

Cumberland Valley Area Development District Regional Transportation Planning Annual Work Program Fiscal Year 2026

Regional Transportation Asset Inventory



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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. The Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The FAST Act maintained a focus on safety, continued the established structure of the various highway-related programs, and focused on efforts to streamline project delivery. It also provided, for the first time, a dedicated source of federal dollars for freight projects. On November 15, 2021, the Infrastructure Investment and Jobs Act ((IIJA)(Public Law 117-58, also known as the "Bipartisan Infrastructure Law") was signed into law. The IIJA builds on previous legislation related to transportation planning, created more than a dozen new highway programs, and provides more opportunities for local governments and non-traditional entities to access funding.

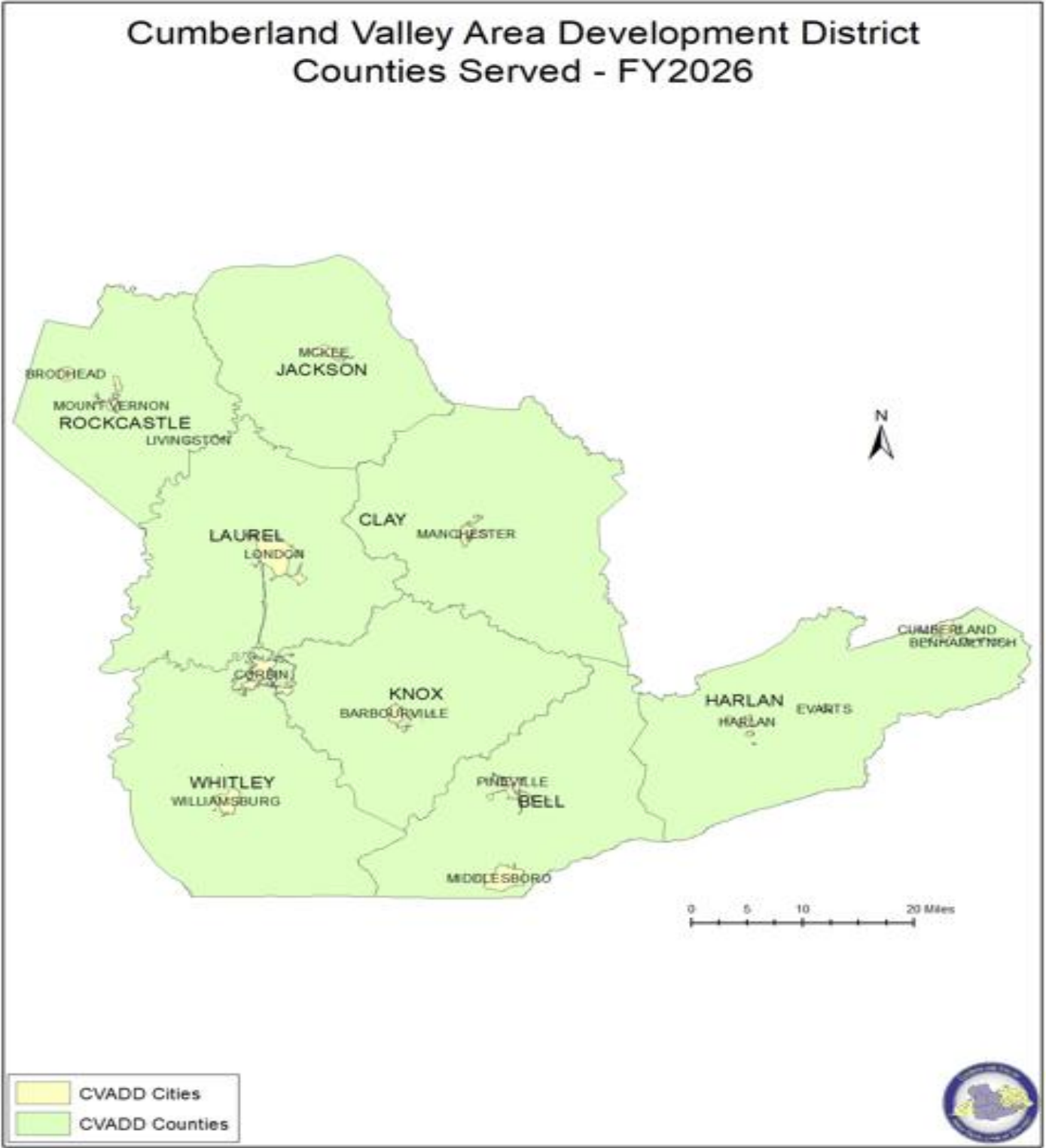
There are critical components of each piece of legislation that require input at the early stages of the planning process from local government, communities, interest groups, regional governments and citizens. Among the most essential provisions are the following:

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

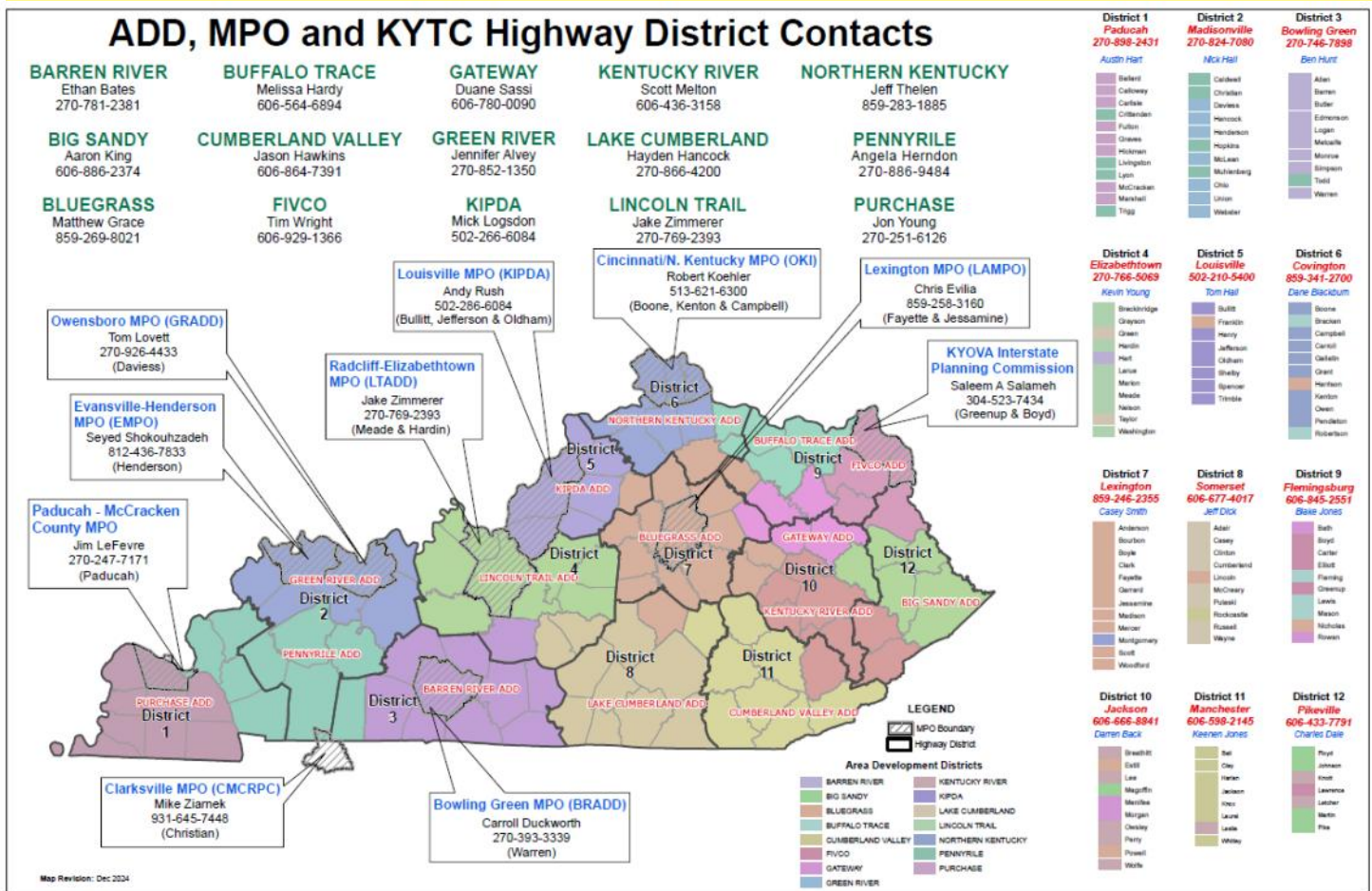
The Kentucky Transportation Cabinet's (KYTC) statewide transportation planning process is accomplished through a cooperative program with the KYTC Central Planning Office, the 12 Highway District Offices (HDOs), 15 ADDs, and 10 Metropolitan Planning Organizations (MPO). The ADDs and MPOs are responsible 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, Harlan, Jackson, Knox, Laurel, Rockcastle, and Whitley.



1.2 Map of ADD, MPO, HDO Boundaries



1.3 Purpose of the Regional Transportation Concept Plan

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

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

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

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

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

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

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

CHAPTER 2: DEVELOPMENT, REVIEW AND RANKING OF PROJECT 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

Cnty	ItemNo	Description	Route	BMP	EMP
Bell	167	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. (2020CCR) (2024CCR)	KY 74	15.19	16.75
Bell	167	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. (2020CCR) (2024CCR)	KY 74	15.19	16.75
Bell	167	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. (2020CCR) (2024CCR)	KY 74	15.19	16.75
Bell	4395	INSTALL GUARDRAIL ON KY-2011 IN BELL COUNTY	KY 2011	2.39	2.71
Bell	4397	INSTALL GUARDRAIL ON KY-66 IN BELL COUNTY	KY 66	16.23	16.69
Bell	8702	PROVIDE PASSING OPPORTUNITIES ON US 119 IN THE VICINITY OF MP 4.5 IN BELL COUNTY. (12CCN)(14CCR) (2020CCN) (2024CCR)	US 119	3.7	5.2
Bell	8702	PROVIDE PASSING OPPORTUNITIES ON US 119 IN THE VICINITY OF MP 4.5 IN BELL COUNTY. (12CCN)(14CCR) (2020CCN) (2024CCR)	US 119	3.7	5.2
Bell	8702	PROVIDE PASSING OPPORTUNITIES ON US 119 IN THE VICINITY OF MP 4.5 IN BELL COUNTY. (12CCN)(14CCR) (2020CCN) (2024CCR)	US 119	3.7	5.2
Bell	10101	BRIDGE PROJECT IN BELL COUNTY ON (007C00072N) 17TH STREET AT YELLOW CREEK	CS 2222	0.245	0.265
Bell	10101	BRIDGE PROJECT IN BELL COUNTY ON (007C00072N) 17TH STREET AT YELLOW CREEK	CS 2222	0.245	0.265
Bell	10167	BRIDGE PROJECT IN BELL COUNTY ON (007B00007N) KY-66 AT SIMS FORK	KY 66	6.774	6.792
Bell	10167	BRIDGE PROJECT IN BELL COUNTY ON (007B00007N) KY-66 AT SIMS FORK	KY 66	6.774	6.792
Bell	10169	BRIDGE PROJECT IN BELL COUNTY ON (007B00024L) US-25E-10 AT YELLOW CREEK	US 25	6.211	6.265
Bell	10170	BRIDGE PROJECT IN BELL COUNTY ON (007B00051N) KY-1534 AT WILLIAMS BRANCH	KY 1534	4.106	4.11
Bell	10170	BRIDGE PROJECT IN BELL COUNTY ON (007B00051N) KY-1534 AT WILLIAMS BRANCH	KY 1534	4.106	4.11
Bell	10171	BRIDGE PROJECT IN BELL COUNTY ON (007B00055N) KY-66 AT RED BIRD CREEK	KY 66	17.921	17.929
Bell	10171	BRIDGE PROJECT IN BELL COUNTY ON (007B00055N) KY-66 AT RED BIRD CREEK	KY 66	17.921	17.929
Bell	10171	BRIDGE PROJECT IN BELL COUNTY ON (007B00055N) KY-66 AT RED BIRD CREEK	KY 66	17.921	17.929
Bell	10239	BRIDGE PROJECT IN BELL COUNTY ON (007C00072N) 17TH STREET AT YELLOW CREEK	KY 217	8.771	8.783
Bell	10239	BRIDGE PROJECT IN BELL COUNTY ON (007C00072N) 17TH STREET AT YELLOW CREEK	KY 217	8.771	8.783
Bell	22303	ADDRESS CONDITION OF US-119 FROM MILEPOINT 13.88 TO MILEPOINT 15.88	US 119	13.885	15.88
Bell	22303	ADDRESS CONDITION OF US-119 FROM MILEPOINT 13.88 TO MILEPOINT 15.88	US 119	13.885	15.88
Bell	80300	Improve mobility by constructing a 2+1 road on US 119 in Bell County by adding a continuous third lane that serves as an alternate passing lane (MP 3.5 - 9.3). (2024CCN)	US 119	0	8
Bell	80300	Improve mobility by constructing a 2+1 road on US 119 in Bell County by adding a continuous third lane that serves as an alternate passing lane (MP 3.5 - 9.3). (2024CCN)	US 119	0	8

Bell	80300	Improve mobility by constructing a 2+1 road on US 119 in Bell County by adding a continuous third lane that serves as an alternate passing lane (MP 3.5 - 9.3). (2024CCN)	US 119	0	8
Bell	80300	Improve mobility by constructing a 2+1 road on US 119 in Bell County by adding a continuous third lane that serves as an alternate passing lane (MP 3.5 - 9.3). (2024CCN)	US 119	0	8
Bell	80400	Corridor study of US25E through Bell & Knox to determine locations for the installation of RCUTs (approximately 43 miles of roadway). (2026CCN)	US 25	1.7	18.651
Bell	80419	Improve safety and reduce congestion on US 25E from KY 74 to KY 441 (MP 1.70 to 2.80) (2026CCN)	US 25	1.7	2.8
Bell	80419	Improve safety and reduce congestion on US 25E from KY 74 to KY 441 (MP 1.70 to 2.80) (2026CCN)	US 25	1.7	2.8
Bell	80419	Improve safety and reduce congestion on US 25E from KY 74 to KY 441 (MP 1.70 to 2.80) (2026CCN)	US 25	1.7	2.8
Bell	80419	Improve safety and reduce congestion on US 25E from KY 74 to KY 441 (MP 1.70 to 2.80) (2026CCN)	US 25	1.7	2.8
Bell	80420	Improvement of existing KY 441/KY 2402 intersection (MP 4.25) (2026CCN)	KY 441	4.25	4.3
Bell	80420	Improvement of existing KY 441/KY 2402 intersection (MP 4.25) (2026CCN)	KY 441	4.25	4.3
Bell	80420	Improvement of existing KY 441/KY 2402 intersection (MP 4.25) (2026CCN)	KY 441	4.25	4.3
Bell	80420	Improvement of existing KY 441/KY 2402 intersection (MP 4.25) (2026CCN)	KY 441	4.25	4.3
Bell	80421	Improve safety at existing Bell County School Bus Garage, construct turn lane and acceleration lane on US 25E (MP 10.18 to 10.28 (2026CCN)	US 25	10.18	10.28

Cnty	ItemNo	Description	Route	BMP	EMP
Clay	8861	IMPROVE SAFETY AND SIGHT DISTANCE ALONG KY 638 (MP 6.7 TO MP 7.1) AND ITS INTERSECTION WITH KY 3476. (14CCN)(18CCN) (2020CCR)	KY638	6.7	7.1
Clay	8861	IMPROVE SAFETY AND SIGHT DISTANCE ALONG KY 638 (MP 6.7 TO MP 7.1) AND ITS INTERSECTION WITH KY 3476. (14CCN)(18CCN) (2020CCR)	KY638	6.7	7.1
Clay	8861	IMPROVE SAFETY AND SIGHT DISTANCE ALONG KY 638 (MP 6.7 TO MP 7.1) AND ITS INTERSECTION WITH KY 3476. (14CCN)(18CCN) (2020CCR)	KY638	6.7	7.1
Clay	8861	IMPROVE SAFETY AND SIGHT DISTANCE ALONG KY 638 (MP 6.7 TO MP 7.1) AND ITS INTERSECTION WITH KY 3476. (14CCN)(18CCN) (2020CCR)	KY638	6.7	7.1
Clay	8864	IMPROVE GEOMETRICS ALONG URBAN CREEK ROAD (CR 1286) AND, INCLUDING INTERSECTIONS AT HAL ROGERS PARKWAY AND KY 687. (14CCN)(18CCN) (2020CCR)	CR1286	0	3.067
Clay	8910	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: 4 LANE FROM CLAY/LAUREL LINE TO MANCHESTER (JUST PAST EXIT 20 AT BRIDGE OVER KY 80/US 421), MP 10.593 TO MP 21.498 (SEGMENT 7). (16CCN)(18CCN) (2020CCR) (2024CCR) (2026CCR)	HR9006	10.593	21.498
Clay	8910	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: 4 LANE FROM CLAY/LAUREL LINE TO MANCHESTER (JUST PAST EXIT 20 AT BRIDGE OVER KY 80/US 421), MP 10.593 TO MP 21.498 (SEGMENT 7). (16CCN)(18CCN) (2020CCR) (2024CCR) (2026CCR)	HR9006	10.593	21.498
Clay	8910	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: 4 LANE FROM CLAY/LAUREL LINE TO MANCHESTER (JUST PAST EXIT 20 AT BRIDGE OVER KY 80/US 421), MP 10.593 TO MP 21.498 (SEGMENT 7). (16CCN)(18CCN) (2020CCR) (2024CCR) (2026CCR)	HR9006	10.593	21.498
Clay	8910	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: 4 LANE FROM CLAY/LAUREL LINE TO MANCHESTER (JUST PAST EXIT 20 AT BRIDGE OVER KY 80/US 421), MP 10.593 TO MP 21.498 (SEGMENT 7). (16CCN)(18CCN) (2020CCR) (2024CCR) (2026CCR)	HR9006	10.593	21.498
Clay	8910	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: 4 LANE FROM CLAY/LAUREL LINE TO MANCHESTER (JUST PAST EXIT 20 AT BRIDGE OVER KY 80/US 421), MP 10.593 TO MP 21.498 (SEGMENT 7). (16CCN)(18CCN) (2020CCR) (2024CCR) (2026CCR)	HR9006	10.593	21.498
Clay	8910	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: 4 LANE FROM CLAY/LAUREL LINE TO MANCHESTER (JUST PAST EXIT 20 AT BRIDGE OVER KY 80/US 421), MP 10.593 TO MP 21.498 (SEGMENT 7). (16CCN)(18CCN) (2020CCR) (2024CCR) (2026CCR)	HR9006	10.593	21.498
Clay	8910	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: 4 LANE FROM CLAY/LAUREL LINE TO MANCHESTER (JUST PAST EXIT 20 AT BRIDGE OVER KY 80/US 421), MP 10.593 TO MP 21.498 (SEGMENT 7). (16CCN)(18CCN) (2020CCR) (2024CCR) (2026CCR)	HR9006	10.593	21.498
Clay	8911	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: 4 LANE FROM MANCHESTER TO CLAY/LESLIE LINE; MP 21.498 TO MP 35.929 (SEGMENT 8) (16CCN)(18CCN) (2024CCR)	HR9006	21.498	35.929
Clay	8911	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: 4 LANE FROM MANCHESTER TO CLAY/LESLIE LINE; MP 21.498 TO MP 35.929 (SEGMENT 8) (16CCN)(18CCN) (2024CCR)	HR9006	21.498	35.929
Clay	8911	UPGRADE ROUTE FROM SOMERSET TO HAZARD TO INTERSTATE STANDARDS: 4 LANE FROM MANCHESTER TO CLAY/LESLIE LINE; MP 21.498 TO MP 35.929 (SEGMENT 8) (16CCN)(18CCN) (2024CCR)	HR9006	21.498	35.929

Clay	10176	BRIDGE PROJECT IN CLAY COUNTY ON (026B00012N) US-421 AT RICE BRANCH	US421	4.162	4.168
Clay	10176	BRIDGE PROJECT IN CLAY COUNTY ON (026B00012N) US-421 AT RICE BRANCH	US421	4.162	4.168
Clay	10176	BRIDGE PROJECT IN CLAY COUNTY ON (026B00012N) US-421 AT RICE BRANCH	US421	4.162	4.168
Clay	10178	BRIDGE PROJECT IN CLAY COUNTY ON (026B00050N) KY-66 AT JACKS CREEK	KY66	20.996	21.002
Clay	10178	BRIDGE PROJECT IN CLAY COUNTY ON (026B00050N) KY-66 AT JACKS CREEK	KY66	20.996	21.002
Clay	10178	BRIDGE PROJECT IN CLAY COUNTY ON (026B00050N) KY-66 AT JACKS CREEK	KY66	20.996	21.002
Clay	10179	BRIDGE PROJECT IN CLAY COUNTY ON (026B00057N) KY-2438 AT GOOSE CREEK & WALK PATH	KY2438	0.011	0.065
Clay	10180	BRIDGE PROJECT IN CLAY COUNTY ON (026B00060N) KY-1482 AT LITTLE BULLSKIN CREEK (2026CCR)	KY1482	8.5	8.506
Clay	10180	BRIDGE PROJECT IN CLAY COUNTY ON (026B00060N) KY-1482 AT LITTLE BULLSKIN CREEK (2026CCR)	KY1482	8.5	8.506
Clay	10181	BRIDGE PROJECT IN CLAY COUNTY ON (026B00073N) HR-9006 AT CSX RR HAM BR RD-GOOSE C	HR9006	21.651	21.745
Clay	10183	BRIDGE PROJECT IN CLAY COUNTY ON (026B00102N) KY-3478 AT ROBINSON CREEK	KY3478	4.1	4.112
Clay	10183	BRIDGE PROJECT IN CLAY COUNTY ON (026B00102N) KY-3478 AT ROBINSON CREEK	KY3478	4.1	4.112
Clay	10184	BRIDGE PROJECT IN CLAY COUNTY ON (026C00016N) FRANK BOWLING ROAD AT REDBIRD RIVER	CR1114	0.038	0.052
Clay	10184	BRIDGE PROJECT IN CLAY COUNTY ON (026C00016N) FRANK BOWLING ROAD AT REDBIRD RIVER	CR1114	0.038	0.052
Clay	10184	BRIDGE PROJECT IN CLAY COUNTY ON (026C00016N) FRANK BOWLING ROAD AT REDBIRD RIVER	CR1114	0.038	0.052
Clay	10185	BRIDGE PROJECT IN CLAY COUNTY ON (026C00072N) CR-1155 AT MILL CREEK (2026CCR)	CR1155	0.004	0.012
Clay	10185	BRIDGE PROJECT IN CLAY COUNTY ON (026C00072N) CR-1155 AT MILL CREEK (2026CCR)	CR1155	0.004	0.012
Clay	10185	BRIDGE PROJECT IN CLAY COUNTY ON (026C00072N) CR-1155 AT MILL CREEK (2026CCR)	CR1155	0.004	0.012
Clay	10186	BRIDGE PROJECT IN CLAY COUNTY ON (026C00125N) CR-1150 AT RED BIRD	CR1150	0.049	0.073
Clay	20042	ADDRESS CONDITION OF Hal Rogers Daniel Boone Parkway FROM MILEPOINT 27.785 TO MILEPOINT 35.929	HR9006	27.785	35.929
Clay	20042	ADDRESS CONDITION OF Hal Rogers Daniel Boone Parkway FROM MILEPOINT 27.785 TO MILEPOINT 35.929	HR9006	27.785	35.929
Clay	80251	CONSTRUCT NEW CONNECTOR ROAD BETWEEN US 421 AT MP 17.51 TO RAILROAD AVE. AT MP 0.1. THIS WILL REQUIRE APPROXIMATELY 300' OF NEW ROADWAY ALONG THE CONNECTOR, A 450' 3-LANE BRIDGE, NEW RIGHT TURN LANE ON US 421 AND NEW TRAFFIC SIGNALS AT PROPOSED INTERSECTION. THIS IS CONTINGENT ON CONSTRUCTION OF A NEW ECONOMIC DEVELOPMENT PROJECT. (2022CCN) (2024CCR)	US421	17.4	17.7
Clay	80251	CONSTRUCT NEW CONNECTOR ROAD BETWEEN US 421 AT MP 17.51 TO RAILROAD AVE. AT MP 0.1. THIS WILL REQUIRE APPROXIMATELY 300' OF NEW ROADWAY ALONG THE CONNECTOR, A 450' 3-LANE BRIDGE, NEW RIGHT TURN LANE ON US 421 AND NEW TRAFFIC SIGNALS AT PROPOSED INTERSECTION. THIS IS CONTINGENT ON CONSTRUCTION OF A NEW ECONOMIC DEVELOPMENT PROJECT. (2022CCN) (2024CCR)	US421	17.4	17.7

Clay	80251	CONSTRUCT NEW CONNECTOR ROAD BETWEEN US 421 AT MP 17.51 TO RAILROAD AVE. AT MP 0.1. THIS WILL REQUIRE APPROXIMATELY 300' OF NEW ROADWAY ALONG THE CONNECTOR, A 450' 3-LANE BRIDGE, NEW RIGHT TURN LANE ON US 421 AND NEW TRAFFIC SIGNALS AT PROPOSED INTERSECTION. THIS IS CONTINGENT ON CONSTRUCTION OF A NEW ECONOMIC DEVELOPMENT PROJECT. (2022CCN) (2024CCR)	US421	17.4	17.7
Clay	80251	CONSTRUCT NEW CONNECTOR ROAD BETWEEN US 421 AT MP 17.51 TO RAILROAD AVE. AT MP 0.1. THIS WILL REQUIRE APPROXIMATELY 300' OF NEW ROADWAY ALONG THE CONNECTOR, A 450' 3-LANE BRIDGE, NEW RIGHT TURN LANE ON US 421 AND NEW TRAFFIC SIGNALS AT PROPOSED INTERSECTION. THIS IS CONTINGENT ON CONSTRUCTION OF A NEW ECONOMIC DEVELOPMENT PROJECT. (2022CCN) (2024CCR)	US421	17.4	17.7
Clay	80253	IMPROVE GEOMETRIC ALIGNMENT FROM KY 3472 AT MP 1.7 CONTINUING PAST THE BERT. T. COMBS PARK TO THE INTERSECTION OF BEECH CREEK ROAD AND WHITE OAK ROAD. (APPROXIMATELY 1.5 MILES OF ROADWAY TO IMPROVE) (2022CCN)	KY3472	1.7	3.229
Clay	80253	IMPROVE GEOMETRIC ALIGNMENT FROM KY 3472 AT MP 1.7 CONTINUING PAST THE BERT. T. COMBS PARK TO THE INTERSECTION OF BEECH CREEK ROAD AND WHITE OAK ROAD. (APPROXIMATELY 1.5 MILES OF ROADWAY TO IMPROVE) (2022CCN)	KY3472	1.7	3.229
Clay	80253	IMPROVE GEOMETRIC ALIGNMENT FROM KY 3472 AT MP 1.7 CONTINUING PAST THE BERT. T. COMBS PARK TO THE INTERSECTION OF BEECH CREEK ROAD AND WHITE OAK ROAD. (APPROXIMATELY 1.5 MILES OF ROADWAY TO IMPROVE) (2022CCN)	KY3472	1.7	3.229
Clay	80254	IMPROVE GEOMETRIC ALIGNMENT FROM THE INTERSECTION OF BEECH CREEK ROAD AND WHITE OAK ROAD TO KY-11 AT MP 14.24. (APPROXIMATELY 4.0 MILES OF ROAD WAY TO IMPROVE) (2022CCN)	CR1004	0	3.9
Clay	80254	IMPROVE GEOMETRIC ALIGNMENT FROM THE INTERSECTION OF BEECH CREEK ROAD AND WHITE OAK ROAD TO KY-11 AT MP 14.24. (APPROXIMATELY 4.0 MILES OF ROAD WAY TO IMPROVE) (2022CCN)	CR1004	0	3.9
Clay	80254	IMPROVE GEOMETRIC ALIGNMENT FROM THE INTERSECTION OF BEECH CREEK ROAD AND WHITE OAK ROAD TO KY-11 AT MP 14.24. (APPROXIMATELY 4.0 MILES OF ROAD WAY TO IMPROVE) (2022CCN)	CR1004	0	3.9
Clay	80352	Preliminary Engineering and Environmental for Hal Rogers Parkway Improvement (HRPI) corridor from London to Hazard (BMP 3.887 to EMP 55.201) (IF-Potential RAISE GRANT) (2024CCN)	HR9006	10.593	35.929
Clay	80356	Install Guardrail on KY 1524 in Clay County (MP 9.45-12.3) (2024CCN)	KY1524	9.45	12.3
Clay	80411	Improve geometrics and drainage, and add sidewalk. Improve shopping center intersection. (2026CCN)	KY2076	0	0.915
Clay	80411	Improve geometrics and drainage, and add sidewalk. Improve shopping center intersection. (2026CCN)	KY2076	0	0.915
Clay	80411	Improve geometrics and drainage, and add sidewalk. Improve shopping center intersection. (2026CCN)	KY2076	0	0.915
Clay	80411	Improve geometrics and drainage, and add sidewalk. Improve shopping center intersection. (2026CCN)	KY2076	0	0.915
Clay	80423	Martin Cemetery Rd Bridge over Red Bird River Replacement 026C00158N (2026CCN)	CR1082	0.05	0.1

Clay	80423	Martin Cemetery Rd Bridge over Red Bird River Replacement 026C00158N (2026CCN)	CR1082	0.05	0.1
Clay	80423	Martin Cemetery Rd Bridge over Red Bird River Replacement 026C00158N (2026CCN)	CR1082	0.05	0.1
Clay	80425	Powder Horn Rd Bridge Replacement 026C00029N (2026CCN)	CR1156	0.15	0.175
Clay	80425	Powder Horn Rd Bridge Replacement 026C00029N (2026CCN)	CR1156	0.15	0.175
Clay	80425	Powder Horn Rd Bridge Replacement 026C00029N (2026CCN)	CR1156	0.15	0.175

County	ItemNo	Description	Route	BMP	EMP
Harlan	4370	INSTALL GUARDRAIL ON KY-987 IN HARLAN COUNTY (2024CCR)	KY 987	17.18	17.58
Harlan	4371	INSTALL GUARDRAIL ON KY-987 IN HARLAN COUNTY (2024CCR)	KY 987	18.48	18.57
Harlan	5012	Address Slide on US 421 in Harlan County. (2026CCR)	US 421	22.98	23.02
Harlan	10015	BRIDGE PROJECT IN HARLAN COUNTY ON (048B00179N) KY-2007 AT WALLINS CREEK	KY 2007	3.204	3.214
Harlan	10015	BRIDGE PROJECT IN HARLAN COUNTY ON (048B00179N) KY-2007 AT WALLINS CREEK	KY 2007	3.204	3.214
Harlan	10018	ADDRESS DEFICIENCIES OF BRIDGE ON KENTUCKY AV OVER MARTINS FK CUMBERLAND RV (048C00067N) (2026CCR)	CS 1041	0.126	0.182
Harlan	10018	ADDRESS DEFICIENCIES OF BRIDGE ON KENTUCKY AV OVER MARTINS FK CUMBERLAND RV (048C00067N) (2026CCR)	CS 1041	0.126	0.182
Harlan	10194	BRIDGE PROJECT IN HARLAN COUNTY ON (048B00107N) US-119 AT POOR FK CUMBERLAND RVR	US 119	35.566	35.656
Harlan	10194	BRIDGE PROJECT IN HARLAN COUNTY ON (048B00107N) US-119 AT POOR FK CUMBERLAND RVR	US 119	35.566	35.656
Harlan	10233	ADDRESS DEFICIENCIES OF BRIDGE ON KY 38 OVER Fanny Wynn Branch (048B00197N)	KY 38	19.846	19.854
Harlan	20040	ADDRESS CONDITION OF US-119 FROM MILEPOINT 6 TO MILEPOINT 7.8	US 119	6	7.8
Harlan	20040	ADDRESS CONDITION OF US-119 FROM MILEPOINT 6 TO MILEPOINT 7.8	US 119	6	7.8
Harlan	20041	ADDRESS CONDITION OF US-119 FROM MILEPOINT 26 TO MILEPOINT 28.066	US 119	26	28.066
Harlan	20041	ADDRESS CONDITION OF US-119 FROM MILEPOINT 26 TO MILEPOINT 28.066	US 119	26	28.066
Harlan	80257	EXTEND KY 72 FROM ALVA/BLACK STAR NEAR HARLAN /BELL COUNTY LINE TO LIGGETT WEST OF HARLAN CITY. APPROXIMATELY 5 MILES OF RECONSTRUCTION (2022CCN) (2024CCR)	KY 72	4.6	5
Harlan	80257	EXTEND KY 72 FROM ALVA/BLACK STAR NEAR HARLAN /BELL COUNTY LINE TO LIGGETT WEST OF HARLAN CITY. APPROXIMATELY 5 MILES OF RECONSTRUCTION (2022CCN) (2024CCR)	KY 72	4.6	5
Harlan	80257	EXTEND KY 72 FROM ALVA/BLACK STAR NEAR HARLAN /BELL COUNTY LINE TO LIGGETT WEST OF HARLAN CITY. APPROXIMATELY 5 MILES OF RECONSTRUCTION (2022CCN) (2024CCR)	KY 72	4.6	5
Harlan	80257	EXTEND KY 72 FROM ALVA/BLACK STAR NEAR HARLAN /BELL COUNTY LINE TO LIGGETT WEST OF HARLAN CITY. APPROXIMATELY 5 MILES OF RECONSTRUCTION (2022CCN) (2024CCR)	KY 72	4.6	5

Harlan	80259	SPOT IMPROVEMENTS TO IMPROVE GEOMETRICS AT PARTICULAR LOCATIONS OF US 421 CROSSING OVER PINE MOUNTAIN BETWEEN US 119 AND KY 221 IN HARLAN COUNTY TO ADDRESS SAFETY CONCERNS. MILEPOINT 17.2 TO MILEPOINT 23.0 (2022CCN)	US 421	17.2	23
Harlan	80259	SPOT IMPROVEMENTS TO IMPROVE GEOMETRICS AT PARTICULAR LOCATIONS OF US 421 CROSSING OVER PINE MOUNTAIN BETWEEN US 119 AND KY 221 IN HARLAN COUNTY TO ADDRESS SAFETY CONCERNS. MILEPOINT 17.2 TO MILEPOINT 23.0 (2022CCN)	US 421	17.2	23
Harlan	80259	SPOT IMPROVEMENTS TO IMPROVE GEOMETRICS AT PARTICULAR LOCATIONS OF US 421 CROSSING OVER PINE MOUNTAIN BETWEEN US 119 AND KY 221 IN HARLAN COUNTY TO ADDRESS SAFETY CONCERNS. MILEPOINT 17.2 TO MILEPOINT 23.0 (2022CCN)	US 421	17.2	23
Harlan	80260	TO IMPROVE ACCESS, CONNECTIVITY AND MOBILITY BY EXTENDING KY 72 FROM ALVA/BLACK STAR NEAR HARLAN/ BELL COUNTY LINE. RECONSTRUCT EXISTING COAL HAUL ROAD TO CONNECT KY 72 TO KY 72 (2022CCN) (2024CCR)	KY 72	4.6	5
Harlan	80260	TO IMPROVE ACCESS, CONNECTIVITY AND MOBILITY BY EXTENDING KY 72 FROM ALVA/BLACK STAR NEAR HARLAN/ BELL COUNTY LINE. RECONSTRUCT EXISTING COAL HAUL ROAD TO CONNECT KY 72 TO KY 72 (2022CCN) (2024CCR)	KY 72	4.6	5
Harlan	80260	TO IMPROVE ACCESS, CONNECTIVITY AND MOBILITY BY EXTENDING KY 72 FROM ALVA/BLACK STAR NEAR HARLAN/ BELL COUNTY LINE. RECONSTRUCT EXISTING COAL HAUL ROAD TO CONNECT KY 72 TO KY 72 (2022CCN) (2024CCR)	KY 72	4.6	5
Harlan	80260	TO IMPROVE ACCESS, CONNECTIVITY AND MOBILITY BY EXTENDING KY 72 FROM ALVA/BLACK STAR NEAR HARLAN/ BELL COUNTY LINE. RECONSTRUCT EXISTING COAL HAUL ROAD TO CONNECT KY 72 TO KY 72 (2022CCN) (2024CCR)	KY 72	4.6	5
Harlan	80358	Spot improvements to widen at particular locations along KY 2010 to improve mobility and safety (2024CCN)	KY 2010	1.2	3.5
Harlan	80358	Spot improvements to widen at particular locations along KY 2010 to improve mobility and safety (2024CCN)	KY 2010	1.2	3.5
Harlan	80358	Spot improvements to widen at particular locations along KY 2010 to improve mobility and safety (2024CCN)	KY 2010	1.2	3.5
Harlan	80359	Spot improvements to improve geometrics at particular locations of KY 221 to address safety concerns (MP 10 - 17.5) (2024CCN)	KY 221	10	17.5

Harlan	80359	Spot improvements to improve geometrics at particular locations of KY 221 to address safety concerns (MP 10 - 17.5) (2024CCN)	KY 221	10	17.5
Harlan	80359	Spot improvements to improve geometrics at particular locations of KY 221 to address safety concerns (MP 10 - 17.5) (2024CCN)	KY 221	10	17.5
Harlan	80359	Spot improvements to improve geometrics at particular locations of KY 221 to address safety concerns (MP 10 - 17.5) (2024CCN)	KY 221	10	17.5
Harlan	80363	Construct various turn lanes along US 119 at the following highways - Camp O. Cumberlands, Billy G Hollow Road, KY 3467, Shewmaker Hollow, KY 3452 and Tremont Lane (2024CCN)	US 119	4	12.3
Harlan	80365	Improve safety along KY 38, KY 221, KY 987, US 421, and KY 522 by removing trees (2024CCN)	KY 38	0	29,474
Harlan	80401	Reconstruct remaining unimproved section of US421 from the end of the progressive design-build project to Barn Branch (2026CCN)	US 421	1.5	4
Harlan	80401	Reconstruct remaining unimproved section of US421 from the end of the progressive design-build project to Barn Branch (2026CCN)	US 421	1.5	4
Harlan	80401	Reconstruct remaining unimproved section of US421 from the end of the progressive design-build project to Barn Branch (2026CCN)	US 421	1.5	4
Harlan	80401	Reconstruct remaining unimproved section of US421 from the end of the progressive design-build project to Barn Branch (2026CCN)	US 421	1.5	4

County	ItemNo	Description	Route	BMP	EMP
Jackson	10041	BRIDGE PROJECT IN JACKSON COUNTY ON (055B00028N) KY 89 AT HORSE LICK CREEK	KY89	0	0.01
Jackson	10041	BRIDGE PROJECT IN JACKSON COUNTY ON (055B00028N) KY 89 AT HORSE LICK CREEK	KY89	0	0.01
Jackson	10041	BRIDGE PROJECT IN JACKSON COUNTY ON (055B00028N) KY 89 AT HORSE LICK CREEK	KY89	0	0.01
Jackson	10198	BRIDGE PROJECT IN JACKSON COUNTY ON (055B00001N) US 421 AT INDIAN CREEK	US421	14.278	14.288
Jackson	80104	ADDRESS SUBSTANDARD HORIZONTAL AND VERTICAL ALIGNMENT OF US 421 IN THE CLOVER BOTTOM AREA NEAR THE STONE QUARRY. (2020CCN)	US421	26.7	27.312
Jackson	80104	ADDRESS SUBSTANDARD HORIZONTAL AND VERTICAL ALIGNMENT OF US 421 IN THE CLOVER BOTTOM AREA NEAR THE STONE QUARRY. (2020CCN)	US421	26.7	27.312
Jackson	80104	ADDRESS SUBSTANDARD HORIZONTAL AND VERTICAL ALIGNMENT OF US 421 IN THE CLOVER BOTTOM AREA NEAR THE STONE QUARRY. (2020CCN)	US421	26.7	27.312
Jackson	80105	ADDRESS SAFETY ISSUES WITH VERTICAL AND HORIZONTAL ALIGNMENT ON US 421 FROM MP 11.6 EAST OF PILGRIMS REST RD TO MP 12.6 (2020CCN) (2024CCR)	US421	11.6	12.6
Jackson	80261	MOVE KY 578 OVER 10FT FOR IMPROVED SIGHT DISTANCE AND CREATE A BETTER APPROACH FOR MOORE CREEK GREEN HILL ROAD (2022CCN)	KY578	3.8	4.2
Jackson	80261	MOVE KY 578 OVER 10FT FOR IMPROVED SIGHT DISTANCE AND CREATE A BETTER APPROACH FOR MOORE CREEK GREEN HILL ROAD (2022CCN)	KY578	3.8	4.2
Jackson	80261	MOVE KY 578 OVER 10FT FOR IMPROVED SIGHT DISTANCE AND CREATE A BETTER APPROACH FOR MOORE CREEK GREEN HILL ROAD (2022CCN)	KY578	3.8	4.2
Jackson	80313	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. (2024CCN)	KY290	4.7	8.85
Jackson	80313	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. (2024CCN)	KY290	4.7	8.85
Jackson	80313	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. (2024CCN)	KY290	4.7	8.85

County	ItemNo	Description	Route	BMP	BMP
Knox	182	Drainage Improvements along KY 312 (Master Street) from MP 0 to MP 0.90 in Know County at Corbin, Kentucky. (2022BOP) (2024CCN)	KY312	0	0.9
Knox	182	Drainage Improvements along KY 312 (Master Street) from MP 0 to MP 0.90 in Know County at Corbin, Kentucky. (2022BOP) (2024CCN)	KY312	0	0.9
Knox	4373	INSTALL GUARDRAIL ON KY-11 IN KNOX COUNTY	KY11	4.77	4.9
Knox	4379	INSTALL GUARDRAIL ON KY-3438 IN KNOX COUNTY	KY3438	3.45	3.5
Knox	4405	INSTALL GUARDRAIL ON KY-11 IN KNOX COUNTY	KY11	4.75	4.89
Knox	8857	IMPROVE SAFETY OF INTERSECTION AT US 25E AND KY 3439 AND PROVIDE SIDEWALKS TO AN AREA FREQUENTED BY PEDESTRIANS (MP 0.0 - MP 0.9) (2022CCR) (2024CCR)	KY3439	0	0.9
Knox	10201	BRIDGE PROJECT IN KNOX COUNTY ON (061B00056N) KY-223 AT ROAD FK STINKING CREEK	KY223	4.537	4.547
Knox	10201	BRIDGE PROJECT IN KNOX COUNTY ON (061B00056N) KY-223 AT ROAD FK STINKING CREEK	KY223	4.537	4.547
Knox	10204	BRIDGE PROJECT IN KNOX COUNTY ON (061B00093N) KY-3436 AT E.FK.LYNN CAMP CK	KY3436	5.332	5.35
Knox	10204	BRIDGE PROJECT IN KNOX COUNTY ON (061B00093N) KY-3436 AT E.FK.LYNN CAMP CK	KY3436	5.332	5.35
Knox	10205	BRIDGE PROJECT IN KNOX COUNTY ON (061C00073N) CR-1532 AT STINKING CREEK	CR1532	0.011	0.021
Knox	10205	BRIDGE PROJECT IN KNOX COUNTY ON (061C00073N) CR-1532 AT STINKING CREEK	CR1532	0.011	0.021
Knox	10205	BRIDGE PROJECT IN KNOX COUNTY ON (061C00073N) CR-1532 AT STINKING CREEK	CR1532	0.011	0.021
Knox	80155	IMPROVE SAFETY, ADDRESS GEOMETRIC DEFICIENCIES AND PROVIDE FLOOD MITIGATION ON KY 1487 (MANCHESTER STREET) FROM JUDGE STREET TO US 25E (2020CCN) (2022CCR) (2024CCR)	KY1487	0.369	1.176
Knox	80156	IMPROVE SAFETY AND ADDRESS GEOMETRIC DEFICIENCIES ALONG N KY 830 FROM US 25E TO KY 1629 INCLUDING WIDENING AND NEW TURNING LANES (2020CCN) (2024CCR)	KY830	4.775	6.566
Knox	80156	IMPROVE SAFETY AND ADDRESS GEOMETRIC DEFICIENCIES ALONG N KY 830 FROM US 25E TO KY 1629 INCLUDING WIDENING AND NEW TURNING LANES (2020CCN) (2024CCR)	KY830	4.775	6.566
Knox	80156	IMPROVE SAFETY AND ADDRESS GEOMETRIC DEFICIENCIES ALONG N KY 830 FROM US 25E TO KY 1629 INCLUDING WIDENING AND NEW TURNING LANES (2020CCN) (2024CCR)	KY830	4.775	6.566
Knox	80203	Improve safety and access along KY 11 by raising roadway above Flood X elevation. (2022CCN) (2024CCR)	KY11	10.727	11.681
Knox	80203	Improve safety and access along KY 11 by raising roadway above Flood X elevation. (2022CCN) (2024CCR)	KY11	10.727	11.681
Knox	80203	Improve safety and access along KY 11 by raising roadway above Flood X elevation. (2022CCN) (2024CCR)	KY11	10.727	11.681
Knox	80301	Construct a left turn lane with 350' storage and 100' taper at MP 18.62 (2024CCN)	US25	18.6	18.8
Knox	80302	Construct one left turn lane with 350' storage and 100' taper at MP 19.85 (2024CCN)	US25	19.8	20
Knox	80304	Construct one left turn lane with 350' storage and 100' taper at MP 18.41 and 350' storage and 100' taper at US 25 E (2024CCN)	US25	18.6	18.8
Knox	80311	Widen Richland Creek Road from US 25E a distance of 0.70 miles (2024CCN)	CR1311	0	0.8

Knox	80311	Widen Richland Creek Road from US 25E a distance of 0.70 miles (2024CCN)	CR1311	0	0.8
Knox	80311	Widen Richland Creek Road from US 25E a distance of 0.70 miles (2024CCN)	CR1311	0	0.8
Knox	80311	Widen Richland Creek Road from US 25E a distance of 0.70 miles (2024CCN)	CR1311	0	0.8
Knox	80361	Construct a new route north off of CS 2054 (Opportunity Drive) along the former RR track bed approximately 0.7 miles to KY 830 (2024CCN)	PF9999	NULL	NULL
Knox	80404	Improve safety by realigning intersection and replacing existing bridge (2026CCN)	CR1064	0	0.1
Knox	80404	Improve safety by realigning intersection and replacing existing bridge (2026CCN)	CR1064	0	0.1
Knox	80404	Improve safety by realigning intersection and replacing existing bridge (2026CCN)	CR1064	0	0.1
Knox	80404	Improve safety by realigning intersection and replacing existing bridge (2026CCN)	CR1064	0	0.1
Knox	80413	Improve safety by constructing new access road to aquatic center owned by Barbourville Independent Schools that will be transferred to Barbourville City local government to provide safe ingress and egress to facility (2026CCN)	CS1003	0	0.15
Knox	80413	Improve safety by constructing new access road to aquatic center owned by Barbourville Independent Schools that will be transferred to Barbourville City local government to provide safe ingress and egress to facility (2026CCN)	CS1003	0	0.15
Knox	80413	Improve safety by constructing new access road to aquatic center owned by Barbourville Independent Schools that will be transferred to Barbourville City local government to provide safe ingress and egress to facility (2026CCN)	CS1003	0	0.15
Knox	80429	North Hamlin Ave/Roy Kidd Ave intersection realignment to include curb & gutter and sidewalks on each side (2026CCN)	KY830	0.45	0.5
Knox	80429	North Hamlin Ave/Roy Kidd Ave intersection realignment to include curb & gutter and sidewalks on each side (2026CCN)	KY830	0.45	0.5
Knox	80429	North Hamlin Ave/Roy Kidd Ave intersection realignment to include curb & gutter and sidewalks on each side (2026CCN)	KY830	0.45	0.5
Knox	80429	North Hamlin Ave/Roy Kidd Ave intersection realignment to include curb & gutter and sidewalks on each side (2026CCN)	KY830	0.45	0.5

County	ItemNo	Description	Route	BMP	EMP
Laurel	147	REDUCE CONGESTION ON US-25 FROM KY-1006 TO KY-2069; IMPROVE CONNECTIVITY FROM US-25 NEAR KY-2069 TO KY-229; IMPROVE KY-229 FROM THE NEW CONNECTOR NORTH TO KY-192; AND IMPROVE ACCESS TO THE SCHOOL FROM KY-192 BYPASS. (06CCR)(10CCR)(12CCR)(14CCR) (2020CCR) (2022CCR) (2024CCR)	US25	9	10.505
Laurel	169	Improve Rudy Bear Road and KY 3007 from KY 80 South to KY 3432 West of I-75. (2022CCR) (2024CCR)	CO0	NULL	NULL
Laurel	169	Improve Rudy Bear Road and KY 3007 from KY 80 South to KY 3432 West of I-75. (2022CCR) (2024CCR)	CO0	NULL	NULL
Laurel	169	Improve Rudy Bear Road and KY 3007 from KY 80 South to KY 3432 West of I-75. (2022CCR) (2024CCR)	CO0	NULL	NULL
Laurel	169	Improve Rudy Bear Road and KY 3007 from KY 80 South to KY 3432 West of I-75. (2022CCR) (2024CCR)	CO0	NULL	NULL
Laurel	179	EXPAND TRUCK PARKING AT I-75 NB TRUCK REST HAVEN.	I 75	33.3	33.6
Laurel	180	EXPAND TRUCK PARKING AT I-75 SB TRUCK REST HAVEN.	I 75	33.6	34.1
Laurel	4380	INSTALL GUARDRAIL ON KY-2041 IN LAUREL COUNTY	KY2041	0.75	0.85
Laurel	4381	INSTALL GUARDRAIL ON KY-312 IN LAUREL COUNTY	KY312	4.62	4.68
Laurel	4382	INSTALL GUARDRAIL ON KY-312 IN LAUREL COUNTY	KY312	6.07	6.15
Laurel	4383	INSTALL GUARDRAIL ON KY-312 IN LAUREL COUNTY	KY312	6.18	6.22
Laurel	4407	INSTALL GUARDRAIL ON KY-363 IN LAUREL COUNTY	KY363	2.78	3.45
Laurel	8515	IMPROVE CONNECTIVITY BETWEEN CORBIN AND LONDON FROM KY-1006 TO US-25E. (08CCN) (2024CCR)	US25	0	10.475
Laurel	8515	IMPROVE CONNECTIVITY BETWEEN CORBIN AND LONDON FROM KY-1006 TO US-25E. (08CCN) (2024CCR)	US25	0	10.475
Laurel	8515	IMPROVE CONNECTIVITY BETWEEN CORBIN AND LONDON FROM KY-1006 TO US-25E. (08CCN) (2024CCR)	US25	0	10.475
Laurel	8515	IMPROVE CONNECTIVITY BETWEEN CORBIN AND LONDON FROM KY-1006 TO US-25E. (08CCN) (2024CCR)	US25	0	10.475
Laurel	8515	IMPROVE CONNECTIVITY BETWEEN CORBIN AND LONDON FROM KY-1006 TO US-25E. (08CCN) (2024CCR)	US25	0	10.475
Laurel	8515	IMPROVE CONNECTIVITY BETWEEN CORBIN AND LONDON FROM KY-1006 TO US-25E. (08CCN) (2024CCR)	US25	0	10.475
Laurel	8811	REPLACE BRIDGE LOCATED ON LILY ROAD (CR 1221) (MP 1.045) (AREA ADJACENT TO FARISTON INDUSTRIAL PARK WITH NEW ROADWAY ALIGNMENT). (14CCN)(18CCN)	CR1221	1	1.08
Laurel	8909	IMPROVE THE HAL ROGERS PARKWAY TO INTERSTATE STANDARDS FROM 4.0 MI EAST OF KY 192 TO LAUREL/CLAY CO. LINE. (I-75 TO HAZARD) (16CCN)(18CCR) (2024CCR)	HR9006	7.877	10.593
Laurel	8909	IMPROVE THE HAL ROGERS PARKWAY TO INTERSTATE STANDARDS FROM 4.0 MI EAST OF KY 192 TO LAUREL/CLAY CO. LINE. (I-75 TO HAZARD) (16CCN)(18CCR) (2024CCR)	HR9006	7.877	10.593

Laurel	8909	IMPROVE THE HAL ROGERS PARKWAY TO INTERSTATE STANDARDS FROM 4.0 MI EAST OF KY 192 TO LAUREL/CLAY CO. LINE. (I-75 TO HAZARD) (16CCN)(18CCR) (2024CCR)	HR9006	7.877	10.593
Laurel	8909	IMPROVE THE HAL ROGERS PARKWAY TO INTERSTATE STANDARDS FROM 4.0 MI EAST OF KY 192 TO LAUREL/CLAY CO. LINE. (I-75 TO HAZARD) (16CCN)(18CCR) (2024CCR)	HR9006	7.877	10.593
Laurel	10042	BRIDGE PROJECT IN LAUREL COUNTY ON (063B00004N) KY-490 AT ROCKCASTLE RIVER	KY490	11.502	11.509
Laurel	10042	BRIDGE PROJECT IN LAUREL COUNTY ON (063B00004N) KY-490 AT ROCKCASTLE RIVER	KY490	11.502	11.509
Laurel	10209	BRIDGE PROJECT IN LAUREL COUNTY ON (063B00062N) KY-472 AT S.FK.ROCKCASTLE RVR	KY472	9.939	9.963
Laurel	10209	BRIDGE PROJECT IN LAUREL COUNTY ON (063B00062N) KY-472 AT S.FK.ROCKCASTLE RVR	KY472	9.939	9.963
Laurel	10211	BRIDGE PROJECT IN LAUREL COUNTY ON (063B00101N) KY-552 AT LITTLE LAUREL RIVER (2026CCR)	KY552	4.86	4.872
Laurel	10211	BRIDGE PROJECT IN LAUREL COUNTY ON (063B00101N) KY-552 AT LITTLE LAUREL RIVER (2026CCR)	KY552	4.86	4.872
Laurel	20038	ADDRESS CONDITION OF KY-192 FROM MILEPOINT 20.2 TO MILEPOINT 22.041	KY192	20.2	22.041
Laurel	20038	ADDRESS CONDITION OF KY-192 FROM MILEPOINT 20.2 TO MILEPOINT 22.041	KY192	20.2	22.041
Laurel	22196	ADDRESS CONDITION OF Hal Rogers Daniel Boone Parkway FROM MILEPOINT 4.169 TO MILEPOINT 8.8	HR9006	4.17	8.8
Laurel	22196	ADDRESS CONDITION OF Hal Rogers Daniel Boone Parkway FROM MILEPOINT 4.169 TO MILEPOINT 8.8	HR9006	4.17	8.8
Laurel	80154	ADDRESS ACCESS AND SAFETY ISSUES AT THE INTERSECTION OF KY 80 AND PAYNE TRAIL AND BUSH ELEMENTARY SCHOOL BY CONSTRUCTING A CONNECTOR ROAD FROM HAL ROGERS PARKWAY (HR 9006) TO KY 6264 (PAYNE TRAIL). (2020CCN) (2022CCN)	HR9006	5.05	5.1
Laurel	80154	ADDRESS ACCESS AND SAFETY ISSUES AT THE INTERSECTION OF KY 80 AND PAYNE TRAIL AND BUSH ELEMENTARY SCHOOL BY CONSTRUCTING A CONNECTOR ROAD FROM HAL ROGERS PARKWAY (HR 9006) TO KY 6264 (PAYNE TRAIL). (2020CCN) (2022CCN)	HR9006	5.05	5.1
Laurel	80154	ADDRESS ACCESS AND SAFETY ISSUES AT THE INTERSECTION OF KY 80 AND PAYNE TRAIL AND BUSH ELEMENTARY SCHOOL BY CONSTRUCTING A CONNECTOR ROAD FROM HAL ROGERS PARKWAY (HR 9006) TO KY 6264 (PAYNE TRAIL). (2020CCN) (2022CCN)	HR9006	5.05	5.1
Laurel	80154	ADDRESS ACCESS AND SAFETY ISSUES AT THE INTERSECTION OF KY 80 AND PAYNE TRAIL AND BUSH ELEMENTARY SCHOOL BY CONSTRUCTING A CONNECTOR ROAD FROM HAL ROGERS PARKWAY (HR 9006) TO KY 6264 (PAYNE TRAIL). (2020CCN) (2022CCN)	HR9006	5.05	5.1
Laurel	80312	Improve the geometrics of a curve, widen a drainage structure, and provide turn lanes to Johnson Elementary School on KY 638 (2024CCN)	KY638	2	2.86

Laurel	80312	Improve the geometrics of a curve, widen a drainage structure, and provide turn lanes to Johnson Elementary School on KY 638 (2024CCN)	KY638	2	2.86
Laurel	80312	Improve the geometrics of a curve, widen a drainage structure, and provide turn lanes to Johnson Elementary School on KY 638 (2024CCN)	KY638	2	2.86
Laurel	80312	Improve the geometrics of a curve, widen a drainage structure, and provide turn lanes to Johnson Elementary School on KY 638 (2024CCN)	KY638	2	2.86
Laurel	80357	Widen KY 192 from Mallard Drive to Esquire Lane, address horizontal and vertical alignment as needed (MP 16.61 - 18.08) (2024CCN)	KY192	16.61	18.08
Laurel	80357	Widen KY 192 from Mallard Drive to Esquire Lane, address horizontal and vertical alignment as needed (MP 16.61 - 18.08) (2024CCN)	KY192	16.61	18.08
Laurel	80357	Widen KY 192 from Mallard Drive to Esquire Lane, address horizontal and vertical alignment as needed (MP 16.61 - 18.08) (2024CCN)	KY192	16.61	18.08
Laurel	80357	Widen KY 192 from Mallard Drive to Esquire Lane, address horizontal and vertical alignment as needed (MP 16.61 - 18.08) (2024CCN)	KY192	16.61	18.08
Laurel	80402	Reconstruct curve and address geometric deficiencies and safety on KY-1535 (2026CCN)	KY1535	1.47	1.9
Laurel	80402	Reconstruct curve and address geometric deficiencies and safety on KY-1535 (2026CCN)	KY1535	1.47	1.9
Laurel	80402	Reconstruct curve and address geometric deficiencies and safety on KY-1535 (2026CCN)	KY1535	1.47	1.9
Laurel	80402	Reconstruct curve and address geometric deficiencies and safety on KY-1535 (2026CCN)	KY1535	1.47	1.9
Laurel	80403	New construction to extend KY 3006 from 16th Street to the intersection of KY 1006 and Myers Baker Road (2026CCN)	PF9999	NULL	NULL
Laurel	80403	New construction to extend KY 3006 from 16th Street to the intersection of KY 1006 and Myers Baker Road (2026CCN)	PF9999	NULL	NULL
Laurel	80403	New construction to extend KY 3006 from 16th Street to the intersection of KY 1006 and Myers Baker Road (2026CCN)	PF9999	NULL	NULL
Laurel	80403	New construction to extend KY 3006 from 16th Street to the intersection of KY 1006 and Myers Baker Road (2026CCN)	PF9999	NULL	NULL
Laurel	80409	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 (2026CCN)	US25	13.556	16.7
Laurel	80409	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 (2026CCN)	US25	13.556	16.7
Laurel	80409	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 (2026CCN)	US25	13.556	16.7
Laurel	80409	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 (2026CCN)	US25	13.556	16.7

Laurel	80409	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 (2026CCN)	US25	13.556	16.7
Laurel	80426	Reconstruct and address geometric deficiencies and safety on KY 363 (Whitley Street) from KY 2391 to Meyers Baker Road. (2026CCN)	KY363	10.3	10.88
Laurel	80426	Reconstruct and address geometric deficiencies and safety on KY 363 (Whitley Street) from KY 2391 to Meyers Baker Road. (2026CCN)	KY363	10.3	10.88
Laurel	80426	Reconstruct and address geometric deficiencies and safety on KY 363 (Whitley Street) from KY 2391 to Meyers Baker Road. (2026CCN)	KY363	10.3	10.88
Laurel	80426	Reconstruct and address geometric deficiencies and safety on KY 363 (Whitley Street) from KY 2391 to Meyers Baker Road. (2026CCN)	KY363	10.3	10.88

County	ItemNo	Description	Route	BMP	EMP	Year
Rockcastle	10071	BRIDGE PROJECT IN ROCKCASTLE COUNTY ON (102C00067N) MARET CEMETERY RD AT ROUND STONE CREEK	CR1086	0.271	0.279	2027
Rockcastle	10088	ADDRESS DEFICIENCIES OF BRIDGE ON KY-1249 OVER W.FK. SKEGG CREEK (102B00051N)	KY1249	8.224	8.236	2031
Rockcastle	10088	ADDRESS DEFICIENCIES OF BRIDGE ON KY-1249 OVER W.FK. SKEGG CREEK (102B00051N)	KY1249	8.224	8.236	2031
Rockcastle	20018	ADDRESS CONDITION OF I-075 FROM MILEPOINT 60.1 TO MILEPOINT 65.22 (64.5 CARDINAL)	I 75	60.1	65.22	2031
Rockcastle	20018	ADDRESS CONDITION OF I-075 FROM MILEPOINT 60.1 TO MILEPOINT 65.22 (64.5 CARDINAL)	I 75	60.1	65.22	2031
Rockcastle	22111	ADDRESS CONDITION OF I-075 FROM MILEPOINT 64.5 (65.22 NON-CARDINAL) TO MILEPOINT 68.78	I 75	64.5	68.78	2028
Rockcastle	22111	ADDRESS CONDITION OF I-075 FROM MILEPOINT 64.5 (65.22 NON-CARDINAL) TO MILEPOINT 68.78	I 75	64.5	68.78	2028
Rockcastle	80303	Address capacity and access issues along KY-461 from Pulaski/Rockcastle County Line to KY 1250. (2024CCN)	KY461	0	4.213	2029
Rockcastle	80303	Address capacity and access issues along KY-461 from Pulaski/Rockcastle County Line to KY 1250. (2024CCN)	KY461	0	4.213	2027
Rockcastle	80303	Address capacity and access issues along KY-461 from Pulaski/Rockcastle County Line to KY 1250. (2024CCN)	KY461	0	4.213	2031
Rockcastle	80303	Address capacity and access issues along KY-461 from Pulaski/Rockcastle County Line to KY 1250. (2024CCN)	KY461	0	4.213	2029
Rockcastle	80304	Address safety, capacity and access issues along KY-461 from KY 1250 to US 150. (2024CCN)	KY461	4.213	7	2029
Rockcastle	80304	Address safety, capacity and access issues along KY-461 from KY 1250 to US 150. (2024CCN)	KY461	4.213	7	2030
Rockcastle	80304	Address safety, capacity and access issues along KY-461 from KY 1250 to US 150. (2024CCN)	KY461	4.213	7	2029
Rockcastle	80304	Address safety, capacity and access issues along KY-461 from KY 1250 to US 150. (2024CCN)	KY461	4.213	7	2031
Rockcastle	80305	Planning study on US 25 to address Connectivity for future development in Mt. Vernon on the western side of I-75 between exit 59 and exit 62. (2024CCN)	US25	11.899	14.906	2027
Rockcastle	80306	Address capacity issues from KY-461 to US-25 in Mt. Vernon to continue corridor improvements to US 150 as identified in the 1998 planning study. (2024CCN)	US150	8.403	10.205	2031
Rockcastle	80306	Address capacity issues from KY-461 to US-25 in Mt. Vernon to continue corridor improvements to US 150 as identified in the 1998 planning study. (2024CCN)	US150	8.403	10.205	2029
Rockcastle	80306	Address capacity issues from KY-461 to US-25 in Mt. Vernon to continue corridor improvements to US 150 as identified in the 1998 planning study. (2024CCN)	US150	8.403	10.205	2028
Rockcastle	80306	Address capacity issues from KY-461 to US-25 in Mt. Vernon to continue corridor improvements to US 150 as identified in the 1998 planning study. (2024CCN)	US150	8.403	10.205	2029

County	ItemNo	Description	Route	BMP	EMP	Year
Whitley	4337	INSTALL GUARDRAIL ON KY-727 IN WHITLEY COUNTY	KY727	0.7	0.76	2026
Whitley	4363	INSTALL GUARDRAIL ON KY-836 IN WHITLEY COUNTY	KY836	1.29	1.33	2026
Whitley	4389	INSTALL GUARDRAIL ON KY-204 IN WHITLEY COUNTY	KY204	9.24	9.28	2026
Whitley	4390	INSTALL GUARDRAIL ON KY-26 IN WHITLEY COUNTY	KY26	1.77	1.79	2026
Whitley	4391	INSTALL GUARDRAIL ON KY-478 IN WHITLEY COUNTY	KY478	2.84	3.07	2026
Whitley	4392	INSTALL GUARDRAIL ON KY-856 IN WHITLEY COUNTY	KY856	0.1	0.15	2026
Whitley	8954	CONSTRUCT A NEW ENTRANCE TO THE UNIVERSITY OF THE CUMBERLANDS FROM SOUTH 2ND ST UP THE HILL TO TIE INTO HUTTON WAY. (16CCN) (2024CCN)	PF9999	NULL	NULL	2030
Whitley	8954	CONSTRUCT A NEW ENTRANCE TO THE UNIVERSITY OF THE CUMBERLANDS FROM SOUTH 2ND ST UP THE HILL TO TIE INTO HUTTON WAY. (16CCN) (2024CCN)	PF9999	NULL	NULL	2030
Whitley	8954	CONSTRUCT A NEW ENTRANCE TO THE UNIVERSITY OF THE CUMBERLANDS FROM SOUTH 2ND ST UP THE HILL TO TIE INTO HUTTON WAY. (16CCN) (2024CCN)	PF9999	NULL	NULL	2029
Whitley	22107	ADDRESS CONDITION OF I-075 FROM MILEPOINT 11.27 TO MILEPOINT 20.045	I75	11.27	20.101	2029
Whitley	22107	ADDRESS CONDITION OF I-075 FROM MILEPOINT 11.27 TO MILEPOINT 20.045	I75	11.27	20.101	2029
Whitley	80107	IMPROVE SAFETY AND MOBILITY ON US 25W (MILEPOINT 13.3 TO MILEPOINT 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, INTERSECTIONS OF KY 26 AND KY 856 WITH US 25 W (2022CCN) AN APPROXIMATELY 150' BRIDGE REPLACEMENT OVER EXISTING RAILROAD AND RECONSTRUCTING THE INTERSECTIONS OF KY 26 AND KY 856 WITH US 25 W (2022CCN) (118B00031N and 118B00032N)	US25	13.3	14.6	2030

Whitley	80107	IMPROVE SAFETY AND MOBILITY ON US 25W (MILEPOINT 13.3 TO MILEPOINT 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, INTERSECTIONS OF KY 26 AND KY 856 WITH US 25 W (2022CCN) AN APPROXIMATELY 150' BRIDGE REPLACEMENT OVER EXISTING RAILROAD AND RECONSTRUCTING THE INTERSECTIONS OF KY 26 AND KY 856 WITH US 25 W (2022CCN) (118B00031N and 118B00032N)	US25	13.3	14.6	2026
Whitley	80107	IMPROVE SAFETY AND MOBILITY ON US 25W (MILEPOINT 13.3 TO MILEPOINT 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, INTERSECTIONS OF KY 26 AND KY 856 WITH US 25 W (2022CCN) AN APPROXIMATELY 150' BRIDGE REPLACEMENT OVER EXISTING RAILROAD AND RECONSTRUCTING THE INTERSECTIONS OF KY 26 AND KY 856 WITH US 25 W (2022CCN) (118B00031N and 118B00032N)	US25	13.3	14.6	2032
Whitley	80107	IMPROVE SAFETY AND MOBILITY ON US 25W (MILEPOINT 13.3 TO MILEPOINT 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, INTERSECTIONS OF KY 26 AND KY 856 WITH US 25 W (2022CCN) AN APPROXIMATELY 150' BRIDGE REPLACEMENT OVER EXISTING RAILROAD AND RECONSTRUCTING THE INTERSECTIONS OF KY 26 AND KY 856 WITH US 25 W (2022CCN) (118B00031N and 118B00032N)	US25	13.3	14.6	2031

Whitley	80107	IMPROVE SAFETY AND MOBILITY ON US 25W (MILEPOINT 13.3 TO MILEPOINT 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, INTERSECTIONS OF KY 26 AND KY 856 WITH US 25 W (2022CCN) AN APPROXIMATELY 150' BRIDGE REPLACEMENT OVER EXISTING RAILROAD AND RECONSTRUCTING THE INTERSECTIONS OF KY 26 AND KY 856 WITH US 25 W (2022CCN) (118B00031N and 118B00032N)	US25	13.3	14.6	2029
Whitley	80264	RECONFIGURE EXISTING INTERSECTION OF KY 92 AND PENNY LANE TO IMPROVE SAFETY ALONG AT INTERSECTION. CONSTRUCT NEW CONNECTOR ROAD BETWEEN KY 92 AND PENNY LANE. RECONFIGURE TRAFFIC OPERATION ALONG PENNY LANE BETWEEN KY 92 AND NEW CONNECTOR ROAD (2022CCN) (2024CCR)	KY92	9.7	10.3	2028
Whitley	80307	Resurfacing of High Top Road (2024CCN)	CR1412	0	3.849	2029
Whitley	80308	Widen existing South 2nd street to improve geometric deficiencies along route (2024CCN)	CS1132	0	0.6	2029
Whitley	80308	Widen existing South 2nd street to improve geometric deficiencies along route (2024CCN)	CS1132	0	0.6	2030
Whitley	80308	Widen existing South 2nd street to improve geometric deficiencies along route (2024CCN)	CS1132	0	0.6	2032
Whitley	80308	Widen existing South 2nd street to improve geometric deficiencies along route (2024CCN)	CS1132	0	0.6	2030
Whitley	80310	Improve safety by lowering vertical crest on US25W and realigning High Top Road intersection with US25W (2024CCN)	US25	27	27.6	2031
Whitley	80310	Improve safety by lowering vertical crest on US25W and realigning High Top Road intersection with US25W (2024CCN)	US25	27	27.6	2030
Whitley	80310	Improve safety by lowering vertical crest on US25W and realigning High Top Road intersection with US25W (2024CCN)	US25	27	27.6	2029
Whitley	80351	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. (2024CCN)	CS2000	0	0.682	2028
Whitley	80351	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. (2024CCN)	CS2000	0	0.682	2028

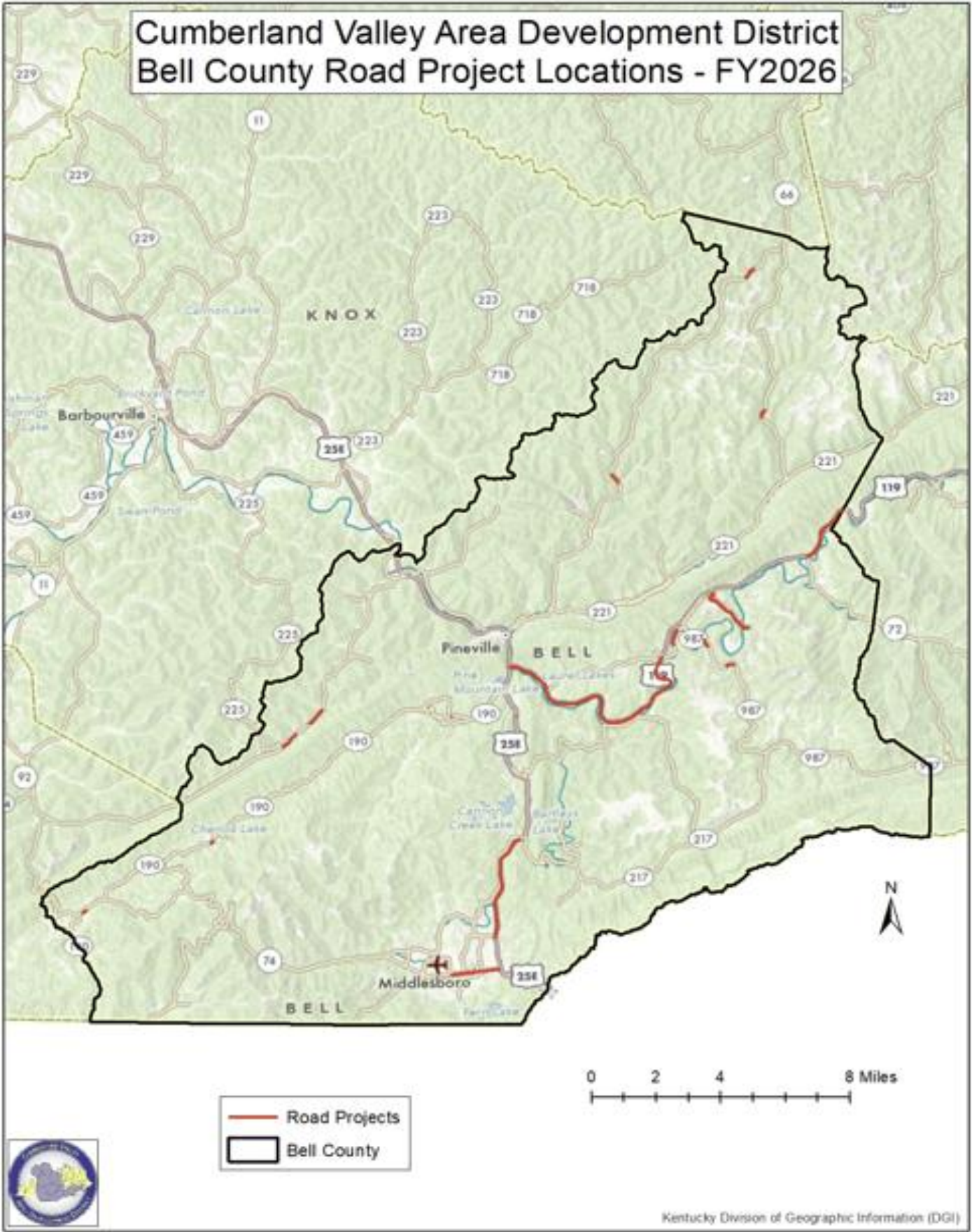
Whitley	80351	Develop and evaluate potential intersection alternatives (including a roundabout) to improve traffic flow at the intersection of Arena Drive (CS 2000) and Corbin Center Drive. (2024CCN)	CS2000	0	0.682	2028
Whitley	80353	Widen I-75 from MP 19.2 in Whitley County to MP 23.5 South of Corbin (2024CCN)	I75	19.2	23.5	2028
Whitley	80353	Widen I-75 from MP 19.2 in Whitley County to MP 23.5 South of Corbin (2024CCN)	I75	19.2	23.5	2030
Whitley	80353	Widen I-75 from MP 19.2 in Whitley County to MP 23.5 South of Corbin (2024CCN)	I75	19.2	23.5	2032
Whitley	80353	Widen I-75 from MP 19.2 in Whitley County to MP 23.5 South of Corbin (2024CCN)	I75	19.2	23.5	2030
Whitley	80354	Widen I-75 from MP 14.4 in Whitley County to MP 19.2 (2024CCN)	I75	14.4	19.2	2031
Whitley	80354	Widen I-75 from MP 14.4 in Whitley County to MP 19.2 (2024CCN)	I75	14.4	19.2	2031
Whitley	80354	Widen I-75 from MP 14.4 in Whitley County to MP 19.2 (2024CCN)	I75	14.4	19.2	2030
Whitley	80355	Widen I-75 from MP 10.1 in Whitley county to MP 14.4 (2024CCN)	I75	10.1	14.4	2032
Whitley	80355	Widen I-75 from MP 10.1 in Whitley county to MP 14.4 (2024CCN)	I75	10.1	14.4	2032
Whitley	80405	Construct southern backage road with roundabout at KY92 and implement access management west of Penny Lane. Concept 1 from the 11-1 planning study (2026CCN)	KY92	9.9	10.3	2032
Whitley	80405	Construct southern backage road with roundabout at KY92 and implement access management west of Penny Lane. Concept 1 from the 11-1 planning study (2026CCN)	KY92	9.9	10.3	2029
Whitley	80405	Construct southern backage road with roundabout at KY92 and implement access management west of Penny Lane. Concept 1 from the 11-1 planning study (2026CCN)	KY92	9.9	10.3	2030
Whitley	80405	Construct southern backage road with roundabout at KY92 and implement access management west of Penny Lane. Concept 1 from the 11-1 planning study (2026CCN)	KY92	9.9	10.3	2031
Whitley	80406	Improve mobility and congestion along US25W from 14th Street to KY312. Construct roundabouts at each end of the Main StreetKentucky Avenue couplet. (2026CCN)	US25	32.5	33.4	2032
Whitley	80406	Improve mobility and congestion along US25W from 14th Street to KY312. Construct roundabouts at each end of the Main StreetKentucky Avenue couplet. (2026CCN)	US25	32.5	33.4	2030

Whitley	80406	Improve mobility and congestion along US25W from 14th Street to KY312. Construct roundabouts at each end of the Main Street/Kentucky Avenue couplet. (2026CCN)	US25	32.5	33.4	2031
Whitley	80406	Improve mobility and congestion along US25W from 14th Street to KY312. Construct roundabouts at each end of the Main Street/Kentucky Avenue couplet. (2026CCN)	US25	32.5	33.4	2029
Whitley	80407	Address safety and surface condition issues on KY 727 (West 5th Street) from Poplar Street to West 4th Street in Corbin. (2026CCN)	KY727	3.719	4.499	2029
Whitley	80407	Address safety and surface condition issues on KY 727 (West 5th Street) from Poplar Street to West 4th Street in Corbin. (2026CCN)	KY727	3.719	4.499	2032
Whitley	80407	Address safety and surface condition issues on KY 727 (West 5th Street) from Poplar Street to West 4th Street in Corbin. (2026CCN)	KY727	3.719	4.499	2031
Whitley	80407	Address safety and surface condition issues on KY 727 (West 5th Street) from Poplar Street to West 4th Street in Corbin. (2026CCN)	KY727	3.719	4.499	2030
Whitley	80408	Address safety concerns and horizontal alignment with curve just passed Brush Arbor Road, as well as adding sidewalks to roadway. (2026CCN)	KY296	0	0.824	2030
Whitley	80408	Address safety concerns and horizontal alignment with curve just passed Brush Arbor Road, as well as adding sidewalks to roadway. (2026CCN)	KY296	0	0.824	2032
Whitley	80408	Address safety concerns and horizontal alignment with curve just passed Brush Arbor Road, as well as adding sidewalks to roadway. (2026CCN)	KY296	0	0.824	2029
Whitley	80408	Address safety concerns and horizontal alignment with curve just passed Brush Arbor Road, as well as adding sidewalks to roadway. (2026CCN)	KY296	0	0.824	2031
Whitley	80414	Construct new access to Corbin Arena to help with ingress and egress. Memorandum of Agreement with City of Corbin to construct. (2026CCN)	PF9999	NULL	NULL	2028
Whitley	80414	Construct new access to Corbin Arena to help with ingress and egress. Memorandum of Agreement with City of Corbin to construct. (2026CCN)	PF9999	NULL	NULL	2028
Whitley	80414	Construct new access to Corbin Arena to help with ingress and egress. Memorandum of Agreement with City of Corbin to construct. (2026CCN)	PF9999	NULL	NULL	2027
Whitley	80414	Construct new access to Corbin Arena to help with ingress and egress. Memorandum of Agreement with City of Corbin to construct. (2026CCN)	PF9999	NULL	NULL	2027

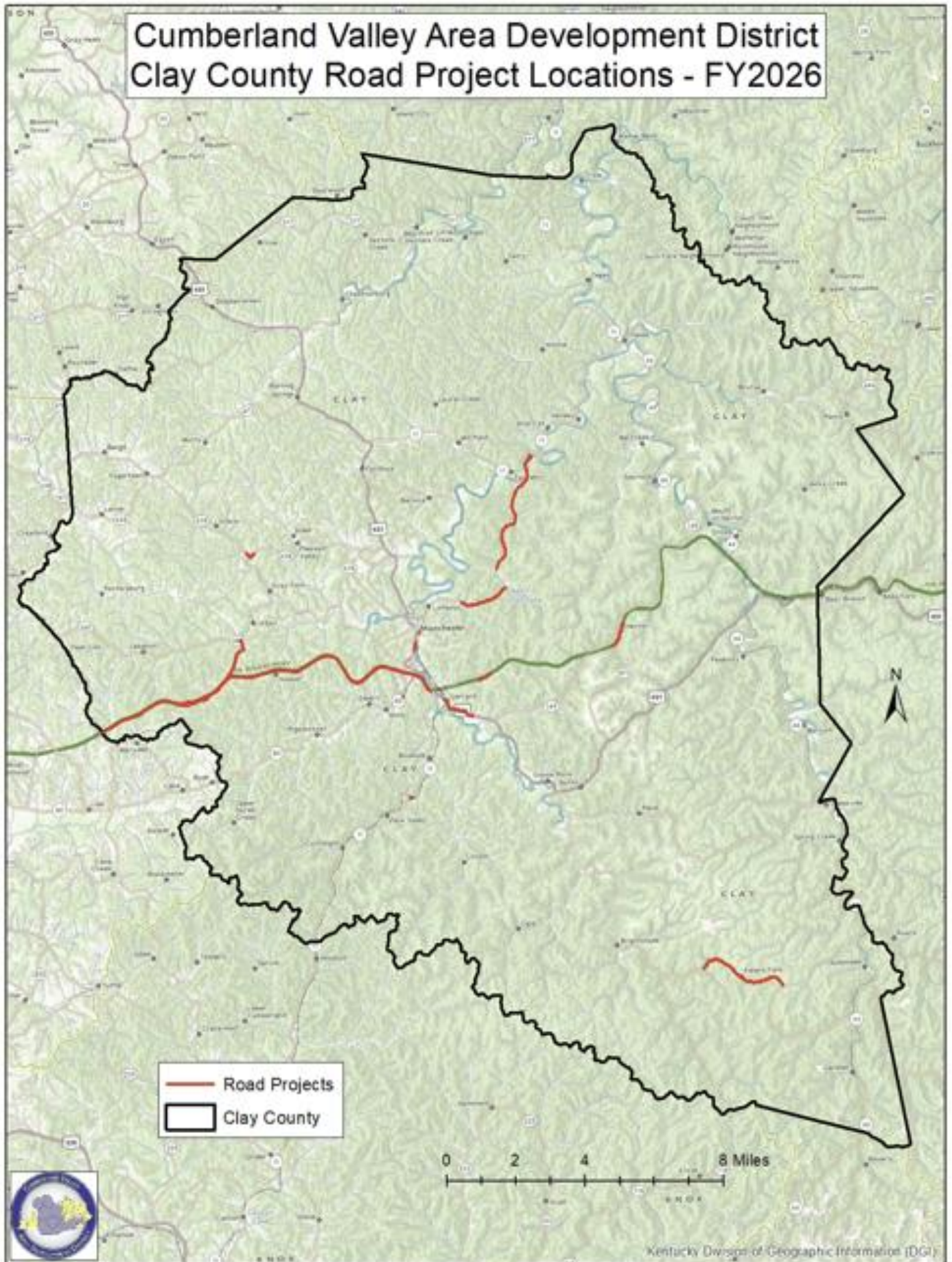
Whitley	80415	Improve safety by reconstructing intersection of US-25W and Angel Road (2026CCN)	US25	19.7	19.9	2030
Whitley	80415	Improve safety by reconstructing intersection of US-25W and Angel Road (2026CCN)	US25	19.7	19.9	2029
Whitley	80415	Improve safety by reconstructing intersection of US-25W and Angel Road (2026CCN)	US25	19.7	19.9	2026
Whitley	80415	Improve safety by reconstructing intersection of US-25W and Angel Road (2026CCN)	US25	19.7	19.9	2029
Whitley	80416	Improve safety by resconstructing intersection of US-25W and Hightop Road (2026CCN)	US25	27.3	27.35	2030
Whitley	80416	Improve safety by resconstructing intersection of US-25W and Hightop Road (2026CCN)	US25	27.3	27.35	2029
Whitley	80416	Improve safety by resconstructing intersection of US-25W and Hightop Road (2026CCN)	US25	27.3	27.35	2032
Whitley	80416	Improve safety by resconstructing intersection of US-25W and Hightop Road (2026CCN)	US25	27.3	27.35	2031
Whitley	80417	Safety improvements & congestion relief on KY92 by providing circulation through the corridor (2026CCN)	CR1305	0	0.45	2026
Whitley	80417	Safety improvements & congestion relief on KY92 by providing circulation through the corridor (2026CCN)	CR1305	0	0.45	2029
Whitley	80417	Safety improvements & congestion relief on KY92 by providing circulation through the corridor (2026CCN)	CR1305	0	0.45	2029
Whitley	80417	Safety improvements & congestion relief on KY92 by providing circulation through the corridor (2026CCN)	CR1305	0	0.45	2030
Whitley	80418	Improve safety by correcting substandard geometry (2026CCN)	KY727	0	1.4	2030
Whitley	80418	Improve safety by correcting substandard geometry (2026CCN)	KY727	0	1.4	2031
Whitley	80418	Improve safety by correcting substandard geometry (2026CCN)	KY727	0	1.4	2029
Whitley	80418	Improve safety by correcting substandard geometry (2026CCN)	KY727	0	1.4	2032
Whitley	80427	Intersection Improvements on 18th Street (US 25W) (2026CCN)	US25	30	32.1	2029
Whitley	80427	Intersection Improvements on 18th Street (US 25W) (2026CCN)	US25	30	32.1	2027
Whitley	80427	Intersection Improvements on 18th Street (US 25W) (2026CCN)	US25	30	32.1	2027
Whitley	80427	Intersection Improvements on 18th Street (US 25W) (2026CCN)	US25	30	32.1	2029
Whitley	80428	Convert Master Street (KY 312) from rural to urban section with curb, gutter and storm sewers. (2026CCN)	KY312	0	0.9	2030
Whitley	80428	Convert Master Street (KY 312) from rural to urban section with curb, gutter and storm sewers. (2026CCN)	KY312	0	0.9	2031

Whitley	80428	Convert Master Street (KY 312) from rural to urban section with curb, gutter and storm sewers. (2026CCN)	KY312	0	0.9	2030
Whitley	80428	Convert Master Street (KY 312) from rural to urban section with curb, gutter and storm sewers. (2026CCN)	KY312	0	0.9	2029
Whitley	80430	Sight distance improvement on Depot Street (CS 2212) (2026CCN)	CS2212	0.18	0.2	2027
Whitley	80430	Sight distance improvement on Depot Street (CS 2212) (2026CCN)	CS2212	0.18	0.2	2027
Whitley	80430	Sight distance improvement on Depot Street (CS 2212) (2026CCN)	CS2212	0.18	0.2	2026
Whitley	80430	Sight distance improvement on Depot Street (CS 2212) (2026CCN)	CS2212	0.18	0.2	2027
Whitley	80431	Re-establish Frank Selvy Way (CS 2180) as 14 feet one way vehicular lane, relocate pole near Barbourville St. Bridge and intersection improvements at Roy Kidd Ave and South Laurel Ave. (2026CCN)	CS2028	0.16	0.182	2026
Whitley	80431	Re-establish Frank Selvy Way (CS 2180) as 14 feet one way vehicular lane, relocate pole near Barbourville St. Bridge and intersection improvements at Roy Kidd Ave and South Laurel Ave. (2026CCN)	CS2028	0.16	0.182	2027
Whitley	80431	Re-establish Frank Selvy Way (CS 2180) as 14 feet one way vehicular lane, relocate pole near Barbourville St. Bridge and intersection improvements at Roy Kidd Ave and South Laurel Ave. (2026CCN)	CS2028	0.16	0.182	2028
Whitley	80431	Re-establish Frank Selvy Way (CS 2180) as 14 feet one way vehicular lane, relocate pole near Barbourville St. Bridge and intersection improvements at Roy Kidd Ave and South Laurel Ave. (2026CCN)	CS2028	0.16	0.182	2027
Whitley	80432	Improve curb and gutter on 7th Street from Steele Street to Sycamore Avenue (2026CCN)	CS2017	0.34	0.41	2029
Whitley	80432	Improve curb and gutter on 7th Street from Steele Street to Sycamore Avenue (2026CCN)	CS2017	0.34	0.41	2029
Whitley	80432	Improve curb and gutter on 7th Street from Steele Street to Sycamore Avenue (2026CCN)	CS2017	0.34	0.41	2029
Whitley	80432	Improve curb and gutter on 7th Street from Steele Street to Sycamore Avenue (2026CCN)	CS2017	0.34	0.41	2029

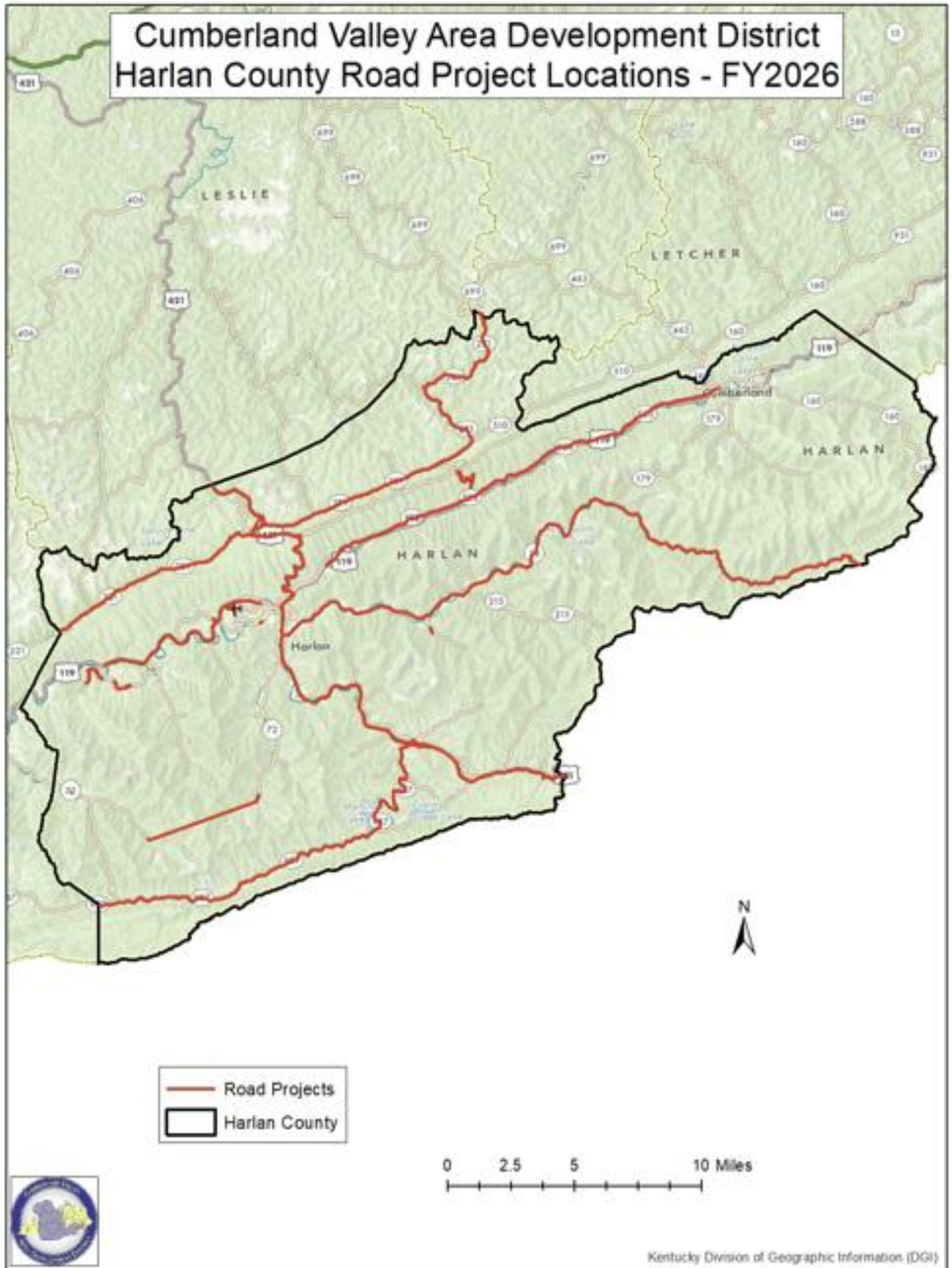
2.3 Maps of UNL Locations



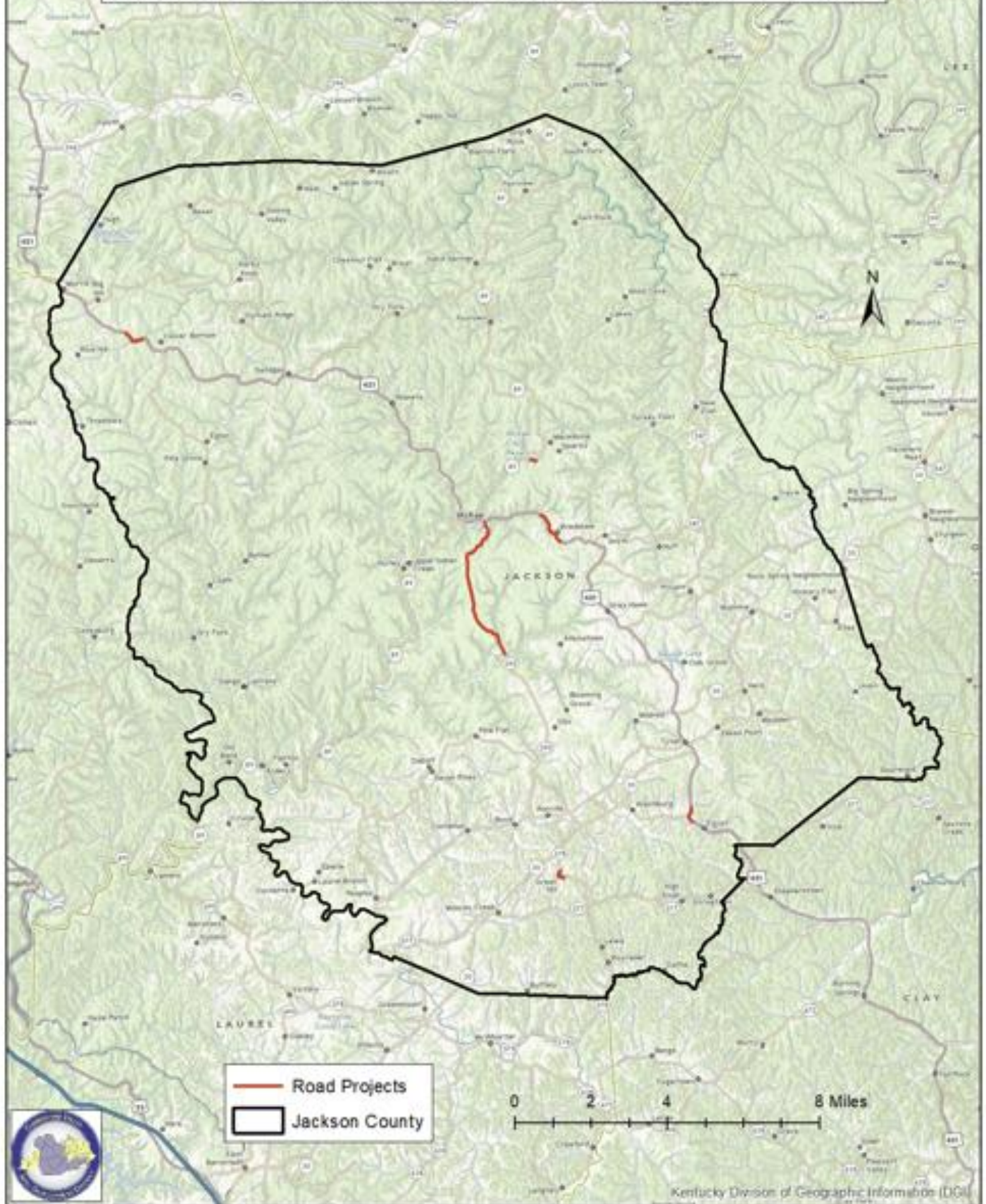
Cumberland Valley Area Development District Clay County Road Project Locations - FY2026



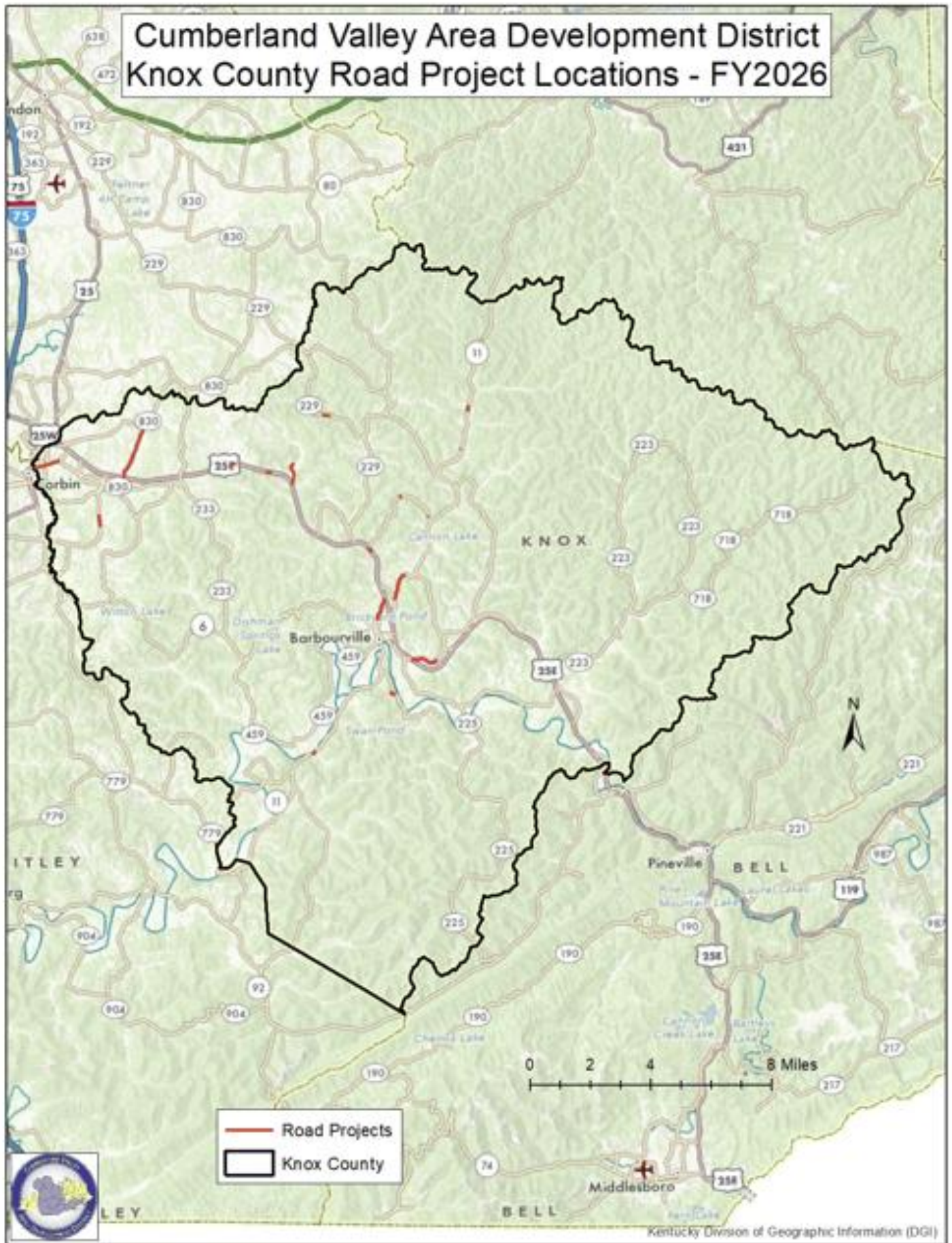
Cumberland Valley Area Development District Harlan County Road Project Locations - FY2026



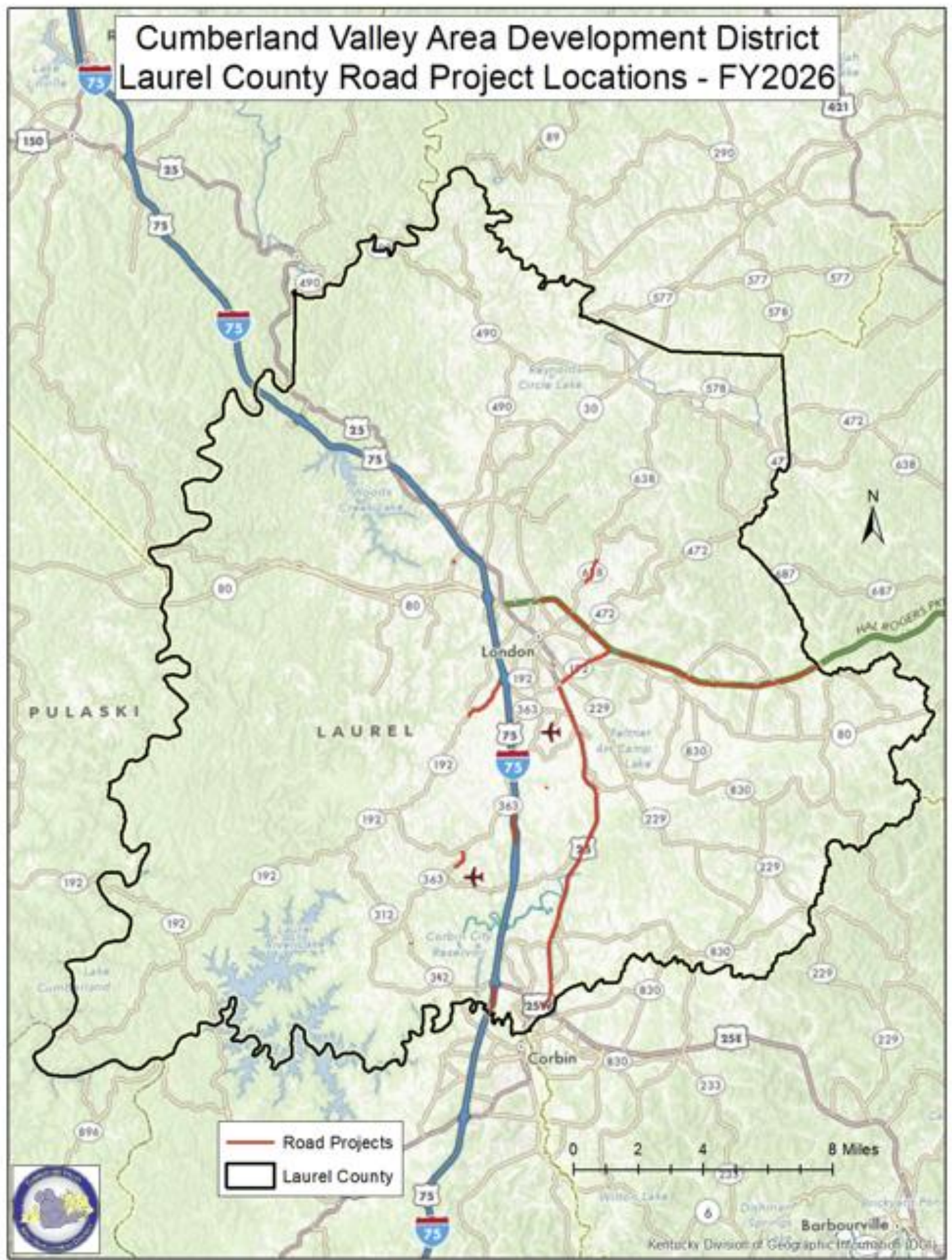
Cumberland Valley Area Development District Jackson County Road Project Locations - FY2026



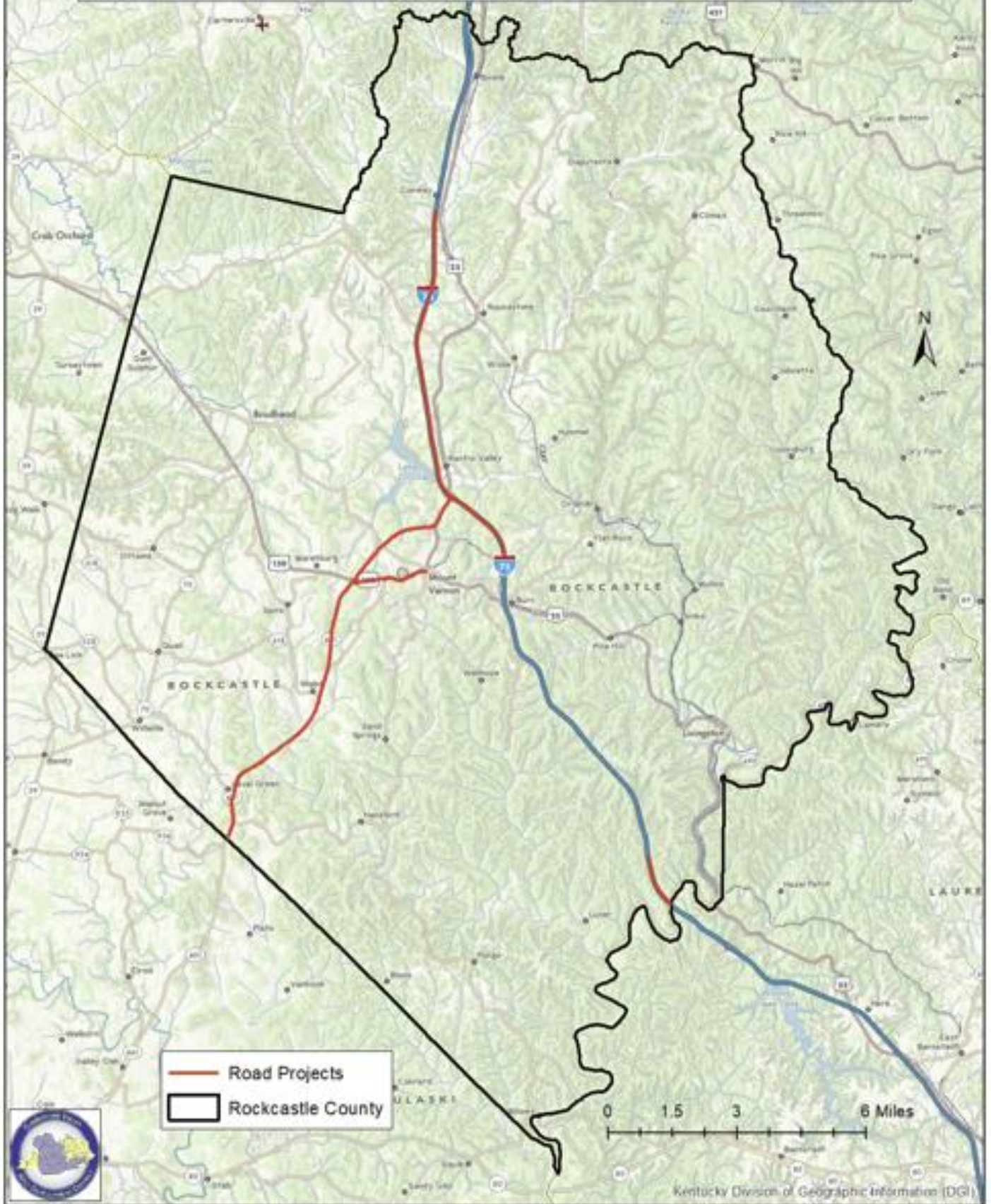
Cumberland Valley Area Development District Knox County Road Project Locations - FY2026



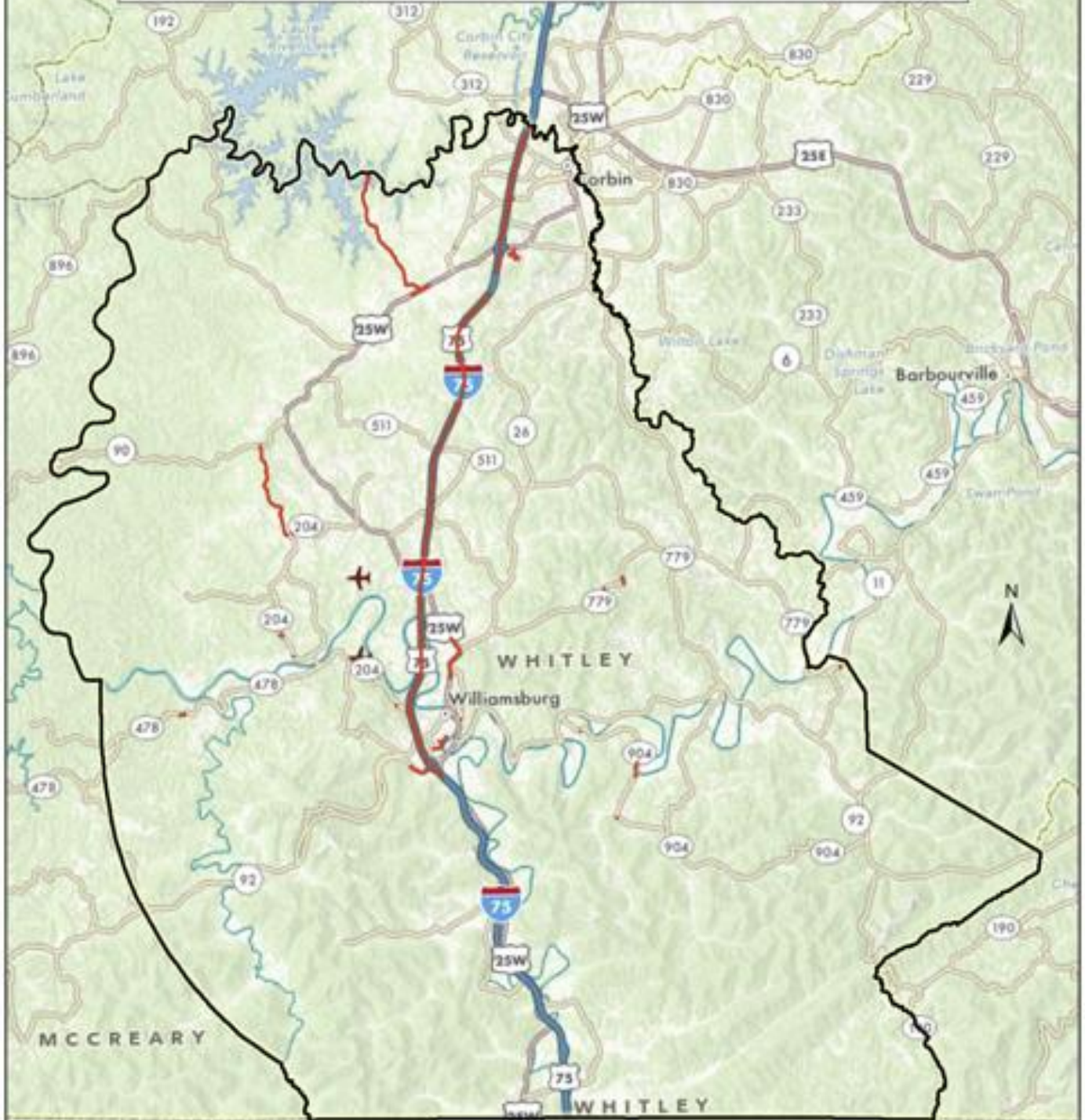
Cumberland Valley Area Development District Laurel County Road Project Locations - FY2026



Cumberland Valley Area Development District Rockcastle County Road Project Locations - FY2026



Cumberland Valley Area Development District Whitley County Road Project Locations - FY2026



- Road Projects
- Whitley County



0 2 4 8 Miles

Kentucky Division of Geographic Information (DGI)

CHAPTER 3: MAJOR FREIGHT USERS INVENTORY

3.1 Introduction

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

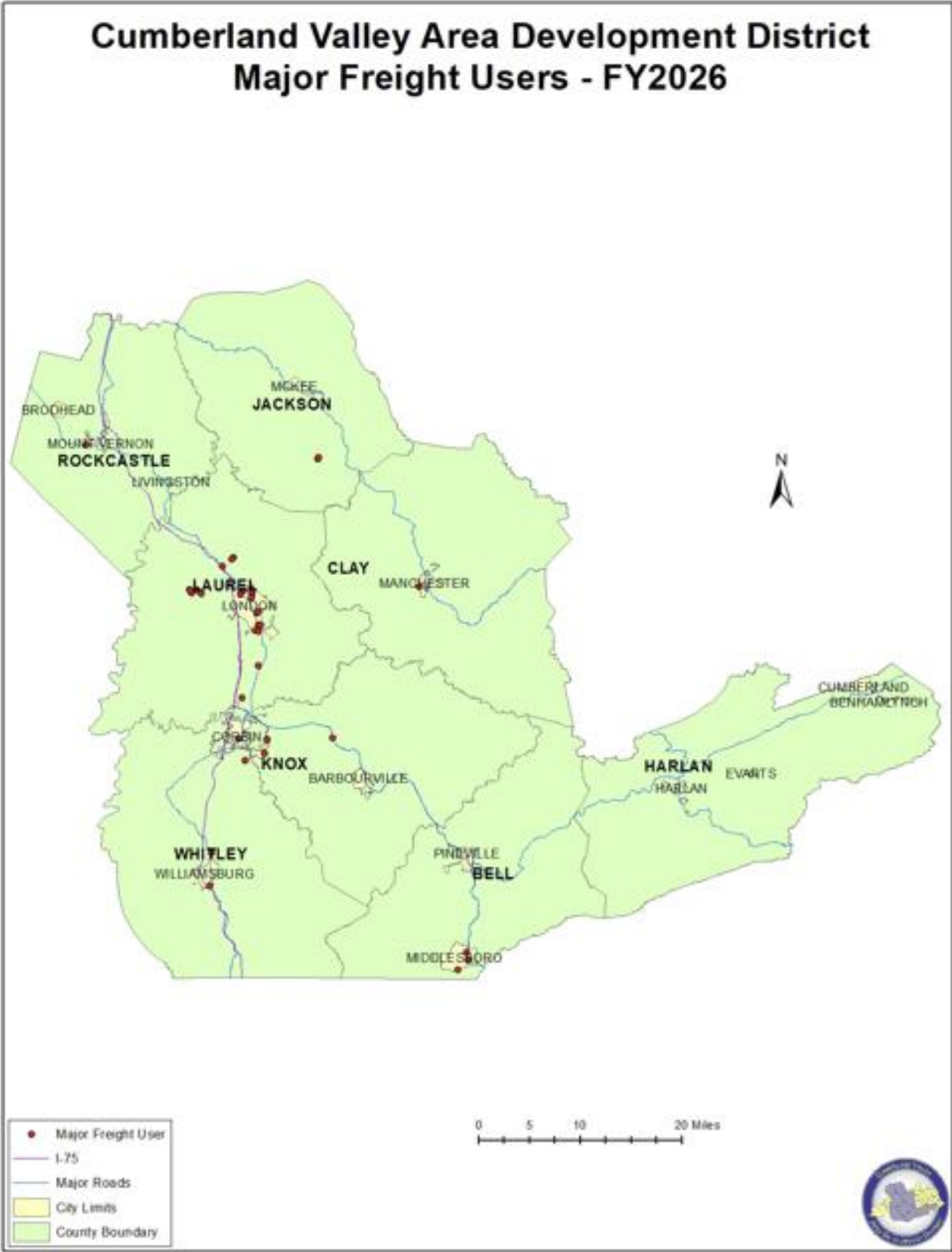
The inventory identifies major manufactures and distribution centers for truck and rail and intermodal facilities. MFUI can have a profound impact on the operations of the surrounding road network.

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

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

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

3.2 Major Freight Users Inventory Location Maps



CHAPTER 4: NHS INTERMODAL CONNECTOR REVIEW

4.1 Introduction

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

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

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

Primary Criteria

Commercial Aviation Airports

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

Ports

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

Truck/Rail

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

Pipelines

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

Amtrak

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

Intercity Bus

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

Public Transit

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

Ferries

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

Secondary Criteria

Any of the following criteria could be used to justify an NHS connection to an intermodal terminal where there is a significant highway interface:

1. Intermodal terminals that handle more than 20 percent of passenger or freight volumes by mode within a State;
2. Intermodal terminals identified either in the Intermodal Management System or the State and metropolitan transportation plans as a major facility;
3. Significant investment in, or expansion of, an intermodal terminal; or
4. Connecting routes targeted by the State, MPO, or others for investment to address an existing, or anticipated, deficiency as a result of increased traffic.

Proximate Connections

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

CVADD Review and Suggestions

The existing base list of FHWA Official NHS IC Listing for Kentucky has been reviewed by the CVADD. Staff utilized knowledge of the area, reviewed the primary and secondary criteria for inclusion to the NHS IC listing and held discussions with the Cumberland Valley ADD Regional Transportation Committee (RTC). The initial review took place in FY24 as part of the KYTC ADD Work Program, the next major review was conducted in FY26. The CVADD does not contain any Intermodal Connectors in our region.

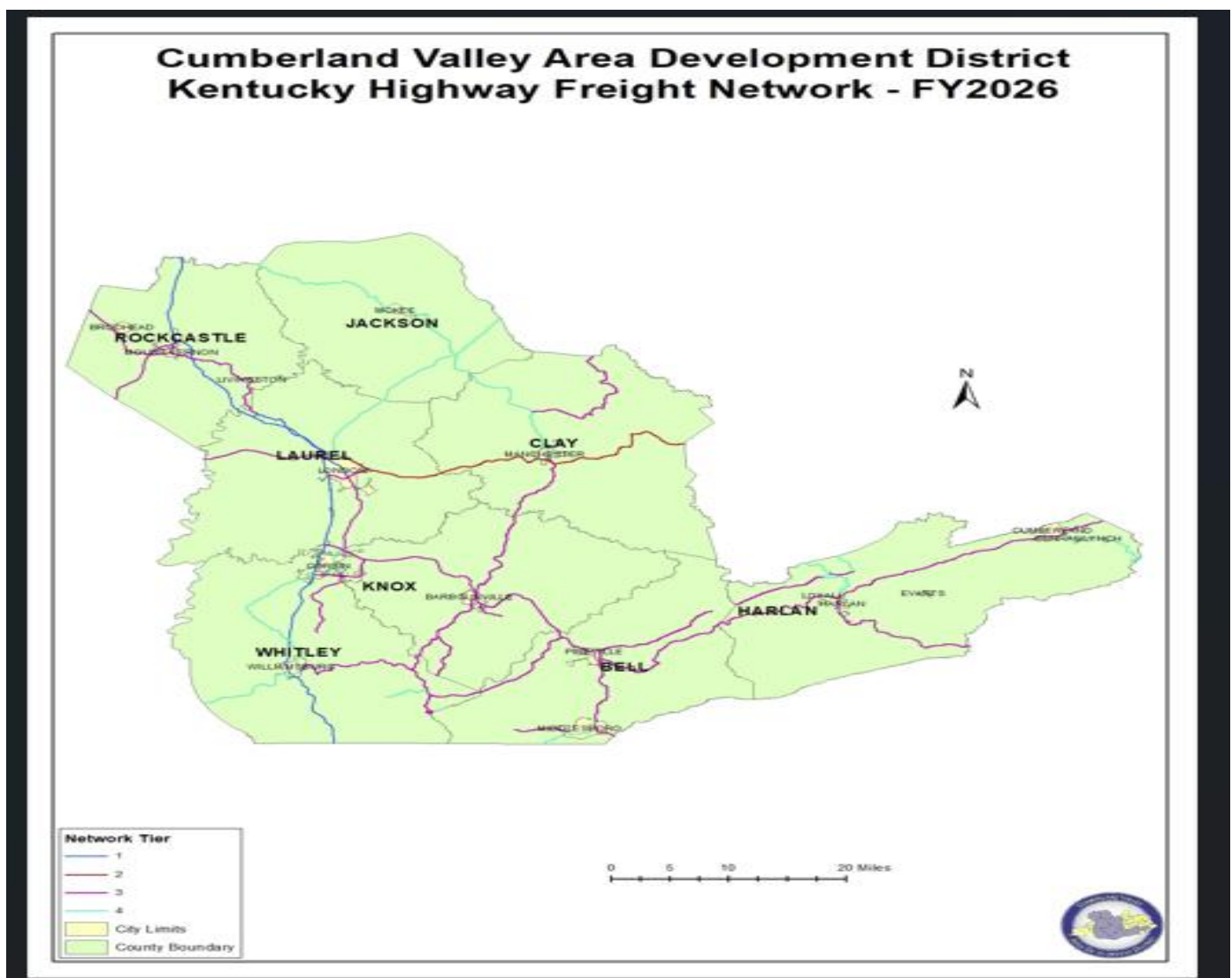
4.3 Kentucky Highway Freight Network (KHFN)

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

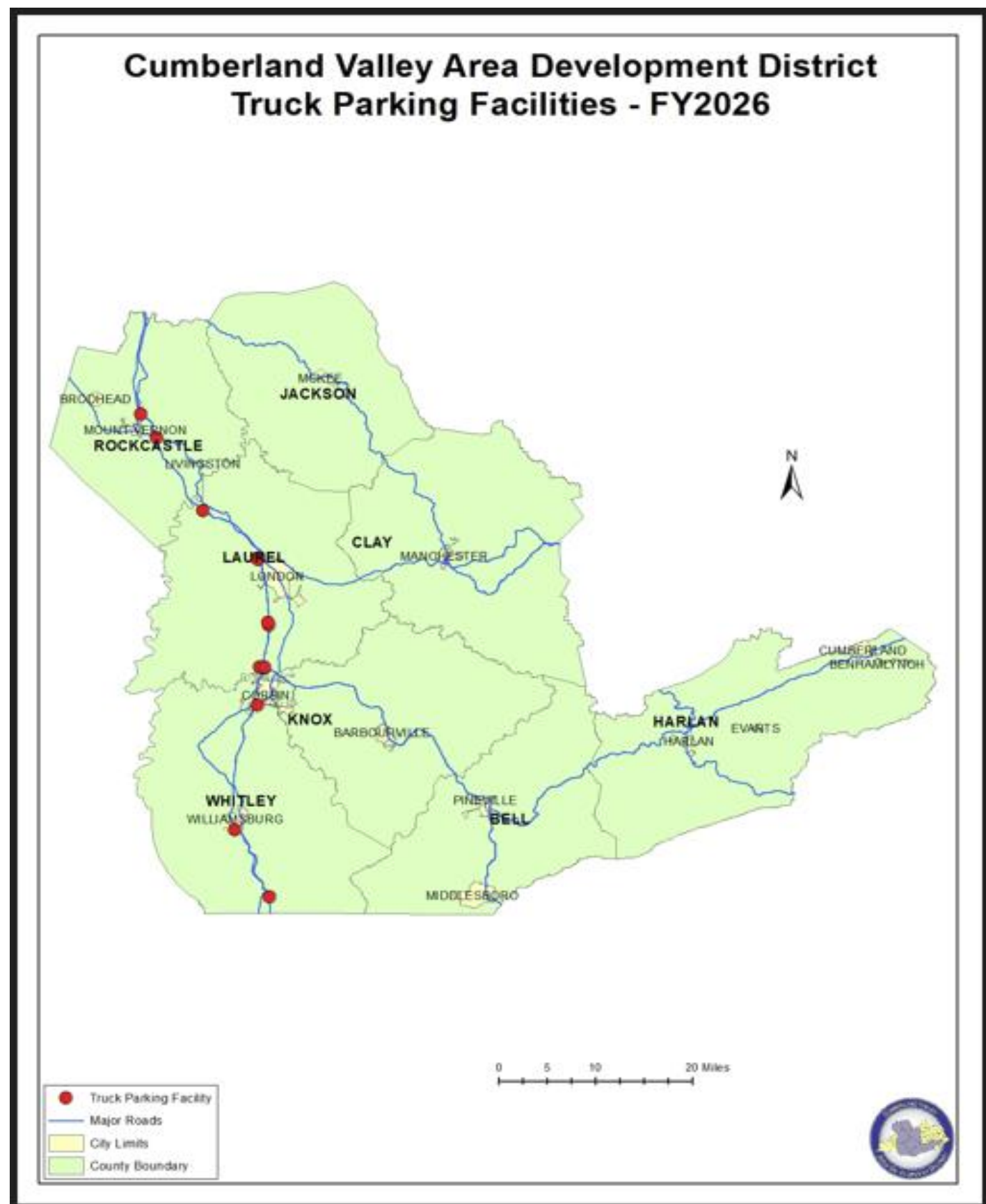
5.1 Introduction

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 statewide bicycle and pedestrian GIS inventory database of all pedestrian and bicycling facilities/assets. These facilities include anything that the bike/ped public uses for non-motorized transportation in the city or community such as sidewalks, bike lanes, bike paths, or separated multi-use paths.

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

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

7.2 Bicycle and Pedestrian Facilities (Completed Locations)

Below is when each city was completed and submitted to KYTC.

** Indicates Bicycle Plan Completed

FY 2014

Livingston

**London

FY 2015

**Manchester

**McKee

FY 2016

Benham

Brodhead

Loyall

Lynch

Pineville

Wallins Creek

FY 2017

Barbourville

**Corbin

Evarts

Harlan

**Middlesboro

**Williamsburg

FY 2024

**Mt. Vernon

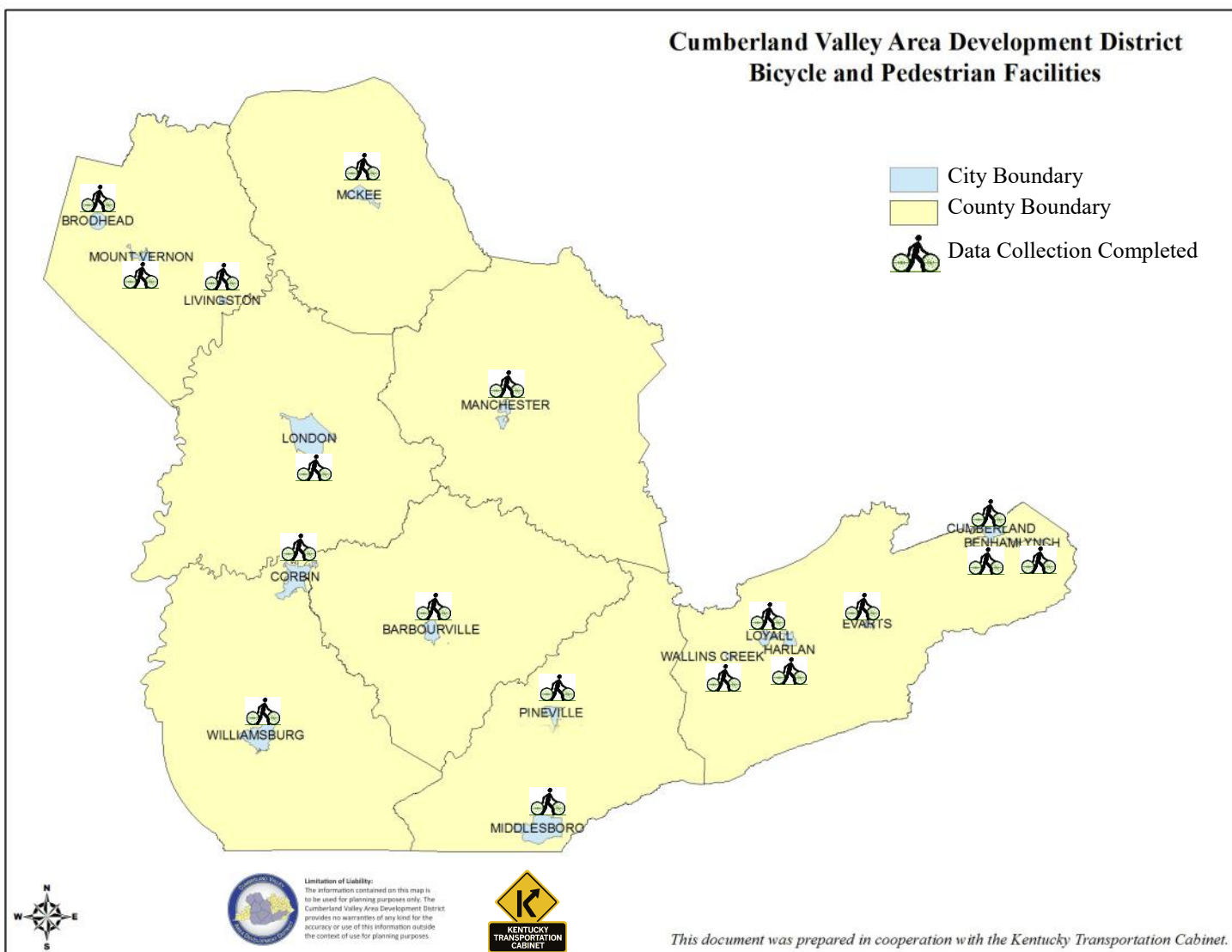
FY 2025

**Middlesboro

**Harlan

**Tri-Cities

Cumberland Valley Area Development District Bicycle and Pedestrian Facilities



CHAPTER 8: PARK AND RIDE LOCATIONS

8.1 Introduction

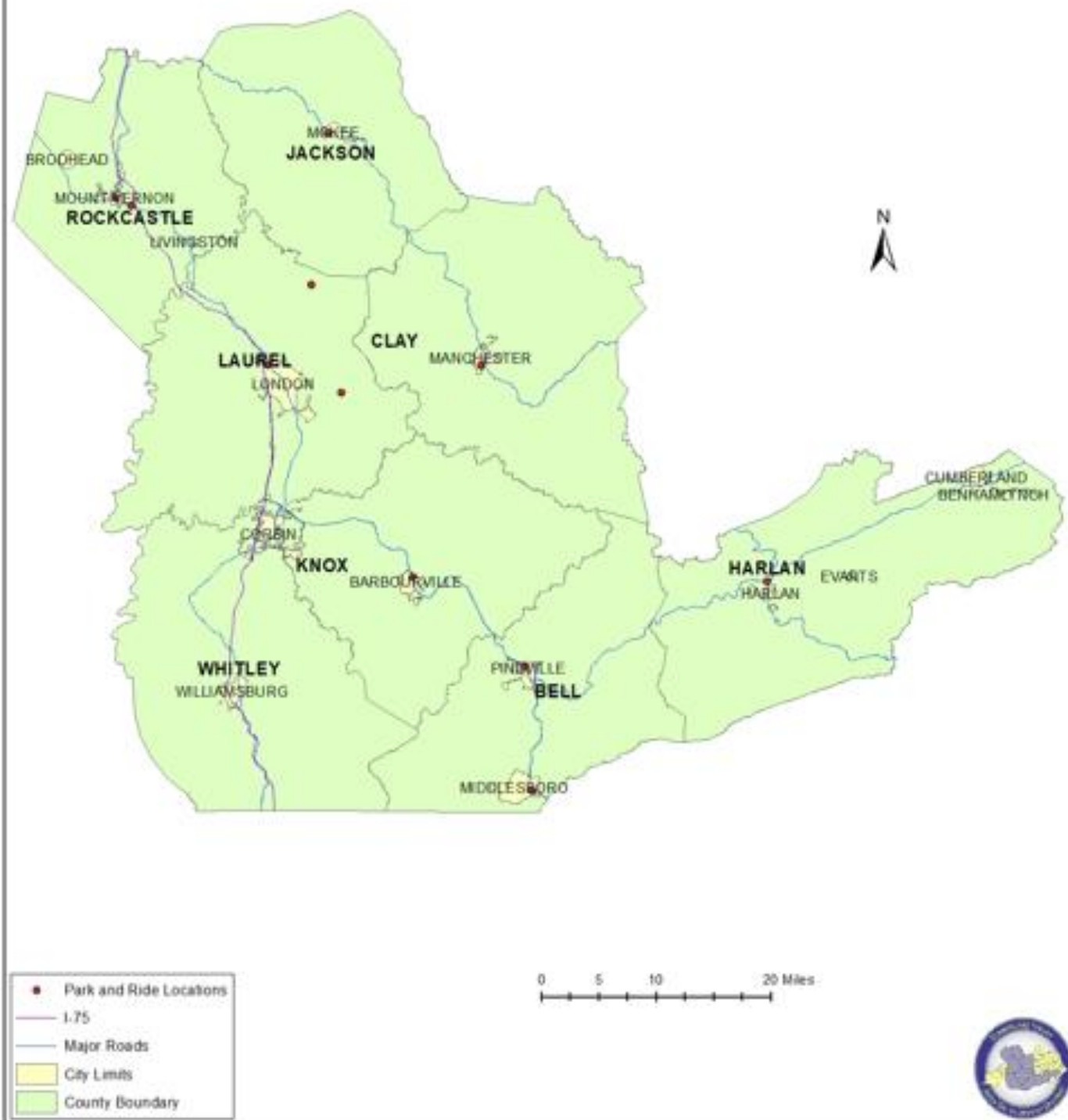
Park and Ride facilities play an important role in improving regional mobility by providing convenient locations where commuters can transfer from personal vehicles to carpools, vanpools, public transit, or other shared transportation services. These facilities help reduce traffic congestion, improve air quality, lower transportation costs, and increase accessibility for residents traveling to employment, educational, healthcare, and commercial centers both within and outside the Cumberland Valley Area Development District (CVADD).

The Cumberland Valley Area Development District serves the eight counties of Bell, Clay, Harlan, Jackson, Knox, Laurel, Rockcastle, and Whitley in southeastern Kentucky. Due to the region's rural character, low population density, and mountainous terrain, formal Park and Ride facilities are limited. Most commuters travel by private automobile, although informal carpool meeting locations exist at retail parking lots, community centers, and highway interchanges throughout the region.

The regional highway network, including Interstate 75, U.S. 25E, U.S. 119, the Hal Rogers Parkway, and numerous state highways, provides opportunities for strategically located Park and Ride facilities that could support regional commuting, workforce transportation, and emergency evacuation when necessary.

Several communities have identified increased commuter travel to employment centers such as Corbin, London, Somerset, Lexington, Knoxville, and Middlesboro as creating opportunities for expanded ridesharing and future transit connections.

Cumberland Valley Area Development District Park and Ride Locations - FY2026



CHAPTER 9: MAJOR TRAFFIC GENERATORS

9.1 Introduction

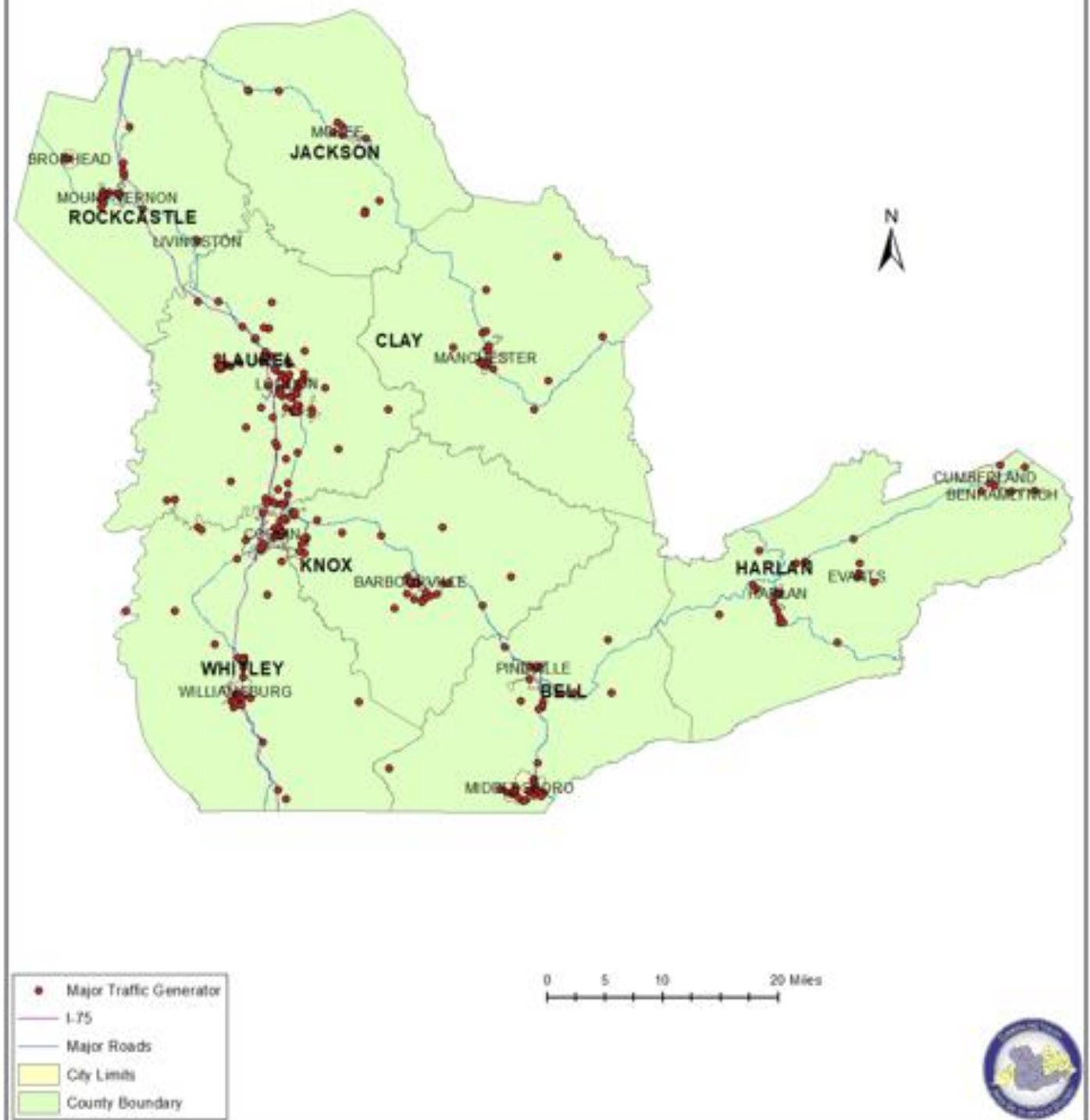
Major traffic generators are land uses, facilities, and activity centers that attract or produce significant volumes of vehicular, pedestrian, bicycle, and transit trips. Identifying these locations enables the CVADD to better understand regional travel patterns, anticipate future transportation demands, and prioritize transportation improvements that enhance mobility, safety, and accessibility.

The CVADD includes the counties of Bell, Clay, Harlan, Jackson, Knox, Laurel, Rockcastle, and Whitley in southeastern Kentucky. Traffic throughout the region is concentrated around employment centers, healthcare facilities, educational institutions, commercial corridors, tourism destinations, and government facilities. While much of the region is rural, several communities experience increased traffic volumes associated with daily commuting, regional commerce, and seasonal tourism.

Major traffic generators within the CVADD region include:

- Regional medical centers, hospitals, outpatient clinics, and healthcare campuses.
- Public school systems, colleges, universities, and vocational training centers.
- Manufacturing facilities and industrial parks that generate employee and freight traffic.
- Retail shopping centers, grocery stores, restaurants, and commercial districts.
- County courthouses, city halls, public safety facilities, and other government offices.
- Interstate 75 interchanges and adjacent commercial developments.
- Tourism and recreation destinations, including state parks, historical attractions, outdoor recreation areas, and cultural venues.
- Distribution centers and warehouse facilities.
- Major residential developments and apartment complexes.
- Community facilities such as senior centers, libraries, and recreational complexes.

Cumberland Valley Area Development District Major Traffic Generators - FY2026



CHAPTER 10: TRANSPORTATION TERMS AND ACRONYMS

10.1 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 poli-

cy and funding.

Federal Transit Administration (FTA)

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

Functional Classification

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

G

Geographic Information System (GIS)

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

H

Highway District Office (HDO)

Kentucky has twelve district highway offices located throughout the state.

Highway Information System (HIS)

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

I

Intermodal

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

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

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

International Roughness Index (IRI)

International Roughness Index is a measure of pavement roughness.

K

Kentucky Transportation Cabinet (KYTC)

KYTC is the state agency responsible for transportation funding, planning and programs at the statewide level.

L

Level of Service (LOS)

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

Local Roads

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

ing.

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 indi-

cates traffic volumes are approaching congested conditions. This is also referred to V/C or Volume to Capacity ratio.



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