

Cumberland Valley Area Development District Regional Transportation Planning Annual Work Program Fiscal Year 2025

Regional Transportation Asset Inventory



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This document was prepared in cooperation with the Kentucky Transportation Cabinet.

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CHAPTER 1: INTRODUCTION

1.1 History of Program

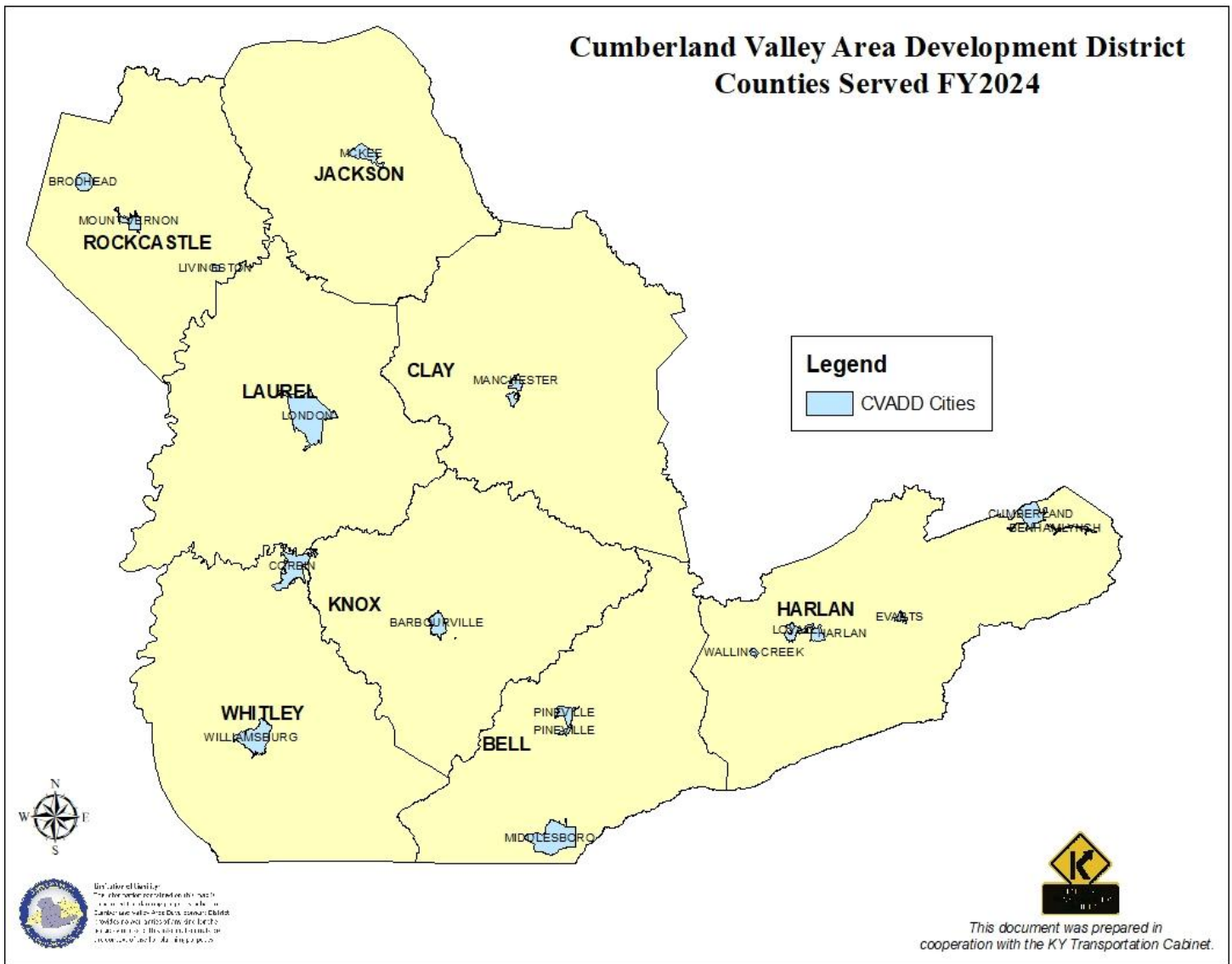
Kentucky has maintained a statewide transportation planning process since the 1970s through the 15 Area Development Districts (ADDs). In 1995 Kentucky expanded and formalized a public involvement process for the statewide transportation planning process in response to the directives of the Intermodal 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 State-wide 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 10 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 Policies 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,



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 IDENTIFICATION FORM

2.1 Introduction

In FY 2017, 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 KYTC. Generally, needs are prioritized on a local (respective county or city), regional (ADD), HDO, and state (KYTC) level. The ADD is responsible for obtaining the local and regional priorities. The prioritization process is documented by the ADD and reported to KYTC. The documentation report is a record of the public involvement process utilized to prioritize the **Continuous Highway Analysis Framework (CHAF)**, including all efforts to educate and inform the RTC and the public regarding methods used to build consensus for priorities and rankings.

2.2 Continuous Highway Analysis Framework (CHAF)

The CHAF 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 CHAF has two categories of projects: active and inactive. The active list contains 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.

2.2 How SHIFT Works

KYTC starts with a list of projects previously identified by state and local transportation leaders (Area Development Districts, Metropolitan Planning Organizations, and KYTC Highway Districts). These leaders may add or subtract projects at this stage. To move forward, projects must be “sponsored” by local transportation leaders. Each ADD, MPO, and Highway District are allocated a number of “sponsorships” based on both area lane miles and the local population served. After consulting with local elected officials, transportation leaders choose which projects to sponsor. Each project is reviewed and scored in a two-step system: statewide and local. Statewide scoring is on a 0-to-100-point scale and local scoring is on a 0-to-80-point scale. Through a process known as “boosting” (discussed below), local projects can obtain a maximum score of 100. Both phases are scored using a combination of the seven key attributes: safety, congestion, asset management, economic growth, benefit/cost, resiliency, and non-motorized mobility. Projects of statewide significance (interstates, parkways, and other major connecting routes) are scored first. KYTC reviews the scores of the projects of statewide significance and selects projects for priority funding. The remaining statewide projects are considered during the next phase. Local transportation leaders take the lead role in prioritizing local priorities, which include highways and local roads as well as the remaining statewide projects. Using local insights, ADDs, MPOs, and Highway Districts may “boost” the scores for their top priority projects, adding 10 points to their base scores on the 0-to-80-point scale. Projects boosted by both the District and ADD/MPO receive an additional 20 points – a “turbo boost.” After combining the project scores with the local boosts, projects in each KYTC District are prioritized for consideration in the next state highway plan. KYTC combines statewide and local priorities to help develop the Governor's Recommended State Highway Plan, which is presented to the General Assembly. During the legislative session, lawmakers fine-tune the plan based on additional information and funding availability. The result is the Enacted State Highway Plan, which includes two years of funded projects and spending priorities for the following four years

COUNTY	PROJECT ID	DESCRIPTION	ROUTE	BMP	EMP
Bell	IP20130059	Sidewalk and Curb & Gutter Drainage Project for Winchester Avenue from 20th Street to 40th Street in Middlesboro	KY-2079	0.18	1.87
Bell	IP20210067	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, congestion, and environmental impact.	US-0025E	2.78	3.35
Bell	IP20130073	Address access issues along US-119 onto KY 1334 and KY 1534	US-0119	4.98	5.25
Bell	IP20080621	Address horizontal alignment and safety issues on KY 92 from US 25W in Williamsburg to US 25E at Four Mile in Bell County	KY-0092	0.00	11.16
Bell	IP20180079	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 pedestrian traffic concerns in the area.	KY-0441	0.00	4.90
Bell	IP20250057	Access management on US25E through Middlesboro from KY74 to KY441	US-0025E	1.72	2.78
Bell	IP20210067	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, congestion, and environmental impact.	US-0025E	2.78	3.35
Bell	IP20180079	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 pedestrian traffic concerns in the area.	KY-0441	0.00	4.90
Bell	IP20130059	Sidewalk and Curb & Gutter Drainage Project for Winchester Avenue from 20th Street to 40th Street in Middlesboro	KY-2079	0.18	1.87
Bell	IP20160062	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, congestion, and environmental impact.	KY-0074	15.19	16.75
Bell	IP20080621	Address horizontal alignment and safety issues on KY 92 from US 25W in Williamsburg to US 25E at Four Mile in Bell County	KY-0092	0.00	11.16
Bell	IP20130073	Address access issues along US-119 onto KY 1334 and KY 1534	US-0119	4.98	5.25
Bell	IP20230090	Investigate possible improvements to US119 including widening for 4-lane, 2+1, or passing opportunities to address anticipated traffic due to Boone's Ridge development.	US-0119	0.00	8.50
Bell	IP20210067	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, congestion, and environmental impact.	US-0025E	2.78	3.35
Bell	IP20250057	Access management on US25E through Middlesboro from KY74 to KY441	US-0025E	1.72	2.78

COUNTY	PROJECT ID	DESCRIPTION	ROUTE	BMP	EMP
Bell	IP20230090	Investigate possible improvements to US119 including widening for 4-lane, 2+1, or passing opportunities to address anticipated traffic due to Boone's Ridge development.	US-0119	0.00	8.50
Bell	IP20180079	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 pedestrian traffic concerns in the area.	KY-0441	0.00	4.90
Bell	IP20130059	Sidewalk and Curb & Gutter Drainage Project for Winchester Avenue from 20th Street to 40th Street in Middlesboro	KY-2079	0.18	1.87
Bell	IP20210067	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, congestion, and environmental impact.	US-0025E	2.78	3.35
Bell	IP20250057	Access management on US25E through Middlesboro from KY74 to KY441	US-0025E	1.72	2.78
Bell	IP20080621	Address horizontal alignment and safety issues on KY 92 from US 25W in Williamsburg to US 25E at Four Mile in Bell County	KY-0092	0.00	11.16
Bell	IP20250186	Corridor study of US25E through Bell & Knox to determine locations for the installation of RCUTs (approximately 43 miles of roadway).	US-0025E	1.72	18.65
Bell	IP20130073	Address access issues along US-119 onto KY 1334 and KY 1534	US-0119	4.98	5.25

COUNTY	PROJECT ID	DESCRIPTION	ROUTE	BMP	EMP
Clay	IP20180076	Correct rockfall hazard from milepoint 23.5 to milepoint 24.1 (10CCR)	KY-66	23.50	24.10
Clay	IP20230049	Improve geometrics and drainage, and add sidewalk. Improve shopping center intersection.	KY-2076	0.00	0.92
Clay	IP20160056	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) (16CCN)	HR-9006	21.50	35.93
Clay	IP20210138	IMPROVE US 421 FROM GOOSE CREEK BRIDGE (MP 15.4) TO CHOP BOTTOM RD (MP 14.3) INCLUDING RECONSTRUCTION OF HIGHWAY/RAIL GRADE CROSSING ON KY-1999 AT THE INTERSECTION WITH US-421 AND KY-80.	US-0421	14.29	15.19
Clay	IP20080593	Correct substandard roadway geometrics and address safety issues from the Clay/Knox County Line to Cottongin	KY-11	0.00	2.90
Clay	IP20160055	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 (Segment 7). (16CCN)	HR-9006	10.59	21.50
Clay	IP20160053	Reconstruct and improve existing alignments of KY 11 from Knox/Clay County line to US 421 in Clay County. (16CCN)	KY-11	0.00	8.72
Clay	IP20080590	Address safety, capacity, surface condition, and access issues from KY 3560 (Fox Hollow Road) to KY-11 at Treadway (Laurel Creek)	US-421	20.21	24.01
Clay	IP20150331	West Bypass of Manchester (GRADE, DRAIN & INCIDENTAL SURFACING). (RU-04DEOB)(10CCR)	US-421	0.00	1.00
Clay	IP20080597	Correct substandard roadway geometrics and address safety issues from US-421 to Oneida.	KY-11	8.84	19.54
Clay	IP20080596	Correct substandard roadway geometrics and address safety issues from south of Engine Branch Road to US-421	KY-11	7.20	8.72
Clay	IP20080594	Correct substandard roadway geometrics and address safety issues from Cottongin to the railroad crossing at milepoint 5.300	KY-11	2.90	5.30
Clay	IP20080591	Address horizontal alignment, safety, surface condition from KY-66 to KY-149	US-421	13.52	14.00
Clay	IP20230105	Conduct drainage study for storm water management to address flooding	US-421	18.00	18.20
Clay	IP20080592	Address horizontal alignment, safety, surface condition, and congestion issues on US-421 from KY-11 at Treadway (Laurel Creek) to the Clay County/Jackson County Line.	US-0421	24.01	32.82
Clay	IP20150097	Address congestion on Add Hollow Road onto US 421 by redirecting onto KY 80. Also, address bike and pedestrian traffic in the area.	PF-9999	0.00	0.00
Clay	IP20210069	Improve existing geometrics along KY1999 from US421/KY80 to HR9006.	KY-1999	0.00	1.59
Clay	IP20080595	Correct substandard roadway geometrics and address safety issues from railroad crossing at mile point 5.300 to Engine Branch Road.	KY-0011	5.30	7.20
Clay	IP20000081	Reconstruct KY 2432 from 2nd Street in East Manchester north to KY 3472.	KY-2432	0.35	1.18
Clay	IP20110227	Improve existing geometrics and access management of the approach to the US421/KY80 intersection.	KY-2076	0.00	0.10
Clay	IP20080594	Correct substandard roadway geometrics and address safety issues from Cottongin to the railroad crossing at milepoint 5.300	KY-11	2.90	5.30

COUNTY	PROJECT ID	DESCRIPTION	ROUTE	BMP	EMP
Clay	IP20160056	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) (16CCN)	HR-9006	21.50	35.93
Clay	IP20080593	Correct substandard roadway geometrics and address safety issues from the Clay/Knox County Line to Cottongin	KY-0011	0.00	2.90
Clay	IP20080590	Address safety, capacity, surface condition, and access issues from KY 3560 (Fox Hollow Road) to KY-11 at Treadway (Laurel Creek)	US-421	20.21	24.01
Clay	IP20150331	West Bypass of Manchester (GRADE, DRAIN & INCIDENTAL SURFACING). (RU-04DEOB)(10CCR)	US-421	0.00	1.00
Clay	IP20180076	Correct rockfall hazard from milepoint 23.5 to milepoint 24.1 (10CCR)	KY-0066	23.50	24.10
Clay	IP20160053	Reconstruct and improve existing alignments of KY 11 from Knox/Clay County line to US 421 in Clay County. (16CCN)	KY-0011	0.00	8.72
Clay	IP20210143	Improve geometric alignment of KY 3472 from MP 1.7 (Near Hibbard Branch Road) to past the Bert T. Combs Park to the intersection of Beech Creek Road and White Oak Road.	KY-3472	1.70	3.23
Clay	IP20080596	Correct substandard roadway geometrics and address safety issues from south of Engine Branch Road to US-421	KY-0011	7.20	8.72
Clay	IP20080592	Address horizontal alignment, safety, surface condition, and congestion issues on US-421 from KY-11 at Treadway (Laurel Creek) to the Clay County/Jackson County Line.	US-0421	24.01	32.82
Clay	IP20080595	Correct substandard roadway geometrics and address safety issues from railroad crossing at mile point 5.300 to Engine Branch Road.	KY-0011	5.30	7.20
Clay	IP20160055	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 (Segment 7). (16CCN)	HR-9006	10.59	21.50
Clay	IP20110227	Improve existing geometrics and access management of the approach to the US421/KY80 intersection.	KY-2076	0.00	0.10
Clay	IP20210138	IMPROVE US 421 FROM GOOSE CREEK BRIDGE (MP 15.4) TO CHOP BOTTOM RD (MP 14.3) INCLUDING RECONSTRUCTION OF HIGHWAY/RAIL GRADE CROSSING ON KY-1999 AT THE INTERSECTION WITH US-421 AND KY-80.	US-0421	14.29	15.19
Clay	IP20080597	Correct substandard roadway geometrics and address safety issues from US-421 to Oneida.	KY-0011	8.84	19.54
Clay	IP20080591	Address horizontal alignment, safety, surface condition from KY-66 to KY-149	US-0421	13.52	14.00
Clay	IP20150097	Address congestion on Add Hollow Road onto US 421 by redirecting onto KY 80. Also, address bike and pedestrian traffic in the area.	PF-9999 -	0.00	0.00
Clay	IP20230119	Investigate widening options (including 4-lane, 2+1, and passing lanes) to mitigate congestion on the Hal Rogers Parkway	HR-9006	10.59	35.93

COUNTY	PROJECT ID	DESCRIPTION	ROUTE	BMP	EMP
Clay	IP20230049	Improve geometrics and drainage, and add sidewalk. Improve shopping center intersection.	KY-2076	0.00	0.92
Clay	IP20210069	Improve existing geometrics along KY1999 from US421/KY80 to HR9006.	KY-1999	0.00	1.59
Clay	IP20230105	Conduct drainage study for storm water management to address flooding	US-0421	18.00	18.20
Clay	IP20000081	Reconstruct KY 2432 from 2nd Street in East Manchester north to KY 3472.	KY-2432	0.35	1.18
Clay	IP20150331	West Bypass of Manchester (GRADE, DRAIN & INCIDENTAL SURFACING). (RU-04DEOB)(10CCR)	US-0421	0.00	1.00
Clay	IP20160056	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) (16CCN)	HR-9006	21.50	35.93
Clay	IP20080592	Address horizontal alignment, safety, surface condition, and congestion issues on US-421 from KY-11 at Treadway (Laurel Creek) to the Clay County/Jackson County Line.	US-0421	24.01	32.82
Clay	IP20110227	Improve existing geometrics and access management of the approach to the US421/KY80 intersection.	KY-2076	0.00	0.10
Clay	IP20080594	Correct substandard roadway geometrics and address safety issues from Cottongin to the railroad crossing at milepoint 5.300	KY-0011	2.90	5.30
Clay	IP20180076	Correct rockfall hazard from milepoint 23.5 to milepoint 24.1 (10CCR)	KY-0066	23.50	24.10
Clay	IP20160053	Reconstruct and improve existing alignments of KY 11 from Knox/Clay County line to US 421 in Clay County. (16CCN)	KY-0011	0.00	8.72
Clay	IP20080593	Correct substandard roadway geometrics and address safety issues from the Clay/Knox County Line to Cottongin	KY-0011	0.00	2.90
Clay	IP20160055	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 (Segment 7). (16CCN)	HR-9006	10.59	21.50
Clay	IP20080596	Correct substandard roadway geometrics and address safety issues from south of Engine Branch Road to US-421	KY-0011	7.20	8.72
Clay	IP20080595	Correct substandard roadway geometrics and address safety issues from railroad crossing at mile point 5.300 to Engine Branch Road.	KY-0011	5.30	7.20
Clay	IP20230105	Study of downtown infrastructure, including drainage to address flooding & installation of roundabouts at 3 locations	US-0421	18.00	18.20
Clay	IP20080597	Correct substandard roadway geometrics and address safety issues from US-421 to Oneida.	KY-0011	8.84	19.54
Clay	IP20210138	IMPROVE US 421 FROM GOOSE CREEK BRIDGE (MP 15.4) TO CHOP BOTTOM RD (MP 14.3) INCLUDING RECONSTRUCTION OF HIGHWAY/RAIL GRADE CROSSING ON KY-1999 AT THE INTERSECTION WITH US-421 AND KY-80.	US-0421	14.29	15.19
Clay	IP20080590	Address safety, capacity, surface condition, and access issues from KY 3560 (Fox Hollow Road) to KY-11 at Treadway (Laurel Creek)	US-0421	20.21	24.01
		Improve geometrics and drainage, and add sidewalk. Improve shopping cen-			

COUNTY	PROJECT ID	DESCRIPTION	ROUTE	BMP	EMP
Clay	IP20160055	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 (Segment 7). (16CCN)	HR-9006	10.59	21.50
Clay	IP20150331	West Bypass of Manchester (GRADE, DRAIN & INCIDENTAL SURFACING). (RU-04DEOB)(10CCR)	US-0421	0.00	1.00
Clay	IP20080597	Correct substandard roadway geometrics and address safety issues from US-421 to Oneida.	KY-0011	8.84	19.54
Clay	IP20080595	Correct substandard roadway geometrics and address safety issues from railroad crossing at mile point 5.300 to Engine Branch Road.	KY-0011	5.30	7.20
Clay	IP20160053	Reconstruct and improve existing alignments of KY 11 from Knox/Clay County line to US 421 in Clay County. (16CCN)	KY-0011	0.00	8.72
Clay	IP20080593	Correct substandard roadway geometrics and address safety issues from the Clay/Knox County Line to Cottongin	KY-0011	0.00	2.90
Clay	IP20080592	Address horizontal alignment, safety, surface condition, and congestion issues on US-421 from KY-11 at Treadway (Laurel Creek) to the Clay County/Jackson County Line.	US-0421	24.01	32.82
Clay	IP20210069	Improve existing geometrics along KY1999 from US421/KY80 to HR9006.	KY-1999	0.00	1.59
Clay	IP20080591	Address horizontal alignment, safety, surface condition from KY-66 to KY-149	US-0421	13.52	14.00
Clay	IP20080594	Correct substandard roadway geometrics and address safety issues from Cottongin to the railroad crossing at milepoint 5.300	KY-0011	2.90	5.30
Clay	IP20000081	Reconstruct KY 2432 from 2nd Street in East Manchester north to KY 3472.	KY-2432	0.35	1.18
Clay	IP20110227	Improve existing geometrics and access management of the approach to the US421/KY80 intersection.	KY-2076	0.00	0.10
Clay	IP20230049	Improve geometrics and drainage, and add sidewalk. Improve shopping center intersection.	KY-2076	0.00	0.92
Clay	IP20230105	Conduct drainage study for storm water management to address flooding	US-0421	18.00	18.20
Clay	IP20150097	Address congestion on Add Hollow Road onto US 421 by redirecting onto KY 80. Also, address bike and pedestrian traffic in the area.	PF-9999 -	0.00	0.00
Clay	IP20080596	Correct substandard roadway geometrics and address safety issues from south of Engine Branch Road to US-421	KY-0011	7.20	8.72
Clay	IP20160053	Reconstruct and improve existing alignments of KY 11 from Knox/Clay County line to US 421 in Clay County. (16CCN)	KY-0011	0.00	8.72
Clay	IP20160055	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 (Segment 7). (16CCN)	HR-9006	10.59	21.50

COUNTY	PROJECT ID	DESCRIPTION	ROUTE	BMP	EMP
Clay	IP20080596	Correct substandard roadway geometrics and address safety issues from south of Engine Branch Road to US-421	KY-0011	7.20	8.72
Clay	IP20080595	Correct substandard roadway geometrics and address safety issues from railroad crossing at mile point 5.300 to Engine Branch Road.	KY-0011	5.30	7.20
Clay	IP20080597	Correct substandard roadway geometrics and address safety issues from US-421 to Oneida.	KY-0011	8.84	19.54
Clay	IP20210138	IMPROVE US 421 FROM GOOSE CREEK BRIDGE (MP 15.4) TO CHOP BOTTOM RD (MP 14.3) INCLUDING RECONSTRUCTION OF HIGHWAY/RAIL GRADE CROSSING ON KY-1999 AT THE INTERSECTION WITH US-421 AND KY-80.	US-0421	14.29	15.19
Clay	IP20080590	Address safety, capacity, surface condition, and access issues from KY 3560 (Fox Hollow Road) to KY-11 at Treadway (Laurel Creek)	US-0421	20.21	24.01
Clay	IP20080594	Correct substandard roadway geometrics and address safety issues from Cottongin to the railroad crossing at milepoint 5.300	KY-0011	2.90	5.30
Clay	IP20080592	Address horizontal alignment, safety, surface condition, and congestion issues on US-421 from KY-11 at Treadway (Laurel Creek) to the Clay County/	US-0421	24.01	32.82
Clay	IP20150331	West Bypass of Manchester (GRADE, DRAIN & INCIDENTAL SURFACING). (RU -04DEOB)(10CCR)	US-0421	0.00	1.00
Clay	IP20230105	Study of downtown infrastructure, including drainage to address flooding & installation of roundabouts at 3 locations	US-0421	18.00	18.20
Clay	IP20160056	Upgrade route from Somerset to Hazard to interstate standards: 4 Lane from Manchester to Clay/Leslie County Line (Milepoint 21.498 to Milepoint	HR-9006	21.50	35.93
Clay	IP20180076	Correct rockfall hazard from milepoint 23.5 to milepoint 24.1 (10CCR)	KY-0066	23.50	24.10
Clay	IP20230049	Improve geometrics and drainage, and add sidewalk. Improve shopping center intersection.	KY-2076	0.00	0.92
Clay	IP20110227	Improve existing geometrics and access management of the approach to the US421/KY80 intersection.	KY-2076	0.00	0.10
Clay	IP20080593	Correct substandard roadway geometrics and address safety issues from the Clay/Knox County Line to Cottongin	KY-0011	0.00	2.90
Clay	IP20150097	Address congestion on Add Hollow Road onto US 421 by redirecting onto KY 80. Also, address bike and pedestrian traffic in the area.	PF-9999 -	0.00	0.00
Clay	IP20080591	Address horizontal alignment, safety, surface condition from KY-66 to KY-149	US-0421	13.52	14.00
Clay	IP20250150	IMPROVE GEOMETRIC ALIGNMENT FROM THE INTERSECTION OF BEECH CREEK ROAD AND WHITE OAK ROAD TO KY-11 AT MP 14.24	CR-1004	0.00	4.47
Clay	IP20000081	Reconstruct KY 2432 from 2nd Street in East Manchester north to KY 3472.	KY-2432	0.35	1.18
Clay	IP20210069	Improve existing geometrics along KY1999 from US421/KY80 to HR9006.	KY-1999	0.00	1.59

COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Harlan	IP20080601	Address horizontal alignment and safety concerns on KY 179 from KY 38 to KY 2006	KY-179	0.08	7.52
Harlan	IP20110173	Address congestion/capacity issues on US-119 near Clear Glass Road and Conley Loop.	US-119	10.31	10.83
Harlan	IP20080598	Correct substandard roadway geometrics on US 421 from KY 221 to the Harlan County/Leslie County line	US-421	24.20	26.89
Harlan	IP20150114	Improve safety along US 119 with landslide repairs	US-119	10.05	10.25
Harlan	IP20080600	Address congestion, capacity, connectivity, and safety issues on KY 72 from Beginning of State Maintenance to US 421.	KY-72	4.68	10.90
Harlan	IP20130074	Scoping Study - minor reconstruction to improve safety and enhance access on KY 2430	KY-243	0.00	1.00
Harlan	IP20070244	Address capacity, access, surface condition, and safety issues along KY 160 from US 119 to KY 522.	KY-160	11.00	12.96
Harlan	IP20150218	Address deficiencies of Kentucky Avenue Bridge over Martins Fork Cumberland River (048C00067N)	CS-1041	0.13	0.18
Harlan	IP20110181	Address congestion/capacity issues on US 119 from Billy Lee Road to Tremont Drive	US-119	6.50	7.50
Harlan	IP20150238	Provide a passing bay on US-119 from MP 1.2 to MP 2.2 in Harlan County. (12CCN)(14CCR)	US-119	1.20	3.00
Harlan	IP20230088	Widen the bridge on US119 and construct a right turn lane onto US421	US-119	13.00	13.20
Harlan	IP20130075	Address congestion issues on US 119 near its intersection with KY 840	US-119	7.74	8.05
Harlan	IP20130060	Address congestion issues on US 119 from the US 119/KY 3452 intersection and US 119/KY 1084 intersection.	US-119	11.48	12.44
Harlan	IP20230085	Spot improvements to raise KY413 above the floodplain	KY-413	2.57	3.50
Harlan	IP20110198	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	US-119	12.44	13.21
Harlan	IP20130076	Address congestion issues from US 119 onto KY 3152	US-119	8.48	8.75
Harlan	IP20080602	Address access and safety issues on KY 990 from KY 3001 to Mary Hellen Methodist Road (CR 1289)	KY-990	0.00	1.00
Harlan	IP20150361	Reconstruct US 421 from Barn Branch in Harlan County to Virginia State Line.	PF-9999 -	0.00	0.00
Harlan	IP20060286	Correct substandard roadway geometrics and address condition and safety issues on US 421 from US 119 to KY 221	US-421	17.11	24.20
Harlan	IP20250119	Reconstruct remaining unimproved section of US421 from the end of the progressive design-build project to Barn Branch	US-421	1.50	4.00
Harlan	IP20110171	Address horizontal alignment and safety issues on US-119 near Harlan County/Bell County line.	US-119	0.00	1.20
Harlan	IP20110181	Address congestion/capacity issues on US 119 from Billy Lee Road to Tremont Drive	US-119	6.50	7.50
Harlan	IP20150218	Address deficiencies of Kentucky Avenue Bridge over Martins Fork Cumberland River (048C00067N)	CS-1041	0.13	0.18
Harlan	IP20150238	Provide a passing bay on US-119 from MP 1.2 to MP 2.2 in Harlan County. (12CCN)(14CCR)	US-0119	1.20	3.00

COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Harlan	IP20110173	Address congestion/capacity issues on US-119 near Clear Glass Road and Conley Loop.	US-119	10.31	10.83
Harlan	IP20080600	Address congestion, capacity, connectivity, and safety issues on KY 72 from Beginning of State Maintenance to US 421.	KY-72	4.68	10.90
Harlan	IP20150114	Improve safety along US 119 with landslide repairs	US-119	10.05	10.25
Harlan	IP20080598	Correct substandard roadway geometrics on US 421 from KY 221 to the Harlan County/Leslie County line	US-421	24.20	26.89
Harlan	IP20130075	Address congestion issues on US 119 near its intersection with KY 840	US-119	7.74	8.05
Harlan	IP20070244	Address capacity, access, surface condition, and safety issues along KY 160 from US 119 to KY 522.	KY-160	11.00	12.96
Harlan	IP20110198	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	US-119	12.44	13.21
Harlan	IP20130060	Address congestion issues on US 119 from the US 119/KY 3452 intersection and US 119/KY 1084 intersection.	US-119	11.48	12.44
Harlan	IP20080602	Address access and safety issues on KY 990 from KY 3001 to Mary Hellen Methodist Road (CR 1289)	KY-990	0.00	1.00
Harlan	IP20130074	Scoping Study - minor reconstruction to improve safety and enhance access on KY 2430	KY-243	0.00	1.00
Harlan	IP20110171	Address horizontal alignment and safety issues on US-119 near Harlan County/Bell County line.	US-119	0.00	1.20
Harlan	IP20130076	Address congestion issues from US 119 onto KY 3152	US-119	8.48	8.75
Harlan	IP20080601	Address horizontal alignment and safety concerns on KY 179 from KY 38 to KY 2006	KY-179	0.08	7.52
Harlan	IP20060286	Correct substandard roadway geometrics and address condition and safety issues on US 421 from US 119 to KY 221	US-421	17.11	24.20
Harlan	IP20150361	Reconstruct US 421 from Barn Branch in Harlan County to Virginia State Line.	PF-9999 -	0.00	0.00
Harlan	IP20230085	Spot improvements to raise KY413 above the floodplain	KY-413	2.57	3.50
Harlan	IP20230088	Widen the bridge on US119 and construct a right turn lane onto US421	US-119	13.00	13.20

COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Harlan	IP20150114	Improve safety along US 119 with landslide repairs	US-119	10.05	10.25
Harlan	IP20080601	Address horizontal alignment and safety concerns on KY 179 from KY 38 to KY 2006	KY-179	0.08	7.52
Harlan	IP20080598	Correct substandard roadway geometrics on US 421 from KY 221 to the Harlan County/Leslie County line	US-421	24.20	26.89
Harlan	IP20250214	Replacement of sidewalks along Main Street KY 72 and Cumberland Avenue in the City of Harlan	KY-72	11.38	11.76
Harlan	IP20150238	Provide a passing bay on US-119 from MP 1.2 to MP 2.2 in Harlan County. (12CCN)(14CCR)	US-119	1.20	3.00
Harlan	IP20150218	Address deficiencies of Kentucky Avenue Bridge over Martins Fork Cumberland River (048C00067N)	CS-141	0.13	0.18
Harlan	IP20080600	Address congestion, capacity, connectivity, and safety issues on KY 72 from Beginning of State Maintenance to US 421.	KY-72	4.68	10.90
Harlan	IP20130075	Address congestion issues on US 119 near its intersection with KY 840	US-119	7.74	8.05
Harlan	IP20130074	Scoping Study - minor reconstruction to improve safety and enhance access on KY 2430	KY-243	0.00	1.00
Harlan	IP20070244	Address capacity, access, surface condition, and safety issues along KY 160 from US 119 to KY 522.	KY-160	11.00	12.96
Harlan	IP20110171	Address horizontal alignment and safety issues on US-119 near Harlan County/Bell County line.	US-119	0.00	1.20
Harlan	IP20080602	Address access and safety issues on KY 990 from KY 3001 to Mary Hellen Methodist Road (CR 1289)	KY-990	0.00	1.00
Harlan	IP20150361	Reconstruct US 421 from Barn Branch in Harlan County to Virginia State Line.	PF-9999 -	0.00	0.00
Harlan	IP20250119	Reconstruct remaining unimproved section of US421 from the end of the progressive design-build project to Barn Branch	US-421	1.50	4.00
Harlan	IP20130076	Address congestion issues from US 119 onto KY 3152	US-119	8.48	8.75
Harlan	IP20230085	Spot improvements to raise KY413 above the floodplain	KY-413	2.57	3.50
Harlan	IP20130075	Address congestion issues on US 119 near its intersection with KY 840	US-119	7.74	8.05
Harlan	IP20070244	Address capacity, access, surface condition, and safety issues along KY 160 from US 119 to KY 522.	KY-160	11.00	12.96
Harlan	IP20150218	Address deficiencies of Kentucky Avenue Bridge over Martins Fork Cumberland River (048C00067N)	CS-141	0.13	0.18
		Address congestion issues on US 119 from the US 119/KY 3152 intersection			

COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Harlan	IP20130060	Address congestion issues on US 119 from the US 119/KY 3452 intersection and US 119/KY 1084 intersection.	US-119	11.48	12.44
Harlan	IP20080601	Address horizontal alignment and safety concerns on KY 179 from KY 38 to KY 2006	KY-179	0.08	7.52
Harlan	IP20150238	Provide a passing bay on US-119 from MP 1.2 to MP 2.2 in Harlan County. (12CCN)(14CCR)	US-119	1.20	3.00
Harlan	IP20080598	Correct substandard roadway geometrics on US 421 from KY 221 to the Harlan County/Leslie County line	US-421	24.20	26.89
Harlan	IP20150114	Improve safety along US 119 with landslide repairs	US-119	10.05	10.25
Harlan	IP20110173	Address congestion/capacity issues on US-119 near Clear Glass Road and Conley Loop.	US-119	10.31	10.83
Harlan	IP20110181	Address congestion/capacity issues on US 119 from Billy Lee Road to Tremont Drive	US-119	6.50	7.50
Harlan	IP20230088	Widen the bridge on US119 and construct a right turn lane onto US421	US-119	13.00	13.20
Harlan	IP20080600	Address congestion, capacity, connectivity, and safety issues on KY 72 from Beginning of State Maintenance to US 421.	KY-72	4.68	10.90
Harlan	IP20150361	Reconstruct US 421 from Barn Branch in Harlan County to Virginia State Line.	PF-9999 -	0.00	0.00
Harlan	IP20130076	Address congestion issues from US 119 onto KY 3152	US-119	8.48	8.75
Harlan	IP20230085	Spot improvements to raise KY413 above the floodplain	KY-413	2.57	3.50
Harlan	IP20110171	Address horizontal alignment and safety issues on US-119 near Harlan County/Bell County line.	US-119	0.00	1.20
Harlan	IP20110198	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	US-119	12.44	13.21
Harlan	IP20080602	Address access and safety issues on KY 990 from KY 3001 to Mary Hellen Methodist Road (CR 1289)	KY-990	0.00	1.00
Harlan	IP20060286	Correct substandard roadway geometrics and address condition and safety issues on US 421 from US 119 to KY 221	US-421	17.11	24.20
Harlan	IP20130074	Scoping Study - minor reconstruction to improve safety and enhance access on KY 2430	KY-243	0.00	1.00
Harlan	IP20180075	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	PF-9999 -	0.00	0.00
Harlan	IP20110171	Address horizontal alignment and safety issues on US-119 near Harlan County/Bell County line.	US-119	0.00	1.20
Harlan	IP20230088	Widen the bridge on US119 and construct a right turn lane onto US421	US-119	13.00	13.20

COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Harlan	IP20070244	Address capacity, access, surface condition, and safety issues along KY 160 from US 119 to KY 522.	KY-160	11.00	12.96
Harlan	IP20150218	Address deficiencies of Kentucky Avenue Bridge over Martins Fork Cumberland River (048C00067N)	CS-141	0.13	0.18
Harlan	IP20110181	Address congestion/capacity issues on US 119 from Billy Lee Road to Tremont Drive	US-119	6.50	7.50
Harlan	IP20130074	Scoping Study - minor reconstruction to improve safety and enhance access on KY 2430	KY-243	0.00	1.00
Harlan	IP20080602	Address access and safety issues on KY 990 from KY 3001 to Mary Hellen Methodist Road (CR 1289)	KY-990	0.00	1.00
Harlan	IP20150114	Improve safety along US 119 with landslide repairs	US-119	10.05	10.25
Harlan	IP20080600	Address congestion, capacity, connectivity, and safety issues on KY 72 from Beginning of State Maintenance to US 421.	KY-72	4.68	10.90
Harlan	IP20080601	Address horizontal alignment and safety concerns on KY 179 from KY 38 to KY 2006	KY-179	0.08	7.52
Harlan	IP20080598	Correct substandard roadway geometrics on US 421 from KY 221 to the Harlan County/Leslie County line	US-421	24.20	26.89
Harlan	IP20110198	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	US-119	12.44	13.21
Harlan	IP20150238	Provide a passing bay on US-119 from MP 1.2 to MP 2.2 in Harlan County. (12CCN)(14CCR)	US-119	1.20	3.00
Harlan	IP20130060	Address congestion issues on US 119 from the US 119/KY 3452 intersection and US 119/KY 1084 intersection.	US-119	11.48	12.44
Harlan	IP20130075	Address congestion issues on US 119 near its intersection with KY 840	US-119	7.74	8.05
Harlan	IP20110173	Address congestion/capacity issues on US-119 near Clear Glass Road and Conley Loop.	US-119	10.31	10.83
Harlan	IP20150361	Reconstruct US 421 from Barn Branch in Harlan County to Virginia State Line.	PF-9999 -	0.00	0.00
Harlan	IP20250119	Reconstruct remaining unimproved section of US421 from the end of the progressive design-build project to Barn Branch	US-421	1.50	4.00
Harlan	IP20130076	Address congestion issues from US 119 onto KY 3152	US-119	8.48	8.75
Harlan	IP20230085	Spot improvements to raise KY413 above the floodplain	KY-413	2.57	3.50

COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Jackson	IP20050024	Reconstruction of US 421 from KY 89 to KY 587	US-421	10.74	14.72
Jackson	IP20080606	Address access and safety issues on US 421 at KY 2004 in Sand Gap.	US-421	21.90	22.10
Jackson	IP20180074	Reconstruct US 421 from Clover Bottom Creek Road to 0.11 mile south of Asbill Road. (2006BOPC)	US-421	23.37	25.23
Jackson	IP20050028	Reconstruction of US 421 from Southtree Tower Road to Clover Bottom Creek Road. (See Section 4 of Alternative 4 in January 2005 US 421 Alternatives Study.)	US-421	21.28	23.40
Jackson	IP20050025	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.)	US-421	14.71	16.78
Jackson	IP20060287	Address sight distance and safety issues on US 421 at its intersection of KY 1912 in Morrill	US-421	29.36	29.57
Jackson	IP20150101	Address intersection approach grade of KY 578 onto KY 290	KY-578	7.00	7.20
Jackson	IP20050029	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.)	US-421	25.22	27.04
Jackson	IP20150018	Bridge replacement over Sand Gap (Bridge ID 055B00002 SR 59.4)	US-421	16.80	16.80
Jackson	IP20050030	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.)	US-421	27.04	29.57
Jackson	IP20130061	Address congestion and safety issues on US 421 near its intersection with KY 587 by Jackson County Board of Education and Middle School.	US-421	10.44	11.04
Jackson	IP20150019	Address congestion and access concerns at the entrance into Jackson County High School on US-421 with its intersection with Educational Mountain Drive	US-421	13.36	13.61
Jackson	IP20060288	Address access and safety issues at the intersection of US 421/KY 3446/School Road #2	US-421	21.32	21.52
Jackson	IP20080604	Address horizontal alignment on US 421 north of KY 89 near the city of McKee	US-421	14.61	14.91
Jackson	IP20050030	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.)	US-421	27.04	29.57
Jackson	IP20130061	Address congestion and safety issues on US 421 near its intersection with KY 587 by Jackson County Board of Education and Middle School.	US-421	10.44	11.04
Jackson	IP20150018	Bridge replacement over Sand Gap (Bridge ID 055B00002 SR 59.4)	US-421	16.80	16.80
Jackson	IP20080606	Address access and safety issues on US 421 at KY 2004 in Sand Gap.	US-421	21.90	22.10
Jackson	IP20210070	Address congestion, capacity, connectivity, and safety issues on KY 290 from McKee to Ky 30.	KY-290	0.00	8.85
Jackson	IP20180074	Reconstruct US 421 from Clover Bottom Creek Road to 0.11 mile south of Asbill Road. (2006BOPC)	US-421	23.37	25.23
Jackson	IP20050025	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.)	US-421	14.71	16.78
Jackson	IP20050029	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.)	US-421	25.22	27.04

COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Jackson	IP20150019	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.	US-421	13.36	13.61
Jackson	IP20050028	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.)	US-421	21.28	23.40
Jackson	IP20050024	Reconstruction of US 421 from KY 89 to KY 587	US-421	10.74	14.72
Jackson	IP20150020	Address safety and horizontal alignment of the curve on US-421 with its intersection at KY-3443	US-421	1.50	1.80
Jackson	IP20060287	Address sight distance and safety issues on US 421 at its intersection of KY 1912 in Morrill	US-421	29.36	29.57
Jackson	IP20150101	Address intersection approach grade of KY 578 onto KY 290	KY-578	7.00	7.20
Jackson	IP20080604	Address horizontal alignment on US 421 north of KY 89 near the city of McKee	US-421	14.61	14.91
Jackson	IP20060288	Address access and safety issues at the intersection of US 421/KY 3446/School Road #2	US-421	21.32	21.52
Jackson	IP20080606	Address access and safety issues on US 421 at KY 2004 in Sand Gap.	US-421	21.90	22.10
Jackson	IP20050030	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.)	US-421	27.04	29.57
Jackson	IP20060287	Address sight distance and safety issues on US 421 at its intersection of KY 1912 in Morrill	US-421	29.36	29.57
Jackson	IP20050024	Reconstruction of US 421 from KY 89 to KY 587	US-421	10.74	14.72
Jackson	IP20050028	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.)	US-421	21.28	23.40
Jackson	IP20060288	Address access and safety issues at the intersection of US 421/KY 3446/School Road #2	US-421	21.32	21.52
Jackson	IP20050029	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.)	US-421	25.22	27.04
Jackson	IP20180074	Reconstruct US 421 from Clover Bottom Creek Road to 0.11 mile south of Asbill Road. (2006BOPC)	US-421	23.37	25.23
Jackson	IP20050025	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.)	US-421	14.71	16.78
Jackson	IP20150018	Bridge replacement over Sand Gap (Bridge ID 055B00002 SR 59.4)	US-421	16.80	16.80
Jackson	IP20130061	Address congestion and safety issues on US 421 near its intersection with KY 587 by Jackson County Board of Education and Middle School.	US-421	10.44	11.04
Jackson	IP20250209	BRIDGE PROJECT IN JACKSON COUNTY ON (055B00001N) US-421 AT INDIAN CREEK	US-421	14.28	14.29
Jackson	IP20250153	Improve the existing geometric alignments at two spot locations (MP 4.7-6.3 and 8.0-8.5) by realigning curves in high crash cluster areas and widening. Improve design speed to 45 mph along these two sections	KY-290	4.70	8.50
Jackson	IP20150019	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.	US-421	13.36	13.61
Jackson	IP20080604	Address horizontal alignment on US 421 north of KY 89 near the city of McKee	US-421	14.61	14.91
		Reconstruct US 421 from Clover Bottom Creek Road to 0.11 mile south of			

COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Jackson	IP20180074	Reconstruct US 421 from Clover Bottom Creek Road to 0.11 mile south of Asbill Road. (2006BOPC)	US-421	23.37	25.23
Jackson	IP20050030	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.)	US-421	27.04	29.57
Jackson	IP20050028	Reconstruction of US 421 from Southtree Tower Road to Clover Bottom Creek Road. (See Section 4 of Alternative 4 in January 2005 US 421 Alternatives Study.)	US-421	21.28	23.40
Jackson	IP20150101	Address intersection approach grade of KY 578 onto KY 290	KY-578	7.00	7.20
Jackson	IP20050029	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.)	US-421	25.22	27.04
Jackson	IP20050025	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.)	US-421	14.71	16.78
Jackson	IP20050024	Reconstruction of US 421 from KY 89 to KY 587	US-421	10.74	14.72
Jackson	IP20060287	Address sight distance and safety issues on US 421 at its intersection of KY 1912 in Morrill	US-421	29.36	29.57
Jackson	IP20080606	Address access and safety issues on US 421 at KY 2004 in Sand Gap.	US-421	21.90	22.10
Jackson	IP20150019	Address congestion and access concerns at the entrance into Jackson County High School on US-421 with its intersection with Educational Mountain Road	US-421	13.36	13.61
Jackson	IP20130061	Address congestion and safety issues on US 421 near its intersection with KY 587 by Jackson County Board of Education and Middle School.	US-421	10.44	11.04
Jackson	IP20150018	Bridge replacement over Sand Gap (Bridge ID 055B00002 SR 59.4)	US-421	16.80	16.80
Jackson	IP20060288	Address access and safety issues at the intersection of US 421/KY 3446/School Road #2	US-421	21.32	21.52
Jackson	IP20080604	Address horizontal alignment on US 421 north of KY 89 near the city of McKee	US-421	14.61	14.91
Jackson	IP20080606	Address access and safety issues on US 421 at KY 2004 in Sand Gap.	US-421	21.90	22.10
Jackson	IP20060287	Address sight distance and safety issues on US 421 at its intersection of KY 1912 in Morrill	US-421	29.36	29.57
Jackson	IP20060288	Address access and safety issues at the intersection of US 421/KY 3446/School Road #2	US-421	21.32	21.52
Jackson	IP20180074	Reconstruct US 421 from Clover Bottom Creek Road to 0.11 mile south of Asbill Road. (2006BOPC)	US-421	23.37	25.23
Jackson	IP20050029	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.)	US-421	25.22	27.04
Jackson	IP20050028	Reconstruction of US 421 from Southtree Tower Road to Clover Bottom Creek Road. (See Section 4 of Alternative 4 in January 2005 US 421 Alternatives Study.)	US-421	21.28	23.40

COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Jackson	IP20050030	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.)	US-421	27.04	29.57
Jackson	IP20050025	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.)	US-421	14.71	16.78
Jackson	IP20050024	Reconstruction of US 421 from KY 89 to KY 587	US-421	10.74	14.72
Jackson	IP20150019	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.	US-421	13.36	13.61
Jackson	IP20080604	Address horizontal alignment on US 421 north of KY 89 near the city of McKee	US-421	14.61	14.91
Jackson	IP20150018	Bridge replacement over Sand Gap (Bridge ID 055B00002 SR 59.4)	US-421	16.80	16.80
Jackson	IP20250153	Improve the existing geometric alignments at two spot locations (MP 4.7-6.3 and 8.0-8.5) by realigning curves in high crash cluster areas and widening. Improve design speed to 45 mph along these two sections	KY-290	4.70	8.50
Jackson	IP20130061	Address congestion and safety issues on US 421 near its intersection with KY 587 by Jackson County Board of Education and Middle School.	US-421	10.44	11.04

COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Knox	IP20060291	Widen US25 to a three-lane typical section with a center two-way left-turn lane. Access management with sidewalk. Concept A from the 11-181 planning study.	US-25	13.56	16.70
Knox	IP20060292	Address horizontal/vertical alignment and safety issues on KY 192 from the Laurel County/Pulaski County line to I-75 in London	KY-0192	0.00	18.24
Knox	IP20080607	Correct substandard roadway geometrics from US25E to KY1304	KY-11	10.12	15.55
Knox	IP20080608	Correct substandard roadway geometrics and address safety issues from north of Girdler to Mills Cemetery. (Part of 1999 KY 11 Corridor Feasibility Study.)	KY-11	16.29	18.29
Knox	IP20080609	Correct substandard roadway geometrics & address safety issues from Mills Cemetery to Knox County/Clay County Line. (Addressed in 1999 KY 11 Corridor Feasibility Study.)	KY-11	18.29	22.69
Knox	IP20080610	Correct flooding issues on KY 11 from KY 92 in Whitley County to Poplar Street in the city of Barbourville.	KY-11	0.00	9.09
Knox	IP20080610	Correct flooding issues on KY 11 from KY 92 in Whitley County to Poplar Street in the city of Barbourville.	KY-11	0.00	9.09
Knox	IP20080611	Address access and safety issues at the intersection of KY 225 and KY 2421	KY-0225	14.64	14.89
Knox	IP20080613	Address access and capacity issues on KY 80 from KY 192 to KY 1561	KY-80	13.28	15.21
Knox	IP20080614	Address access and safety issues along KY-229 from Levi Jackson State Park Entrance to Conley Road.	KY-0229	8.84	9.85
Knox	IP20080615	Address access and safety issues along KY 229 from Conley Road to KY 192.	KY-0229	9.85	11.53
Knox	IP20080616	Address horizontal alignment issues on KY 363 from KY 3429 (Philpot Road) to the roundabout at KY 1006.	KY-0363	8.20	9.21
Knox	IP20080617	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.	KY-16	5.80	6.90
Knox	IP20110220	Address horizontal/vertical alignment and safety issues on KY 80 from KY 1803 (near Bush) to Laurel County/Clay County line.	KY-80	21.44	23.84
Knox	IP20110221	Spot improvements to address flooding and safety issues along KY 11 from the Whitley County/Knox County Line to KY 1809.	KY-11	0.00	3.27
Knox	IP20110222	Spot Improvements to address flooding and safety issues along KY 11 from KY 1809 to Tye Bend Road.	KY-11	3.27	7.19
		Spot improvements to address flooding and safety issues along KY 11			

COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Knox	IP20110226	Reconstruct KY 472 from mile point 2.7 and create a connection with the Hal Rogers Parkway at KY 192 to improve congestion and safety near North Laurel Middle School.	KY-0472	0.00	2.70
Knox	IP20110229	Reconstruct the KY-1193/KY-3497 intersection to improve approach geometry and increase safety	KY-1193	2.75	3.00
Knox	IP20130062	Address intersection safety & congestion issues, widening, and adding sidewalks for heavy pedestrian traffic to KY 3439 from US 25E to Hensons Hollow Road in Barbourville.	KY-3439	0.00	0.45
Knox	IP20130063	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 Road with KY 363.	CS-1156	0.00	0.64
Knox	IP20130077	Flood mitigation on KY 11 from north of KY 3438 to north of C Mills Rd (CR 1090)	KY-11	14.00	15.00
Knox	IP20130078	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.	KY-1487	0.69	1.18
Knox	IP20150061	Rock fall mitigation on US 25E from Knox County/Bell County Line to KY 229	US-25E	0.00	14.47
Knox	IP20150062	Address access, safety, and surface condition on KY 3431 from US 25E to Tyler Trail. Also, safely address pedestrian traffic in the area.	KY-3431	0.65	1.58
Knox	IP20150063	Address access, safety, sidewalk improvements on KY 1223 from KY 3431 (American Greeting Card Road) to North Stewart Road	KY-1223	1.14	1.67
Knox	IP20150109	Improve safety and address geometric deficiencies of intersection of US 25E and KY 2420.	US-25E - 010	10.83	11.03
Knox	IP20150115	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.	KY-1487	0.37	0.69
Knox	IP20150115	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.	KY-11	0.37	0.69
Knox	IP20150221	Address safety and access issues on KY 354 while lowering the existing vertical grade to improve alignment with KY 30.	KY-0354	0.90	1.11
Knox	IP20150347	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 storage and improve capacity (14CCN)	KY-80	9.90	10.90
Knox	IP20160043	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)	KY-80	0.00	11.21
Knox	IP20160058	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)	KY-11	10.11	22.69
		Raise KY 459 above flood plain from milepoint 3 to milepoint 5, including			

COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Knox	IP20160059	Raise KY 459 above flood plain from milepoint 3 to milepoint 5, including raising the Bull Run Creek Bridge (includes 11-8712).(12CCN)	KY-0459	3.22	5.01
Knox	IP20160060	Improve KY 3041 from milepoint 1.5 to milepoint 2.0 to increase safety and provide access to Thunder Gap Horse Racing Track (16CCN).	KY-3041	1.50	2.00
Knox	IP20160061	Improve safety and provide access to Thunder Gap Horse Racing Track by widening Allison Boulevard (CS-1107) (16CCN)	CS-2053	0.00	0.32
Knox	IP20160142	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)	HR-96	7.88	10.59
Knox	IP20160144	Improve safety on KY 490 from US 25 to KY 1394 by repairing shoulder breakoffs and pavement settling, as well as resurfacing roadway. (16CCN)	KY-0490	0.00	3.80
Knox	IP20160152	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)	KY-80	0.00	11.21
Knox	IP20170086	Construction of I 75 Frontage Road from KY 3432 to 5th Street (SEE 8-8514.10 AND 8-8514.00 FOR ADDITIONAL SECTIONS) (08CCN)	KY-16	5.60	5.80
Knox	IP20190030	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.	US-25E	8.00	12.00
Knox	IP20190187	New route connecting Kingsport, Tennessee to London, Kentucky.	I-75	31.00	35.00
Knox	IP20190205	Add turning lanes on KY 80 accessing Carrera Drive and KY 1956.	KY-80	9.90	10.10
Knox	IP20210071	Improve safety and access along KY 11 by raising roadway above flood elevation.	KY-11	10.73	11.68
Knox	IP20210072	Address congestion, capacity, connectivity, and safety issues on KY 229 from US 25E to Knox/Laurel County Line.	KY-0229	0.00	8.57
Knox	IP20210074	Address congestion, capacity, connectivity, and safety issues on KY 229 from Knox/Laurel County Line to KY 192.	KY-0229	0.00	11.53
Knox	IP20210103	Address safety, congestion and connectivity between London and Corbin from KY 1006 to US 25E (08CCN)	US-25	0.00	4.50
Knox	IP20210104	Address safety, congestion and connectivity between London and Corbin from KY 1006 to US 25E (08CCN)	US-25	4.50	9.03
Knox	IP20210105	Address safety, congestion and connectivity between London and Corbin from KY 1006 to US 25E (08CCN)	US-25	0.00	0.70
Knox	IP20210108	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. This is improvement options C and D from 11-8515 Planning Study.	US-25	1.80	2.30
Knox	IP20210111	Construct a new interchange on I-75 connecting KY 363 to US 25.	I-75	33.00	34.00
Knox	IP20220007	Improve safety and alleviate congestion along US 25 and KY 1006 by adding and extended turn lanes. Increased industrial traffic has created a need for additional storage for traffic turning at the intersection of KY 1006.	US-25	8.80	9.20
Knox	IP20230050	Address drainage issues from the 0.9 MP to Lynn Camp Creek	KY-0312	0.00	0.90

COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Knox	IP20230086	Construct a sidewalk with curb and gutter along Cumberland Avenue from US25E to the RR crossing	KY-2421	0.00	0.42
Knox	IP20230086	Construct a sidewalk with curb and gutter along Cumberland Avenue from US25E to the RR crossing	KY-2421	0.00	0.42
Knox	IP20230089	Construct a new route north off of Opportunity Drive (CS2054) along the former RR track bed approximately 0.5 miles to Woods Product Road (CR1739) for connectivity to a proposed development	CS-2054	0.00	0.10
Knox	IP20230156	Provide sidewalks along KY3439 from Henson Hollow Road to Lockard Lane (continuation of 11-8857 to provide connectivity to a school)	KY-3439	0.40	1.05
Knox	IP20240042	Improve intersection of KY1561 & KY80 for increased sight distance to improve safety after increased residential development along KY1561.	KY-1561	1.20	1.31
Knox	IP20250120	Improve CR1177 (Treuhaft Blvd/Farmer Ln) from US25E to KY225 for improved access to a recreational development at the eastern end	CR-1177F	0.00	0.43
Knox	IP20250123	Widen the Hal Rogers Parkway per the recommendation of the 11-183 planning study. Middle section connecting 11-365 & 11-8909.	HR-9006	3.88	7.88
Knox	IP20250149	IMPROVE SAFETY AND ADDRESS GEOMETRIC DEFICIENCIES ALONG N KY830 FROM US25E TO KY1629 INCLUDING WIDENING AND NEW TURNING LANES	KY-0830	4.78	6.57
Knox	IP20250151	Improve the geometrics of a curve, widen a drainage structure, and provide turn lanes to Johnson Elementary School on KY638	KY-0638	2.00	2.86
Knox	IP20250207	Improve Rudy Bear Road and KY 3007 from KY 80 South to KY 3432 West of I-75	KY-37	0.00	1.36

COUNTY	PROJECT ID	DESCRIPTION	ROUTE	BMP	EMP
Laurel	IP20060291	Widen US25 to a three-lane typical section with a center two-way left-turn lane. Access management with sidewalk. Concept A from the 11-181 planning study.	US-0025	13.56	16.70
Laurel	IP20060292	Address horizontal/vertical alignment and safety issues on KY 192 from the Laurel County/Pulaski County line to I-75 in London	KY-0192	0.00	18.24
Laurel	IP20080613	Address access and capacity issues on KY 80 from KY 192 to KY 1561	KY-0080	13.28	15.21
Laurel	IP20080614	Address access and safety issues along KY-229 from Levi Jackson State Park Entrance to Conley Road.	KY-0229	8.84	9.85
Laurel	IP20080615	Address access and safety issues along KY 229 from Conley Road to KY 192.	KY-0229	9.85	11.53
Laurel	IP20080616	Address horizontal alignment issues on KY 363 from KY 3429 (Philpot Road) to the roundabout at KY 1006.	KY-0363	8.20	9.21
Laurel	IP20080616	Address horizontal alignment issues on KY 363 from KY 3429 (Philpot Road) to the roundabout at KY 1006.	KY-0363	8.20	9.21
Laurel	IP20080617	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.	KY-1006	5.80	6.90
Laurel	IP20110220	Address horizontal/vertical alignment and safety issues on KY 80 from KY 1803 (near Bush) to Laurel County/Clay County line.	KY-0080	21.44	23.84
Laurel	IP20110226	Reconstruct KY 472 from mile point 2.7 and create a connection with the Hal Rogers Parkway at KY 192 to improve congestion and safety near North Laurel Middle School.	KY-0472	0.00	2.70
Laurel	IP20110229	Reconstruct the KY-1193/KY-3497 intersection to improve approach geometry and increase safety	KY-1193	2.75	3.00
Laurel	IP20130063	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 Road with KY 363.	CS-1156	0.00	0.64
Laurel	IP20150062	Address access, safety, and surface condition on KY 3431 from US 25E to Tyler Trail. Also, safely address pedestrian traffic in the area.	KY-3431	0.65	1.58
Laurel	IP20150063	Address access, safety, sidewalk improvements on KY 1223 from KY 3431 (American Greeting Card Road) to North Stewart Road	KY-1223	1.14	1.67
Laurel	IP20150221	Address safety and access issues on KY 354 while lowering the existing vertical grade to improve alignment with KY 30.	KY-0354	0.90	1.11
Laurel	IP20150347	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 storage and improve capacity (14CCN)	KY-0080	9.90	10.90

COUNTY	PROJECT ID	DESCRIPTION	ROUTE	BMP	EMP
Laurel	IP20160142	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)	HR-9006	7.88	10.59
Laurel	IP20160144	Improve safety on KY 490 from US 25 to KY 1394 by repairing shoulder breakoffs and pavement settling, as well as resurfacing roadway. (16CCN)	KY-0490	0.00	3.80
Laurel	IP20160152	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)	KY-0080	0.00	11.21
Laurel	IP20170086	Construction of I 75 Frontage Road from KY 3432 to 5th Street (SEE 8-8514.10 AND 8-8514.00 FOR ADDITIONAL SECTIONS) (08CCN)	KY-1006	5.60	5.80
Laurel	IP20190187	New route connecting Kingsport, Tennessee to London, Kentucky.	I -0075	31.00	35.00
Laurel	IP20190189	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).	PF-9999 -	0.00	0.00
Laurel	IP20190205	Add turning lanes on KY 80 accessing Carrera Drive and KY 1956.	KY-0080	9.90	10.10
Laurel	IP20210074	Address congestion, capacity, connectivity, and safety issues on KY 229 from Knox/Laurel County Line to KY 192.	KY-0229	0.00	11.53
Laurel	IP20210103	Address safety, congestion and connectivity between London and Corbin from KY 1006 to US 25E (08CCN)	US-0025	0.00	4.50
Laurel	IP20210104	Address safety, congestion and connectivity between London and Corbin from KY 1006 to US 25E (08CCN)	US-0025	4.50	9.03
Laurel	IP20210105	Address safety, congestion and connectivity between London and Corbin from KY 1006 to US 25E (08CCN)	US-0025	0.00	0.70
Laurel	IP20210108	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. This is improvement options C and D from 11-8515 Planning Study.	US-0025	1.80	2.30
Laurel	IP20210111	Construct a new interchange on I-75 connecting KY 363 to US 25.	I -0075	33.00	34.00
Laurel	IP20220007	Improve safety and alleviate congestion along US 25 and KY 1006 by adding and extended turn lanes. Increased industrial traffic has created a need for additional storage for traffic turning at the intersection of KY 1006.	US-0025	8.80	9.20
Laurel	IP20230087	Improve KY192 from Mallard Drive to Esquire Lane	KY-0192	16.61	18.08
Laurel	IP20240042	Improve intersection of KY1561 & KY80 for increased sight distance to improve safety after increased residential development along KY1561.	KY-1561	1.20	1.31
Laurel	IP20250123	Widen the Hal Rogers Parkway per the recommendation of the 11-183 planning study. Middle section connecting 11-365 & 11-8909.	HR-9006	3.88	7.88
Laurel	IP20250151	Improve the geometrics of a curve, widen a drainage structure, and provide turn lanes to Johnson Elementary School on KY638	KY-0638	2.00	2.86

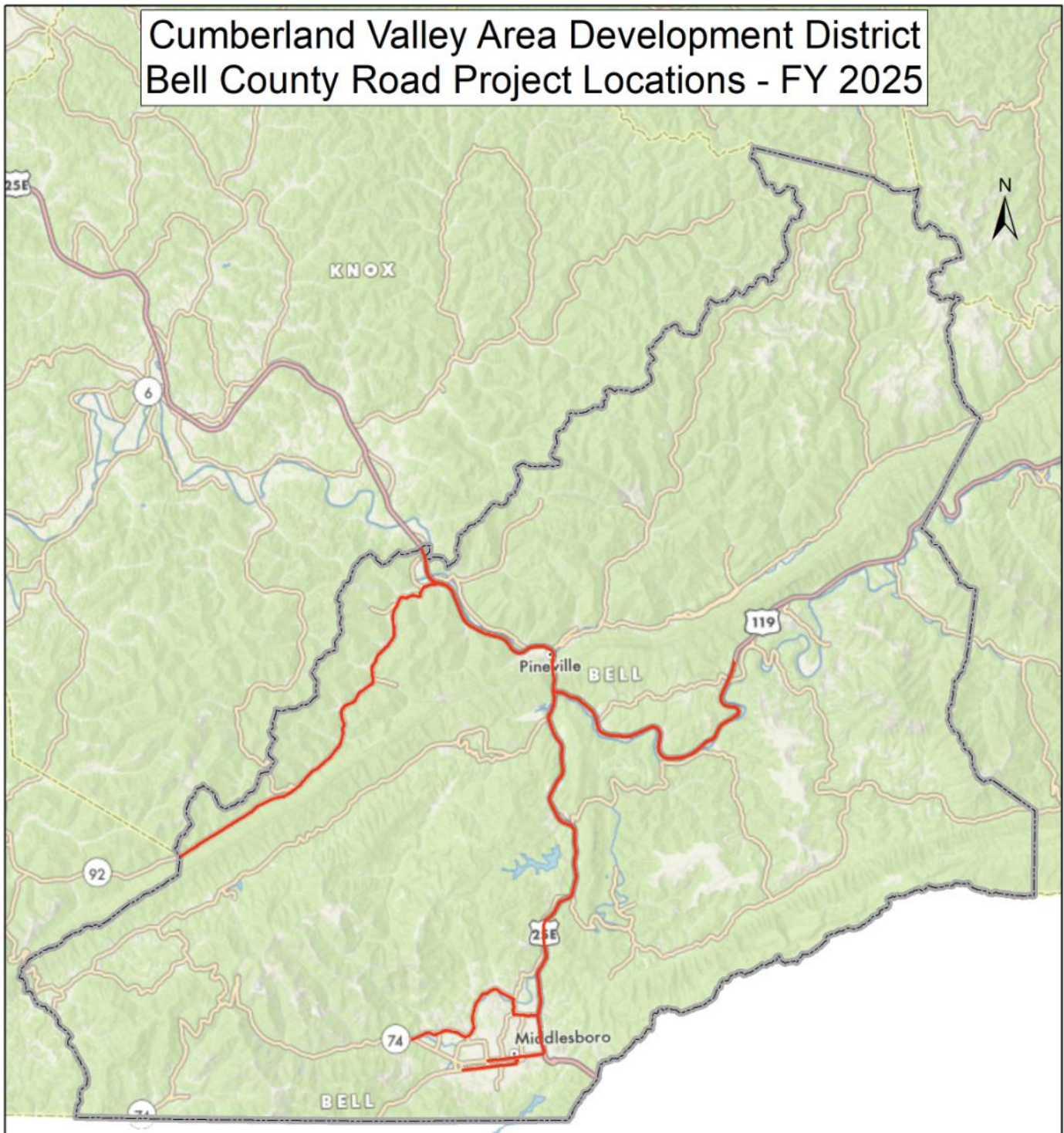
COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Rockcastle	IP20150385	This project is part of an overall plan to widen I-75 from the Tennessee State line to Lexington. The project will serve to upgrade the existing system and provide congestion relief and improve roadway conditions.	I 75	64.5	69
Rockcastle	IP20190150	The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Mobility and Capacity.	KY-0461	0	4.213
Rockcastle	IP20000067	This project is a part of an overall plan to widen I-75 from the Tennessee state line to Lexington. The project will serve to upgrade the existing system and will provide congestion relief and improve roadway surface.	I 75	58.95	62.00 8
Rockcastle	IP20190069	The following needs have been identified for this project: 1) Improve Roadway Safety. 2) Improve Access and increase Capacity for all vehicle types.	US25	15.01 8	15.66 6
Rockcastle	IP20150381	This project is part of an overall plan to widen I-75 from the Tennessee State line to Lexington. The project will serve to upgrade the existing system and provide congestion relief and improve roadway conditions.	I 75	60.1	64.5
Rockcastle	IP20190032	The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Mobility and Capacity, 3) Provide Connectivity.	PF-9999 -		
Rockcastle	IP20150056	With The New Developed US-150, Access From The Industrial Park, As Well As Lincoln County Has Provided Travelers Easier Access To I-75. A Lot Of Tourists Visit The Area In The Summertime For Access To Go To Lake Cumberland, As Well As Renfro Valley Entertainment Center. Access Into Businesses Can Be Difficult With High Traffic Volume At Peak Times. During Peak Times traffic will nearly double in an hours time. Recent special counts demonstrate this drastic increase in traffic. For example on 5-21-15 within an hour traffic went from 788 to 1363. With An IRI Over 130, It Should Be Considered Rough.	KY-0461	7	9.404
Rockcastle	IP20080501	The purpose of this project is to expand KY 1326 from the KY 461 intersection to the existing curb and gutter section in Mt. Vernon. The project area contains a mix of residential and commercial sectors, and also provides direct access to the Rockcastle County Middle School, Rockcastle County Area Technology School, and the local University of Kentucky Extension Office. The existing roadway has a large volume of traffic on 2-8 ft. lanes with 2 ft. shoulders. There are no turn lanes in the project area. According to data provided by the Division of Traffic, this project has consistently had an accident CRF that exceeds 1.0, thereby indicating that a crash problem likely exists.	KY-1326	4.179	4.996
		This project is a part of an overall plan to improve US 150 from Stanford to			

COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Rockcastle	IP20070235	This project is a part of an overall plan to improve US 150 from Stanford to Mt. Vernon. US 150 functions as a connector to both US 27 in Stanford, and to Interstate 75 in Mt. Vernon. This corridor functions as a significant commuter route for south-central Kentuckians, and is an important truck route for servicing local communities. This project is the final segment of expansion and will improve the corridor from KY 461 to US 25 in Mt. Vernon. The project area has a high volume of traffic that will serve to upgrade the existing system.	US-0150	8.403	10.205
Rockcastle	IP20190151	The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Mobility and Capacity	KY-0461	4.213	7
Rockcastle	IP20150380	This project is part of an overall plan to widen I-75 from the Tennessee State line to Lexington. The project will serve to upgrade the existing system and provide congestion relief and improve roadway conditions.	I 75	55.745	60.1
Rockcastle	IP20000068	This project is a part of an overall plan to widen I-75 from the Tennessee state line to Lexington. The project will serve to upgrade the existing system and provide congestion relief and upgrade surface conditions.	I 75	62.063	69.32
Rockcastle	IP20150397	The following needs have been identified for this project: 1) Improve Roadway Safety	KY-1329	0	5.599
Rockcastle	IP20200047	This project is part of an overall plan to widen I-75 from the Tennessee State line to Lexington. The project will serve to upgrade the existing system and provide congestion relief and improve roadway conditions.	I 75	0	0
Rockcastle	IP20170046	The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access, 3) Increase Capacity, 4) Improve Mobility, 5) Reduce Congestion	PF-9999 -		
Rockcastle	IP20000066	This project is part of an overall plan to widen I-75 from the Tennessee State line to Lexington. The project will serve to upgrade the existing system and provide congestion relief and improve roadway conditions.	I 75	54.467	58.954
Rockcastle	IP20080502	An improved KY 2549 will provide better access to the industrial park, and provide for more efficient freight movement for B & H Tools, a tool and die facility located in the industrial park, as well as any potential industries.	KY-2549	2.201	2.63
Rockcastle	IP20190031	The following needs have been identified for this project: 1) Improve Roadway Safety. 2) Improve Access and increase Capacity for all vehicle types.	US25	15.018	15.666

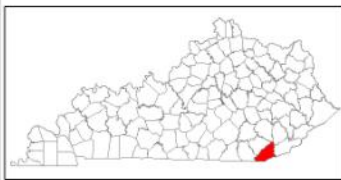
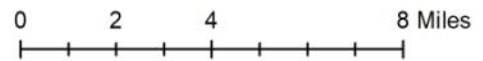
COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Whitley	IP20000083	TENN. STATE LINE-LEXINGTON; WIDEN I-75 TO 8 LANES FROM MP 20.2 IN WHITLEY COUNTY TO MP 28.85, US-25E NORTH OF CORBIN (IM FUNDS)	I -0075	20.20	27.94
Whitley	IP20060294	Address congestion issues on I-75 from the Tennessee state line to KY 92 at Williamsburg	I -0075	0.00	10.55
Whitley	IP20060295	Address congestion issues on I-75 from KY 92 at Williamsburg to US 25W at Goldbug	I -0075	10.55	15.46
Whitley	IP20060296	Address congestion issues on I-75 from US 25W at Goldbug to MP 20.2 near Tidal Wave Road overpass	I -0075	15.46	20.20
Whitley	IP20060297	Address condition, safety, and congestion issues on US 25W from 13th Street to 18th Street in Corbin	US-0025W	32.14	32.45
Whitley	IP20060298	Address flooding and safety issues on KY 1804 from 0.2 miles west of the railroad crossing to the I-75 underpass	KY-1804	0.00	1.36
Whitley	IP20070246	Address congestion and access issues on US 25W from US 25E to Engineers Street in Corbin	US-0025W	33.62	33.79
Whitley	IP20070247	Address congestion and safety issues on US 25W from KY 296 (Main Street) to just south of KY 92 in Williamsburg.	US-0025W	10.82	12.42
Whitley	IP20070248	Address access and safety issues on US 25W from I-75 near Corbin to KY 90 (Cumberland Falls State Park entrance)	US-0025W	16.41	28.24
Whitley	IP20080622	Address access and safety issues on KY 312 from the Laurel/Whitley County Line to North Main Street (US 25W north) in downtown Corbin	KY-0312	0.00	2.54
Whitley	IP20080623	Address safety and surface condition issues on KY 727 (West 5th Street) from Poplar Street to West 4th Street in Corbin.	KY-0727	3.70	4.48
Whitley	IP20080624	Address safety issue on KY 779 0.5 miles east of KY 26	KY-0779	0.25	0.75
Whitley	IP20080625	Address safety issue on KY 779 at its intersection with Maple Creek Road	KY-0779	3.83	4.33
Whitley	IP20080625	Address safety issue on KY 779 at its intersection with Maple Creek Road	KY-0779	3.83	4.33
Whitley	IP20080626	Address flooding and safety issues on KY 1804 from Cane Creek bridge to Clear Fork bridge	KY-1804	3.04	5.34
Whitley	IP20130064	Address safety concerns at the intersection of KY 727 and KY 1259 in Scuffletown	KY-0727	2.40	2.50
Whitley	IP20130065	Benching to address rock slides on I-75 from milepoint 0 to mile point 27	I -0075	0.00	27.00
Whitley	IP20150021	Address safety concerns and horizontal alignment with curve 1/4 mile south of intersection of KY-6	KY-1064	16.40	16.60
Whitley	IP20150022	Address safety concerns and horizontal alignment with curve just passed Brush Arbor Road, as well as adding sidewalks to roadway	KY-0296	0.00	0.82

COUNTY	PROJECT ID	PROJECT DESCRIPTION	ROUTE	BMP	EMP
Whitley	IP20150023	Address safety concerns with road slides on the south end of KY 856 from US 25W to Wood Street.	KY-0856	0.00	0.70
Whitley	IP20150024	Address access and safety concerns on 20th Street near Corbin High School in Corbin.	CS-2010	0.00	0.50
Whitley	IP20150025	Minor widening of Corbin Bypass (KY-3041)	KY-3041	0.00	1.79
Whitley	IP20150065	Rehab bridge on I-75 at milepoint 27.9 over Lynn Camp Creek (SR 34.1) (B00063R AND B00063L)(SD)	I-0075	27.80	27.94
Whitley	IP20150066	Address congestion, safety, and access management of 2nd Street (CS-1132) in Williamsburg.	CS-1132	0.00	1.32
Whitley	IP20150107	Address safety issues with vertical curve alignment at the intersection of US-25W with Hightop Road	US-0025W	27.24	27.44
Whitley	IP20150108	Address safety issues with vertical curve alignment at the intersection of US-25W with Angel Road	US-0025W	19.69	19.89
Whitley	IP20150112	Improve safety, address geometric deficiencies, reduce congestion and improve mobility on KY 727 from US 25W to KY 3421.	KY-0727	0.00	1.54
Whitley	IP20150412	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 (NH FUNDS)	I-0075	20.20	27.94
Whitley	IP20160264	Construct a new entrance to the University of the Cumberlands from South 2nd Street up the hill to tie into Hutton Way to accommodate both vehicle and pedestrian traffic. (16CCN)	PF-9999 -	0.00	0.00
Whitley	IP20210075	Address access, capacity, and safety issues from Waterpark Way to I-75, Exit 11.	KY-0092	9.56	10.28
Whitley	IP20230115	Widen to 2 lanes to match Knox County section (KY1530)	CR-1012	0.00	1.23
Whitley	IP20230116	Spot improvements on KY92 east of Williamsburg	KY-0092	10.72	32.78
Whitley	IP20230159	Construct southern backage road with roundabout at KY92 and implement access management west of Penny Lane. Concept 1 from the 11-1 planning study.	KY-0092	9.90	10.30
Whitley	IP20250148	IMPROVE SAFETY AND MOBILITY ON US 25W (MILEPOINT 13.3 TO MILE-POINT 14.6) INCLUDED IN THIS RECONSTRUCTION WILL BE APPROXIMATELY 1.3 MILES OF ROADWAY TO BE WIDENED/IMPROVED, AN APPROXIMATELY 250' BRIDGE REPLACEMENT OVER WATTS CREEK, AN APPROXIMATELY 150' B	US-0025W	13.30	14.60
Whitley	IP20250154	Develop and evaluate potential intersection alternatives (including a roundabout) to improve traffic flow at the intersection of Arena Drive (CS 2000) and Corbin Center Drive	CS-2000	0.09	0.20
Whitley	IP20250193	Improve mobility and congestion along US25W from 14th Street to KY312. Construct roundabouts at each end of the Main Street-Kentucky Avenue couplet.	US-0025W	32.40	33.40
Whitley	IP20250211	Widen Log Cabin Road from KY90 to KY204 (MP 0 to 2.783). Widen two feet along both sides.	CR-1444	0.00	2.78

Cumberland Valley Area Development District Bell County Road Project Locations - FY 2025

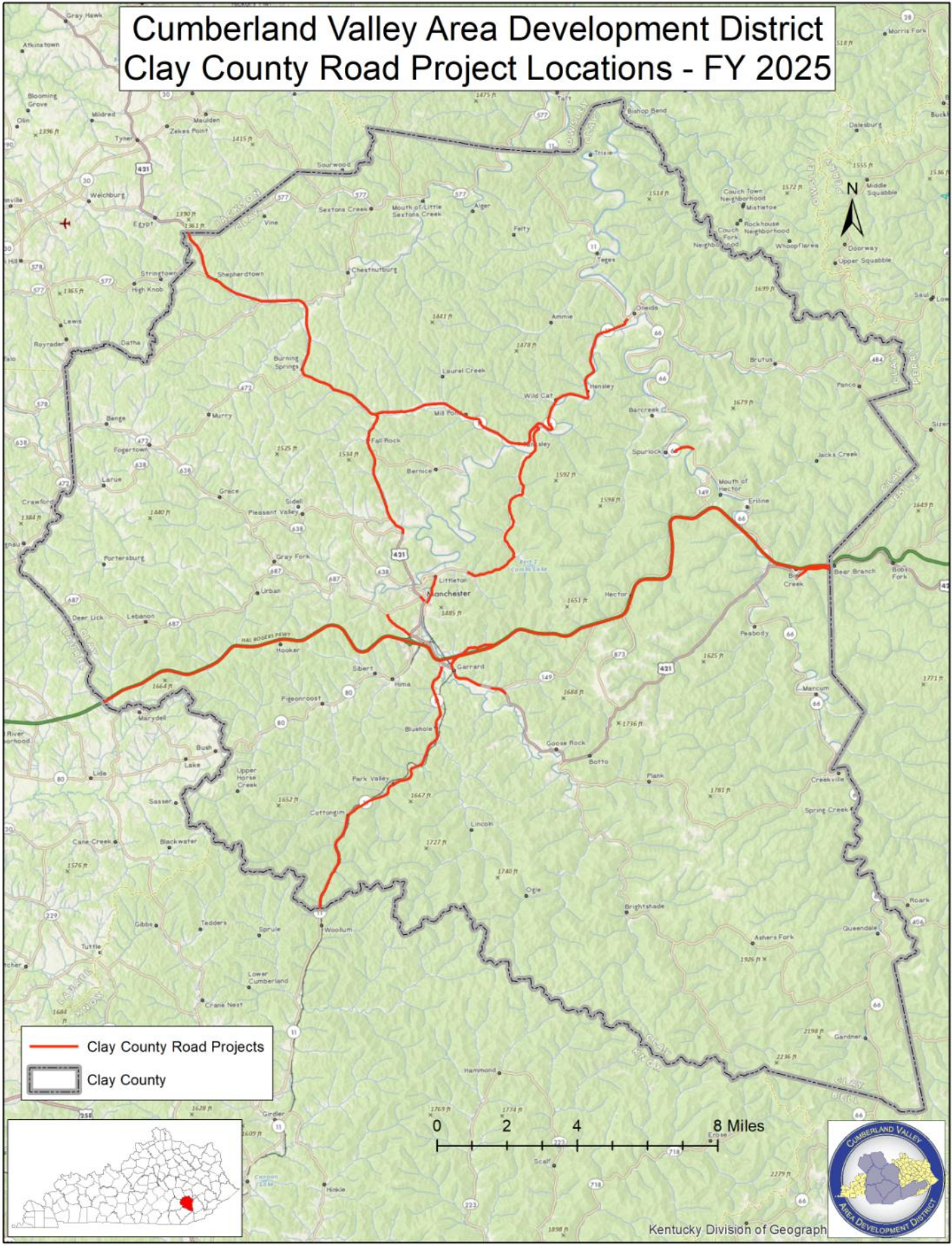


— Bell County Road Projects
□ Bell County

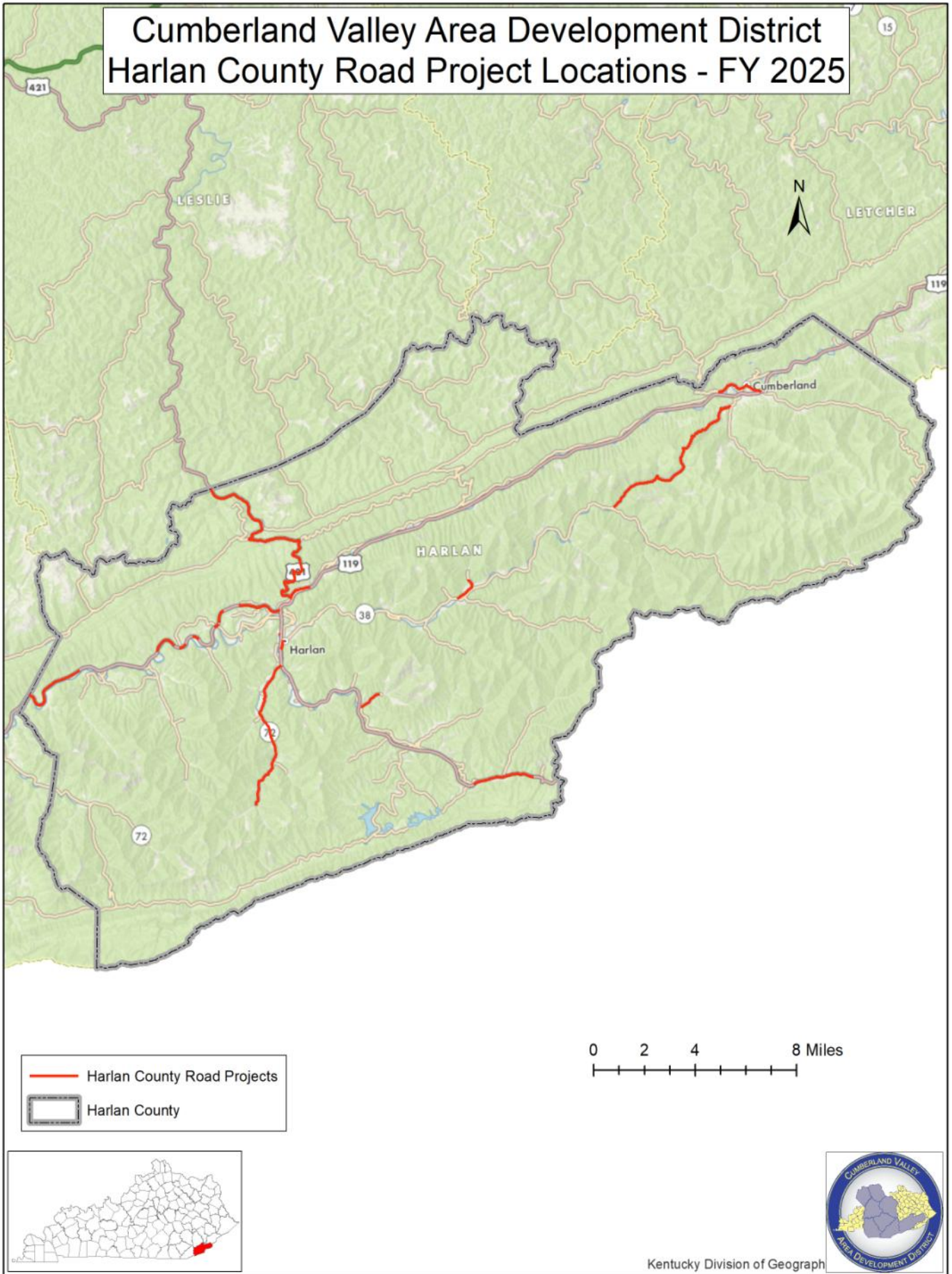


Kentucky Division of Geograph

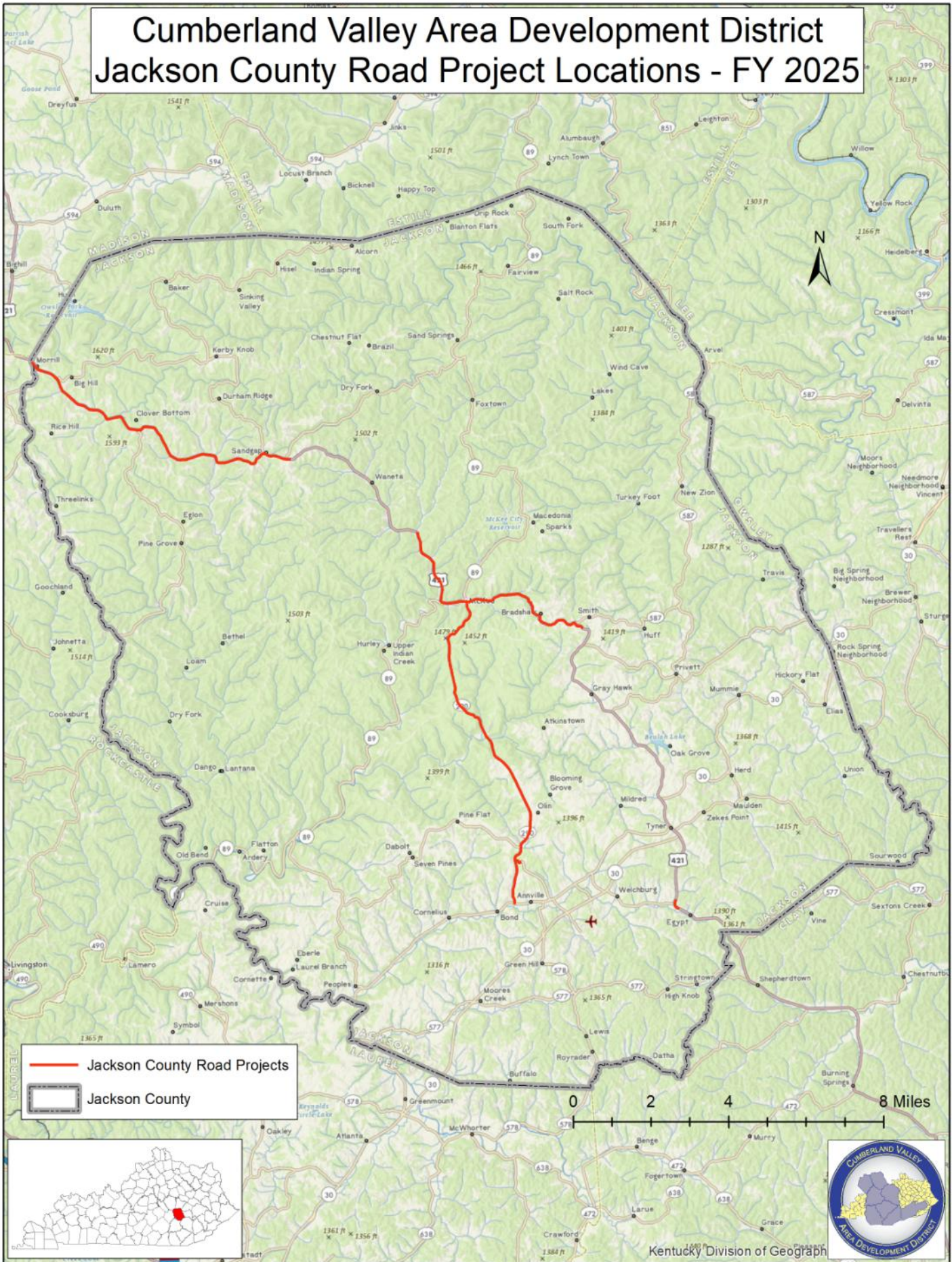
Cumberland Valley Area Development District Clay County Road Project Locations - FY 2025



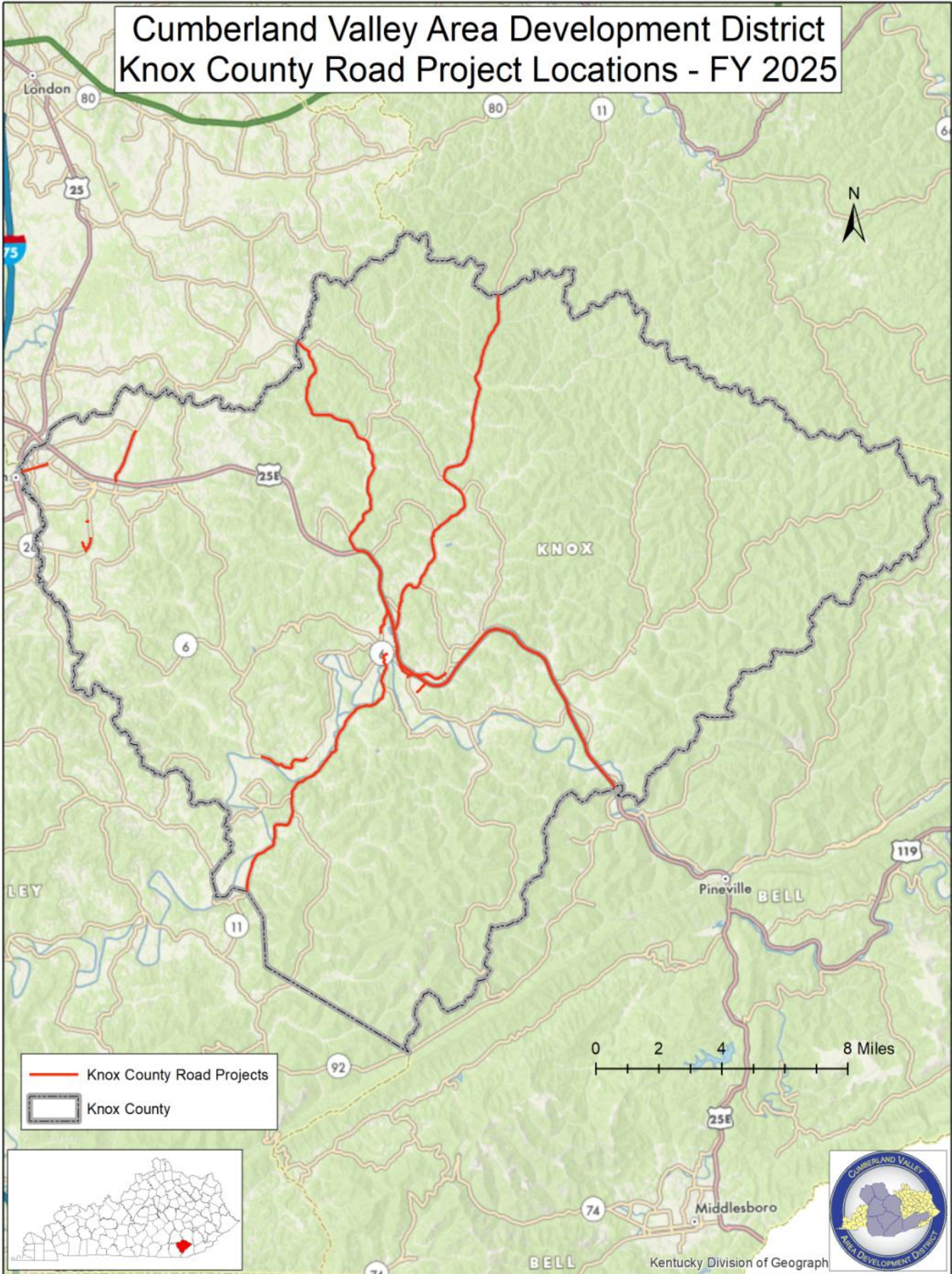
Cumberland Valley Area Development District Harlan County Road Project Locations - FY 2025



Cumberland Valley Area Development District Jackson County Road Project Locations - FY 2025

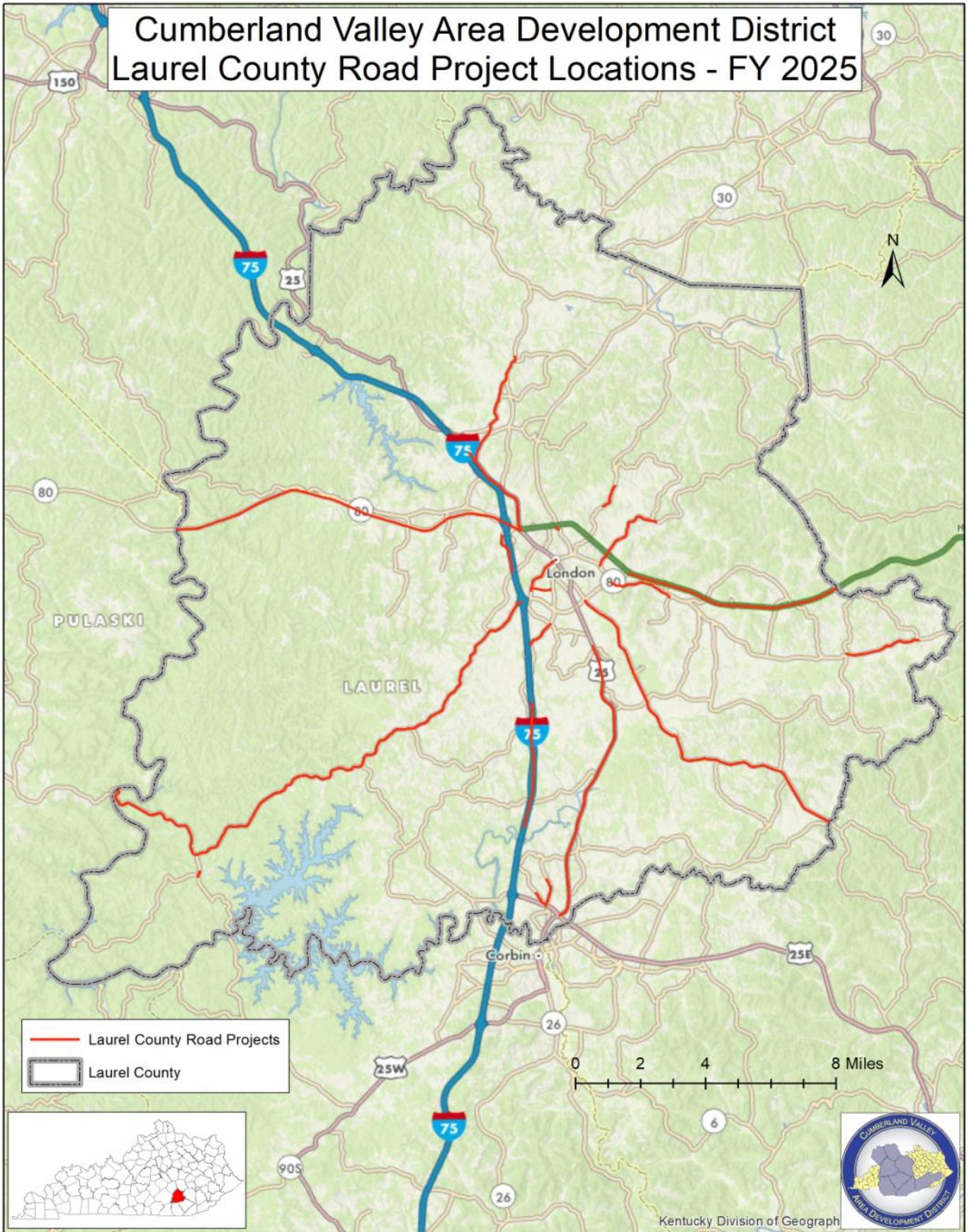


Cumberland Valley Area Development District Knox County Road Project Locations - FY 2025

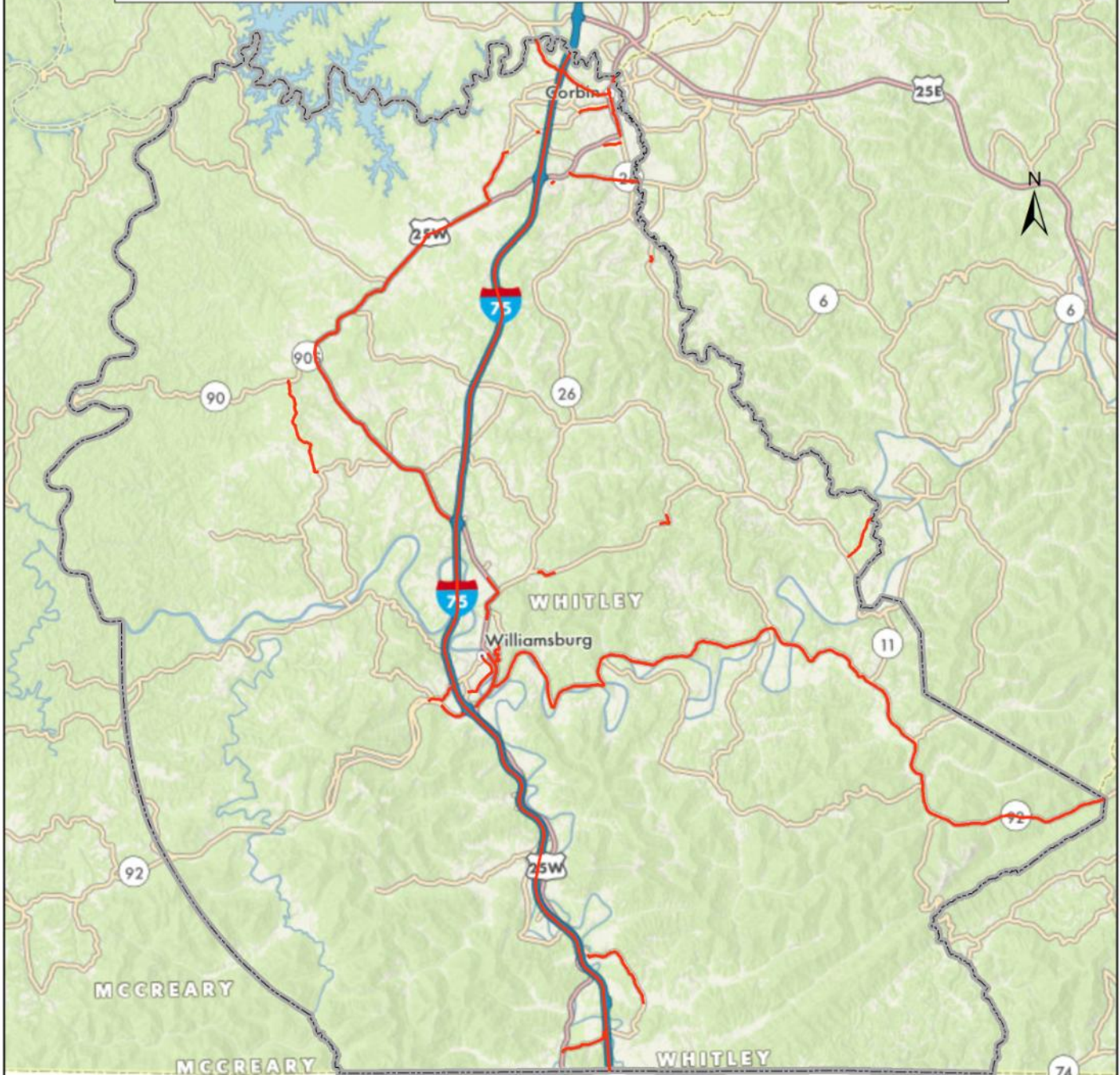


— Knox County Road Projects
□ Knox County

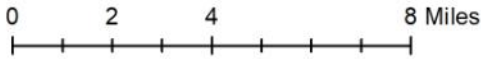
Cumberland Valley Area Development District Laurel County Road Project Locations - FY 2025



Cumberland Valley Area Development District Whitley County Road Project Locations - FY 2025



— Whitley County Road Projects
▭ Whitley County



Kentucky Division of Geograph

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.

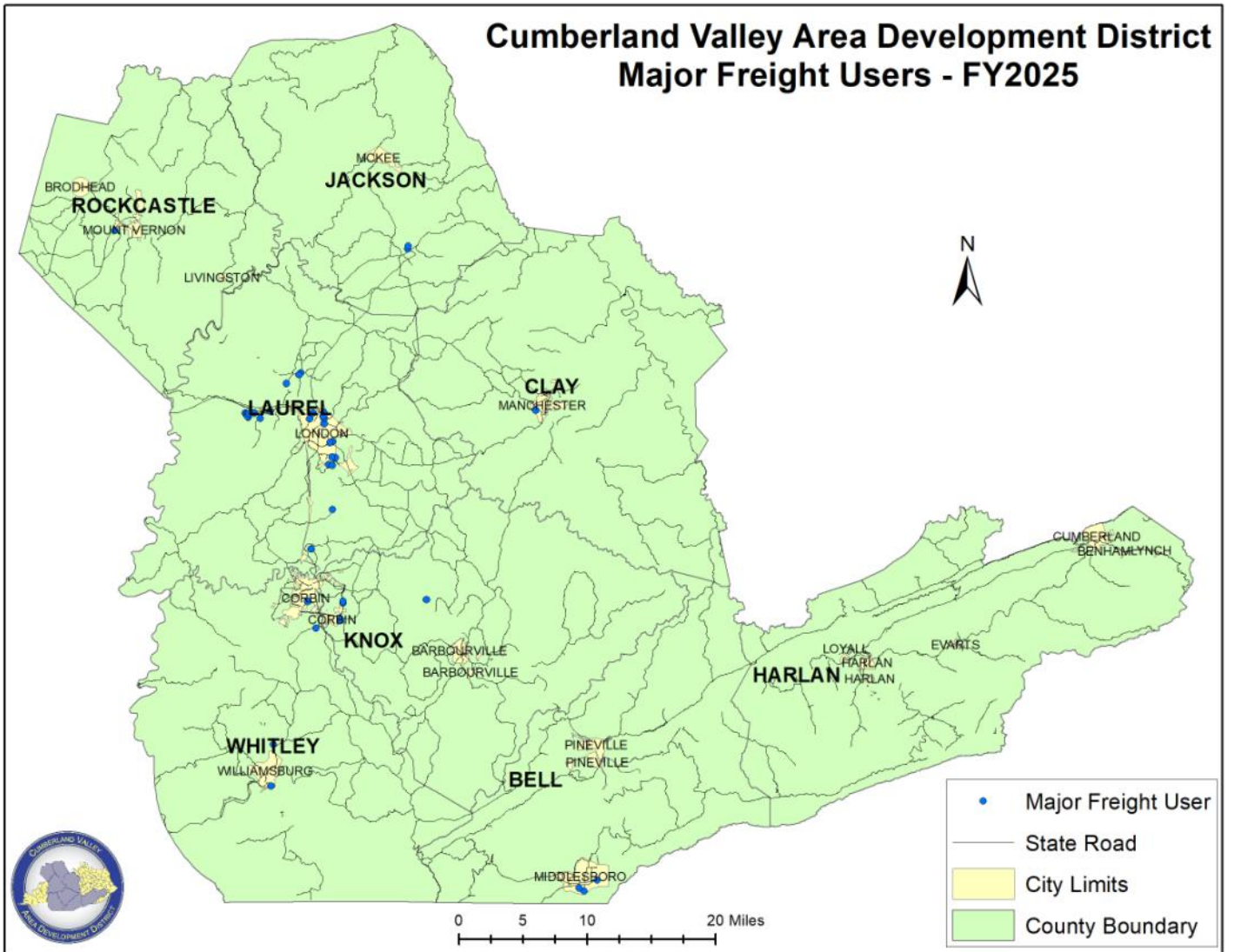
The inventory identifies major manufactures and distribution centers for truck and rail and intermodal facilities. MFUI can have a profound impact on the operations of the surrounding road network.

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.

Cumberland Valley Area Development District Major Freight Users - FY2025



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 contain any Intermodal Connectors in our region.

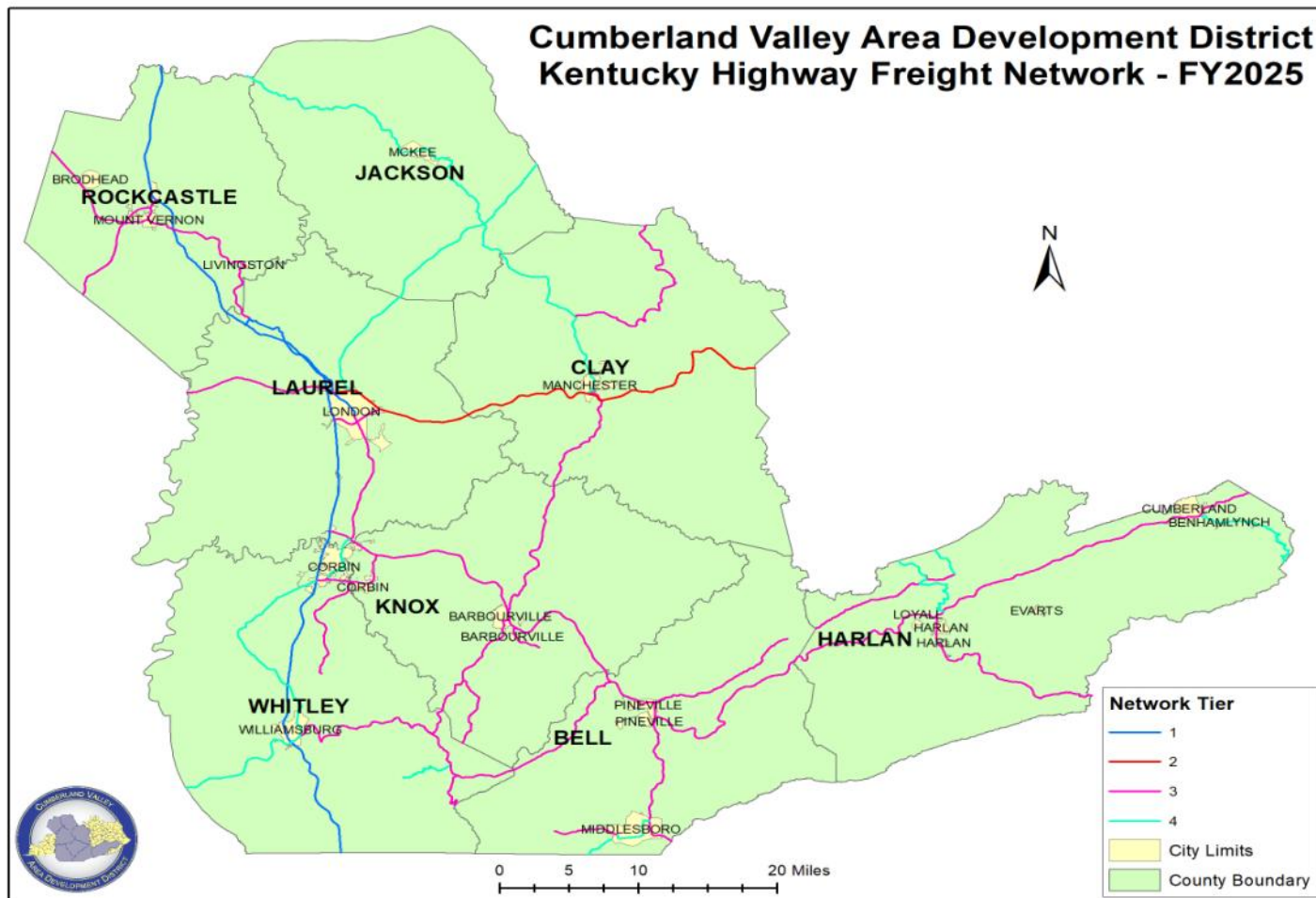
4.3 Kentucky Highway Freight Network (KHFN)

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

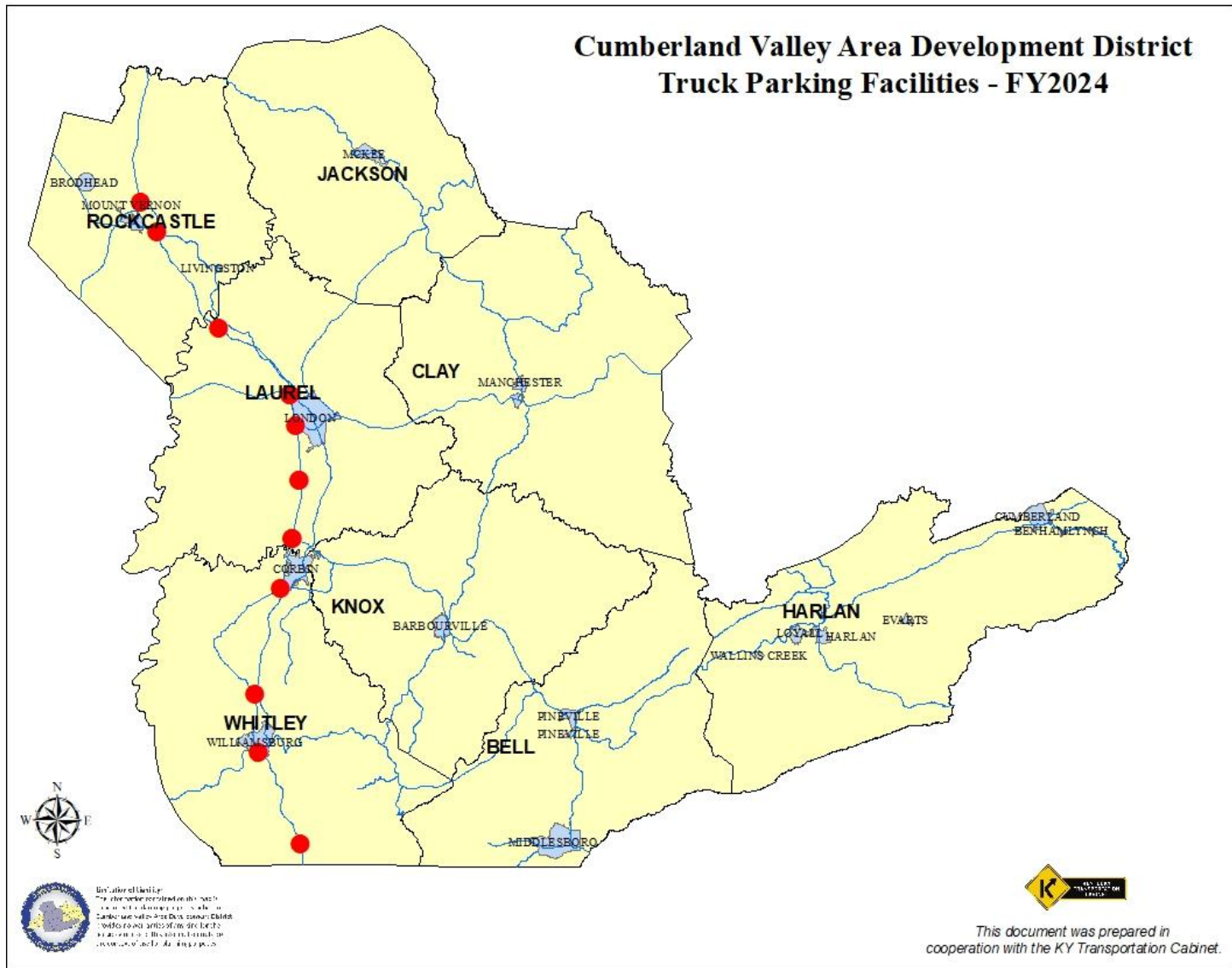
5.1 Introduction

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.

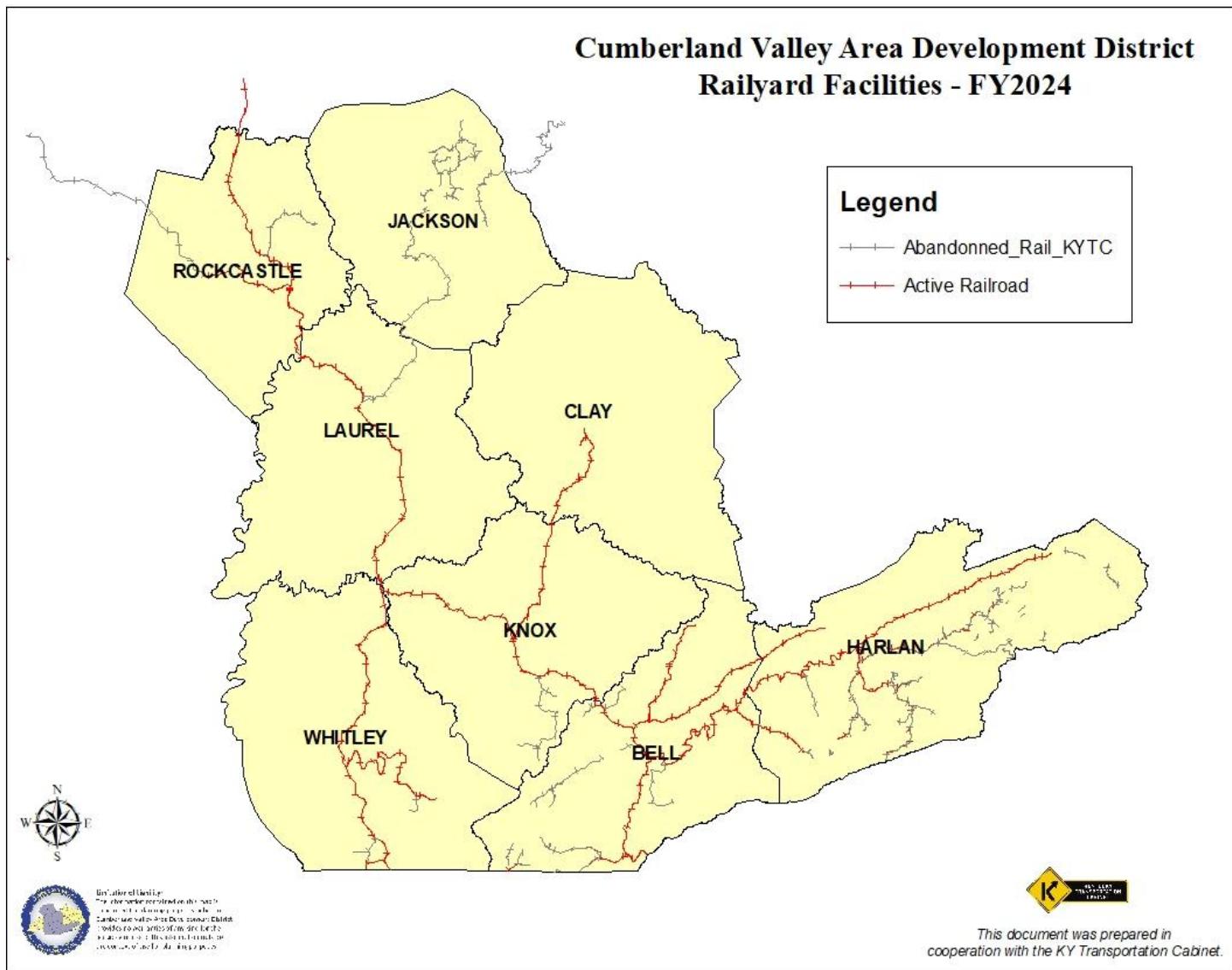
Each year the ADD reviews this listing for minor revisions. During this process, if facilities are discovered that are not identified or had a change in operation (new, expansion, closed) the ADD planner records the name, location, and updates the database and map providing the information to KYTC. At 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 Norfolk Southern Railway. CSX operates rail yards in Bell, Harlan, and Whitley County. Norfolk 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 state-wide 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

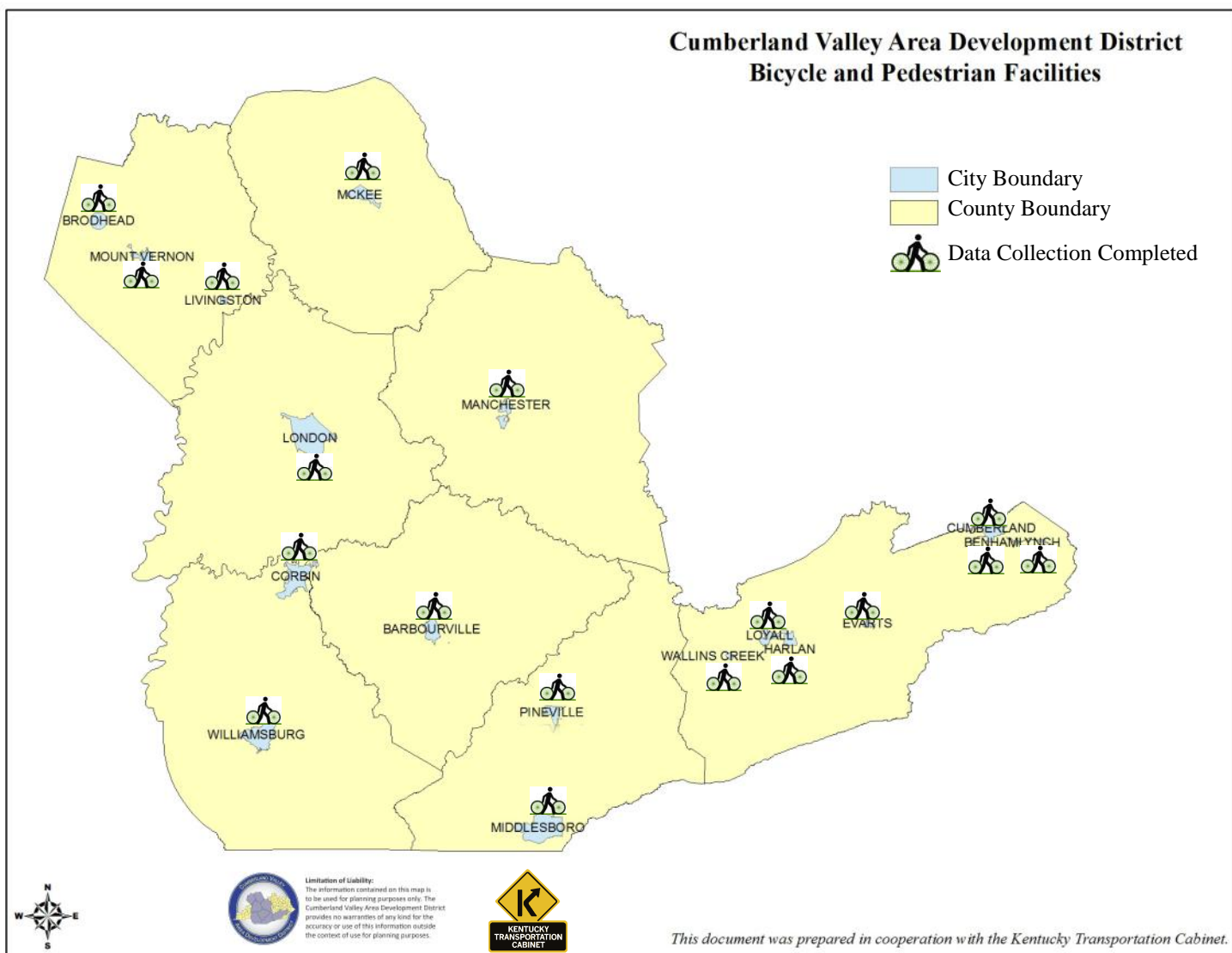
Harlan

**Middlesboro

**Williamsburg

FY 2024

**Mt. Vernon



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 administered. 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 its 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 States 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 state-wide 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.

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 transparent, 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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