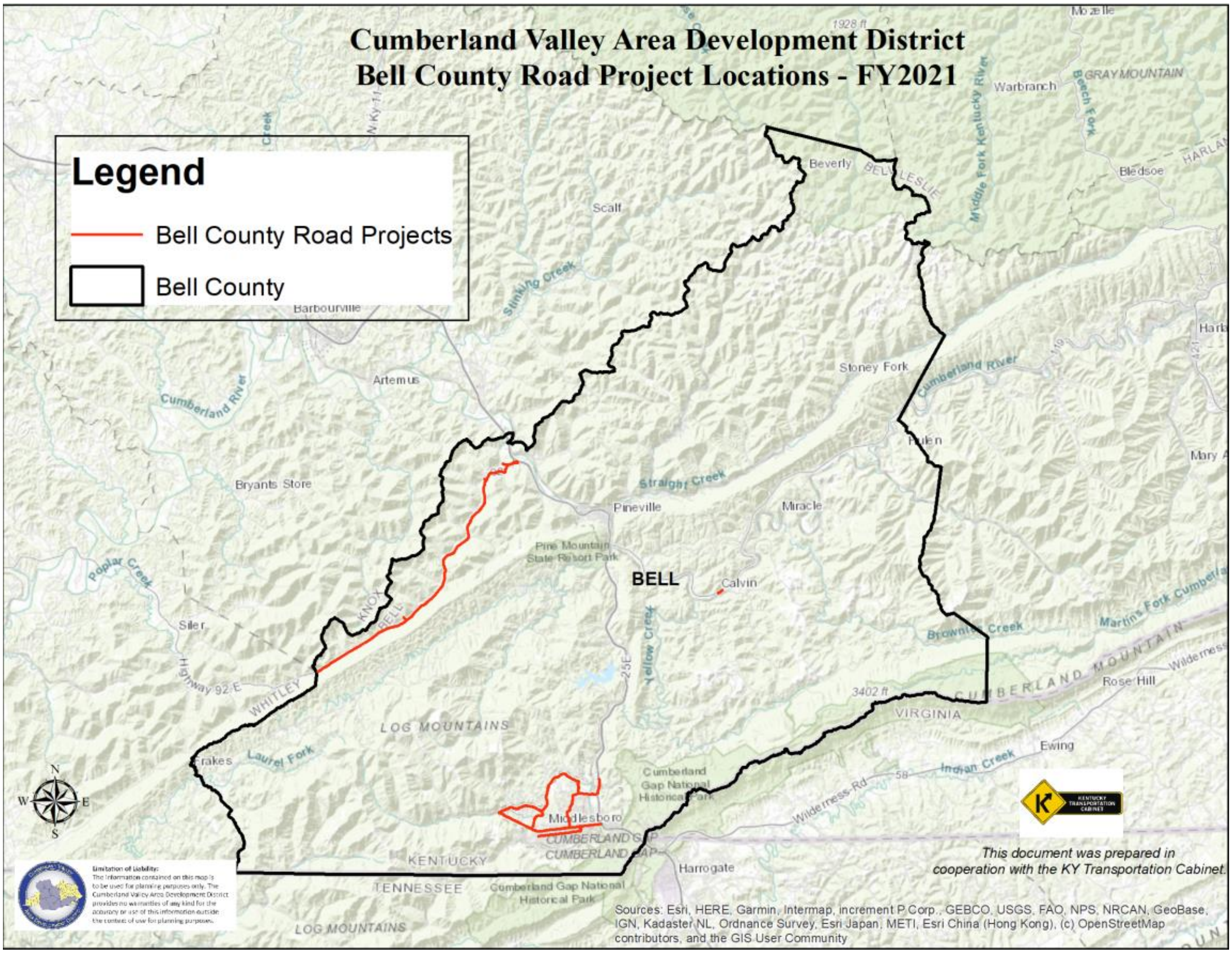
Whitley County Road Project List for Prioritization					
PROJECT ID	**ROUTE**	**BMP**	**EMP**	**DESCRIPTION**	**TOTAL COST**
IP20000083	I-75	20.200	27.943	TENN. STATE LINE-LEXINGTON; WIDEN I-75 TO 8 LANES FROM MP 20.2 IN WHITLEY COUNTY TO MP 28.85, US-25E NORTH OF CORBIN (IM FUNDS)	$ 2,632,000
IP20060294	I-75	0.000	10.548	Address congestion issues on I-75 from the Tennessee state line to KY 92 at Williams-burg	$ 131,932,000
IP20060295	I-75	10.548	15.456	Address congestion issues on I-75 from KY 92 at Williamsburg to US 25W at Goldbug	$ 61,332,000
IP20060296	I-75	15.456	20.200	Address congestion issues on I-75 from US 25W at Goldbug to MP 20.2 near Tidal	$ 59,499,000
IP20060297	US-25W	32.098	32.410	Address condition, safety, and congestion issues on US 25W from 13th Street to 18th	$ 13,052,000
IP20060298	KY-1804	0.000	1.358	Address flooding and safety issues on KY 1804 from 0.2 miles west of the railroad	$ 2,092,000
IP20070246	US-25W	33.578	33.748	Address congestion and access issues on US 25W from US 25E to Engineers Street in Corbin	$ 13,257,000
IP20070247	US-25W	10.823	12.422	Address congestion and safety issues on US 25W from KY 296 (Main Street) to just	$ 12,483,000
IP20070248	US-25W	16.375	28.200	Address access and safety issues on US 25W from I-75 near Corbin to KY 90	$ 750,000
IP20080622	KY-312	0.000	2.542	Address access and safety issues on KY 312 from the Laurel/Whitley County Line to North Main Street (US 25W north) in down-town Corbin	$ 25,276,000
IP20080623	KY-727	3.700	4.480	Address safety and surface condition issues on KY 727 (West 5th Street) from Poplar Street to West 4th Street in Corbin.	$ 7,806,000
IP20080624	KY-779	0.250	0.750	Address safety issue on KY 779 0.5 miles east of KY 26	$ 1,245,000
IP20080625	KY-779	3.826	4.326	Address safety issue on KY 779 at its inter-section with Maple Creek Road	$ 703,000
IP20080626	KY-1804	3.044	5.341	Address flooding and safety issues on KY 1804 from Cane Creek bridge to Clear Fork bridge	$ 2,092,000
IP20130064	KY-727	2.400	2.500	Address safety concerns at the intersection of KY 727 and KY 1259 in Scuffletown	$ 720,000
IP20130065	I-75	0.000	27.000	Benching to address rock slides on I-75 from milepoint 0 to mile point 27	$ 10,527,000

IP20130079	US-25W	13.335	14.635	Reconstruction of US 25W from Town Hill to Cordell Rd to improve safety and address geometric deficiencies.	$ 9,742,000
IP20150021	KY-1064	16.400	16.600	Address safety concerns and horizontal alignment with curve 1/4 mile south of in-	$ 1,124,000
IP20150022	KY-296	0.000	0.824	Address safety concerns and horizontal alignment with curve just passed Brush Ar- bor Road, as well as adding sidewalks to	$ 5,343,000
IP20150023	KY-856	0.000	0.700	Address safety concerns with road slides on the south end of KY 856 from US 25W to	$ 3,823,000
IP20150024	CS-2010	0.000	0.498	Address access and safety concerns on 20th Street near Corbin High School in Corbin.	$ 650,000
IP20150025	KY-3041	0.000	1.790	Minor widening of Corbin Bypass (KY-3041)	$ 13,958,000
IP20150065	I-75	27.800	27.943	Rehab bridge on I-75 at milepoint 27.9 over Lynn Camp Creek (SR 34.1) (B00063R AND B00063L)(SD)	$ 39,478,000
IP20150066	CS-1132	0.000	1.317	Address congestion, safety, and access man- agement of 2nd Street (CS-1132) in Wil-	$ 10,829,000
IP20150107	US-25W	27.200	27.400	Address safety issues with vertical curve alignment at the intersection of US-25W with Hightop Road	$ 2,220,000
IP20150108	US-25W	19.650	19.850	Address safety issues with vertical curve alignment at the intersection of US-25W	$ 3,588,000
IP20150112	KY-727	0.000	1.539	Improve safety, address geometric deficien- cies, reduce congestion and improve mobili- ty on KY 727 from US 25W to KY 3421.	$ 6,286,000
IP20150251	US-25W	28.100	30.425	Improve freight mobility and reduct conges- tion on US 25W from KY 727 to KY 3041	$ 21,856,000
IP20150412	I-75	20.200	27.943	TENN. STATE LINE-LEXINGTON; WIDEN I-75 TO 8 LANES FROM MP 20.2 IN WHITLEY COUNTY TO MP 28.85, US-25E NORTH OF	$ 114,034,000
IP20160264	New Route			Construct a new entrance to the University of the Cumberlands from South 2nd Street up the hill to tie into Hutton Way to accom- modate both vehicle and pedestrian traffic.	$ 2,359,000
IP20170011	KY-92	0.000	4.172	Reconstruct KY-92 from 500 ft west of the Whitley/McCreary County Line to 1200 feet east of Old Jellico Creek Road. (Section 1)	$ 28,688,000

IP20170011	KY-92	0.000	4.172	Reconstruct KY-92 from 500 ft west of the Whitley/McCreary County Line to 1200 feet east of Old Jellico Creek Road. (Section 1) (14CCR)	$ 28,688,000
IP20190184	I-75	15.000	15.800	Improve safety and connectivity with interchange improvements on I-75 at Exit 15 Goldbug/Williamsburg.	$ 13,016,000
IP20190197	US-25W	28.100	29.550	Improve Safety and Freight mobility along with reducing congestion on US-25W from KY 727 to I-75, Exit 25. Part of project 11-186.00.	
NEW PROJECT IP20210075	KY-92	9.778	10.501	Address access, capacity, and safety issues from Waterpark Way to I-75, Exit 11.	$ 4,330,000
IP20130079	US-25W	13.335	14.635	Reconstruction of US 25W from Town Hill to Cordell Rd to improve safety and address geometric deficiencies.	$ 9,742,000
IP20190184	I-75	15.000	15.800	Improve safety and connectivity with interchange improvements on I-75 at Exit 15 Goldbug/Williamsburg.	$ 13,016,000
IP20190197	US-25W	28.100	29.550	Improve Safety and Freight mobility along with reducing congestion on US-25W from KY 727 to I-75, Exit 25. Part of project 11-186.00.	
NEW PROJECT IP20210075	KY-92	9.778	10.501	Address access, capacity, and safety issues from Waterpark Way to I-75, Exit 11.	$ 4,330,000

2.3 Maps of UNL Locations




Cumberland Valley Area Development District
Bell County Road Project Locations - FY2021
Legend
Bell County Road Projects
Bell County
Beverly
Scalf
Barbourville
Artemus
Stoney Fork
Bryants Store
Pineville
Miracle
Pine Mountain State Resort Park
BELL
Calvin
Siler
WHITLEY
KNOX
LOG MOUNTAINS
VIRGINIA
Middlesboro
Cumberland Gap National Historical Park
KENTUCKY
TENNESSEE
Harrogate
Ewing
Rose Hill
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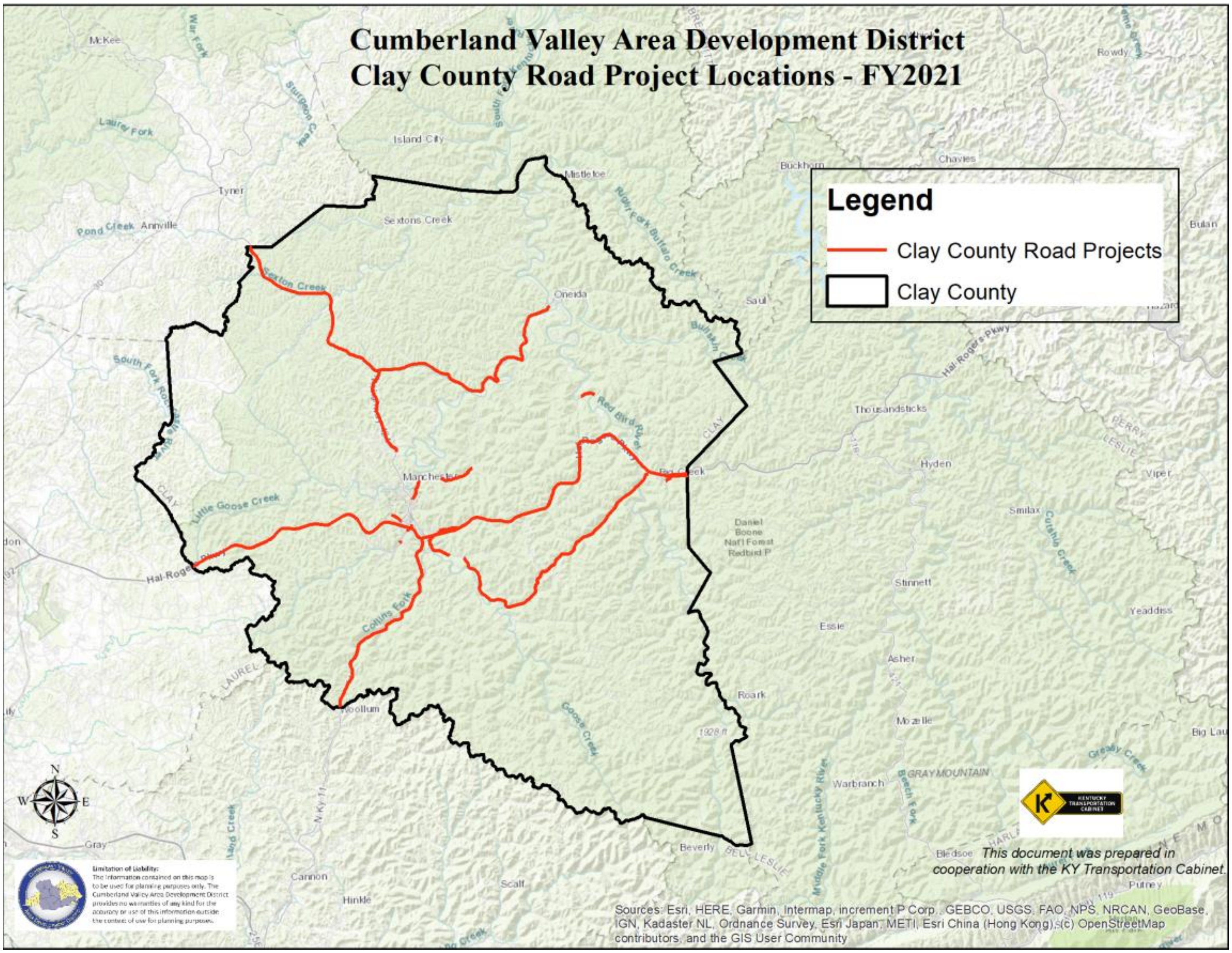
Cumberland Valley Area Development District
Clay County Road Project Locations - FY2021
Legend
Clay County Road Projects
Clay County
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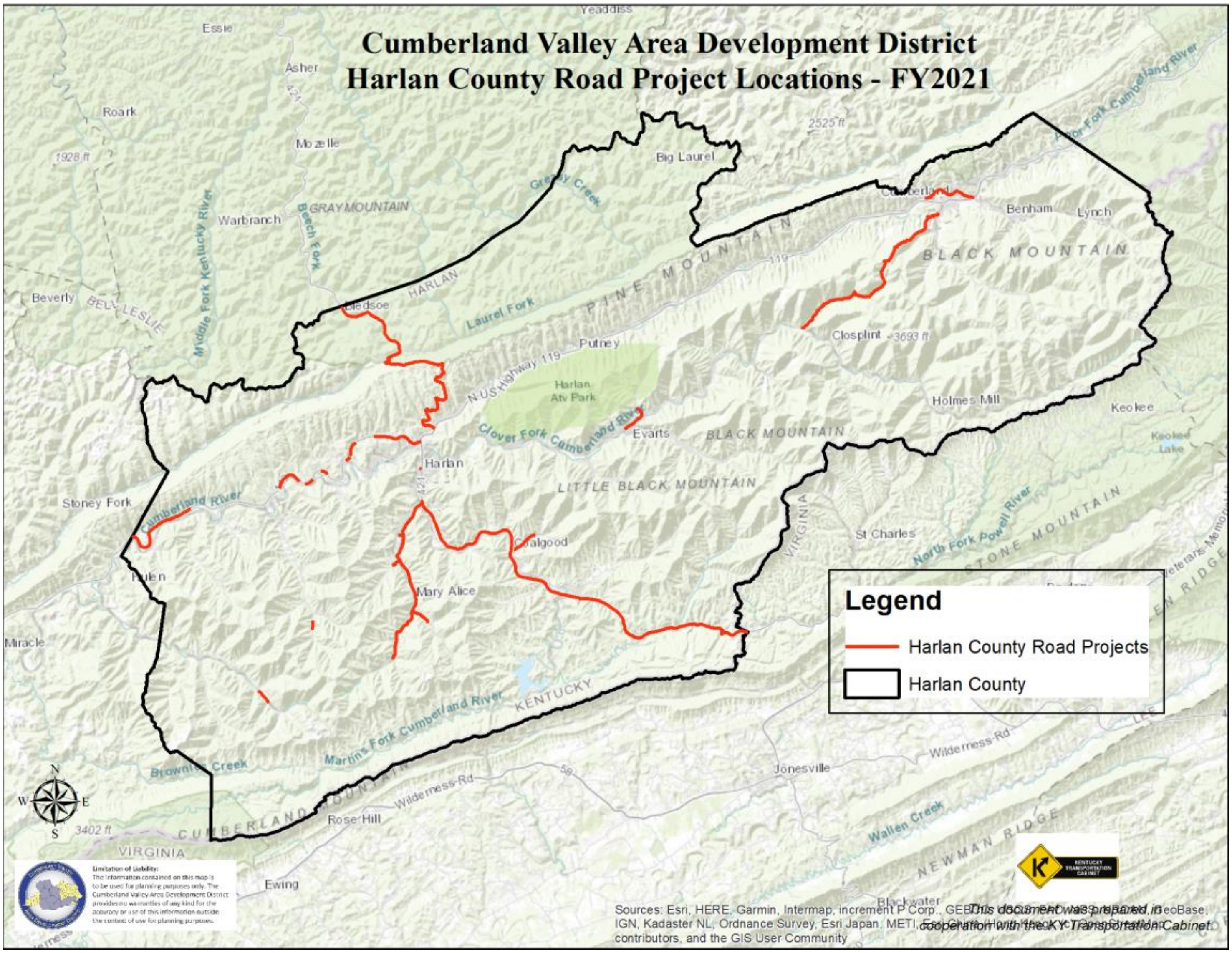
Manchester
Oneida
Sextons Creek
Island City
Mistletoe
Tyner
Annville
Hyden
Thousandsticks
Woollum
Beverly
Roark
Essie
Asher
Stinnett
Warbranch
Sexton Creek
Little Goose Creek
Collins Fork
Goose Creek
Red Bird River
Hal Rogers Pkwy


Cumberland Valley Area Development District
Harlan County Road Project Locations - FY2021
Legend
Harlan County Road Projects
Harlan County
Bledsoe
Putney
Harlan
Evarts
Cumberland
Benham
Lynch
Closplint
Holmes Mill
Coalgood
Mary Alice
St Charles
Jonesville
Rose Hill
Ewing
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community
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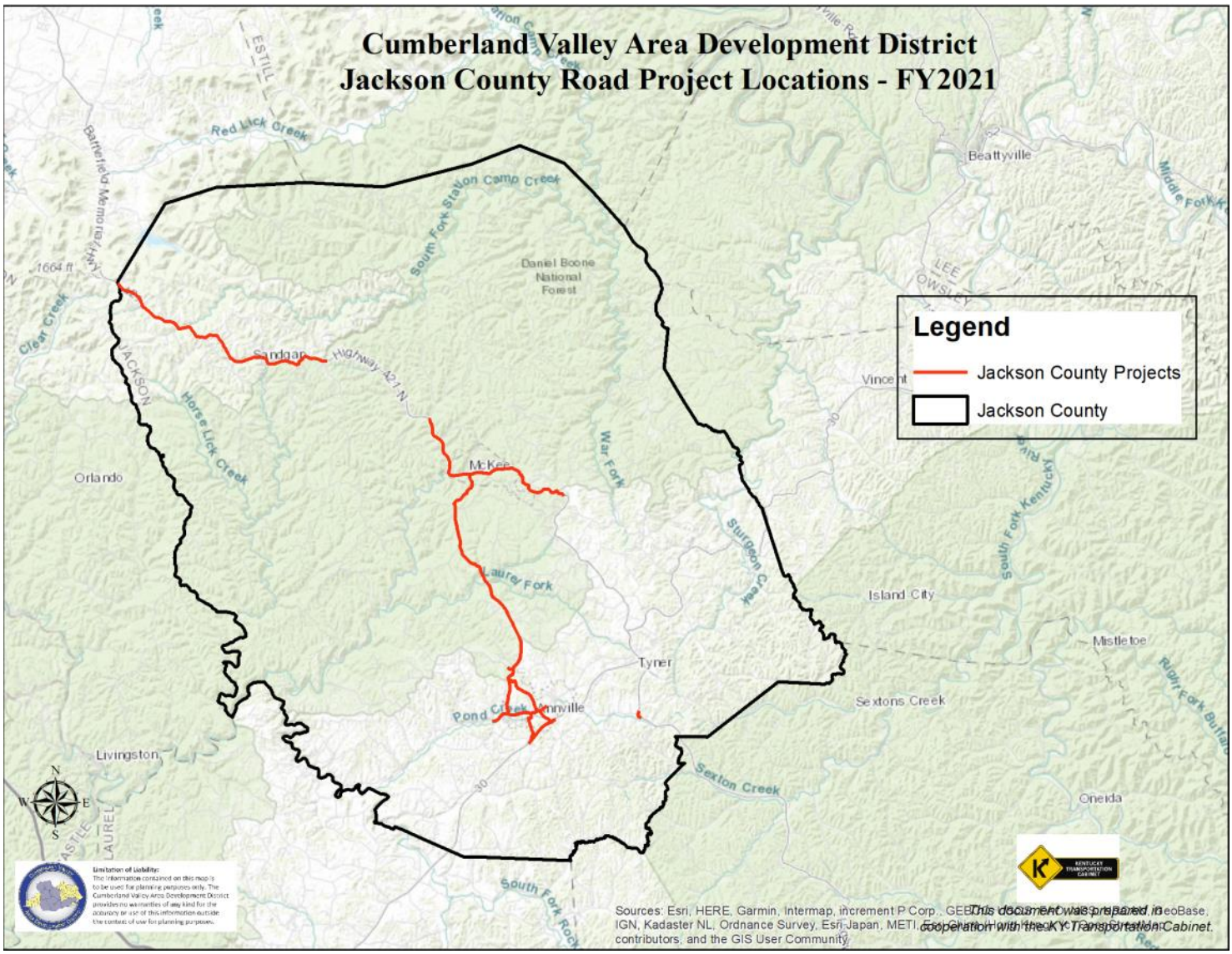
Cumberland Valley Area Development District
Jackson County Road Project Locations - FY2021
Legend
Jackson County Projects
Jackson County
Red Lick Creek
South Fork Station Camp Creek
Daniel Boone National Forest
Beattyville
Middle Fork K
Clear Creek
Sandgap
Highway 421 N
JACKSON
Horse Lick Creek
Orlando
McKee
War Fork
Laurel Fork
Sturgeon Creek
South Fork Kentucky
Island City
Mistletoe
Tyner
Sextons Creek
Pond Creek
Annville
Livingston
Sexton Creek
Oneida
LAUREL
South Fork Roc
Limitation of Liability:
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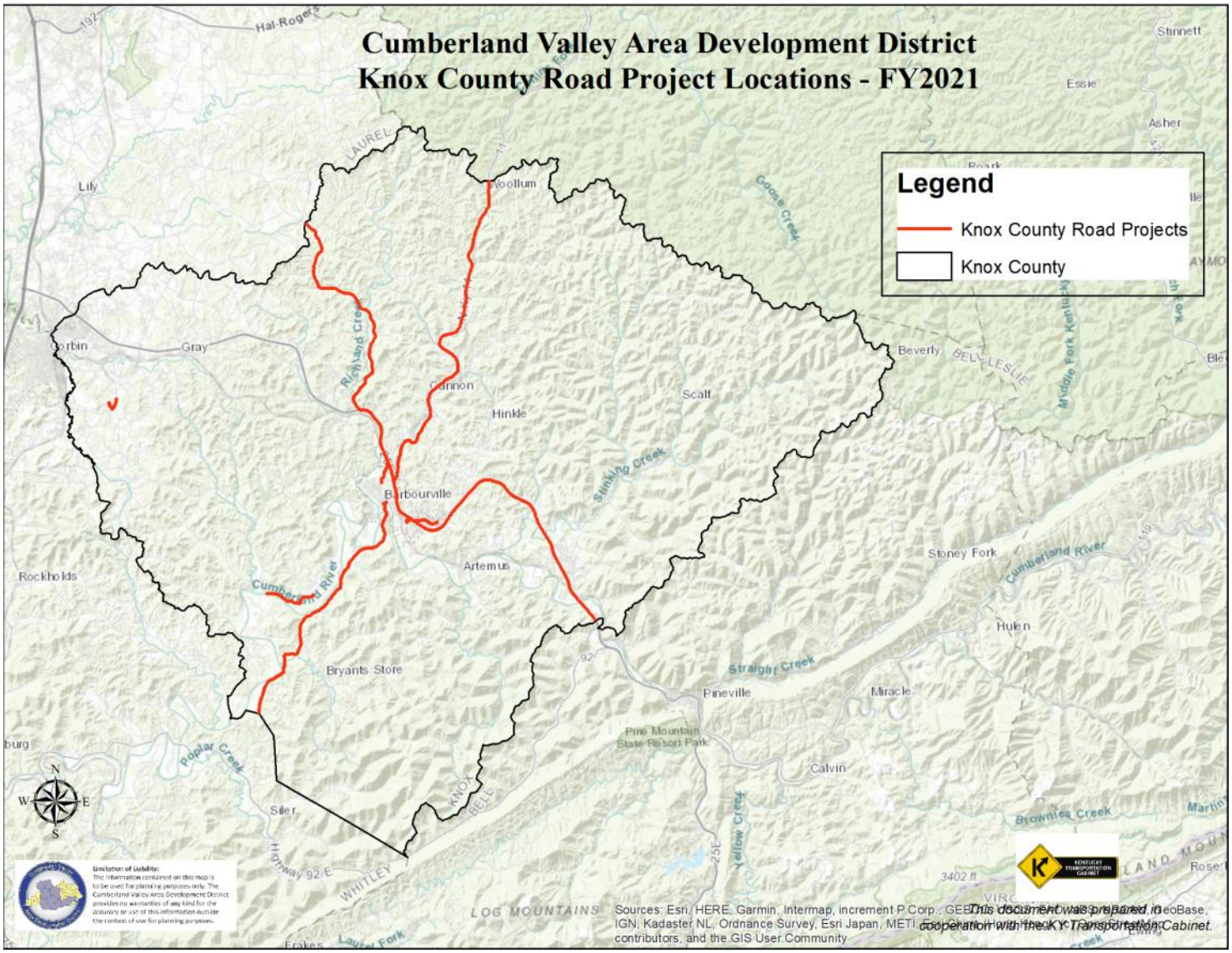
Cumberland Valley Area Development District
Knox County Road Project Locations - FY2021
Legend
Knox County Road Projects
Knox County
Hal Rogers
Stinnett
Essie
Asher
Lily
Woollum
Goose Creek
Gray
Richland Creek
Cannon
Hinkle
Scalf
Beverly
Middle Fork Kentucky
Barbourville
Stinking Creek
Artemus
Rockholds
Cumberland River
Stoney Fork
Hulen
Bryants Store
Straight Creek
Pineville
Miracle
Pine Mountain State Resort Park
Calvin
Poplar Creek
Siler
Brownies Creek
Yellow Creek
Highway 92 E
WHITLEY
KNOX
BELL
LOG MOUNTAINS
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community
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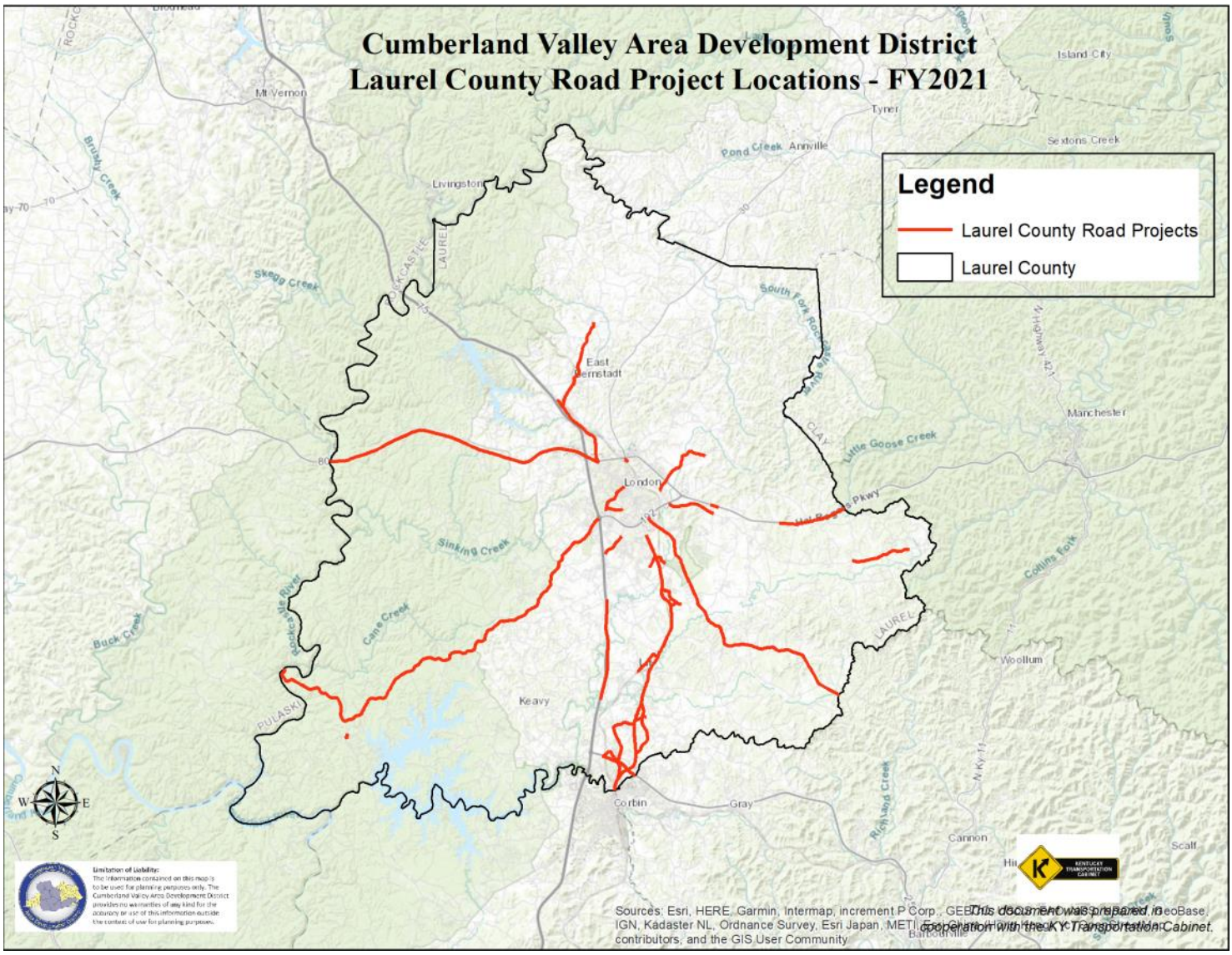
Cumberland Valley Area Development District
Laurel County Road Project Locations - FY2021
Legend
Laurel County Road Projects
Laurel County
Mt Vernon
Livingston
East Bernstadt
London
Corbin
Gray
Keavy
Woollum
Manchester
Island City
Tyner
Sextons Creek
Annville
Pond Creek
Skegg Creek
Brushy Creek
Sinking Creek
Cane Creek
Buck Creek
Little Goose Creek
Collins Fork
Richland Creek
Rockcastle River
South Fork Rockcastle River
LAUREL
CLAY
PULASKI
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community
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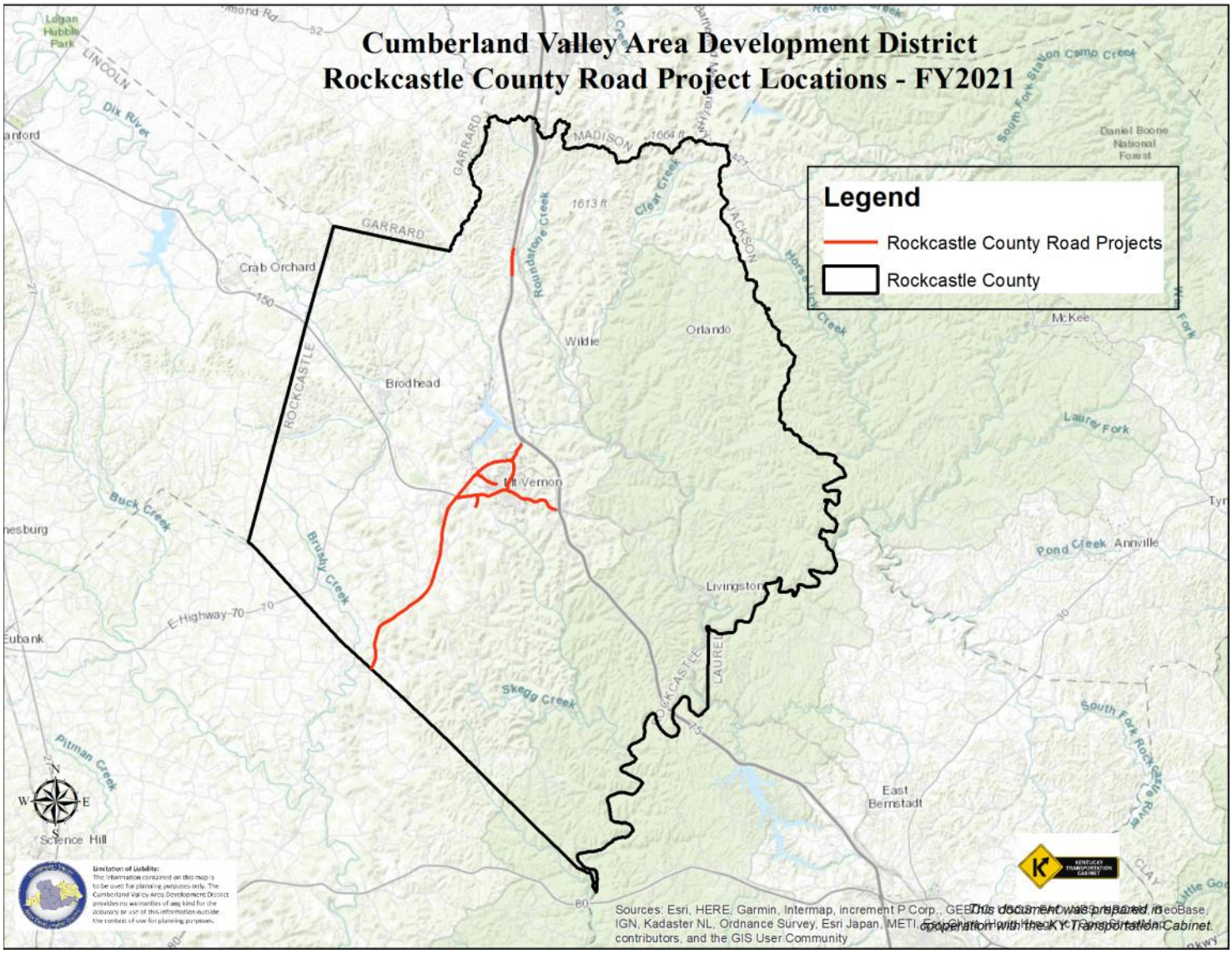
Cumberland Valley Area Development District
Rockcastle County Road Project Locations - FY2021
Legend
Rockcastle County Road Projects
Rockcastle County
LINCOLN
GARRARD
MADISON
JACKSON
Crab Orchard
Wildie
Orlando
Brodhead
Mt Vernon
Livingston
East Bernstadt
McKee
Annville
Science Hill
Dix River
Buck Creek
Brushy Creek
Skegg Creek
Pitman Creek
Roundstone Creek
Clear Creek
Horse Lick Creek
Laurel Fork
Pond Creek
South Fork Rockcastle River
ROCKCASTLE
LAUREL
Daniel Boone National Forest
1664 ft
1613 ft
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community
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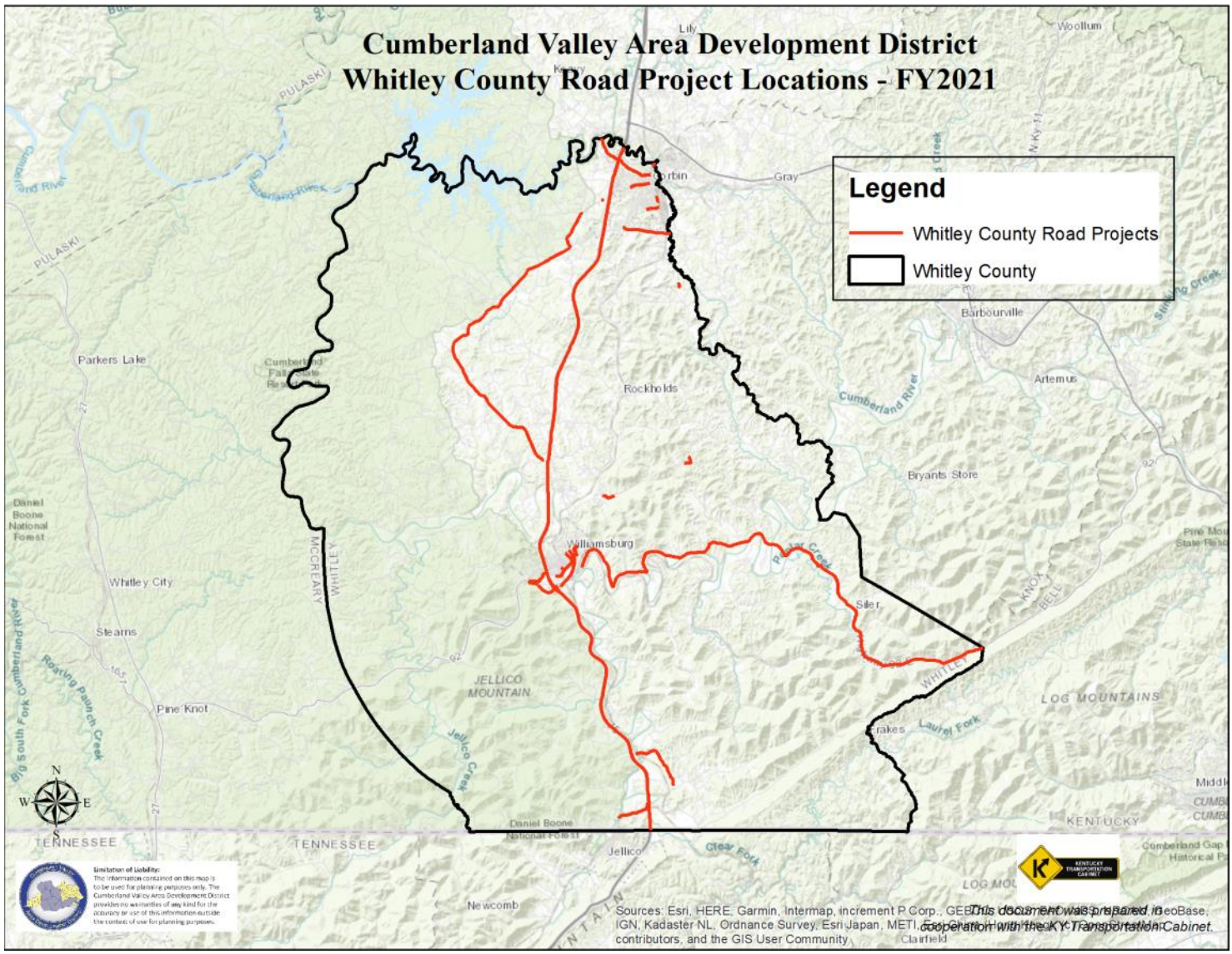
Cumberland Valley Area Development District
Whitley County Road Project Locations - FY2021
Legend
Whitley County Road Projects
Whitley County
Corbin
Gray
Barbourville
Parkers Lake
Rockholds
Artemus
Bryants Store
Williamsburg
Whitley City
Stearns
Pine Knot
Siler
Drakes
JELLICO MOUNTAIN
LOG MOUNTAINS
Laurel Fork
Jellico Creek
Clear Fork
Jellico
Newcomb
Clairfield
TENNESSEE
KENTUCKY
Daniel Boone National Forest
Cumberland River
Rocky Fork
Roaring Paunch Creek
Big South Fork Cumberland River
WHITLEY
MCCREARY
KNOX
BELL
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community
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CHAPTER 3: MAJOR FREIGHT USERS INVENTORY

3.1 Introduction

The Major Freight Users Inventory (MFUI) is a listing of facilities identified throughout the region known for generating significant freight movement. The list is very subjective and can be interpreted differently by the regional committee, local officials and other stakeholders for each county/region. Planners, through consultation with RTC and local officials in each county, determine the facilities for each area. Keeping the inventory current is necessary for helping promote the safe and efficient movement of goods and services throughout the county, region and state. The inventory is a valuable tool for analyzing transportation systems and data, identification and evaluation of needs in the region and the subsequent evaluation and prioritization of projects.

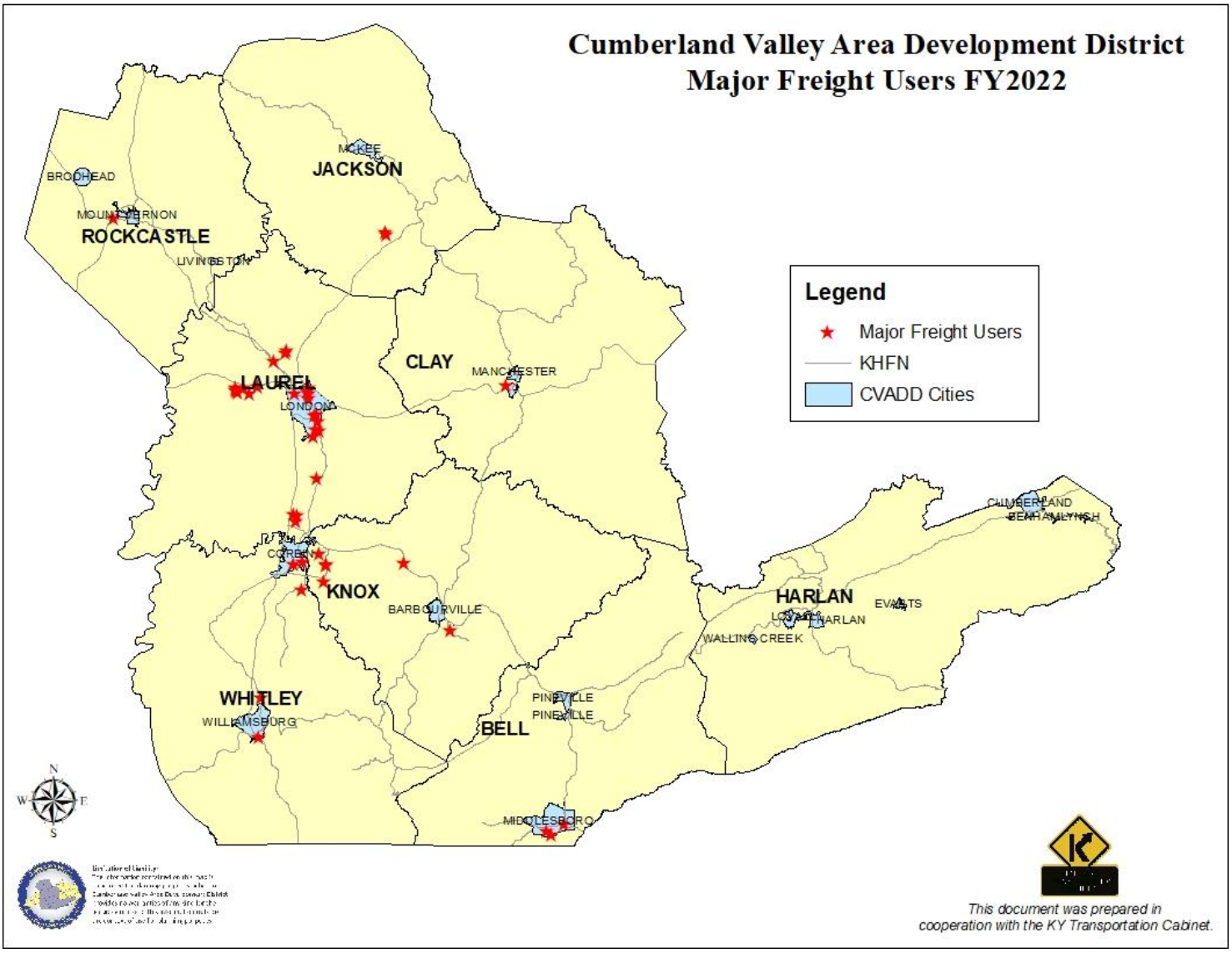
The inventory identifies major manufactures and distribution centers for truck and rail and intermodal facilities. MFUI can have a profound impact on the operations of the surrounding road network.

In order to understand traffic patterns and volumes in an area, it is important to know about existing MFUI and changes that have occurred such as the addition or closing of a facility. To facilitate this understanding, the ADD maintains this inventory of locations. This data can be made available to transportation planners, designers, the public, and local officials when making transportation decisions such as the highway prioritization process, or corridor improvement study, or development and calibration of traffic models.

The inventory is maintained as part of a Geographic Information System (GIS) and can be displayed on maps with existing traffic data such as traffic counts, unscheduled needs list, highway plan projects, safety data, etc. This inventory is reviewed yearly with the RTC to ensure accuracy and the RTC is encouraged to inform CVADD staff of changes that have occurred in their communities such as the closing or opening of a new facility.

The map located in section 3.2 illustrates the location of the current CVADD MFUI. County maps, city maps and community maps are used where necessary to provide a visual tool of the inventory within the existing road network. Updates or other changes are submitted each year to the KYTC. For more information on the CVADD MFUI, please contact the ADD.

3.2 Major Freight Users Inventory Location Maps



CHAPTER 4: NHS INTERMODAL CONNECTOR REVIEW

4.1 Introduction

An Intermodal Connector is defined as a highway facility providing direct access for a freight generator, shipper or port terminal (rail or river) with a major transportation thoroughfare such as an interstate highway. Currently the FHWA has identified twenty facilities on the National Highway System (NHS) Intermodal Connector listing for Kentucky. The CVADD periodically will review this listing for obvious changes in the region including facilities that have ceased operations or no longer meet FHWA criteria for listing and recommend the facility to be removed from the base list. The CVADD will also identify facilities that are not listed on the NHS Intermodal Connector Listing that meet FHWA criteria and recommend those be added to the base list. This information will be used to help identify projects to be recommended for Kentucky's Six Year Plan, the Statewide Long Range Plan, and the Unscheduled Needs List. Status as an Intermodal Connector produces viable possible funding option for designated roadway segments.

The FHWA has identified guidance criteria (Section 103 (b) of title 23, U.S.C.) for the evaluation of requests for modifications to the NHS Intermodal Connector listing. This criterion indicates how roads get placed on the NHS and how intermodal connectors can be added.

There are two basic criteria for adding intermodal connectors, primary and secondary. The NHS Primary criteria are a nationwide set of criteria. Due to this, Kentucky does not have many facilities listed as we do not have many Ports that could compare (for example) to the Port of Long Beach or ferries that move 1,000 passengers per day. There may be a few facilities in Kentucky that could be included based on the primary criteria, but most of Kentucky's facilities are going to be eligible under the secondary criteria. The secondary criteria include factors which underscore the importance of an intermodal facility within a specific State.

Primary Criteria

Commercial Aviation Airports

1. Passengers—scheduled commercial service with more than 250,000 annual enplanements.
2. Cargo—100 trucks per day in each direction on the principal connecting route, or 100,000 tons per year arriving or departing by highway mode.

Ports

1. Terminals that handle more than 50,000 TEUs (a volumetric measure of containerized cargo which stands for twenty-foot equivalent units) per year, or other units measured that would convert to more than 100 trucks per day in each direction. (Trucks are defined as large single-unit trucks or combination vehicles handling freight.)
2. Bulk commodity terminals that handle more than 500,000 tons per year by highway or 100 trucks per day in each direction on the principal connecting route. (If no individual terminal handles this amount of freight, but a cluster of terminals in close proximity to each other does, then the cluster of terminals could be considered in meeting the criteria. In such cases, the connecting route might terminate at a point where the traffic to several terminals begins to separate.)
3. Passengers--terminals that handle more than 250,000 passengers per year or 1,000 passengers per day for at least 90 days during the year.

Truck/Rail

1. 50,000 TEUs per year, or 100 trucks per day, in each direction on the principal connecting route, or other units measured that would convert to more than 100 trucks per day in each direction. (Trucks are defined as large single-unit trucks or combination vehicles carrying freight.)

Pipelines

1. 100 trucks per day in each direction on the principal connecting route.

Amtrak
1. 100,000 passengers per year (entrainments and detrainments). Joint Amtrak, intercity bus and public transit terminals should be considered based on the combined passenger volumes. Likewise, two or more separate facilities in close proximity should be considered based on combined passenger volumes.

Intercity Bus
1. 100,000 passengers per year (boardings and deboardings).

Public Transit
1. Stations with park and ride lots with more than 500 vehicle parking spaces, or 5,000 daily bus or rail passengers, with significant highway access (i.e., a high percentage of the passengers arrive by cars and buses using a route that connects to another NHS route), or a major hub terminal that provides for the transfer of passengers among several bus routes. (These hubs should have a significant number of buses using a principal route connecting with the NHS.)

Ferries
1. Interstate/international--1,000 passengers per day for at least 90 days during the year. (A ferry which connects two terminals within the same metropolitan area should be considered as local, not interstate.)
2. Local--see public transit criteria above.

Secondary Criteria
Any of the following criteria could be used to justify an NHS connection to an intermodal terminal where there is a significant highway interface:
1. Intermodal terminals that handle more than 20 percent of passenger or freight volumes by mode within a State;
2. Intermodal terminals identified either in the Intermodal Management System or the State and metropolitan transportation plans as a major facility;
3. Significant investment in, or expansion of, an intermodal terminal; or
4. Connecting routes targeted by the State, MPO, or others for investment to address an existing, or anticipated, deficiency as a result of increased traffic.

Proximate Connections
Intermodal terminals, identified under the secondary criteria noted above, may not have sufficient highway traffic volumes to justify an NHS connection to the terminal. States and MPOs should fully consider whether a direct connection should be identified for such terminals, or whether being in the proximity (2 to 3 miles) of an NHS route is sufficient.

CVADD Review and Suggestions
The existing base list of FHWA Official NHS IC Listing for Kentucky has been reviewed by the CVADD. Staff utilized knowledge of the area, reviewed the primary and secondary criteria for inclusion to the NHS IC listing and held discussions with the Cumberland Valley ADD Regional Transportation Committee (RTC). The initial review took place in FY10 as part of the KYTC ADD Work Program, the next major review was conducted in FY19. The CVADD does not contained any Intermodal Connectors in our region.

4.3 Kentucky Highway Freight Network (KHFN)

A key component for identifying criteria for the performance-based project selection process (also known as SHIFT) was the KYTC development of a state highway freight network that was representative of Kentucky's critical freight corridors. The creation of the KHFN provides the ability to identify and address freight system mobility issues that exist both presently and in the future. KYTC developed a 4-tier structure for the KHFN. The following criteria were used to develop the tier network:

Tier 1 – National Regional Significance

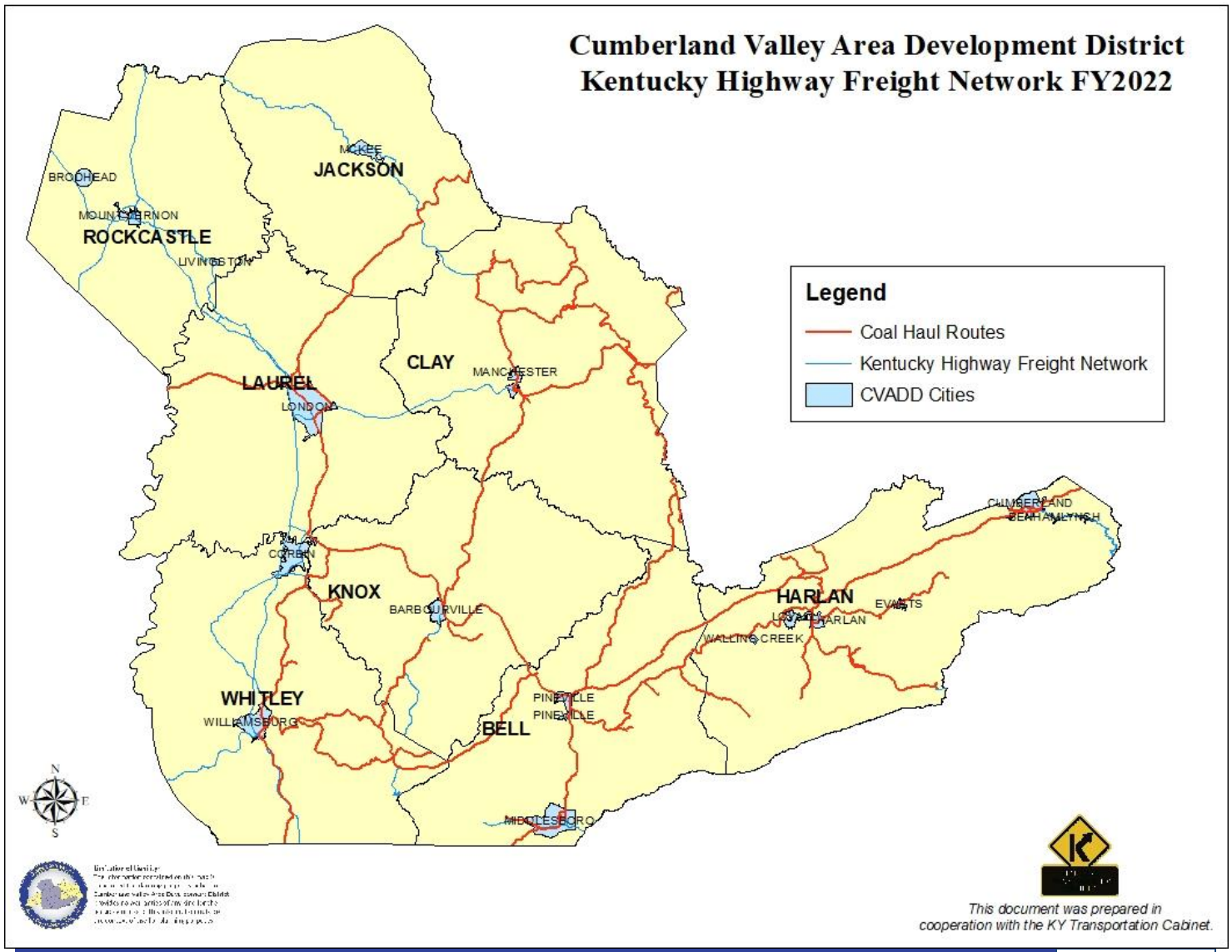
Tier 2 – Statewide Significance

Tier 3 – Statewide Regional Significance

Tier 4 – Local Access Significance

Each tier includes manual revisions necessary to ensure connectivity and limit to 50 miles between local KHFN access points. KYTC provides the ADD with a map of the KHFN that is used in conjunction with the NHS Intermodal Connector review along with the MFU / MTG review. The ADD utilizes the resource with the RTC to identify missing links between manufactures/distribution centers, the NHS and the KHFN. The input received from this review may be used as suggestion to KYTC for making changes to the KHFN and the KYTC list of intermodal connector needs.

4.4 Map of Kentucky Highway Freight Network



CHAPTER 5: TRUCK PARKING INVENTORY

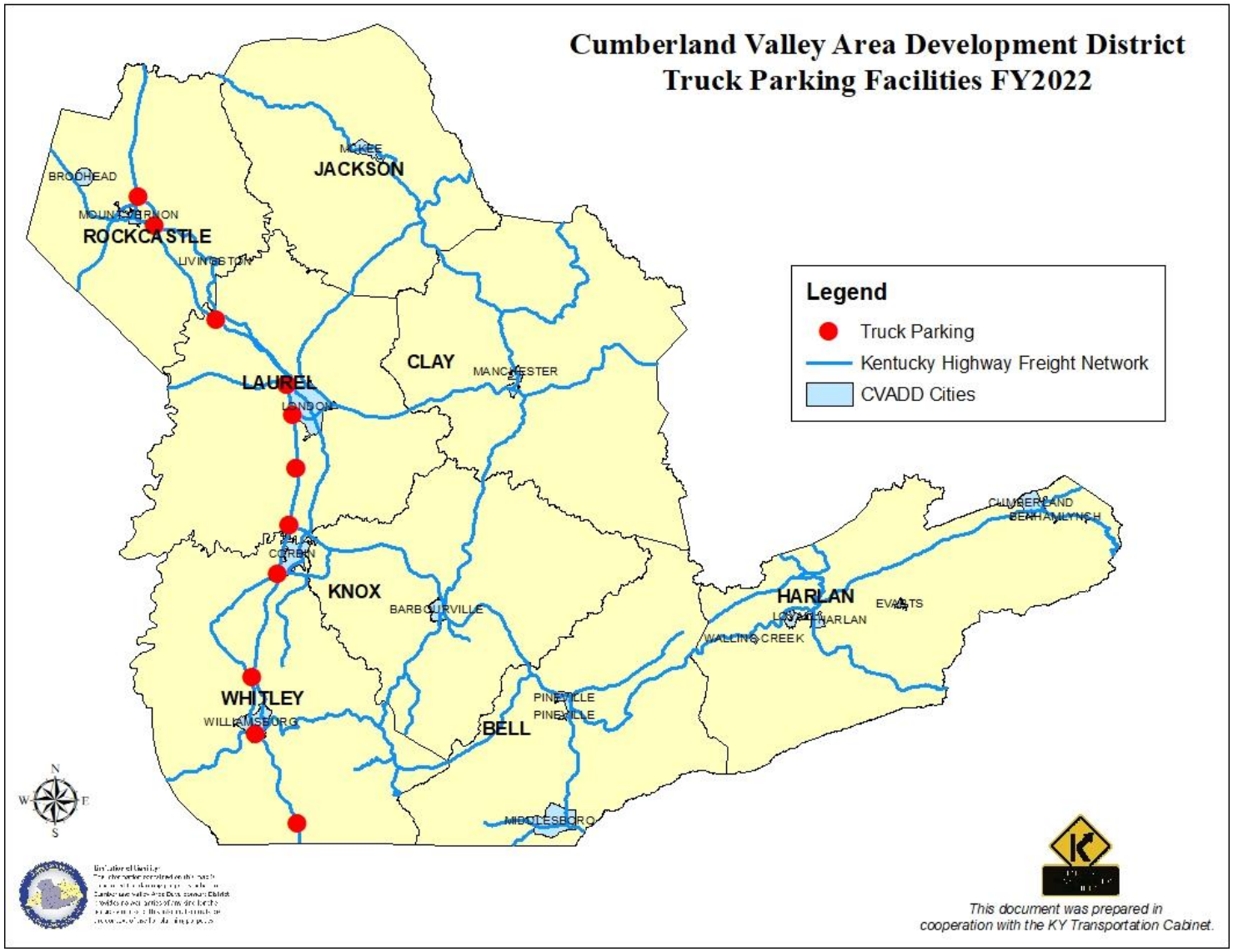
5.1 Introduction

The purpose of this task is to maintain an inventory of existing Truck Parking resources. The information will be used to develop an idea of where we may need to improve those facilities in order to promote the safe and efficient movement of people, goods and services.

Truck Parking Inventory Includes:

- Locations – Route and Mile point and/or Landmarks
- Type of Facility – Rest Area, Weigh Station, Welcome Centers, Rest Havens, Commercial Parking Lots, etc.
- Facilities Available (if known) – Rest Rooms, Restaurants, Vending Machines
- Coordinates for latitude and longitude
- Parking Areas with greater than 20 spaces available
- Minimum threshold for number of trucks to be determined by ADD Planners Assistance Coordinators, with approval by the Division of Planning, SPAC, however the number of trucks and/or spaces will not be specifically identified in this inventory. Indicators may be included as in, less than 10 trucks, more than 10 trucks, greater than 20, etc. The numbers should indicate the number of trucks and not the number of parking spaces available.

5.2 Map of Truck Parking Inventory



CHAPTER 6: RAIL FREIGHT LOADING/UNLOADING FACILITIES

6.1 Introduction

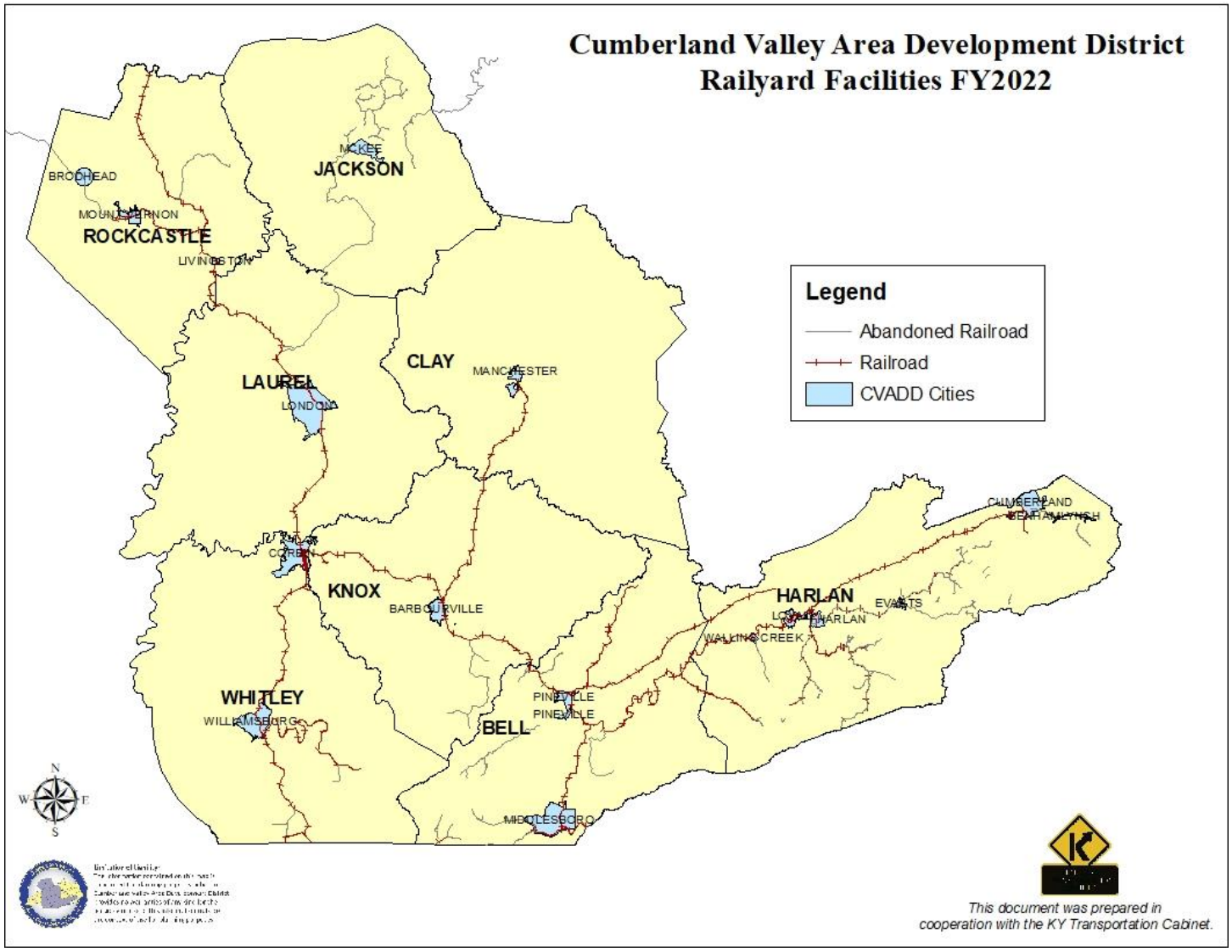
The purpose of this inventory is to assist the KYTC in identification of rail facility locations, intermodal connectors and providing information for the statewide rail plan. This helps serve the KYTC goal of promoting the safe efficient movement of goods and services throughout the state. KYTC has GIS data on known railyards within in the state. The ADDs assisted in identification of these locations, creating this list in FY10. In FY17, KYTC developed from the rail yard inventory and other informational sources, a draft list of data and locations utilized as freight loading / unloading facilities. The data provided included all information available such as the name, location and function (e.g. bulk transfer, container yard, classification yard) of the facility.

Each year the ADD reviews this listing for minor revisions. During this process, if facilities are discovered that are not identified or had a change in operation (new, expansion, closed) the ADD planner records the name, location, and updates the database and map providing the information to KYTC. At a minimum the facility name, county, lat/long, and comments section are provided to KYTC. The ADD should contact the yard master to find out what type of freight activity is occurring: transfer to other modes such as river, rail or truck; transfer of grain, chemicals, fertilizer, coal, rock or other bulk materials; transfer or storage of containers from river, rail, or truck; transfer or storage of motor vehicles for distribution across the country.

Contacts and local knowledge should be cultivated regarding the region's rail yards and updates submitted to KYTC on an as needed basis. During the course of business it may become necessary to contact local stakeholders and/or industry experts in order to garner local input on transportation issues or opportunities affecting the area. The CVADD maintains this list of rail yards in order to know where improvements to intermodal connections may be warranted in order to promote the safe and efficient movement of goods and services.
There are 5 rail yards currently in operation in the CVADD. These yards are operated by CSX and Northfolk Southern Railway. CSX operates rail yards in Bell, Harlan, and Whitley County. Northfolk Southern operates a rail yard in Bell County.

The rail yard locations are illustrated in the map in section 6.2. More information can be obtained by contacting the CVADD Regional Transportation Planner.

6.2 Map of Rail Yard Locations



CHAPTER 7: BICYCLE AND PEDESTRIAN ASSETS

7.1 Introduction

The ADD works with identified communities to locate any existing bicycle or pedestrian assets or accommodations within the jurisdiction to develop spatial information accordingly. Accommodations or assets may include: location of sidewalks, crosswalks, bike lanes, etc.

As transportation planner we are tasked to provide recommendations on the best ways to incorporate design, operational efficiency, and better management of our transportation network. In relationship to bicycle and pedestrian facilities; often time we don't have accurate (if any) data on where current facilities are located. To better consider and recommend the inclusion of future facilities within ALL types of road work, we need to know where logical connections may be located. We need to know where current missing links may be located in a downtown sidewalk network. We need to identify opportunities for connections of bicycle facilities; both locally and regionally.

In 2014 the Cabinet partnered with the ADD agencies to begin the start of a more complete statewide bicycle and pedestrian GIS inventory database of all pedestrian and bicycling facilities/ assets. These facilities include anything that the bike/ped public uses for non-motorized transportation in the city or community such as sidewalks, bike lanes, bike paths, or separated multi-use paths.

The main objective is to better serve the non-motorized transportation needs of our public. Our common goals of providing a safer, more efficient, environmentally sound, and fiscally responsible complete transportation system that helps deliver better economic opportunities and enhancing the quality of life in Kentuckians.

The bike ped plans and information collected by the ADD is currently available on an interactive map at http://maps.kytc.ky.gov/photolog/?config=BikePedPlan.

7.2 Bicycle and Pedestrian Facilities (Completed Locations)

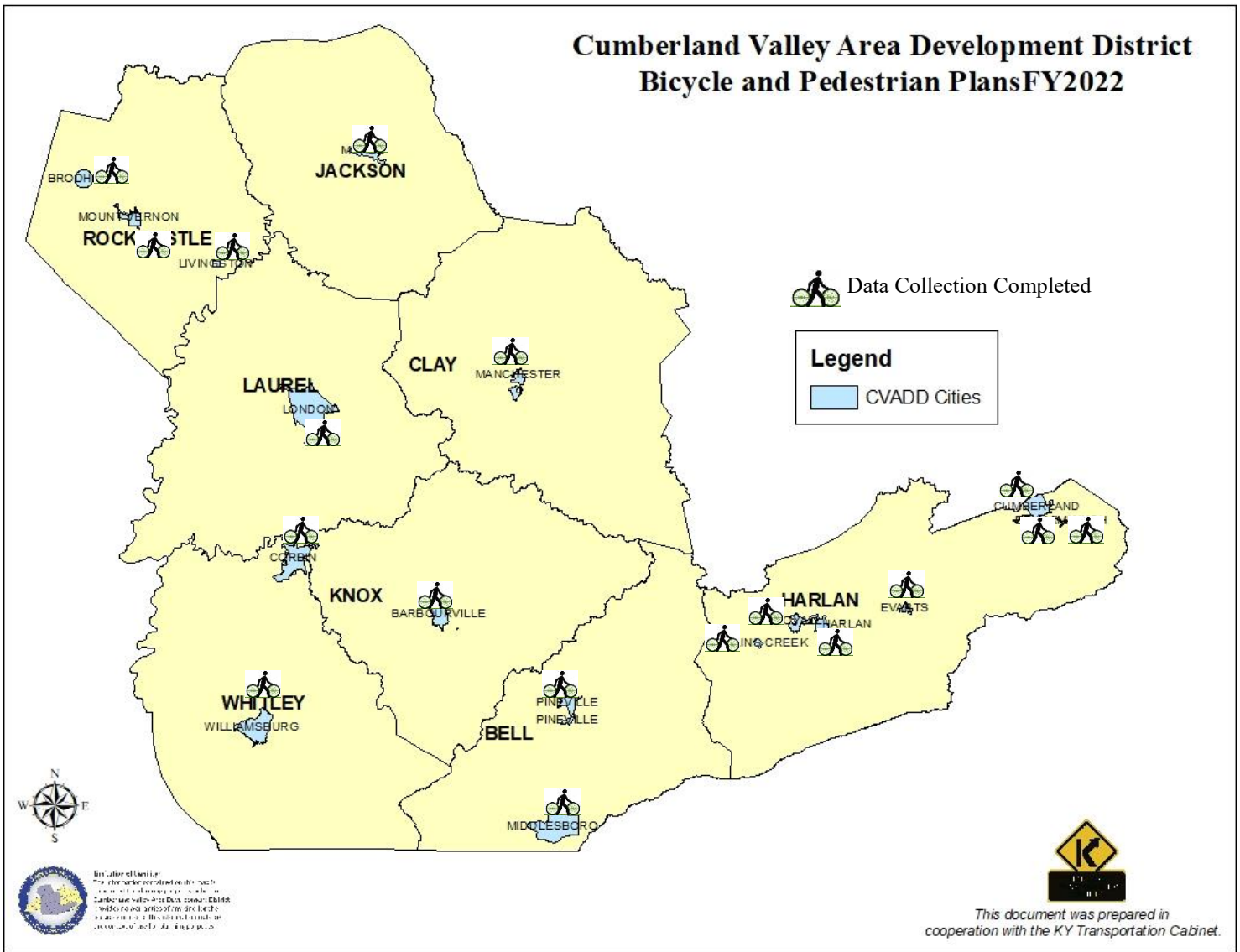
Below is when each city was completed and submitted to KYTC.
** Indicates Bicycle Plan Completed

FY 2014
Livingston
**London

FY 2015
**Manchester
**McKee

FY 2016
Benham
Brodhead
Loyall
Lynch
Pineville
Wallins Creek

FY 2017
Barbourville
**Corbin
Evarts
Harlan
**Middlesboro
Mt. Vernon
**Williamsburg



CHAPTER 8: TRANSPORTATION TERMS AND ACRONYMS

8.1 Glossary of Terms and Acronyms

A

Adequacy Rating
Adequacy Rating is a numerical score from 0 to 100 evaluating the current condition of a roadway segment based on congestion, safety, and pavement condition.

American Association of State Highway and Transportation Officials (AASHTO)
AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail and water. Its primary goal is to foster the development, operation and maintenance of an integrated national transportation system.

American Public Transit Association (APTA)
The American Public Transportation Association (APTA) is an international organization that has been representing the transit industry for over 100 years, since 1882. Over ninety percent of passengers using transit in the U.S. and Canada are carried by APTA members. APTA includes bus, rapid transit and commuter rail systems, and the organizations responsible for planning, designing, constructing, financing and operating transit systems. In addition, government agencies, metropolitan planning organizations, state departments of transportation, academic institutions, and trade publications are also part of APTA.

Americans with Disabilities Act of 1990 (ADA)
A federal law prohibiting discrimination against people with disabilities. Requires public entities and public accommodations to provide accessible accommodations for people with disabilities.

Area Development District (ADD)
Fifteen regional planning agencies mandated by state legislation. The fifteen ADDs in Kentucky are the regional planning agencies through which various federal and state programs are administrated. The state's rural transportation planning program is administered and facilitated through the fifteen Area Development Districts.

Arterial
A class of roads serving major traffic movements (high-speed, high volume) for travel between major points.

Association of Metropolitan Planning Organizations (AMPO)
AMPO is a nonprofit, membership organization established in 1994 to serve the needs and interests of Metropolitan Planning Organizations (MPOs) nationwide. AMPO offers it members MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research, a forum for transportation policy development and coalition building, and a variety of other services

B

Bicycle Facilities/Amenities
A general term denoting provisions made to accommodate or encourage bicycling, including parking facilities, shared roadways, bikeways, etc.

Bicycle Lane (Bike Lane)
A portion of a roadway which has been designated by striping, signing and pavement markings for the exclusive use of bicyclists.

Bicycle Route (Bike Route)
A segment of a system of bikeways designated by the jurisdiction having the authority with appropriate directional and informational markers, with or without a specific bicycle route number. See also signed, shared roadway.

Bikeway
A facility designed to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

C

Census Defined Urbanized Area (UZA)
UZA is defined by the Bureau of the Census as being comprised of "… one or more central places/ cities, plus the adjacent densely settled surrounding territory (urban fringe) that together has a minimum of 50,000 persons." The urban fringe consists of a contiguous territory having a population density of at least 1,000 per square mile. The UZA provides population totals for transportation-related funding formulas that require an urban/rural population number.

Coal Haul
Coal Haul is those routes over which coal was reported transported by truck during the previous calendar year.

Collector
A roadway linking traffic on local roads to the arterial road network.

Continuous Highways Analysis Framework (CHAF)
CHAF is an application enabling users to collect, track, and analyze identified transportation needs. CHAF also provides a means to sponsor, score and rank projects as part of the Strategic Highway Investment Formula for Tomorrow (SHIFT).

Critical Crash Rate Factor (CRF)
Critical Crash Rate Factor-the quotient showing the ratio of the crash rate for a roadway spot or segment divided by the critical crash rate for that roadway spot or segment based on roadway type, number of lanes, and median type. The critical rate for a roadway type is determined annually by the Kentucky Transportation Center.

E

Environmental Justice (EJ)
Environmental Justice; a term used to encapsulate the requirements of federal Executive Order 12898 which state, in part, that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations" and hence to ensure equal environmental protection to all groups potentially impacted by a transportation development project.

Extended Weight
Extended Weight is a designated highway network over which certain vehicular weight limits are relaxed for coal haul vehicles.

F

Federal Highway Administration (FHWA)
The division of the United Stated Department of Transportation responsible for funding highway policy and funding.

Federal Transit Administration (FTA)
A Division of the United States Department of Transportation (USDOT) responsible for funding transit planning and programs.

Functional Classification
A system of classifying rural and urban roadways by use and level of traffic volume: interstates, arterials, collectors, and local roads are the chief classes.

G
Geographic Information System (GIS)
A GIS is a computerized mapping technology that allows the creation and overlay of various geographic features, commonly linked to socioeconomic and other data.

H
Highway District Office (HDO)
Kentucky has twelve district highway offices located throughout the state.

Highway Information System (HIS)
Highway Information System: a comprehensive database of highway inventory information maintained by, and in many cases collected by, the KYTC Division of Planning.

I
Intermodal
The ability to connect and the connections between modes of transportation.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
Legislative initiative by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY92-97 and increased the role of regional planning commissions/MPO in funding decisions. The Act also required comprehensive regional and statewide long-term transportation plans and places and increased emphasis on public participation and transportation alternatives. Many of the programs that began with ISTEA have been continued through the Transportation Equity Act for the 21st Century (TEA-21), which was signed into law June of 1998.

International Roughness Index (IRI)
International Roughness Index is a measure of pavement roughness.

K
Kentucky Transportation Cabinet (KYTC)
KYTC is the state agency responsible for transportation funding, planning and programs at the statewide level.

L
Level of Service (LOS)
This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow in a scale of A to F, with free-flow being rated LOS-A and highly congested conditions rated as LOS-F.

Local Roads
Local roads carry the lowest traffic volumes and typically connect with other local roads and collectors (i.e., internal subdivision roads). This class of roadway is generally excluded from Federal funding.

Long-Range Statewide Transportation Plan
A federally required long-range transportation plan for a minimum period of twenty years. The federal legislation requires that a plan be developed for at least a twenty year period and must be financially balanced. This document, which was first produced in Kentucky in 1995 and updated in 1999, included both policy and projects. The 2006 Plan is a policy only plan

M
Metropolitan Planning Organization (MPO)
The organizational entity designated by law with responsibility for developing transportation plans and programs for urbanized areas of 50,000 or more in population. MPOs are established by agreement of the Governor (or Governors) and units of local government which together represent 75% of the affected population of an urbanized area.

Metropolitan Statistical Area (MSA)
An area defined by the Office of Management and Budget as a Federal statistical standard. An area qualifies for recognition as an MSA if it includes a city of at least 50,000 population or an urbanized area of at least 50,000 with a total metropolitan area population of at least 100,000.

Mile Point (MP)
Mile Point; used, along with county and route number, to identify location of a highway segment.

N
National Highway (NHS)
A network of interstate and state highways which serve longer distance mobility needs, are important to the nation's economy, defense, and mobility, and are eligible for matching federal funds for capital improvement.

National Truck Network (NN)
National Truck Network are those routes on the state maintained road system which have been specifically designated by KYTC and approved by FHWA for use by motor vehicles (trucks) with increased dimensions (e.g., 102 inches wide, 13-6" high, semi trailers up to 53 feet long, trailers 28 feet long-not to exceed two (2) trailers per truck).

P
Pedestrian
A person who travels on foot or who uses assistive devices, such as a wheelchair, for mobility.

Poverty Level
The minimum level of money income adequate for families of different sizes, in keeping with American consumption patterns. These levels are determined annually by the U.S. government on the basis of an index originated by the U.S. Social Security Administration and released biennially by the U.S. Census Bureau for states and counties.

Project Identification Form (PIF)
An identification form developed by KYTC Division of Planning for all transportation projects that contains problem statement, project description, specific geometric and analytical data, cost estimates, and assumptions for the project. The form is prepared when the transportation need is first noted and the information is entered into the Unscheduled Project List database and is updated periodically. Maps and pictures for the project may also be attached.

R
Pavement Rideability Index (RI)
A general measure of pavement conditions. The RI is based on a scale of 0 to 5, with 0 being poor and 5 being very good.

Right-of-Way (ROW)
A ROW is a priority path for the construction and operation of highways, light and heavy rail, railroads, et cetera. The ROW phase of a project is the time period in which land in the right-of-way will be purchased.

S

Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) The federal transportation reauthorization legislation, enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5 year period 2005-2009 and continued many of the provisions of TEA-21, but also further emphasized and elevated the importance of safety and security, further coordination of statewide planning with the metropolitan areas, consultation with local elected officials, and continued public involvement.

Scenic Byways
These routes are nominated by local support groups and designated by the Transportation Cabinet because they are deemed to have roadside or view sheds of aesthetic, historical, cultural, natural, archaeological, and/or recreational value worthy of preservation, restoration, protection, and or enhancement.

Shared Use Path
A pathway physically separated from motor vehicle traffic and used by bicyclists and pedestrians. Generally, shared use paths serve corridors not served by streets and highways to minimize conflict with cross-street traffic.

Small Urban Area (SUA)
Small Urban Area; population centers of between 5,000 and 50,000 persons.

State Implementation Plan (SIP)
A plan mandated by the CAA and developed by each state that contains procedures to monitor, control, maintain, and enforce compliance with National Ambient Air Quality Standards (NAAQS).

Six Year Highway Plan (SYP)
A short-range highway plan of projects to be implemented by phase and funding levels for a six-year period in Kentucky. This plan is mandated by Kentucky Legislation and is updated and approved by the Kentucky Legislature every two years.

Statewide Transportation Improvements Program (STIP)
A short term transportation planning document covering at least a three year period and updated at least every two years. STIPs are created in conjunction with MPOs and the MPO's TIP is incorporated into the state's STIP. The STIP includes a priority list of projects to be carried out in each of the three years. Projects included in the STIP must be consistent with the long term transportation plan, must conform to regional air quality implementation plans, and must be financially constrained (achievable within existing or reasonably anticipated funding sources).

Strategic Highway Corridor Network (STRAHNET)
A federal highway designation of selected highways to be used for certain national emergencies.

Strategic Highway Investment Formula for Tomorrow (SHIFT)
SHIFT is a data-driven, objective and collaborative approach to determine the state's transportation funding priorities. It is a prioritization model utilized to bring balance and dependability to Kentucky's Highway Plan. The key elements of SHIFT: it is built on real data, it is objective, it is open and trans-

parent, it is collaborative – engaging the input of local and district leaders in transportation, it is dependable.

System Classification/Functional Classification
The categorization of transportation facilities by their actual or expected use characteristics. The distinction is usually made on the basis of access vs. mobility, where lower order roadways are used primarily for access to individual land uses, while higher order roadways are used primarily for travel between towns or cities.

Surface Transportation Program (STP)
A categorical funding program included under ISTEA and continued under TEA-21 and SAFETEA-LU for transportation roadway projects. Funds may be used for a wide variety of purposes, including: roadway construction, reconstruction, resurfacing, restoration and rehabilitation; roadway operational improvements; capital costs for transit projects; highway and safety.

T

Traffic Volume
Number of vehicles passing a given point over a period of time.

Transportation Enhancement Funds (TE)
A federal funding category for projects that add community or environmental value to any active or completed transportation project. For instance, sidewalk, landscaping and bikeway projects are some of the ways in which a roadway could be enhanced.

Transportation Equity Act of the 21st Century (TEA-21)
A law enacted in 1998, TEA-21 authorized federal funding for transportation investment for the time period spanning fiscal year 1998 to fiscal year 2003. Approximately $218 billion in funding was authorized, the largest amount in history, and is used for highway, transit, and other surface transportation programs.

Transportation Improvement Program (TIP)
Transportation Improvement Program is a document prepared by the MPO. It contains a prioritized list of projects within the metropolitan area for the next four years. This document identifies the projects for inclusion into the STIP. This document must be financially constrained and must be a direct subset of the area's Long-Range Transportation Plan.

U

Unscheduled Project List (UPL)
UPL-Unscheduled Project List (formerly Unscheduled Needs List, or UNL); a list, maintained by the KYTC Division of Planning of potential transportation projects, with project data derived from the KYTC Project Identification Form.

Urban Area (UA)
The Census Bureau defines "urban" for the 1990 census as comprising all territory, population, and housing units in urbanized areas and in places of 2,500 or more persons outside urbanized areas. More specifically, "urban" consists of territory, persons, and housing units in: 1.) Places of 2,500 or more persons incorporated as cities, villages, boroughs (except in Alaska and New York), and towns (except in the six New England States, New York, and Wisconsin), but excluding the rural portions of "extended cities;" 2.) Census designated places of 2,500 or more persons; and 3.) Other territory, incorporated or unincorporated, included in urbanized areas. Territory, population, and housing units not classified as urban constitute "rural." This boundary is the line of demarcation for rural/ urban functional classification on roadways.

V

Volume to Service Flow Ratio (V/SF)
Volume to Service Flow ratio; a quotient showing the ratio of a facility's actual vehicular traffic volume to its theoretical maximum potential vehicular traffic volume; a ratio higher than about 0.6 indicates traffic volumes are approaching congested conditions. This is also referred to V/C or Volume to Capacity ratio.

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