Lake Cumberland
Area Development District

Regional Transportation Asset Inventory
FY 2025

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THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET

TABLE OF CONTENTS

1.1 History of Program

Kentucky has maintained a statewide transportation planning process since the 1970s through the 15 Area Development Districts (ADDs). In 1995 Kentucky expanded and formalized a public involvement process for the statewide transportation planning process in response to the directives of the Intermodal Transportation Efficiency Act of 1991 (ISTEA). ISTEA and its successor, The Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998, set the policy directions for more comprehensive public participation in federal and state transportation decision-making. The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. SAFETEA-LU addressed challenges such as improving safety and reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012. MAP-21 built on and refined many of the highway, transit, bike, and pedestrian programs and policies established in the previous bills. Most recently the Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs and continues efforts to streamline project delivery. It also provides, for the first time, a dedicated source of federal dollars for freight projects. Federal legislation is a major part of the framework that guides the rural transportation planning process. 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/BIL authorized funding over fiscal years 2022 through 2026 in new Federal investment in surface transportation and other infrastructure projects. The IIJA builds on previous legislative initiatives including: Fixing America's Surface Transportation Act (FAST Act), the Moving Ahead for Progress in the 21st Century (MAP 21) Act; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); the Transportation Equity Act for the 21st Century (TEA21); and, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). These historical transportation bills create the framework for local transportation planning. There are critical components of each piece of legislation that require input at the early stages of the planning process from local government, communities, interest groups, regional governments and citizens. Among the most essential provisions are the following:

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

- Emphasis on involving and considering the concerns of Tribal governments in planning
- State development of statewide transportation plans and programs

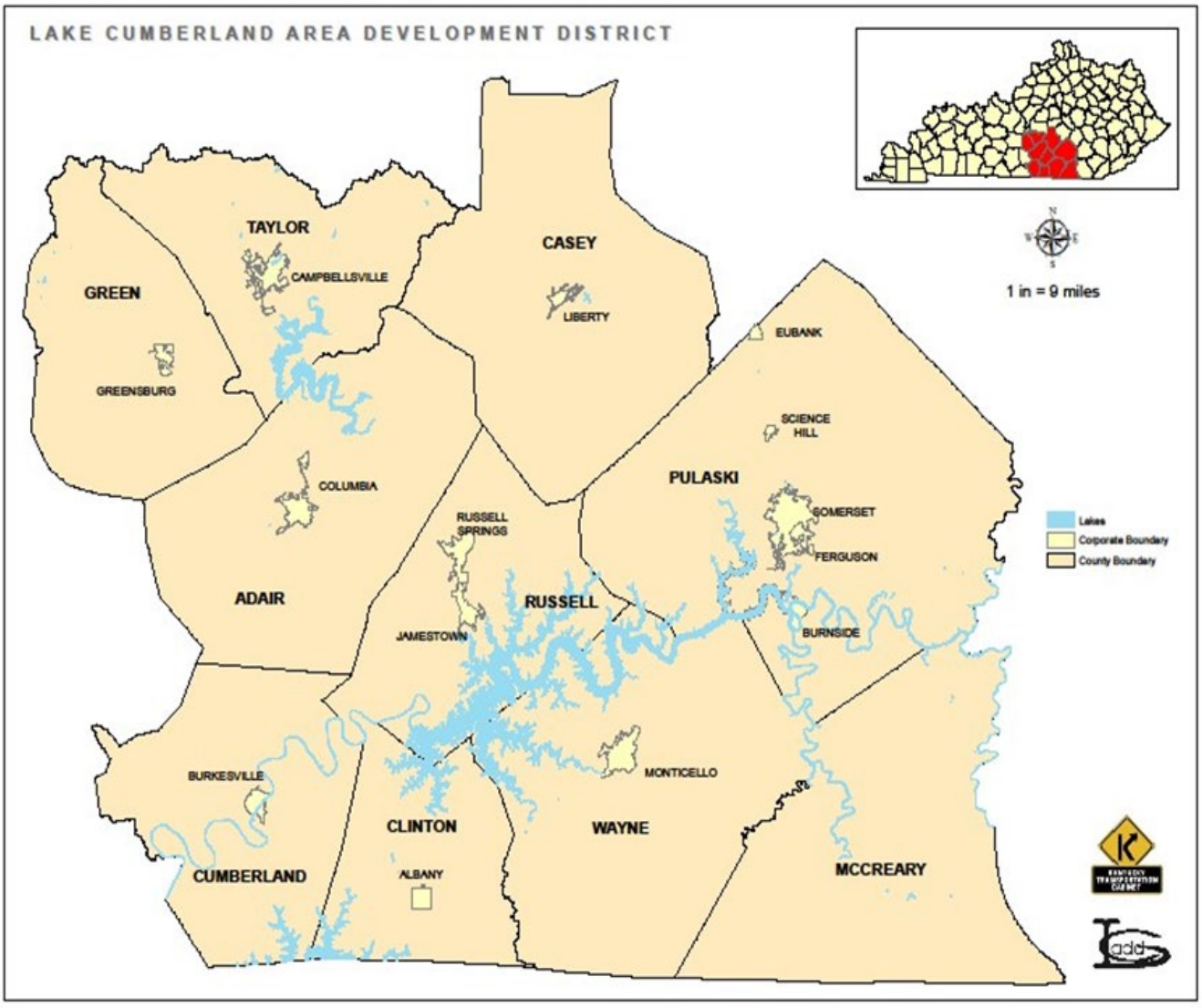
The Kentucky Transportation Cabinet's (KYTC) statewide transportation planning process is accomplished through a cooperative program with the KYTC Central Planning Office, the 12 Highway District Offices (HDOs), 15 ADDs, and 9 Metropolitan Planning Organizations (MPO). The ADDs and MPOs are responsible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

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

The ADD primarily conducts activities in support of transportation planning for the rural areas of the Commonwealth and our MPO partners are responsible for activities in the nine urbanized areas. The ADDs are concerned with all modes of transportation including: air, water, rail, highway, transit, pedestrian and bicycle. The jurisdiction of the regional program is not necessarily limited within the boundaries of the ADD making it necessary to include coordination between the MPO and our partners in the HDO.

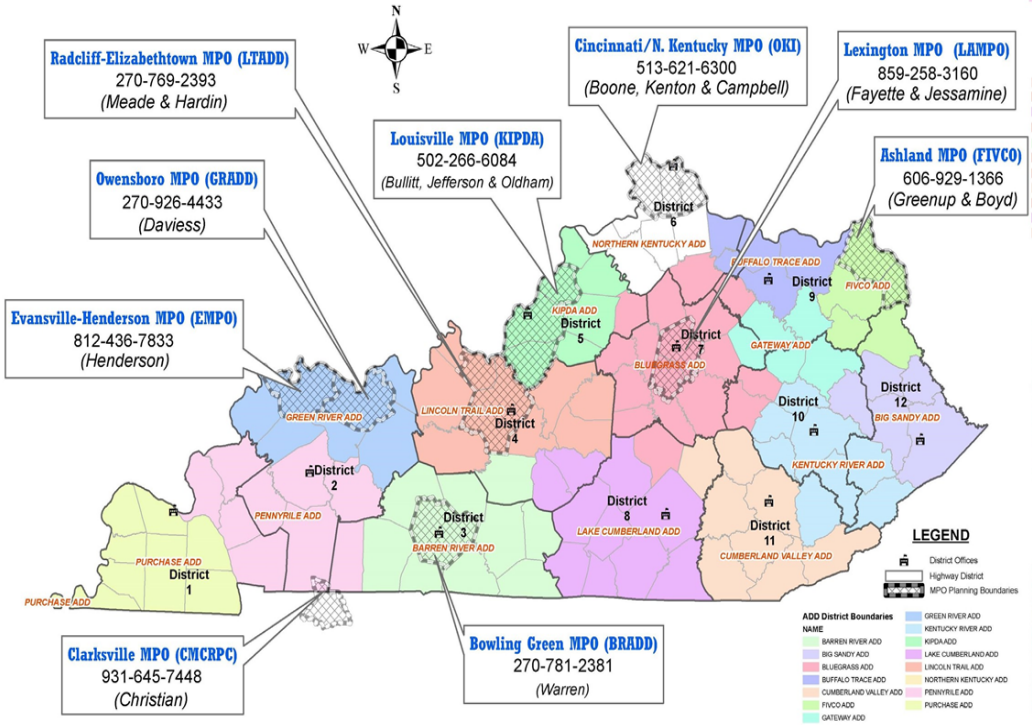
The Lake Cumberland Area Development District (LCADD) is composed of the ten counties surrounding Lake Cumberland in south central Kentucky.

1.2 Map of ADD, MPO, HDO Boundaries



ADDs, MPOs and KYTC Highway Districts

BARREN RIVER 270-781-2381	BUFFALO TRACE 606-564-6894	GATEWAY 606-780-0090	KENTUCKY RIVER 606-436-3158	NORTHERN KENTUCKY 859-283-1885
BIG SANDY 606-886-2374	CUMBERLAND VALLEY 606-864-7391	GREEN RIVER 270-926-4433	LAKE CUMBERLAND 270-866-4200	PENNYRILE 270-886-9484
BLUEGRASS 859-269-8021	FIVCO 606-929-1366	KIPDA 502-266-6084	LINCOLN TRAIL 270-769-2393	PURCHASE 270-247-7171



District #1
Paducah
270-898-2431
- Ballard
- Calloway
- Carlisle
- Crittenden
- Fulton
- Graves
- Hickman
- Livingston
- Lyon
- McCracken
- Marshall
- Trigg

District #2
Madisonville
270-824-7080
- Caldwell
- Christian
- Daviess
- Hancock
- Henderson
- Hopkins
- McLean
- Muhlenberg
- Ohio
- Union
- Webster

District #3
Bowling Green
270-746-7898
- Allen
- Barren
- Butler
- Edmonson
- Logan
- Metcalfe
- Monroe
- Simpson
- Todd
- Warren

District #4
Elizabethtown
270-766-5069
- Breckinridge
- Grayson
- Green
- Hardin
- Hart
- Larue
- Marion
- Meade
- Nelson
- Taylor
- Washington

District #5
Louisville
502-367-6411
- Bullitt
- Franklin
- Henry
- Jefferson
- Oldham
- Shelby
- Spencer
- Trimble

District #6
Covington
859-341-2700
- Boone
- Bracken
- Campbell
- Carroll
- Gallatin
- Grant
- Harrison
- Kenton
- Owen
- Pendleton
- Robertson

District #7
Lexington
859-246-2355
- Anderson
- Bourbon
- Boyle
- Clark
- Fayette
- Garrard
- Jessamine
- Madison
- Montgomery
- Scott
- Woodford

District #8
Somerset
606-677-4017
- Adair
- Casey
- Clinton
- Cumberland
- Lincoln
- McCreary
- Pulaski
- Rockcastle
- Russell
- Wayne

District #9
Flemingsburg
606-845-2551
- Bath
- Boyd
- Carter
- Elliott
- Fleming
- Greenup
- Lewis
- Mason
- Nicholas
- Rowan

District #10
Jackson
606-666-8841
- Breathitt
- Estill
- Lee
- Magoffin
- Menifee
- Morgan
- Owsley
- Perry
- Powell
- Wolfe

District #11
Manchester
606-598-2145
- Bell
- Clay
- Harlan
- Jackson
- Knox
- Laurel
- Leslie
- Whitley

District #12
Pikeville
606-433-7791
- Floyd
- Johnson
- Knott
- Lawrence
- Letcher
- Martin
- Pike

1.3 Purpose of the Regional Transportation Asset Inventory

The major activity conducted by the LCADD 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 LCADD to support the KYTC. Included in the scope of work is a specific set of resource documents identified for the Regional Transportation Asset Inventory (RTAI). The RTAI 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 RTAI is the "umbrella" that houses data collection components relevant to regional transportation. The RTAI 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 RTAI can be used as a means of generating better input from local officials and citizens concerning transportation issues and projects.

The LCADD is responsible mainly for the analysis of data, identification and evaluation of needs in their region, and the subsequent evaluation and SHIFT prioritization/ranking of projects in the CHAF for possible inclusion in the KYTC Six-Year Highway Plan. The LCADD'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 LCADD in evaluating and prioritizing needs concerned with all modes of transportation.

Through cooperation with the LCADD, 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 LCADD's efforts to assess the mobility and accessibility for the region. This identification process is considered an on-going activity with the LCADD RTC and District 4 HDO and District 8 HDO following the continuous evaluation of the local and regional transportation systems.

CHAPTER 2: DEVELOPMENT, REVIEW AND RANKING OF CHAF PROJECTS

2.1 Introduction

The statewide transportation planning process is accomplished through a cooperative program with the Cabinet's twelve (12) Highway District Offices (HDOs), fifteen (15) Area Development Districts (ADDs), and nine (9) Metropolitan Planning Organizations (MPOs), Regional Transportation Committees, local officials, and public involvement committees. This process identifies transportation needs, based on data and public input, documents available data on each project, sets priorities for input to the Statewide Transportation Plan, Statewide Transportation Improvement Program and the Highway Plan. This statewide transportation planning identification, prioritization and ranking process complies with federal reauthorization and legislation requirements to inform, solicit input from and consult with transportation users, publicly elected officials, and representatives from all transportation modes and the underserved populations.

Development, Evaluation & Maintenance

The CHAF (Continuous Highway Analysis Framework) 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.

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

2.2 State Highway Plan – SHIFT (Strategic Highway Investment Formula for Tomorrow)

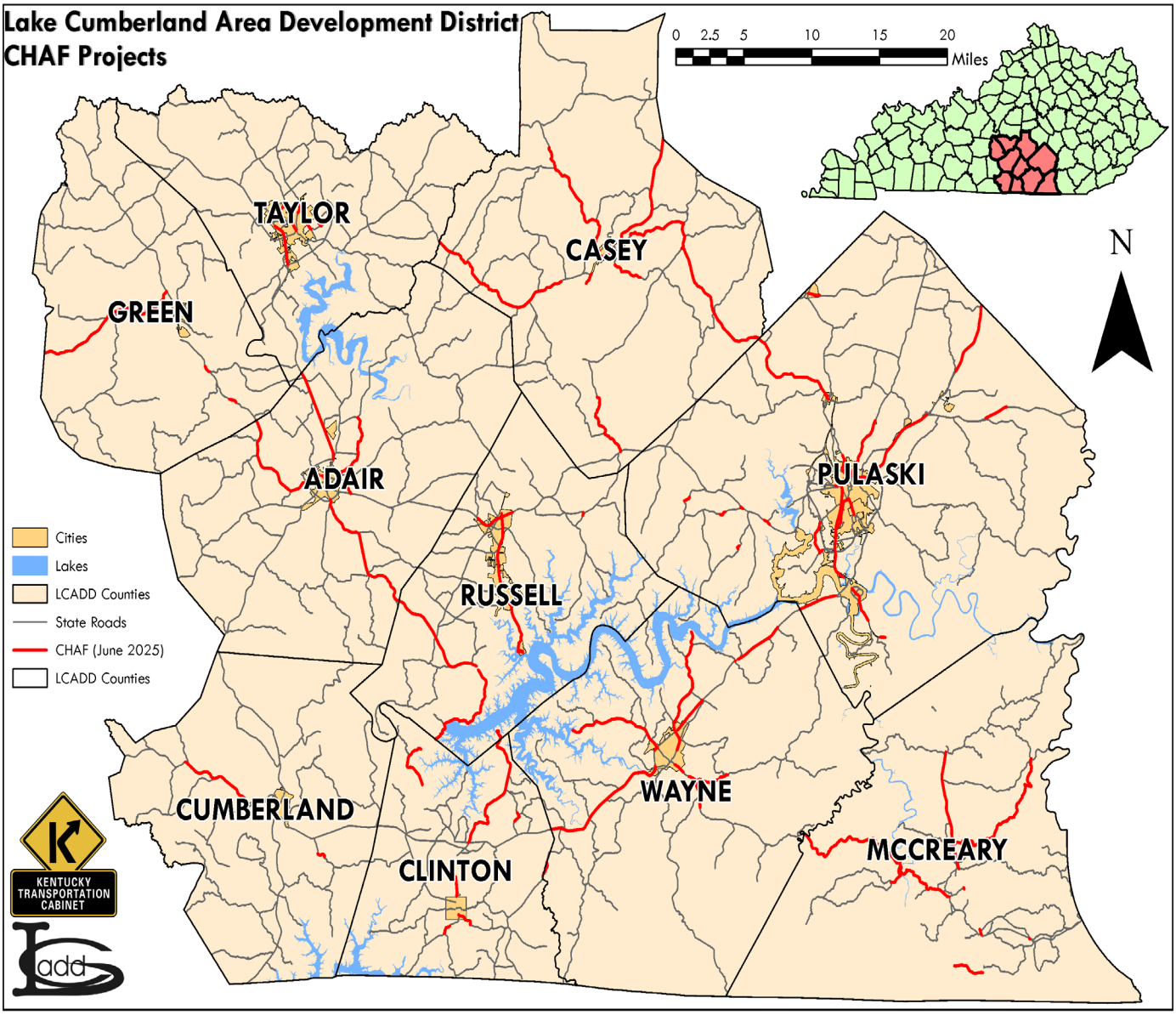
In FY 2017 the KYTC introduced a new concept for prioritization of projects being considered for implementation into the proposed highway plan. A model was developed to create a more data-driven, objective and collaborative approach to selecting high priority projects. This model is called the Strategic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

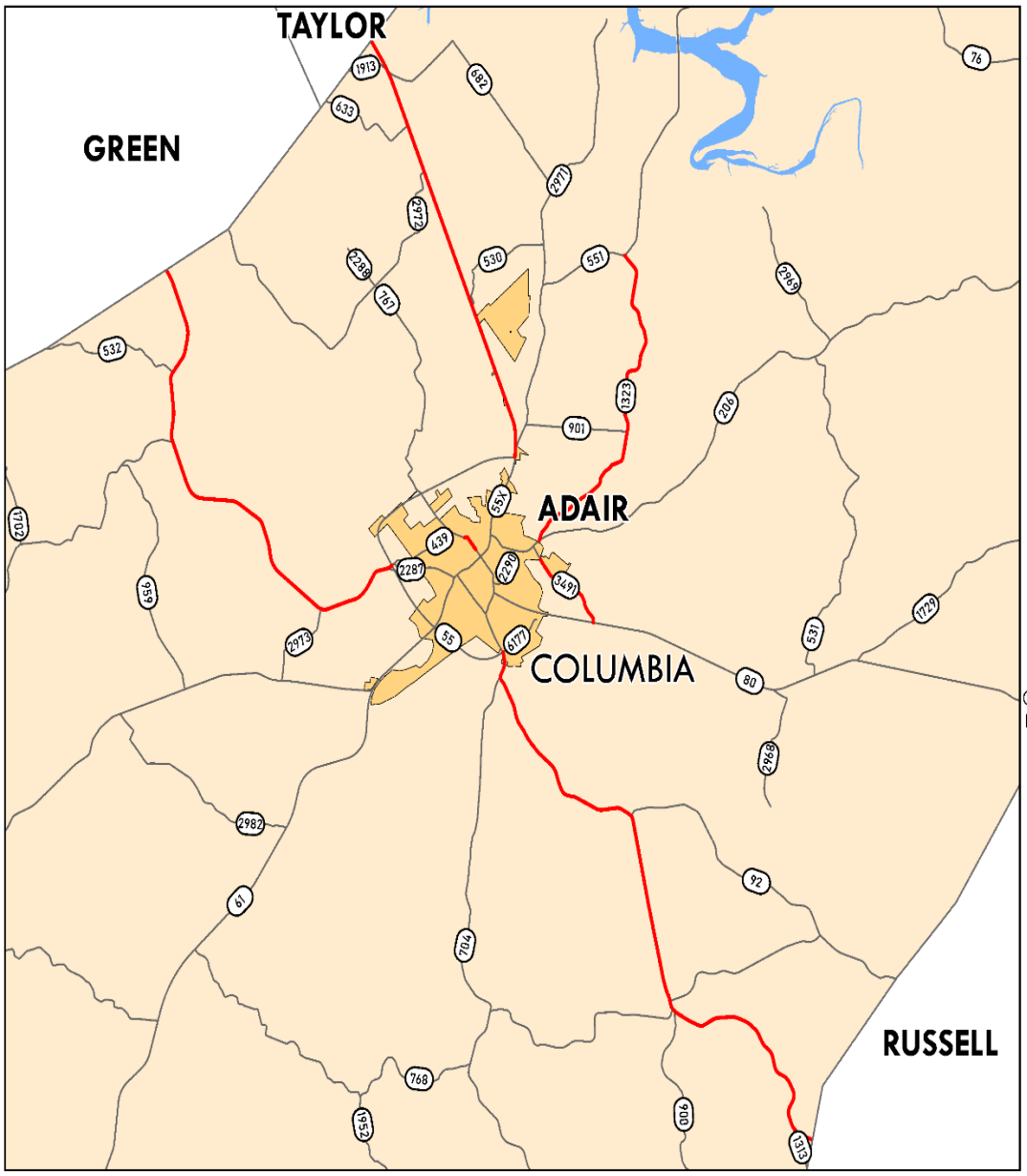
KYTC starts with a list of projects previously identified by state and local transportation leaders (Area Development Districts, Metropolitan Planning Organizations, and KYTC Highway Districts). These leaders may add or subtract projects at this stage. To move forward, projects must be “sponsored” by 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.

2.3 Maps of CHAF Project Locations

The following maps show the location of the needs identified on the LCADD active list by county:


Lake Cumberland Area Development District
CHAF Projects
0 2.5 5 10 15 20
Miles
N
TAYLOR
CASEY
GREEN
ADAIR
PULASKI
RUSSELL
WAYNE
CUMBERLAND
CLINTON
MCCREARY
Cities
Lakes
LCADD Counties
State Roads
CHAF (June 2025)
LCADD Counties
KENTUCKY TRANSPORTATION CABINET
lcadd



Adair County Proposed Highway Projects

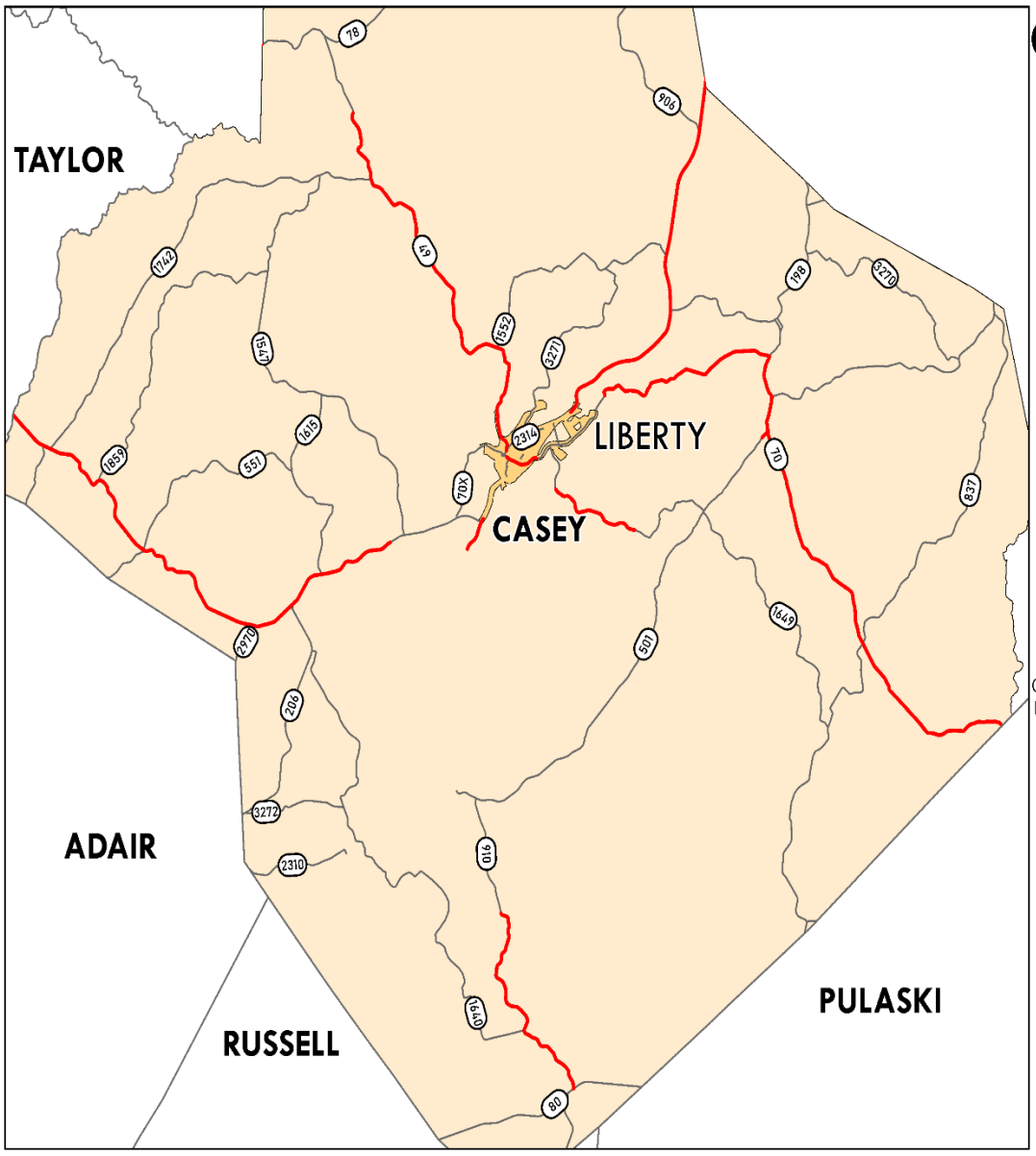
- CHAF (June 2025)
- State Roads
- Cities
- Lakes
- LCADD Counties

N

0 0.5 1 2 3 4 Miles

KENTUCKY TRANSPORTATION CABINET

LCADD



Casey County Proposed Highway Projects

CHAF (June 2025)
State Roads
Cities
Lakes
LCADD Counties

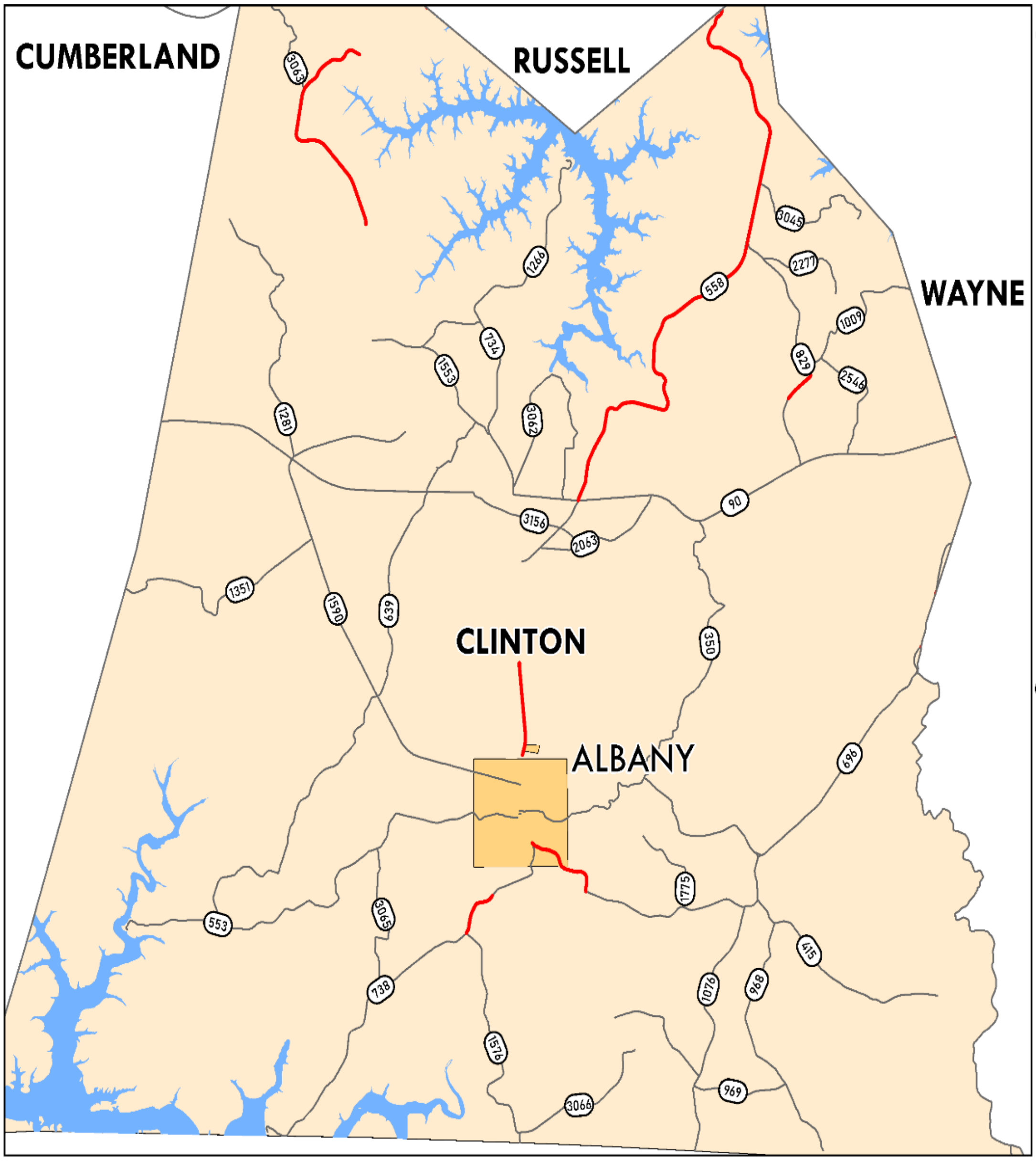
N

0 0.75 1.5 3 4.5 6
Miles

KENTUCKY TRANSPORTATION CABINET

LCADD

Clinton County Proposed Highway Projects



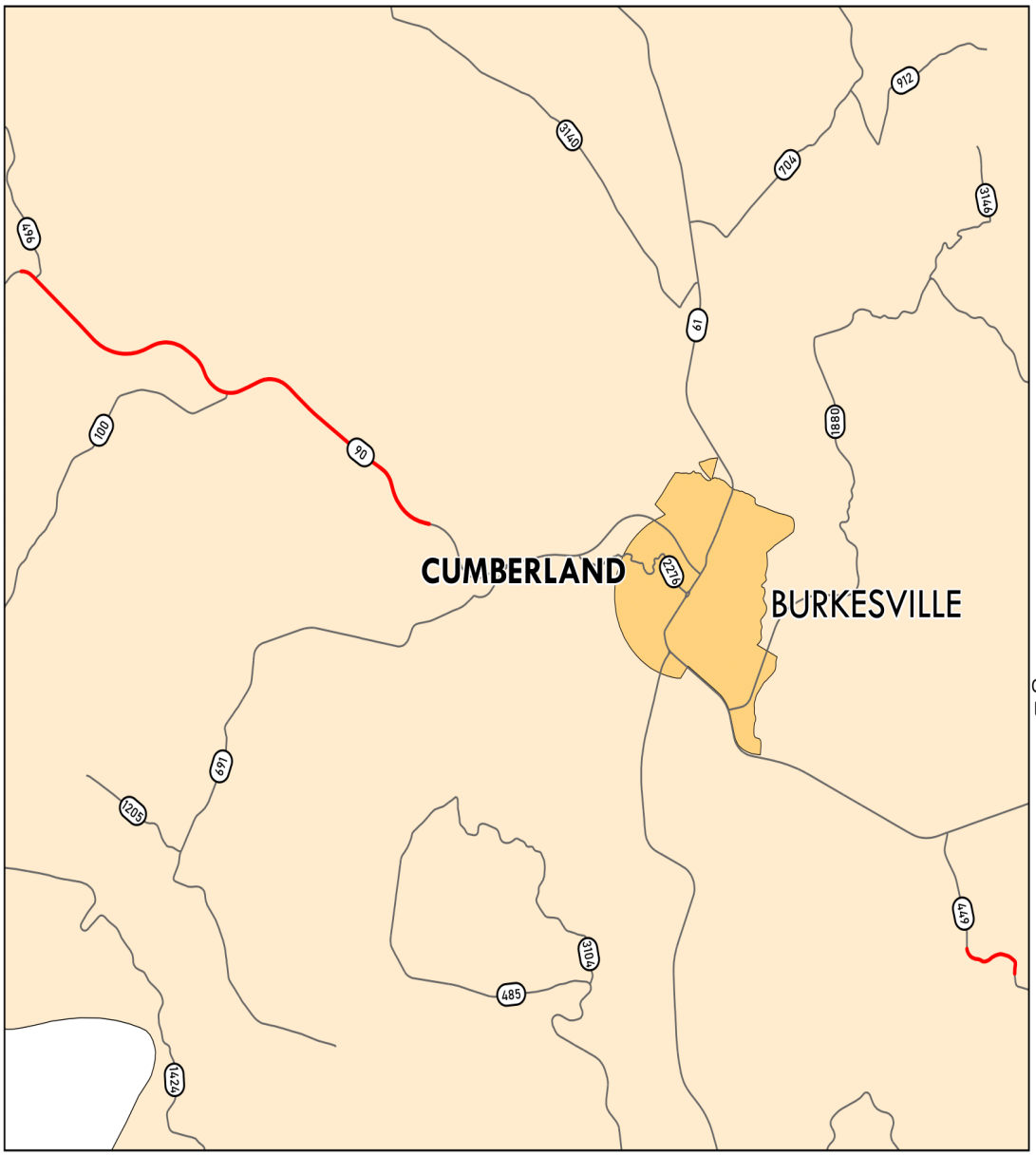
CHAF (June 2025)
State Roads
Cities
Lakes
LCADD Counties

N

0 0.5 1 2 3 4 Miles

KENTUCKY TRANSPORTATION CABINET

Ladd



Cumberland County Proposed Highway Projects

CHAF (June 2025)
State Roads
Cities
Lakes
LCADD Counties

N

0 0.330.65 1.3 1.95 2.6
Miles

KENTUCKY TRANSPORTATION CABINET

LCADD

Green County Proposed Highway Projects

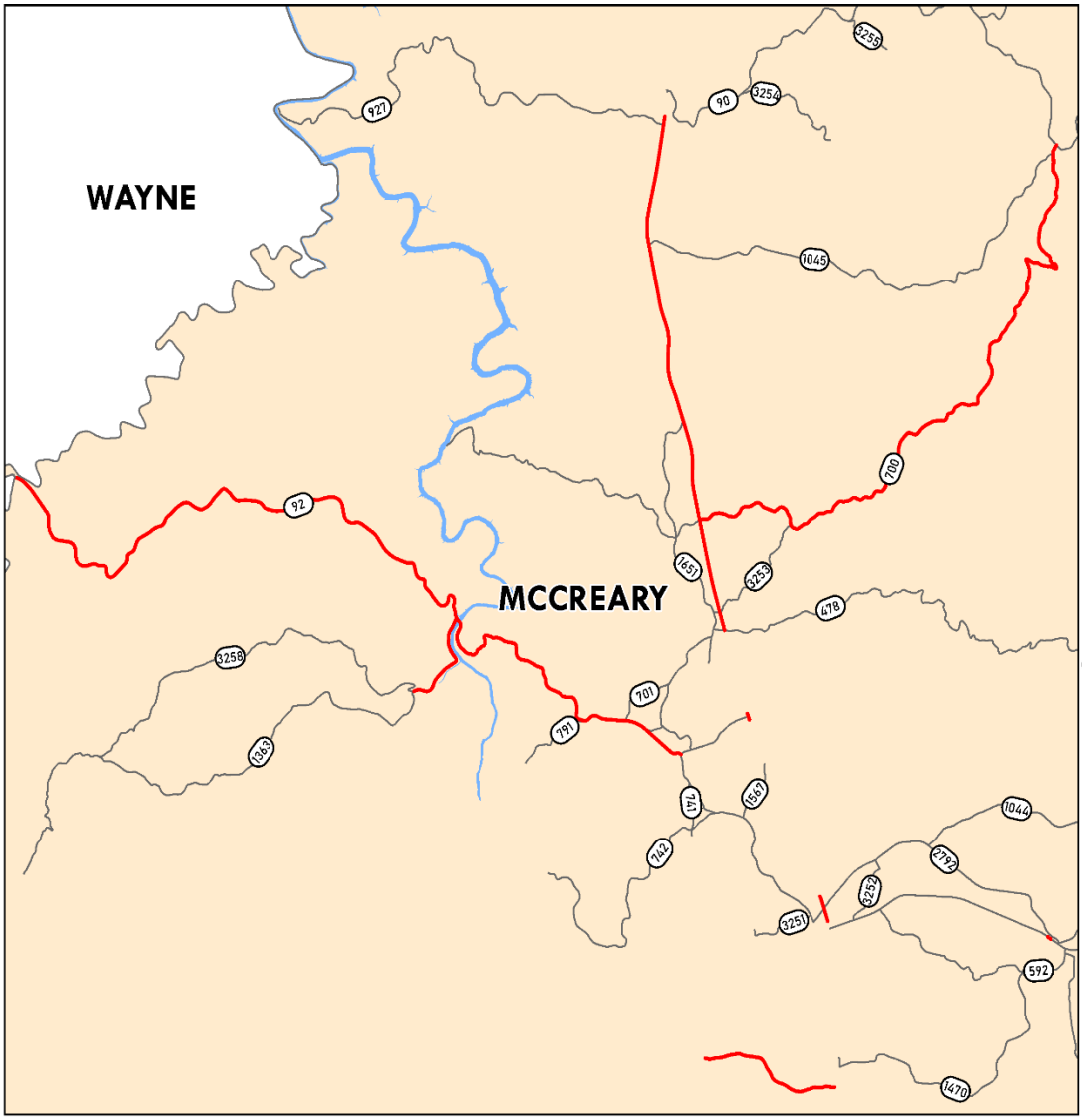
CHAF (June 2025)
State Roads
Cities
Lakes
LCADD Counties

N

0 0.45 0.9 1.8 2.7 3.6
Miles

KENTUCKY TRANSPORTATION CABINET

LCADD



McCreary County Proposed Highway Projects

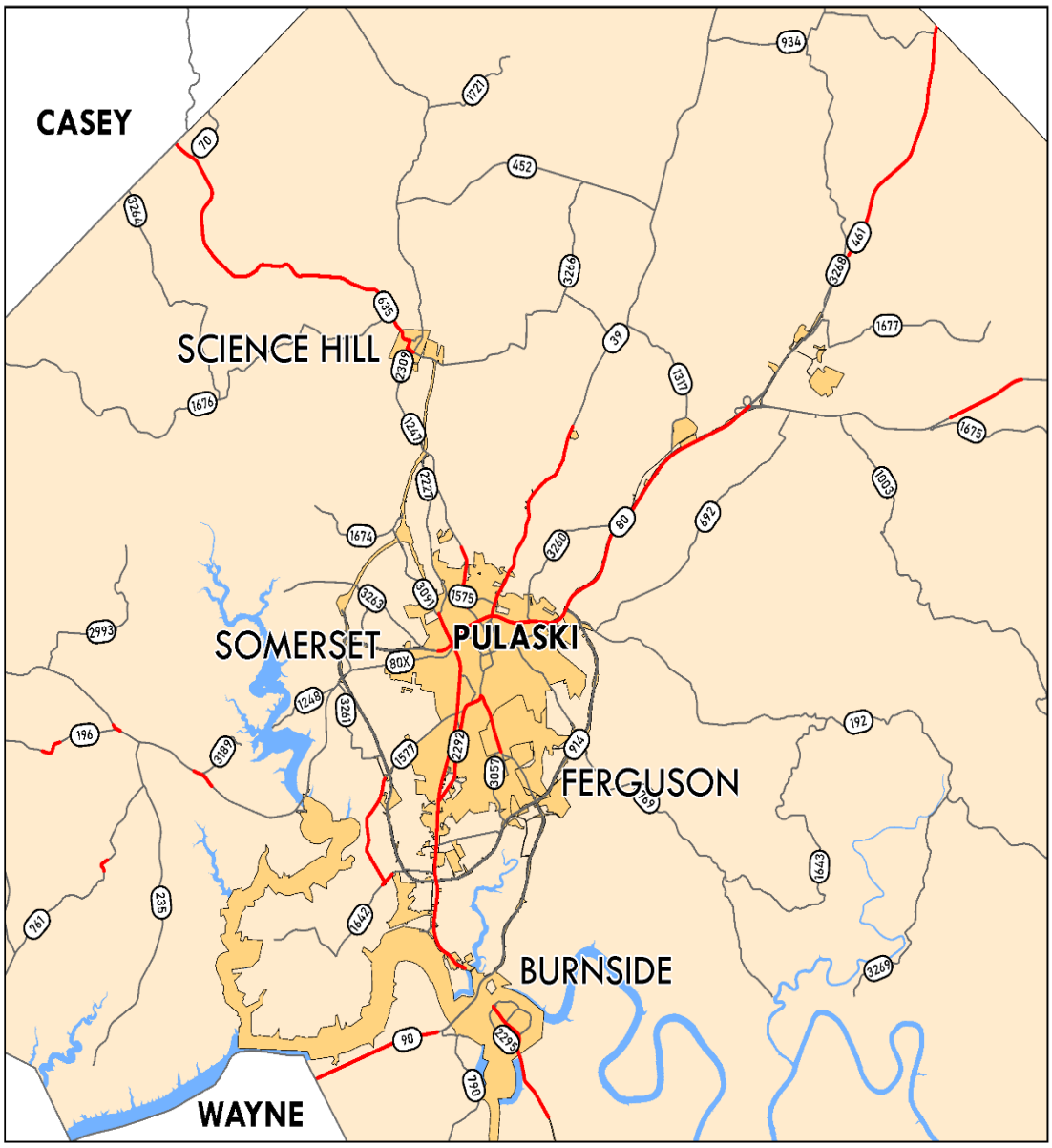
- CHAF (June 2025)
- State Roads
- Cities
- Lakes
- LCADD Counties

N

0 0.5 1 2 3 4 Miles

KENTUCKY TRANSPORTATION CABINET

LCADD



Pulaski County Proposed Highway Projects

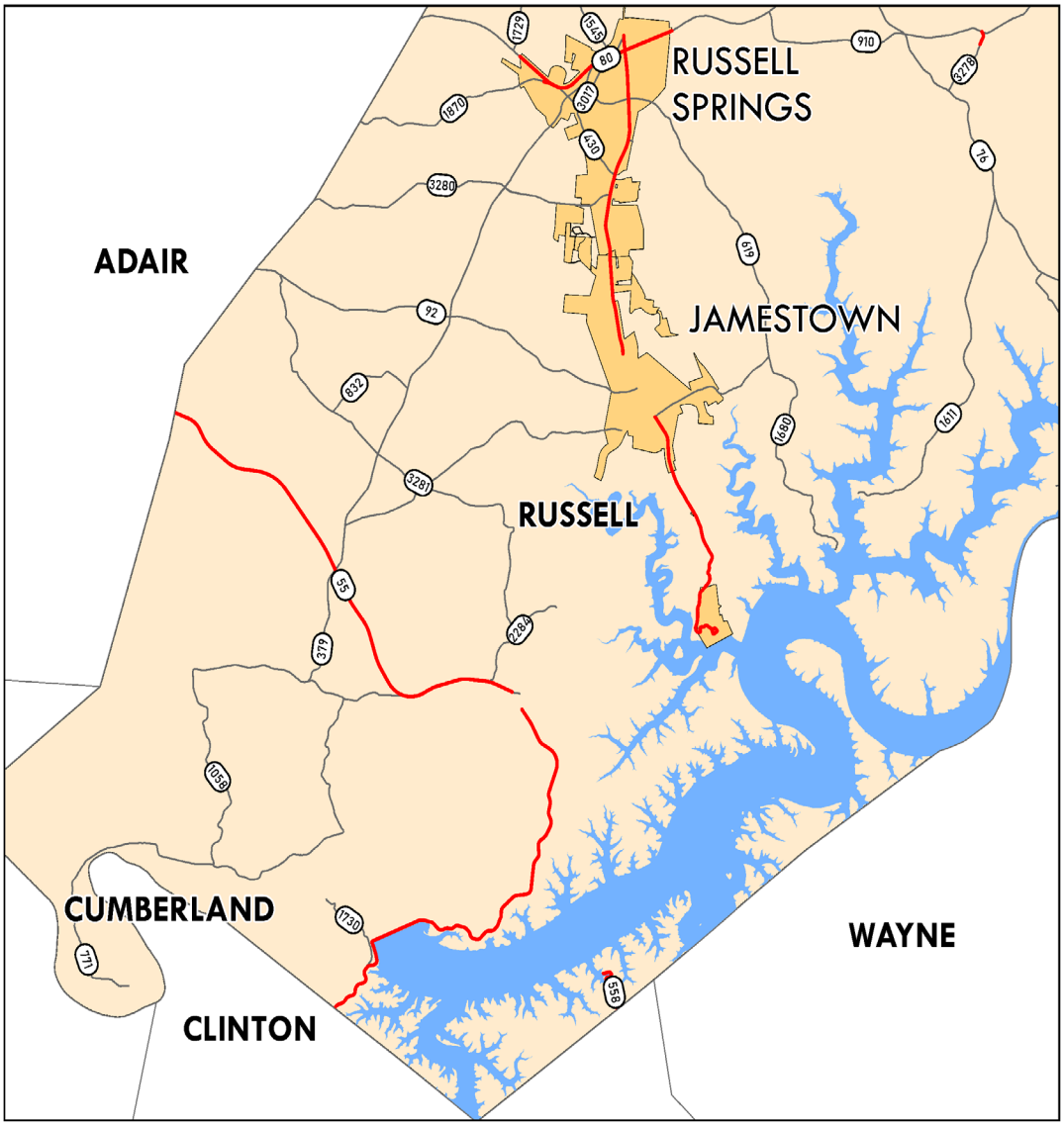
- CHAF (June 2025)
- State Roads
- Cities
- Lakes
- LCADD Counties

N

0 0.5 1 2 3 4 Miles

KENTUCKY TRANSPORTATION CABINET

LCADD



Russell County Proposed Highway Projects

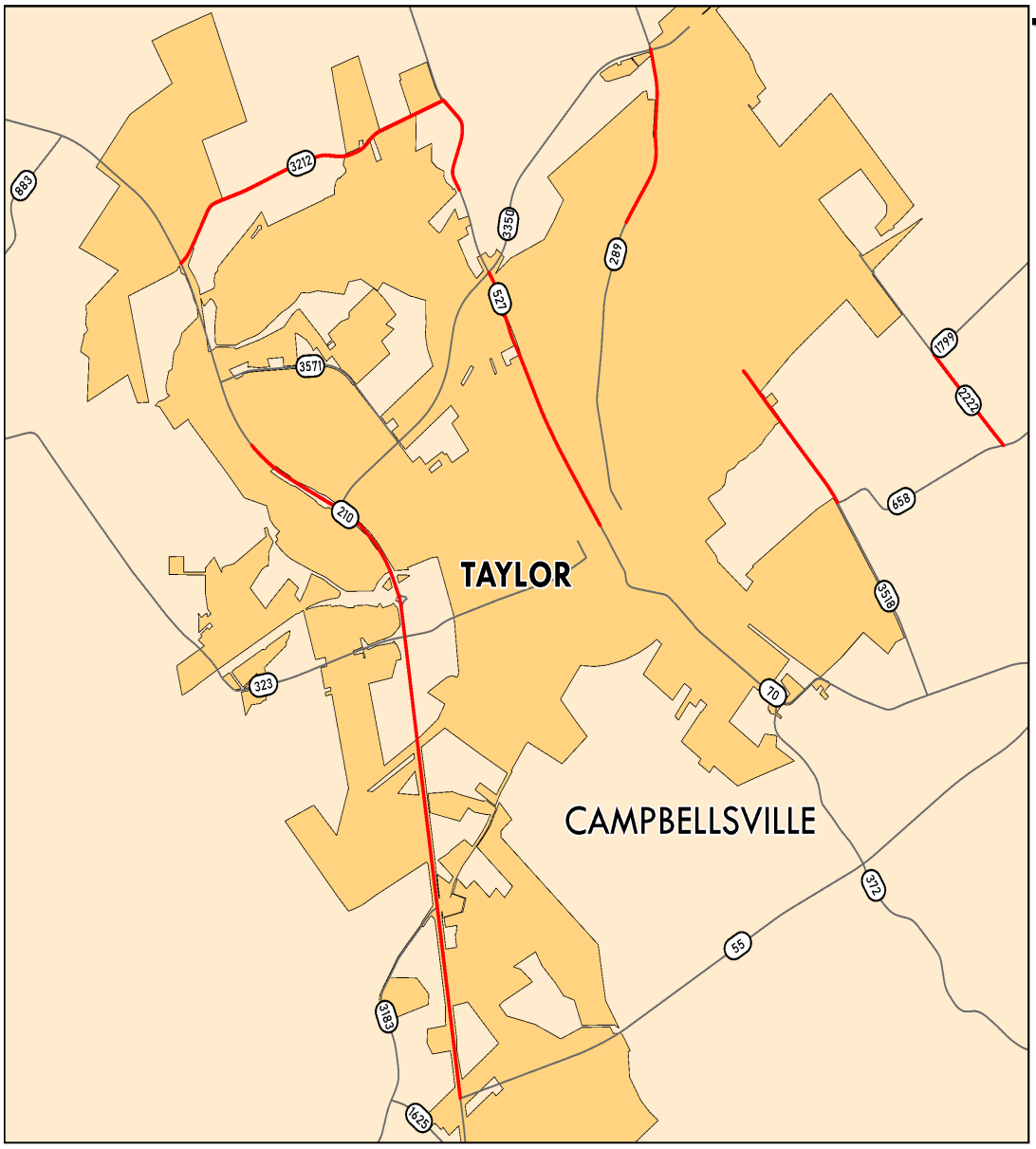
- CHAF (June 2025)
- State Roads
- Cities
- Lakes
- LCADD Counties

N

0 0.5 1 2 3 4 Miles

KENTUCKY TRANSPORTATION CABINET

LCADD



Taylor County Proposed Highway Projects

CHAF (June 2025)
State Roads
Cities
Lakes
LCADD Counties

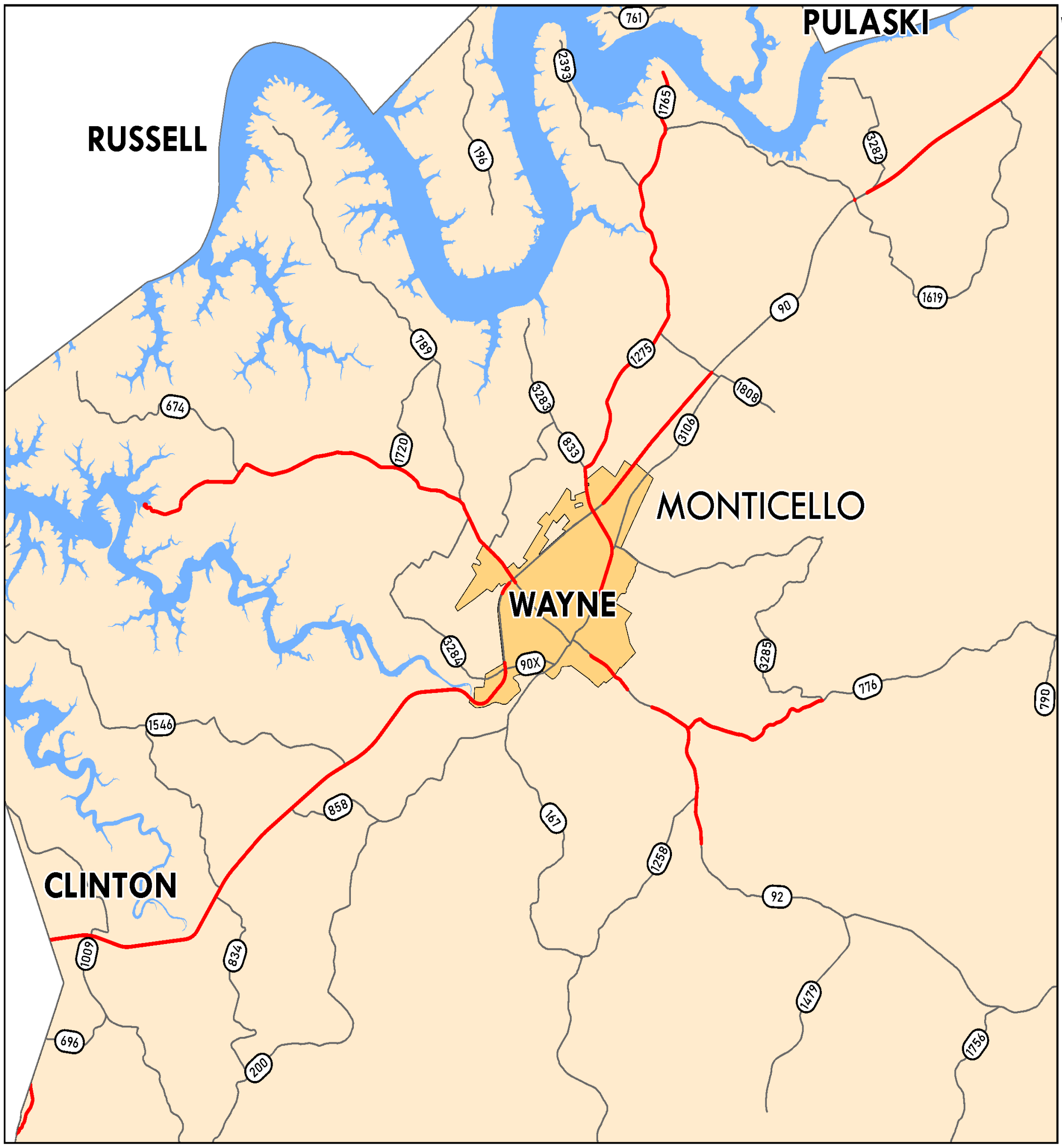
N

0 0.10.2 0.4 0.6 0.8 Miles

KENTUCKY TRANSPORTATION CABINET

LCADD

Wayne County Proposed Highway Projects



CHAF (June 2025)
State Roads
Cities
Lakes
LCADD Counties

N

0 0.5 1 2 3 4 Miles

KENTUCKY TRANSPORTATION CABINET

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.

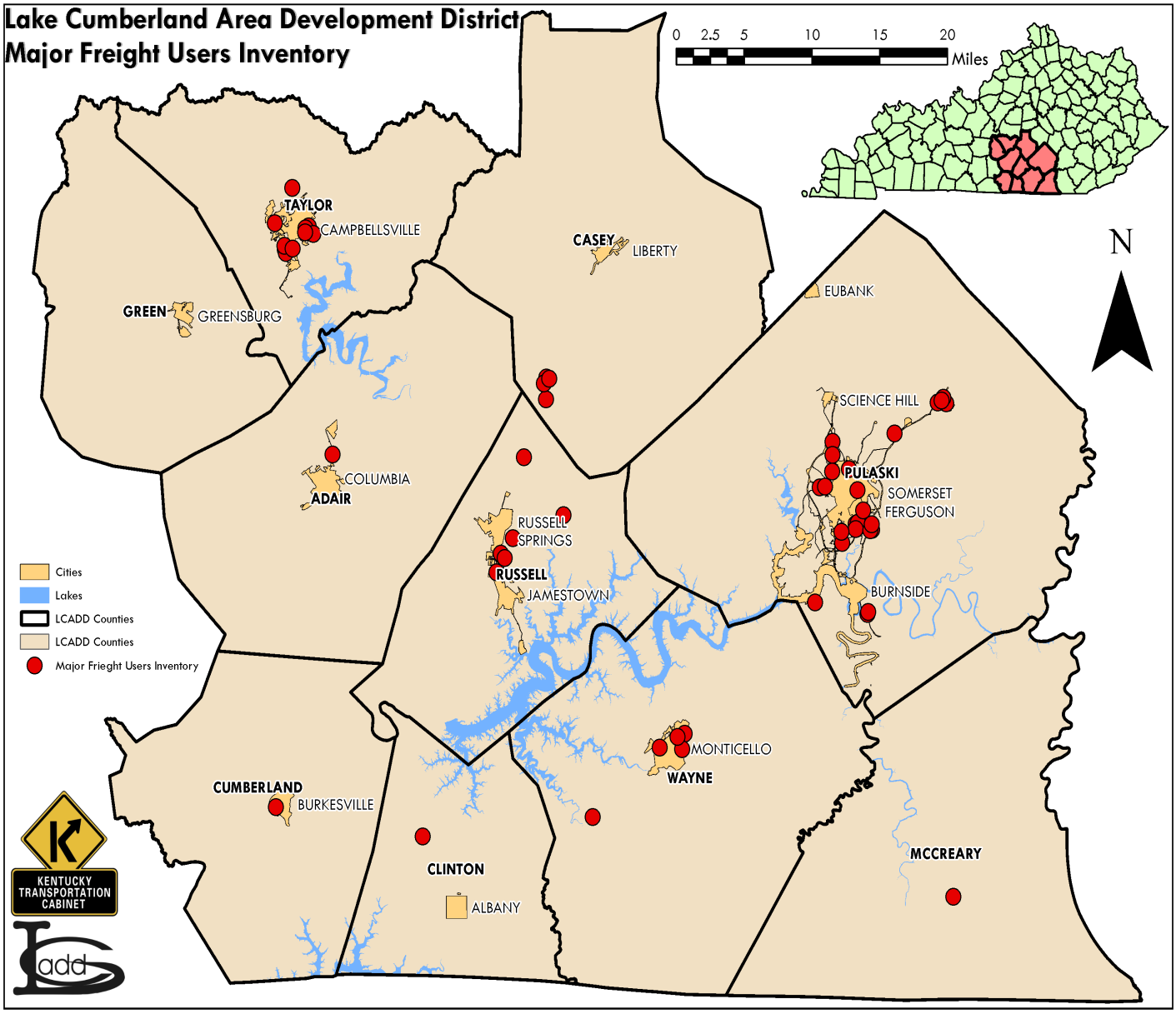
The inventory is maintained as part of a Geographic Information System (GIS) and can be displayed on maps with existing traffic data such as traffic counts, unscheduled needs list, highway plan projects, safety data, etc. This inventory is reviewed yearly with the RTC to ensure accuracy and the RTC is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

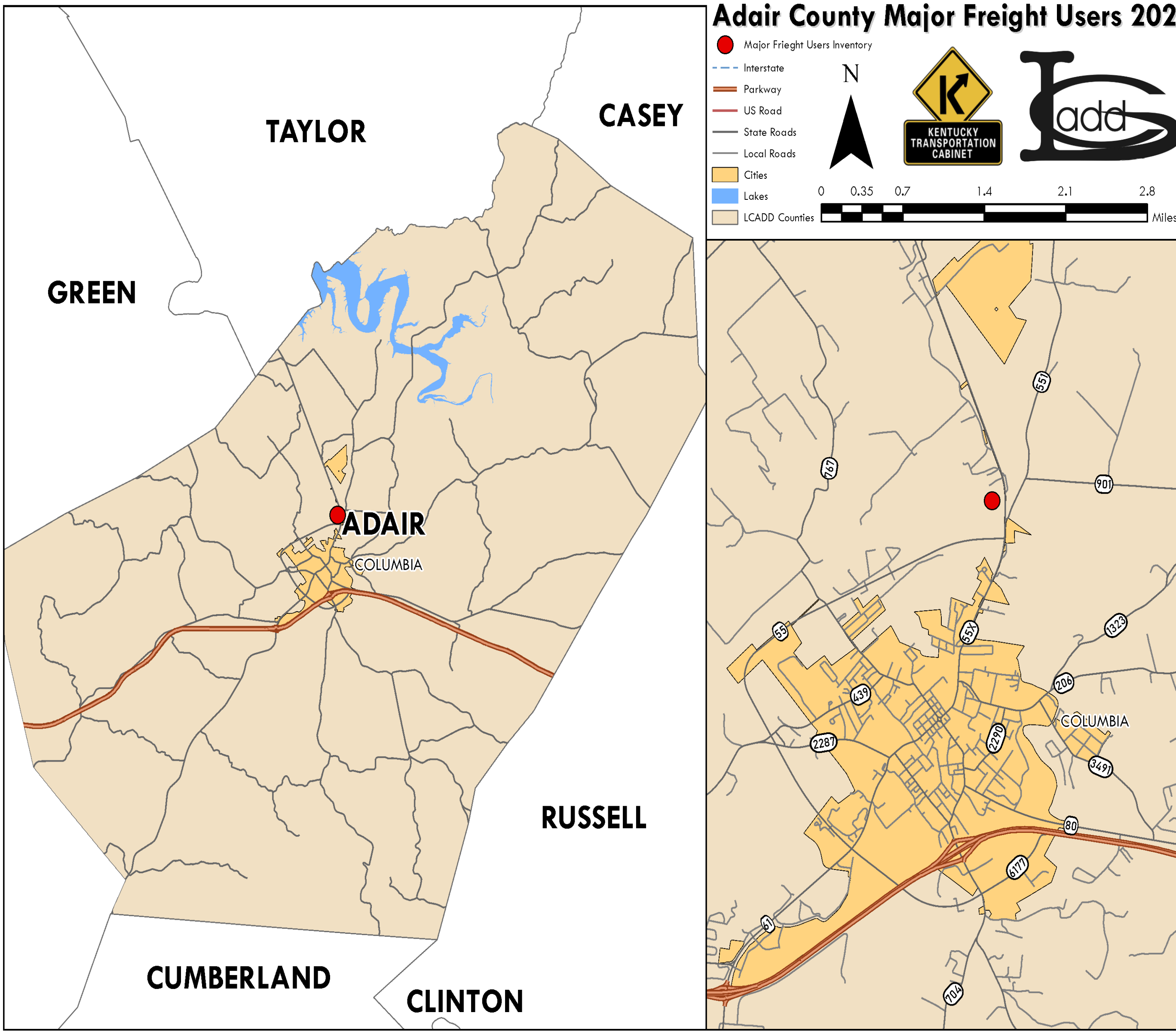
The map located in section 3.2 illustrates the location of the current LCADD MFUI. County maps, city maps and community maps are used where necessary to provide a visual tool of the inventory within the existing road network. Updates or other changes are submitted each year to the KYTC. For more information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

3.2 MFUI Location Map

The maps that follow were created to illustrate the MFUI.

Please note Green County does not have any Major Freight Users locations.


Lake Cumberland Area Development District
Major Freight Users Inventory
0 2.5 5 10 15 20
Miles
N
TAYLOR
CAMPBELLSVILLE
CASEY
LIBERTY
GREEN
GREENSBURG
EUBANK
SCIENCE HILL
PULASKI
SOMERSET
FERGUSON
COLUMBIA
ADAIR
RUSSELL SPRINGS
RUSSELL
JAMESTOWN
BURNSIDE
MONTICELLO
WAYNE
CUMBERLAND
BURKESVILLE
CLINTON
ALBANY
MCCREARY
Cities
Lakes
LCADD Counties
LCADD Counties
Major Frieght Users Inventory
KENTUCKY TRANSPORTATION CABINET
LCADD



Adair County Major Freight Users 2025
Major Frieght Users Inventory
Interstate
Parkway
US Road
State Roads
Local Roads
Cities
Lakes
LCADD Counties
N
KENTUCKY TRANSPORTATION CABINET
0
0.35
0.7
1.4
2.1
2.8
Miles
TAYLOR
CASEY
GREEN
ADAIR
COLUMBIA
RUSSELL
CUMBERLAND
CLINTON
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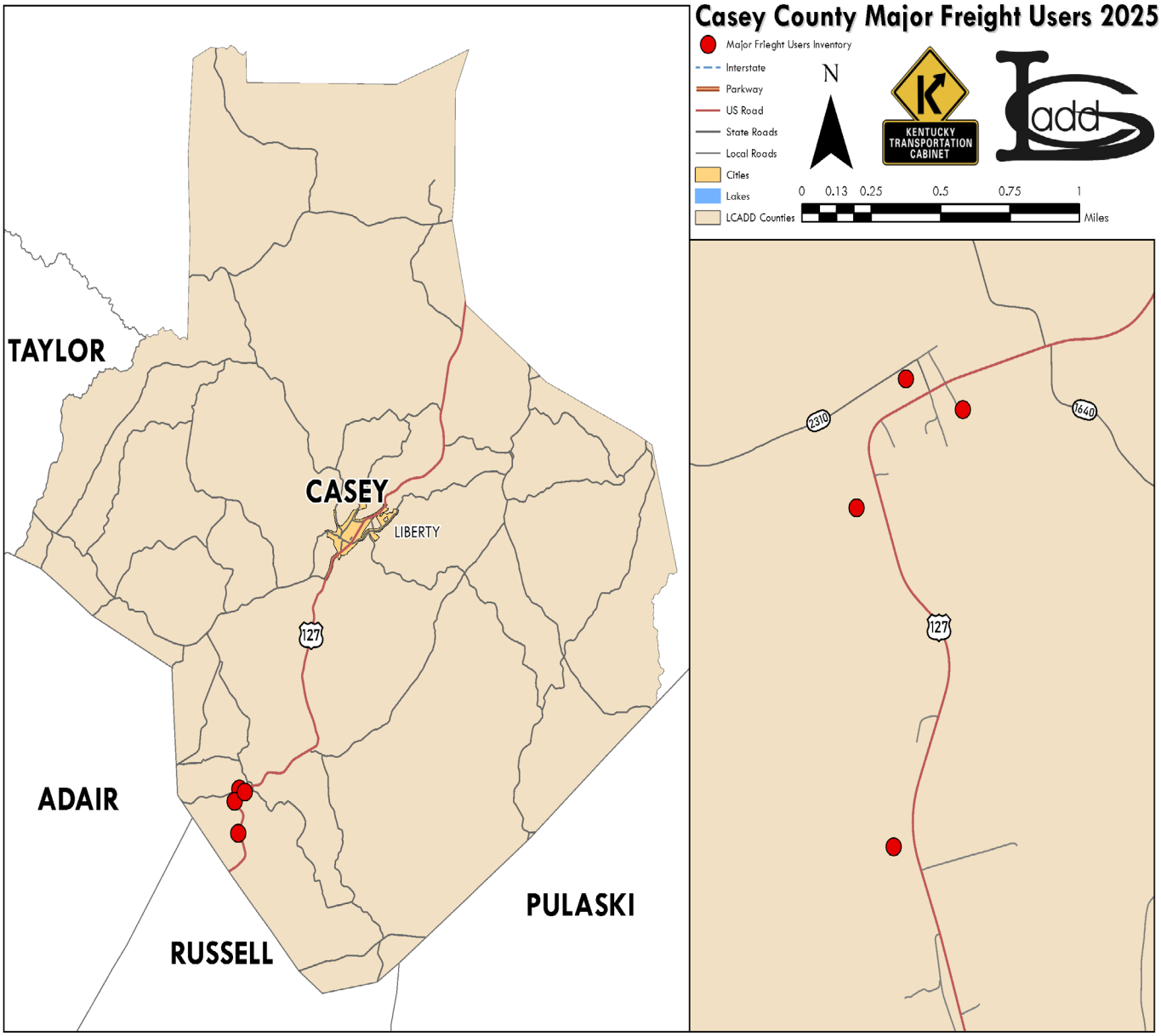
767
901
55
55X
1323
206
439
2290
2287
3491
80
6177
61
704


Casey County Major Freight Users 2025
Major Frieght Users Inventory
Interstate
Parkway
US Road
State Roads
Local Roads
Cities
Lakes
LCADD Counties
N
KENTUCKY TRANSPORTATION CABINET
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CASEY
LIBERTY
ADAIR
RUSSELL
PULASKI
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2310
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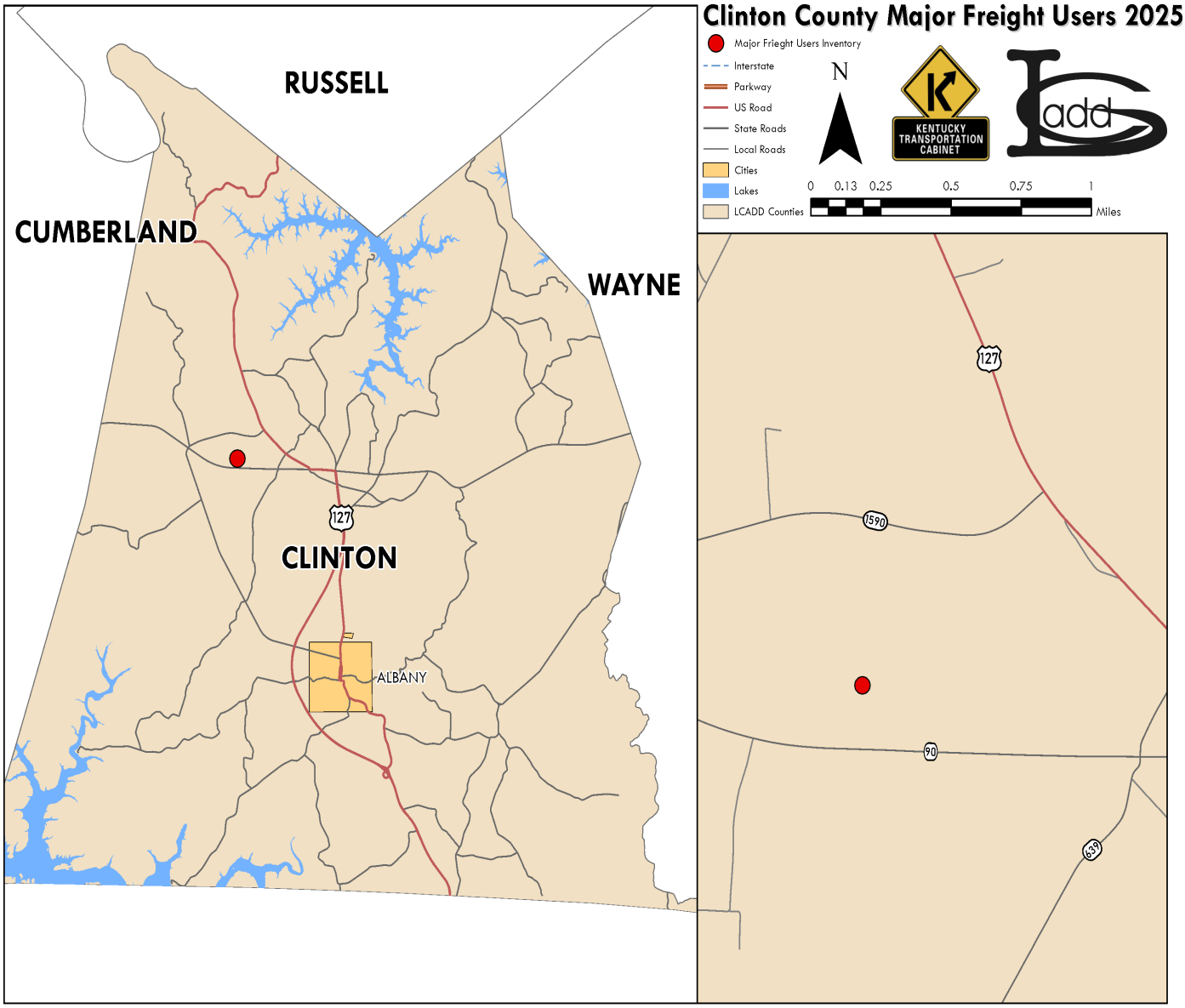
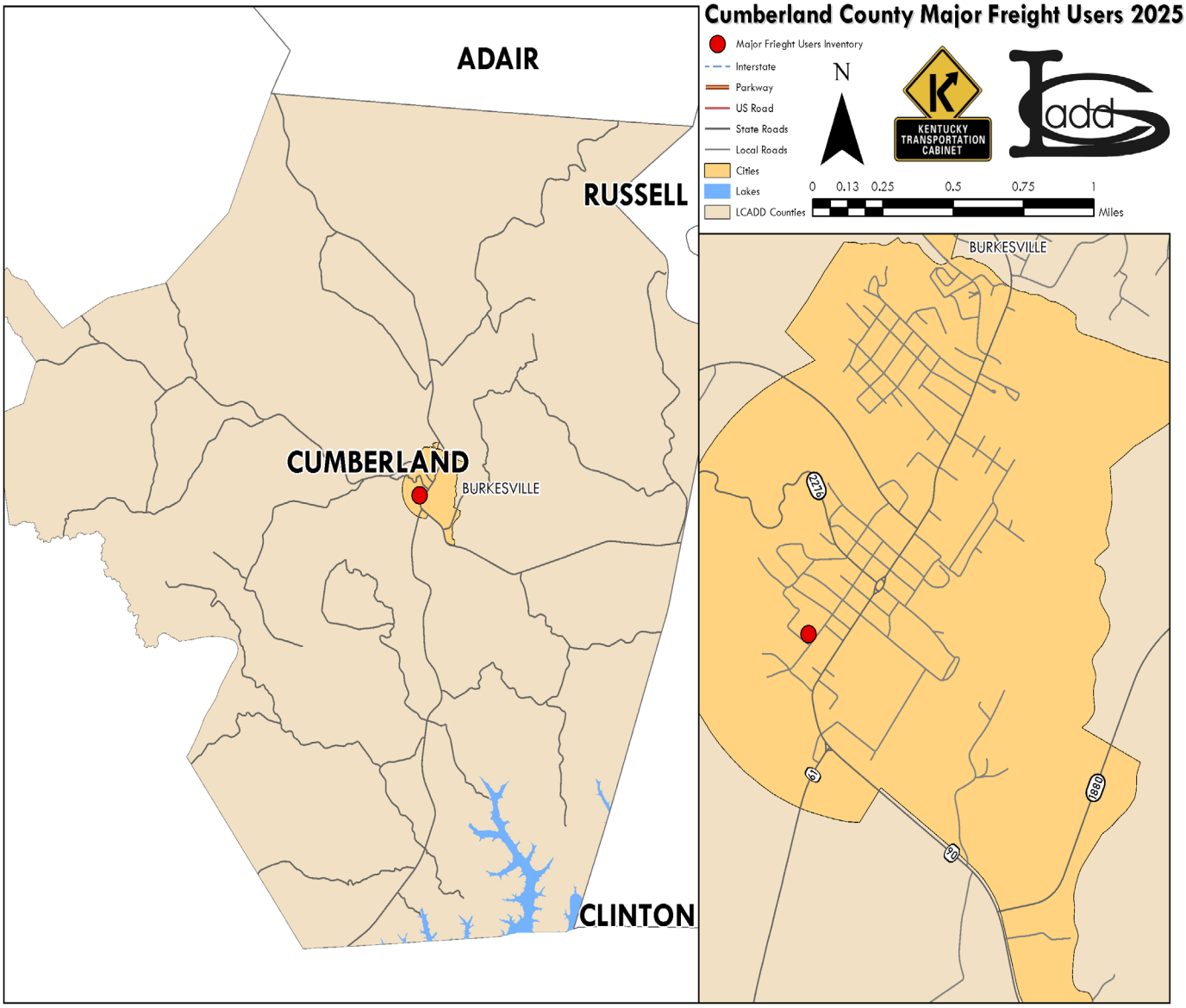
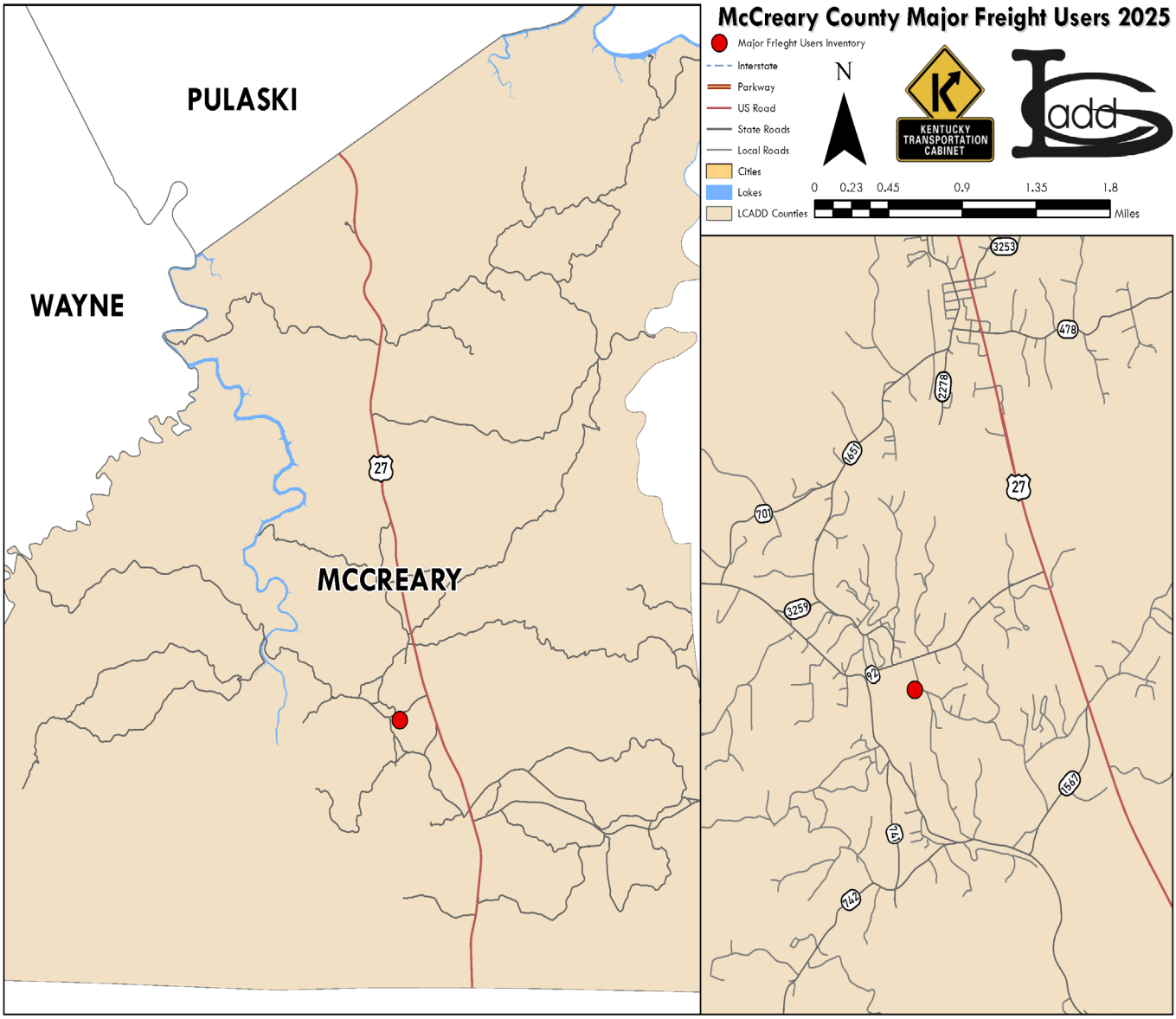
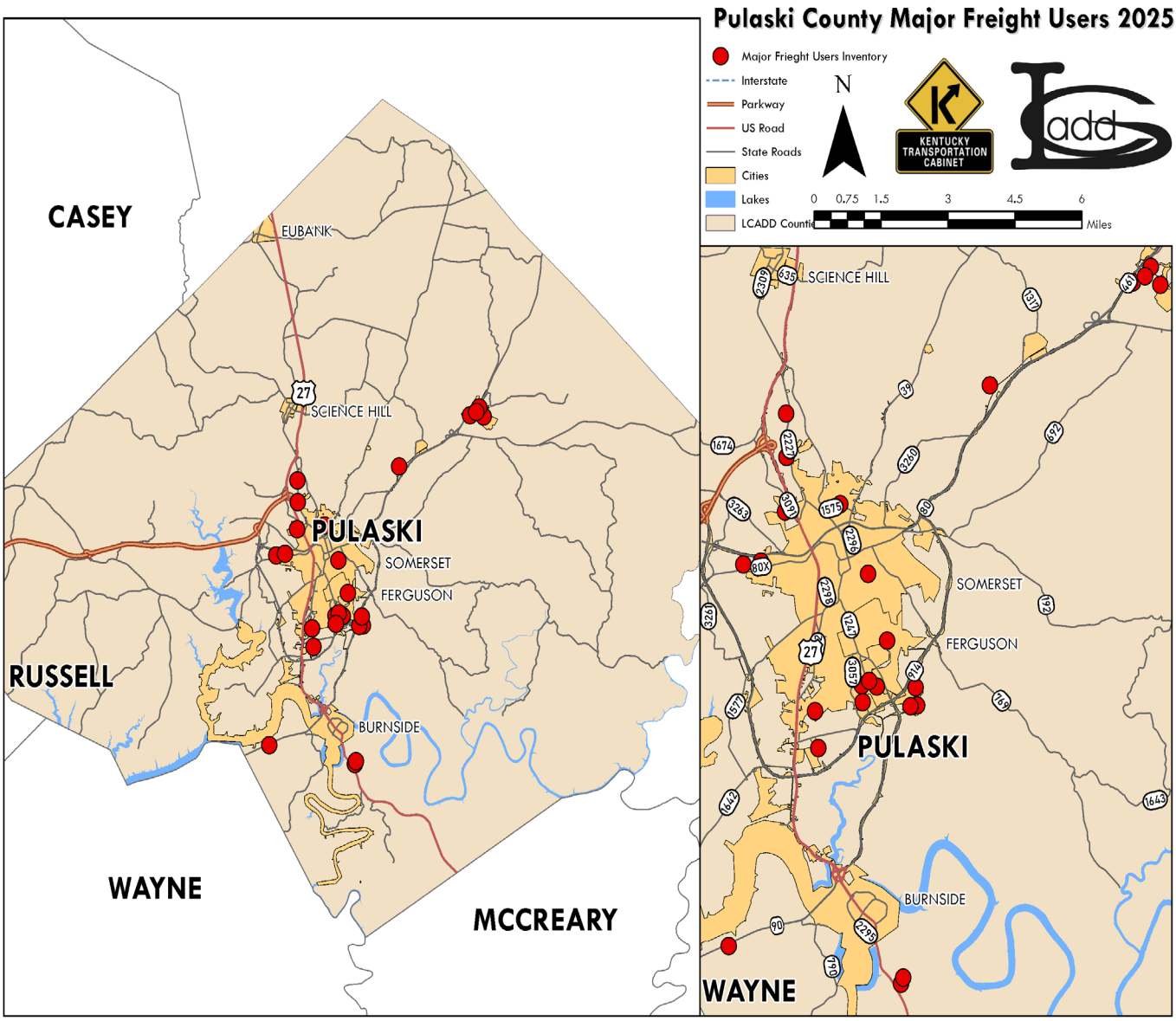
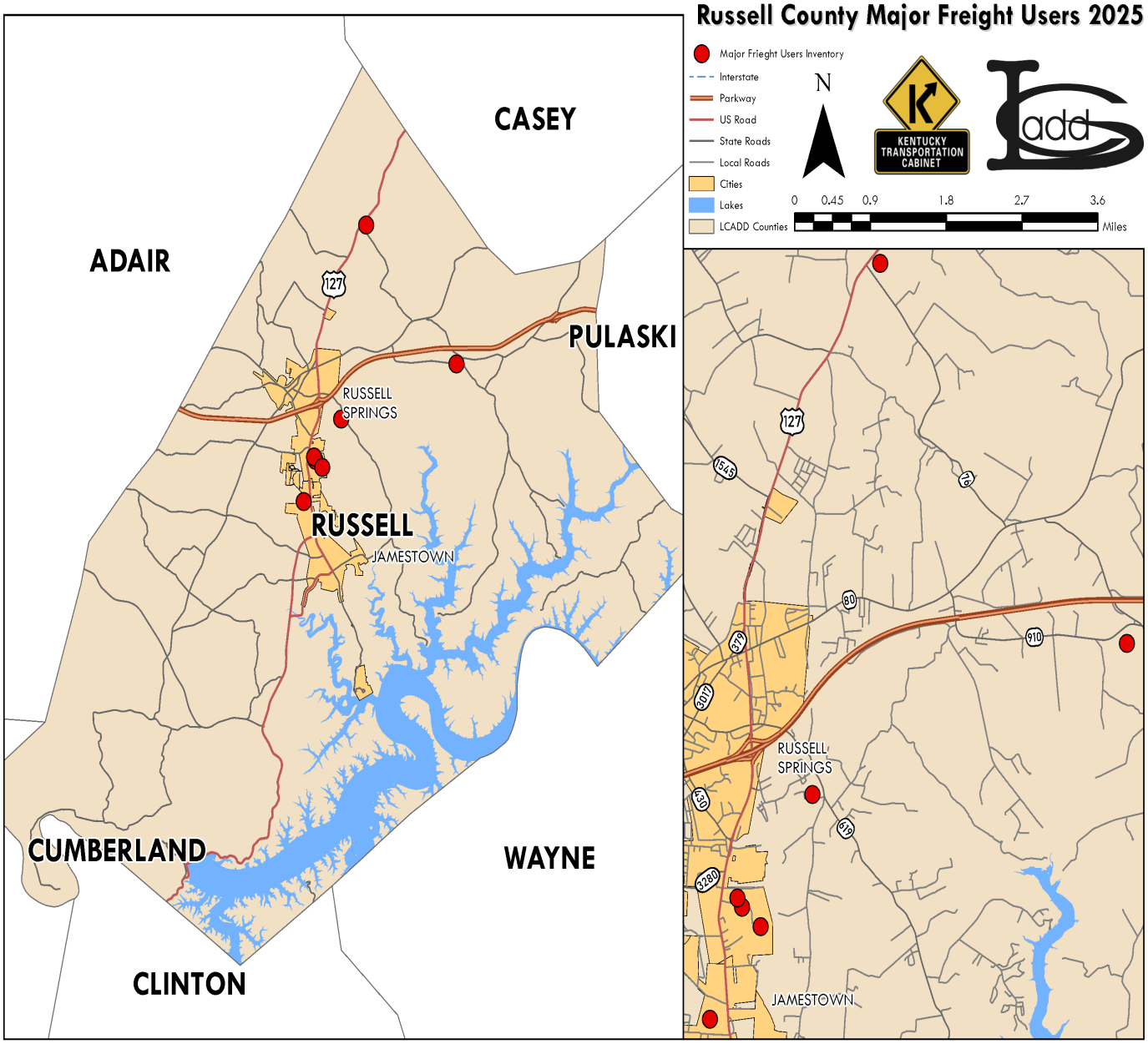

Clinton County Major Freight Users 2025
Major Frieght Users Inventory
Interstate
Parkway
US Road
State Roads
Local Roads
Cities
Lakes
LCADD Counties
N
KENTUCKY TRANSPORTATION CABINET
0 0.13 0.25 0.5 0.75 1
Miles
RUSSELL
CUMBERLAND
WAYNE
CLINTON
ALBANY
127
1590
90
639


Cumberland County Major Freight Users 2025
Major Frieght Users Inventory
Interstate
Parkway
US Road
State Roads
Local Roads
Cities
Lakes
LCADD Counties
N
KENTUCKY TRANSPORTATION CABINET
LCADD
0 0.13 0.25 0.5 0.75 1
Miles
ADAIR
RUSSELL
CUMBERLAND
BURKESVILLE
CLINTON
BURKESVILLE
90
1880

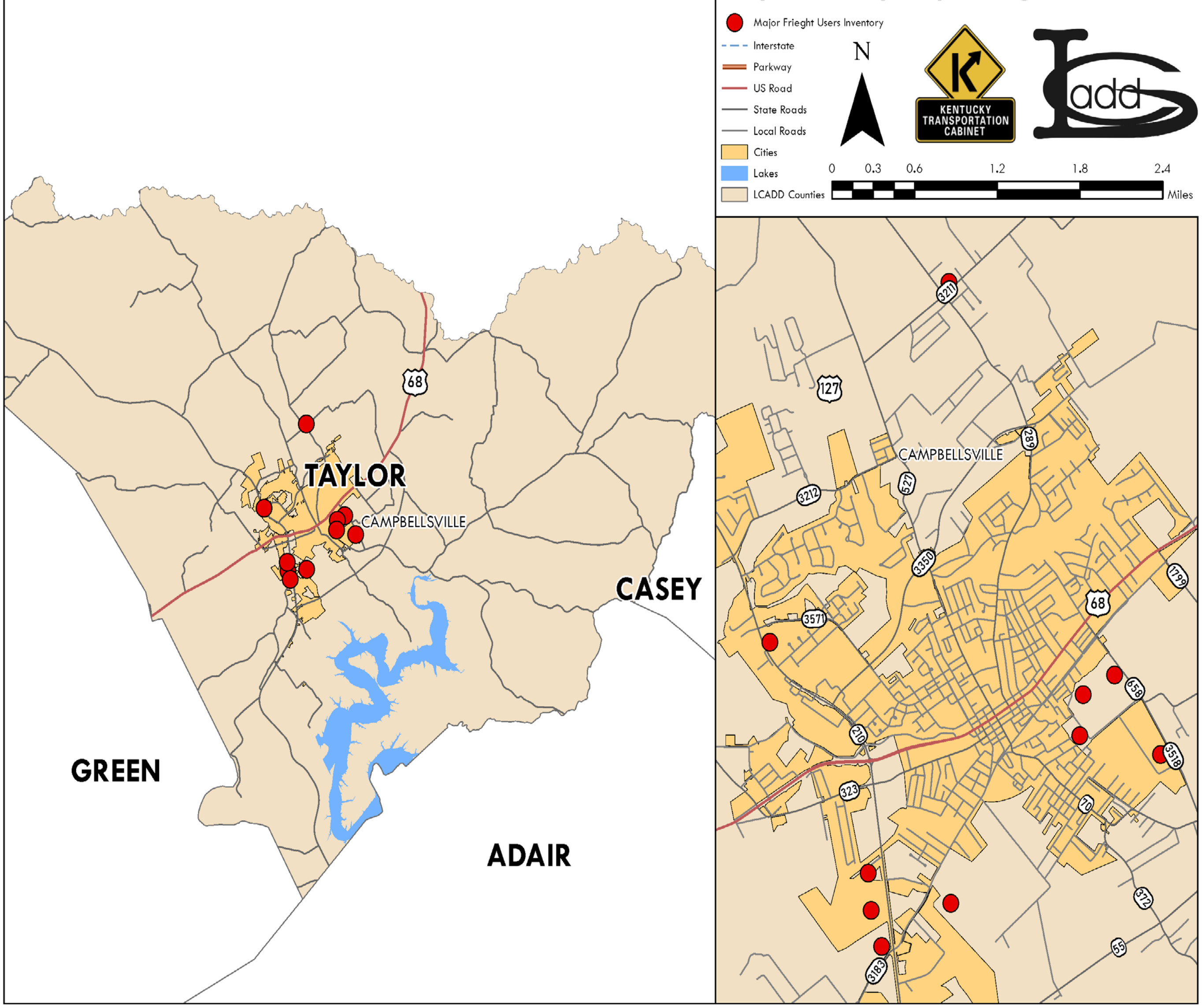

McCreary County Major Freight Users 2025
Major Frieght Users Inventory
Interstate
Parkway
US Road
State Roads
Local Roads
Cities
Lakes
LCADD Counties
N
KENTUCKY TRANSPORTATION CABINET
0 0.23 0.45 0.9 1.35 1.8
Miles
PULASKI
WAYNE
MCCREARY
27
3253
478
2278
1651
701
3259
92
1561
80
1442

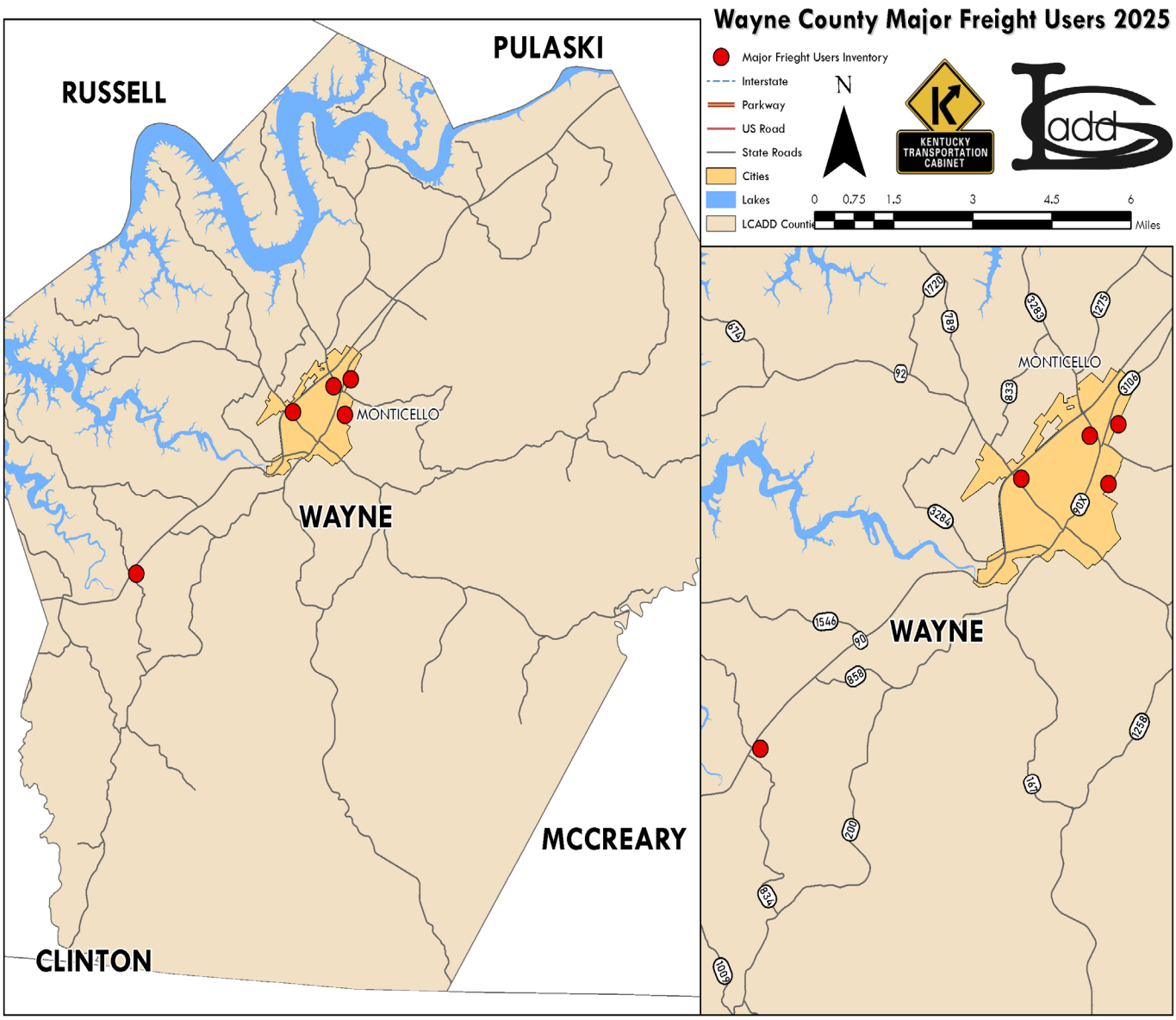

Pulaski County Major Freight Users 2025
Major Frieght Users Inventory
Interstate
Parkway
US Road
State Roads
Cities
Lakes
LCADD Counties
N
0 0.75 1.5 3 4.5 6
Miles
KENTUCKY TRANSPORTATION CABINET
CASEY
EUBANK
SCIENCE HILL
PULASKI
SOMERSET
FERGUSON
RUSSELL
BURNSIDE
WAYNE
MCCREARY

Russell County Major Freight Users 2025



Taylor County Major Freight Users 2025




Wayne County Major Freight Users 2025
Major Frieght Users Inventory
Interstate
Parkway
US Road
State Roads
Cities
Lakes
LCADD Counti
N
KENTUCKY TRANSPORTATION CABINET
0 0.75 1.5 3 4.5 6
Miles
PULASKI
RUSSELL
MONTICELLO
WAYNE
MCCREARY
CLINTON
MONTICELLO
WAYNE

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 Lake Cumberland region does not currently have any facilities on the statewide list. The LCADD 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 LCADD 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 CHAF project lists in relation to the SHIFT process. 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.)

1. 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.)

2. 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 de-boardings).

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

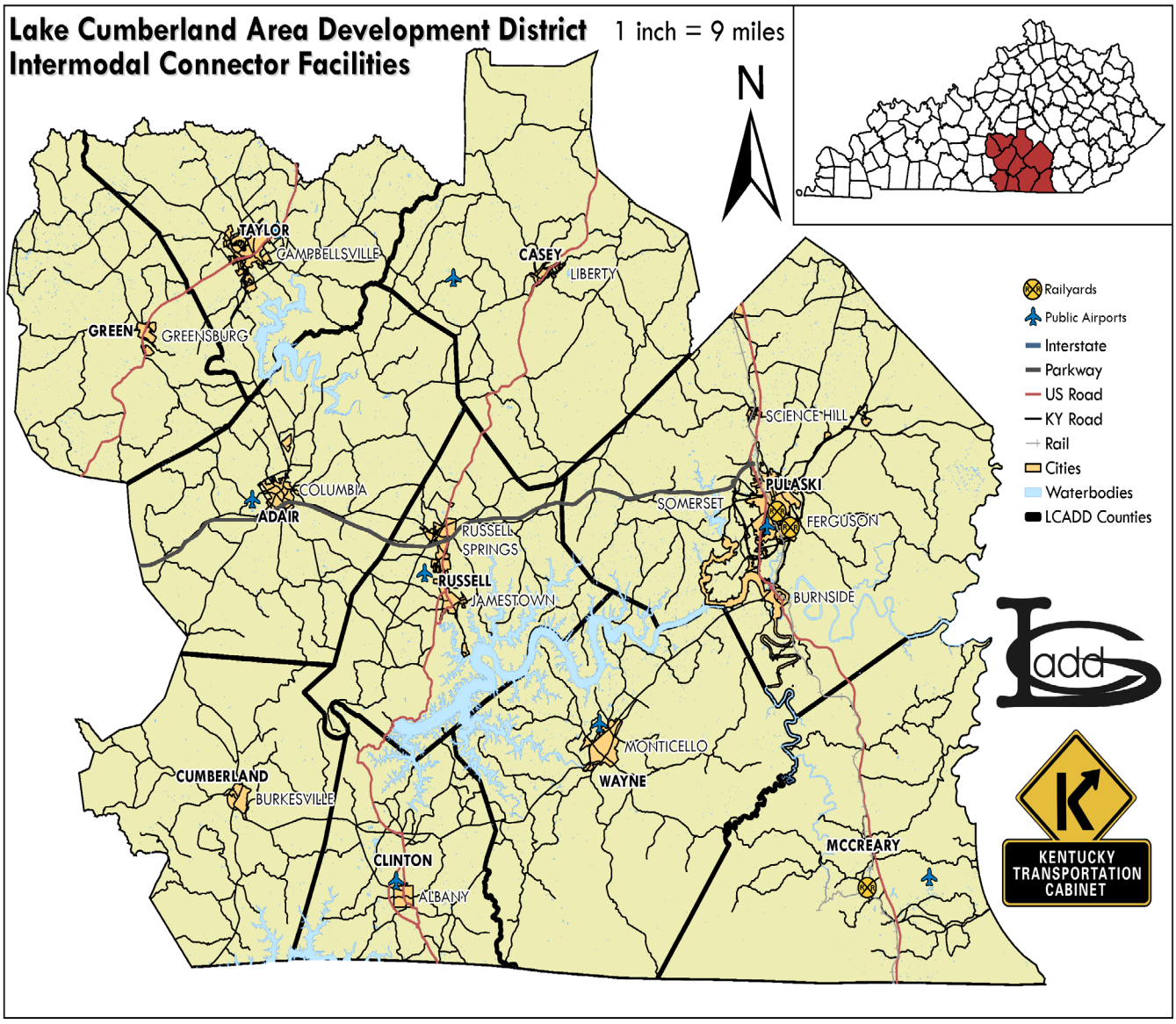
Intermodal terminals, identified under the secondary criteria noted above, may not have sufficient highway traffic volumes to justify an NHS connection to the terminal. States and MPOs should fully consider whether a direct connection should be identified for such terminals, or whether being in the proximity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

LCADD Review and Suggestions

The existing base list of FHWA Official NHS IC Listing for Kentucky has been reviewed by the LCADD. Staff utilized knowledge of the area, reviewed the primary and secondary criteria for inclusion to the NHS IC listing and held discussions with the Lake Cumberland ADD Regional Transportation Committee (RTC). The committee did not find any facilities in the region that could qualify for inclusion to the NHS IC listing. The initial review and recommendations took place in FY10 as part of the KYTC ADD Work Program, the next major review will be conducted in FY19. Suggestions or recommendations from this major review will be provided to KYTC.

4.2 Map of NHS with Intermodal Connectors

The map on the following page is used to demonstrate the region's Major Intermodal Terminals.

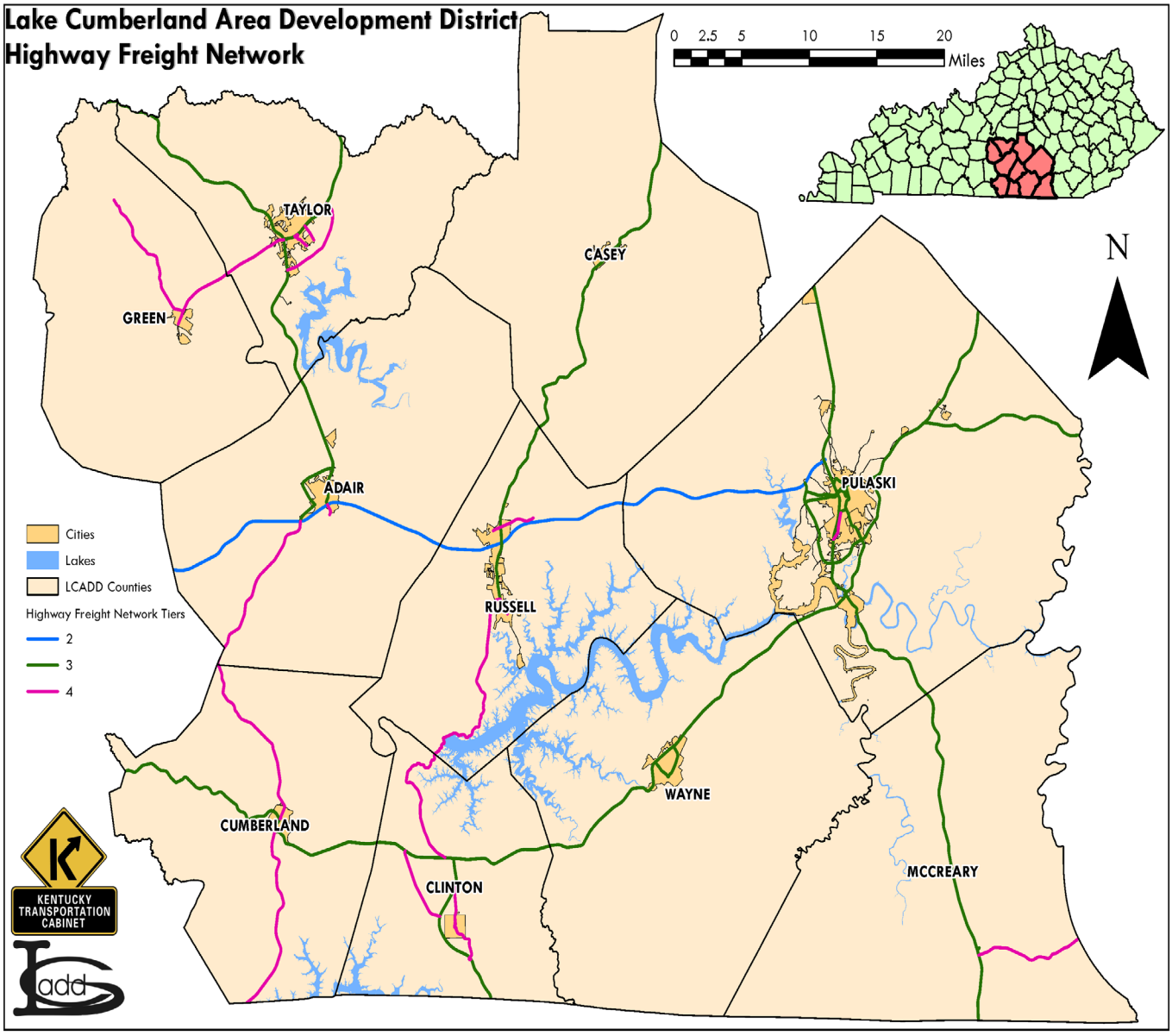

Lake Cumberland Area Development District
Intermodal Connector Facilities
1 inch = 9 miles
N
TAYLOR
CAMPBELLSVILLE
CASEY
LIBERTY
GREEN
GREENSBURG
SCIENCE HILL
PULASKI
COLUMBIA
ADAIR
SOMERSET
FERGUSON
RUSSELL SPRINGS
RUSSELL
JAMESTOWN
BURNSIDE
MONTICELLO
WAYNE
CUMBERLAND
BURKESVILLE
CLINTON
ALBANY
MCCREARY
Railyards
Public Airports
Interstate
Parkway
US Road
KY Road
Rail
Cities
Waterbodies
LCADD Counties
KENTUCKY TRANSPORTATION CABINET

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.


Lake Cumberland Area Development District
Highway Freight Network
0 2.5 5 10 15 20
Miles
N
TAYLOR
CASEY
GREEN
ADAIR
PULASKI
RUSSELL
WAYNE
CUMBERLAND
CLINTON
MCCREARY
Cities
Lakes
LCADD Counties
Highway Freight Network Tiers
2
3
4
KENTUCKY TRANSPORTATION CABINET
LCADD

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.

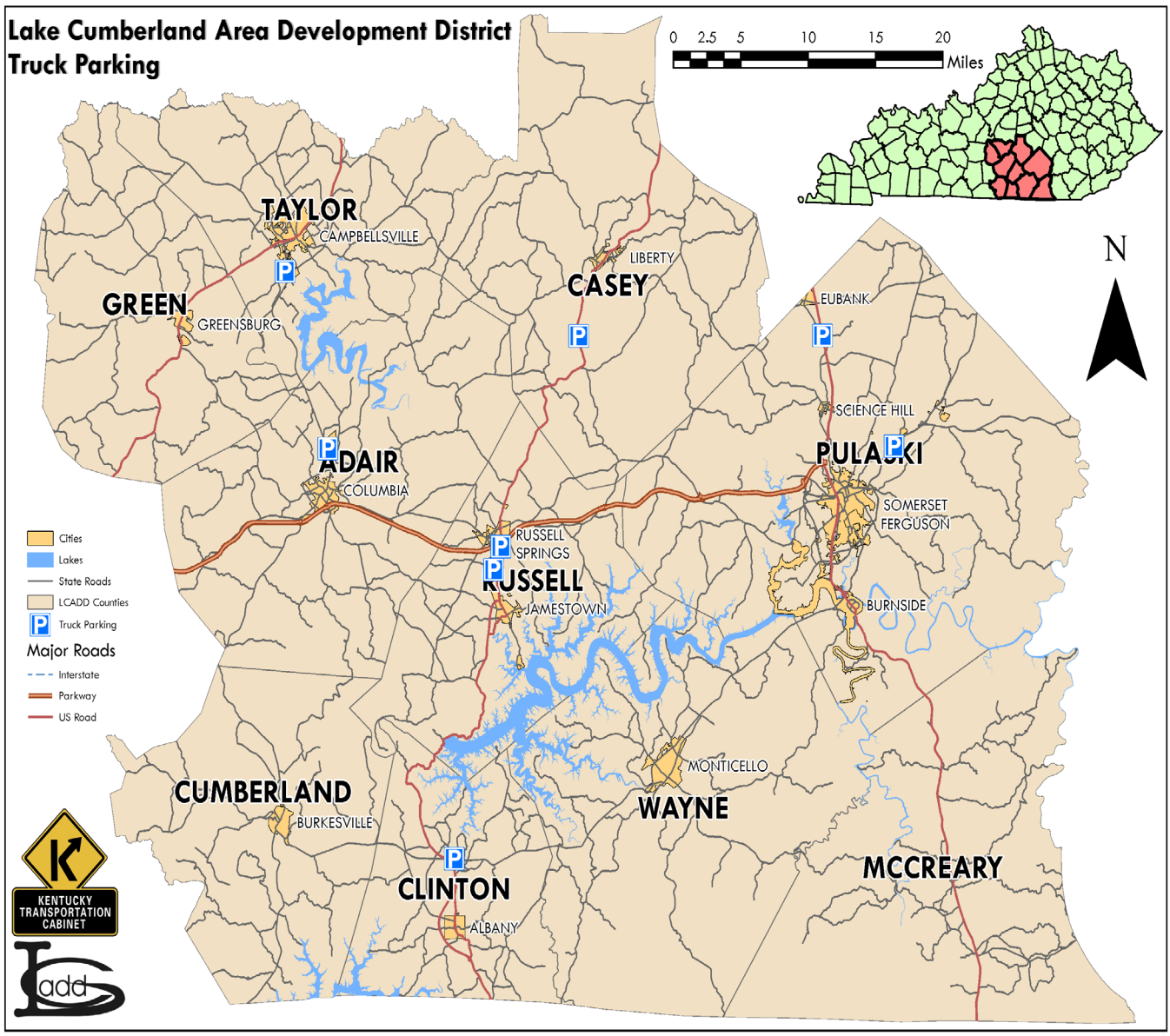
Truck Parking Inventory Includes:

- 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.

The LCADD has identified locations along the Louie B. Nunn Cumberland Parkway in Adair, Russell, and Pulaski Counties. All of the exits are described as a general service exit that offers travel services to truckers without overnight parking lots; or truck parking may be available along nearby streets.

5.2 Map of Truck Parking Inventory

The map on the following page is used to demonstrate the Truck Parking Facilities in the region.


Lake Cumberland Area Development District
Truck Parking
0 2.5 5 10 15 20
Miles
N
TAYLOR
CAMPBELLSVILLE
GREEN
GREENSBURG
CASEY
LIBERTY
EUBANK
SCIENCE HILL
PULASKI
ADAIR
COLUMBIA
SOMERSET
FERGUSON
RUSSELL SPRINGS
RUSSELL
JAMESTOWN
BURNSIDE
MONTICELLO
WAYNE
CUMBERLAND
BURKESVILLE
CLINTON
ALBANY
MCCREARY
Cities
Lakes
State Roads
LCADD Counties
Truck Parking
Major Roads
Interstate
Parkway
US Road
KENTUCKY TRANSPORTATION CABINET
LCADD

CHAPTER 6: RAIL FREIGHT LOADING/UNLOADING FACILITIES

6.1 Introduction

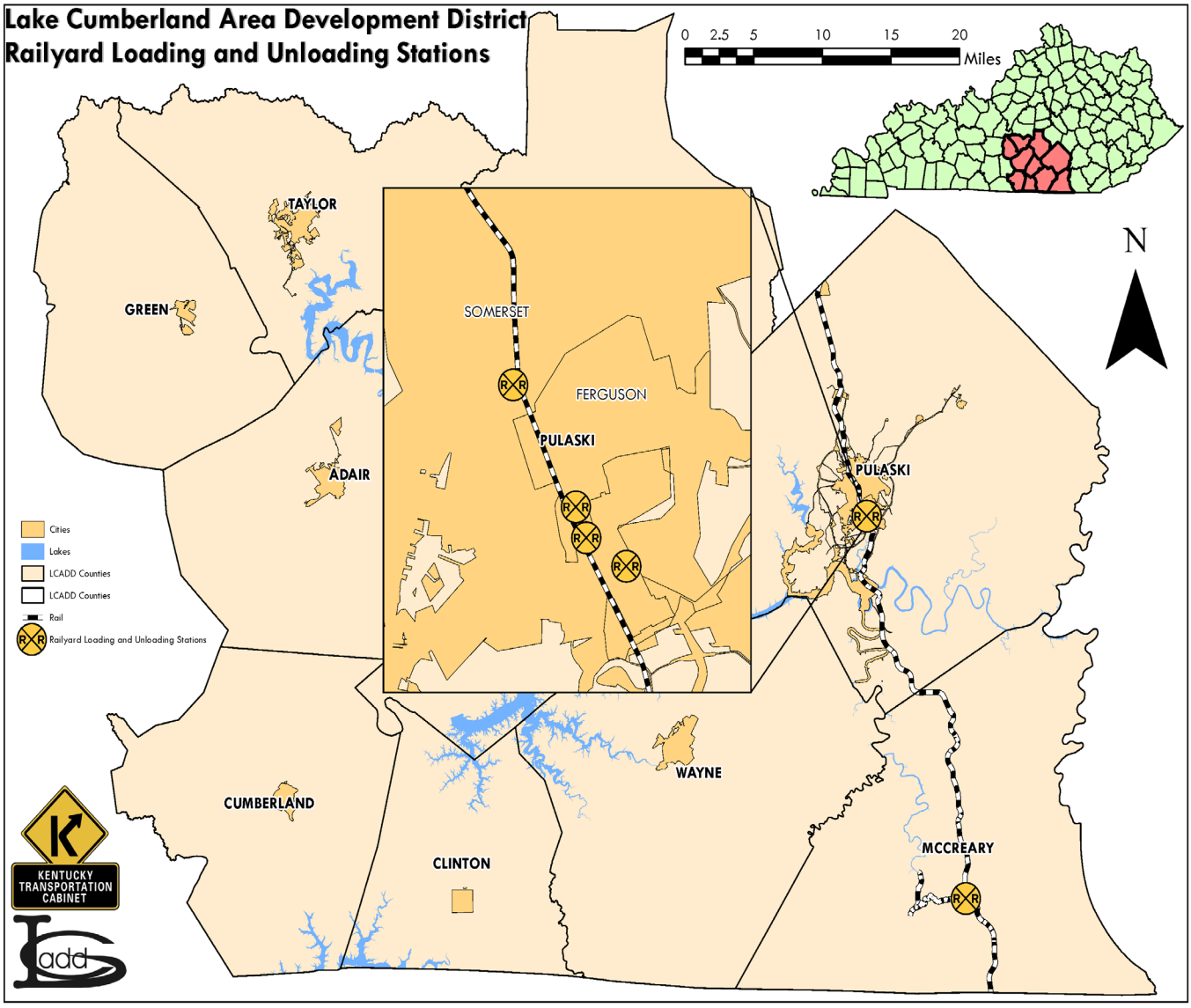
The purpose of this inventory is to assist the KYTC in identification of rail facility locations, intermodal connectors and providing information for the statewide rail plan. This helps serve the KYTC goal of promoting the safe efficient movement of goods and services throughout the state. KYTC has GIS 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 LCADD 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.

6.2 Map of Rail Freight Loading/Unloading Facilities

The map on the following page illustrates the current operating rail yards in the region.


Lake Cumberland Area Development District
Railyard Loading and Unloading Stations
0 2.5 5 10 15 20
Miles
N
TAYLOR
GREEN
SOMERSET
FERGUSON
PULASKI
ADAIR
PULASKI
WAYNE
CUMBERLAND
CLINTON
MCCREARY
Cities
Lakes
LCADD Counties
LCADD Counties
Rail
Railyard Loading and Unloading Stations
KENTUCKY TRANSPORTATION CABINET
LCADD

CHAPTER 7: BICYCLE 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.

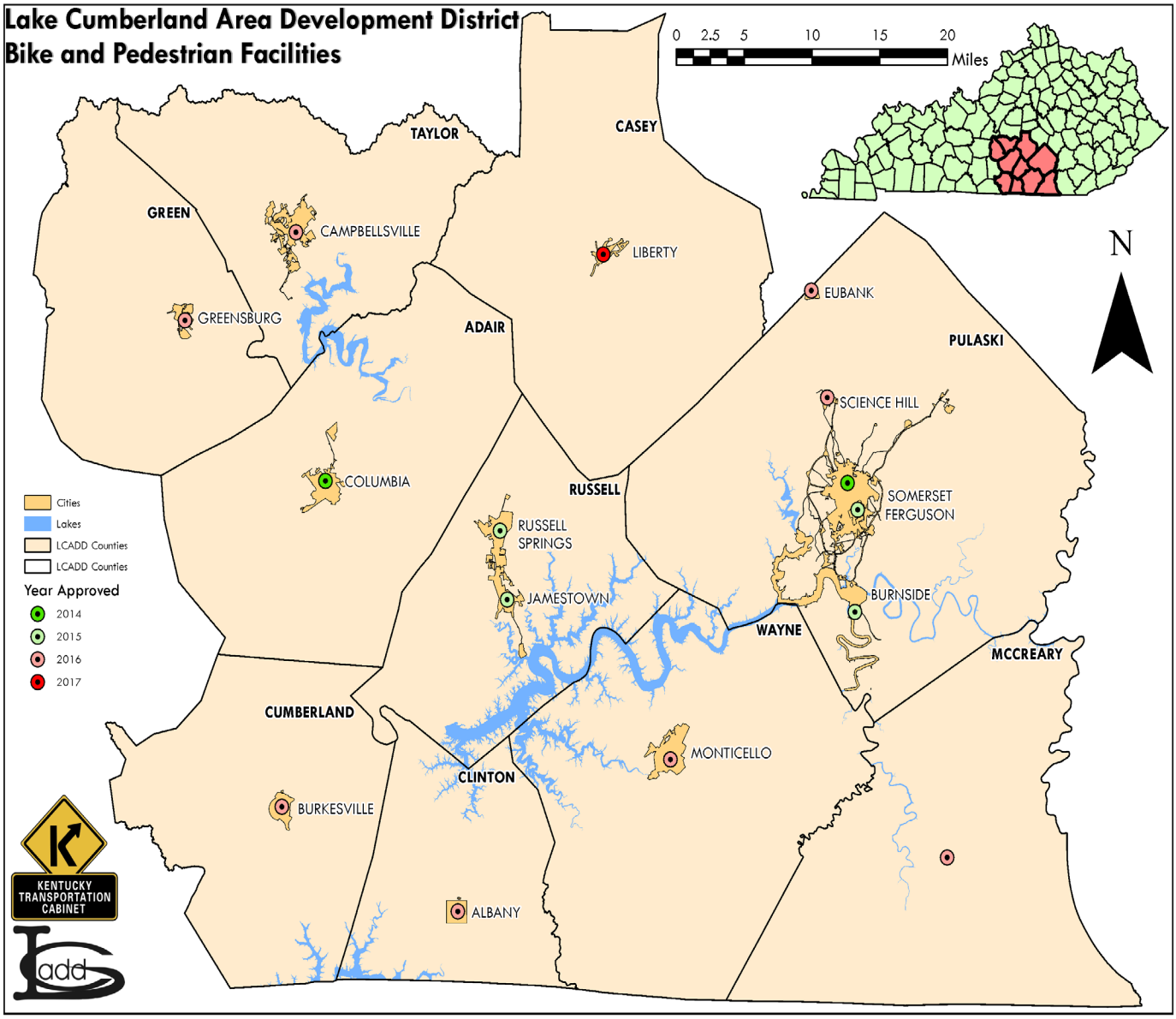
As transportation planner we are tasked to provide recommendations on the best ways to incorporate design, operational efficiency, and better management of our transportation network. In relationship to bicycle and pedestrian facilities; often time we don't have accurate (if any) data on where current 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.

7.2 Map of Bicycle and Pedestrian Facilities (Completed Locations)

The map on the following page illustrates the current completed locations of bicycle and pedestrian facilities in the region.


Lake Cumberland Area Development District
Bike and Pedestrian Facilities
0 2.5 5 10 15 20
Miles
N
TAYLOR
CASEY
GREEN
CAMPBELLSVILLE
LIBERTY
GREENSBURG
ADAIR
EUBANK
PULASKI
SCIENCE HILL
COLUMBIA
RUSSELL
SOMERSET
FERGUSON
RUSSELL
SPRINGS
JAMESTOWN
BURNSIDE
WAYNE
MCCREARY
CUMBERLAND
MONTICELLO
CLINTON
BURKESVILLE
ALBANY
Cities
Lakes
LCADD Counties
LCADD Counties
Year Approved
2014
2015
2016
2017
KENTUCKY
TRANSPORTATION
CABINET
add

CHAPTER 8: SCENIC BYWAYS INVENTORY

8.1 Introduction

The ADD works with the Office of Local Programs Kentucky Scenic Byway Program to evaluate and collect data for all routes designated as scenic byways/highways. Local Champions were also identified for each route.

There are three highways designated Kentucky Scenic Byways in the 10 counties under Lake Cumberland Area Development District:

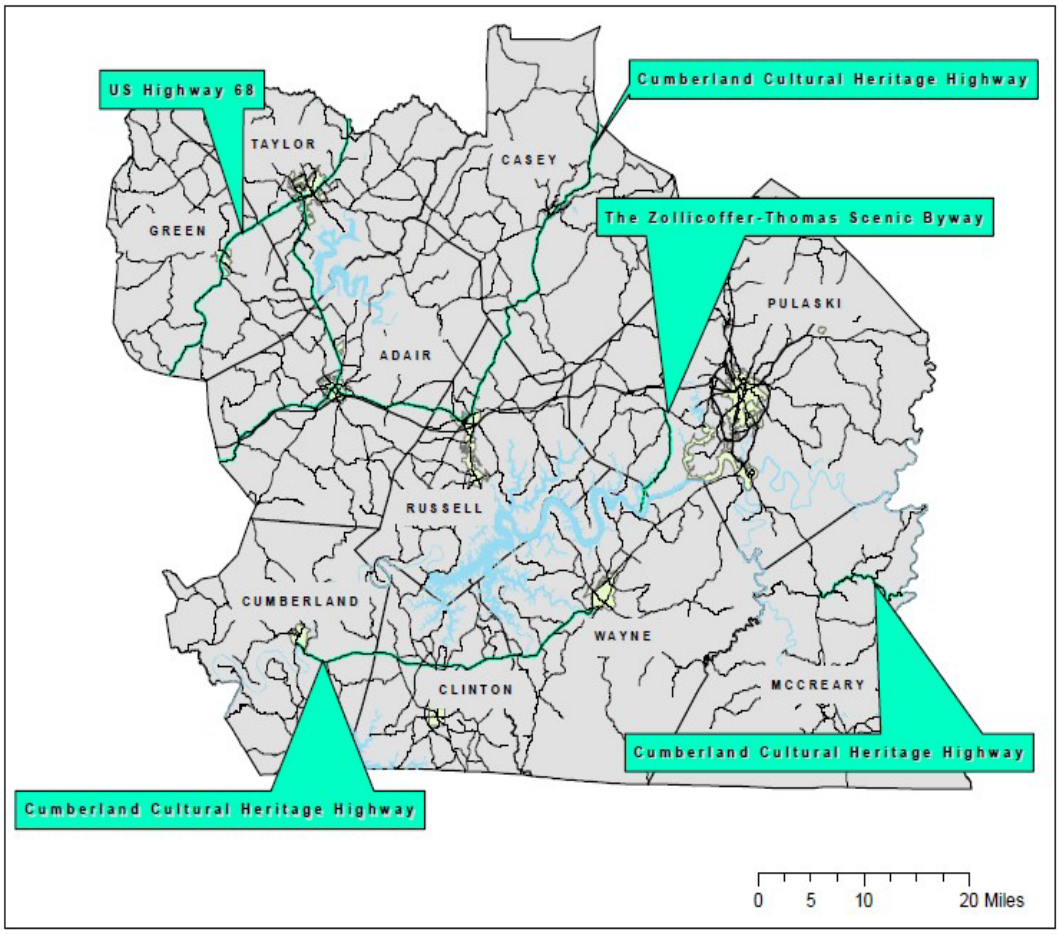
- The Cumberland Cultural Heritage Highway spans across multiple counties (Cumberland, Clinton, Wayne, McCreary, Whitley, Metcalfe, Adair, Taylor, Green, Russell, Casey, Lincoln, and Boyle) with a total of 187 miles.

- US Highway 68 spans 400 miles across 13 counties (McCracken, Marshall, Carlisle, Trigg, Todd, Christian, Logan, Warren, Barren, Metcalfe, Green Taylor, and Marion) and connects the City of Lebanon with the City of Paducah.

- The Zollicoffer-Thomas Scenic Byway (via KY 235 Mill Springs Battlefield Road) is the shortest of the three with a total distance of 10 miles crossing only Pulaski and Wayne counties. National significance is in relation to the National Park owned Civil War era Mill Springs Battlefield and Mill Springs Ferry Landing.

8.2 Location Map

Lake Cumberland Area Development District
Kentucky Scenic Byway Inventory FY 2022



KENTUCKY TRANSPORTATION CABINET

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CHAPTER 9: Park and Ride Facilities

9.1 Introduction

KYTC perceives a park-and-ride facility as a generally perceived location where people can park their personal vehicle and rideshare with one or numerous others through private transport. This is typically known as a single car driver becoming part of a carpool, whether as a rider or a driver. These facilities are public, private, and state-owned facilities.

Currently there are no facilities in LCADD's district where public or state funded park and ride facilities have been implemented. Future discussions with local officials and rural transit companies are in the works to hopefully implement park and ride facilities in the region.

CHAPTER 10: TRANSPORTATION TERMS AND ACRONYMS

10.1 Glossary of Terms and Acronyms

The following glossary has been created as a reference tool for some of the more commonly used transportation terms and acronyms.

A

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

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

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

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

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

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

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

B

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

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

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

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

C

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

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

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

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

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

E

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

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

F

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

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

Fixing America's Surface Transportation Act (FAST Act)
Enacted in December 2015 as Public Law 114-94. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs managed by FHWA, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects.

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

The Infrastructure Investment and Jobs Act (IIJA)
Also known as the Bipartisan Infrastructure Law, invested $1.2 trillion in infrastructure across various sectors, including transportation, water, broadband, and energy. It aims to modernize and improve existing infrastructure while also investing in new programs and initiatives

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

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

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

K

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

L

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

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

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

M

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

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

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

N

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

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

P

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

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

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

R

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

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

S

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

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

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

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

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

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

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

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

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

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

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

T

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

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

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

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

U

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

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

V

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

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THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET