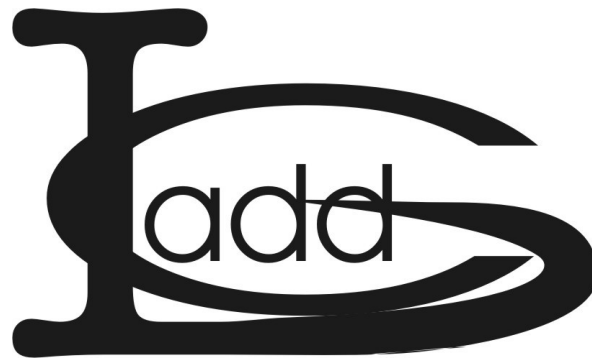


Lake Cumberland Area Development District

Regional Transportation Asset Inventory FY 2026



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CHAPTER 1: INTRODUCTION

1.1 History of Program

Kentucky has maintained a statewide transportation planning process since the 1970s through the 15 Area Development Districts (ADDs). In 1995 Kentucky expanded and formalized a public involvement process for the statewide transportation planning process in response to the directives of the Intermodal Transportation Efficiency Act of 1991 (ISTEA). ISTEA and its successor, The Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998, set the policy directions for more comprehensive public participation in federal and state transportation decision-making. The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. SAFETEA-LU addressed challenges such as improving safety and reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012. MAP-21 built on and refined many of the highway, transit, bike, and pedestrian programs and policies established in the previous bills. Most recently the Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs and continues efforts to streamline project delivery. It also provides, for the first time, a dedicated source of federal dollars for freight projects. 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 (TEA-21); 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.

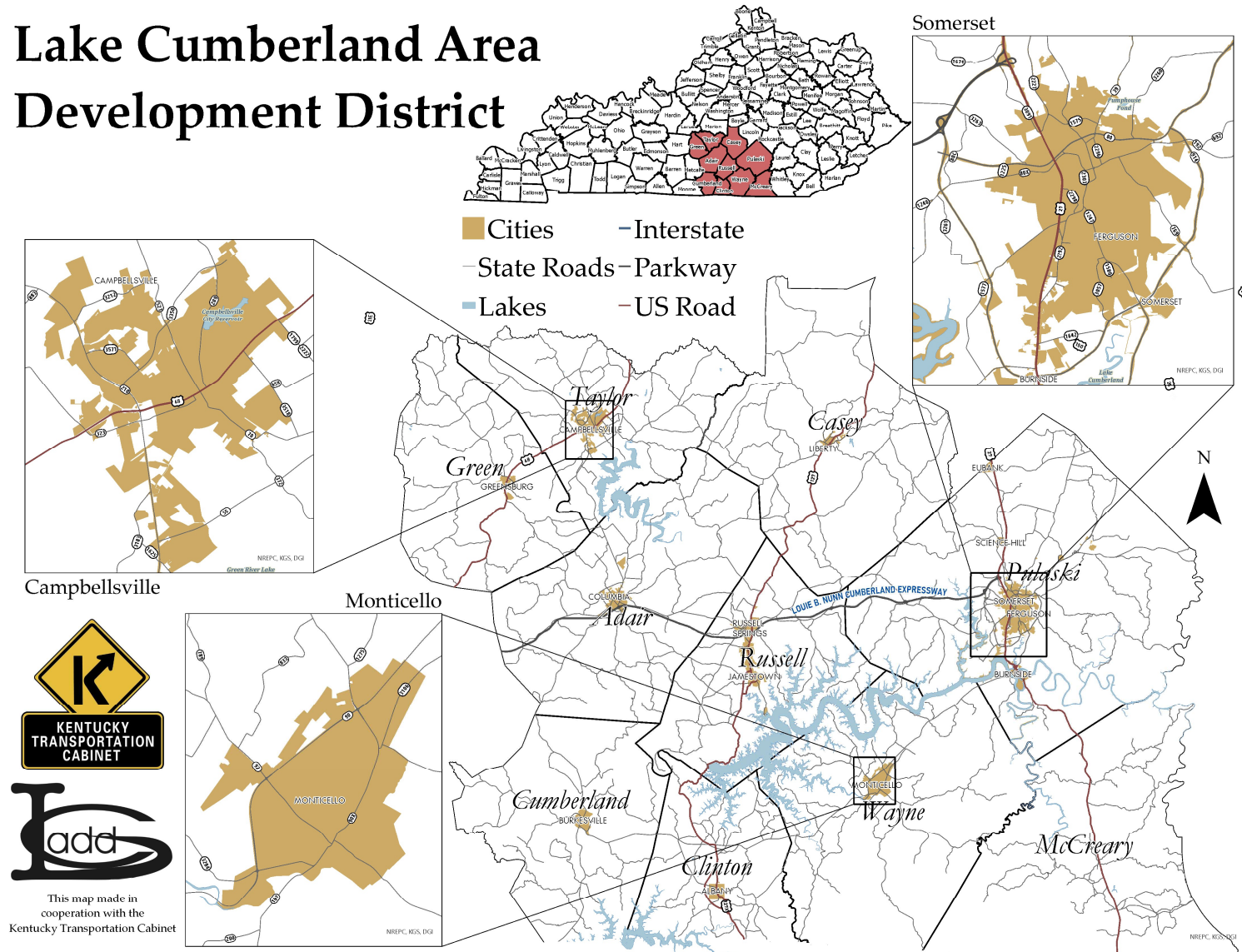
KYTC Policies and Procedures for the Regional Transportation Program outlines the policies and guidelines for the program within and in relation to the designated ADD of the Commonwealth of Kentucky. State Legislation was enacted in 1972 creating the ADDs by law in Chapter 147A of the Kentucky Revised 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 Lake Cumberland Area Development District (LCADD) is composed of the ten counties surrounding Lake Cumberland in south central Kentucky.

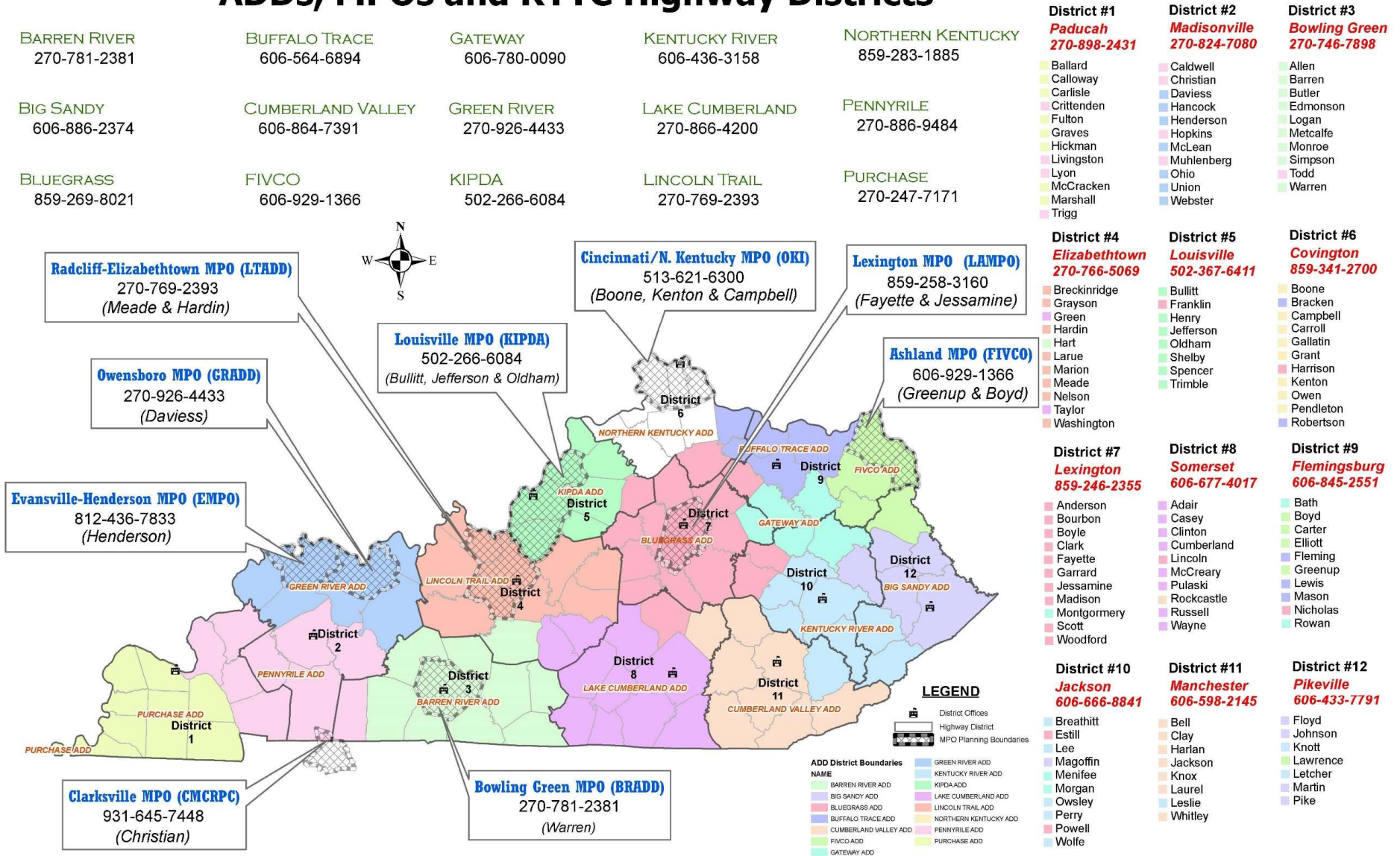
1.2 Map of LCADD

Lake Cumberland Area Development District



1.3 Map of ADD, MPO, HDO Boundaries

ADDs, MPOs and KYTC Highway Districts



1.4 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 Enacted 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

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

The ADD reviews all 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.

The guidelines and schedule for the prioritization and ranking process are established by the DOP. Generally, needs are prioritized on a local (respective county/city), regional (ADD), HDO and state (DOP) level. The ADD is responsible for obtaining the local and regional priorities. The prioritization process is documented by the ADD and reported to the KYTC. The documentation report is a record of the public involvement process utilized to prioritize the CHAF project lists, including all efforts to educate/inform the RTC and the public and any methods used to build consensus for priorities and rankings.

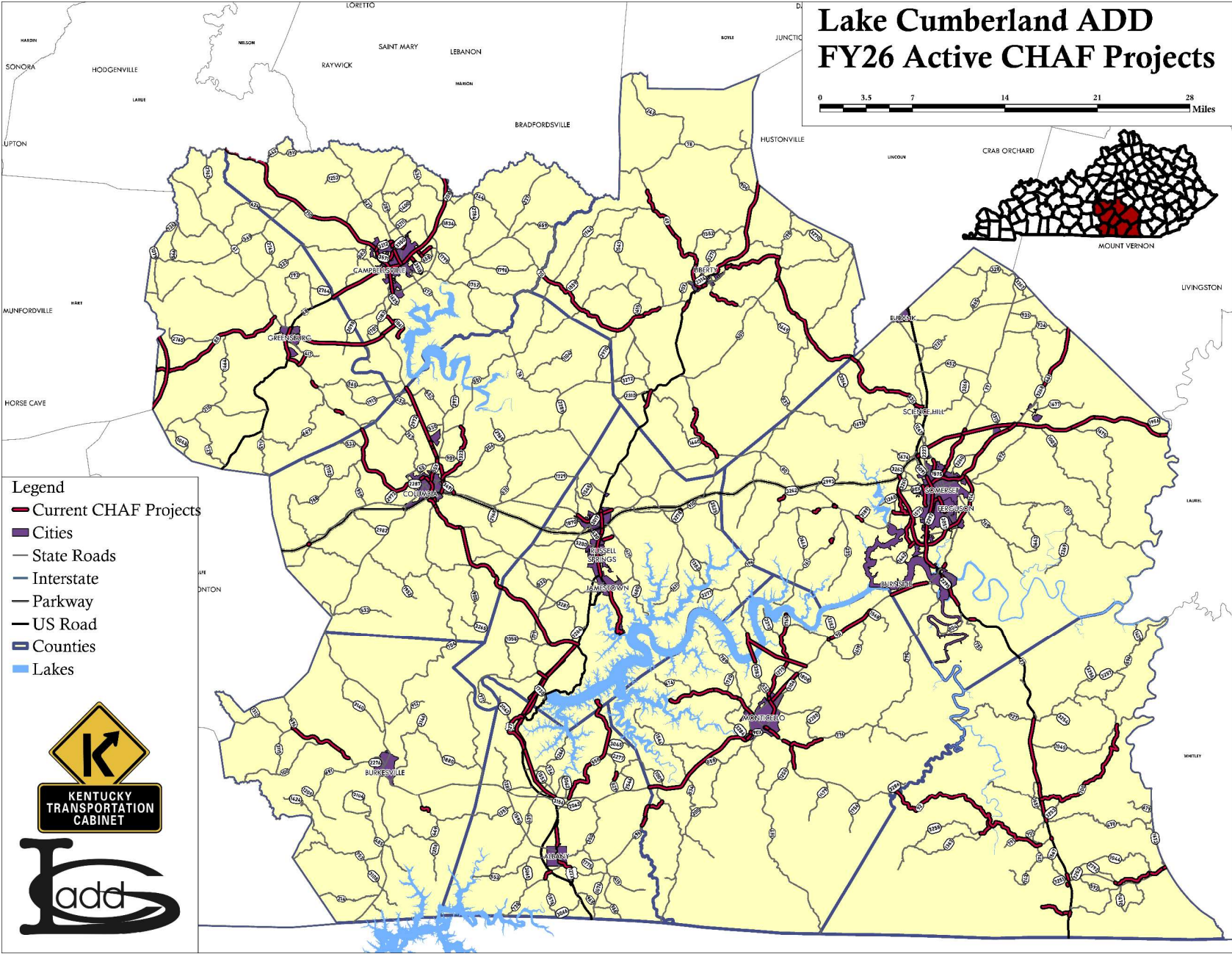
For a project to be considered, it first must be included on the sponsorship list. The projects that are sponsored at the regional (ADD) and HDO level are submitted to KYTC for scoring in the SHIFT formula. KYTC determines the number of projects that can be sponsored by using a formula that includes the number of counties, population and lane miles in a region and HDO. Once projects have been scored and the statewide selection process completed, regional lists are developed from projects not selected at the state level. The regional lists are reviewed by the ADD RTC and HDO. Both can select 25% of the projects to apply boost points to the scores, creating the regional and HDO priority lists. These projects are considered in the development of the recommended highway plan provided to the governor and ultimately presented to the General Assembly for approval.

Find the entire 2026 Enacted Highway Plan hosted by KYTC at this link:

<https://transportation.ky.gov/Program-Management/Pages/2026-Enacted-Highway-Plan.aspx>

In map section, projects with new route construction (ex. 8-80413.00 in Adair County) are not mapped.

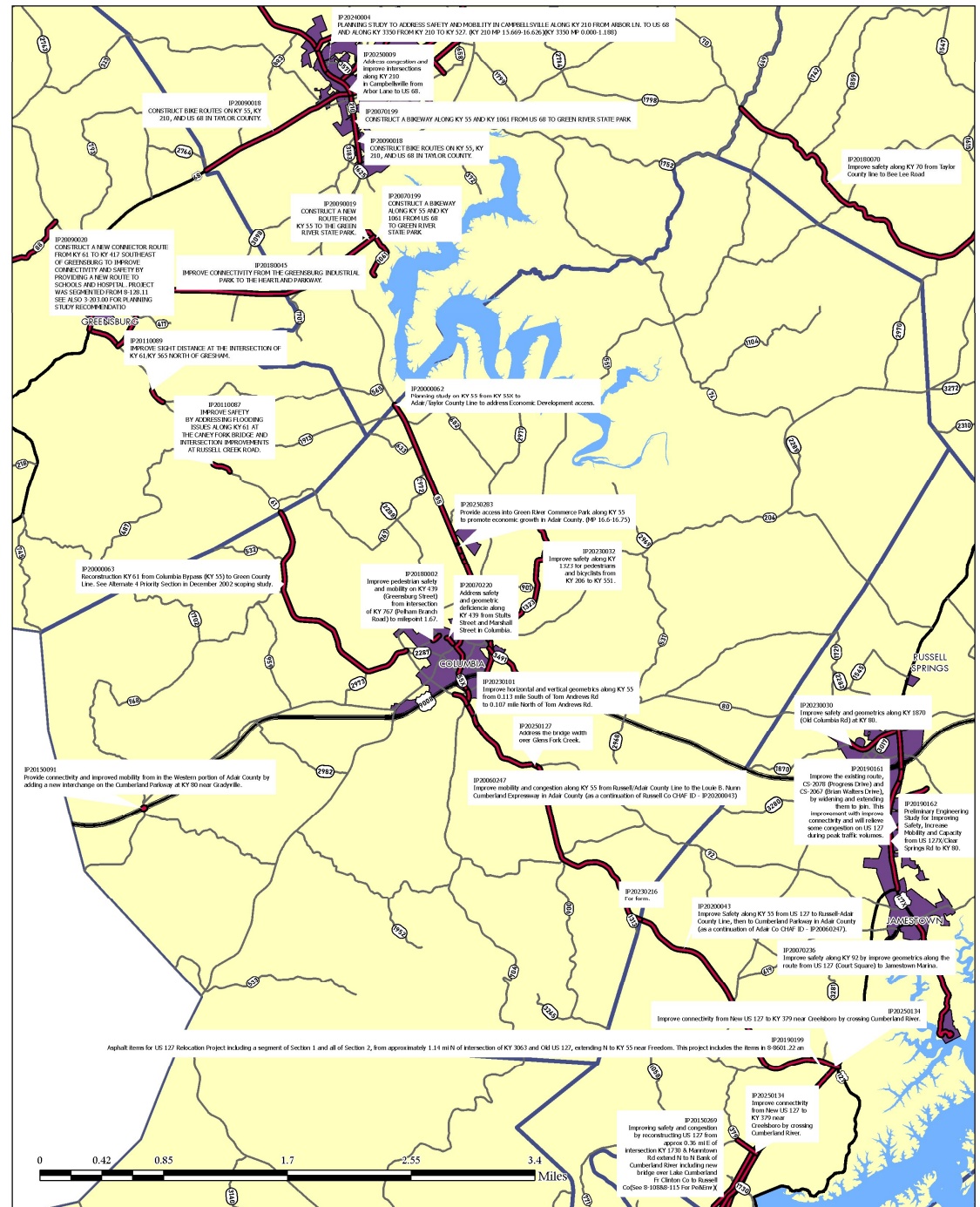
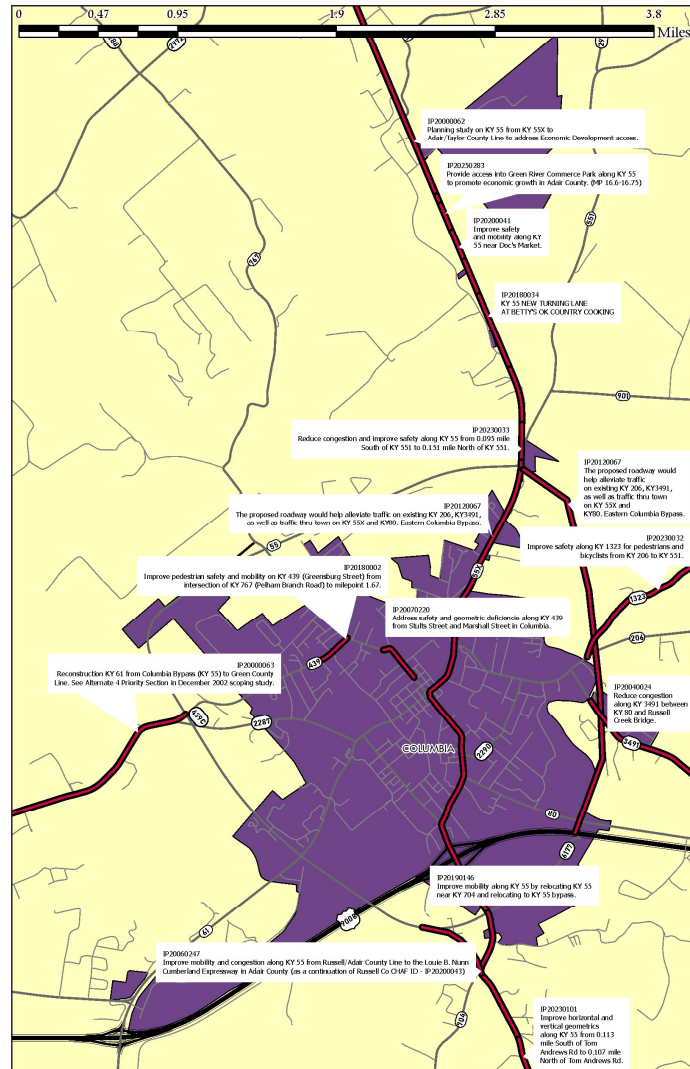
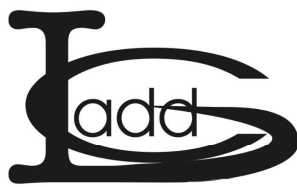
2.3 Maps of CHAF Project Locations



Adair County FY26 Active CHAF Projects

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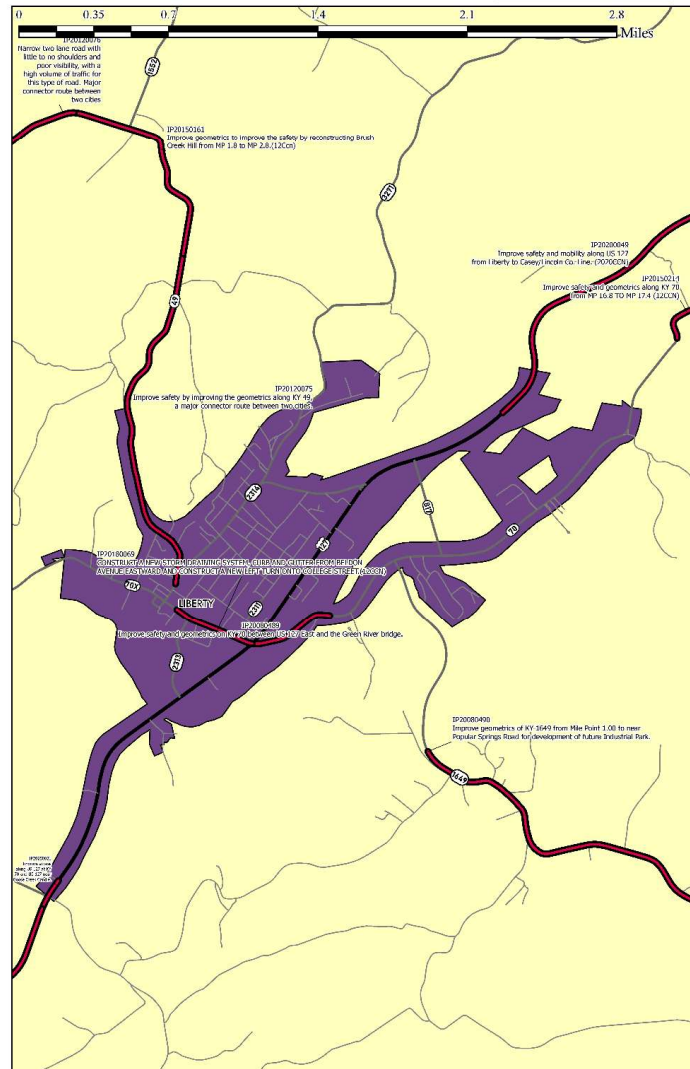
- Current CHAF Projects
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



Casey County FY26 Active CHAF Projects

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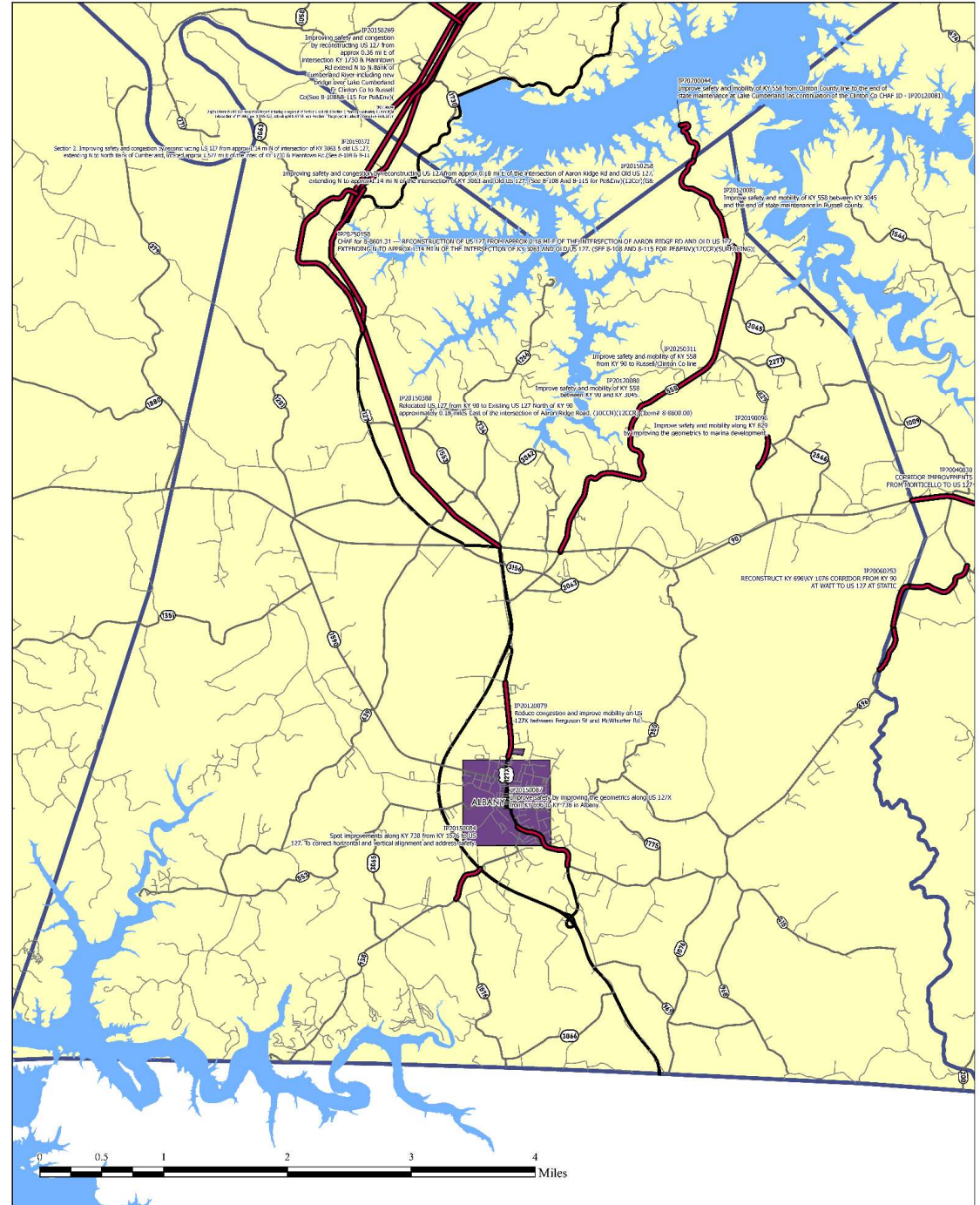
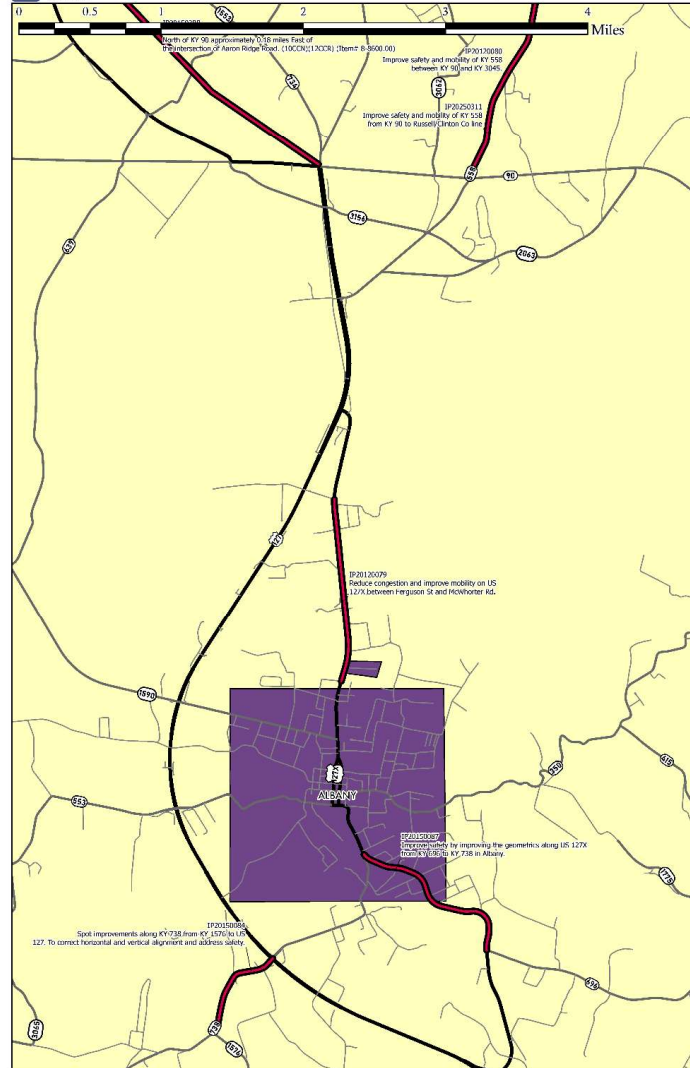
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Clinton County FY26 Active CHAF Projects

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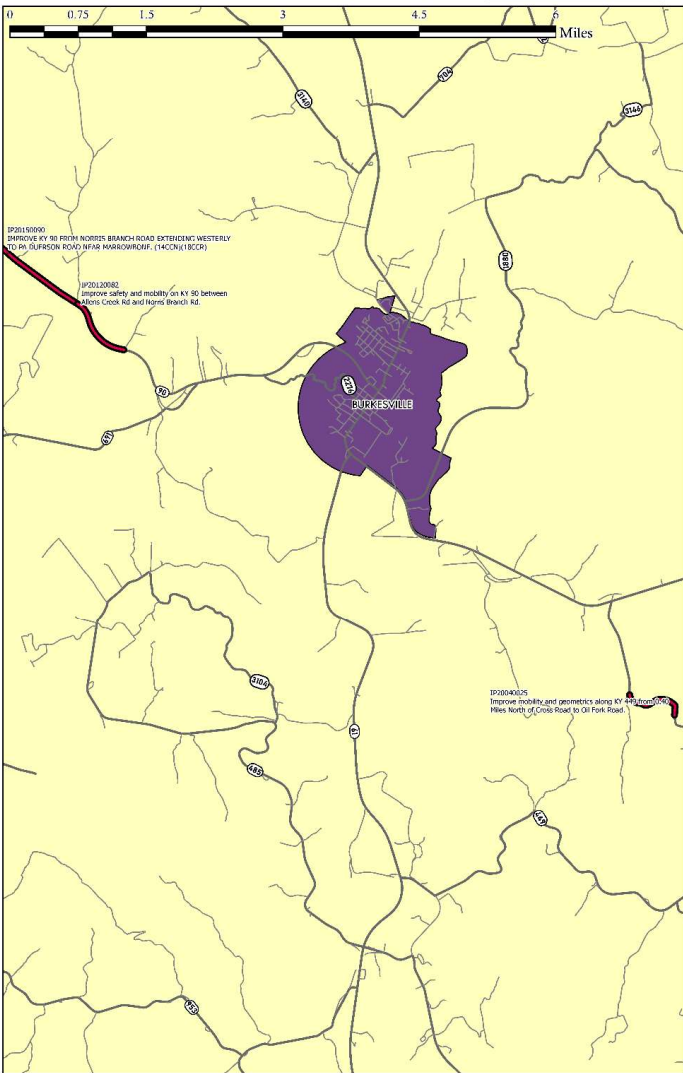
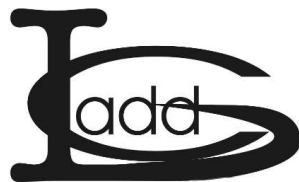
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- Counties



Cumberland County FY26 Active CHAF Projects

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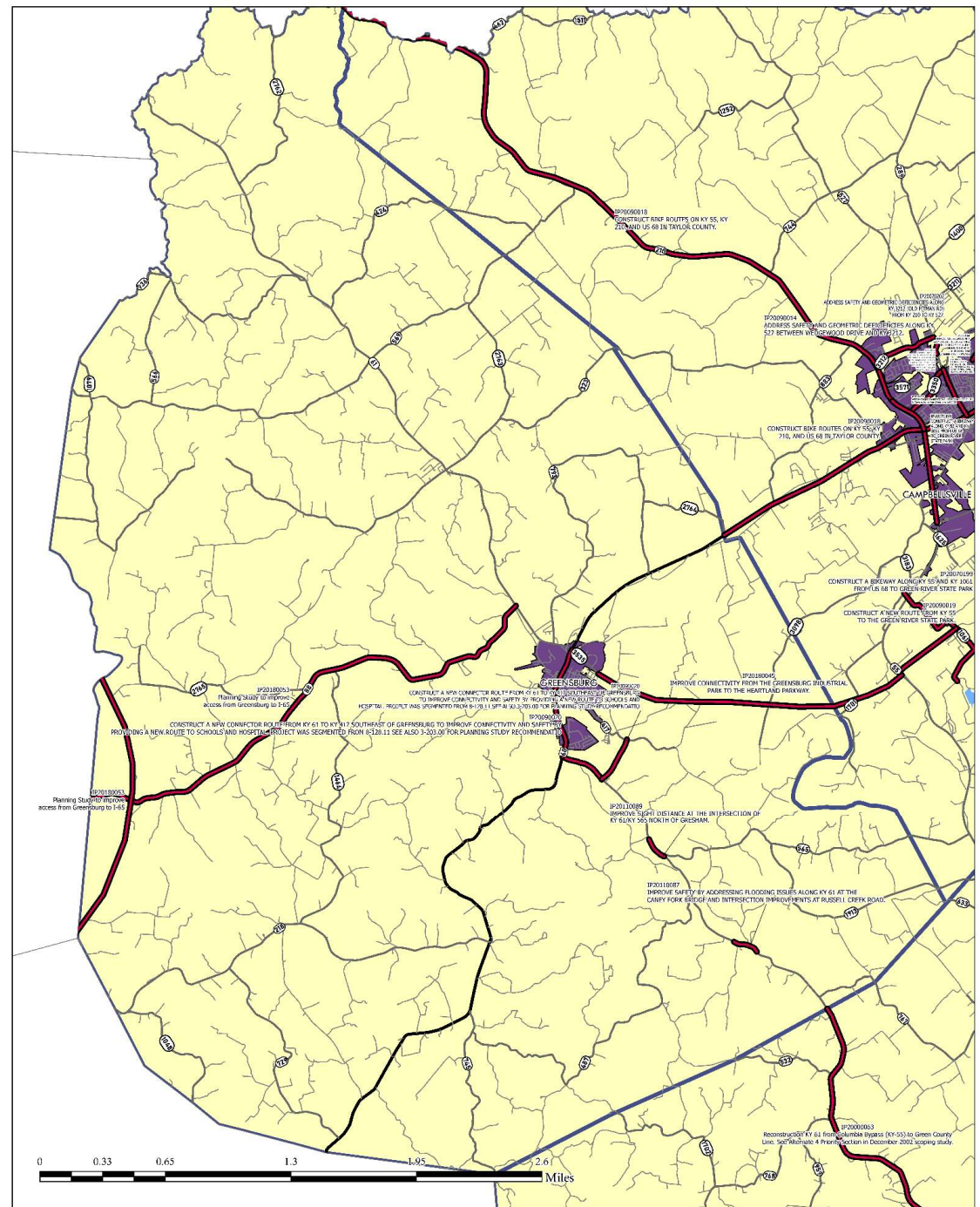
- Current CHAF Projects
- State Roads
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- Interstate
- Parkway
- US Road
- Lakes
- Counties



Green County FY26 Active CHAF Projects

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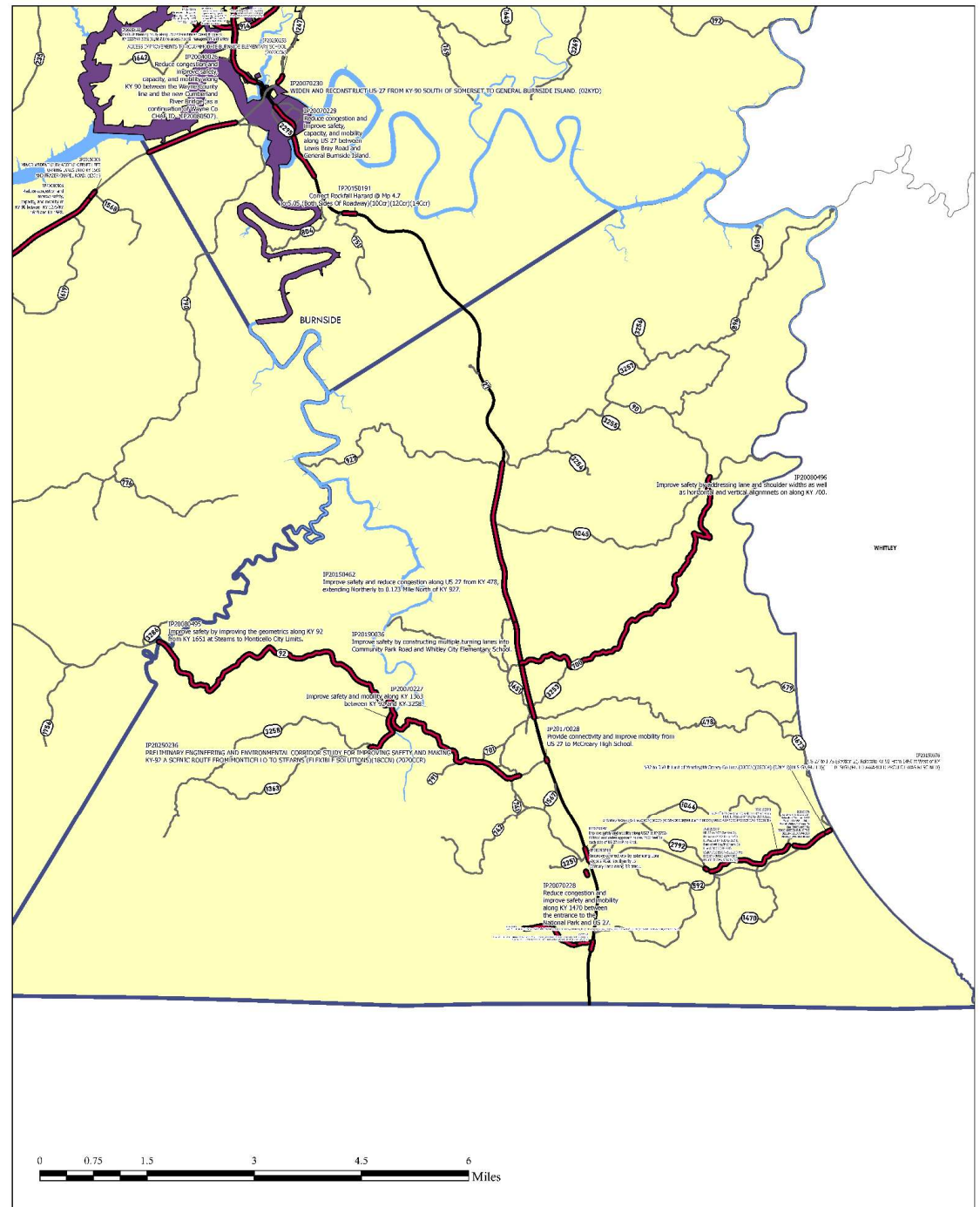
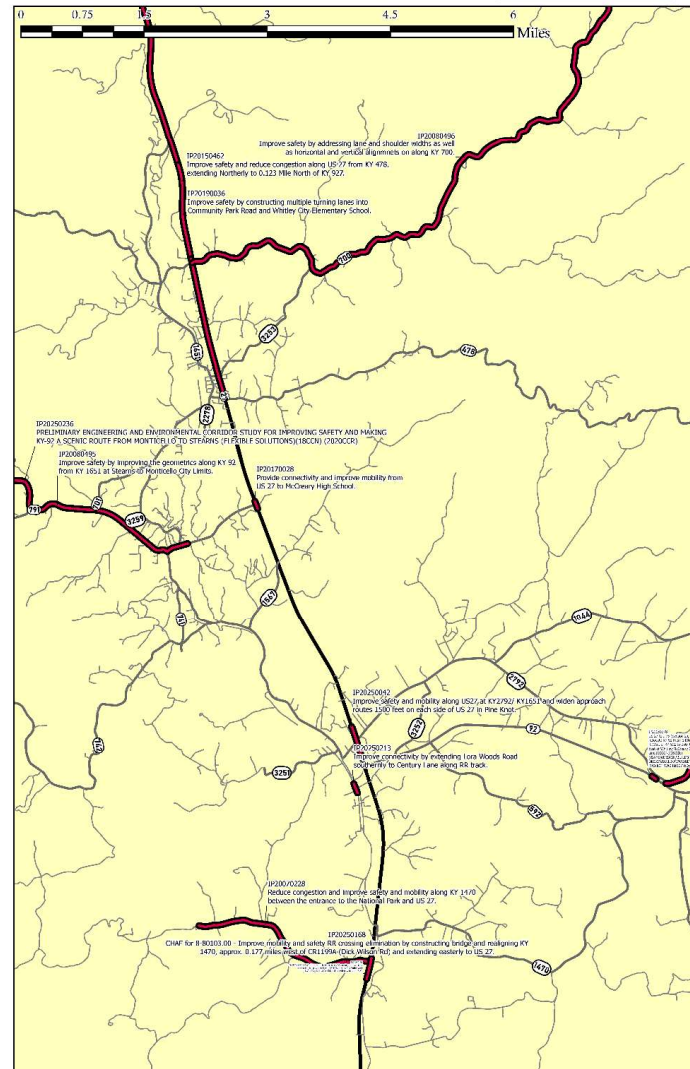
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McCreary County FY26 Active CHAF Projects

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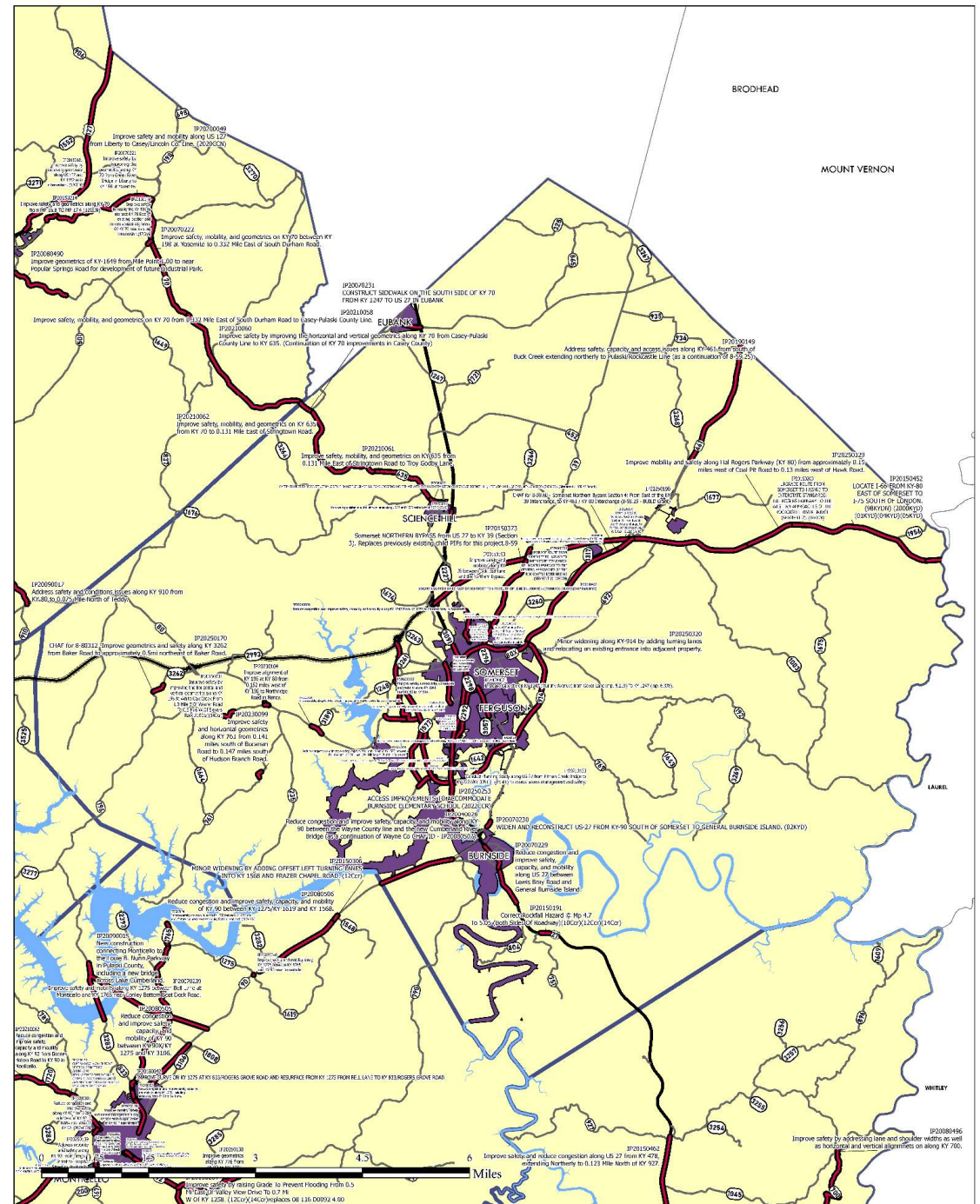
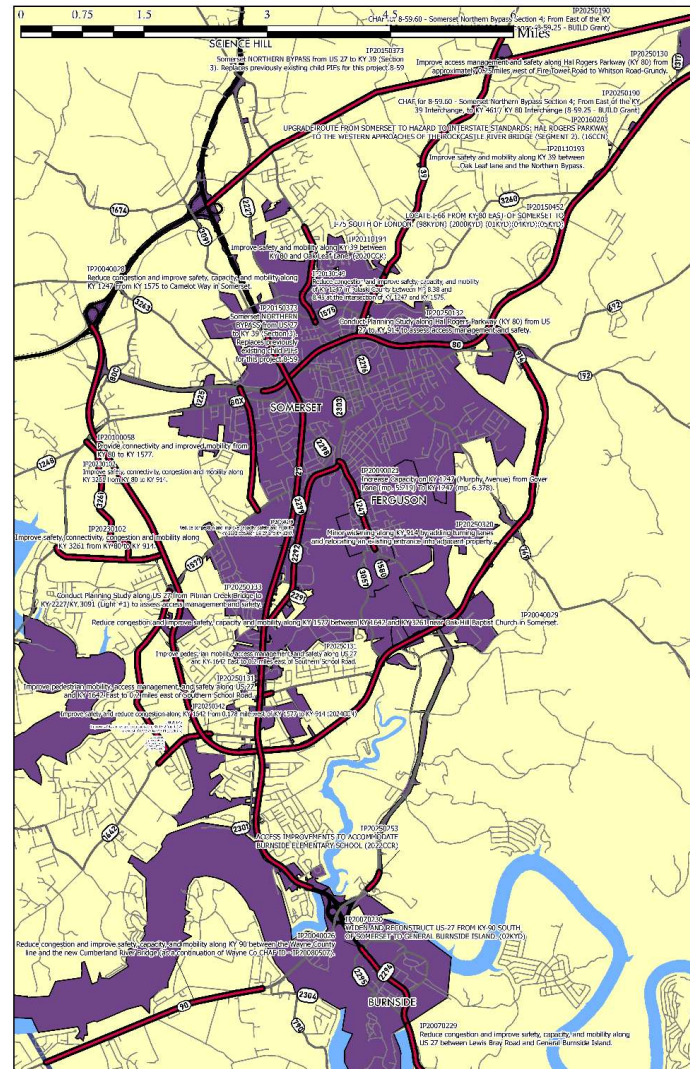
- Current CHAF Projects
- State Roads
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- Interstate
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- US Road
- Lakes
- Counties



Pulaski County FY26 Active CHAF Projects

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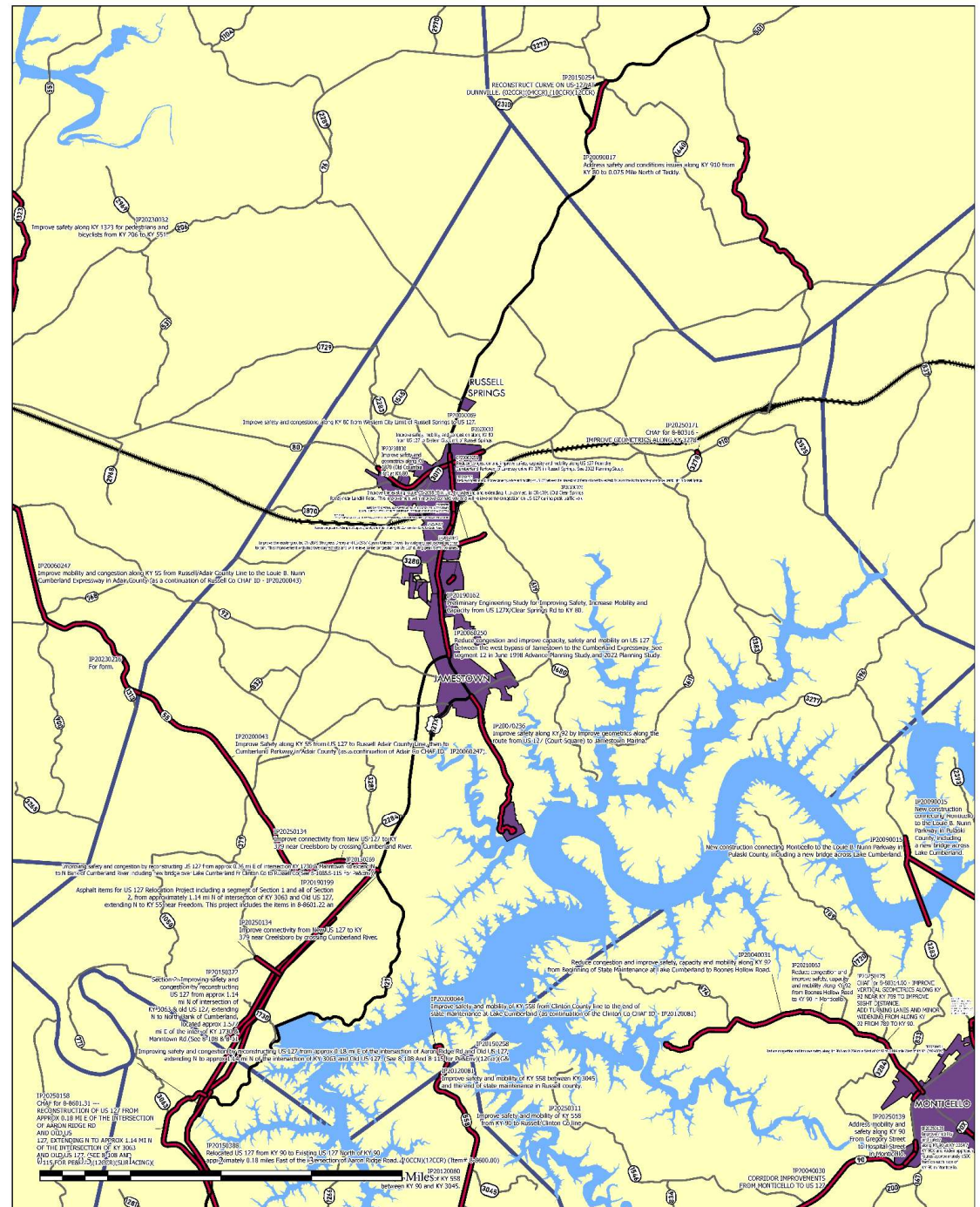
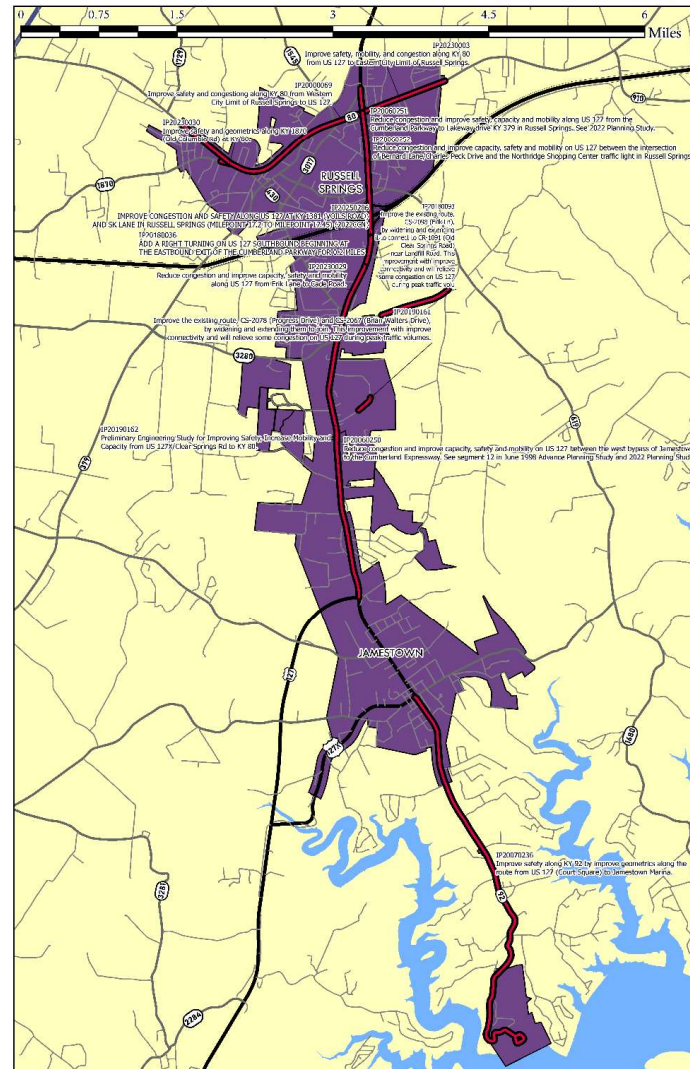
- Current CHAF Projects
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- Cities
- Interstate
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- US Road
- Lakes
- Counties



Russell County FY26 Active CHAF Projects

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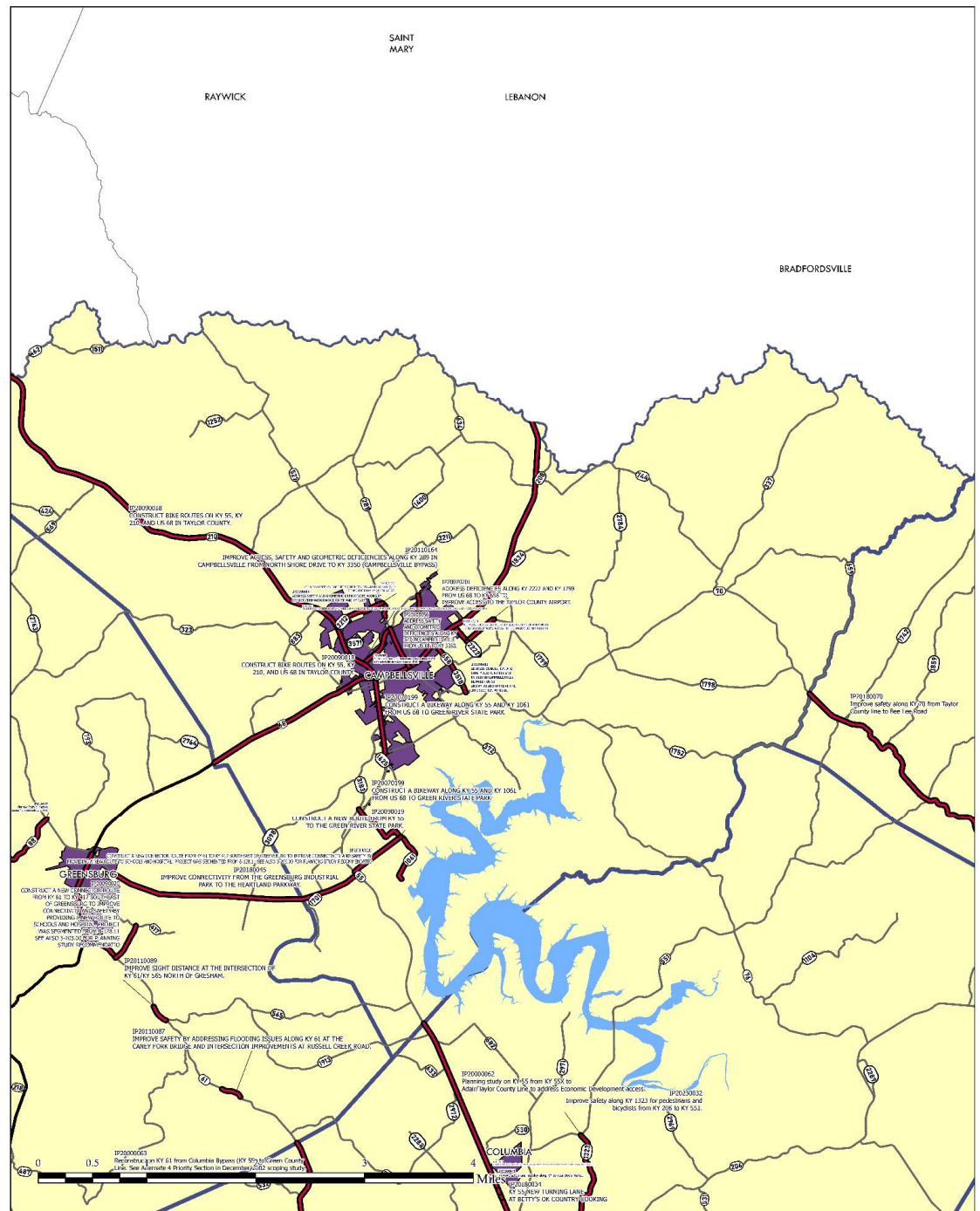
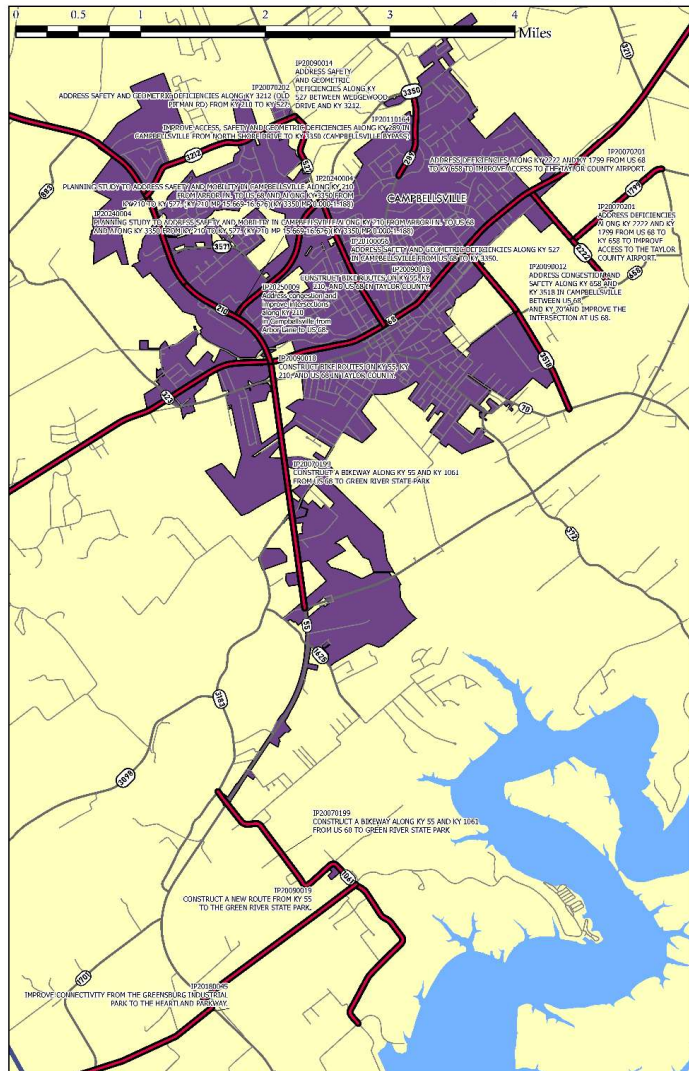
- Current CHAF Projects
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- Lakes
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Taylor County FY26 Active CHAF Projects

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-  Current CHAF Projects
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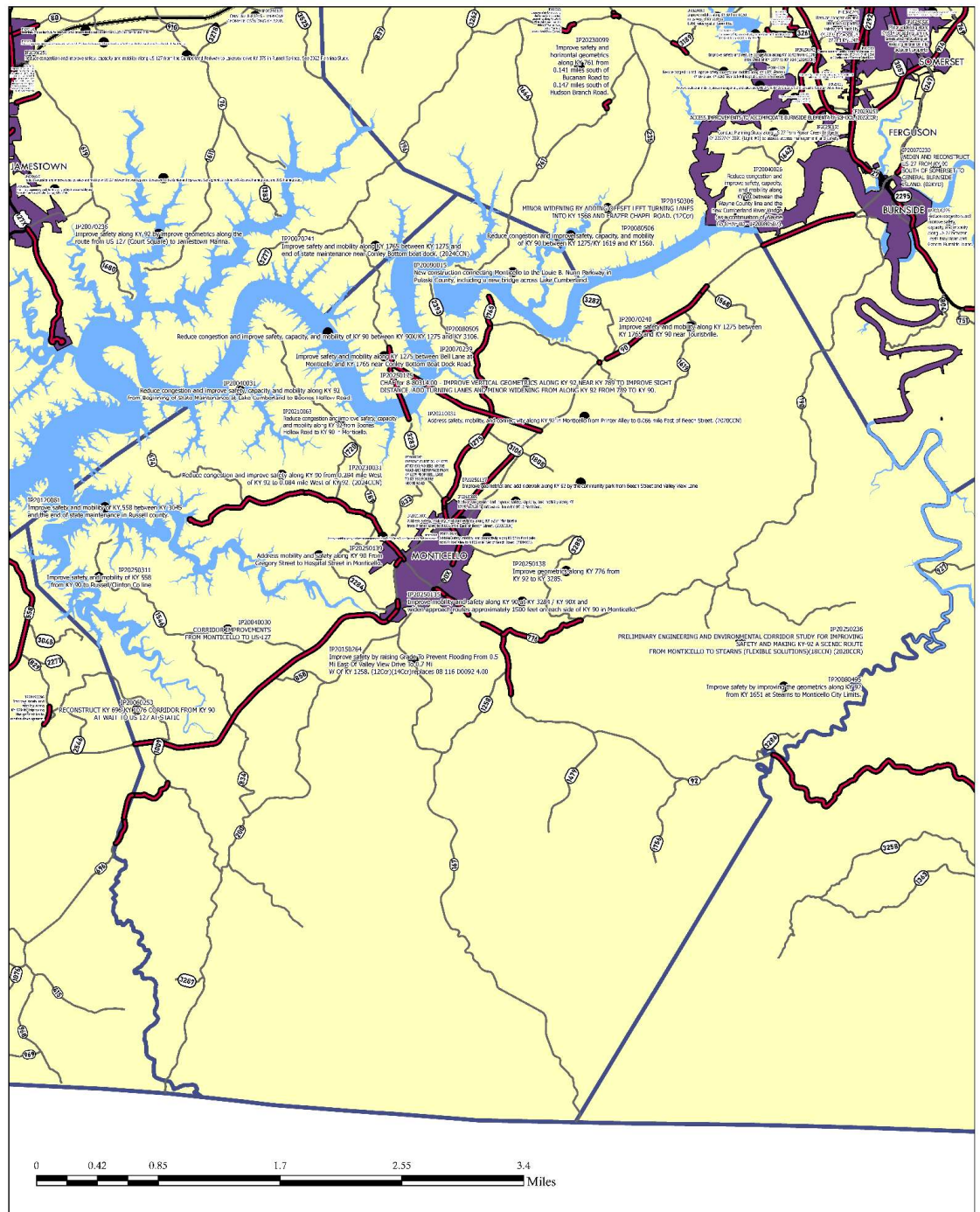
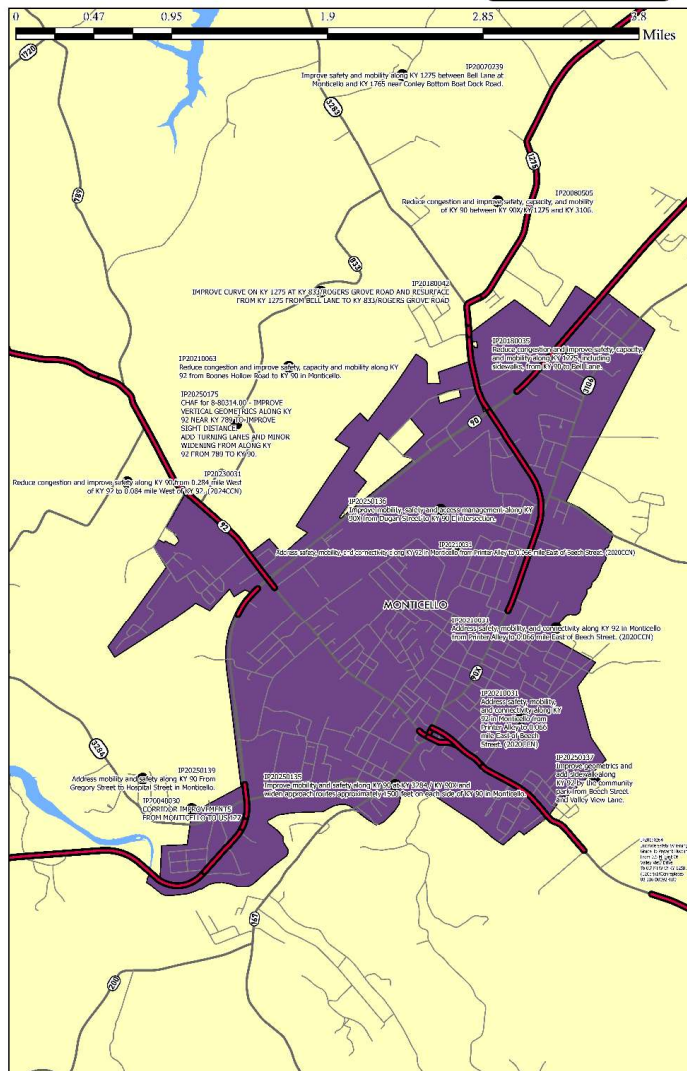
Wayne County FY26 Active CHAF Projects

Legend

-  Current CHAF Projects
 State Roads
 Cities
 Interstate
 Parkway
 US Road
 Lakes
 Counties



**KENTUCKY
TRANSPORTATION
CABINET**



2.4 2026 Enacted Highway Plan Project List

Adair County

Adair	KY-1702	From MP 1.920 To 2.190			On NHS	Description:	INSTALL GUARDRAIL ON KY-1702 IN ADAIR COUNTY		
					NO				
Item#:	8-4325.00	Parent#:	8-4325.00	Length		Type of Work:	SAF-GUARDRAIL(P)		
Plan Year:	2020	Parent Year:	2020	0.27		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
GR	C	\$58,000	\$0	\$0	\$0	\$0	\$0	\$0	\$58,000
FY TOTAL:		\$58,000	\$0	\$0	\$0	\$0	\$0	\$0	\$58,000

Adair	KY-80	From MP 21.384 To 21.406			On NHS	Description:	BRIDGE PROJECT IN ADAIR COUNTY ON (001B00013N) KY-80 AT RUSSELL CREEK (2026CCR)		
					NO				
Item#:	8-10047.00	Parent#:	8-10047.00	Length		Type of Work:	AM-BRIDGE (P)		
Plan Year:	2022	Parent Year:	2022	0.02		Bridge ID:	001B00013N		
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
BRX	D	\$0	\$0	\$0	\$0	\$0	\$354,203	\$0	\$354,203
BRX	C	\$0	\$0	\$0	\$0	\$0	\$2,361,352	\$0	\$2,361,352
FY TOTAL:		\$0	\$0	\$0	\$0	\$0	\$2,715,555	\$0	\$2,715,555

Adair	LN-9008	From MP 43.020 To 48.150			On NHS	Description:	ADDRESS CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY FROM MILEPOINT 43.02 TO MILEPOINT 48.15		
					YES				
Item#:	8-22207.00	Parent#:	8-22207.00	Length		Type of Work:	AM-PAVEMENT (PKY)(P)		
Plan Year:	2022	Parent Year:	2022	5.13		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
NHPM	D	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
NHPM	C	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
FY TOTAL:		\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$2,200,000

Adair	LN-9008	From MP 48.150 To 57.791			On NHS	Description:	ADDRESS CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY FROM MILEPOINT 48.15 TO MILEPOINT 57.791		
					YES				
Item#:	8-22208.00	Parent#:	8-22208.00	Length		Type of Work:	AM-PAVEMENT (PKY)(P)		
Plan Year:	2022	Parent Year:	2022	9.64		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
NHPM	D	\$0	\$0	\$0	\$0	\$0	\$730,000	\$0	\$730,000
NHPM	C	\$0	\$0	\$0	\$0	\$0	\$7,329,876	\$0	\$7,329,876
FY TOTAL:		\$0	\$0	\$0	\$0	\$0	\$8,059,876	\$0	\$8,059,876

Adair	KY-55	From MP 15.900 To 16.000			On NHS YES	Description:	KY 55 NEW TURNING LANE AT BETTY'S OK COUNTRY COOKING. (18CCN)(2020CCR) (2022CCR) (2024CCR)			
						Type of Work:	SAFETY(P)			
Item#:	8-80003.00	Parent#:	8-80003.00	Length	Bridge ID:					
Plan Year:	2018	Parent Year:	2018	0.10						

FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$0	\$450,000	\$0	\$0	\$0	\$450,000
SPP	R	\$0	\$0	\$0	\$0	\$1,420,000	\$0	\$0	\$1,420,000
SPP	U	\$0	\$0	\$0	\$0	\$0	\$1,880,000	\$0	\$1,880,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$4,330,000	\$4,330,000
FY TOTAL:		\$0	\$0	\$0	\$450,000	\$1,420,000	\$1,880,000	\$4,330,000	\$8,080,000

Adair	KY-55	From MP 16.400 To 16.800			On NHS	Description:	IMPROVE SAFETY AND MOBILITY ALONG KY 55 NEAR DOC'S MARKET. (2022CCN) (2024CCR)		
					YES				
					Type of Work:		SAFETY(P)		
Item#:	8-80200.00	Parent#:	8-80200.00	Length	Bridge ID:				
Plan Year:	2022	Parent Year:	2022	0.40					
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000
SPP	R	\$0	\$0	\$0	\$0	\$1,260,000	\$0	\$0	\$1,260,000
SPP	U	\$0	\$0	\$0	\$0	\$0	\$1,730,000	\$0	\$1,730,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$4,040,000	\$4,040,000
FY TOTAL:		\$0	\$0	\$0	\$400,000	\$1,260,000	\$1,730,000	\$4,040,000	\$7,430,000

Adair	KY-55	From MP 16.600 To 16.750			On NHS	Description:	PROVIDE ACCESS INTO GREEN RIVER COMMERCE PARK ALONG KY 55 TO PROMOTE ECONOMIC GROWTH IN ADAIR COUNTY. (MP 16.6-16.75) (2024CCN)		
					YES				
						Type of Work:	ECONOMIC DEVEL(O)		
Item#:	8-80351.00	Parent#:	8-80351.00	Length	Bridge ID:				
Plan Year:	2024	Parent Year:	2024	0.15					
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
SPP	R	\$0	\$0	\$0	\$0	\$790,000	\$0	\$0	\$790,000
SPP	U	\$0	\$0	\$0	\$0	\$0	\$8,100,000	\$0	\$8,100,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$1,570,000	\$1,570,000
FY TOTAL:		\$0	\$0	\$0	\$200,000	\$790,000	\$8,100,000	\$1,570,000	\$10,660,000

Adair	KY-55	From MP 0.000 To 9.680	On NHS	Description:	IMPROVE MOBILITY AND CONGESTION ALONG KY 55 FROM US 127 IN RUSSELL COUNTY TO THE LOUIS B. NUNN CUMBERLAND KY 55/KY6177 IN ADAIR COUNTY. (RUSSELL MP 0.0 - 8.159; ADAIR MP 0.0 - 9.68) (2024CCN)				
Russell	KY-55	From MP 0.000 To 8.159	NO						
				Type of Work:	CONGESTION MITIGTN(O)				
Item#:	8-80352.00	Parent#:	8-80352.00	Length	Bridge ID:				
Plan Year:	2024	Parent Year:	2024	17.84					
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	P	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
SPP	D	\$0	\$0	\$0	\$7,560,000	\$0	\$0	\$0	\$7,560,000
SPP	R	\$0	\$0	\$0	\$0	\$16,700,000	\$0	\$0	\$16,700,000
SPP	U	\$0	\$0	\$0	\$0	\$11,230,000	\$0	\$0	\$11,230,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$104,930,000	\$104,930,000
FY TOTAL:		\$400,000	\$0	\$0	\$7,560,000	\$27,930,000	\$0	\$104,930,000	\$140,820,000

Adair	KY-55	From MP 8.630 To 8.850			On NHS	Description:	IMPROVE HORIZONTAL AND VERTICAL GEOMETRICS ALONG KY 55 FROM 0.113 MILE SOUTH OF TOM ANDREWS RD TO 0.107 MILE NORTH OF TOM ANDREWS RD. (MP 8.631 TO 8.85) (2026CCN)		
					NO				
Item#:	8-80411.00	Parent#:	8-80411.00	Length		Type of Work:	REALIGNMENT		
Plan Year:	2026	Parent Year:	2026	0.22		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000
SPP	R	\$0	\$220,000	\$0	\$0	\$0	\$0	\$0	\$220,000
SPP	U	\$0	\$220,000	\$0	\$0	\$0	\$0	\$0	\$220,000
SPP	C	\$0	\$0	\$0	\$1,320,000	\$0	\$0	\$0	\$1,320,000
FY TOTAL:		\$110,000	\$440,000	\$0	\$1,320,000	\$0	\$0	\$0	\$1,870,000

Adair	KY-61	From MP 12.210 To 19.745			On NHS	Description:	RECONSTRUCTION KY 61 FROM COLUMBIA BYPASS (KY 55) TO GREEN COUNTY LINE. SEE ALTERNATE 4 PRIORITY SECTION IN DECEMBER 2002 SCOPING STUDY. (MP 12.213 TO 19.745) (2026CCN)		
					NO				
Item#:	8-80412.00	Parent#:	8-80412.00	Length		Type of Work:	RECONSTRUCTION(O)		
Plan Year:	2026	Parent Year:	2026	7.54		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$3,766,000	\$0	\$0	\$0	\$0	\$0	\$3,766,000
SPP	R	\$0	\$0	\$0	\$0	\$7,532,000	\$0	\$0	\$7,532,000
SPP	U	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000,000	\$30,000,000
FY TOTAL:		\$0	\$3,766,000	\$0	\$0	\$7,532,000	\$3,000,000	\$30,000,000	\$44,298,000

Adair					On NHS	Description:	THE PROPOSED ROADWAY WOULD HELP ALLEVIATE TRAFFIC ON EXISTING KY 206, KY3491, AS WELL AS TRAFFIC THRU TOWN ON KY 55X AND KY80. EASTERN COLUMBIA BYPASS (2026CCN)		
Item#:	8-80413.00	Parent#:	8-80413.00	Length		Type of Work:	NEW ROUTE(O)		
Plan Year:	2026	Parent Year:	2026			Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	P	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000
SPP	D	\$0	\$0	\$0	\$2,700,000	\$0	\$0	\$0	\$2,700,000
SPP	R	\$0	\$0	\$0	\$0	\$3,300,000	\$0	\$0	\$3,300,000
SPP	U	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000,000	\$30,000,000
FY TOTAL:		\$0	\$0	\$250,000	\$2,700,000	\$3,300,000	\$3,000,000	\$30,000,000	\$39,250,000

Casey County

Casey	KY-910	From MP 6.732 To 6.736			On NHS	Description:	BRIDGE PROJECT IN CASEY COUNTY ON (023B00084N) KY-910 AT BRANCH- DRY FORK		
					NO				
Item#:	8-10048.00	Parent#:	8-10048.00	Length		Type of Work:	AM-BRIDGE (P)		
Plan Year:	2022	Parent Year:	2022	0.00		Bridge ID:	023B00084N		
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
BRX	D	\$0	\$0	\$151,553	\$0	\$0	\$0	\$0	\$151,553
BRX	C	\$0	\$0	\$1,010,356	\$0	\$0	\$0	\$0	\$1,010,356
FY TOTAL:		\$0	\$0	\$1,161,909	\$0	\$0	\$0	\$0	\$1,161,909

Casey	KY-910	From MP 1.464 To 8.801			On NHS	Description:	ADDRESS CONDITION OF KY-910 FROM MILEPOINT 1.464 TO MILEPOINT 8.801		
					NO				
Item#:	8-20019.00	Parent#:	8-20019.00	Length		Type of Work:	AM-PAVEMENT (PRI)(P)		
Plan Year:	2026	Parent Year:	2026	7.34		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
STP5	D	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$160,000
STP5	C	\$0	\$0	\$0	\$0	\$0	\$0	\$1,840,000	\$1,840,000
FY TOTAL:		\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000

Casey	US-127	From MP 1.900 To 4.200			On NHS	Description:	IMPROVE SAFETY AND GEOMETRIC DEFICIENCIES ALONG US 127 AT DUNNVILLE (2022CCN)		
					YES				
Item#:	8-164.00	Parent#:	8-164.00	Length		Type of Work:	SAFETY(P)		
Plan Year:	1998	Parent Year:	1998	2.30		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
NH	R	\$0	\$1,880,000	\$0	\$0	\$0	\$0	\$0	\$1,880,000
NH	U	\$0	\$0	\$0	\$1,030,000	\$0	\$0	\$0	\$1,030,000
NH	C	\$0	\$0	\$0	\$0	\$0	\$13,500,000	\$0	\$13,500,000
FY TOTAL:		\$0	\$1,880,000	\$0	\$1,030,000	\$0	\$13,500,000	\$0	\$16,410,000

Casey	KY-70	From MP 16.800 To 19.000			On NHS	Description:	NEW ALIGNMENT ON KY-70 FROM MP 16.8 TO 19 (12CCN) (2022CCN) (2024CCR)		
					NO				
Item#:	8-8701.00	Parent#:	8-8701.00	Length		Type of Work:	REALIGNMENT		
Plan Year:	2012	Parent Year:	2012	2.20		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
SPP	R	\$0	\$0	\$0	\$2,420,000	\$0	\$0	\$0	\$2,420,000
SPP	U	\$0	\$0	\$0	\$0	\$2,240,000	\$0	\$0	\$2,240,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$20,420,000	\$0	\$20,420,000
FY TOTAL:		\$0	\$0	\$0	\$3,620,000	\$2,240,000	\$20,420,000	\$0	\$26,280,000

Casey	US-127	From MP 18.746 To 19.046			On NHS	Description:	CORRECT VERTICAL ALIGNMENT ON US 127 AND KY 1552 NEAR INTERSECTION.(12CCN) (2024CCN)		
					YES				
Item#:	8-8702.00	Parent#:	8-8702.00	Length		Type of Work:	RECONSTRUCTION(O)		
Plan Year:	2012	Parent Year:	2012	0.30		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
NH	D	\$0	\$0	\$0	\$210,000	\$0	\$0	\$0	\$210,000
NH	R	\$0	\$0	\$0	\$0	\$260,000	\$0	\$0	\$260,000
NH	U	\$0	\$0	\$0	\$0	\$0	\$290,000	\$0	\$290,000
NH	C	\$0	\$0	\$0	\$0	\$0	\$0	\$1,950,000	\$1,950,000
FY TOTAL:		\$0	\$0	\$0	\$210,000	\$260,000	\$290,000	\$1,950,000	\$2,710,000

Casey	CR-1169	From MP 1.939 To 3.876			On NHS	Description:	SURFACE SLOAN FORK ROAD (CR 1169) FROM TURKEY CREEK ROAD TO MERRITT RIDGE ROAD, APPROXIMATELY 1.937 MILES. (MEMORANDUM OF AGREEMENT WITH CASEY COUNTY TO CONSTRUCT) (MP 1.939 TO 3.876) (2026CCN)		
					NO				
Item#:	8-80414.00	Parent#:	8-80414.00	Length		Type of Work:	RESURFACING(P)		
Plan Year:	2026	Parent Year:	2026	1.94		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	C	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
FY TOTAL:		\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000

Casey	KY-49	From MP 0.110 To 1.800			On NHS	Description:	IMPROVE SAFETY BY IMPROVING THE GEOMETRICS ALONG KY 49 (MP 0.114 TO 1.8) (2026CCN)		
					NO				
Item#:	8-80415.00	Parent#:	8-80415.00	Length		Type of Work:	SAFETY(P)		
Plan Year:	2026	Parent Year:	2026	1.69		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$0	\$1,012,000	\$0	\$0	\$0	\$1,012,000
SPP	R	\$0	\$0	\$0	\$0	\$2,590,000	\$0	\$0	\$2,590,000
SPP	U	\$0	\$0	\$0	\$0	\$2,024,000	\$0	\$0	\$2,024,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$11,802,000	\$0	\$11,802,000
FY TOTAL:		\$0	\$0	\$0	\$1,012,000	\$4,614,000	\$11,802,000	\$0	\$17,428,000

Clinton County

Clinton	US-127	From MP 11.700 To 16.320			On NHS	Description:	RELOCATION OF US 127 FROM KY 90 INTERSECTION TO AARON RIDGE ROAD (MP 11.7 TO MP 16.315) (2022CCN) (2024CCR)		
					YES				
Item#:	8-8600.00	Parent#:	8-8600.00	Length		Type of Work:	RELOCATION(O)		
Plan Year:	2010	Parent Year:	2010	4.62		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
NH	R	\$5,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800,000
NH	U	\$0	\$0	\$3,510,000	\$0	\$0	\$0	\$0	\$3,510,000
NH	C	\$0	\$0	\$0	\$0	\$46,680,000	\$0	\$0	\$46,680,000
FY TOTAL:		\$5,800,000	\$0	\$3,510,000	\$0	\$46,680,000	\$0	\$0	\$55,990,000

Clinton	US-127	From MP 16.135 To 19.750			On NHS	Description:	RELOCATION OF US-127 FROM EAST OF THE AARON RIDGE RD AND OLD US-127 INTERSECTION, EXTENDING NORTHERLY TO NORTH OF THE KY-3063 AND OLD US-127 INTERSECTION. (SEE 8-108 AND 8-115 FOR PE&ENV)(12CCR) (2020CCR) (2022CCR) (2024CCR) (2026CCR)		
					YES				
Item#:	8-8601.30	Parent#:	8-8601.30	Length		Type of Work:	RELOCATION(O)		
Plan Year:	2012	Parent Year:	2012	3.62		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
NH	C	\$0	\$0	\$19,150,000	\$20,000,000	\$0	\$0	\$0	\$39,150,000
FY TOTAL:		\$0	\$0	\$19,150,000	\$20,000,000	\$0	\$0	\$0	\$39,150,000

Clinton	KY-558	From MP 1.281 To 10.753			On NHS	Description:	IMPROVE SAFETY AND MOBILITY OF KY 558 FROM KY 90 TO RUSSELL/CLINTON CO LINE (2024CCN)		
					NO				
Item#:	8-80313.00	Parent#:	8-80313.00	Length		Type of Work:	SAFETY(P)		
Plan Year:	2024	Parent Year:	2024	9.47		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	P	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000
SPP	D	\$0	\$0	\$0	\$1,040,000	\$0	\$0	\$0	\$1,040,000
SPP	R	\$0	\$0	\$0	\$0	\$5,410,000	\$0	\$0	\$5,410,000
SPP	U	\$0	\$0	\$0	\$0	\$0	\$4,260,000	\$0	\$4,260,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$9,860,000	\$9,860,000
FY TOTAL:		\$0	\$0	\$0	\$1,440,000	\$5,410,000	\$4,260,000	\$9,860,000	\$20,970,000

Clinton	US-127-X	From MP 3.885 To 5.188			On NHS	Description:	REDUCE CONGESTION AND IMPROVE MOBILITY ON US 127X BETWEEN FERGUSON ST AND MCWHORTER RD. (2026CCN)		
					NO				
Item#:	8-80405.00	Parent#:	8-80405.00	Length		Type of Work:	CONGESTION MITIGTN(O)		
Plan Year:	2026	Parent Year:	2026	1.30		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$0	\$648,000	\$0	\$0	\$0	\$648,000
SPP	R	\$0	\$0	\$0	\$0	\$1,296,000	\$0	\$0	\$1,296,000
SPP	U	\$0	\$0	\$0	\$0	\$1,296,000	\$0	\$0	\$1,296,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$3,888,000	\$0	\$3,888,000
FY TOTAL:		\$0	\$0	\$0	\$648,000	\$2,592,000	\$3,888,000	\$0	\$7,128,000

Green County

Green	KY-61	From MP 20.240 To 20.610			On NHS	Description:	INSTALL GUARDRAIL ON KY-61 IN GREEN COUNTY		
					NO				
Item#:	4-4316.00	Parent#:	4-4316.00	Length		Type of Work:	SAF-GUARDRAIL(P)		
Plan Year:	2020	Parent Year:	2020	0.37		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
GR	C	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000
FY TOTAL:		\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000

Green	CR-1227	From MP 0.882 To 0.900			On NHS	Description:	ADDRESS DEFICIENCIES OF BRIDGE ON LILETOWN RD OVER GREASY CK (044C00012N) (2026CCR)		
					NO				
Item#:	4-10082.00	Parent#:	4-10082.00	Length		Type of Work:	AM-BRIDGE (P)		
Plan Year:	2026	Parent Year:	2026	0.02		Bridge ID:	044C00012N		
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
BRZ	D	\$0	\$0	\$0	\$224,724	\$0	\$0	\$0	\$224,724
BRZ	C	\$0	\$0	\$0	\$1,498,162	\$0	\$0	\$0	\$1,498,162
FY TOTAL:		\$0	\$0	\$0	\$1,722,886	\$0	\$0	\$0	\$1,722,886

Green	KY-61	From MP 6.030 To 6.040			On NHS	Description:	IMPROVE SAFETY BY RECONSTRUCTION AND WIDENING BRIDGE ID 044B00008N ON KY 61 OVER CLOVER LICK CREEK AT MP 6.03, APPROXIMATELY 2.2 MILES SOUTH OF INTERSECTION WITH US 68.		
					NO				
Item#:	4-80358.00	Parent#:	4-80358.00	Length		Type of Work:	AM-BRIDGE (P)		
Plan Year:	2024	Parent Year:	2024	0.01		Bridge ID:	044B00008N		
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
FBP	D	\$0	\$0	\$148,265	\$0	\$0	\$0	\$0	\$148,265
FBP	C	\$0	\$0	\$988,437	\$0	\$0	\$0	\$0	\$988,437
FY TOTAL:		\$0	\$0	\$1,136,702	\$0	\$0	\$0	\$0	\$1,136,702

Green	US-68	From MP 6.425 To 9.985			On NHS	Description:	ADDRESS SAFETY, GEOMETRIC DEFICIENCIES AND MAINTENANCE ISSUES ALONG US 68 FROM THE METCALFE COUNTY LINE (MP 0.000) TO 1600 FEET WEST OF SOUTH THURLOW ROAD (MP 9.682) (2020CCN) (2022CCR) (2024CCR)		
					NO				
Item#:	4-397.11	Parent#:	4-397.00	Length		Type of Work:	AIR QUALITY(P)		
Plan Year:	2020	Parent Year:		3.56		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
STP2	D	\$0	\$0	\$0	\$1,120,000	\$0	\$0	\$0	\$1,120,000
STP2	R	\$0	\$0	\$0	\$0	\$3,130,000	\$0	\$0	\$3,130,000
STP2	U	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$3,500,000
STP2	C	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000,000	\$12,000,000
FY TOTAL:		\$0	\$0	\$0	\$1,120,000	\$3,130,000	\$3,500,000	\$12,000,000	\$19,750,000

Green	KY-88	From MP 8.996 To 11.232			On NHS	Description:	SPOT IMPROVEMENTS & IMPROVE EXISTING ALIGNMENT ON KY 88 FROM 0.20 MILES WEST OF AKIN NARROWS OF PITMAN RD (MP 8.996) TO KY 61 (MP 11.232). (14CCN) (16CCR)(18CCN) (2020CCR) (2022CCR)		
					NO				
Item#:	4-8853.00	Parent#:	4-8853.00	Length		Type of Work:	SPOT IMPROVEMENTS(O)		
Plan Year:	2014	Parent Year:	2014	2.24		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$0	\$1,120,000	\$0	\$0	\$0	\$1,120,000
SPP	R	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$0	\$2,500,000
FY TOTAL:		\$0	\$0	\$0	\$1,120,000	\$0	\$2,500,000	\$0	\$3,620,000

Green	KY-210	From MP 0.000 To 0.750			On NHS	Description:	ADDRESS SAFETY ON KY 210 FROM MORNINGSTAR ROAD (LARUE MP14.23) TO JUST EAST OF CORINTH CHURCH (TAYLOR MP0.60) (2024CCN)		
Larue	KY-210	From MP 14.230 To 16.613			NO				
Taylor	KY-210	From MP 0.000 To 0.600							
Item#:	4-80154.20	Parent#:	4-80154.00	Length		Type of Work:	SAFETY		
Plan Year:	2024	Parent Year:	2020	3.73		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
STPF	R	\$0	\$3,150,000	\$0	\$0	\$0	\$0	\$0	\$3,150,000
STPF	U	\$0	\$0	\$3,240,000	\$0	\$0	\$0	\$0	\$3,240,000
STPF	C	\$0	\$0	\$0	\$0	\$7,400,000	\$10,000,000	\$0	\$17,400,000
FY TOTAL:		\$0	\$3,150,000	\$3,240,000	\$0	\$7,400,000	\$10,000,000	\$0	\$23,790,000

McCreary County

McCreary	KY-92	From MP 10.122 To 10.244			On NHS	Description:	BRIDGE PROJECT IN MCCREARY COUNTY ON (074B00007N) KY-92 AT S. FORK OF CUMBERLAND RI		
					NO				
Item#:	8-10057.00	Parent#:	8-10057.00	Length		Type of Work:	AM-BRIDGE (P)		
Plan Year:	2022	Parent Year:	2022	0.12		Bridge ID:	074B00007N		
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
FBP	D	\$0	\$0	\$0	\$0	\$0	\$0	\$2,208,703	\$2,208,703
FY TOTAL:		\$0	\$0	\$0	\$0	\$0	\$0	\$2,208,703	\$2,208,703

McCreary	KY-1470	From MP 7.513 To 7.523			On NHS	Description:	BRIDGE PROJECT IN MCCREARY COUNTY ON (074B00020N) KY-1470 AT MARSH CREEK		
					NO				
Item#:	8-10059.00	Parent#:	8-10059.00	Length		Type of Work:	AM-BRIDGE (P)		
Plan Year:	2022	Parent Year:	2022	0.01		Bridge ID:	074B00020N		
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
BRX	D	\$0	\$0	\$156,474	\$0	\$0	\$0	\$0	\$156,474
BRX	C	\$0	\$0	\$1,043,159	\$0	\$0	\$0	\$0	\$1,043,159
FY TOTAL:		\$0	\$0	\$1,199,633	\$0	\$0	\$0	\$0	\$1,199,633

McCreary	CR-1314	From MP 0.107 To 0.127			On NHS	Description:	BRIDGE PROJECT IN MCCREARY COUNTY ON (074C00010N) WIBORG LOOP RD AT NS (CNO&TP) SYSTEM		
					NO				
Item#:	8-10061.00	Parent#:	8-10061.00	Length		Type of Work:	AM-BRIDGE (P)		
Plan Year:	2022	Parent Year:	2022	0.02		Bridge ID:	074C00010N		
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
FBP2	D	\$0	\$0	\$0	\$0	\$0	\$317,874	\$0	\$317,874
FBP2	C	\$0	\$0	\$0	\$0	\$0	\$2,119,163	\$0	\$2,119,163
FY TOTAL:		\$0	\$0	\$0	\$0	\$0	\$2,437,037	\$0	\$2,437,037

McCreary	KY-92	From MP 0.000 To 15.629	On NHS	Description:	PRELIMINARY ENGINEERING AND ENVIRONMENTAL CORRIDOR STUDY FOR IMPROVING SAFETY AND MAKING KY-92 A SCENIC ROUTE FROM MONTICELLO TO STEARNS (FLEXIBLE SOLUTIONS)(18CCN) (2020CCR) (2024CCR)
Wayne	KY-92	From MP 11.269 To 22.127	NO		

Item#: 8-80004.00 **Parent#:** 8-80004.00 **Length**
Plan Year: 2018 **Parent Year:** 2018 26.49
Type of Work: PLANNING-OKI(O)
Bridge ID:

FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	P	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000
FY TOTAL:		\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000

McCreary	US-27	From MP 7.700 To 7.800	On NHS	Description:	PROVIDE CONNECTIVITY, IMPROVE MOBILITY AND RESPONSE FROM US 27 TO MCCREARY COUNTY HIGH SCHOOL (2020CCN) (2022CCR) (2024CCR)
			YES		

Item#: 8-80102.00 **Parent#:** 8-80102.00 **Length**
Plan Year: 2020 **Parent Year:** 2020 0.10
Type of Work: MINOR WIDENING
Bridge ID:

FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
CRP	C	\$0	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000
FY TOTAL:		\$0	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000

McCreary	CR-1199-A	From MP 0.000 To 0.058	On NHS	Description:	IMPROVE MOBILITY AND SAFETY RR CROSSING ELIMINATION BY CONSTRUCTING BRIDGE AND REALIGNING KY 1470, APPROX 0.177 MILES WEST OF CR1199A (DICK WILSON RD) AND EXTENDING EASTERLY TO US 27. (2020CCN) (2022CCR) (2024CCR)
			NO		

Item#: 8-80103.00 **Parent#:** 8-80103.00 **Length**
Plan Year: 2020 **Parent Year:** 2020 0.06
Type of Work: NEW ROUTE(O)
Bridge ID:

FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	R	\$0	\$750,000	\$0	\$0	\$0	\$0	\$0	\$750,000
SPP	U	\$0	\$0	\$0	\$720,000	\$0	\$0	\$0	\$720,000
SPP	C	\$0	\$0	\$0	\$0	\$8,420,000	\$0	\$0	\$8,420,000
FY TOTAL:		\$0	\$750,000	\$0	\$720,000	\$8,420,000	\$0	\$0	\$9,890,000

McCreary	US-27	From MP 9.093 To 17.000	On NHS	Description:	IMPROVE SAFETY AND MOBILITY ALONG US27 AT KY2792/ KY1651 AND WIDEN APPROACH ROUTES 1500 FEET ON EACH SIDE OF US 27 IN PINE KNOT (2026CCN)
			YES		

Item#: 8-80406.00 **Parent#:** 8-80406.00 **Length**
Plan Year: 2026 **Parent Year:** 2026 7.91
Type of Work: SAFETY(P)
Bridge ID:

FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
NH	D	\$320,000	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000
NH	R	\$0	\$0	\$480,000	\$0	\$0	\$0	\$0	\$480,000
NH	U	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000
NH	C	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200,000	\$3,200,000
FY TOTAL:		\$320,000	\$0	\$480,000	\$0	\$0	\$1,500,000	\$3,200,000	\$5,500,000

Pulaski County

Pulaski		KY-1956		From MP 0.986 To 1.002		On NHS	Description:	BRIDGE PROJECT IN PULASKI COUNTY ON (100B00015N) KY-1956 AT LINE CREEK	
						NO	Type of Work:	AM-BRIDGE (P)	
Item#:	8-10063.00	Parent#:	8-10063.00	Length		Bridge ID:	100B00015N		
Plan Year:	2022	Parent Year:	2022	0.02					
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
BRX	D	\$0	\$0	\$0	\$0	\$0	\$0	\$312,402	\$312,402
BRX	C	\$0	\$0	\$0	\$0	\$0	\$0	\$2,082,679	\$2,082,679
FY TOTAL:		\$0	\$0	\$0	\$0	\$0	\$0	\$2,395,081	\$2,395,081

Pulaski		KY-934		From MP 4.997 To 5.025		On NHS	Description:	BRIDGE PROJECT IN PULASKI COUNTY ON (100B00048N) KY-934 AT BRUSHY CREEK	
						NO	Type of Work:	AM-BRIDGE (P)	
Item#:	8-10065.00	Parent#:	8-10065.00	Length		Bridge ID:	100B00048N		
Plan Year:	2022	Parent Year:	2022	0.03					
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
BRX	D	\$0	\$0	\$0	\$0	\$0	\$0	\$31,693	\$31,693
BRX	C	\$0	\$0	\$0	\$0	\$0	\$0	\$211,288	\$211,288
FY TOTAL:		\$0	\$0	\$0	\$0	\$0	\$0	\$242,981	\$242,981

Pulaski		KY-751		From MP 0.000 To 0.020		On NHS	Description:	BRIDGE PROJECT IN PULASKI COUNTY ON (100B00066N) KENO RD (KY-751) AT NS	
Pulaski		CR-1245		From MP 2.740 To 2.777		NO	Type of Work:	AM-BRIDGE (P)	
Item#:	8-10066.00	Parent#:	8-10066.00	Length		Bridge ID:	100B00066N		
Plan Year:	2022	Parent Year:	2022	0.06	Bridge ID:				
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
BRX	D	\$0	\$0	\$0	\$0	\$641,804	\$0	\$0	\$641,804
BRX	C	\$0	\$0	\$0	\$0	\$4,278,690	\$0	\$0	\$4,278,690
FY TOTAL:		\$0	\$0	\$0	\$0	\$4,920,494	\$0	\$0	\$4,920,494

Pulaski		KY-196		From MP 8.889 To 8.893		On NHS	Description:	BRIDGE PROJECT IN PULASKI COUNTY ON (100B00102N) KY-196 AT LITTLE WHITE OAK CREEK	
						NO	Type of Work:	AM-BRIDGE (P)	
Item#:	8-10069.00	Parent#:	8-10069.00	Length		Bridge ID:	100B00102N		
Plan Year:	2022	Parent Year:	2022	0.00					
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
BRX	D	\$0	\$0	\$140,588	\$0	\$0	\$0	\$0	\$140,588
BRX	C	\$0	\$0	\$937,250	\$0	\$0	\$0	\$0	\$937,250
FY TOTAL:		\$0	\$0	\$1,077,838	\$0	\$0	\$0	\$0	\$1,077,838

Pulaski		CR-1622		From MP 0.080 To 0.088		On NHS	Description:	ADDRESS DEFICIENCIES OF BRIDGE ON ED DICK RD OVER ROCK LICK CREEK (100C00069N)	
						NO	Type of Work:	AM-BRIDGE (P)	
Item#:	8-10086.00	Parent#:	8-10086.00	Length		Bridge ID:	100C00069N		
Plan Year:	2026	Parent Year:	2026	0.01					
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
BRZ	D	\$0	\$0	\$0	\$158,893	\$0	\$0	\$0	\$158,893
BRZ	C	\$0	\$0	\$0	\$1,059,288	\$0	\$0	\$0	\$1,059,288
FY TOTAL:		\$0	\$0	\$0	\$1,218,181	\$0	\$0	\$0	\$1,218,181

Pulaski	KY-196	From MP 7.700 To 8.200			On NHS	Description:	HORIZONTAL AND VERTICAL REALIGNMENT OF KY-196 AT WHITE OAK CREEK FROM 1.0 MILE E OF WARNER ROAD TO 0.3 MILE W OF SIEVERS ROAD.(10CCR)(14CCR) (2024CCN)		
					NO				
Item#:	8-121.00	Parent#:	8-121.00	Length		Type of Work:	SAFETY(P)		
Plan Year:	2006	Parent Year:	2006	0.50		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000
SPP	R	\$0	\$0	\$0	\$530,000	\$0	\$0	\$0	\$530,000
SPP	U	\$0	\$0	\$0	\$0	\$520,000	\$0	\$0	\$520,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$3,450,000	\$0	\$3,450,000
FY TOTAL:		\$0	\$600,000	\$0	\$530,000	\$520,000	\$3,450,000	\$0	\$5,100,000

Pulaski	KY-39	From MP 0.280 To 1.130			On NHS	Description:	IMPROVE SAFETY AND MOBILITY ALONG KY 39 BETWEEN KY 80 AND OAK LEAF LANE. (2020CCR) (2024CCR)		
					NO				
Item#:	8-169.00	Parent#:	8-169.00	Length		Type of Work:	RECONSTRUCTION		
Plan Year:	2020	Parent Year:	2020	0.85		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
STP1	D	\$0	\$0	\$0	\$710,000	\$0	\$0	\$0	\$710,000
STP1	R	\$0	\$0	\$0	\$0	\$2,530,000	\$0	\$0	\$2,530,000
STP1	U	\$0	\$0	\$0	\$0	\$0	\$1,150,000	\$0	\$1,150,000
STP1	C	\$0	\$0	\$0	\$0	\$0	\$0	\$7,980,000	\$7,980,000
FY TOTAL:		\$0	\$0	\$0	\$710,000	\$2,530,000	\$1,150,000	\$7,980,000	\$12,370,000

Pulaski	US-27	From MP 8.050 To 9.201			On NHS	Description:	REDUCE CONGESTION AND IMPROVE SAFETY AND MOBILITY ALONG US 27 BETWEEN GENERAL BURNSIDE ISLAND AND CUMBERLAND RIVER BRIDGE. (2024CCN)		
					YES				
Item#:	8-272.00	Parent#:	8-272.00	Length		Type of Work:	RECONSTRUCTION(O)		
Plan Year:	2002	Parent Year:	2002	1.15		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
NH	R	\$0	\$6,330,500	\$0	\$0	\$0	\$0	\$0	\$6,330,500
NH	U	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
NH	C	\$0	\$0	\$0	\$0	\$15,220,000	\$0	\$0	\$15,220,000
FY TOTAL:		\$0	\$6,330,500	\$0	\$3,000,000	\$15,220,000	\$0	\$0	\$24,550,500

Pulaski	KY-90	From MP 0.000 To 3.061			On NHS	Description:	REDUCE CONGESTION AND IMPROVE SAFETY, CAPACITY AND MOBILITY ALONG KY 90 BETWEEN WAYNE COUNTY LINE AND NEW CUMBERLAND RIVER BRIDGE (2020CCN) (2022CCR) (2024CCR)		
					NO				
Item#:	8-80104.00	Parent#:	8-80104.00	Length		Type of Work:	CONGESTION MITIGATION		
Plan Year:	2020	Parent Year:	2020	3.06		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000
SPP	R	\$0	\$0	\$0	\$6,300,000	\$0	\$0	\$0	\$6,300,000
SPP	U	\$0	\$0	\$0	\$0	\$0	\$2,270,000	\$0	\$2,270,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$21,280,000	\$21,280,000
FY TOTAL:		\$2,500,000	\$0	\$0	\$6,300,000	\$0	\$2,270,000	\$21,280,000	\$32,350,000

Pulaski	KY-1642	From MP 3.300 To 4.050			On NHS	Description:	IMPROVE SAFETY AND REDUCE CONGESTION ALONG KY 1642 FROM 0.178 MILE WEST OF KY 1577 TO KY 914 (2024CCN) (2026CCN)		
					NO				
Item#:	8-80301.00	Parent#:	8-80301.00	Length		Type of Work:	CONGESTION MITIGTN(O)		
Plan Year:	2024	Parent Year:	2024	0.75		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$0	\$750,000	\$0	\$0	\$0	\$750,000
SPP	R	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
SPP	U	\$0	\$0	\$0	\$0	\$0	\$2,250,000	\$0	\$2,250,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$3,972,000	\$3,972,000
FY TOTAL:		\$0	\$0	\$0	\$750,000	\$1,500,000	\$2,250,000	\$3,972,000	\$8,472,000

Pulaski	KY-461	From MP 3.650 To 8.441			On NHS	Description:	ADDRESS SAFETY, CAPACITY AND ACCESS ISSUES ALONG KY-461 FROM SOUTH OF BUCK CREEK EXTENDING NORTHERLY TO PULASKI/ROCKCASTLE LINE (AS A CONTINUATION OF 8-59.25). (2024CCN)		
					YES				
Item#:	8-80302.00	Parent#:	8-80302.00	Length		Type of Work:	SAFETY(P)		
Plan Year:	2024	Parent Year:	2024	4.79		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$2,976,000	\$0	\$0	\$0	\$0	\$0	\$2,976,000
SPP	R	\$0	\$0	\$0	\$7,640,000	\$0	\$0	\$0	\$7,640,000
SPP	U	\$0	\$0	\$0	\$6,670,000	\$0	\$0	\$0	\$6,670,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$51,240,000	\$0	\$51,240,000
FY TOTAL:		\$0	\$2,976,000	\$0	\$14,310,000	\$0	\$51,240,000	\$0	\$68,526,000

Pulaski	KY-914	From MP 8.600 To 8.780			On NHS	Description:	MINOR WIDENING ALONG KY-914 BY ADDING TURNING LANES AND RELOCATING AN EXISTING ENTRANCE INTO ADJACENT PROPERTY. (2024CCN)		
					YES				
Item#:	8-80310.00	Parent#:	8-80310.00	Length		Type of Work:	MINOR WIDENING(O)		
Plan Year:	2024	Parent Year:	2024	0.18		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
SPP	U	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$180,000
SPP	C	\$0	\$0	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
FY TOTAL:		\$100,000	\$180,000	\$0	\$1,100,000	\$0	\$0	\$0	\$1,380,000

Pulaski	KY-3262	From MP 1.182 To 1.650			On NHS	Description:	IMPROVE GEOMETRICS AND SAFETY ALONG KY 3262 FROM BAKER ROAD TO APPROXIMATELY 0.5MI NORTHEAST OF BAKER ROAD (2024CCN)		
					NO				
Item#:	8-80312.00	Parent#:	8-80312.00	Length		Type of Work:	SAFETY(P)		
Plan Year:	2024	Parent Year:	2024	0.47		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$0	\$514,800	\$0	\$0	\$0	\$514,800
SPP	R	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$640,000
SPP	U	\$0	\$0	\$0	\$0	\$0	\$510,000	\$0	\$510,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$4,720,000	\$4,720,000
FY TOTAL:		\$0	\$0	\$0	\$514,800	\$640,000	\$510,000	\$4,720,000	\$6,384,800

Pulaski		KY-1642		From MP 3.400 To 3.700		On NHS	Description:	IMPROVE SAFETY AND CONGESTION ALONG KY 1642 AT KY 1577 (MP 13.4 -13.7) (2024CCN)	
						NO			
							Type of Work:	CONGESTION MITIGTN(O)	
Item#:	8-80350.00	Parent#:	8-80350.00	Length	Bridge ID:				
Plan Year:	2024	Parent Year:	2024	0.30					
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	R	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000
SPP	U	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
SPP	C	\$0	\$0	\$0	\$0	\$3,640,000	\$0	\$0	\$3,640,000
FY TOTAL:		\$1,200,000	\$0	\$0	\$1,500,000	\$3,640,000	\$0	\$0	\$6,340,000

Pulaski		US-27		From MP 22.500 To 22.800		On NHS	Description:	IMPROVE SIGHT DISTANCE AT THE LEFT TURN LANES ALONG US 27 AT KY 635 TRAFFIC LIGHT (MP 22.5 -22.8) (2024CCN)	
						YES			
							Type of Work:	SAFETY(P)	
Item#:	8-80353.00	Parent#:	8-80353.00	Length	Bridge ID:				
Plan Year:	2024	Parent Year:	2024	0.30					
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000
SPP	U	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$780,000
FY TOTAL:		\$0	\$0	\$0	\$100,000	\$150,000	\$780,000	\$0	\$1,030,000

Pulaski		KY-761		From MP 4.750 To 5.050		On NHS	Description:	IMPROVE SAFETY AND HORIZONTAL GEOMETRICS ALONG KY 761 FROM 0.141 MILES SOUTH OF BUCANAN ROAD TO 0.147 MILES SOUTH OF HUDSON BRANCH ROAD. (2026CCN)	
						NO			
							Type of Work:	REALIGNMENT	
Item#:	8-80402.00	Parent#:	8-80402.00	Length	Bridge ID:				
Plan Year:	2026	Parent Year:	2026	0.30					
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$0	\$475,000	\$0	\$0	\$0	\$475,000
SPP	R	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000
SPP	U	\$0	\$0	\$0	\$0	\$360,000	\$0	\$0	\$360,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$2,775,000	\$0	\$2,775,000
FY TOTAL:		\$0	\$0	\$0	\$475,000	\$660,000	\$2,775,000	\$0	\$3,910,000

Pulaski		US-27		From MP 10.200 To 17.490		On NHS	Description:	CONDUCT PLANNING STUDY ALONG US 27 FROM PITMAN CREEK BRIDGE TO KY 2227/ KY 3091 (LIGHT #1) TO ASSESS ACCESS MANAGEMENT AND SAFETY. (2026CCN)	
						YES			
							Type of Work:	PLANNING-OKI(O)	
Item#:	8-80403.00	Parent#:	8-80403.00	Length	Bridge ID:				
Plan Year:	2026	Parent Year:	2026	7.29					
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	P	\$0	\$0	\$0	\$729,400	\$0	\$0	\$0	\$729,400
FY TOTAL:		\$0	\$0	\$0	\$729,400	\$0	\$0	\$0	\$729,400

Pulaski	US-27	From MP 10.000 To 17.500			On NHS	Description:	CONDUCT PLANNING STUDY ALONG US 27 FROM PITMAN CREEK BRIDGE TO KY 2227/ KY 3091 (LIGHT #1) TO ASSESS ACCESS MANAGEMENT AND SAFETY. (2026CCN)		
					YES				
Item#:	8-80407.00	Parent#:	8-80407.00	Length		Type of Work:	PLANNING-OKI(O)		
Plan Year:	2026	Parent Year:	2026	7.50		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	P	\$0	\$0	\$0	\$729,400	\$0	\$0	\$0	\$729,400
FY TOTAL:		\$0	\$0	\$0	\$729,400	\$0	\$0	\$0	\$729,400

Pulaski	KY-914	From MP 9.400 To 9.600			On NHS	Description:	INSTALL TURNING LANE FROM KY 914 INTO PULASKI COUNTY COMPOST SITE (MP 9.4-9.6) (2026CCN)		
					YES				
Item#:	8-80416.00	Parent#:	8-80416.00	Length		Type of Work:	CONGESTION MITIGTN(O)		
Plan Year:	2026	Parent Year:	2026	0.20		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
CRP	C	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000
FY TOTAL:		\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000

Russell County

Russell	KY-379	From MP 9.241 To 9.245			On NHS	Description:	BRIDGE PROJECT IN RUSSELL COUNTY ON (104B00003N) KY-379 AT CROCUS CREEK		
					NO				
Item#:	8-10072.00	Parent#:	8-10072.00	Length		Type of Work:	AM-BRIDGE (P)		
Plan Year:	2022	Parent Year:	2022	0.00		Bridge ID:	104B00003N		
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
BRZ	D	\$77,042	\$0	\$0	\$0	\$0	\$0	\$0	\$77,042
BRZ	C	\$513,615	\$0	\$0	\$0	\$0	\$0	\$0	\$513,615
FY TOTAL:		\$590,657	\$0	\$0	\$0	\$0	\$0	\$0	\$590,657

Russell	KY-80	From MP 4.100 To 6.600			On NHS	Description:	ADDRESS CONDITION OF KY-80 FROM MILEPOINT 4.1 TO MILEPOINT 6.6		
					NO				
Item#:	8-20020.00	Parent#:	8-20020.00	Length		Type of Work:	AM-PAVEMENT (PRI)(P)		
Plan Year:	2026	Parent Year:	2026	2.50		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
STP5	D	\$0	\$0	\$0	\$0	\$0	\$224,000	\$0	\$224,000
STP5	C	\$0	\$0	\$0	\$0	\$0	\$2,576,000	\$0	\$2,576,000
FY TOTAL:		\$0	\$0	\$0	\$0	\$0	\$2,800,000	\$0	\$2,800,000

Russell	LN-9008	From MP 57.791 To 62.620			On NHS	Description:	ADDRESS CONDITION OF LOUIE B. NUNN CUMBERLAND PARKWAY FROM MILEPOINT 57.791 TO MILEPOINT 62.176		
					YES				
Item#:	8-22209.00	Parent#:	8-22209.00	Length		Type of Work:	AM-PAVEMENT (PKY)(P)		
Plan Year:	2022	Parent Year:	2022	4.83		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
NHPM	D	\$0	\$0	\$0	\$0	\$0	\$370,000	\$0	\$370,000
NHPM	C	\$0	\$0	\$0	\$0	\$0	\$3,667,044	\$0	\$3,667,044
FY TOTAL:		\$0	\$0	\$0	\$0	\$0	\$4,037,044	\$0	\$4,037,044

Russell	US-127	From MP 14.142 To 17.610			On NHS	Description:	REDUCE CONGESTION AND IMPROVE CAPACITY, SAFETY AND MOBILITY ON US 127 BETWEEN THE WEST BYPASS OF JAMESTOWN TO THE CUMBERLAND PARKWAY. SEE SEGMENT 12 IN JUNE 1998 ADVANCE (2024CCR) (2026CCR)		
					YES				
Item#:	8-156.00	Parent#:	8-156.00	Length		Type of Work:	RECONSTRUCTION		
Plan Year:	2022	Parent Year:	2022	3.47		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
NH	D	\$1,750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,000
NH	R	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000
NH	U	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000
NH	C	\$0	\$0	\$5,000,000	\$26,300,000	\$0	\$0	\$0	\$31,300,000
FY TOTAL:		\$1,750,000	\$6,000,000	\$5,000,000	\$26,300,000	\$0	\$0	\$0	\$39,050,000

Russell	US-127	From MP 17.610 To 19.080			On NHS YES	Description:	REDUCE CONGESTION AND IMPROVE SAFETY, CAPACITY AND MOBILITY ALONG US 127 FROM THE CUMBERLAND PARKWAY TO LAKEWAY DRIVE KY 379 IN RUSSELL SPRINGS.			
						Type of Work:	RECONSTRUCTION			
Item#:	8-166.00	Parent#:	8-166.00	Length	Bridge ID:					
Plan Year:	2022	Parent Year:	2022	1.47						
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total	
NH	D	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	
NH	R	\$0	\$0	\$0	\$1,700,000	\$0	\$0	\$0	\$1,700,000	
NH	U	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	
NH	C	\$0	\$0	\$0	\$0	\$8,500,000	\$0	\$0	\$8,500,000	
FY TOTAL:		\$2,000,000	\$0	\$0	\$3,700,000	\$8,500,000	\$0	\$0	\$14,200,000	

Russell	US-127	From MP 17.200 To 17.450			On NHS	Description:	IMPROVE CONGESTION AND SAFETY ALONG US 127 AT KY 1381 (VOILS ROAD) AND SK LANE IN RUSSELL SPRINGS (MILEPOINT 17.2 TO MILEPOINT 17.45) (2022CCN)					
					YES							
Item#:	8-80250.00	Parent#:	8-80250.00	Length	Type of Work: CONGESTION MITIGTN(O)							
Plan Year:	2022	Parent Year:	2022	0.25	Bridge ID:							
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total			
SPP	D	\$0	\$0	\$0	\$260,000	\$0	\$0	\$0	\$260,000			
SPP	R	\$0	\$0	\$0	\$0	\$1,050,000	\$0	\$0	\$1,050,000			
SPP	U	\$0	\$0	\$0	\$0	\$0	\$1,040,000	\$0	\$1,040,000			
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$2,080,000	\$2,080,000			
FY TOTAL:		\$0	\$0	\$0	\$260,000	\$1,050,000	\$1,040,000	\$2,080,000	\$4,430,000			

Russell	KY-3278	From MP 0.900 To 1.116			On NHS	Description:	IMPROVE GEOMETRICS ALONG KY 3278. (2024CCN)		
					NO				
Item#:	8-80316.00	Parent#:	8-80316.00	Length		Type of Work:	DESIGN ENGINEERING(O)		
Plan Year:	2024	Parent Year:	2024	0.22		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$225,000	\$0	\$0	\$0	\$0	\$225,000
SPP	R	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000
SPP	U	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$890,000	\$890,000
FY TOTAL:		\$0	\$0	\$225,000	\$0	\$200,000	\$400,000	\$890,000	\$1,715,000

Taylor County

Taylor	KY-70	From MP 0.000 To 1.367	On NHS	Description:	IMPROVE SAFETY, ACCESS, GEOMETRICS AND DRAINAGE ON KY-70 IN CAMPBELLSVILLE FROM US-68 TO COUNTRY VIEW COURT (CS-1305)				
			NO						
Item#:	4-443.00	Parent#:	4-443.00	Length	Type of Work:	RECONSTRUCTION(O)			
Plan Year:	2018	Parent Year:	2018	1.37	Bridge ID:				
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$0	\$1,680,000	\$0	\$0	\$0	\$1,680,000
SPP	R	\$0	\$0	\$0	\$0	\$3,130,000	\$0	\$0	\$3,130,000
FY TOTAL:		\$0	\$0	\$0	\$1,680,000	\$3,130,000	\$0	\$0	\$4,810,000

Taylor	KY-210	From MP 0.600 To 14.200	On NHS	Description:	ADDRESS SAFETY ON KY 210 FROM JUST EAST OF CORINTH CHURCH (MP0.60) TO KY 883 (MP14.20) IN TAYLOR COUNTY. (2024CCN)				
			NO						
Item#:	4-80154.30	Parent#:	4-80154.00	Length	Type of Work:	SAFETY			
Plan Year:	2024	Parent Year:	2020	13.60	Bridge ID:				
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$3,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,120,000
SPP	R	\$0	\$0	\$0	\$2,880,000	\$0	\$0	\$0	\$2,880,000
SPP	U	\$0	\$0	\$0	\$5,520,000	\$0	\$0	\$0	\$5,520,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$46,000,000	\$46,000,000
FY TOTAL:		\$3,120,000	\$0	\$0	\$8,400,000	\$0	\$0	\$46,000,000	\$57,520,000

Taylor	KY-70	From MP 3.100 To 4.100	On NHS	Description:	ADDRESS SAFETY AND GEOMETRIC DEFICIENCIES ALONG KY 70 FROM 0. MILES EAST OF ROBERTS RD (NEAR ELKHORN BAPTIST CHURCH) TO NEAR KY 76 (MILEPOINT 3.1 TO MILEPOINT 4.1) (2022CCN)				
			NO						
Item#:	4-80256.00	Parent#:	4-80256.00	Length	Type of Work:	AIR QUALITY(P)			
Plan Year:	2022	Parent Year:	2022	1.00	Bridge ID:				
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$0	\$840,000	\$0	\$0	\$0	\$840,000
SPP	R	\$0	\$0	\$0	\$0	\$0	\$1,880,000	\$0	\$1,880,000
FY TOTAL:		\$0	\$0	\$0	\$840,000	\$0	\$1,880,000	\$0	\$2,720,000

Taylor	KY-3350	From MP 0.000 To 2.621	On NHS	Description:	EXTEND KY 3350 (CAMPBELLSVILLE BYPASS) FROM KY 289 TO US 68 ON THE EAST SIDE OF CAMPBELLSVILLE. (2022CCN)				
Taylor			NO						
Item#:	4-80257.00	Parent#:	4-80257.00	Length	Type of Work:	AIR QUALITY(P)			
Plan Year:	2022	Parent Year:	2022	2.62	Bridge ID:				
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$1,560,000	\$0	\$0	\$0	\$0	\$1,560,000
SPP	R	\$0	\$0	\$0	\$0	\$3,450,000	\$0	\$0	\$3,450,000
SPP	U	\$0	\$0	\$0	\$0	\$0	\$1,800,000	\$0	\$1,800,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000,000	\$13,000,000
FY TOTAL:		\$0	\$0	\$1,560,000	\$0	\$3,450,000	\$1,800,000	\$13,000,000	\$19,810,000

Taylor	KY-658	From MP 0.000 To 0.670			On NHS	Description:	ADDRESS CONGESTION AND SAFETY ALONG KY 658 AND KY 3518 IN CAMPBELLSVILLE BETWEEN US 68 AND KY 70 AND IMPROVE THE INTERSECTION AT US 68. (MP 0-0.665) (2026CCN)		
					NO				
Item#:	4-80420.00	Parent#:	4-80420.00	Length		Type of Work:	CONGESTION MITIGTN(O)		
Plan Year:	2026	Parent Year:	2026	0.67		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
SPP	R	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
SPP	U	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$6,000,000
FY TOTAL:		\$0	\$1,000,000	\$0	\$3,000,000	\$1,500,000	\$6,000,000	\$0	\$11,500,000

Taylor	KY-210	From MP 15.670 To 16.630			On NHS	Description:	ADDRESS CONGESTION AND IMPROVE INTERSECTIONS ALONG KY 210 IN CAMPBELLSVILLE FROM ARBOR LANE TO US 68. (MP 15.669-16.626) (2026CCN)		
					NO				
Item#:	4-80421.00	Parent#:	4-80421.00	Length		Type of Work:	CONGESTION MITIGTN(O)		
Plan Year:	2026	Parent Year:	2026	0.96		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
SPP	R	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
SPP	U	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000
FY TOTAL:		\$0	\$0	\$2,000,000	\$0	\$1,500,000	\$1,500,000	\$10,000,000	\$15,000,000

Wayne County

Wayne	CR-1006	From MP 1.083 To 1.093			On NHS	Description:	BRIDGE PROJECT IN WAYNE COUNTY ON (116C00042N) EAST RALEIGH CREEK AT RALEIGH CREEK		
					NO				
Item#:	8-10073.00	Parent#:	8-10073.00	Length		Type of Work:	AM-BRIDGE (P)		
Plan Year:	2022	Parent Year:	2022	0.01		Bridge ID:	116C00042N		
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
BRZ	D	\$0	\$0	\$0	\$0	\$0	\$113,769	\$0	\$113,769
BRZ	C	\$0	\$0	\$0	\$0	\$0	\$758,460	\$0	\$758,460
FY TOTAL:		\$0	\$0	\$0	\$0	\$0	\$872,229	\$0	\$872,229

Wayne	KY-90	From MP 12.290 To 12.872			On NHS	Description:	ADDRESS CONDITION OF KY-90 FROM MILEPOINT 12.29 TO MILEPOINT 12.872		
					NO				
Item#:	8-20022.00	Parent#:	8-20022.00	Length		Type of Work:	AM-PAVEMENT (PRI)(P)		
Plan Year:	2026	Parent Year:	2026	0.58		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
STP5	D	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000	\$240,000
STP5	C	\$0	\$0	\$0	\$0	\$0	\$0	\$2,760,000	\$2,760,000
FY TOTAL:		\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000

Wayne	CR-1127	From MP 1.200 To 1.300			On NHS	Description:	BRIDGE REPLACEMENT OVER LITTLE SOUTH FORK ALONG BALDY ROAD (CR 1127), (2026CCR)		
					NO				
Item#:	8-80315.00	Parent#:	8-80315.00	Length		Type of Work:	AM-BRIDGE (P)		
Plan Year:	2024	Parent Year:	2024	0.10		Bridge ID:	116C00052N		
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
FBP2	D	\$0	\$0	\$164,487	\$0	\$0	\$0	\$0	\$164,487
FBP2	C	\$0	\$0	\$1,096,582	\$0	\$0	\$0	\$0	\$1,096,582
FY TOTAL:		\$0	\$0	\$1,261,069	\$0	\$0	\$0	\$0	\$1,261,069

Wayne	KY-90	From MP 12.900 To 17.700			On NHS	Description:	ADDRESS CONDITION OF KY-90 FROM MILEPOINT 12.9 TO MILEPOINT 17.7		
					NO				
Item#:	8-22374.00	Parent#:	8-22374.00	Length		Type of Work:	AM-PAVEMENT (PRI)(P)		
Plan Year:	2022	Parent Year:	2022	4.80		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
STP5	D	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$320,000
STP5	C	\$0	\$0	\$0	\$0	\$0	\$3,680,000	\$0	\$3,680,000
FY TOTAL:		\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000

Wayne	KY-90	From MP 10.750 To 10.950			On NHS	Description:	REDUCE CONGESTION AND IMPROVE SAFETY ALONG KY 90 FROM 0.284 MILE WEST OF KY 92 TO 0.084 MILE WEST OF KY 92. (2024CCN)		
					NO				
Item#:	8-80307.00	Parent#:	8-80307.00	Length		Type of Work:	CONGESTION MITIGTN(O)		
Plan Year:	2024	Parent Year:	2024	0.20		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
SPP	R	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
SPP	U	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$240,000
SPP	C	\$0	\$0	\$690,000	\$0	\$0	\$0	\$0	\$690,000
FY TOTAL:		\$150,000	\$440,000	\$690,000	\$0	\$0	\$0	\$0	\$1,280,000

Wayne	KY-1765	From MP 0.000 To 0.978			On NHS	Description:	IMPROVE SAFETY AND MOBILITY ALONG KY 1765 BETWEEN KY 1275 AND END OF STATE MAINTENANCE NEAR CONLEY BOTTOM BOAT DOCK. (2024CCN)		
					NO				
Item#:	8-80308.00	Parent#:	8-80308.00	Length		Type of Work:	SAFETY(P)		
Plan Year:	2024	Parent Year:	2024	0.98		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	P	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
SPP	D	\$0	\$0	\$0	\$630,000	\$0	\$0	\$0	\$630,000
SPP	R	\$0	\$0	\$0	\$0	\$3,520,000	\$0	\$0	\$3,520,000
SPP	U	\$0	\$0	\$0	\$0	\$0	\$2,020,000	\$0	\$2,020,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$10,210,000	\$10,210,000
FY TOTAL:		\$0	\$0	\$0	\$830,000	\$3,520,000	\$2,020,000	\$10,210,000	\$16,580,000

Wayne	KY-90	From MP 22.950 To 23.150			On NHS	Description:	MINOR WIDENING BY ADDING OFFSET LEFT TURNING LANES INTO KY 1568 AND FRAZER CHAPEL ROAD. (2024CCN)		
					NO				
Item#:	8-80309.00	Parent#:	8-80309.00	Length		Type of Work:	MINOR WIDENING(O)		
Plan Year:	2024	Parent Year:	2024	0.20		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
SPP	R	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$180,000
SPP	U	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$240,000
SPP	C	\$0	\$0	\$0	\$0	\$1,040,000	\$0	\$0	\$1,040,000
FY TOTAL:		\$200,000	\$0	\$0	\$420,000	\$1,040,000	\$0	\$0	\$1,660,000

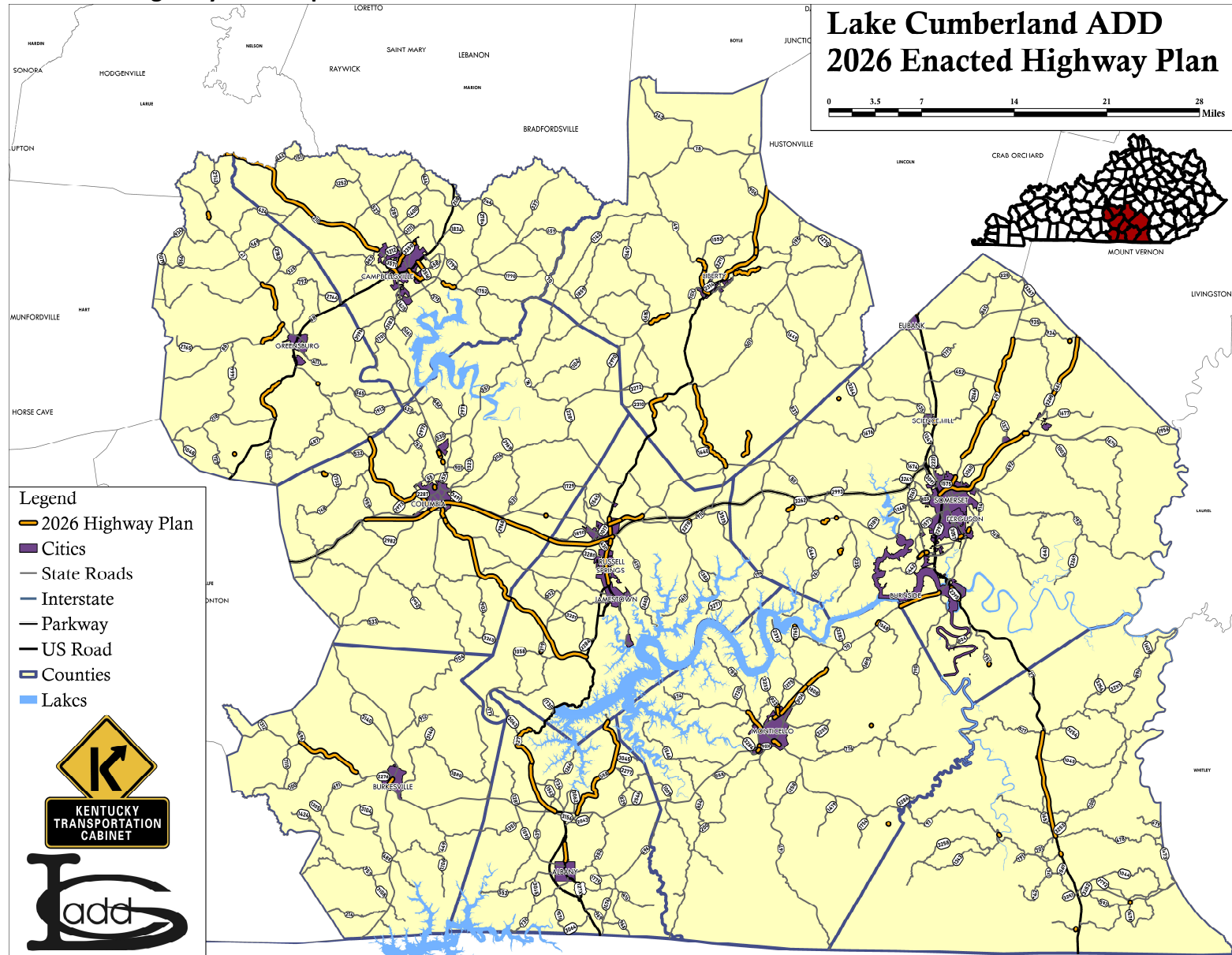
Wayne	KY-92	From MP 5.900 To 7.500			On NHS	Description:	IMPROVE VERTICAL GEOMETRICS ALONG KY 92 NEAR KY 789 TO IMPROVE SIGHT DISTANCE. ADD TURNING LANES AND MINOR WIDENING FROM ALONG KY 92 FROM 789 TO KY 90. (2024CCI) (2026CCR)		
					NO				
Item#:	8-80314.00	Parent#:	8-80314.00	Length		Type of Work:	REALIGNMENT		
Plan Year:	2024	Parent Year:	2024	1.60		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$1,360,000	\$0	\$0	\$0	\$0	\$0	\$1,360,000
SPP	R	\$0	\$0	\$0	\$0	\$2,150,000	\$0	\$0	\$2,150,000
SPP	U	\$0	\$0	\$0	\$0	\$0	\$2,020,000	\$0	\$2,020,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$19,720,000	\$19,720,000
FY TOTAL:		\$0	\$1,360,000	\$0	\$0	\$2,150,000	\$2,020,000	\$19,720,000	\$25,250,000

Wayne	KY-90	From MP 9.500 To 9.700			On NHS	Description:	IMPROVE MOBILITY AND SAFETY ALONG KY 90 AT KY 3284 / KY 90X AND WIDEN APPROACH ROUTES APPROXIMATELY 1500 FEET ON EACH SIDE OF KY 90 IN MONTICELLO. (2026CCN)		
					NO				
Item#:	8-80408.00	Parent#:	8-80408.00	Length		Type of Work:	SAFETY(P)		
Plan Year:	2026	Parent Year:	2026	0.20		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$180,000
SPP	R	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
SPP	U	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$240,000
SPP	C	\$0	\$0	\$0	\$0	\$1,800,000	\$0	\$0	\$1,800,000
FY TOTAL:		\$180,000	\$0	\$0	\$440,000	\$1,800,000	\$0	\$0	\$2,420,000

Wayne	KY-90-X	From MP 2.200 To 3.535			On NHS	Description:	IMPROVE MOBILITY, SAFETY AND ACCESS MANAGEMENT ALONG KY 90X FROM DUGAN STREET TO KY 90 E INTERSECTION. (2026CCN)		
					NO				
Item#:	8-80409.00	Parent#:	8-80409.00	Length		Type of Work:	SAFETY(P)		
Plan Year:	2026	Parent Year:	2026	1.34		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	P	\$0	\$0	\$0	\$260,000	\$0	\$0	\$0	\$260,000
FY TOTAL:		\$0	\$0	\$0	\$260,000	\$0	\$0	\$0	\$260,000

Wayne	KY-90	From MP 9.276 To 9.398			On NHS	Description:	ADDRESS MOBILITY AND SAFETY ALONG KY 90 FROM GREGORY STREET TO HOSPITAL STREET IN MONTICELLO (2026CCN)		
					NO				
Item#:	8-80410.00	Parent#:	8-80410.00	Length		Type of Work:	SAFETY(P)		
Plan Year:	2026	Parent Year:	2026	0.12		Bridge ID:			
FUND	PH	2026	2027	2028	2029	2030	2031	2032	Phase Total
SPP	D	\$0	\$0	\$0	\$294,300	\$0	\$0	\$0	\$294,300
SPP	R	\$0	\$0	\$0	\$0	\$523,200	\$0	\$0	\$523,200
SPP	U	\$0	\$0	\$0	\$0	\$0	\$523,200	\$0	\$523,200
SPP	C	\$0	\$0	\$0	\$0	\$0	\$0	\$2,943,000	\$2,943,000
FY TOTAL:		\$0	\$0	\$0	\$294,300	\$523,200	\$523,200	\$2,943,000	\$4,283,700

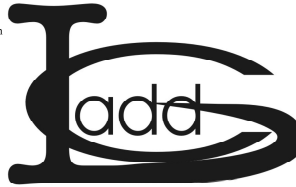
2.5 2026 Enacted Highway Plan Maps



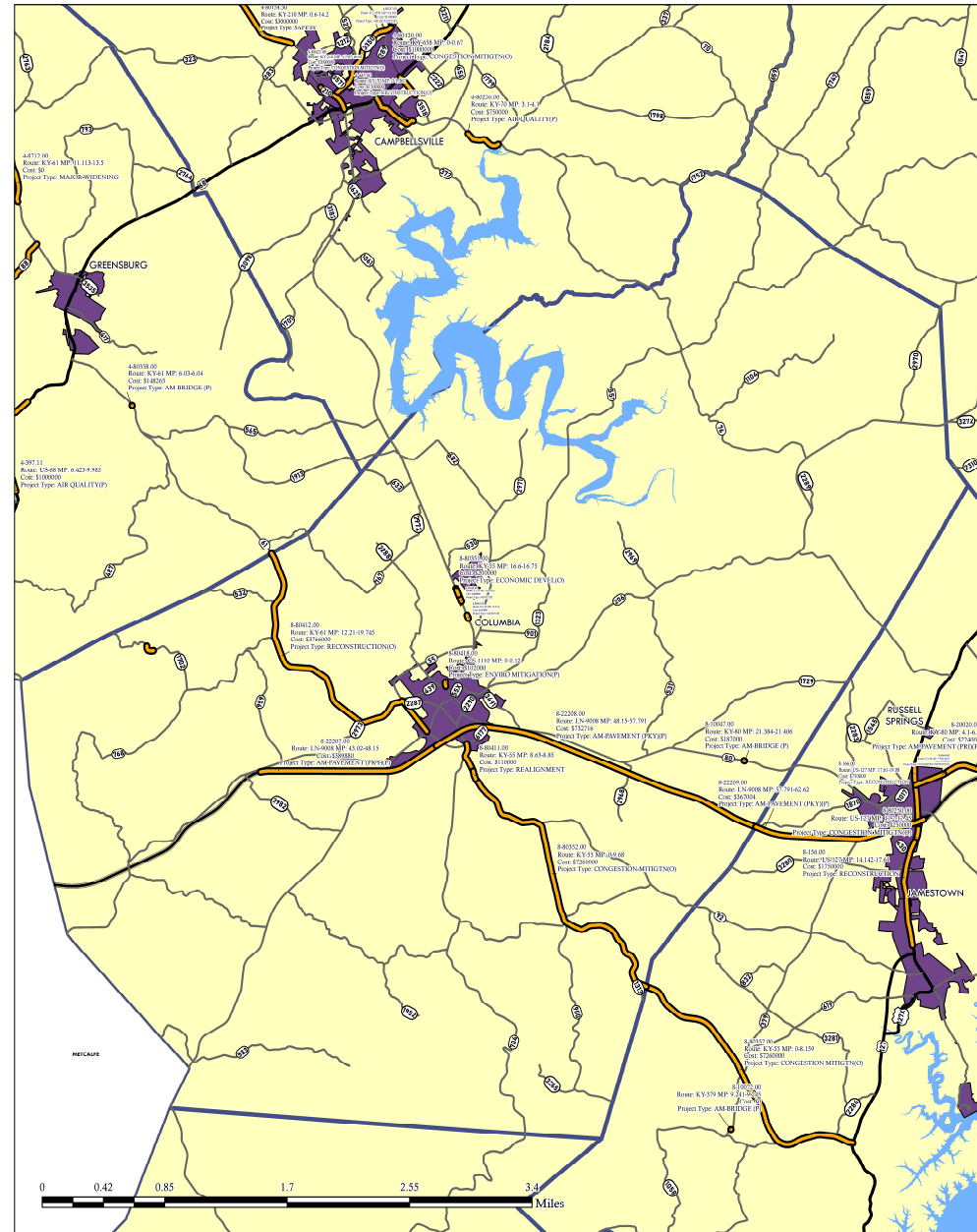
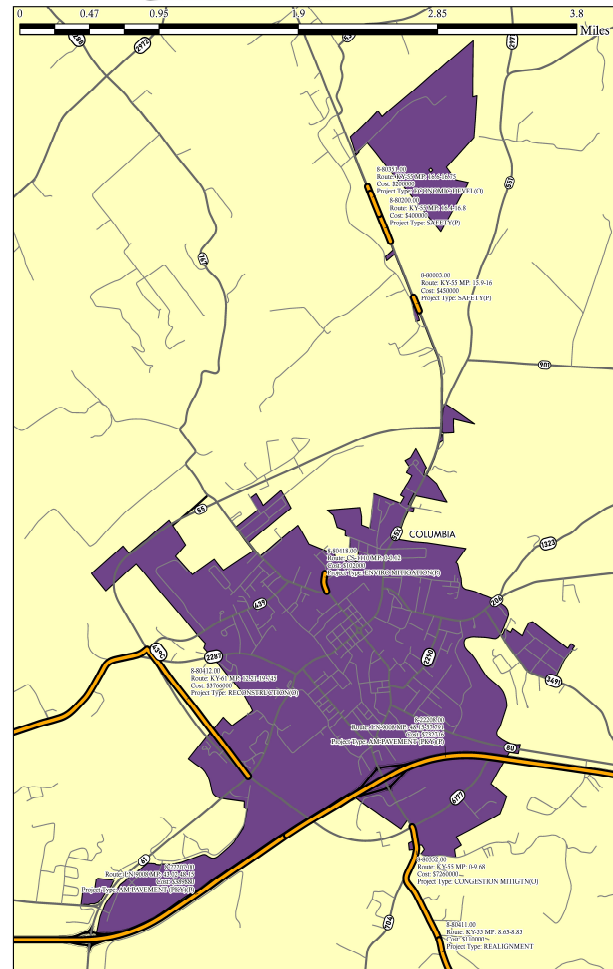
Adair County 2026 Enacted Highway Plan

Legend

- 2026 Highway Plan
- State Roads
- Chies
- Interstate
- Parkway
- US Road
- Lakes
- Counties



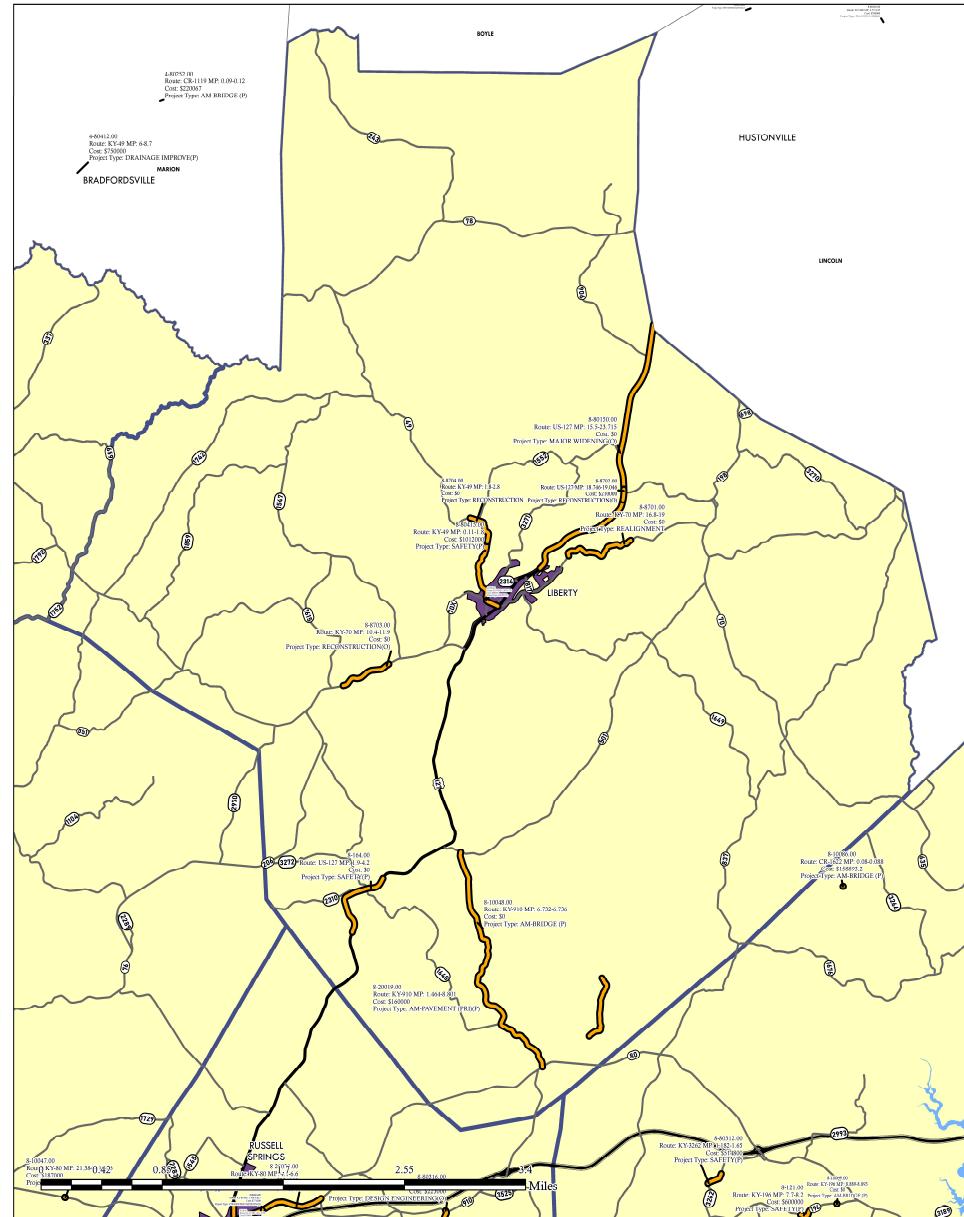
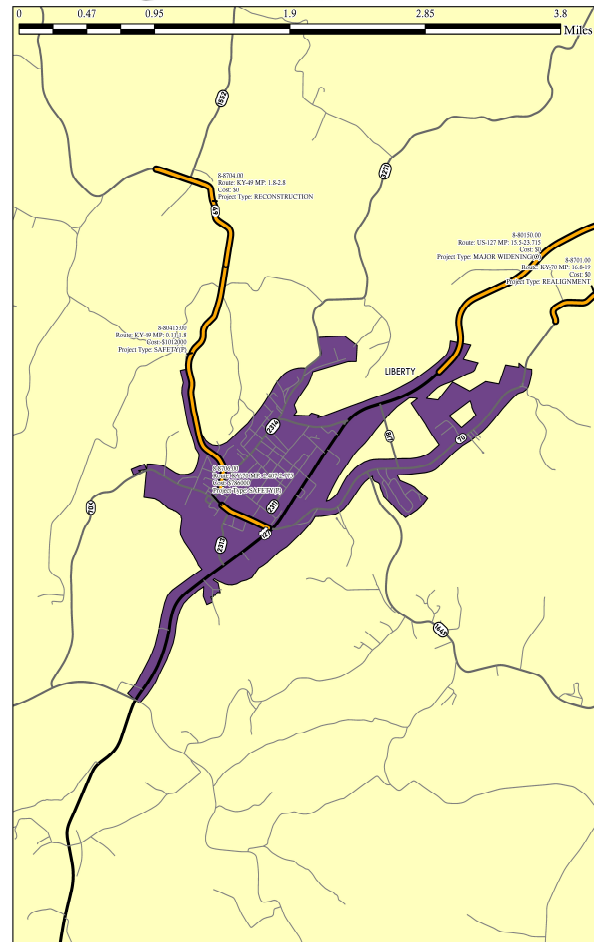
**KENTUCKY
TRANSPORTATION
CABINET**



Casey County 2026 Enacted Highway Plan

Legend

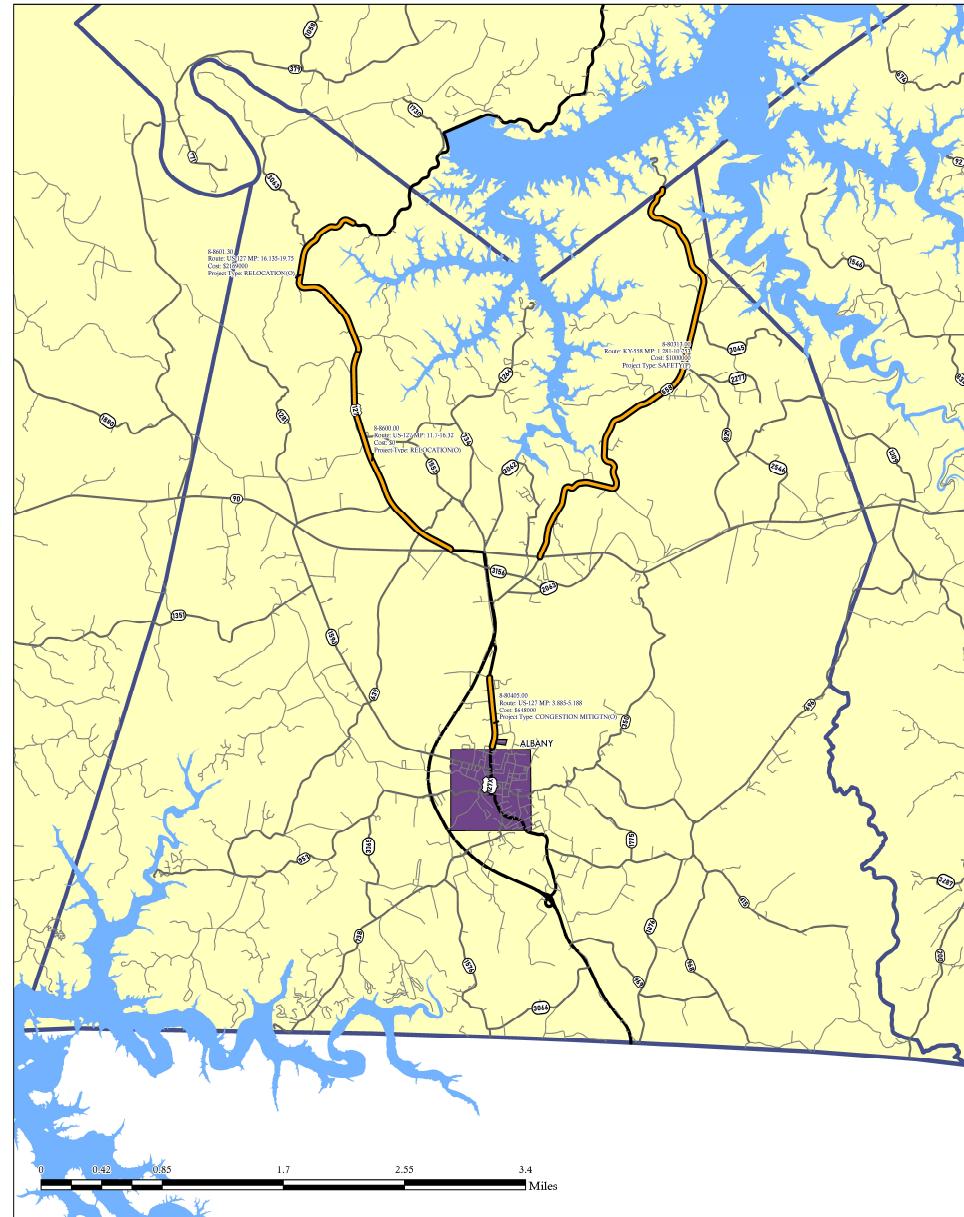
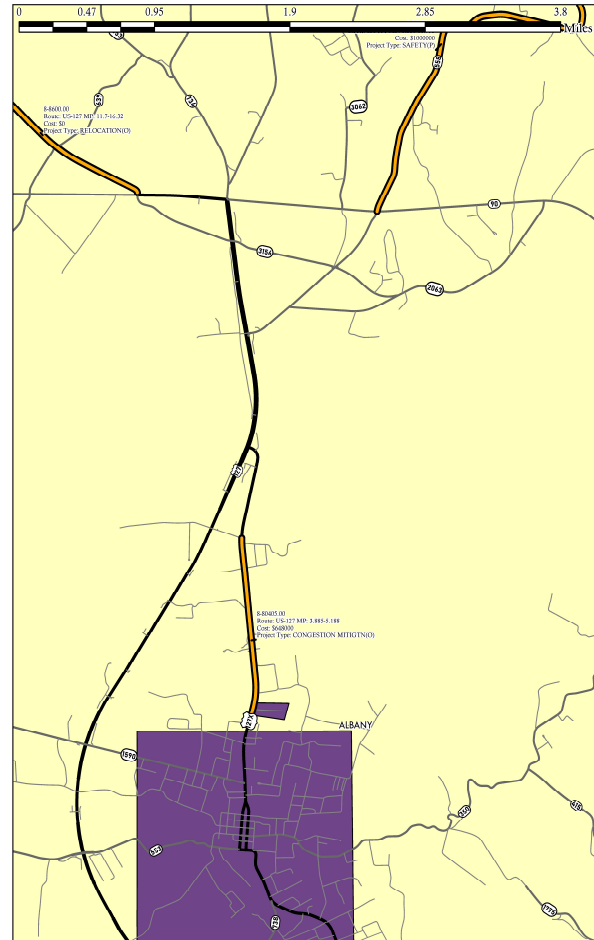
- 2026 Highway Plan
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



Clinton County 2026 Enacted Highway Plan

Legend

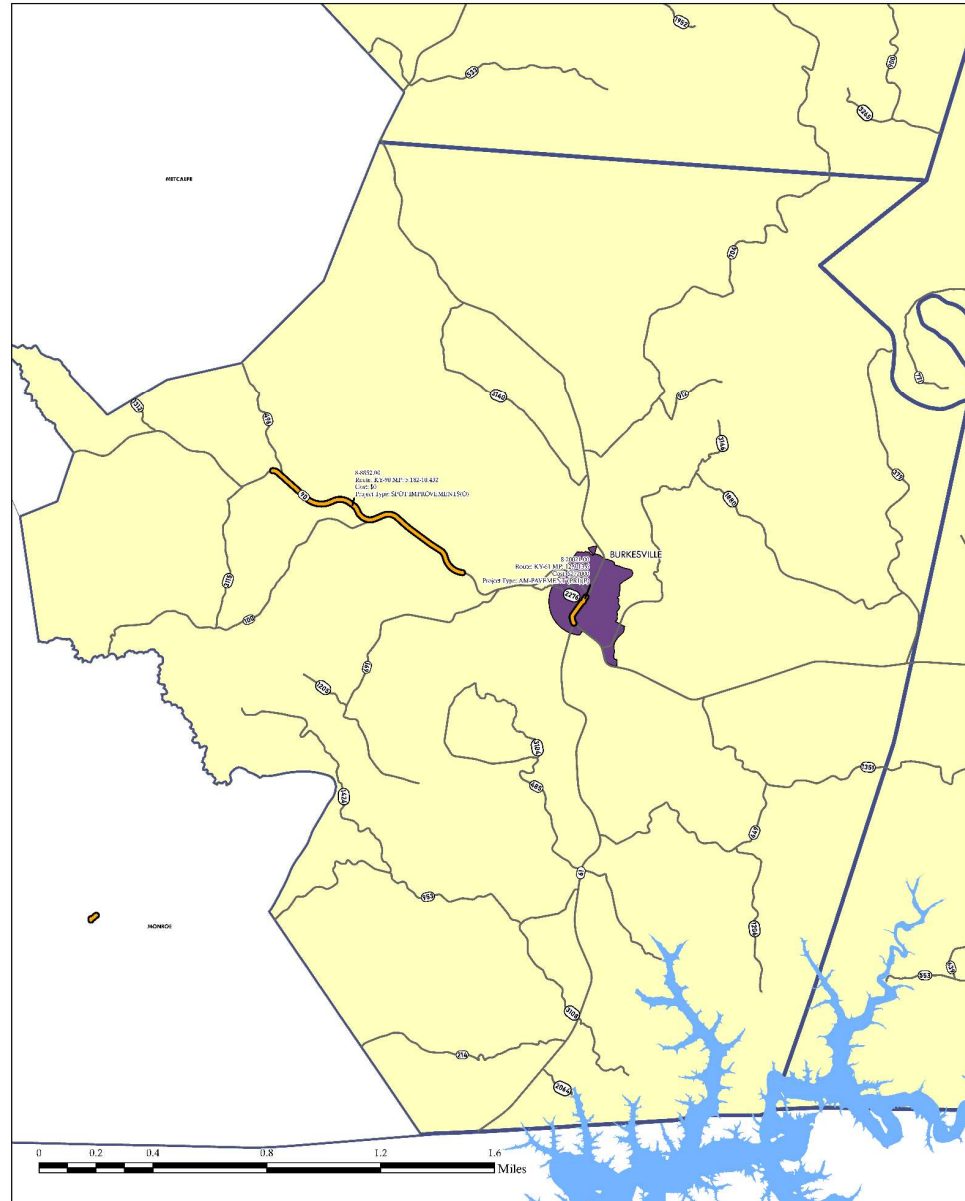
- 2026 Highway Plan
- Local Roads
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



Cumberland County 2026 Enacted Highway Plan

Legend

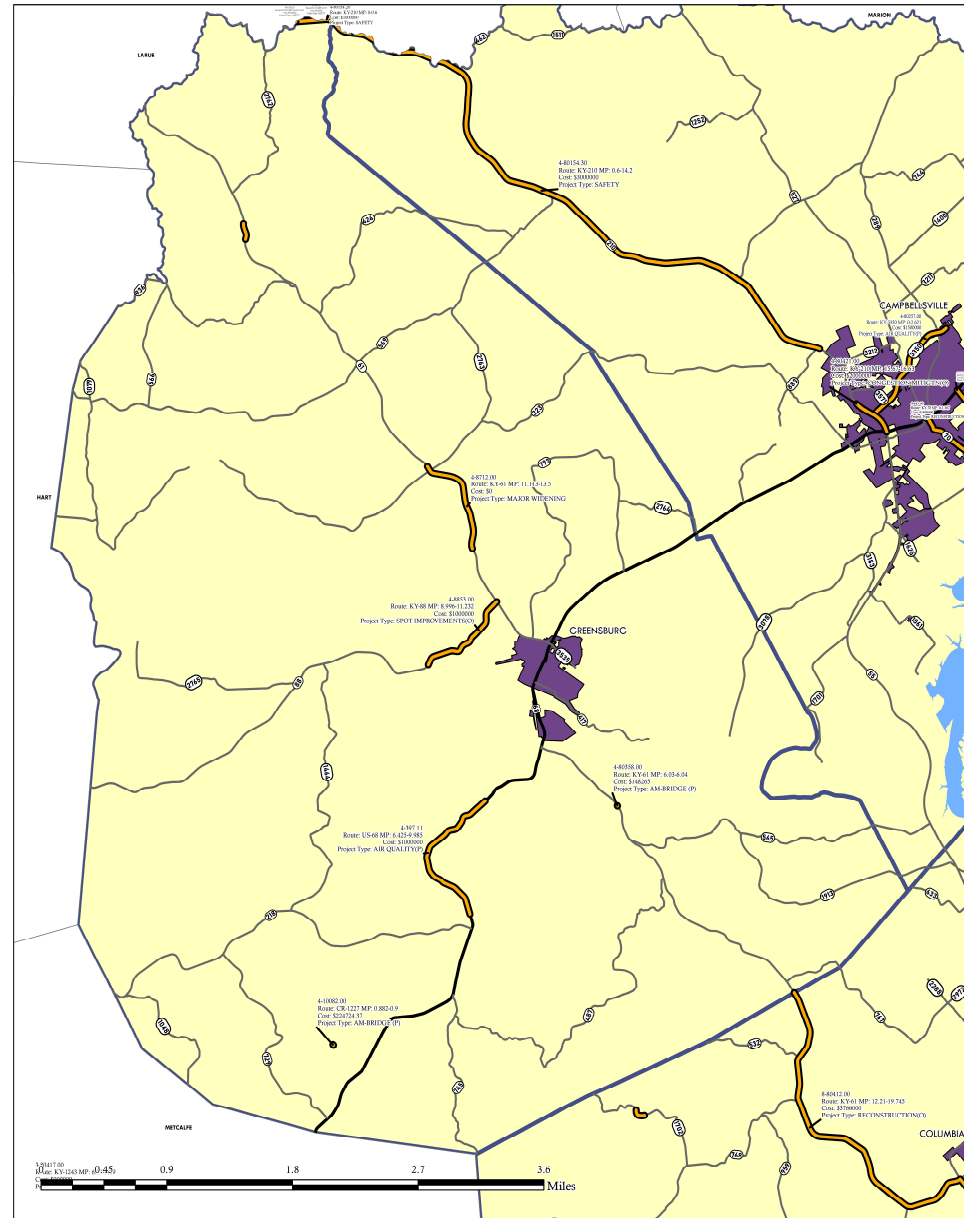
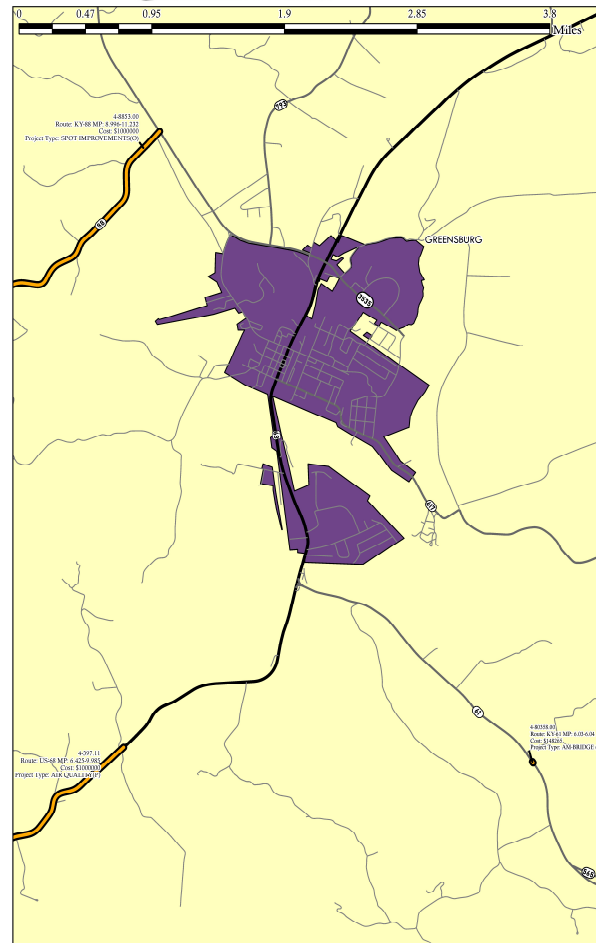
-  2026 Highway Plan
-  State Roads
-  Cities
-  Interstate
-  Parkway
-  US Road
-  Lakes
-  Counties



Green County 2026 Enacted Highway Plan

Legend

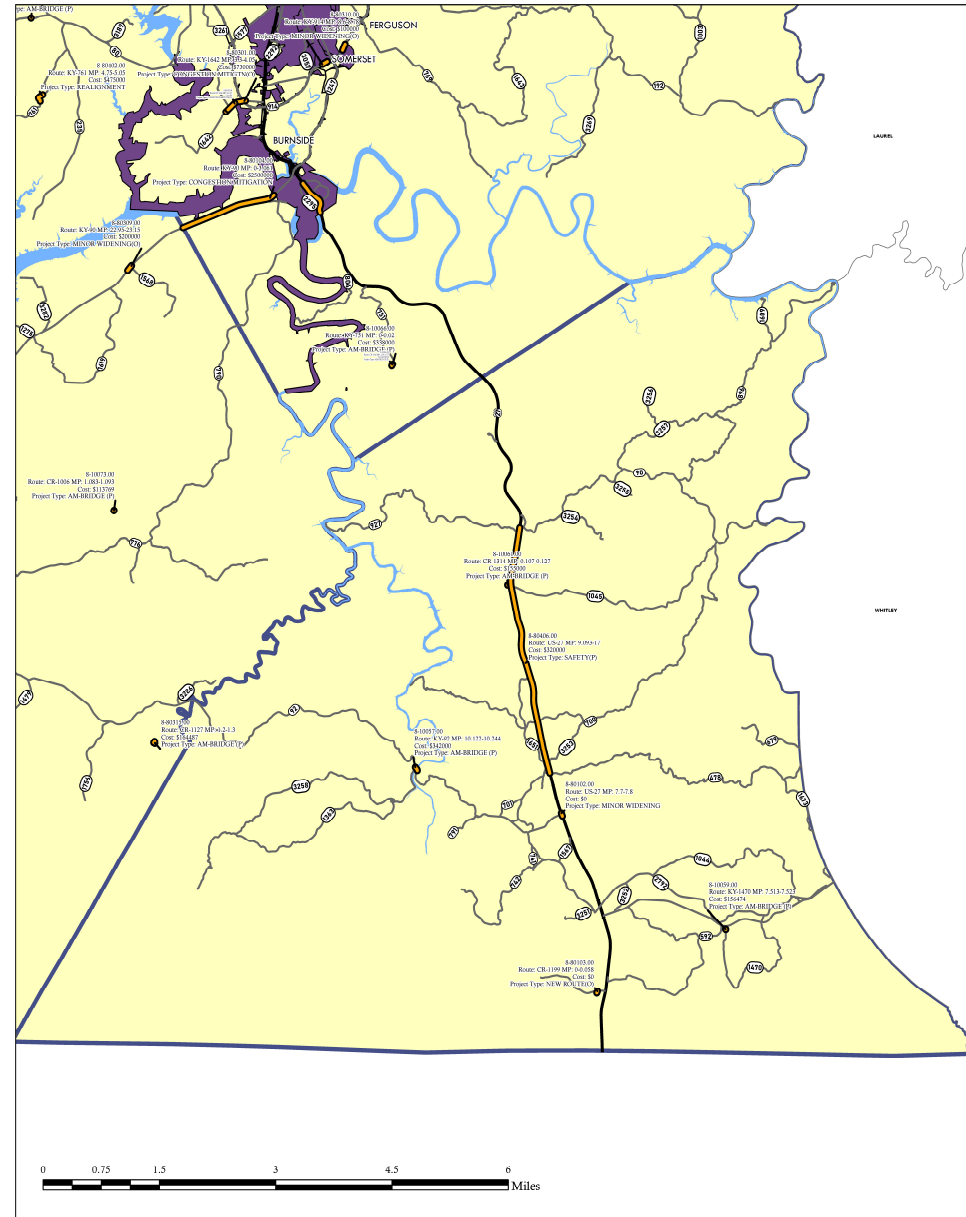
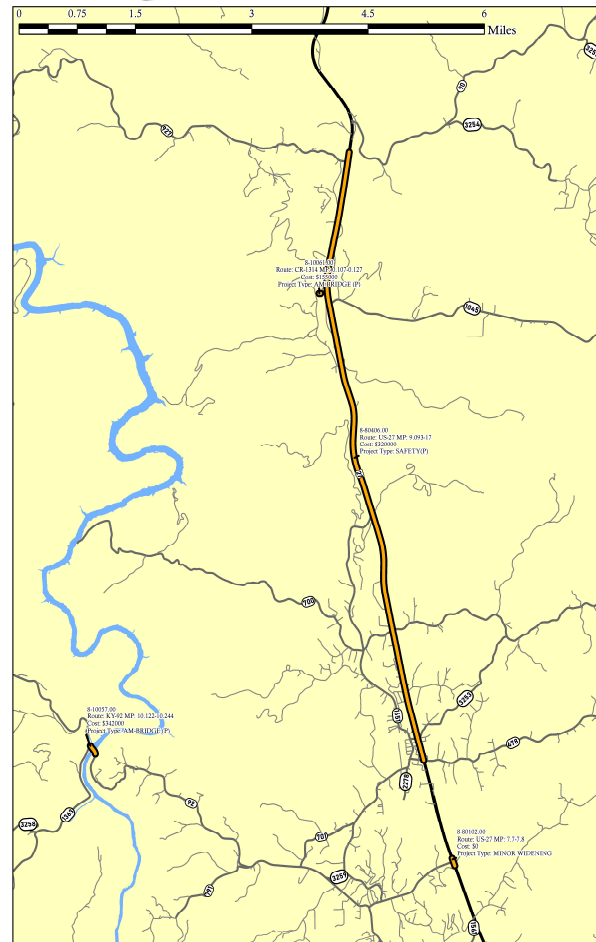
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- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



McCreary County 2026 Enacted Highway Plan

Legend

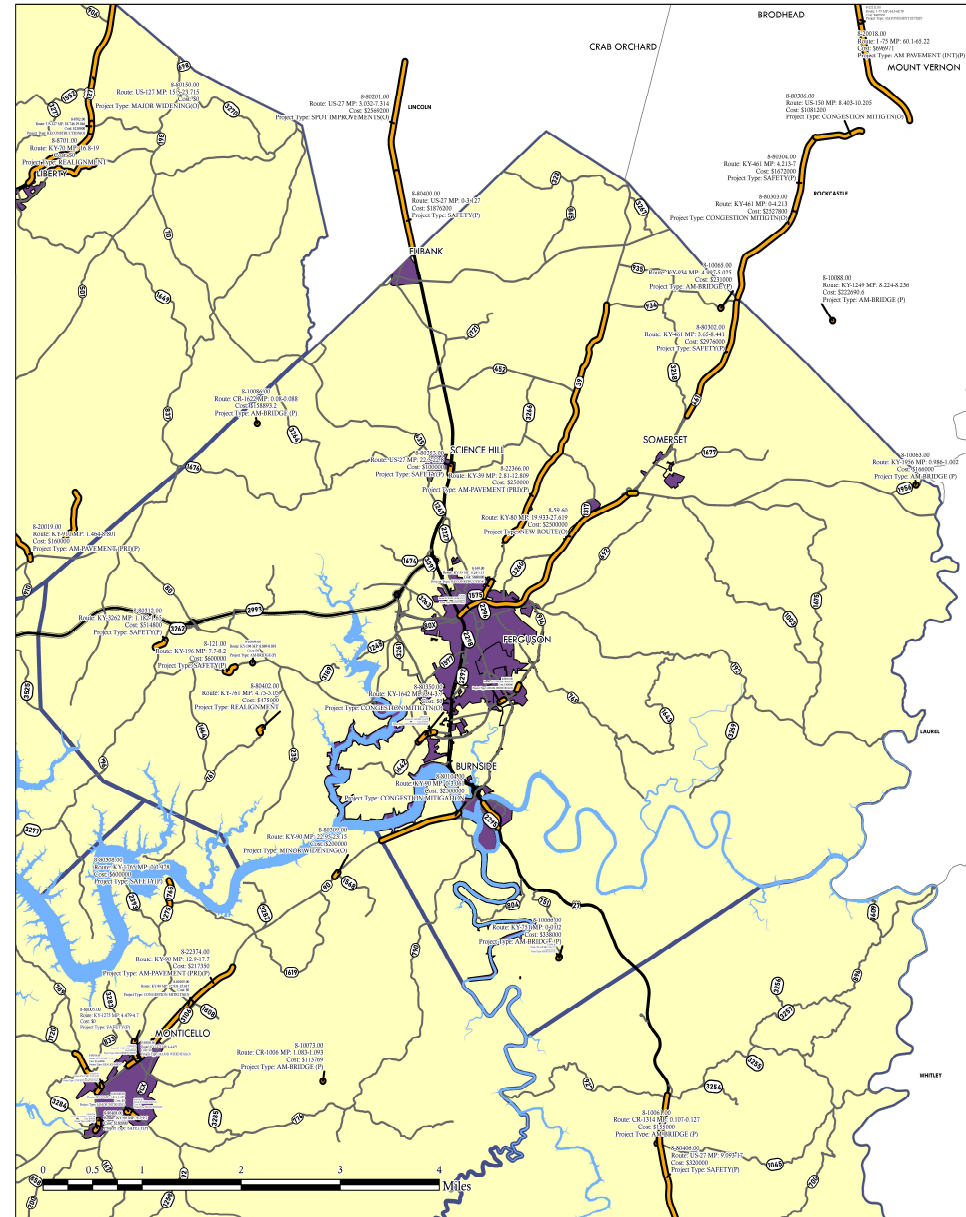
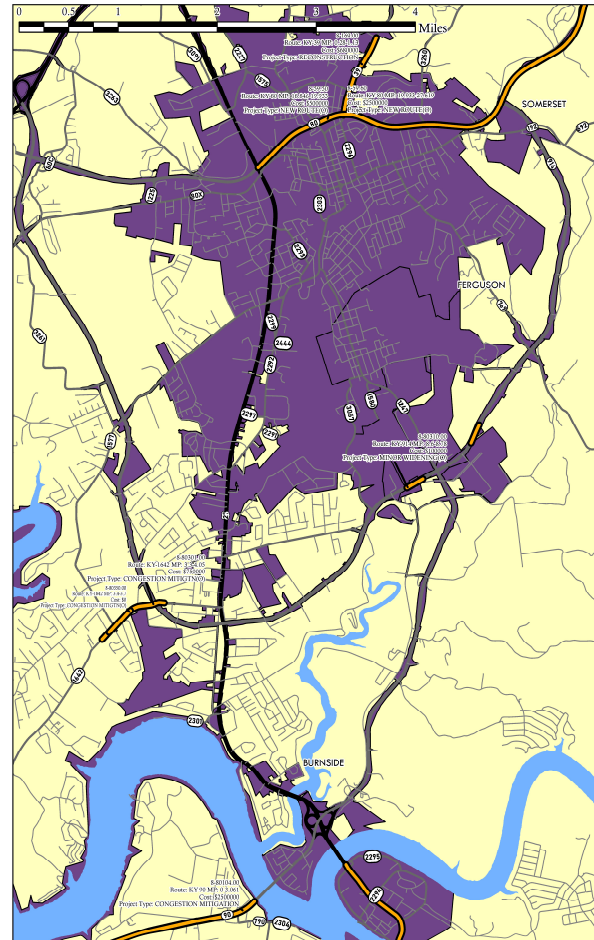
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- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



Pulaski County 2026 Enacted Highway Plan

Legend

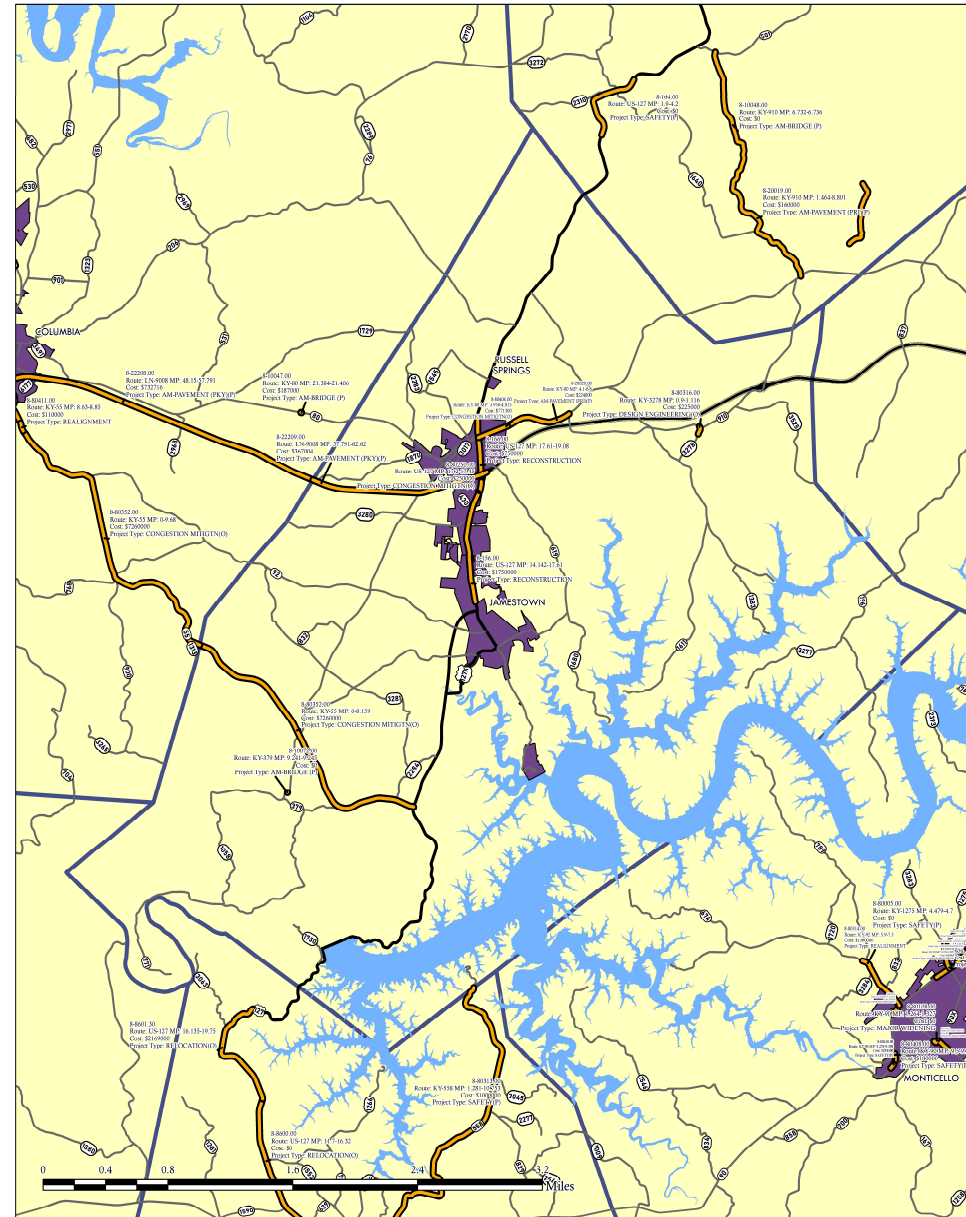
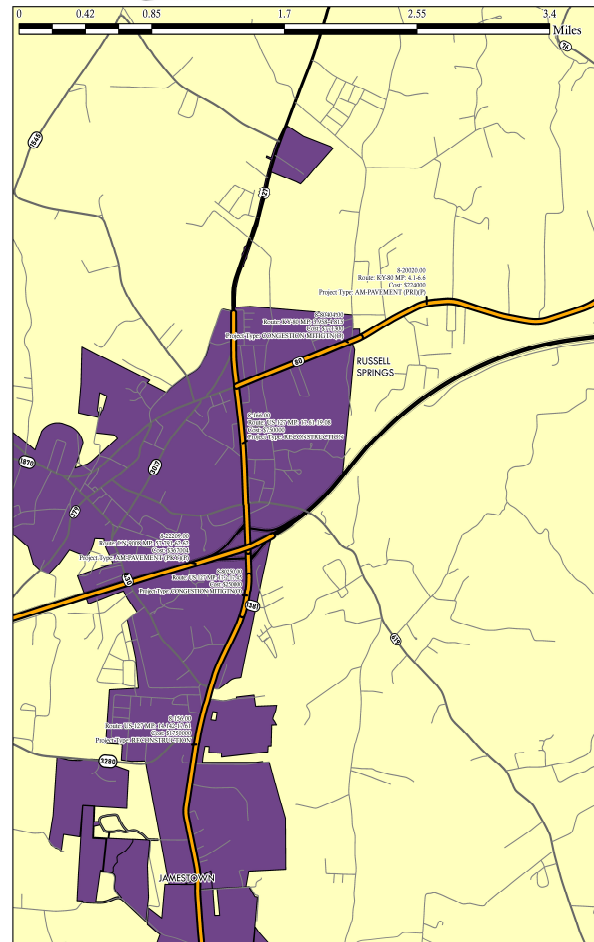
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- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



Russell County 2026 Enacted Highway Plan

Legend

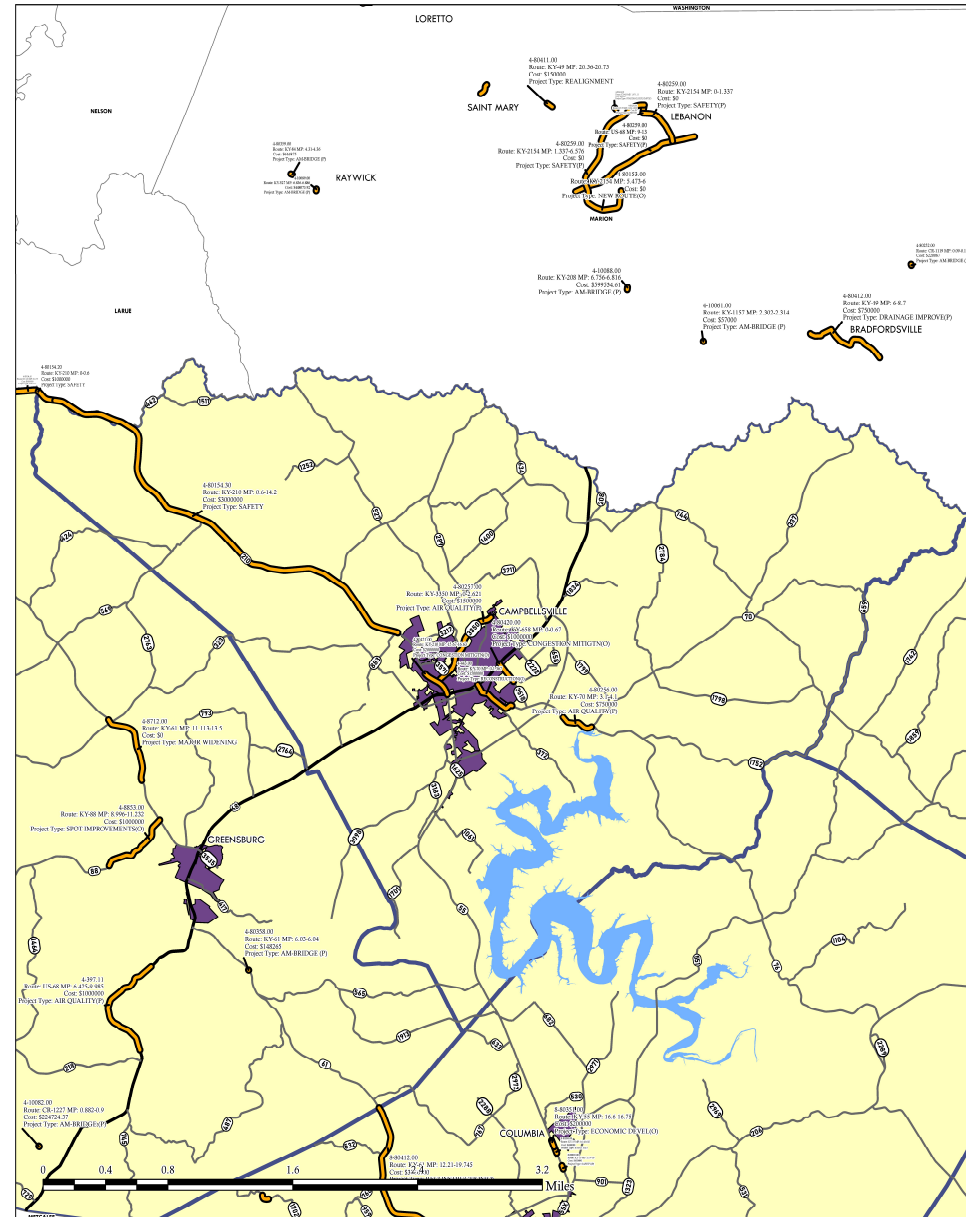
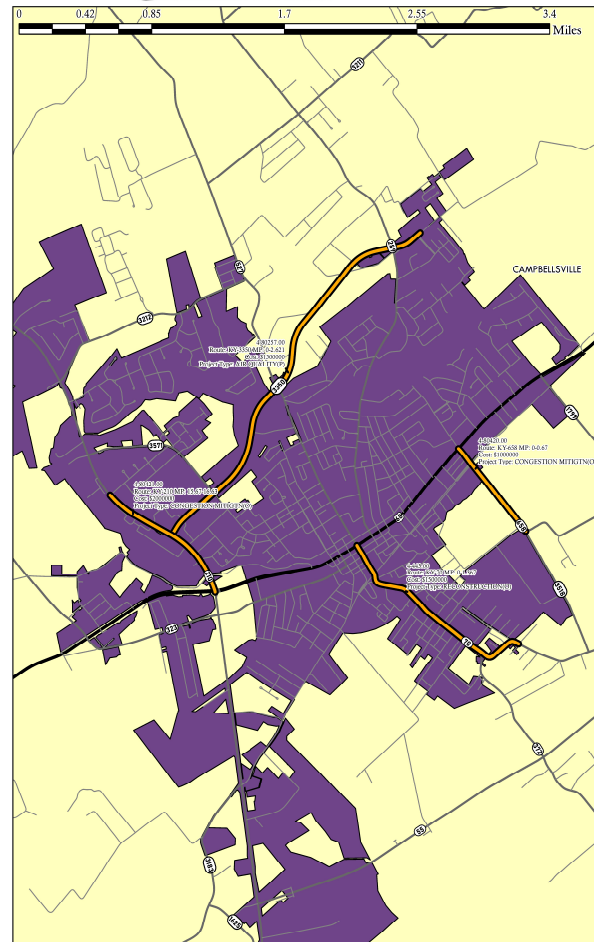
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- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



Taylor County 2026 Enacted Highway Plan

Legend

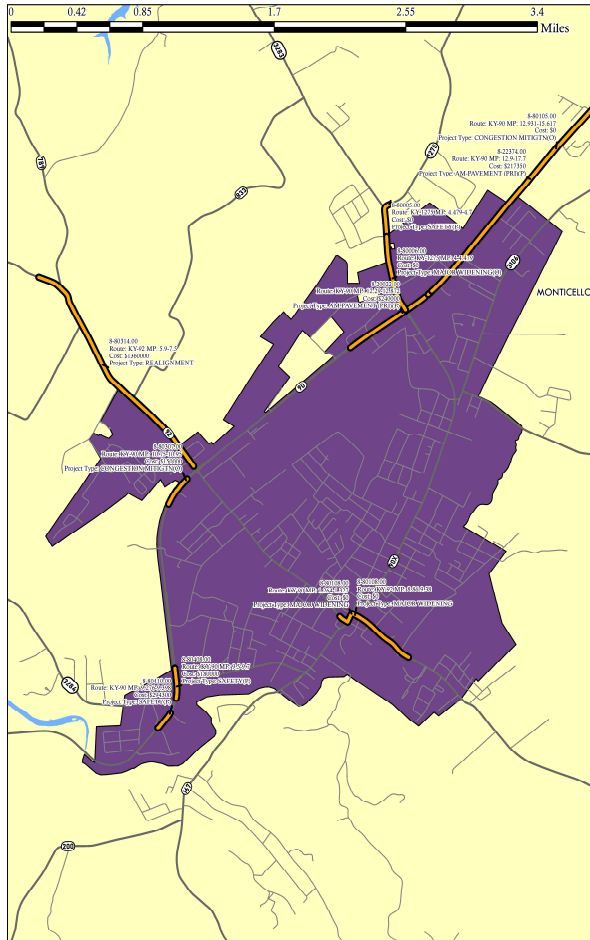
- 2026 Highway Plan
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



Wayne County 2026 Enacted Highway Plan

Legend

- 2026 Highway Plan
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



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.

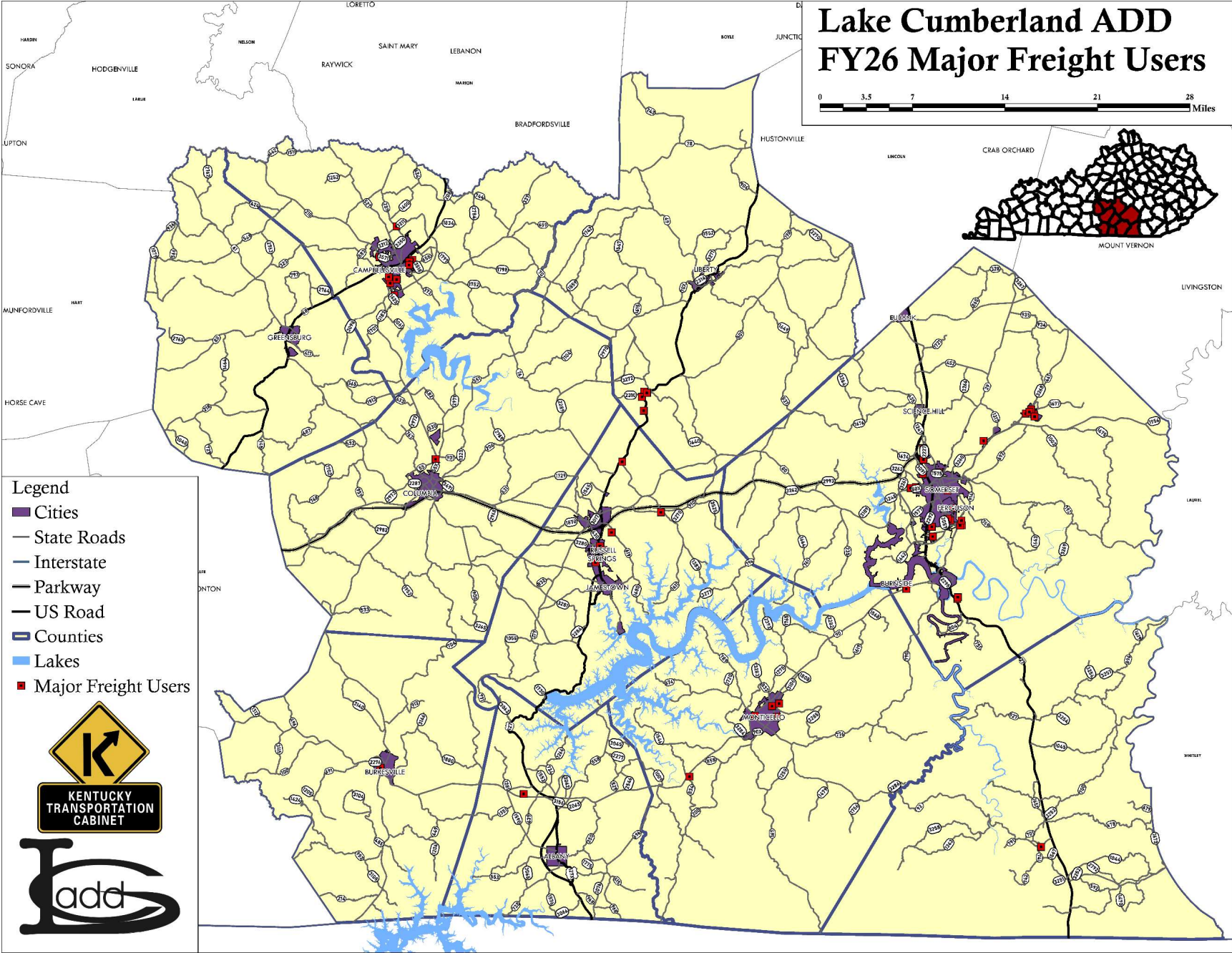
In order to understand traffic patterns and volumes in an area, it is important to know about existing MFUI and changes that have occurred such as the addition or closing of a facility. To facilitate this understanding, the ADD maintains this inventory of locations. This data can be made available to 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.

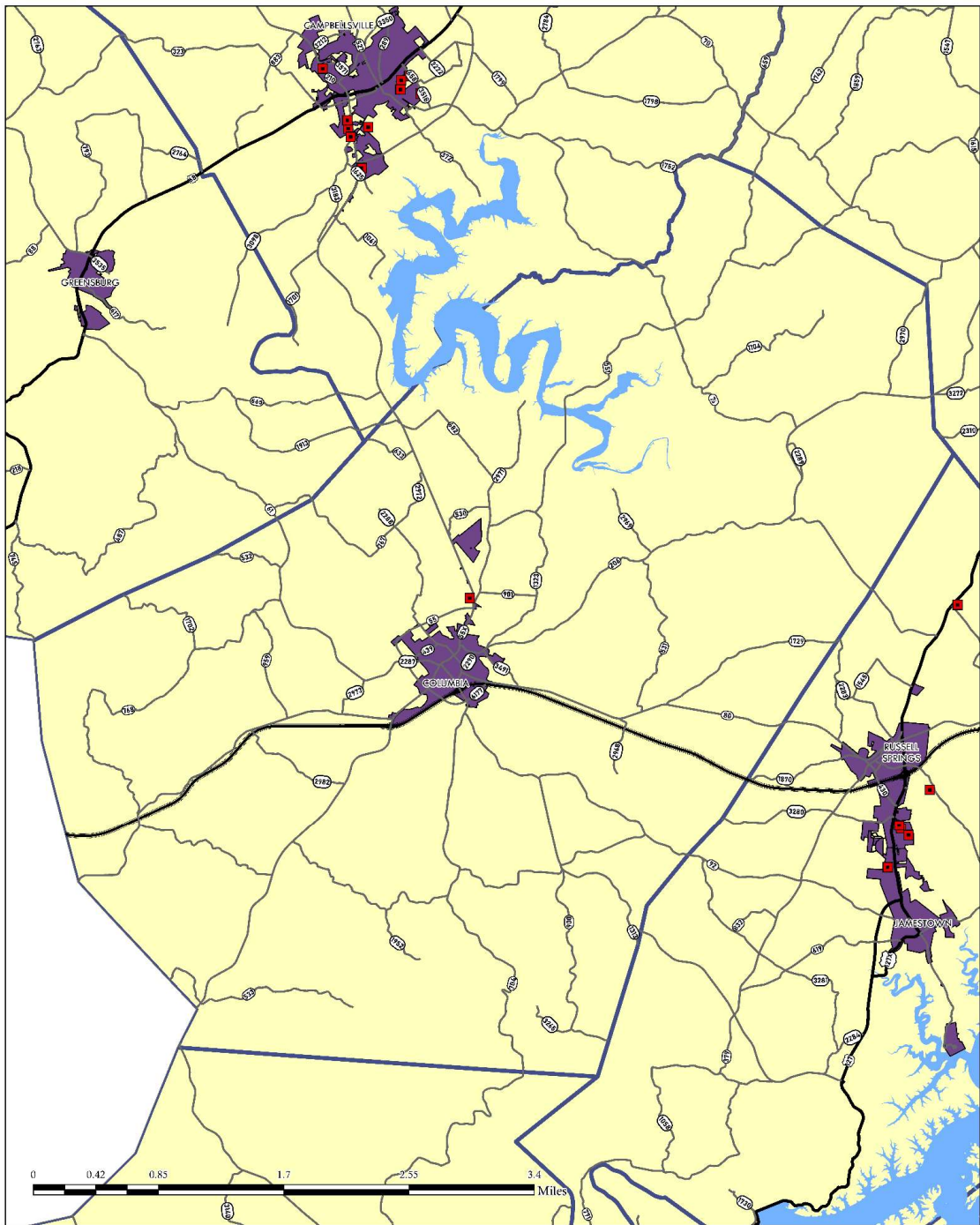
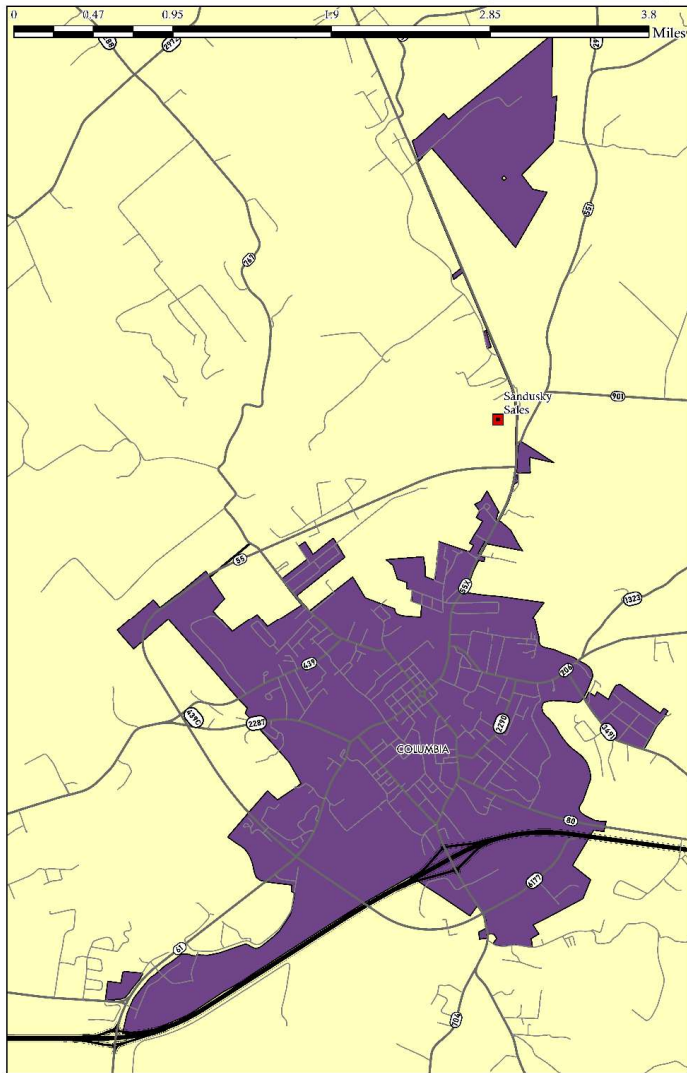
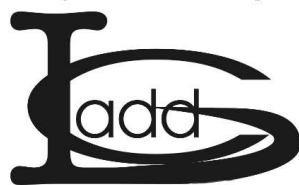
Green County has no Major Freight Users

3.2 MFUI Location Maps



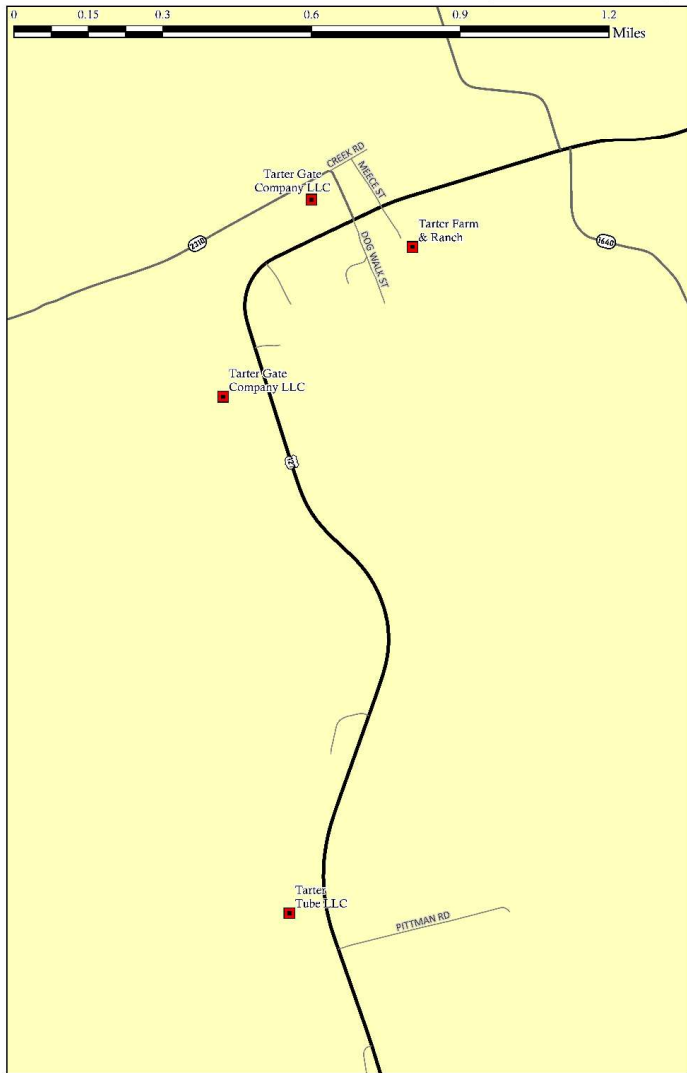
Adair County FY26 Major Freight Users

- Legend
- State Roads
 - Cities
 - Interstate
 - Parkway
 - US Road
 - Lakes
 - Counties
 - Major Freight Users



Casey County FY26 Major Freight Users

- Legend
- State Roads
 - Cities
 - Interstate
 - Parkway
 - US Road
 - Lakes
 - Counties
 - Major Freight Users



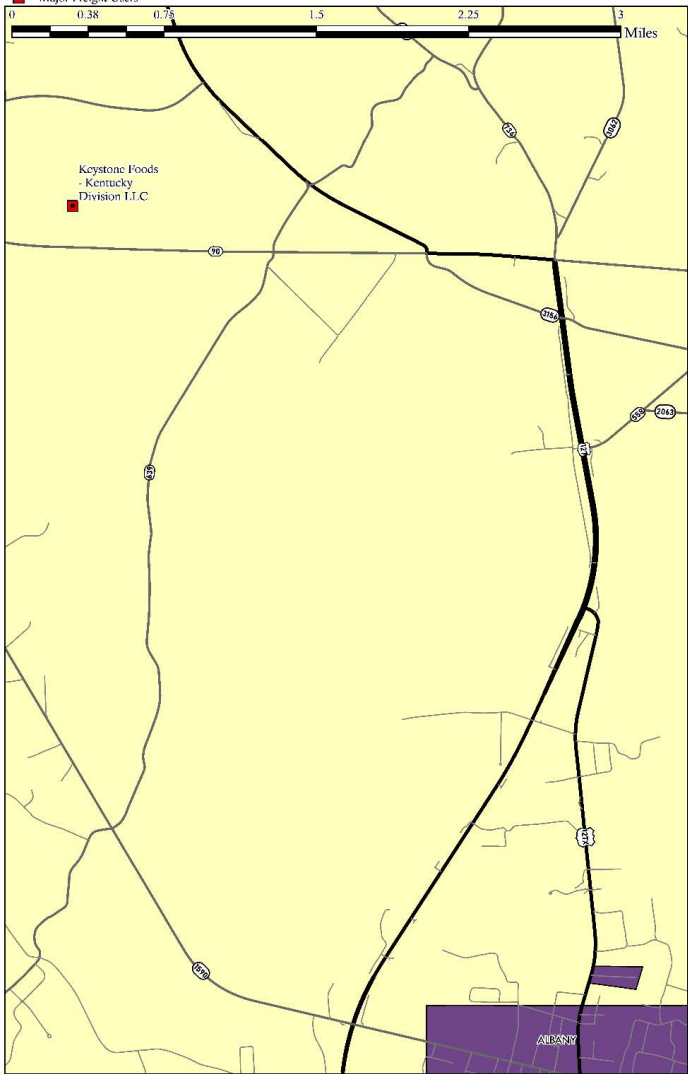
Clinton County FY26 Major Freight Users

Legend

- Local Roads
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties
- Major Freight Users



KENTUCKY
TRANSPORTATION
CABINET



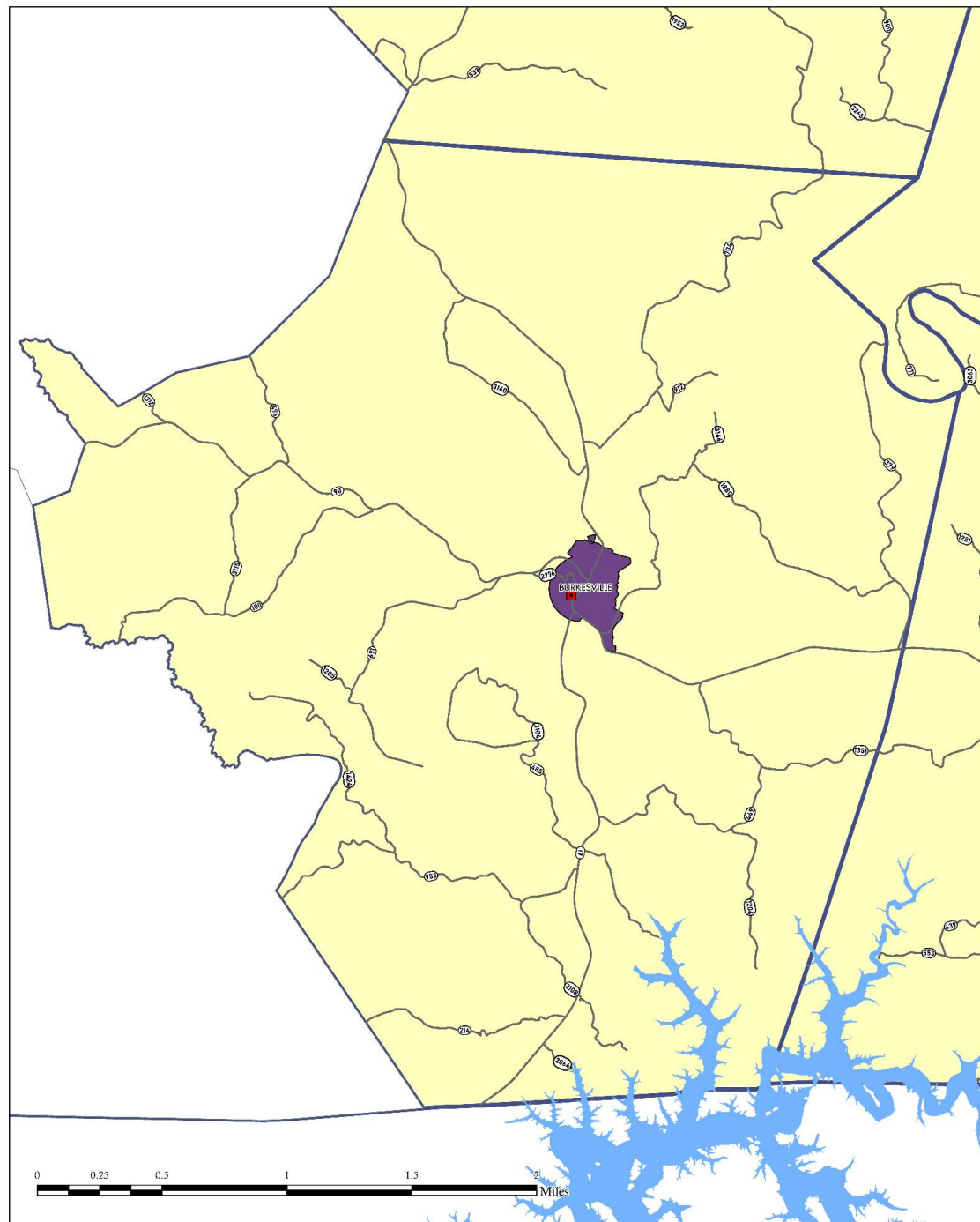
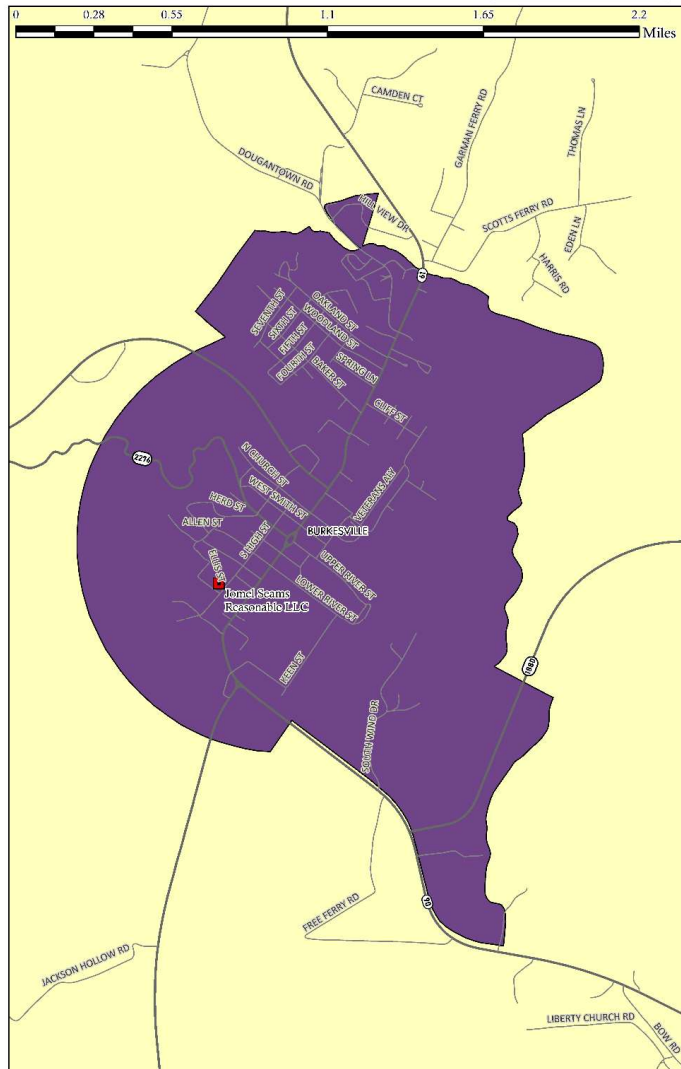
Cumberland County FY26 Major Freight Users

Legend

- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties
- Major Freight Users



KENTUCKY
TRANSPORTATION
CABINET

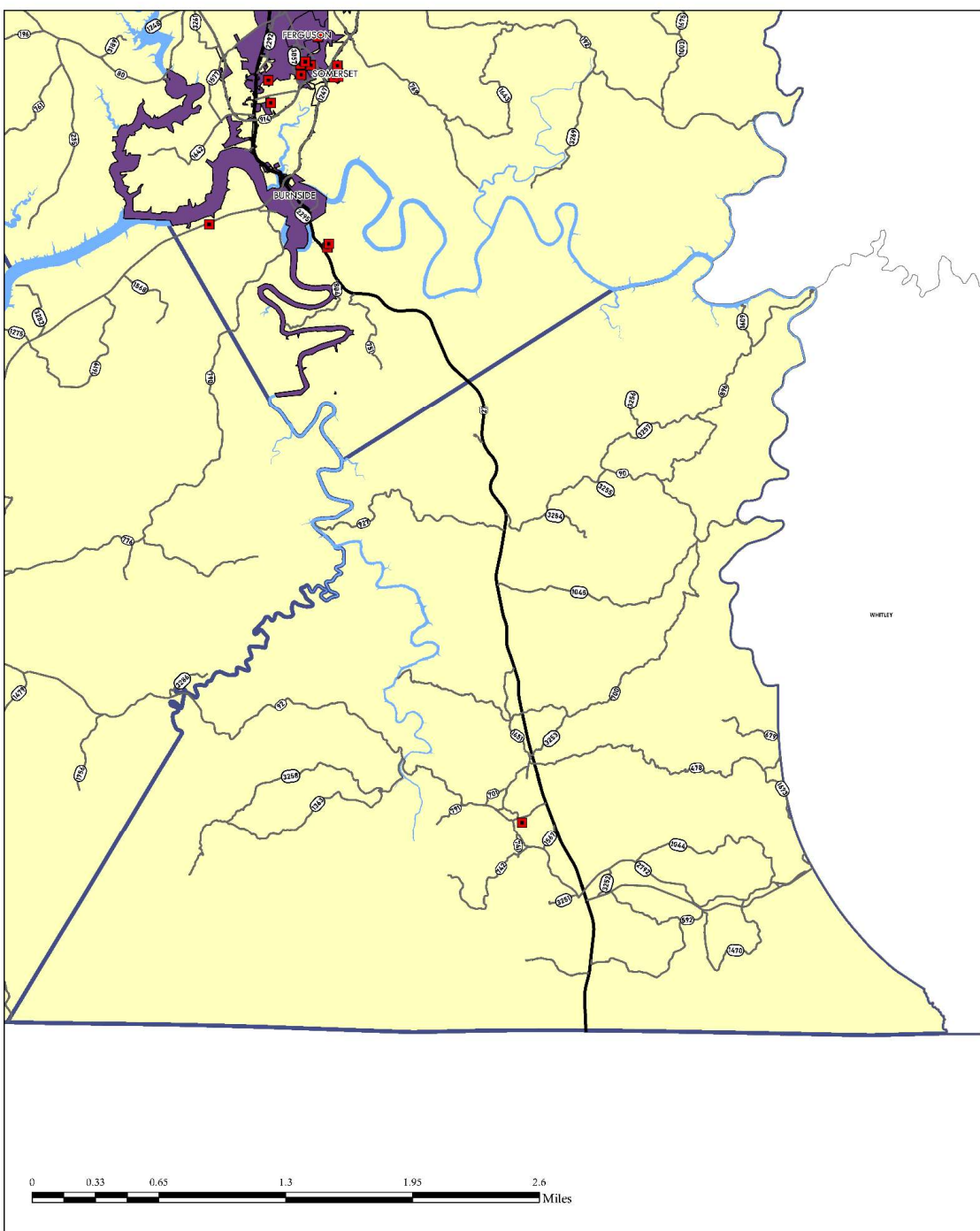
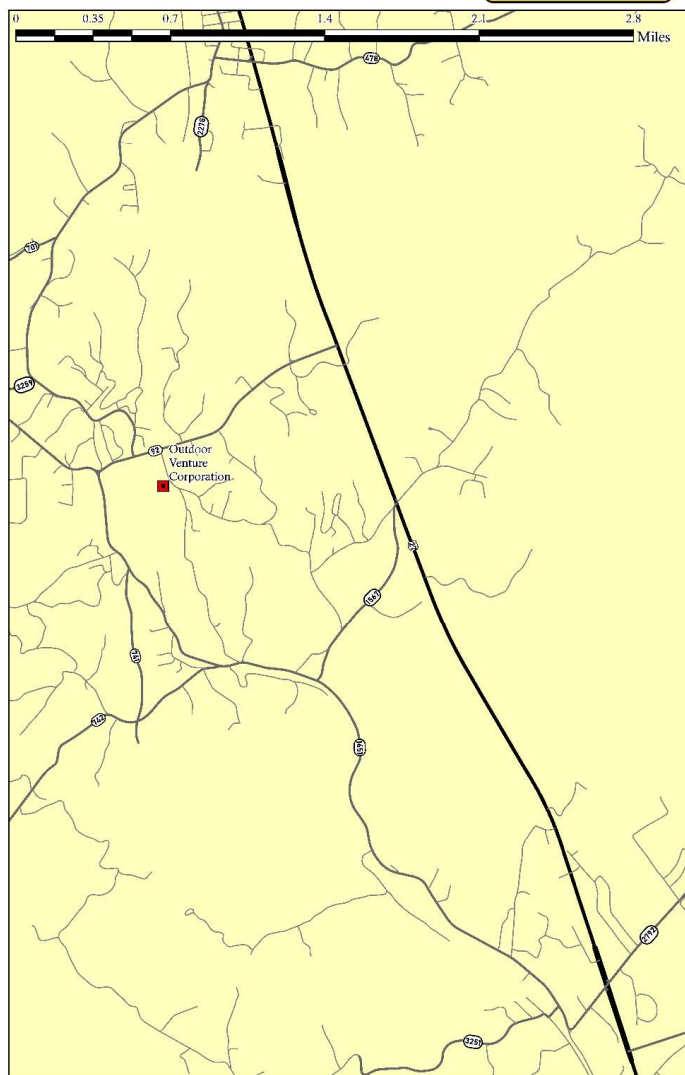


McCreary County FY26 Major Freight Users

- Legend
- State Roads
 - Cities
 - Interstate
 - Parkway
 - US Road
 - Lakes
 - Counties
 - Major Freight Users



KENTUCKY
TRANSPORTATION
CABINET



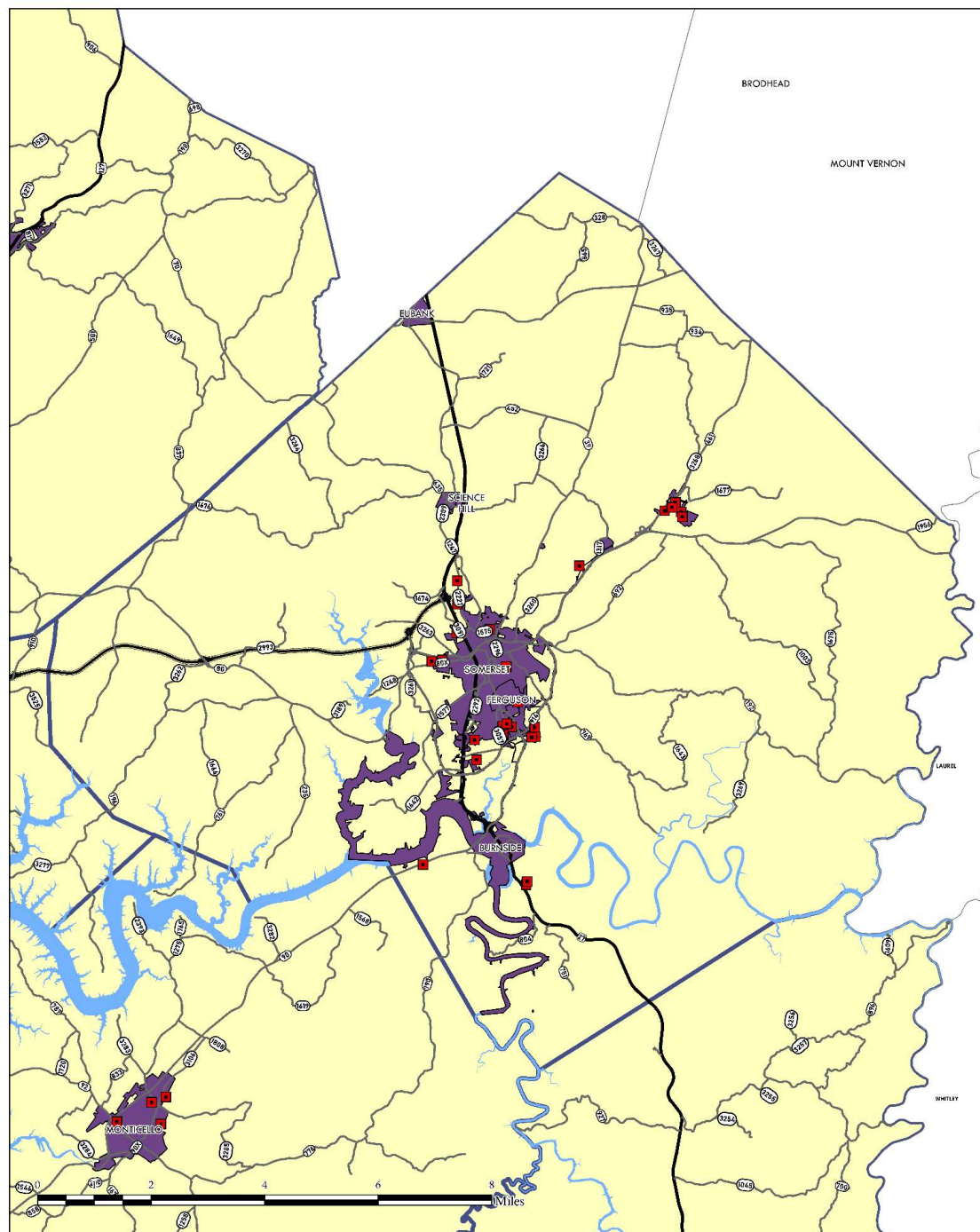
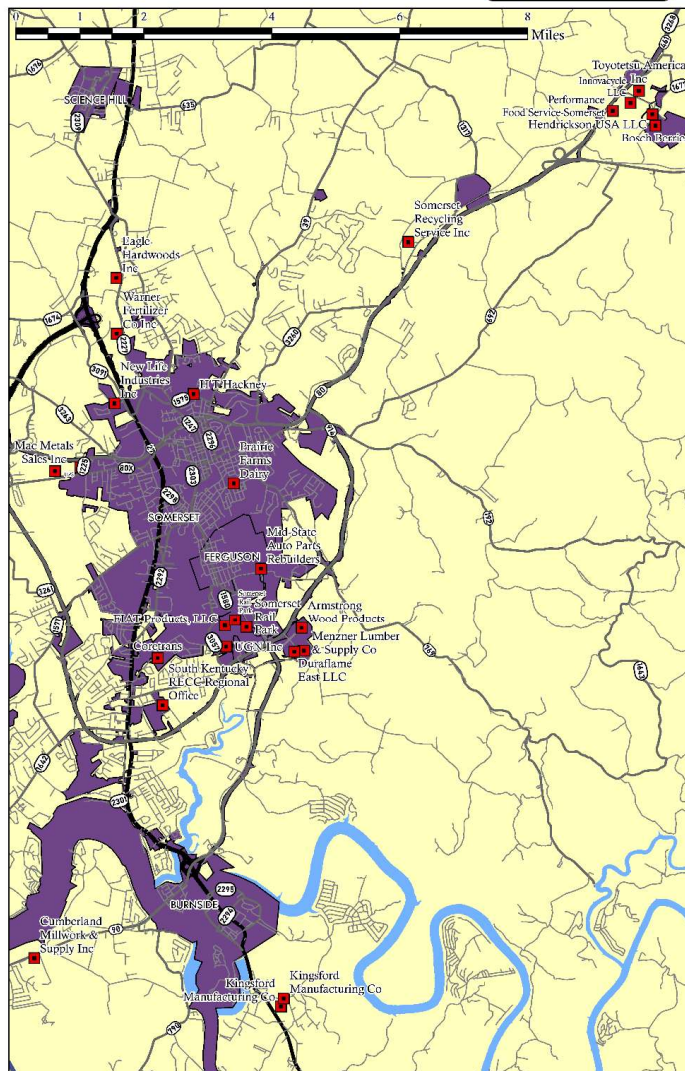
Pulaski County FY26 Major Freight Users

Legend

- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties
- Major Freight Users

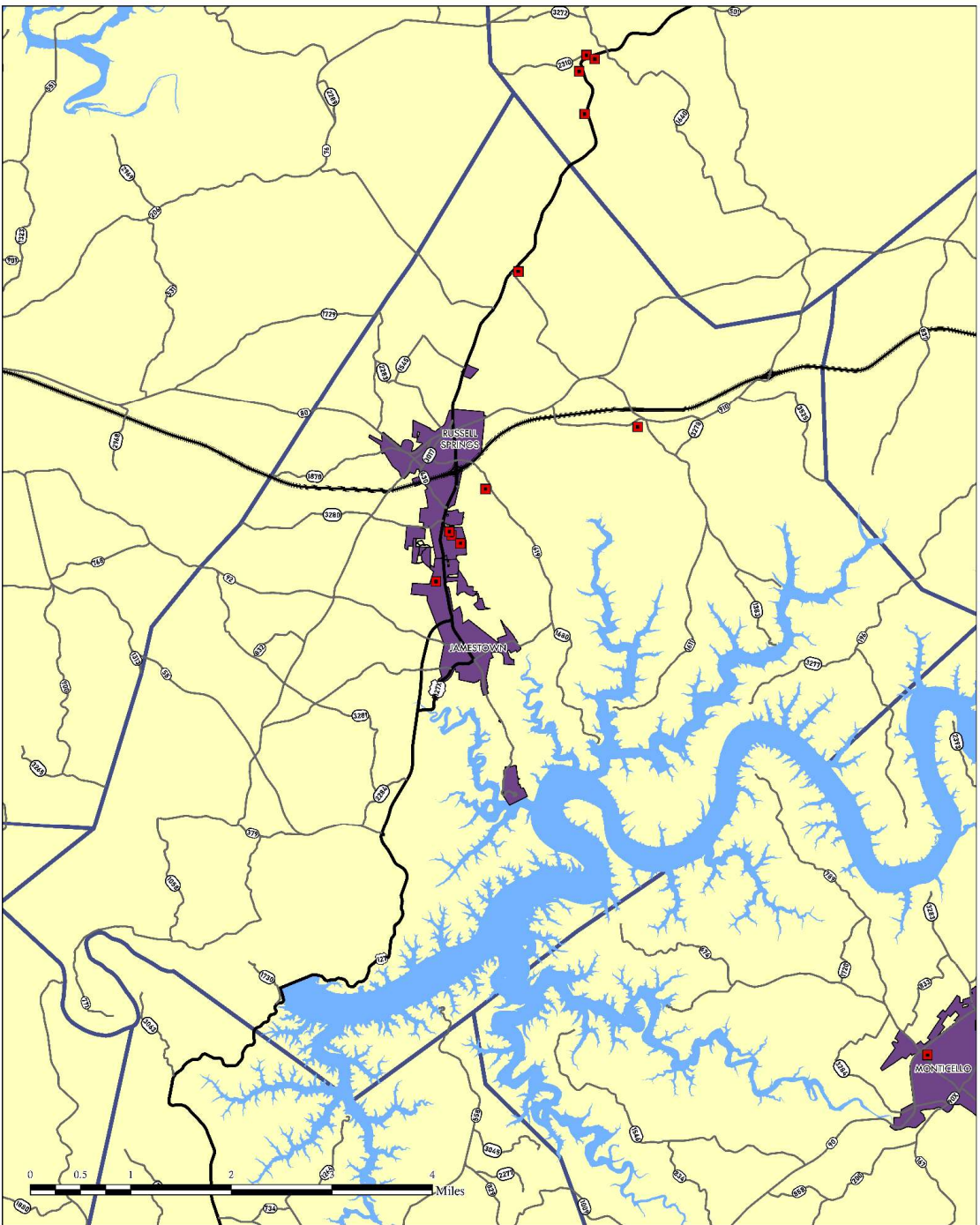
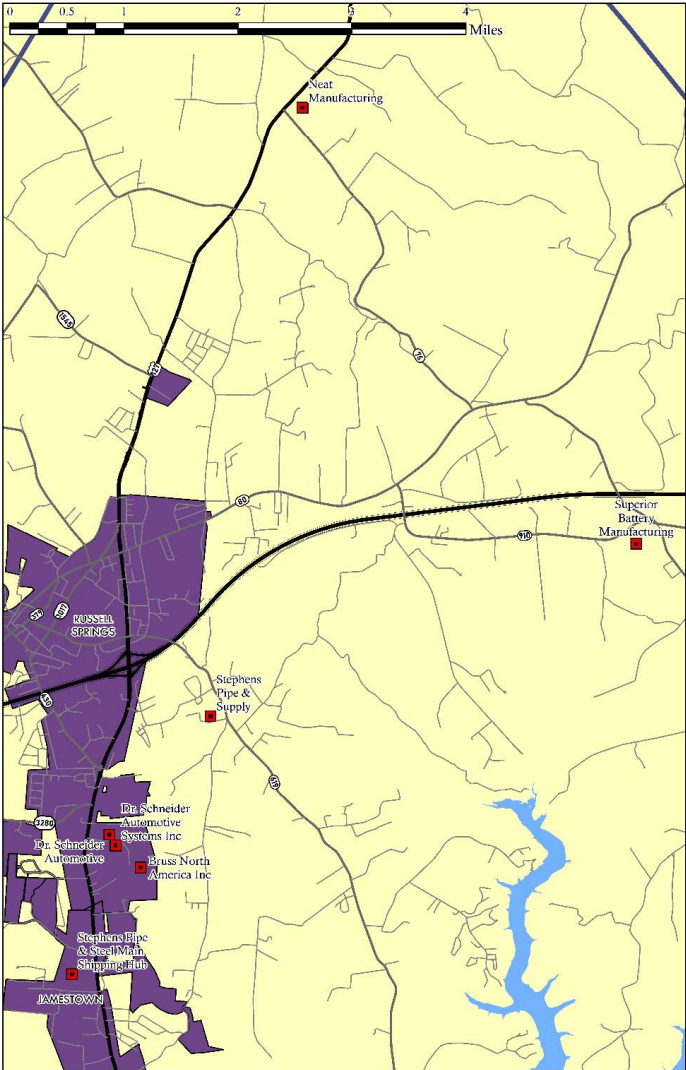


**KENTUCKY
TRANSPORTATION
CABINET**



Russell County 2026 Major Freight Users

- Legend
- State Roads
 - Cities
 - Interstate
 - Parkway
 - US Road
 - Lakes
 - Counties
 - Major Freight Users



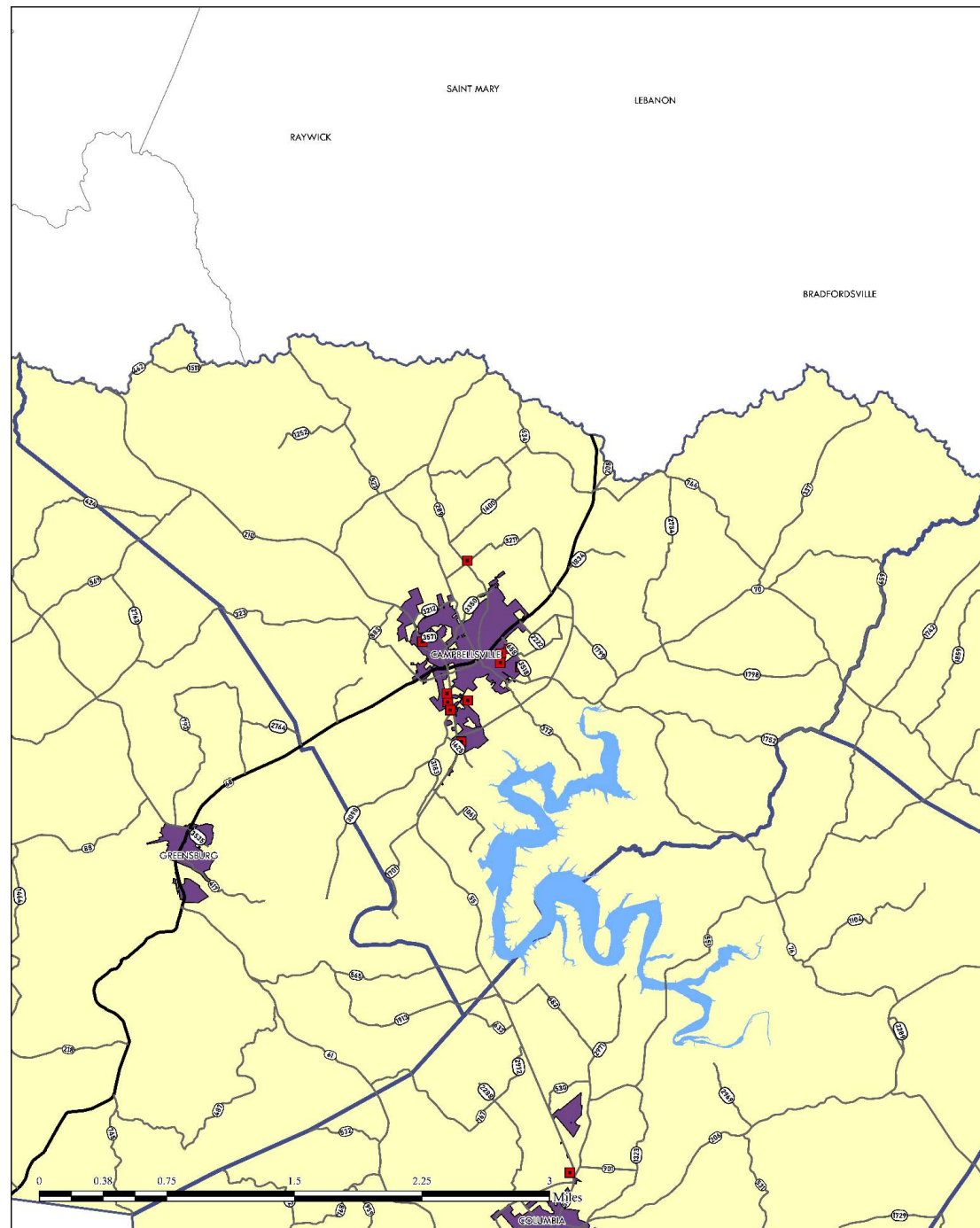
Taylor County FY26 Major Freight Users

Legend

- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties
- Major Freight Users

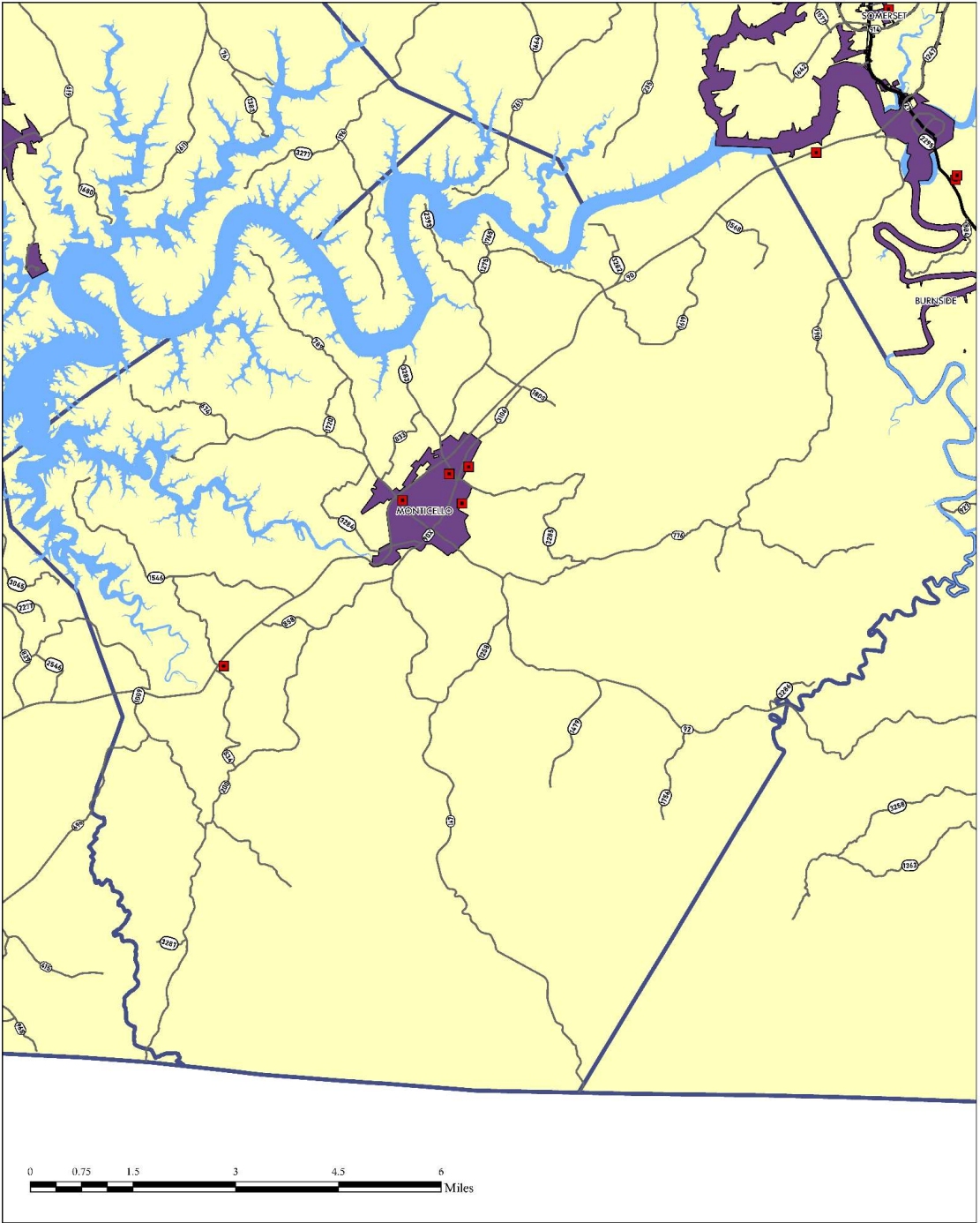
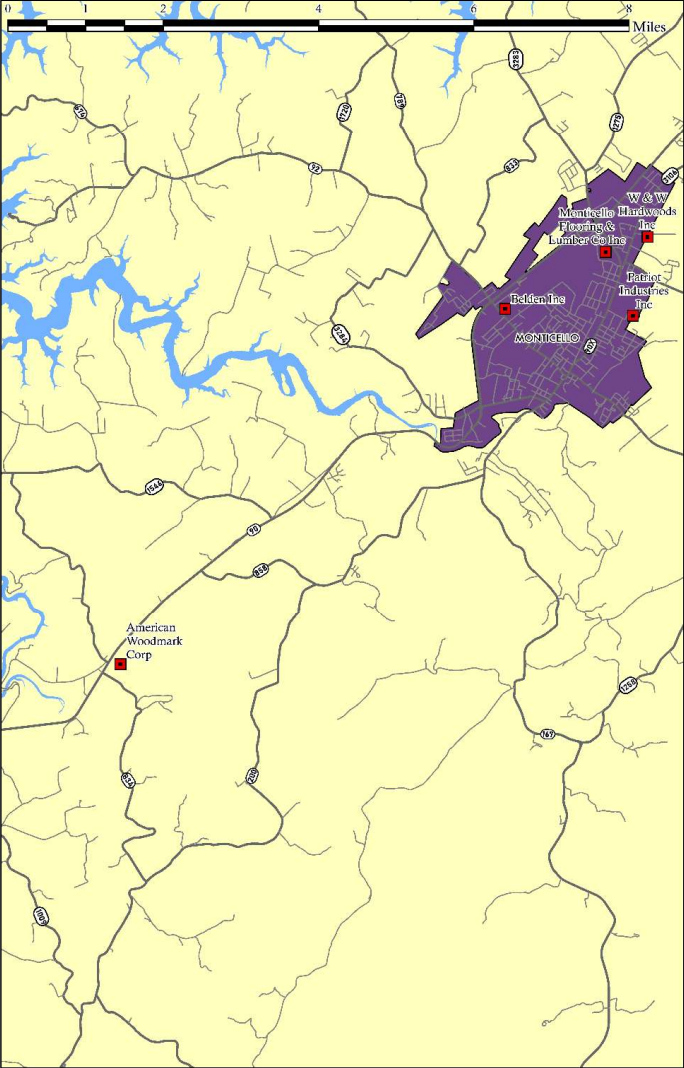


KENTUCKY
TRANSPORTATION
CABINET



Wayne County 2026 Major Freight Users

- Legend
- State Roads
 - Cities
 - Interstate
 - Parkway
 - US Road
 - Lakes
 - Counties
 - Major Freight Users



CHAPTER 4: MAJOR TRAFFIC GENERATORS INVENTORY

4.1 Introduction

The Major Traffic Generators Inventory (MTGI) of Major Traffic Generators (MTGs), not to be confused with Major Freight Users (MFUs) that generate a large amount of specifically freight traffic, are sites that generate a large amount of general traffic. This broader definition means that there are generally more sites that qualify as and MTG than an MFU. MTGs are simply defined as locations that normally create over 100 trips on operational days such as schools, hospitals, shopping malls, baseball fields, arenas, factories, office parks, truck stops, industrial parks, etc. Some MFUs are MTGs (ex. A manufacturing plant with a large number of employees) but not always.

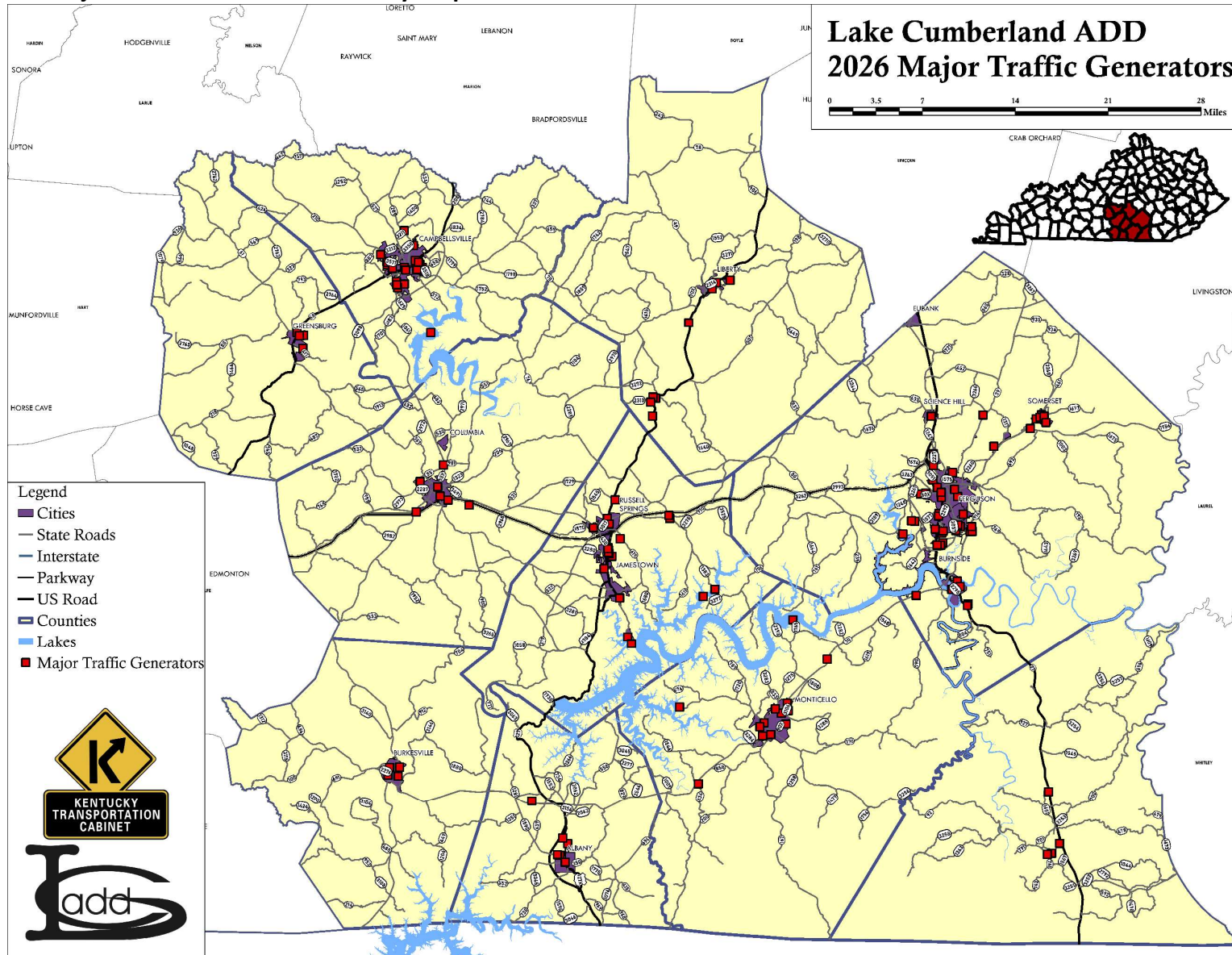
Due to the large amount of potential MTGs, the methodology employed to determine new or defunct MTGs usually consists of identifying if a location is one that would typically see a large number of visitors by categorizing it as one of the locations stated above as well as the location's proximity to high traffic volume roadways. 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.

In order to understand traffic patterns and volumes in an area, it is important to know about existing MTGI 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.

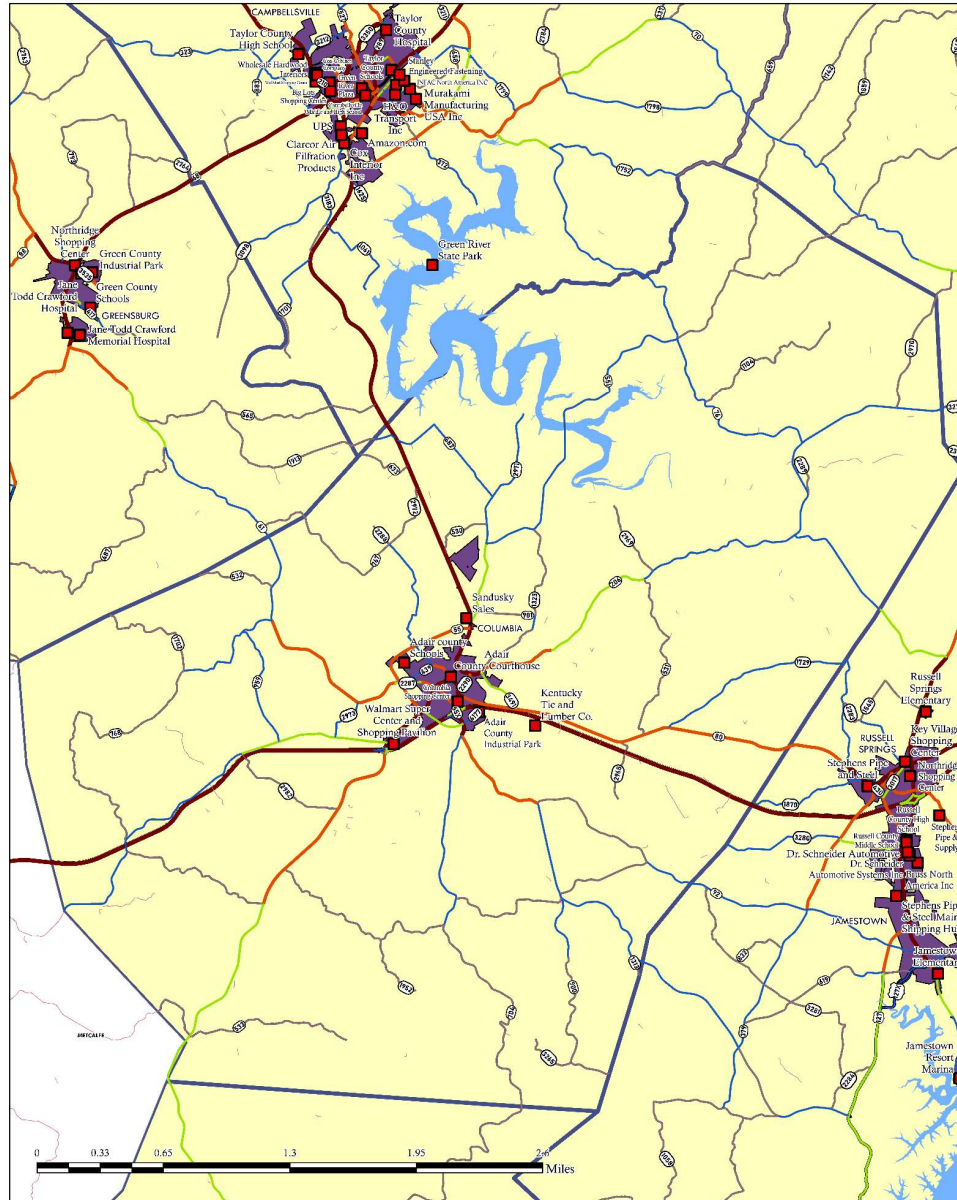
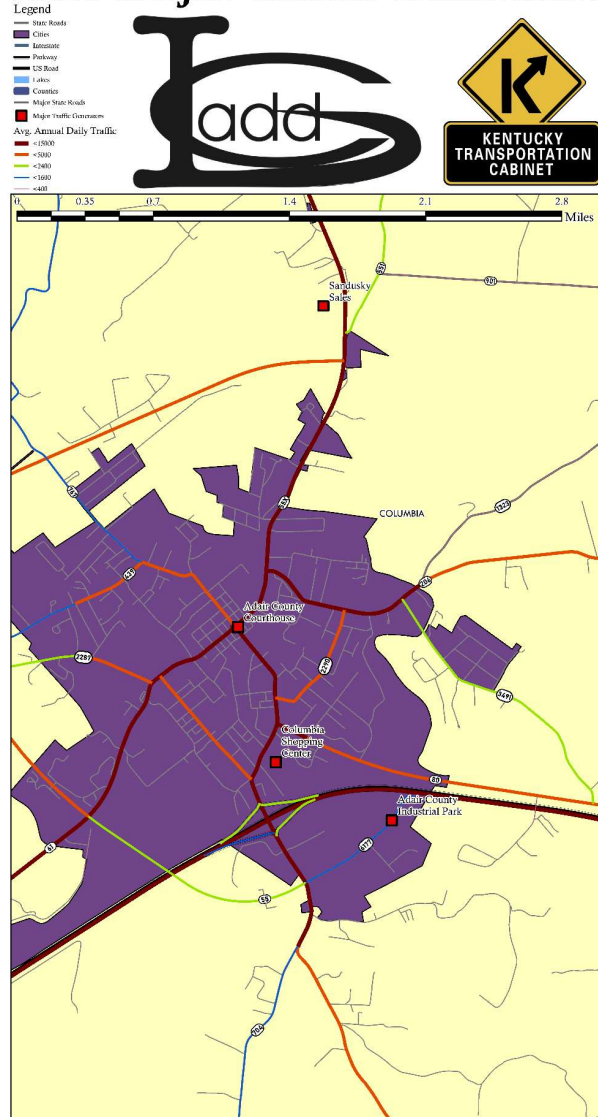
The inventory is maintained as part of a Geographic Information System (GIS) and can be displayed on maps with existing traffic data such as traffic counts, unscheduled needs list, highway plan projects, safety data, etc. This inventory is reviewed yearly with the RTC to ensure accuracy and the RTC is 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 4.2 illustrates the location of the current LCADD MTGI. 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.

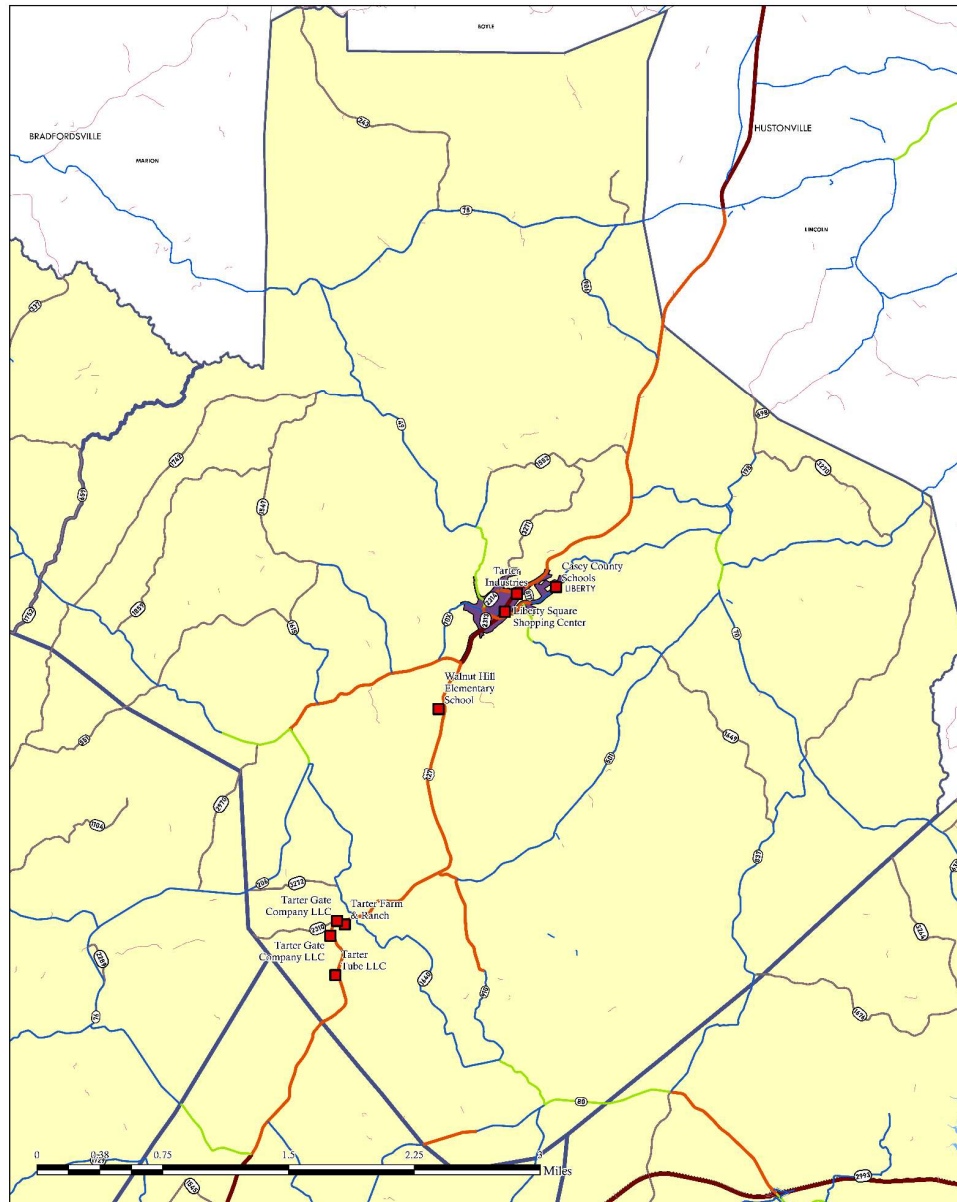
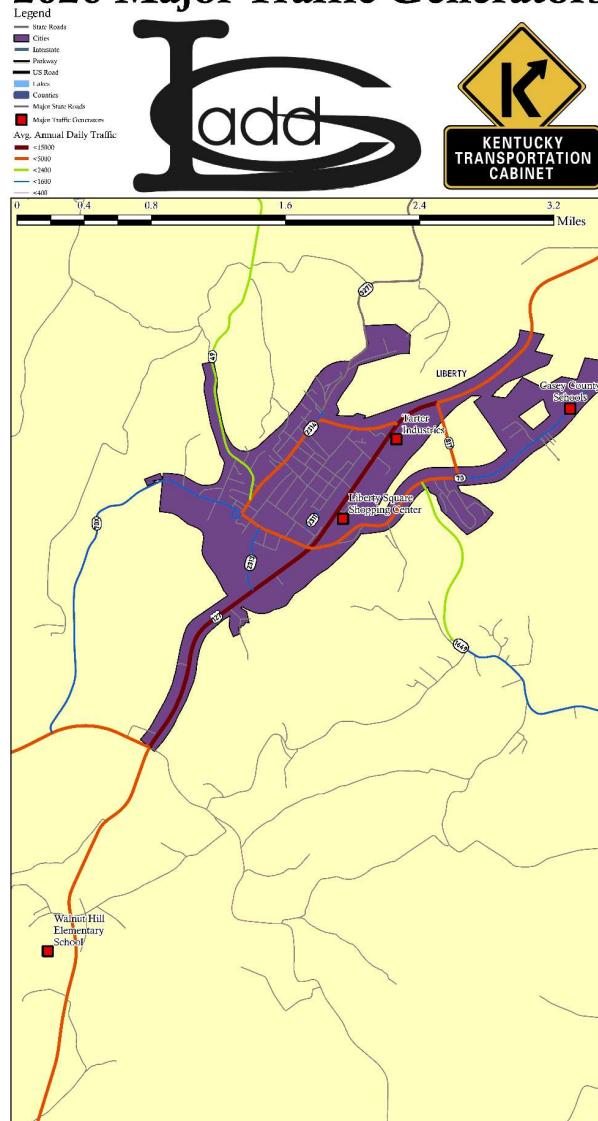
4.2 Major Traffic Generator Inventory Maps



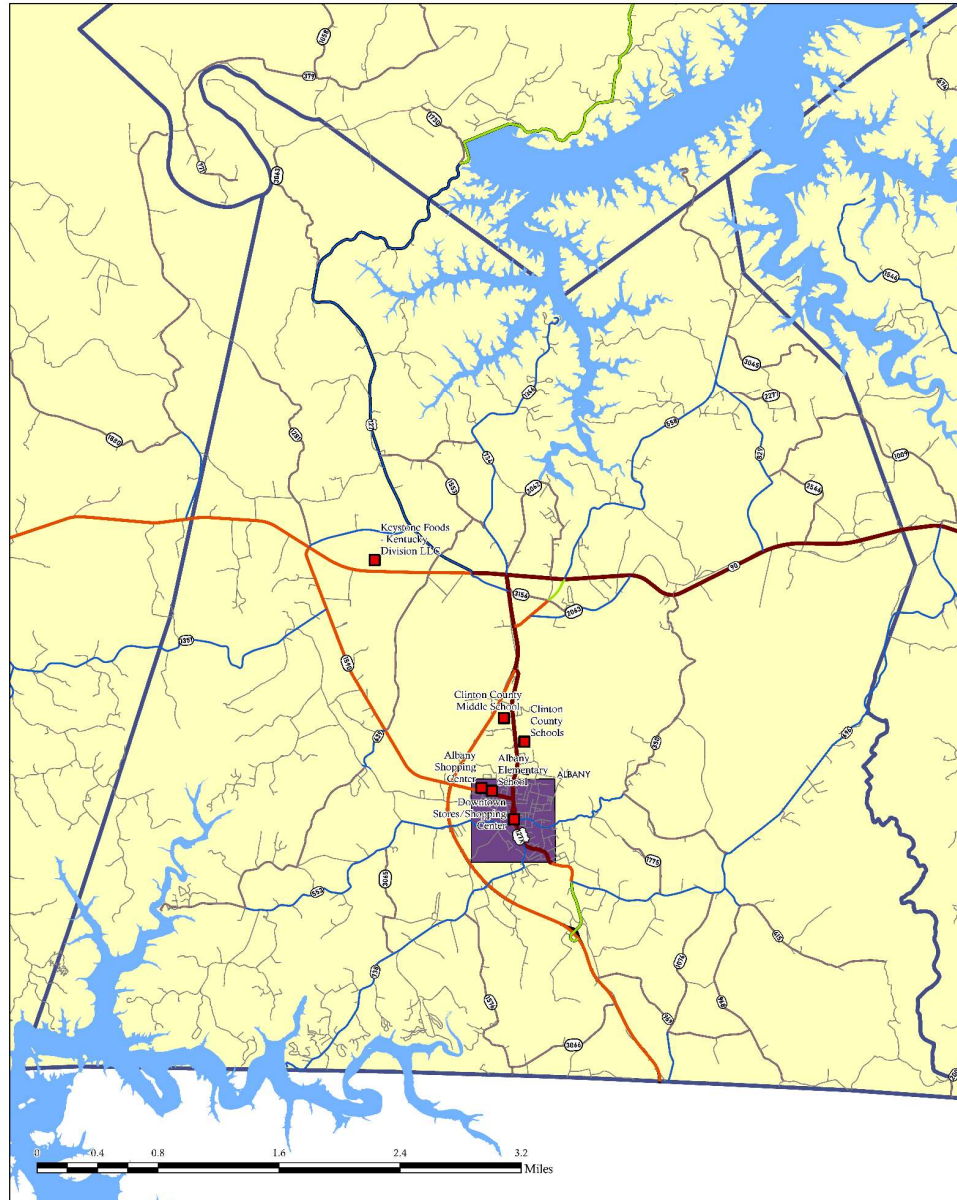
Adair County 2026 Major Traffic Generators



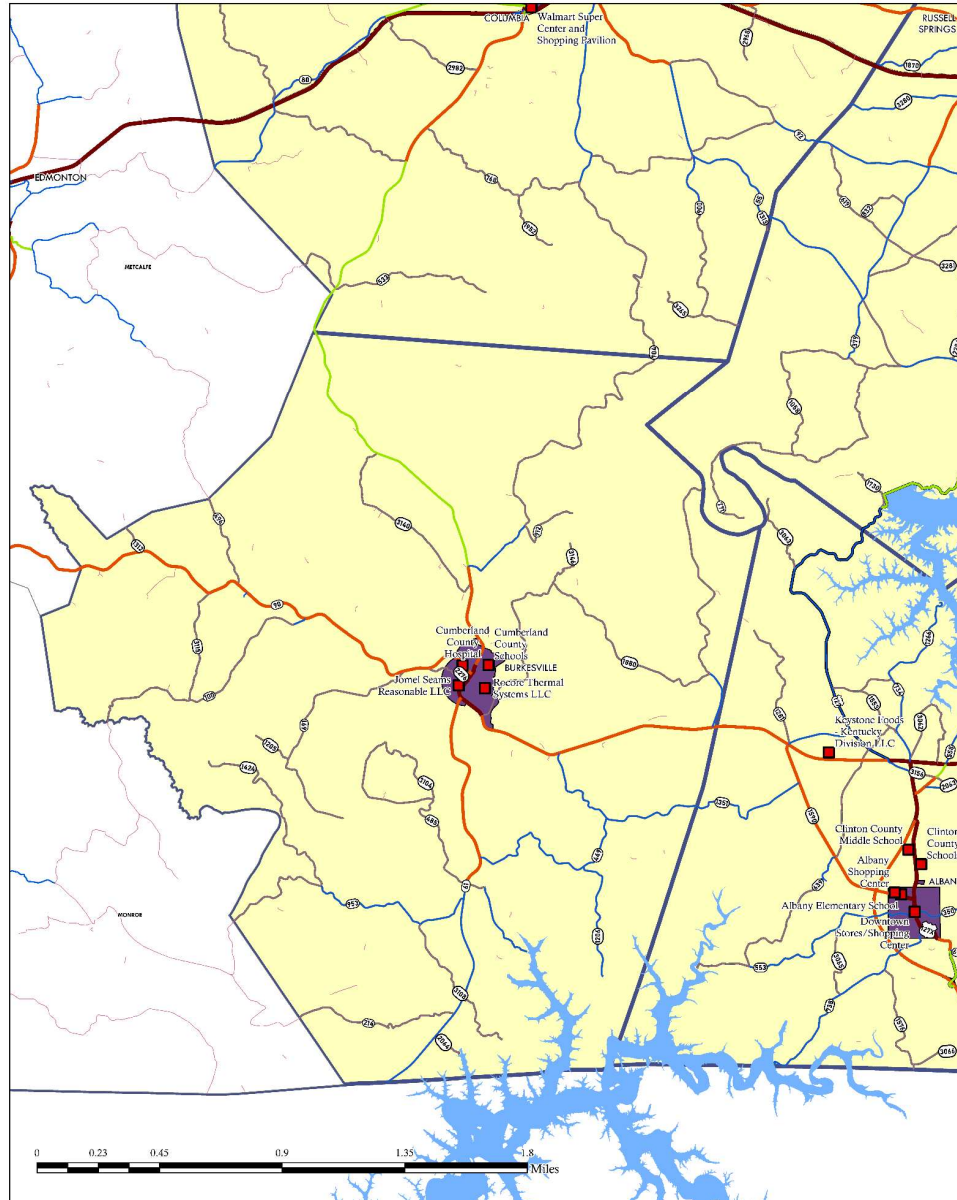
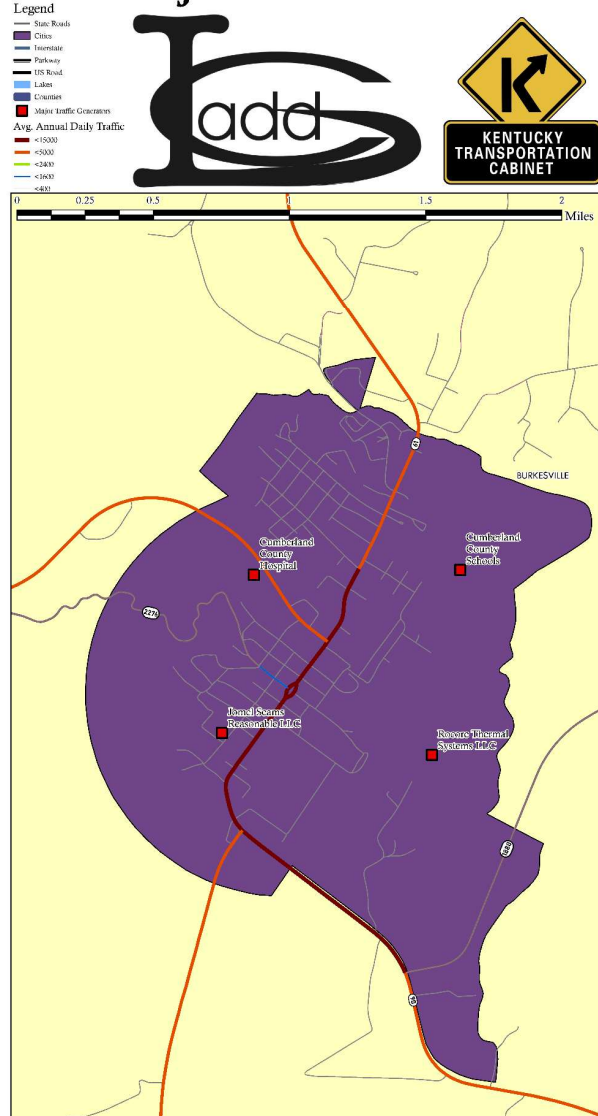
Casey County 2026 Major Traffic Generators



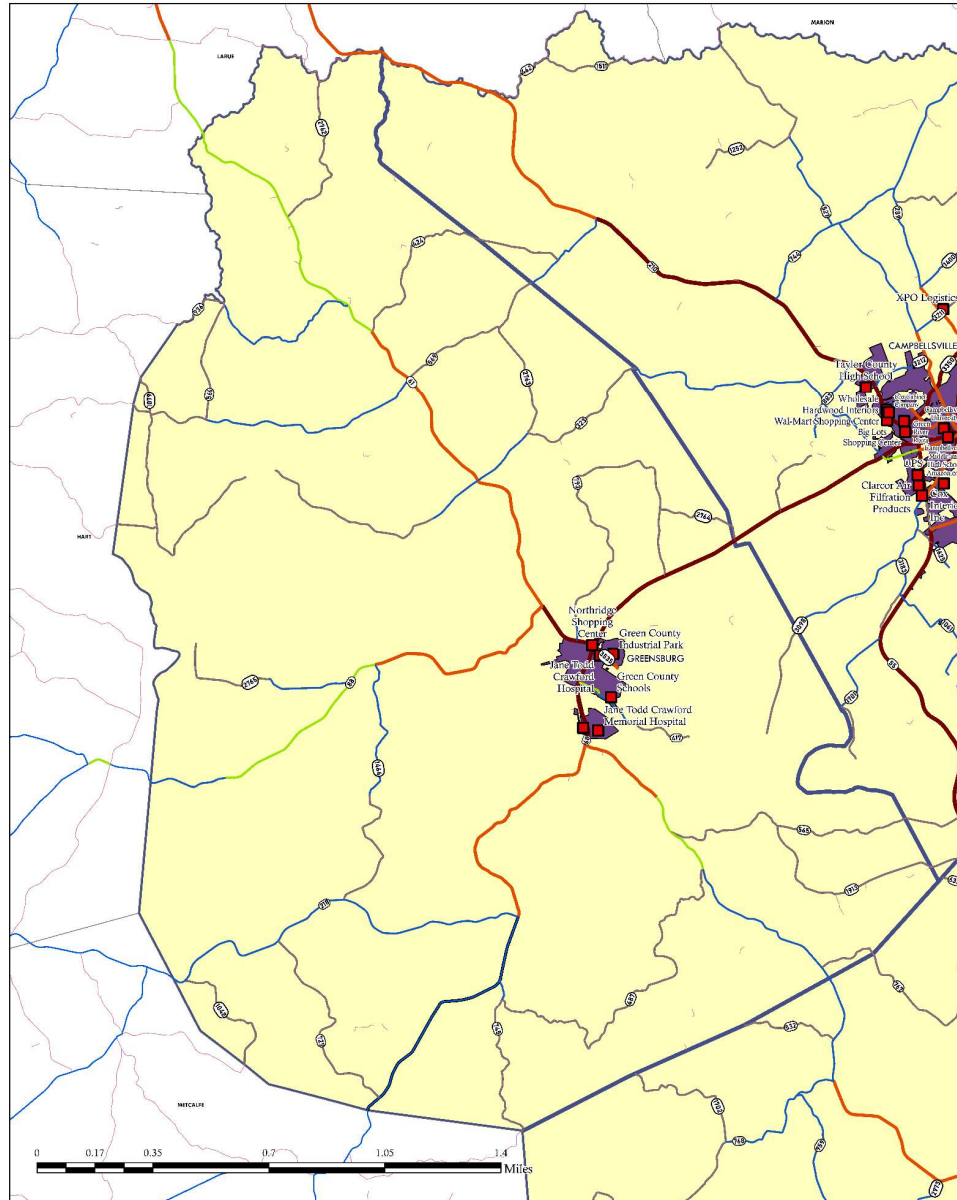
Clinton County 2026 Major Traffic Generators



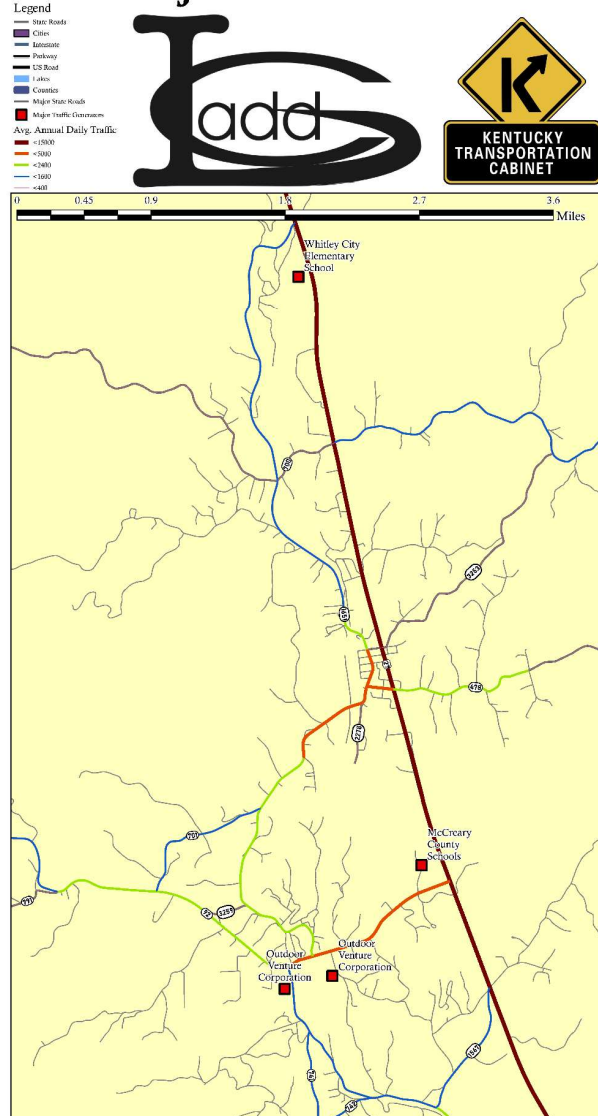
Cumberland County 2026 Major Traffic Generators



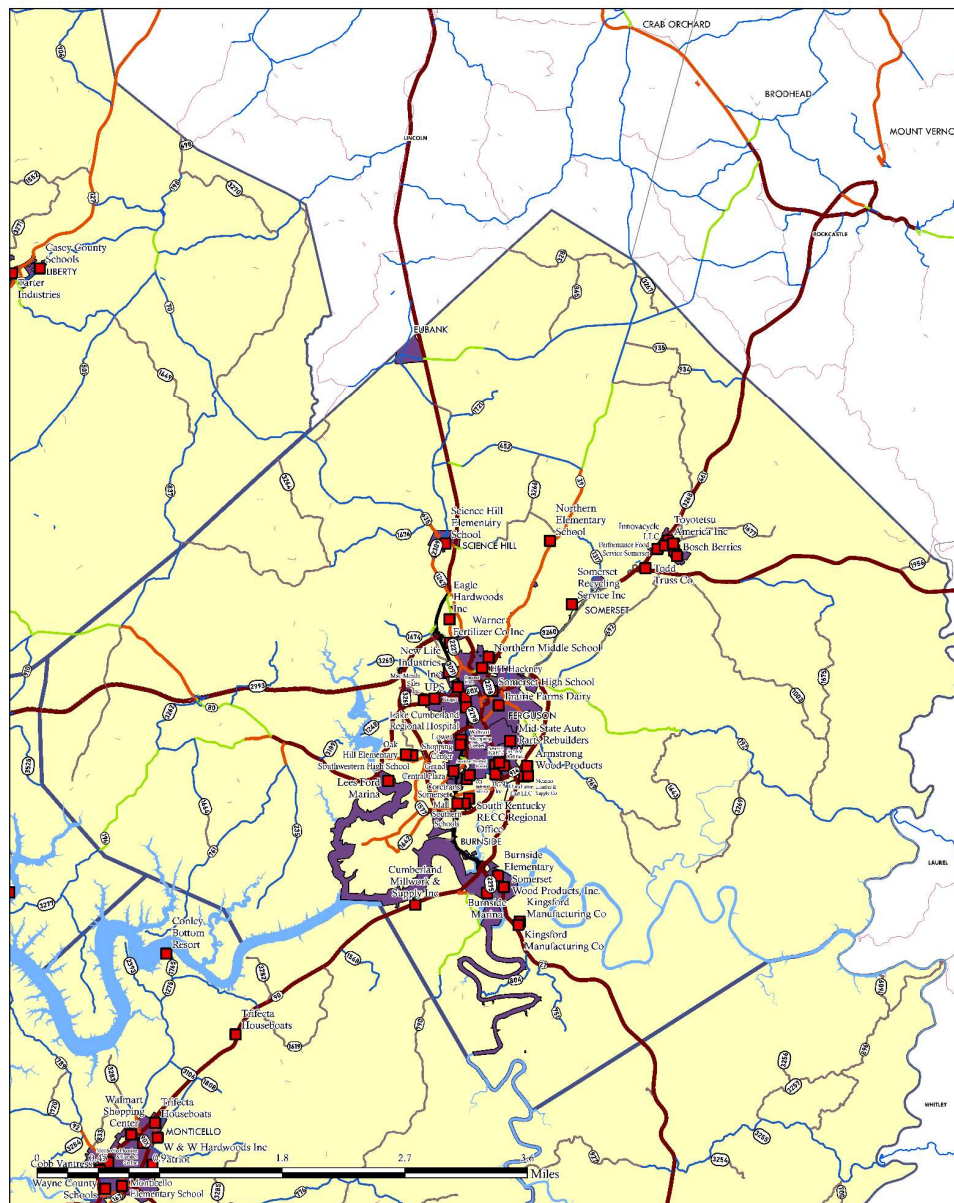
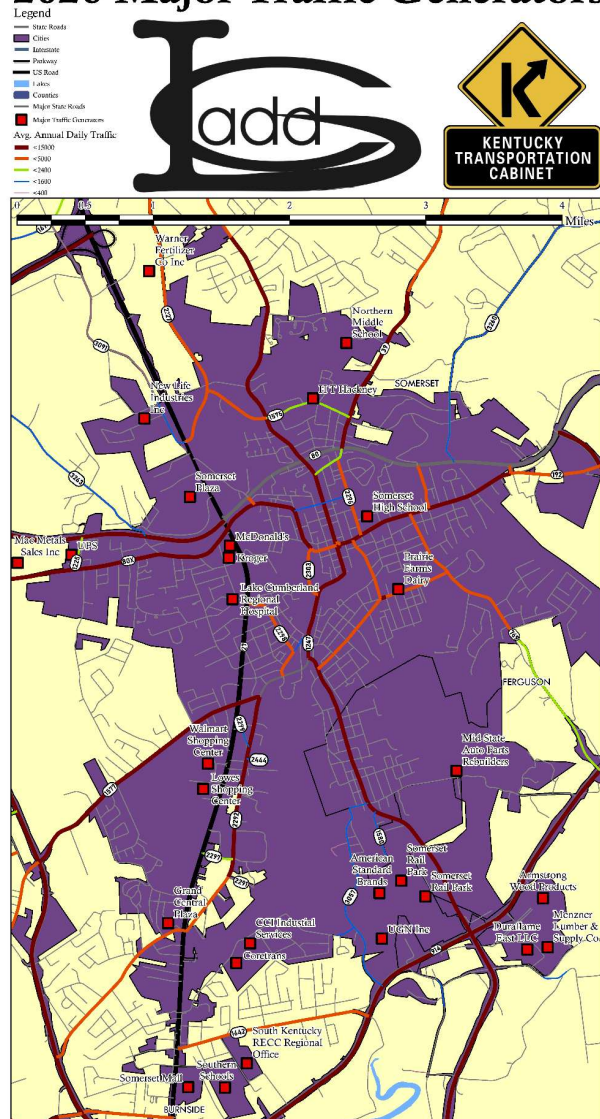
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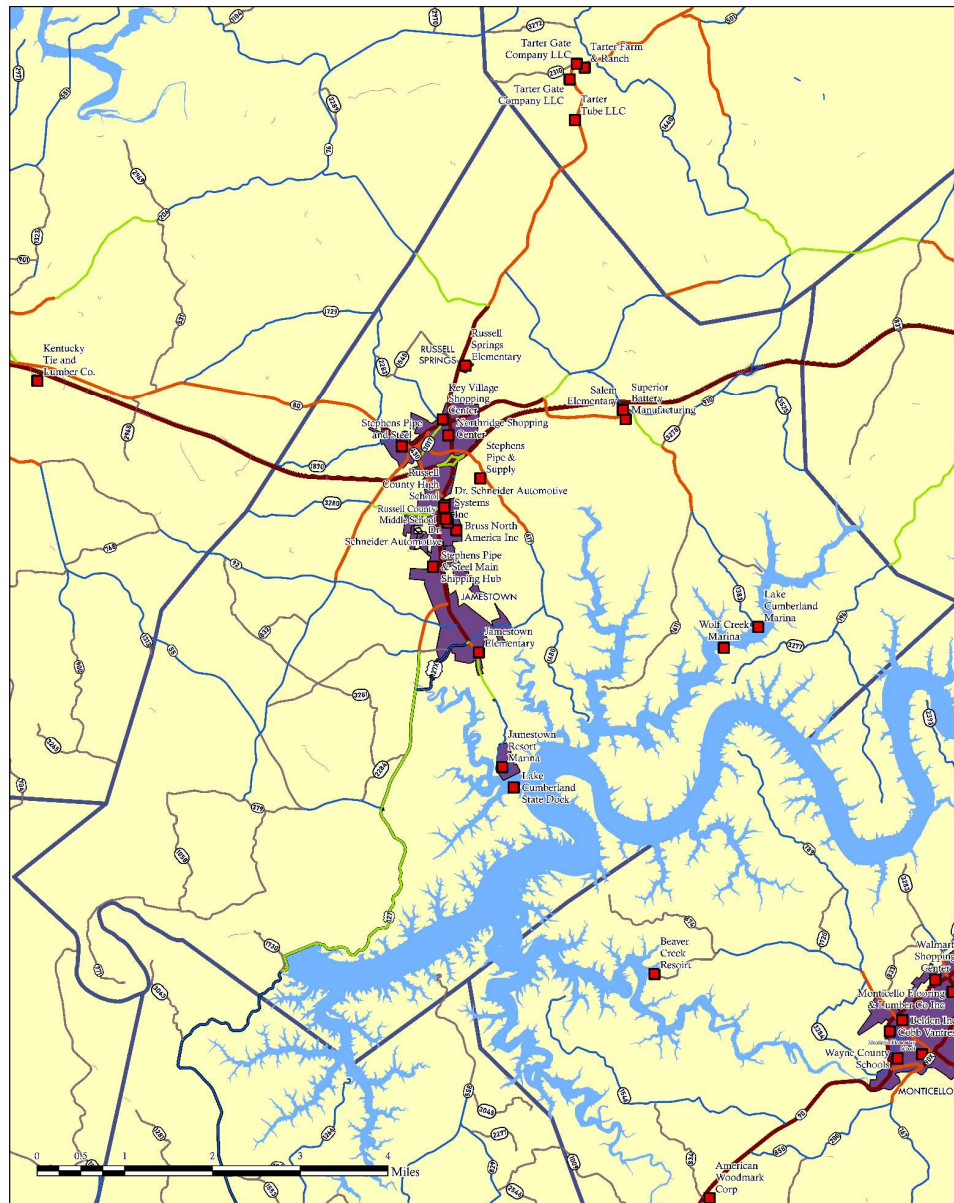
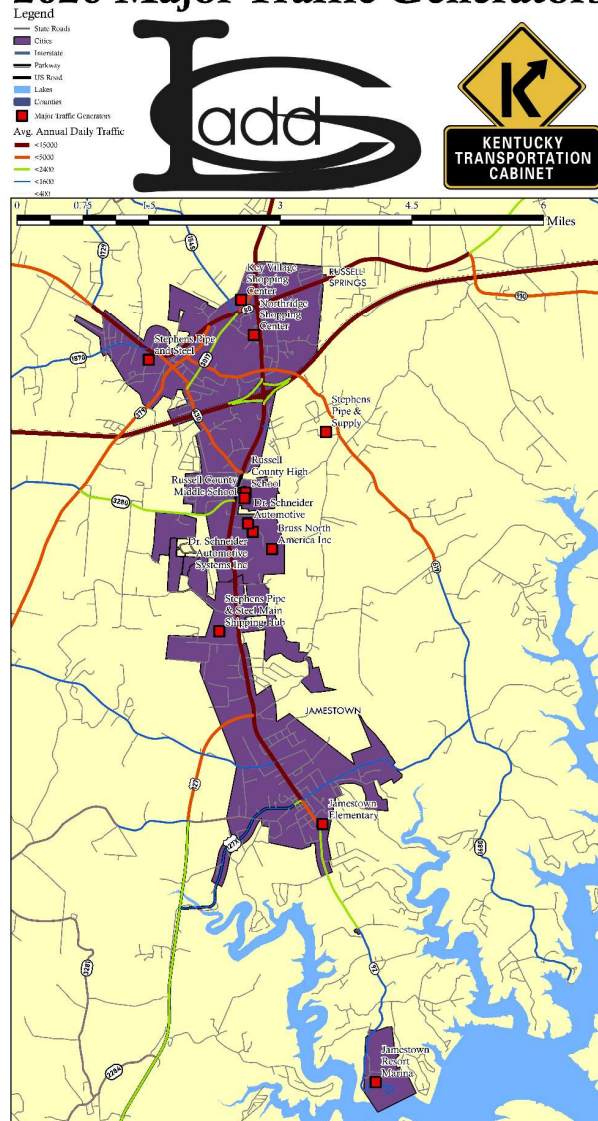
McCreary County 2026 Major Traffic Generators



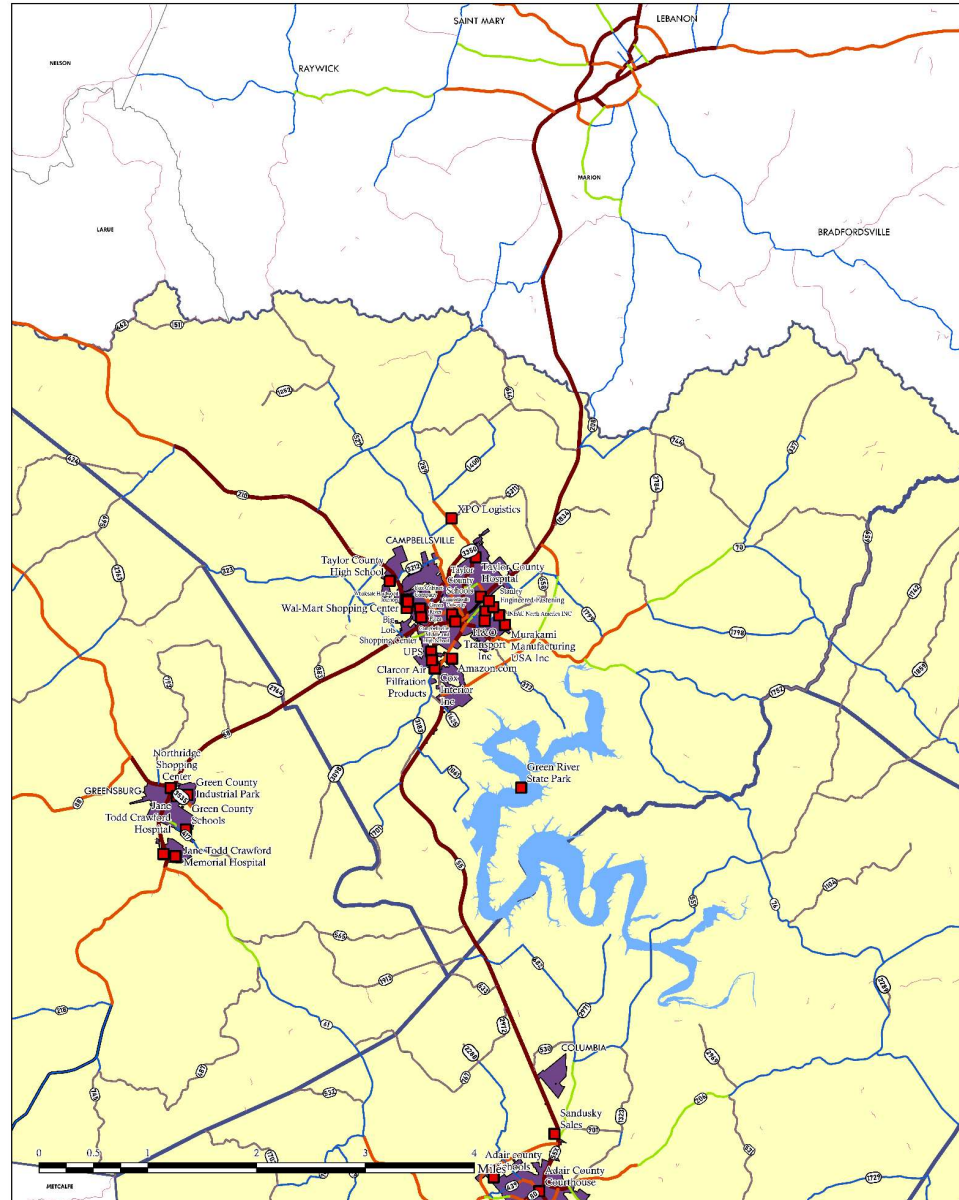
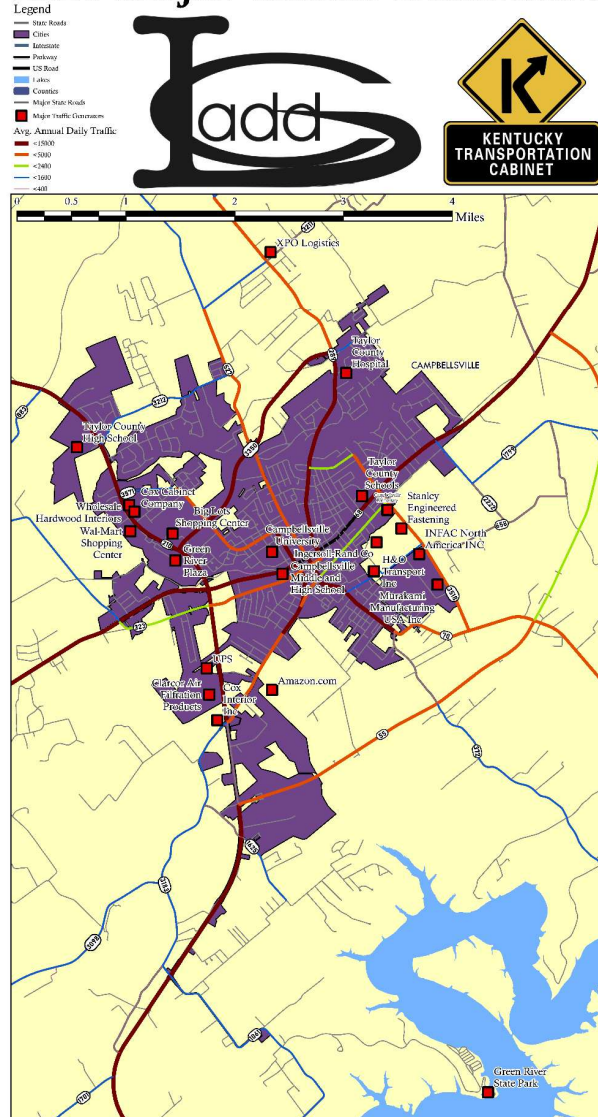
Pulaski County 2026 Major Traffic Generators



Russell County 2026 Major Traffic Generators

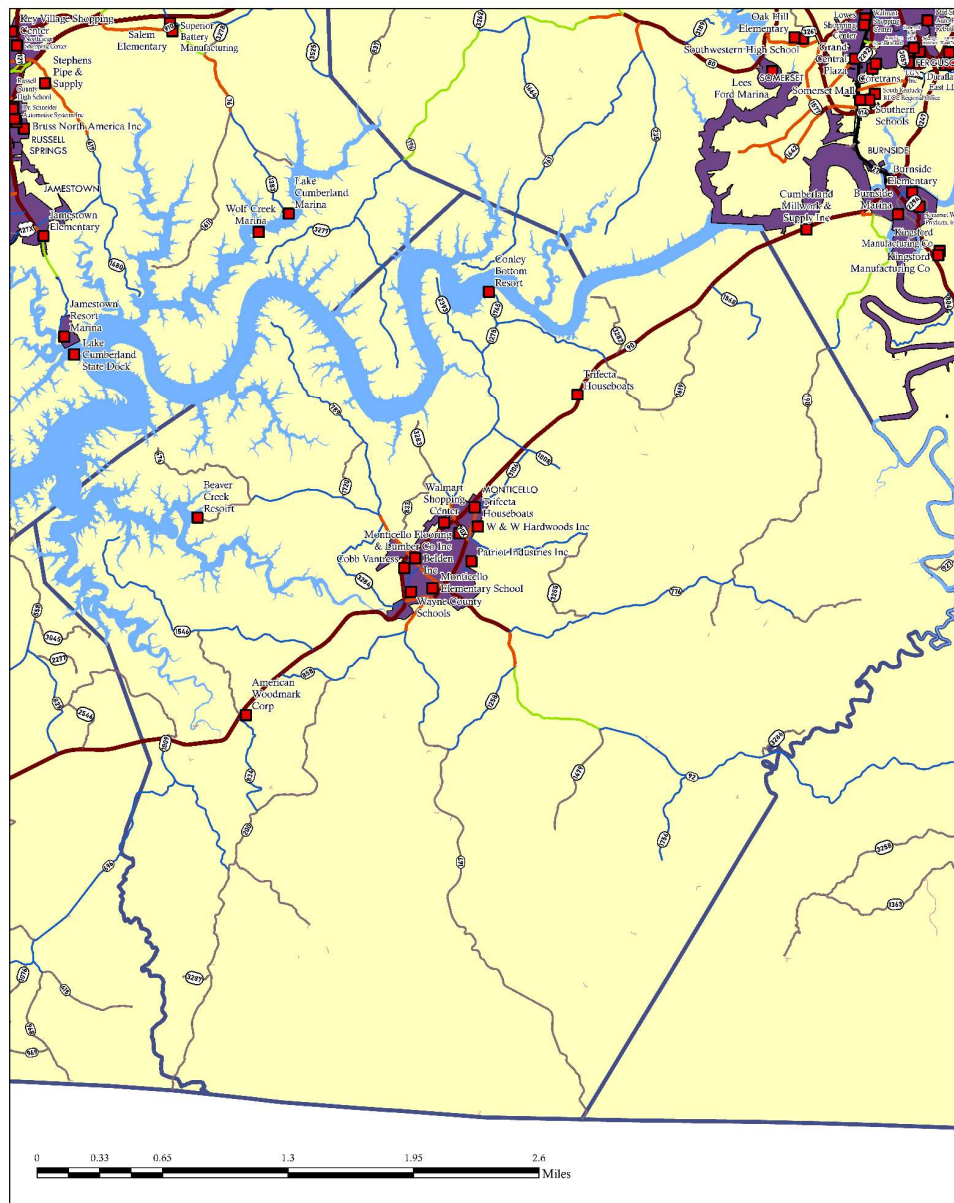
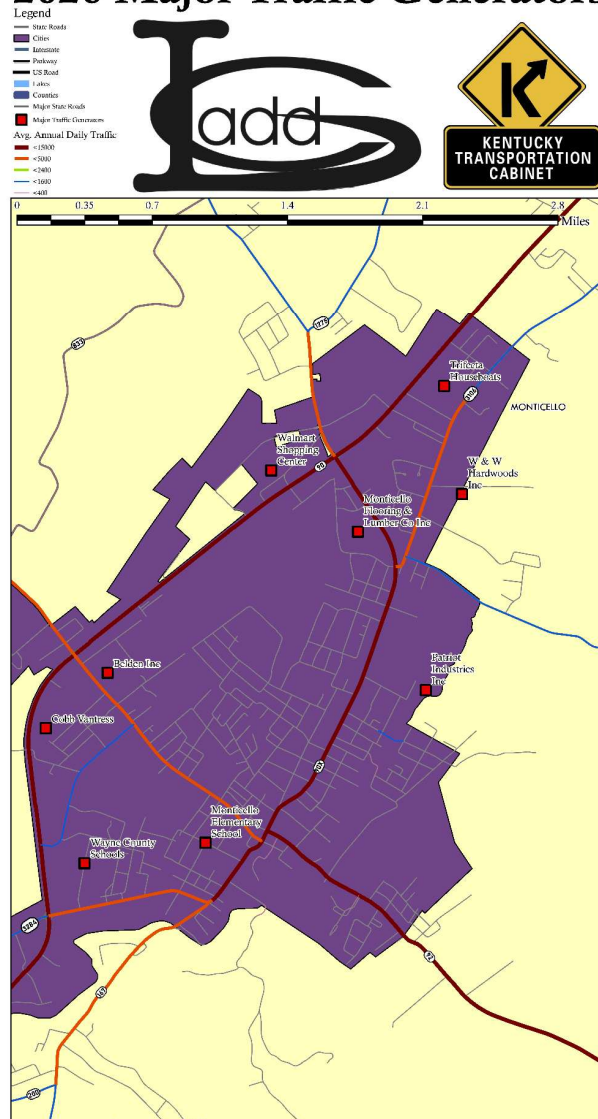


Taylor County 2026 Major Traffic Generators



Wayne County

2026 Major Traffic Generators



CHAPTER 5: NHS INTERMODAL CONNECTOR REVIEW

5.1 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.)

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 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.

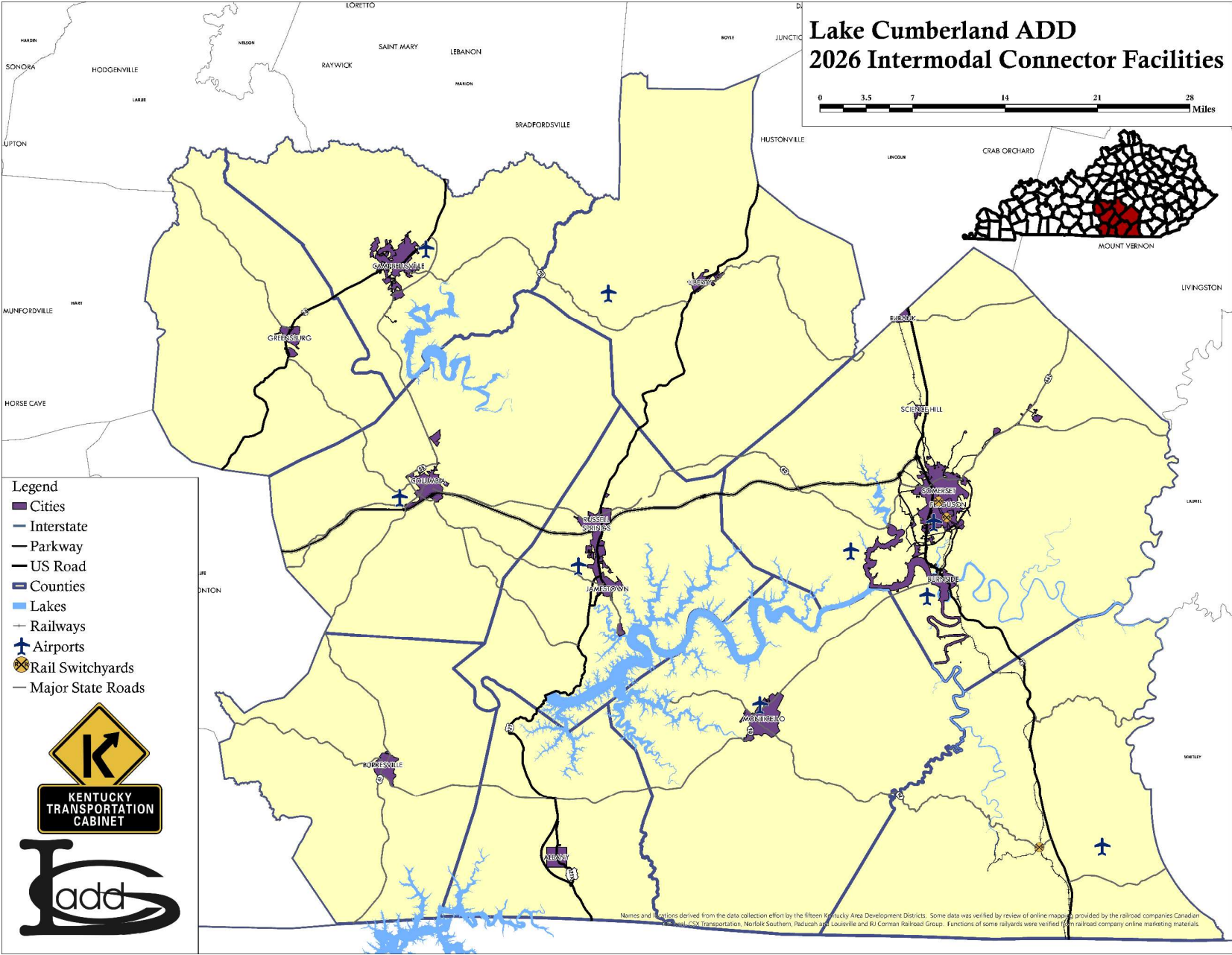
LCADD Review and Suggestions

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.

5.2 Map of NHS with Intermodal Connectors

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

5.2 Maps of Intermodal Connector Facilities



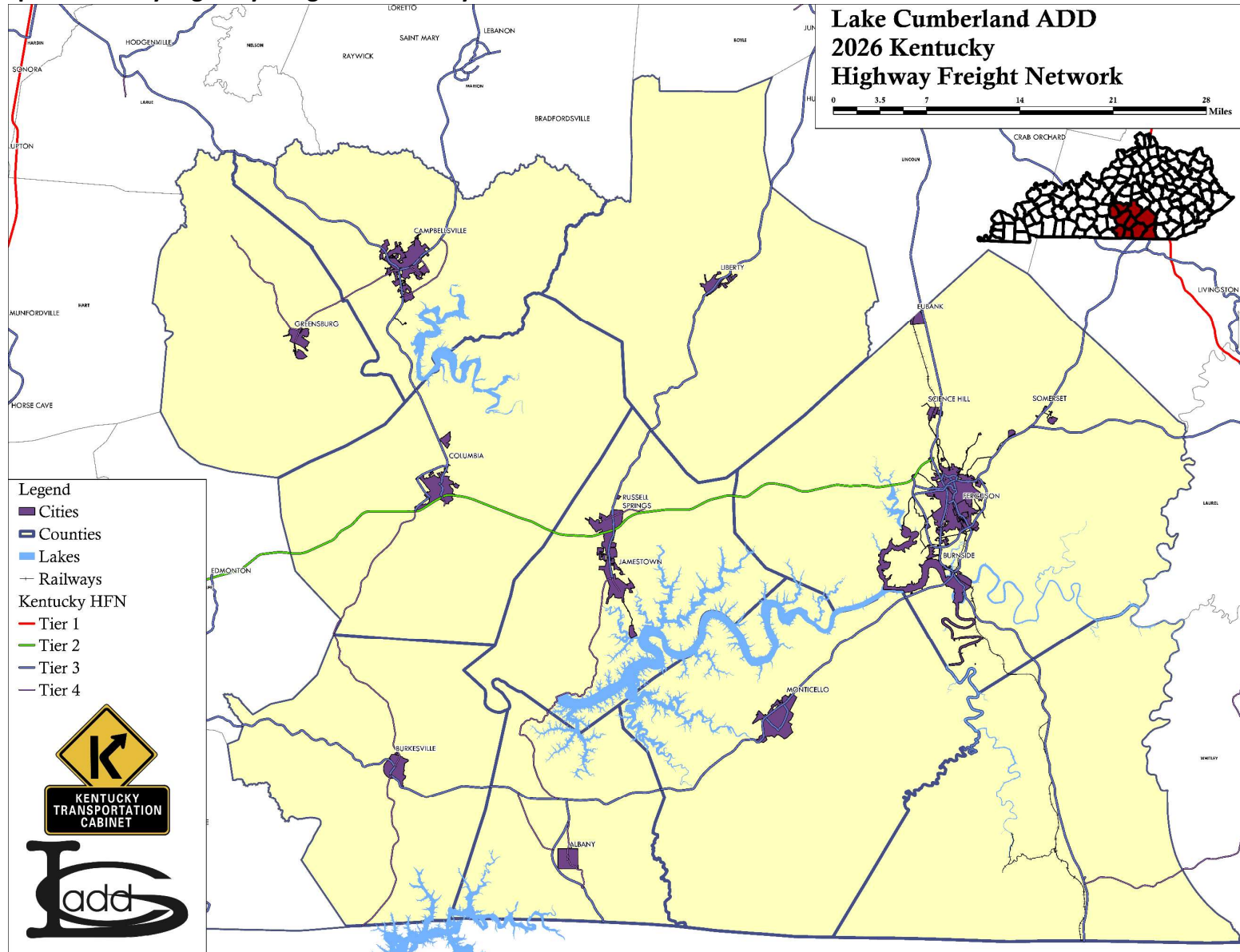
5.3 Kentucky Highway Freight Network (KHFN)

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 manufacturers/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.

5.4 Map of Kentucky Highway Freight Network by Tier



CHAPTER 6: TRUCK PARKING INVENTORY

6.1 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.

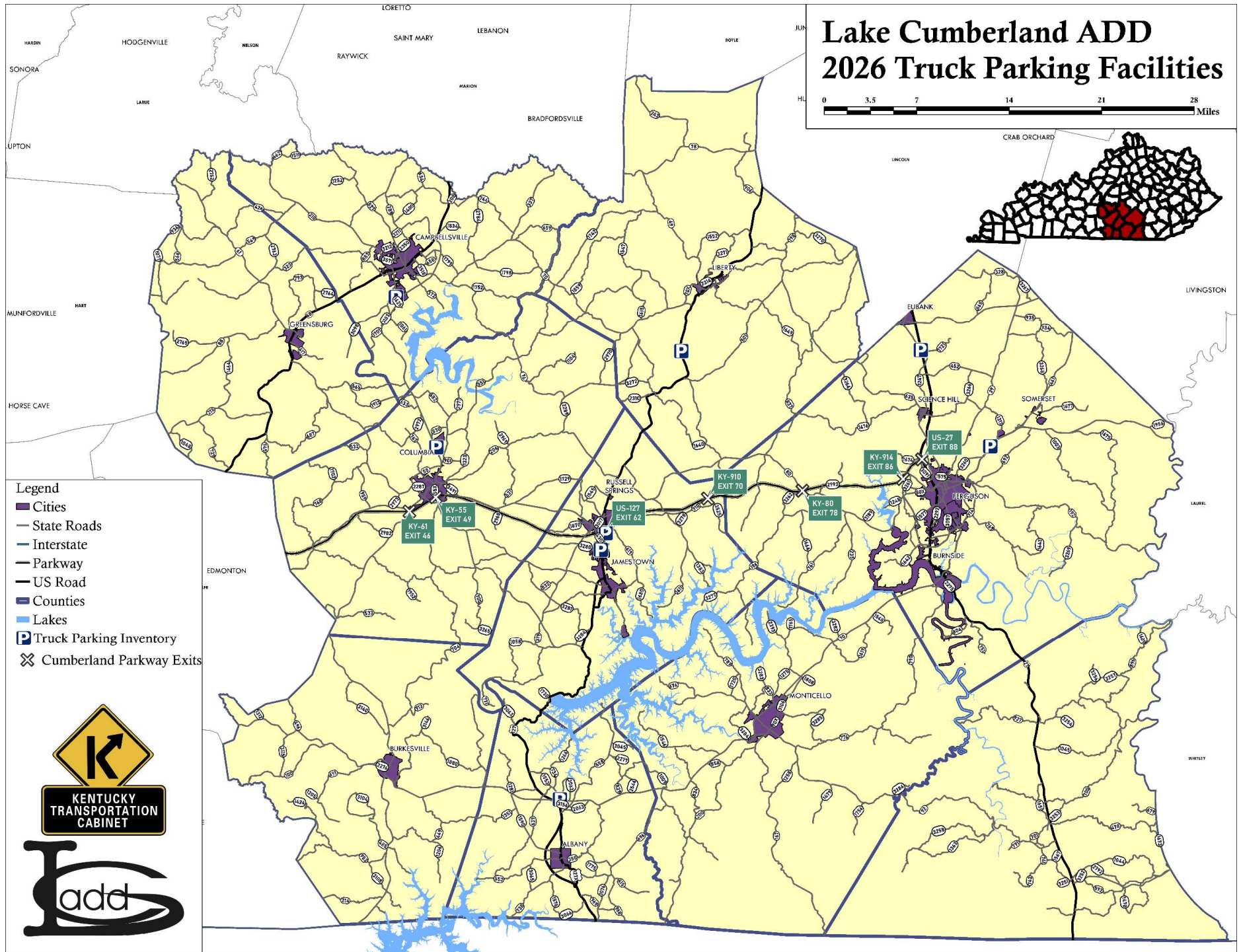
Truck Parking Inventory Includes:

- 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.

6.2 Map of Truck Parking Inventory

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



CHAPTER 7: RAIL FREIGHT LOADING/UNLOADING FACILITIES

7.1 Introduction

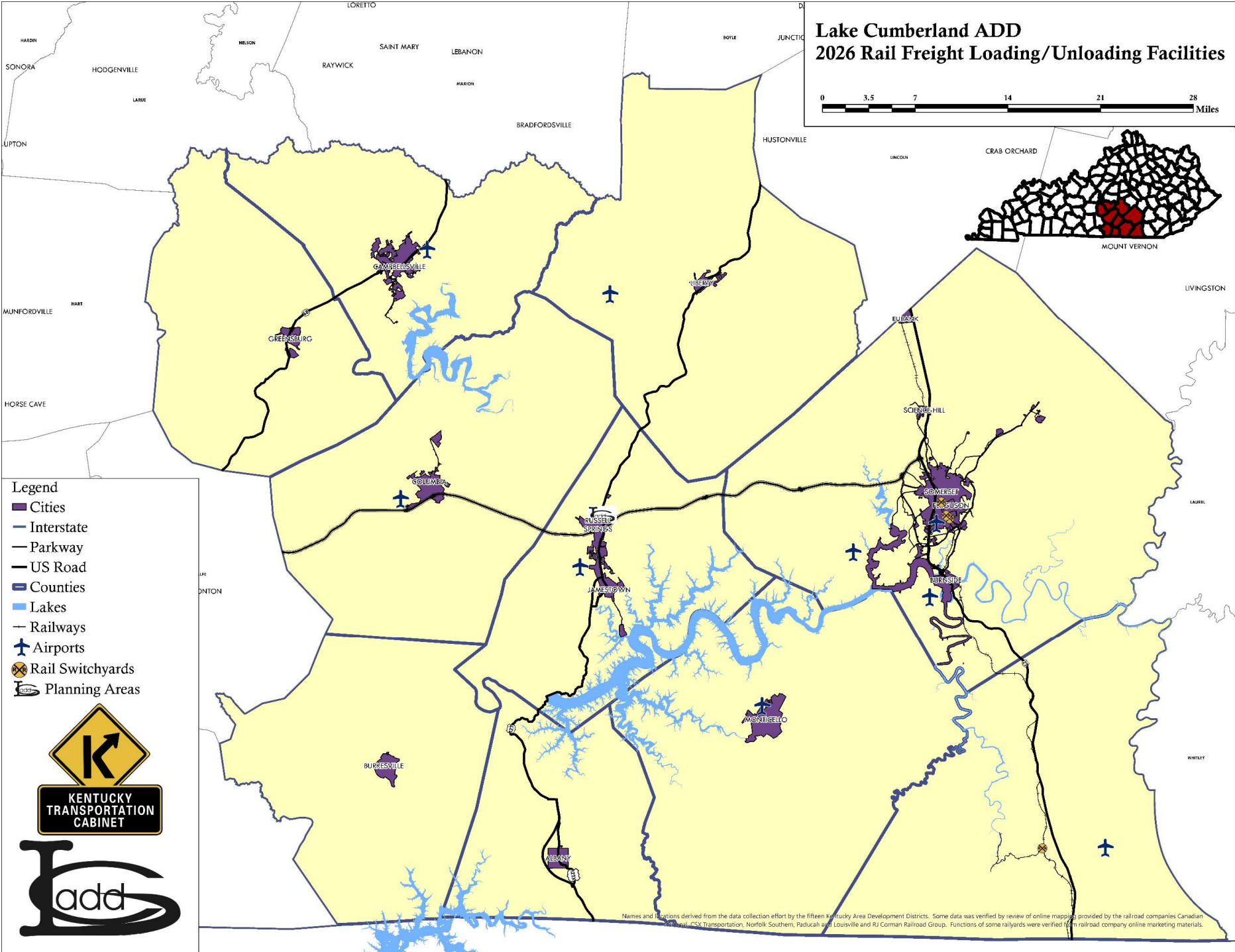
The purpose of this inventory is to assist the KYTC in identification of rail facility locations, intermodal connectors and providing information for the statewide rail plan. This helps serve the KYTC goal of promoting the safe efficient movement of goods and services throughout the state. KYTC has GIS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

7.2 Map of Rail Freight Loading/Unloading Facilities

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



CHAPTER 8: BICYCLE PEDESTRIAN ASSETS

8.1 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.

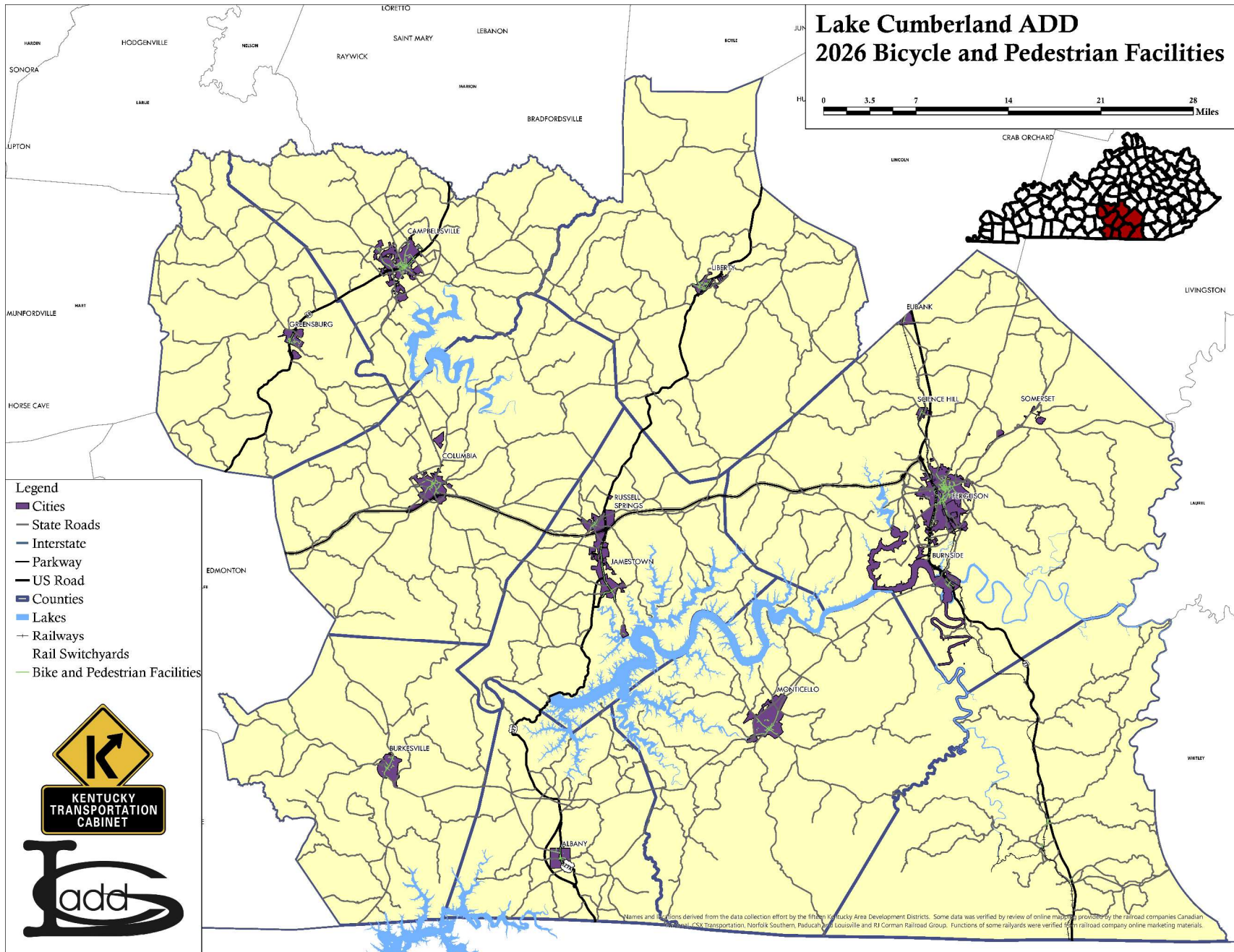
In 2014 the Cabinet partnered with the ADD agencies to begin the start of a more complete statewide bicycle and pedestrian GIS inventory database of all pedestrian and bicycling facilities/assets. These facilities include anything that the bike/ped public uses for non-motorized transportation in the 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>

8.2 Maps of Bicycle and Pedestrian Facilities

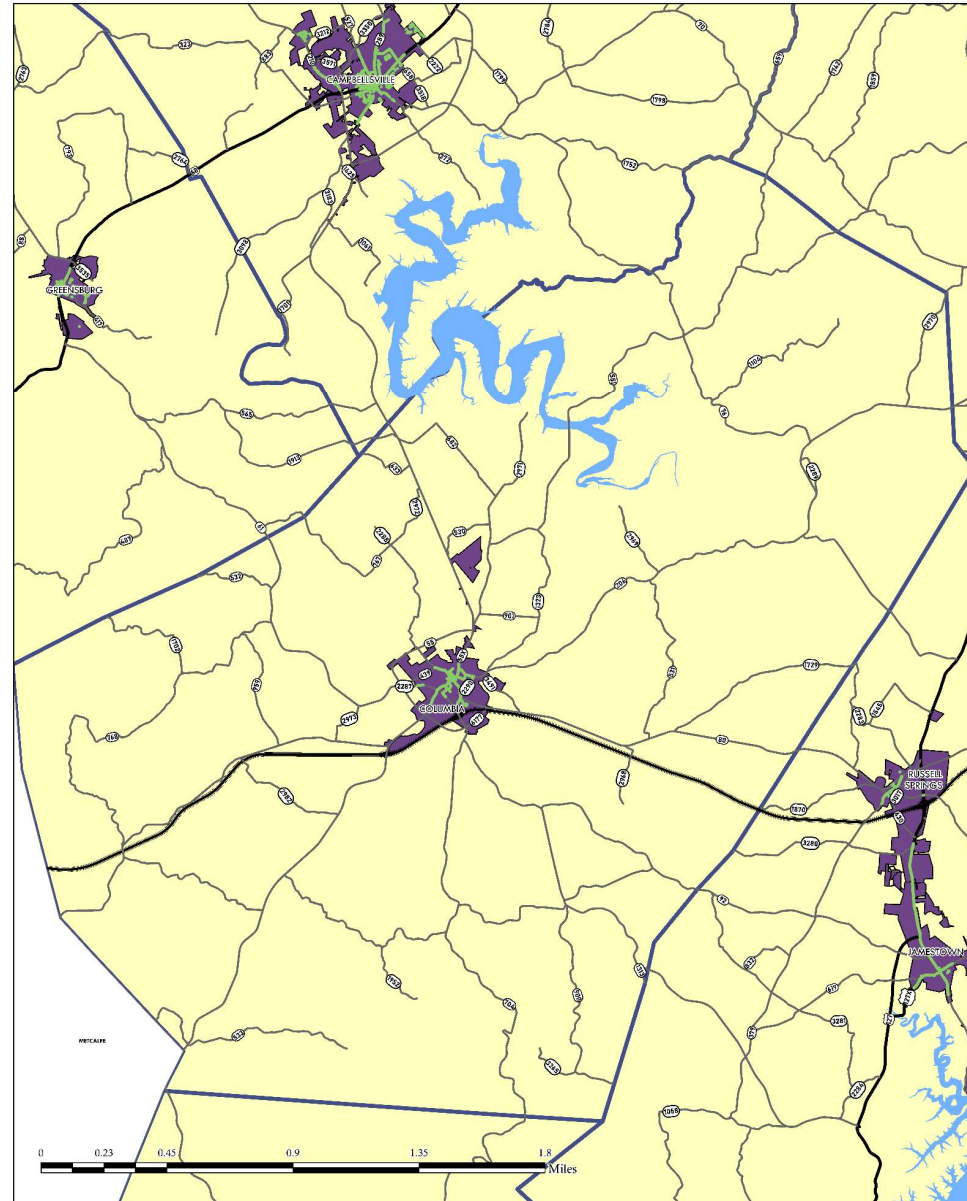
The map on the following page illustrates the current completed locations of bicycle and pedestrian facilities in the region.



Adair County 2026 Bike and Pedestrian Facilities

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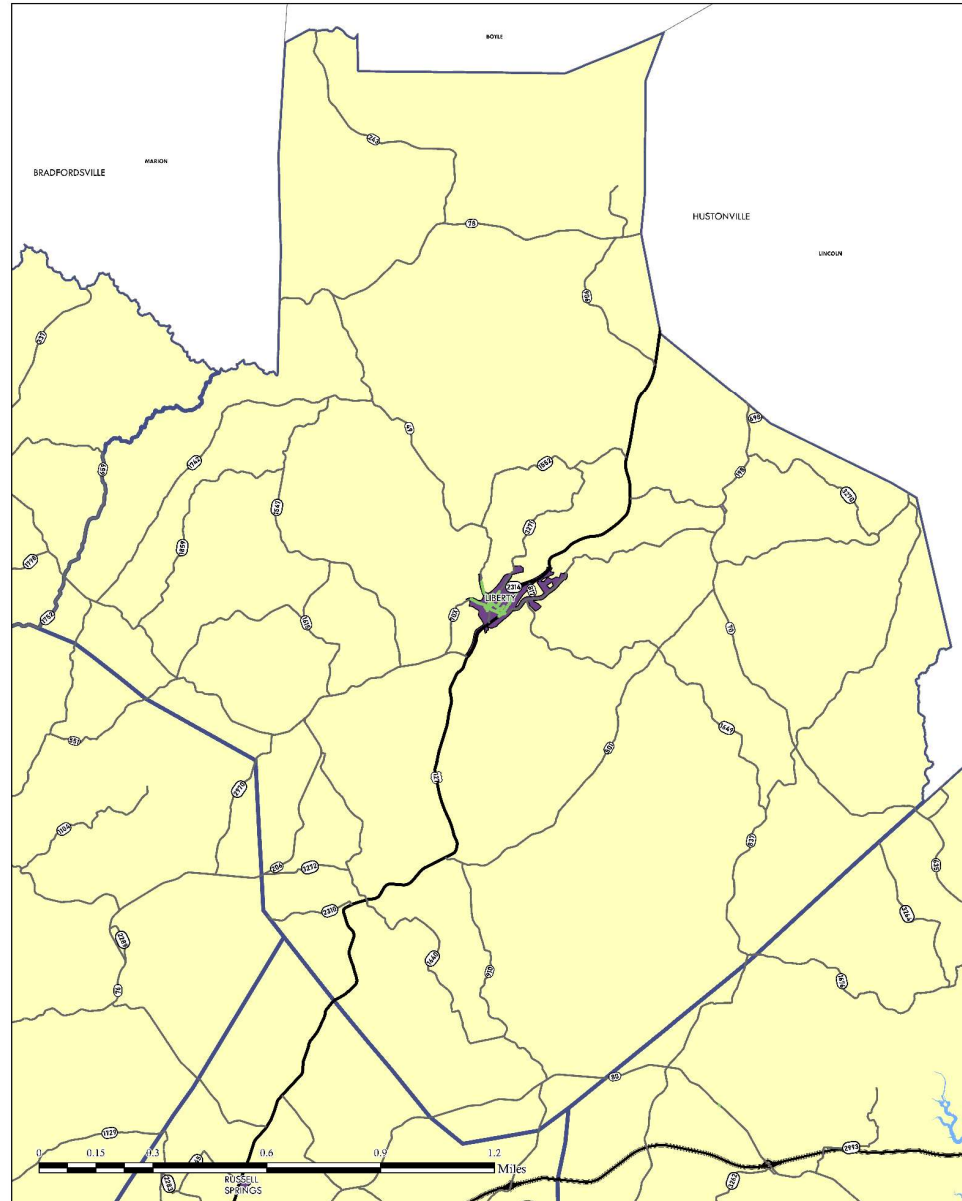
- Bike/Pedestrian Facilities
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



Casey County 2026 Bike and Pedestrian Facilities

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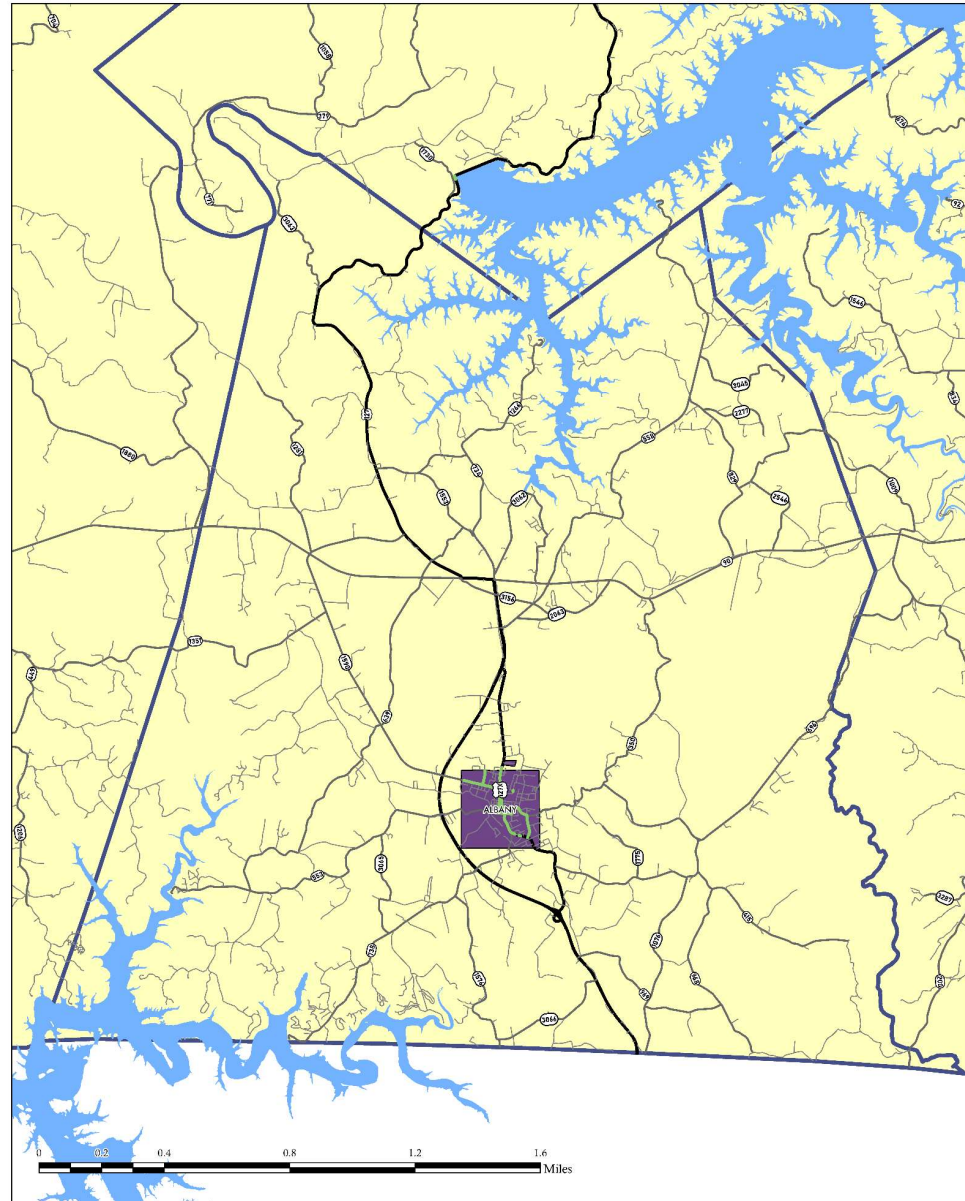
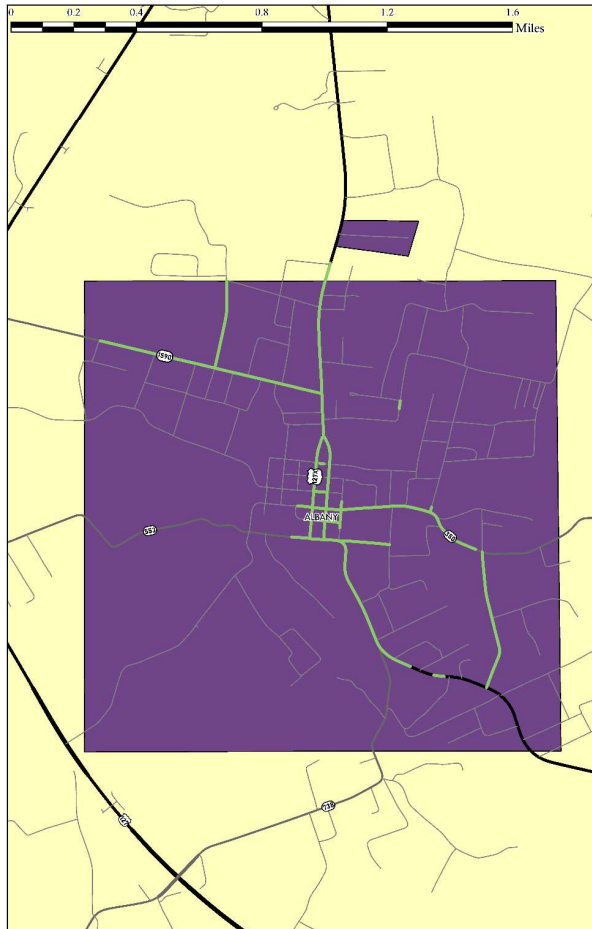
- Bike/Pedestrian Facilities
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



Clinton County 2026 Bike and Pedestrian Facilities

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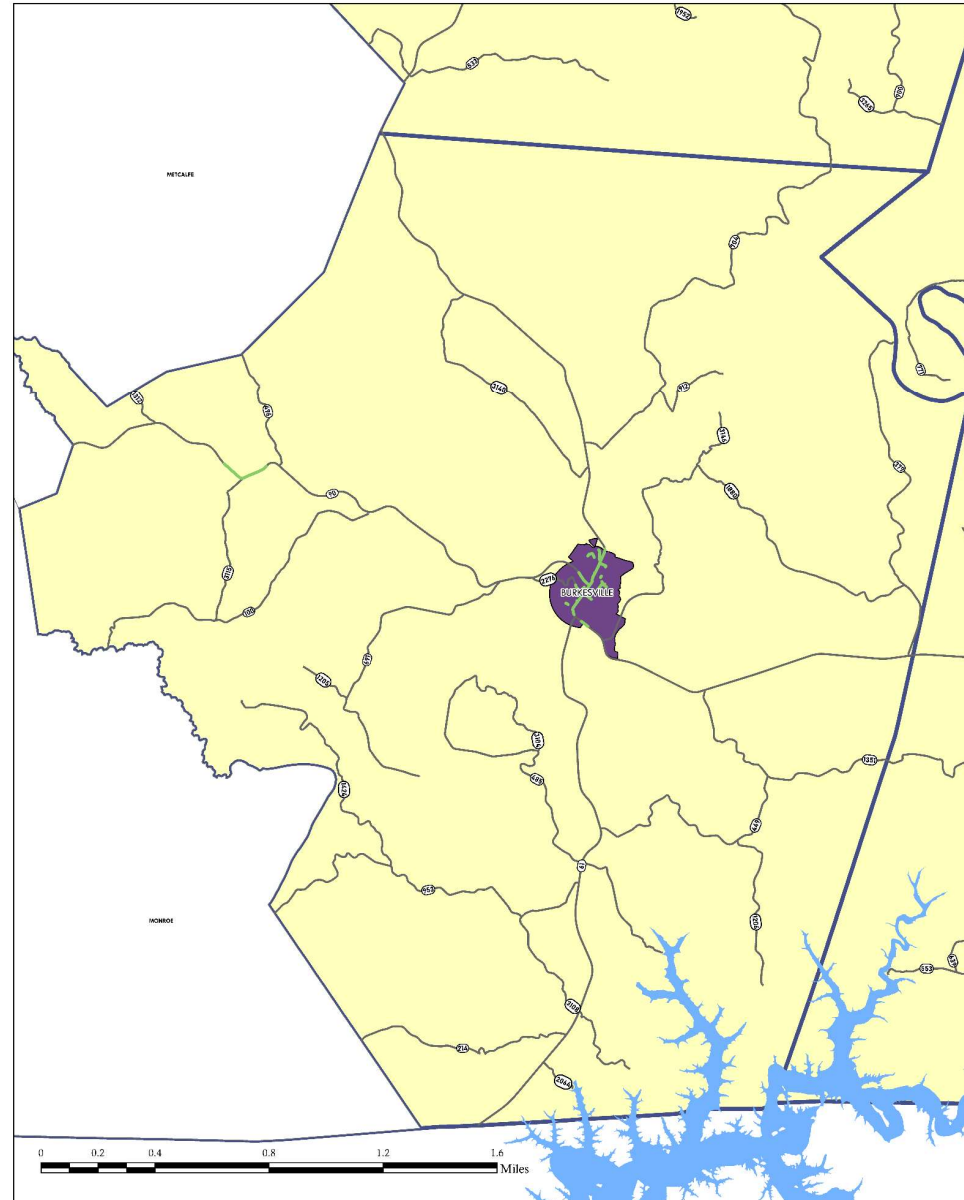
- Bike/Pedestrian Facilities
- Local Roads
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



Cumberland County 2026 Bike and Pedestrian Facilities

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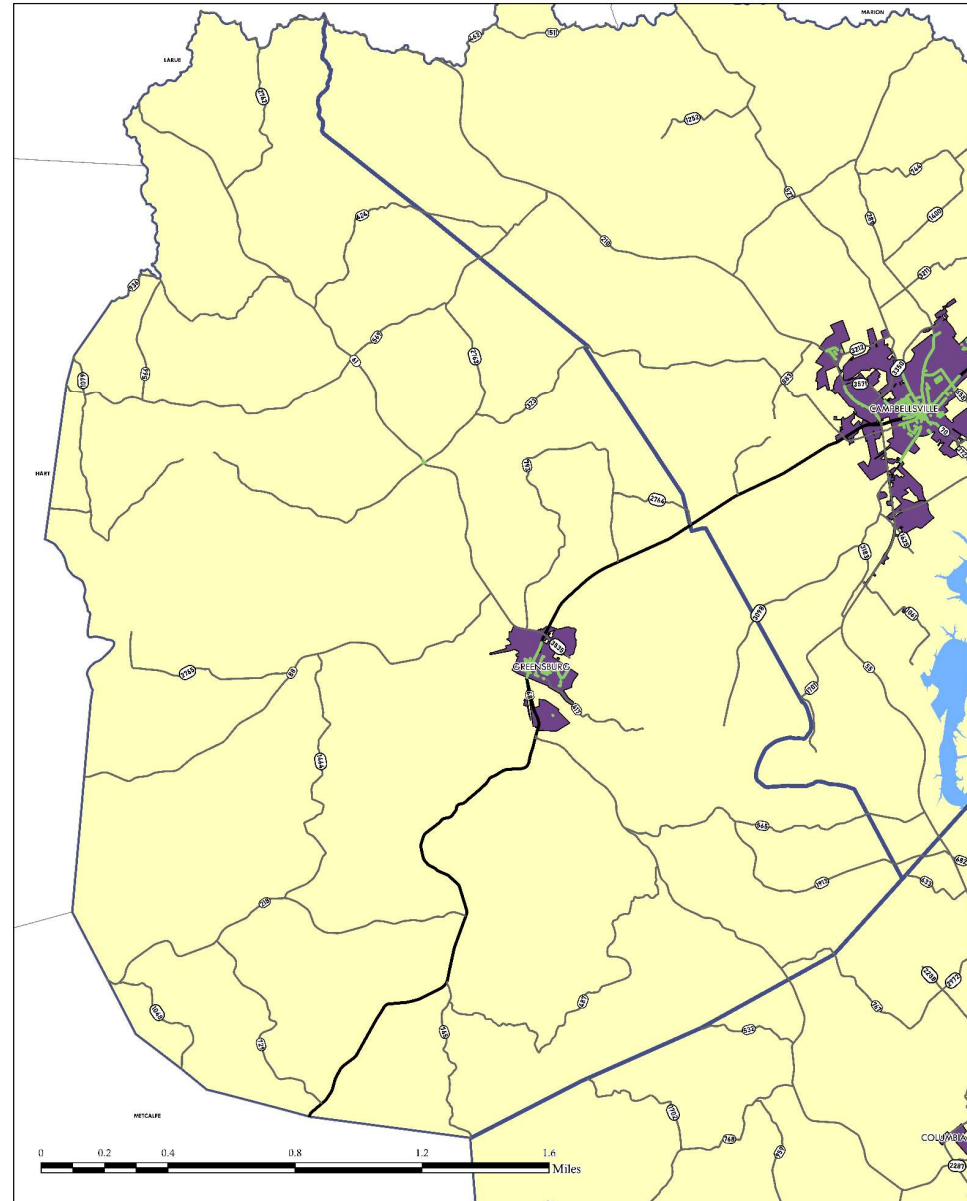
- Bike/Pedestrian Facilities
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



Green County 2026 Bike and Pedestrian Facilities

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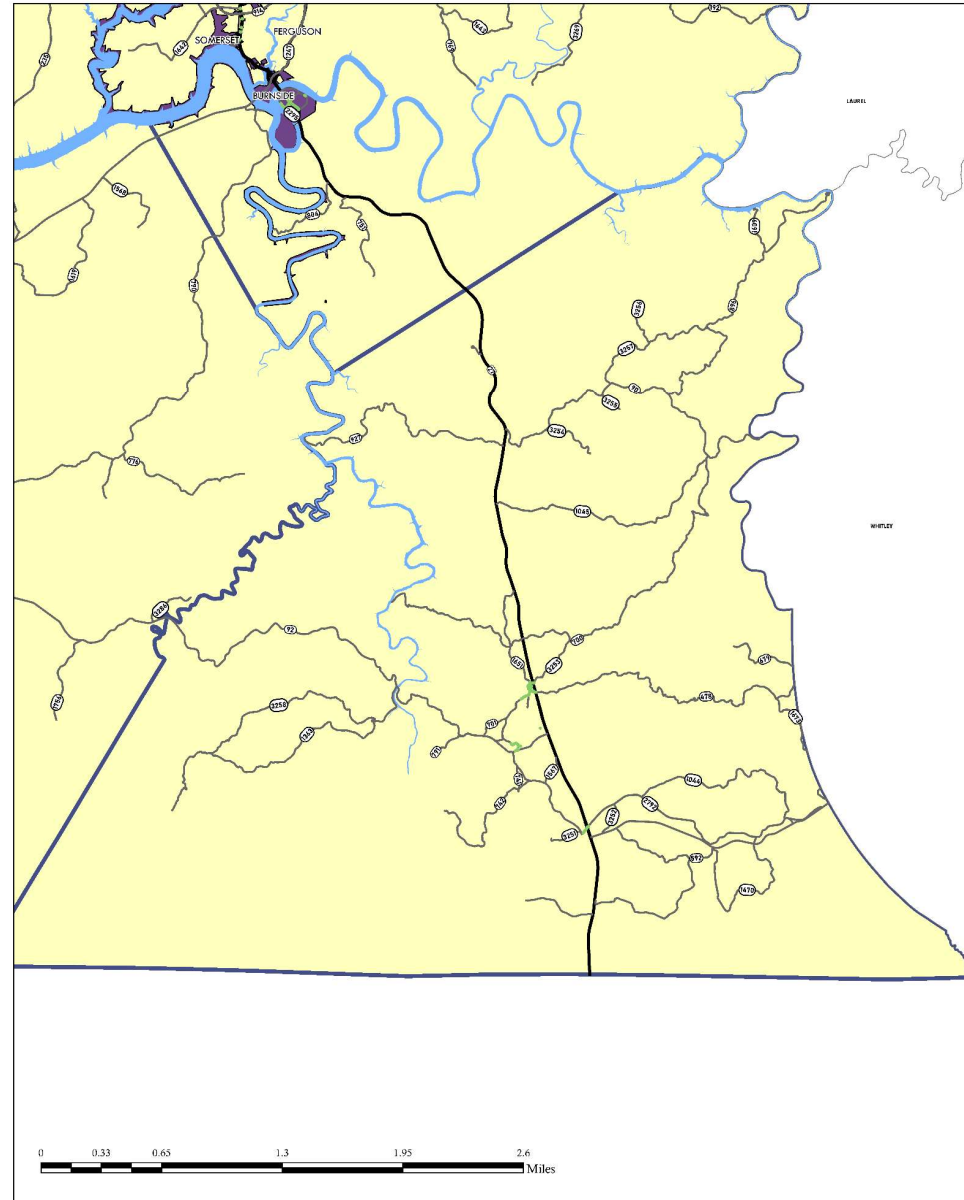
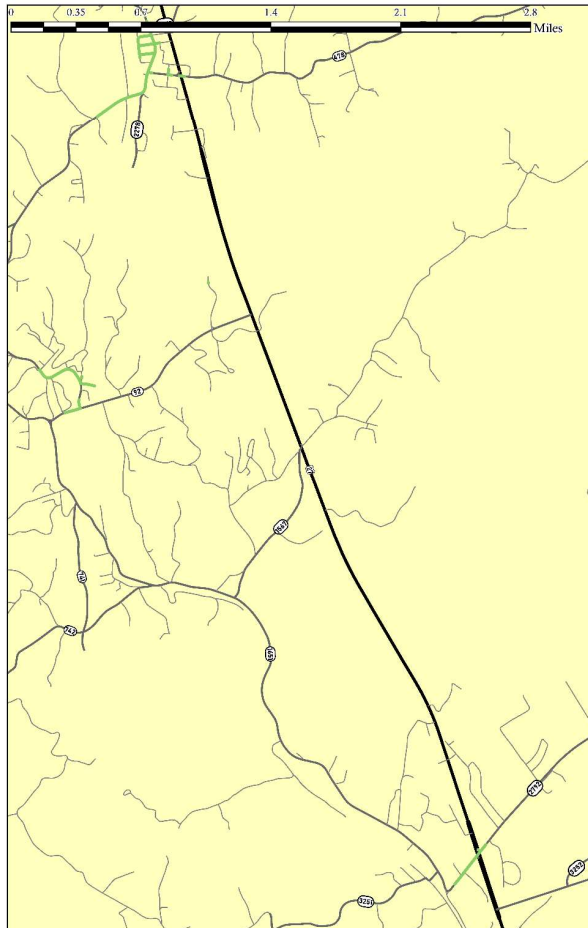
- Bike/Pedestrian Facilities
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



McCreary County 2026 Bike and Pedestrian Facilities

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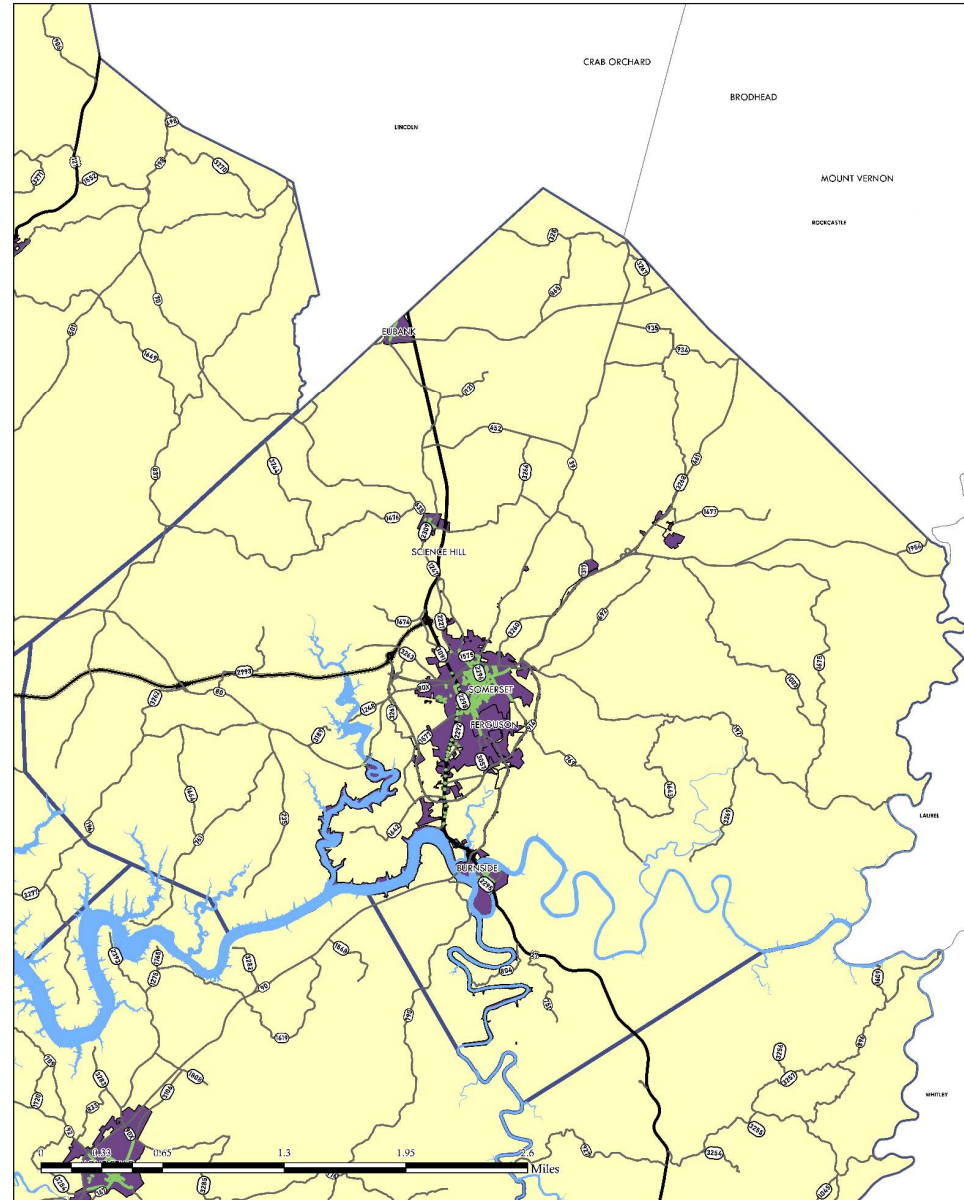
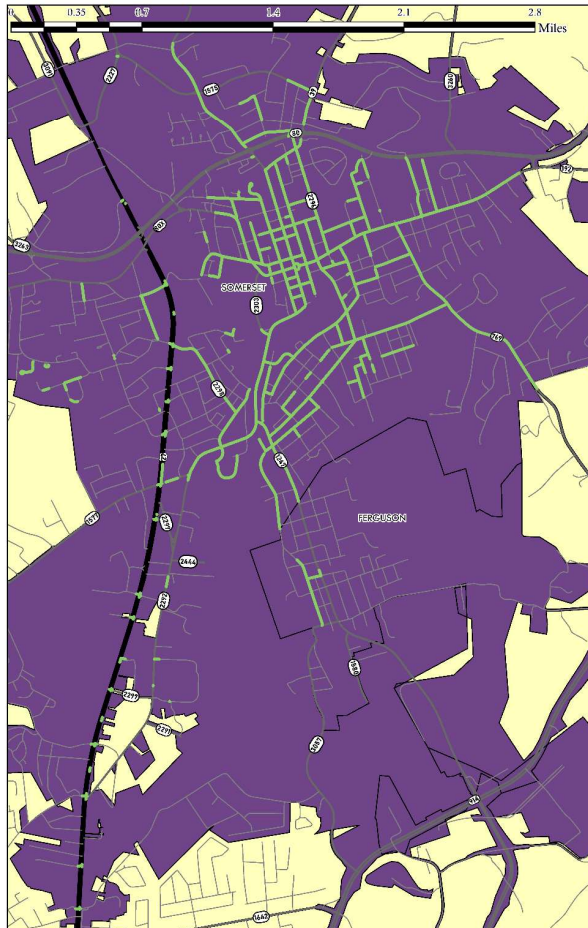
- Bike/Pedestrian Facilities
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



Pulaski County 2026 Bike and Pedestrian Facilities

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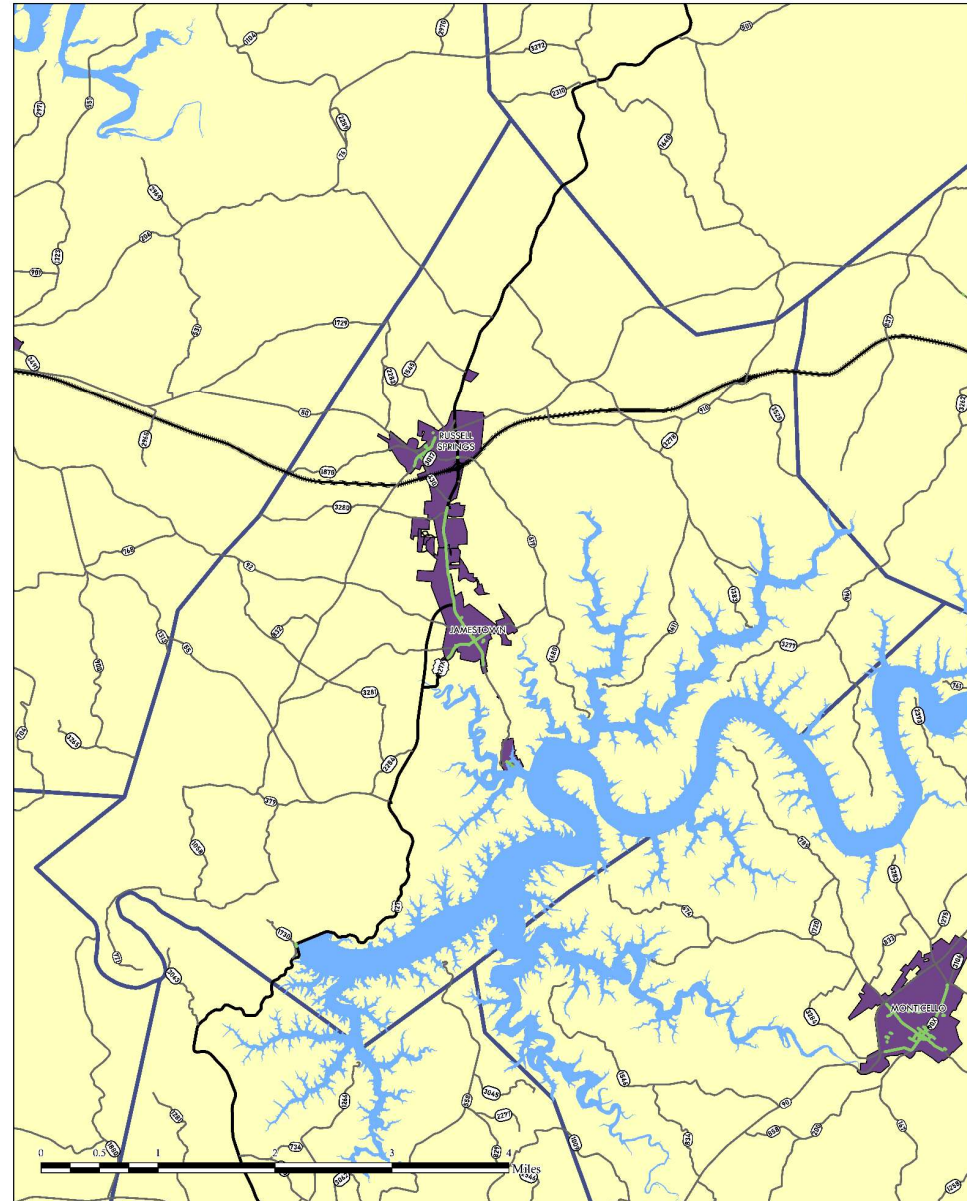
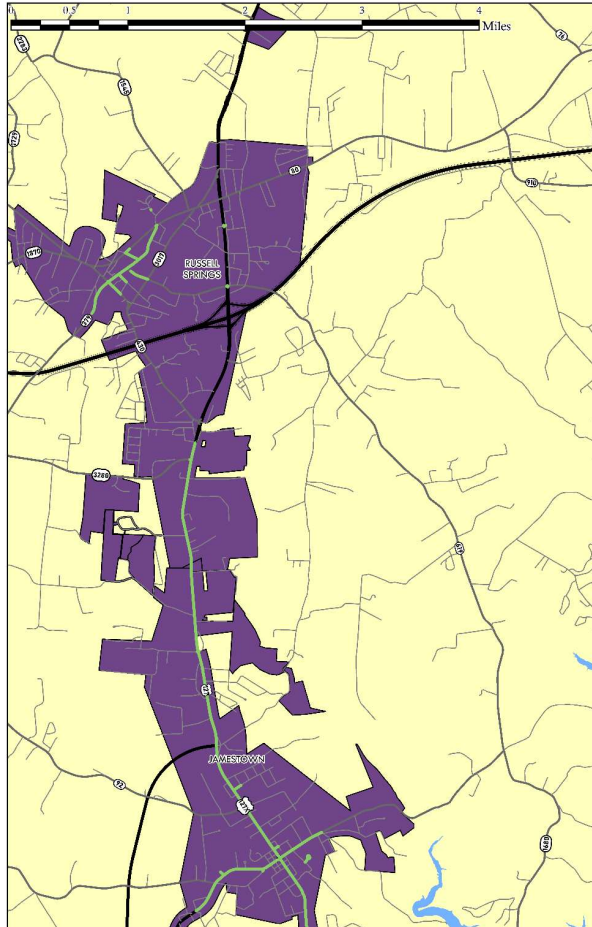
- Bike/Pedestrian Facilities
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



Russell County 2026 Bike and Pedestrian Facilities

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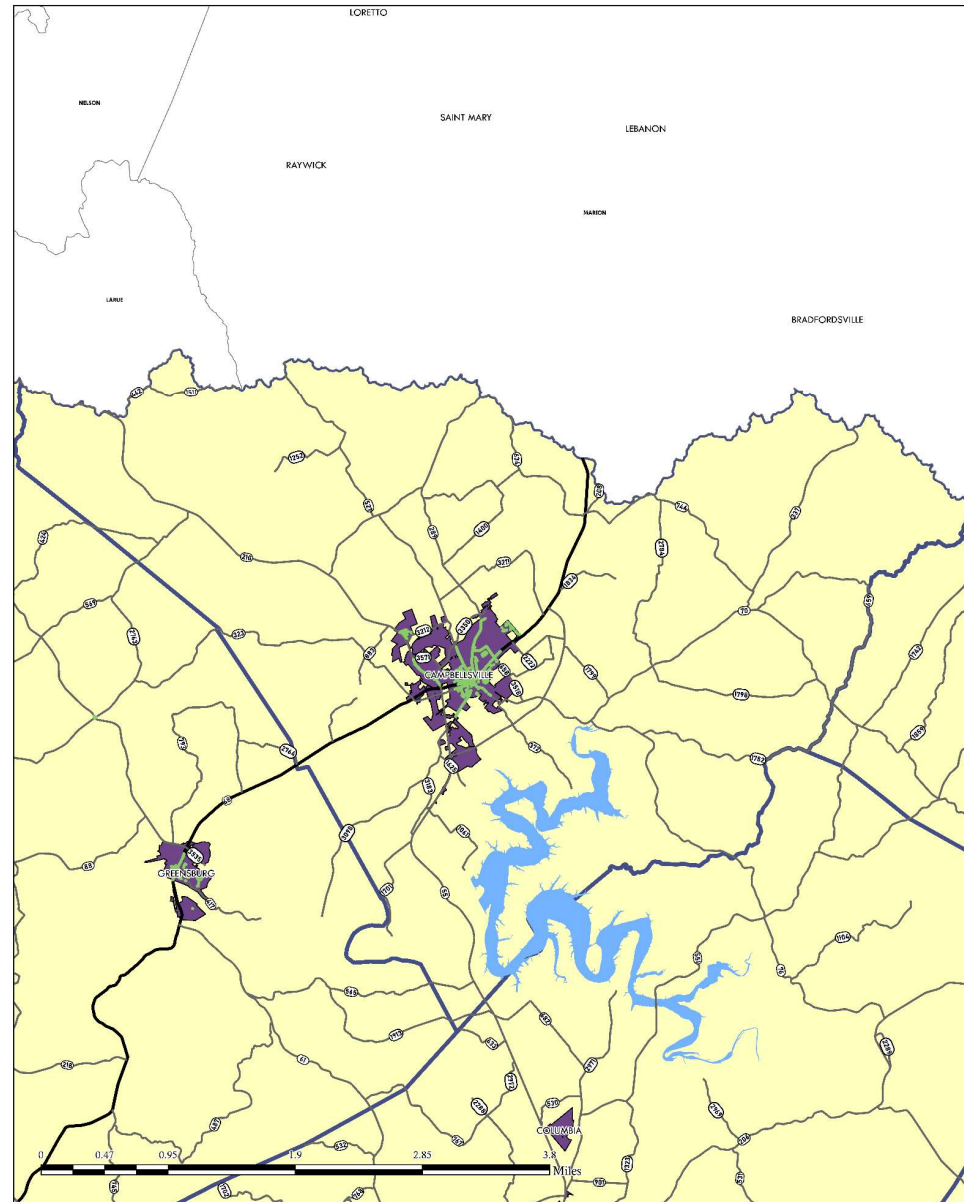
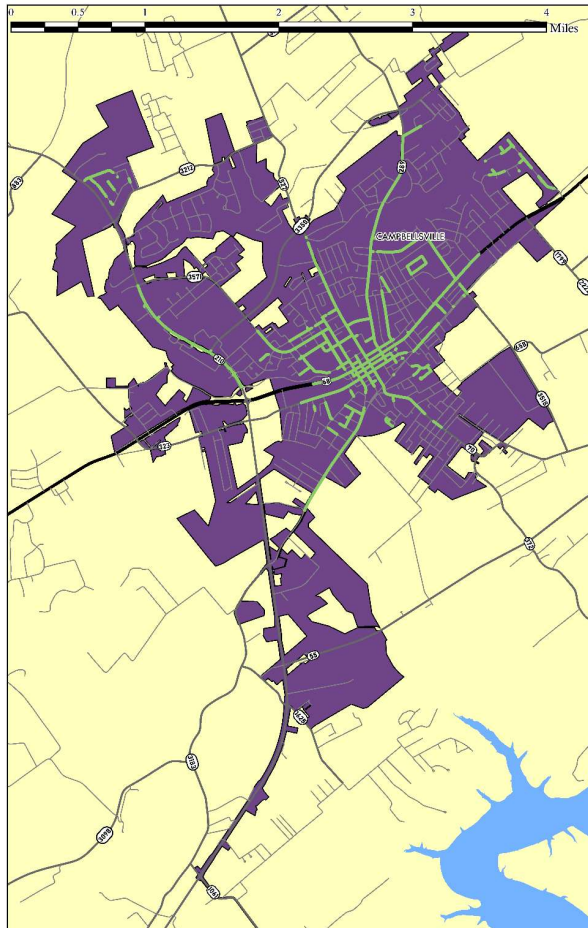
- Bike/Pedestrian Facilities
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



Taylor County 2026 Bike and Pedestrian Facilities

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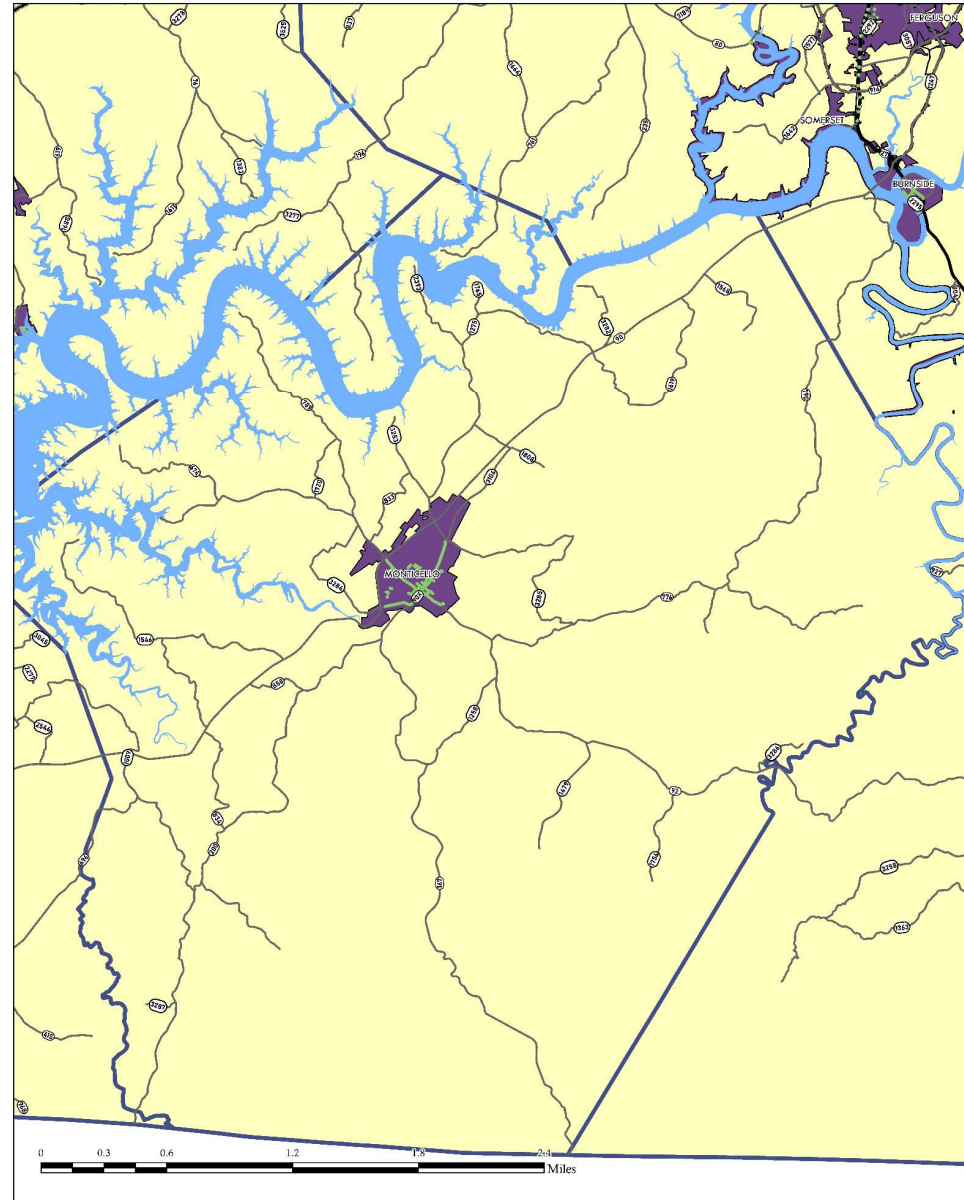
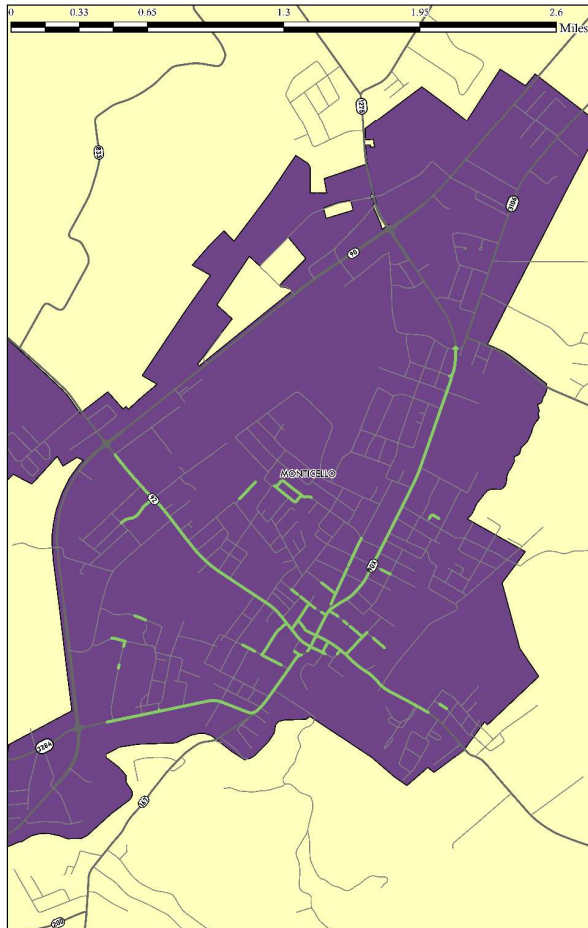
- Bike/Pedestrian Facilities
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



Wayne County 2026 Bike and Pedestrian Facilities

Legend

- Bike/Pedestrian Facilities
- State Roads
- Cities
- Interstate
- Parkway
- US Road
- Lakes
- Counties



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 administered. The state's rural transportation planning program is administered and facilitated through the fifteen Area Development Districts.

Arterial

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

Association of Metropolitan Planning Organizations (AMPO)

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

B

Bicycle Facilities/Amenities

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

Bicycle Lane (Bike Lane)

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

Bicycle Route (Bike Route)

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

Bikeway

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

C

Census Defined Urbanized Area (UZA)

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

Coal Haul

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

Collector

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

Continuous Highways Analysis Framework (CHAF)

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

Critical Crash Rate Factor (CRF)

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

E**Environmental Justice (EJ)**

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

Extended Weight

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

F**Federal Highway Administration (FHWA)**

The division of the United States Department of Transportation responsible for funding highway policy and funding.

Federal Transit Administration (FTA)

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

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

Intermodal

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

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

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

International Roughness Index (IRI)

International Roughness Index is a measure of pavement roughness.

K

Kentucky Transportation Cabinet (KYTC)

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

L

Level of Service (LOS)

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

Local Roads

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

Long-Range Statewide Transportation Plan

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

M

Metropolitan Planning Organization (MPO)

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

Metropolitan Statistical Area (MSA)

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

Mile Point (MP)

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

N

National Highway (NHS)

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

National Truck Network (NN)

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

P**Pedestrian**

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

Poverty Level

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

Project Identification Form (PIF)

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

R**Pavement Rideability Index (RI)**

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

Right-of-Way (ROW)

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

S**Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users**

(SAFETEA-LU) The federal transportation reauthorization legislation, enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5 year period 2005-2009 and continued many of the provisions of TEA-21, but also further emphasized and elevated the importance of safety

and security, further coordination of statewide planning with the metropolitan areas, consultation with local elected officials, and continued public involvement.

Scenic Byways

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

Shared Use Path

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

Small Urban Area (SUA)

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

State Implementation Plan (SIP)

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

Six Year Highway Plan (SYP)

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

Statewide Transportation Improvements Program (STIP)

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

Strategic Highway Corridor Network (STRAHNET)

A federal highway designation of selected highways to be used for certain national emergencies.

Strategic Highway Investment Formula for Tomorrow (SHIFT)

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

is objective, it is open and 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)

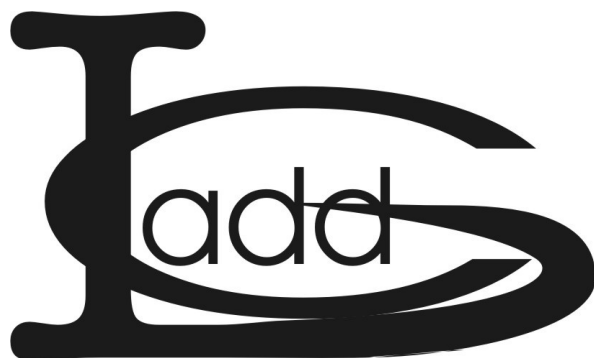
UPL-Unscheduled Project List (formerly Unscheduled Needs List, or UNL); a list, maintained by the KYTC Division of Planning of potential transportation projects, with project data derived from the KYTC Project Identification Form.

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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