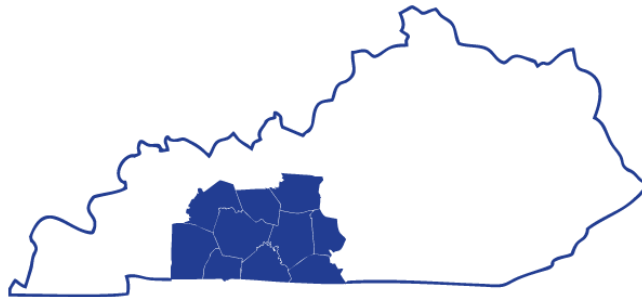


Barren River Area Development District Regional Transportation Asset Inventory

Updated: June 2025

BARREN RIVER



AREA DEVELOPMENT DISTRICT

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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. Building upon this, the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005 addresses challenges such as improving safety and reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. 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 Unscheduled Needs List (UNL) for possible inclusion in the KYTC Highway Plan.

KYTC Policies and Procedures for the Regional Transportation Program outline 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.

Barren River Area Development District is one of fifteen Area Development District offices in the state of Kentucky. BRADD is located at 177 Graham Avenue, Bowling Green, Kentucky. The BRADD is a multi-county planning and development agency serving ten south-central counties of the state including Allen, Barren, Butler, Edmonson, Hart, Logan, Metcalfe, Monroe, Simpson and Warren Counties (Map 1.2). The District's ten counties and twenty-five municipalities extend 80 miles east to west and 50 miles north to south. The Barren River Area covers 3974 square miles of land and has a population of just over 306,000 people. It is bordered to the west by the Pennyryle and Green River areas, north by the Lincoln Trail area, east by the Lake Cumberland area, and south by the state of Tennessee.

In the summer of 1967, local leaders began organizing area development councils as a response to Federal legislation. The purpose was to encourage multi-county cooperation for more effective use of domestic program funds. The Upper Barren River Area Development Council included Barren, Hart, Metcalfe, and Monroe Counties. Allen, Butler, Edmonson, Logan, Simpson, and Warren Counties formed the Lower Barren River Area Development Council. Both Councils were incorporated as non-profit agencies in February 1968.

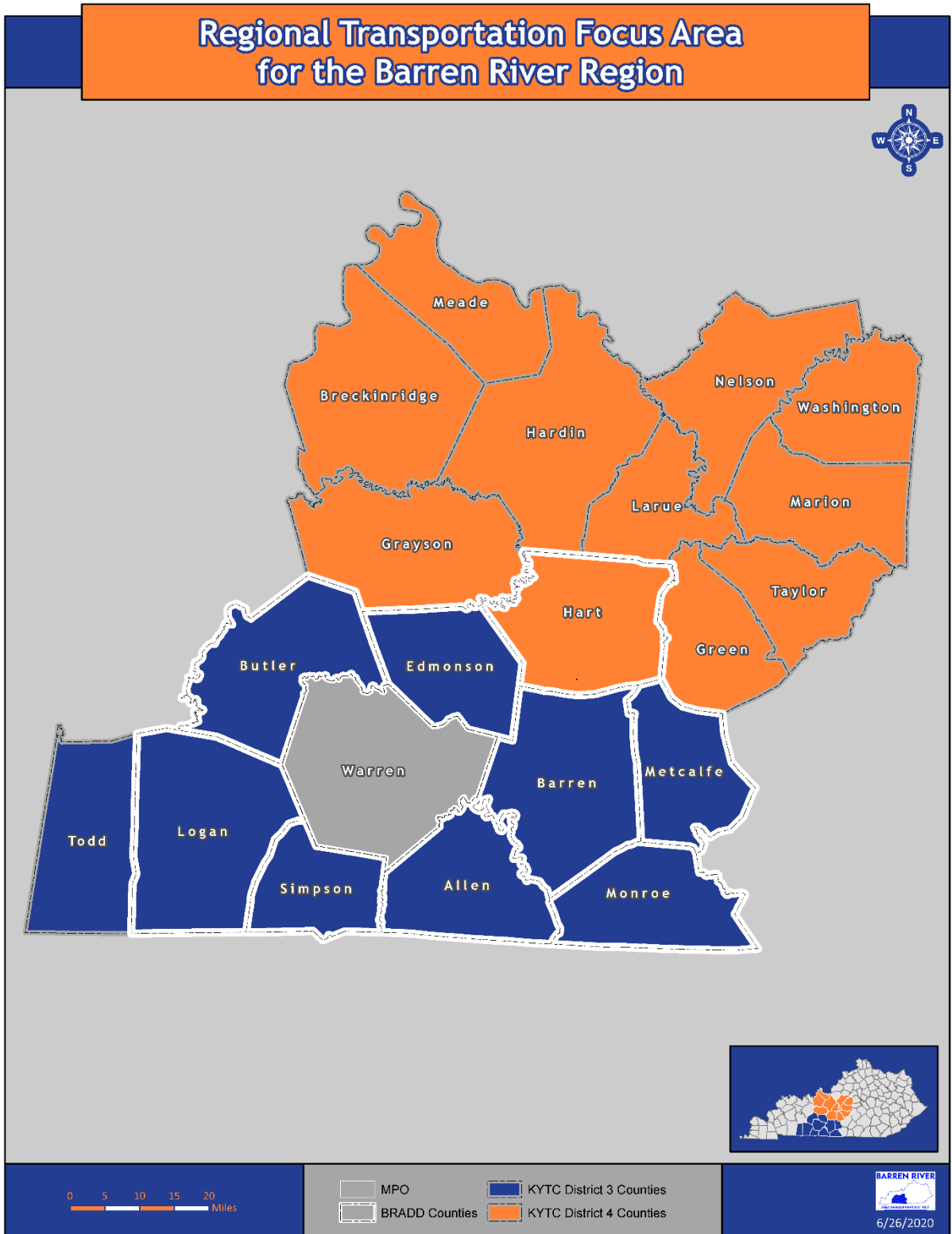
All ADDs are supported by federal, state, and local agencies and governed by a Board of Directors comprised of elected officials and citizen members. Serving as a link to form a true federal/state/local partnership, the role of the BRADD is to provide regional coordination, technical assistance to local governments, and support for community development programs and projects.

The BRADD Board of Directors and its committees are comprised of mayors, judge/executives, and citizen members broadly representing the region, based on demographics and population. Attention is focused on several areas including transportation, tourism, health care, aging populations, job training, natural resources, human services, housing, and economic development.

The BRADD staff consists of an executive director, planners, and specialists in administration, project development, federal programs, and transportation. The BRADD helps to revitalize the local and regional economy, work with public and private sectors to provide employment opportunities and promotes economic development in the region. The BRADD serves as a catalyst, bringing together businesses, industry, private lending institutions, and government to form new partnerships for economic growth in the Barren River area.

The Regional Transportation Program is a coordination of the public review and input process and is facilitated through the state's Area Development Districts. This process was established to identify, evaluate, and prioritize regional needs for possible implementation in future statewide transportation plans.

1.2 Map of Boundaries (ADD, MPO, HDO)



1.3 Purpose of the Regional Transportation Asset Inventory

The major activity conducted by the BRADD Regional Transportation Program is to support the Kentucky Transportation Cabinet (KYTC) Statewide Transportation Planning process. The KYTC provides an annual scope of work to define the regional transportation activities to be conducted by the BRADD 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 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 of this plan is to involve local leaders, public officials, and the general public in the transportation planning process. It is designed to develop working relationships between local leaders, transportation officials, planners, and concerned citizens in an open environment, allowing for open and informed public input. This process ensures that transportation plans will receive local acceptance and support. This plan should help identify a future vision of regional transportation plans and issues. It should help generate a more general consensus of those plans and issues and facilitate decision making and action upon those plans and issues. The process should create a current and future transportation action plan that can be reviewed and monitored over time.

The Barren River region continues to grow each year in both population and quality of life. For the region to continue to have quality growth, a well-planned and maintained transportation plan will be vital to the region's needs. The current transportation system will need to be evaluated and monitored by all involved and decisions must be made on what needs and issues will be most important for the area.

The planning process is initiated through the BRADD Regional Transportation Committee (RTC), which serves as a subcommittee of the BRADD Board of Directors. The RTC consists of representatives from city and county governments, intermodal facilities, economic development officials, freight industry, school transportation, minority and low-income populations, and the general public. The committee also includes advisory members including public transportation officials, bikeway and greenway coordinators, the Bowling Green Warren County Metropolitan Planning Organization coordinator, and KYTC planners from Districts 3 and 4. The committee strives to create an environment for open and informed public input through a series of public meetings. The committee also sponsors technical trainings and workshops for the local transportation community to better increase the familiarity of local officials with the Kentucky transportation planning process. The committee identifies present and future needs of the region by use of the statewide transportation planning process, which includes the Unscheduled Projects List, the Long-Range Plan, the Kentucky Highway Plan, RTC project

priorities and rankings, public input, and numerous other information sources. Various data (i.e. adequacy ratings, traffic counts, crash data, demographic, economic and social data, etc.) are also used to dictate future needs and priorities.

To reiterate, the goal of this plan is to involve local leaders, public officials, and the general public in the transportation planning process. This group should work together to create a future vision of regional transportation plans and issues. This plan should help communities develop a better understanding of the transportation needs and opportunities that will create unlimited prospects for growth and increased quality of life. This plan should work to implement the transportation issues that most concern the region; safety, maintenance, planning, commercial access, environmental issues, and tourism, along with the environmental factors designated by MAP-21, TEA-21 and SAFETEA-LU into each project and transportation plan. By providing regional information and feedback, the process should give KYTC a clearer understanding of the most supported transportation needs for the Barren River region. A more effective use of transportation dollars should come with this clearer understanding.

The BRADD is responsible mainly for the analysis of data, identification and evaluation of needs in their region, and the subsequent evaluation and prioritization/ranking of projects in the UNL for possible inclusion in the KYTC Highway Plan. The BRADD'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 interests that impact or are impacted by the transportation system. The committee will work with the BRADD in evaluating and prioritizing needs concerned with all modes of transportation.

Through cooperation with the BRADD, 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 BRADD's efforts to assess the mobility and accessibility for the region. This identification process is considered an on-going activity with the BRADD RTC and Highway District Offices 3 and 4 following the continuous evaluation of the local and regional transportation systems.

CHAPTER 2: DEVELOPMENT, REVIEW AND RANKING OF PROJECT NEEDS THROUGH THE SHIFT PROCESS

2.1 Introduction

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

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

2.2 Continuous Highway Analysis Framework (CHAF)

The CHAF is the unconstrained list of all potential needs or deficiencies identified or suggested for consideration for future implementation. These projects represent identified needs that may or may not have data-supported deficiencies for which conceptual projects may have been developed, but for which there are no current funding commitments. The CHAF has two categories of projects: active and inactive. The active list contains the needs that are followed and monitored closely and the list from which projects are prioritized and ranked. A need on the inactive list is one that historically had a low priority or no longer is considered a need. These needs are no longer monitored, but they are not deleted from the database in case the respective need once again becomes valid. It is possible, as needs change or new needs are identified, to move from the active list to the inactive list. Likewise, if determined to be a valid need, then there can be movement from the inactive list to the active list.

2.3 How SHIFT Works

KYTC starts with a list of projects previously identified by state and local transportation leaders (Area Development Districts, Metropolitan Planning Organizations, and KYTC Highway Districts). These leaders may add or subtract projects at this stage. To move forward, projects must be “sponsored” by local transportation leaders. Each ADD, MPO, and Highway District are allocated a number of “sponsorships” based on both area lane miles and the local population served. After consulting with local elected officials, transportation leaders choose which projects to sponsor. Each project is reviewed and scored in a two-step system: statewide and local. Statewide scoring is on a 0-to-100-point scale and local scoring is on a 0-to-80-point scale. Through a process known as “boosting” (discussed below), local projects can obtain a maximum score of 100.

Both phases are scored using a combination of the seven key attributes: safety, congestion, asset management, economic growth, benefit/cost, resiliency, and non-motorized mobility. Projects of statewide significance (interstates, parkways, and other major connecting routes) are scored first. KYTC reviews the scores of the projects of statewide significance and selects projects for priority funding. The remaining statewide projects are considered during the next phase. Local transportation leaders take the lead role in prioritizing local priorities, which include highways and local roads as well as the remaining statewide projects. Using local insights, ADDs, MPOs, and Highway Districts may “boost” the scores for their top priority projects, adding 10 points to their base scores on the 0-to-80-point scale. Projects boosted by both the District and ADD/MPO receive an additional 20 points – a “turbo boost.”

After combining the project scores with the local boosts, projects in each KYTC District are prioritized for consideration in the next state highway plan. KYTC combines statewide and local priorities to help develop the Governor's Recommended State Highway Plan, which is presented to the General Assembly. During the legislative session, lawmakers fine-tune the plan based on additional information and funding availability. The result is the Enacted State Highway Plan, which includes two years of funded projects and spending priorities for the following four years.

CHAPTER 3: RAIL FREIGHT LOADING/UNLOADING FACILITIES

3.1 Introduction

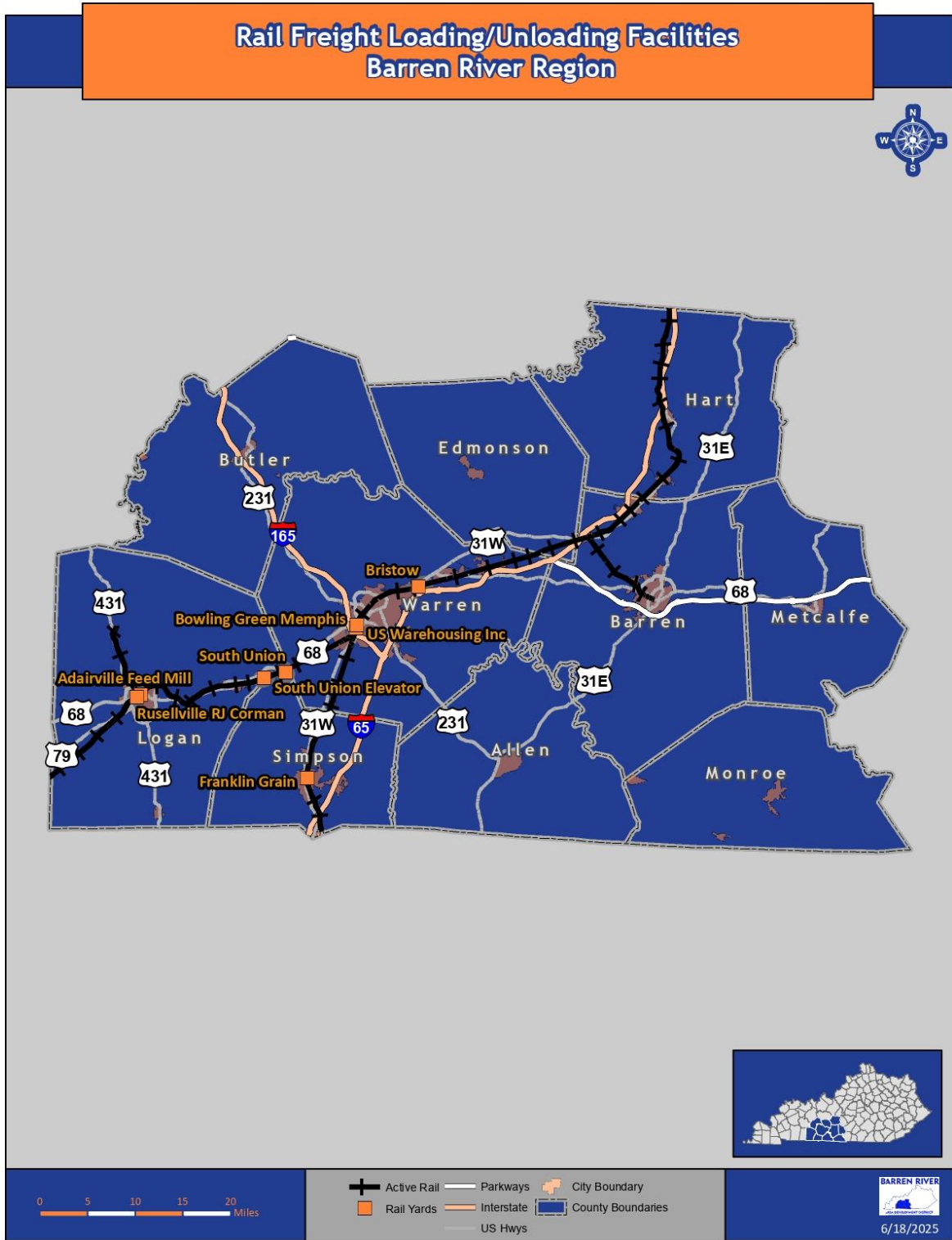
BRADD maintains an inventory of Rail Freight Loading/Unloading Facilities throughout the region. BRADD annually reviews the GIS Shapefile of the Inventory to evaluate whether any facilities have been created, removed, or otherwise had a change in their status. During the review process it may become necessary to contact area stakeholders and/or industry experts on transportation issues or opportunities affecting the area. In some instances, field surveying of facilities may be needed. The information will be used to update the list of intermodal connectors, the statewide rail plan, and to identify rail facility locations. This will help promote the safe and efficient movement of goods and services throughout the state.

The dataset includes the following:

- A. Rail yards identified by the railroad companies.
- B. Transload facilities – freight is transferred at these locations between trucks to trains or barge to trains.
- C. If the facility is included on the Major Freight Users (MFU) dataset it can be omitted from this dataset. The rail loading/unloading facilities should identify locations where transloading occurs but may not meet the criteria of the MFU dataset.
- D. Potential Rail/Unloading Facilities
 - (i) Railyards
 - (ii) Grain loading facilities
 - (iii) Coal Mines
 - (iv) Quarries
 - (v) Lumber Mills
 - (vi) Other raw materials
 - (vii) Warehouse with rail access (not found on MFU dataset)
 - (viii) Manufacturing with rail access (not found on MFU dataset)

BRADD conducts a review of each rail line and spur in the region to assess the accuracy of the inventory. BRADD utilizes a combination of aerial and satellite imagery, including KYFromAbove, and, when necessary, in-person surveys of the location to evaluate the sites. Locations are checked to determine if there have been any changes to the facilities' operational status. Stakeholders and local officials are solicited for input at RTC meetings.

3.1 Rail Freight Loading/Unloading Facilities Map



CHAPTER 5: TRUCK PARKING INVENTORY

5.1 Introduction

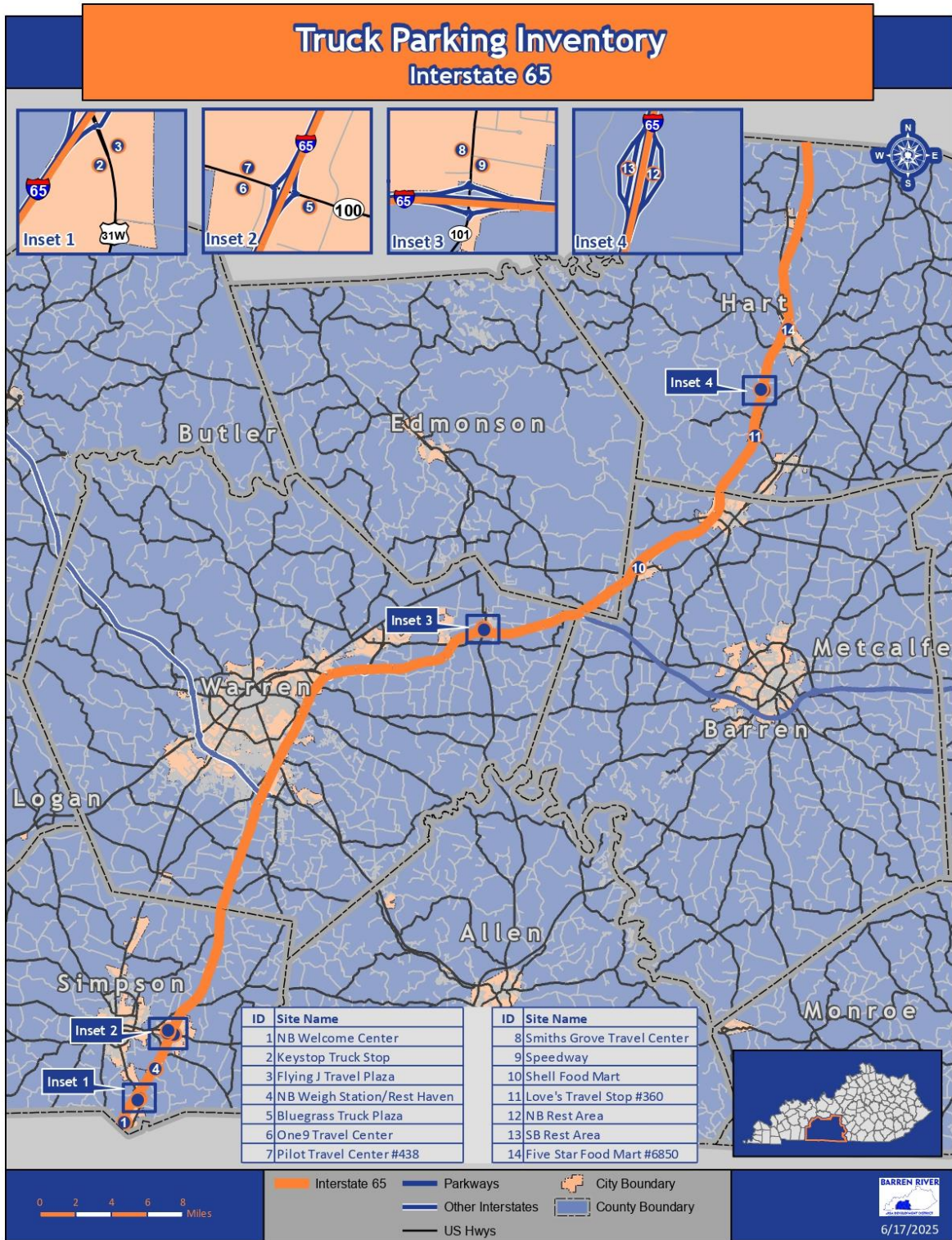
BRADD maintains an inventory of existing Truck Parking resources throughout the region. BRADD annually reviews the GIS Shapefile of the Inventory to evaluate whether any parking facilities have been created, removed, altered, or otherwise had a change in their status. This information will be used to update the statewide freight plan and to keep the current Statewide inventory of truck parking facility locations as up-to-date and accurate as possible. \

The dataset includes the following:

- A. Truck parking facilities with 5 or more marked truck parking spaces.
- B. Precise location depicted by a point feature of facility – route, mile-point, and/or landmarks.
- C. Type of facility – rest area, weigh station, welcome center, rest haven, truck stop, etc.
- D. Utilizing aerial imagery, a point feature shall be placed on the facility's main structure location, e.g. restroom structure at a rest area, restroom/convenience store structure at a truck stop. If the facility is solely a large truck parking lot, the point feature shall be placed in the center of the parking lot; and
- E. Number of marked truck parking spaces. Large areas designated for truck parking but that do not have individually marked places should be estimated to determine how many trucks could be accommodated.

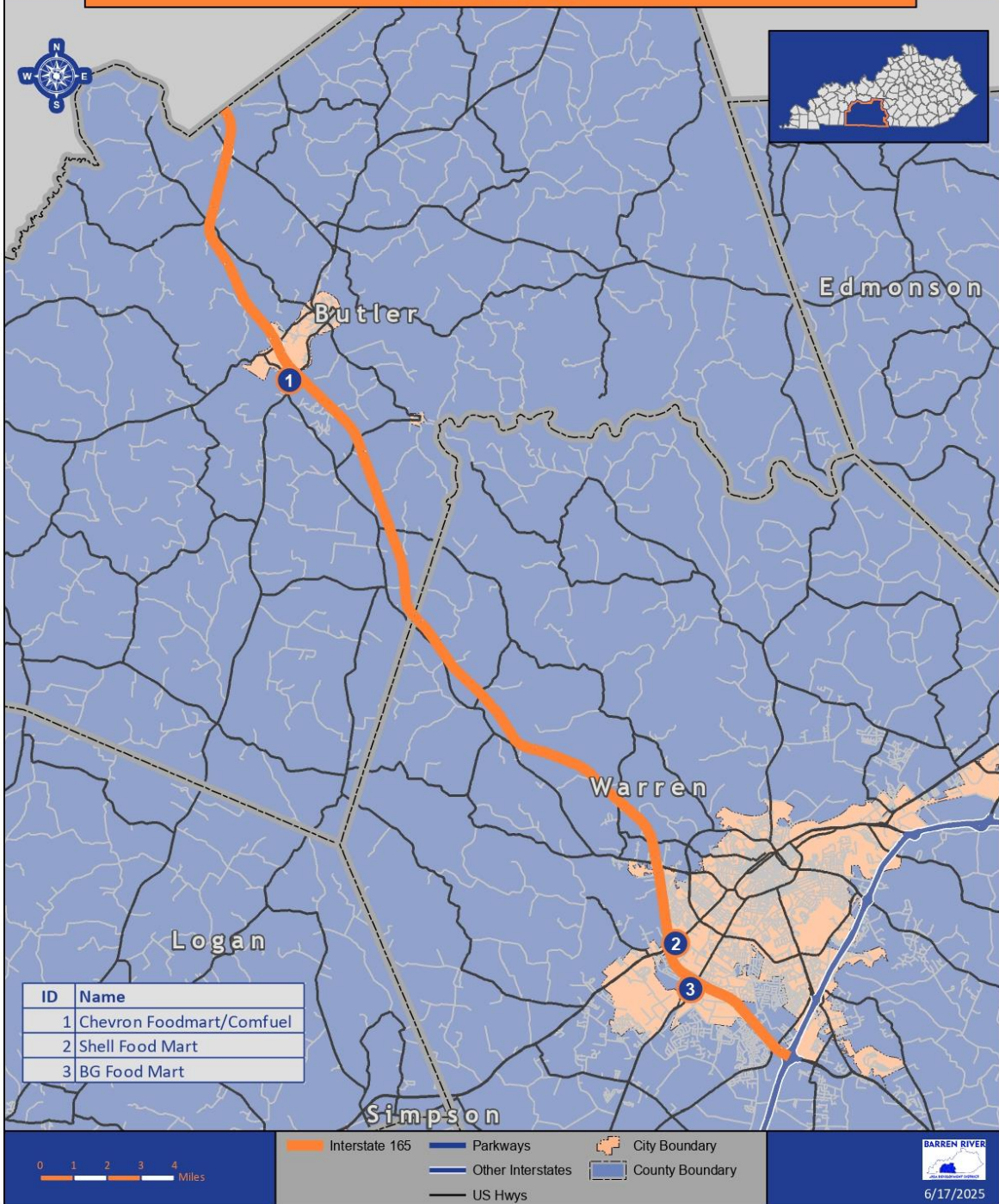
BRADD conducts an Exit-by-Exit review to assess the inventory along Interstate 65, Interstate 165 (formally the William H. Natcher Parkway), and the Cumberland Parkway. BRADD utilizes a combination of aerial and satellite imagery, including KYFromAbove, and, when necessary, in-person surveys of the location to evaluate the sites. Locations are checked to determine if there have been any changes to the number of parking spaces available or to the facilities' operational status. Stakeholders and local officials are solicited for input at RTC meetings.

5.2 Truck Parking Inventory Maps



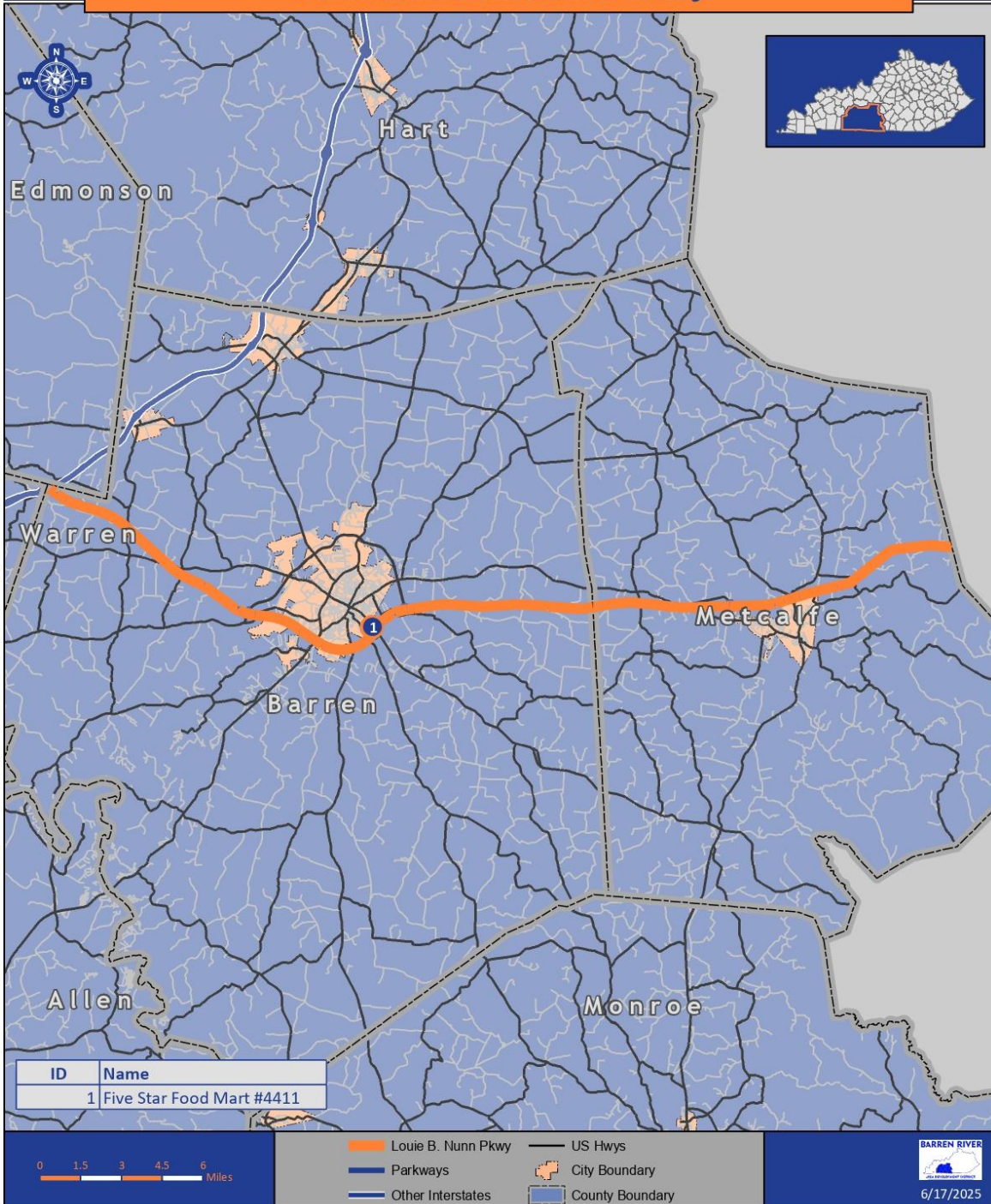
Truck Parking Inventory

Interstate 165



Truck Parking Inventory

Louie B. Nunn Cumberland Parkway



CHAPTER 6: MAJOR FREIGHT USERS

6.1 Introduction

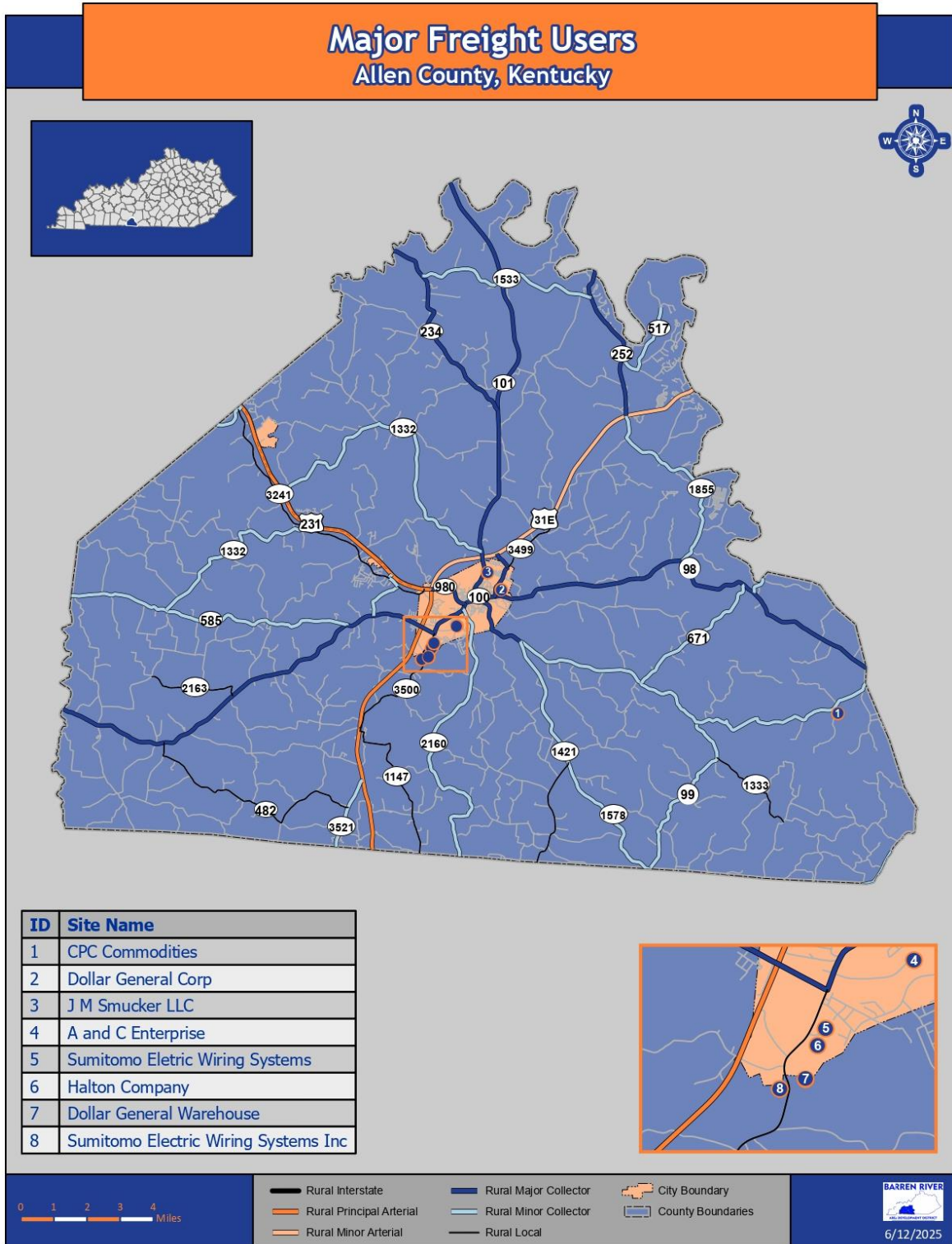
BRADD maintains an inventory of Major Freight Users throughout the region. BRADD annually reviews the GIS Shapefile of the Inventory to evaluate whether any facilities that receive significant freight have closed, opened, changed location, updated their address, had additions that would increase square footage, experienced significant changes in employment numbers or in average trucks received per day, etc. The information will be used to update the statewide freight plan and to identify intermodal connectors that need improvement, calibrate traffic models, and identify local partners for studies. This will help promote the safe and efficient movement of goods and services throughout the state.

The dataset includes the following:

- A. Major Freight facilities that may have one hundred (100) or more trucks per day during peak seasons. These facilities include manufacturers (greater than one hundred (100) employees), cargo airports, grain elevators, quarries, steel/aluminum mills, etc.
- B. Other locations having one hundred thousand (100,000) square feet or more under roof, such as distribution centers or cross-dock facilities indicating major freight activity.
- C. Freight facilities that are freight generators and have five (5) or more truck bays that are not captured in A or B above.
 - It is emphasized that BRADD looks for freight facilities. So even if a home improvement store has more than 100,000 square feet and 5 truck bay doors, this is not a freight generator. Even if a call center or office building has more than 100,000 square feet, it is not generating freight and would not be surveyed.

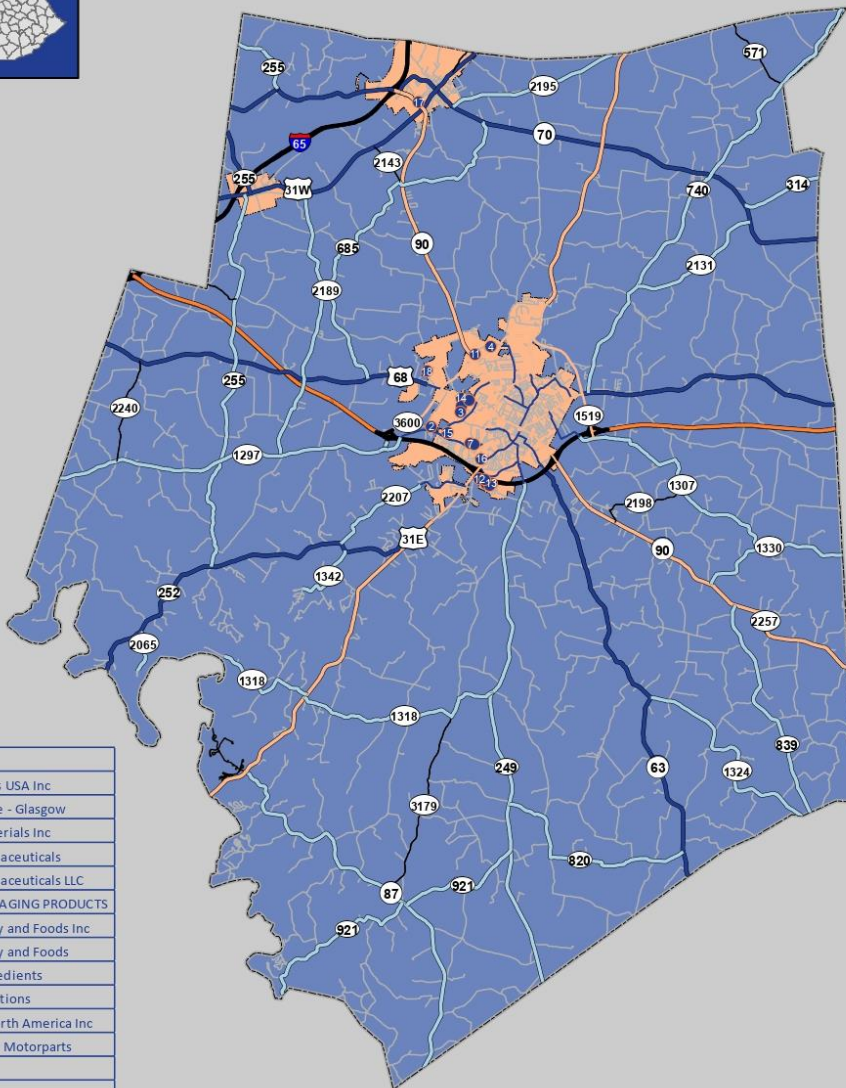
BRADD conducts a manual review of each existing freight user to ensure that they are still in operation at the same location. Possible changes and new sites are identified by analyzing changes in occupied industrial site boundaries. Stakeholders and local officials are solicited for input at RTC meetings.

6.1 Major Freight Users Maps

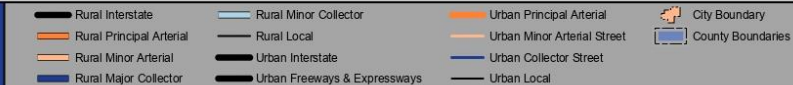


Major Freight Users

Barren County, Kentucky



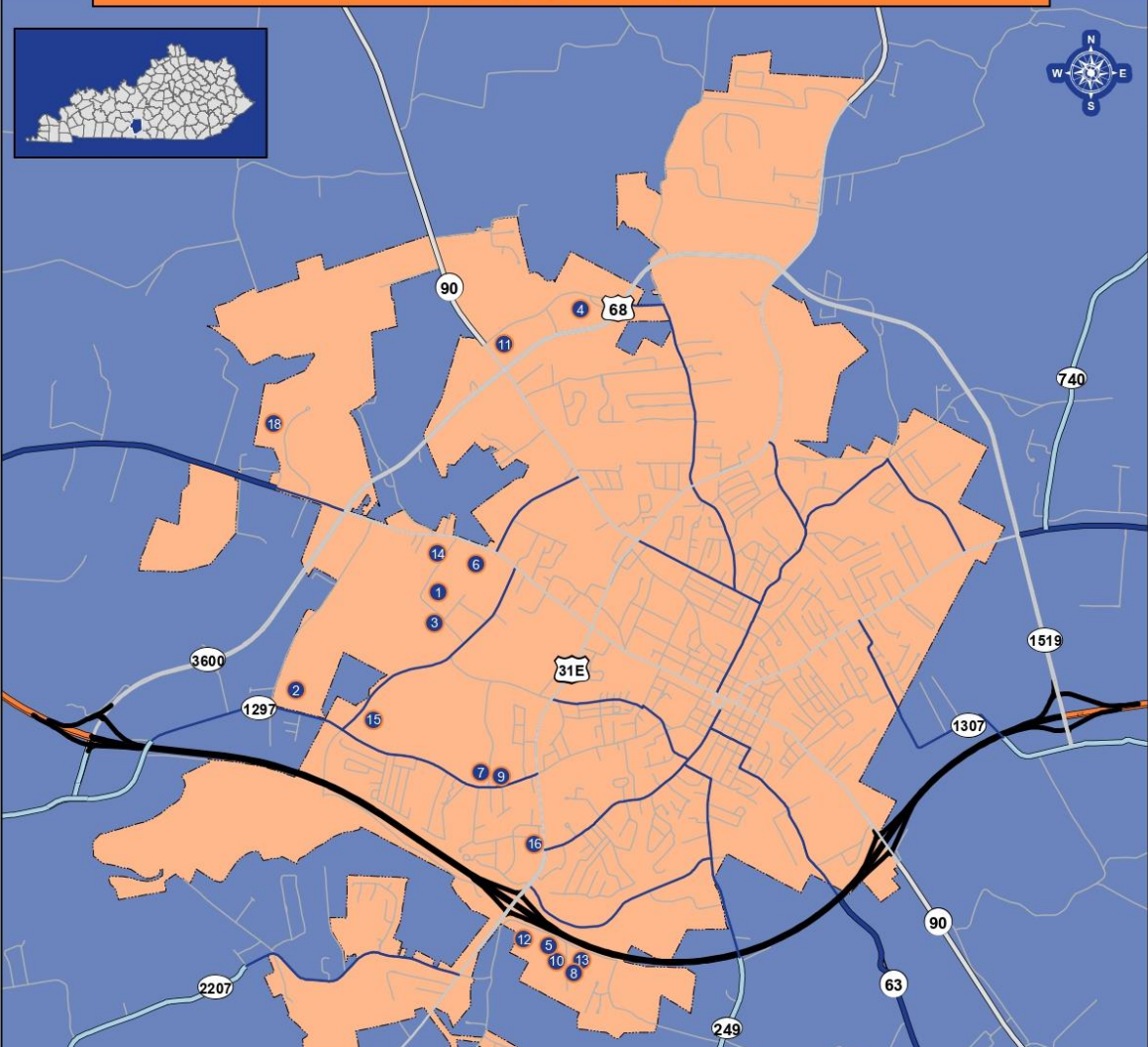
ID	Site Name
1	3A Composites USA Inc
2	Akebono Brake - Glasgow
3	American Materials Inc
4	Amneal Pharmaceuticals
5	Amneal Pharmaceuticals LLC
6	AT CORR PACKAGING PRODUCTS
7	Bluegrass Dairy and Foods Inc
8	Bluegrass Dairy and Foods
9	Bluegrass Ingredients
10	Brokering Solutions
11	CHUHA TSU North America Inc
12	Federal-Mogul Motorparts
13	Nemark USA
14	Nemark USA
15	Ply-Tech Corp
16	SOKY Pack & Pallet, Inc.
17	Teckno Inc
18	TWB LLC



6/16/2025

Major Freight Users

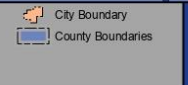
Glasgow, Kentucky



ID	Site Name
1	3A Composites USA Inc
2	Akebono Brake - Glasgow
3	American Materials Inc
4	Amneal Pharmaceuticals
5	Amneal Pharmaceuticals LLC
6	AT CORR PACKAGING PRODUCTS

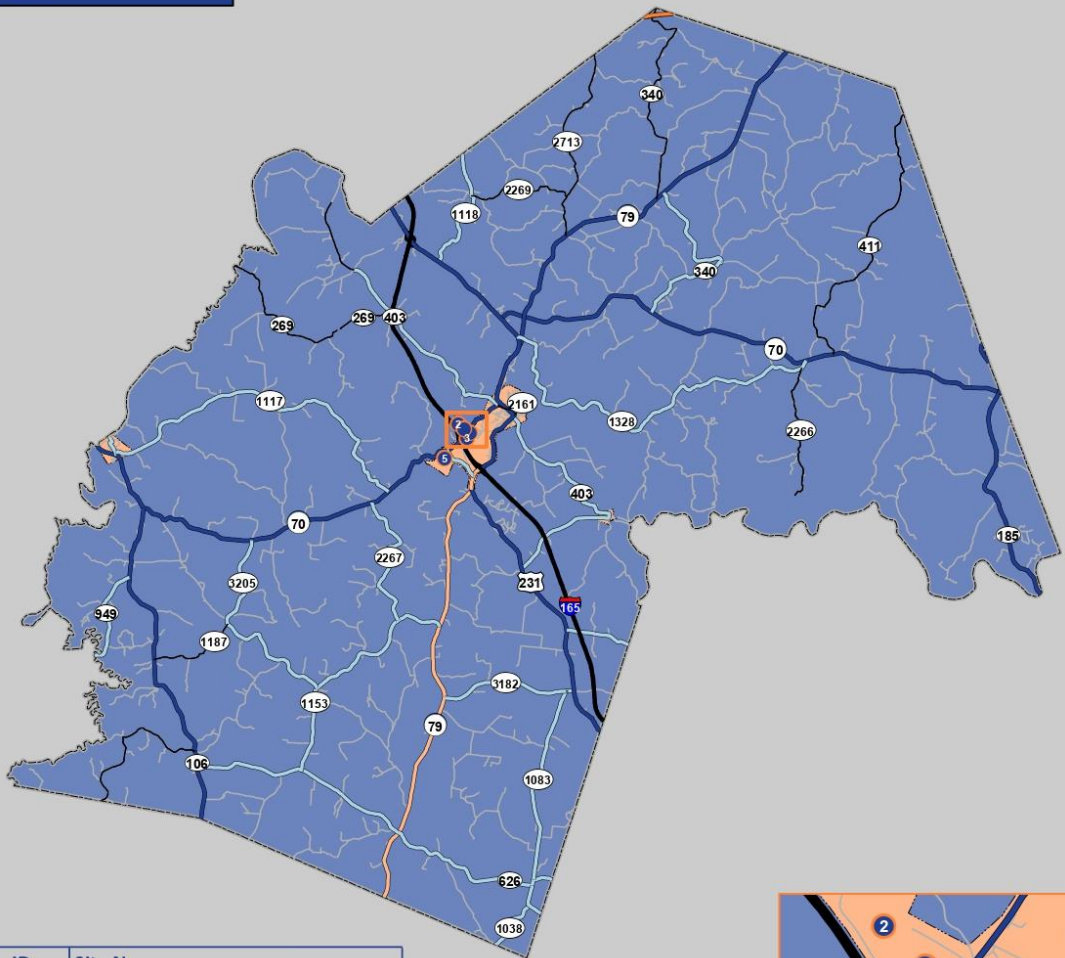
ID	Site Name
7	Bluegrass Dairy and Foods Inc
8	Bluegrass Dairy and Foods
9	Bluegrass Ingredients
10	Brokering Solutions
11	CHUHA TSU North America Inc
12	Federal-Mogul Motorparts

ID	Site Name
13	Nemark USA
14	Nemark USA
15	Ply-Tech Corp
16	SOKY Pack & Pallet, Inc.
17	Teckno Inc
18	TWB LLC



Major Freight Users

Butler County, Kentucky



ID	Site Name
1	Casco Products Corp
2	Corvac Composites LLC
3	Delta Faucet - Morgantown Plastics
4	Gracious Living KY Inc.
5	Real Alloy

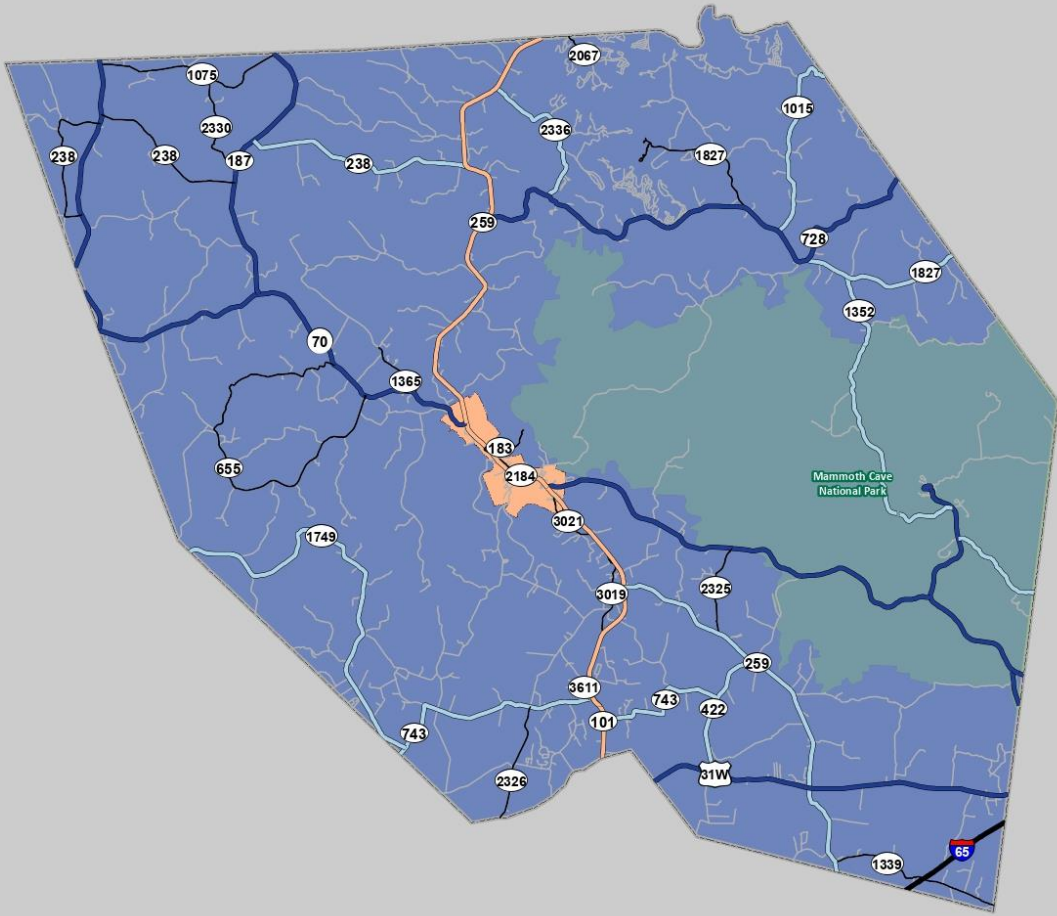


- Rural Interstate
- Rural Major Collector
- Rural Principal Arterial
- Rural Minor Collector
- Rural Minor Arterial
- Rural Local
- City Boundary
- County Boundaries



Major Freight Users

Edmonson County, Kentucky



There are no major freight users in Edmonson County

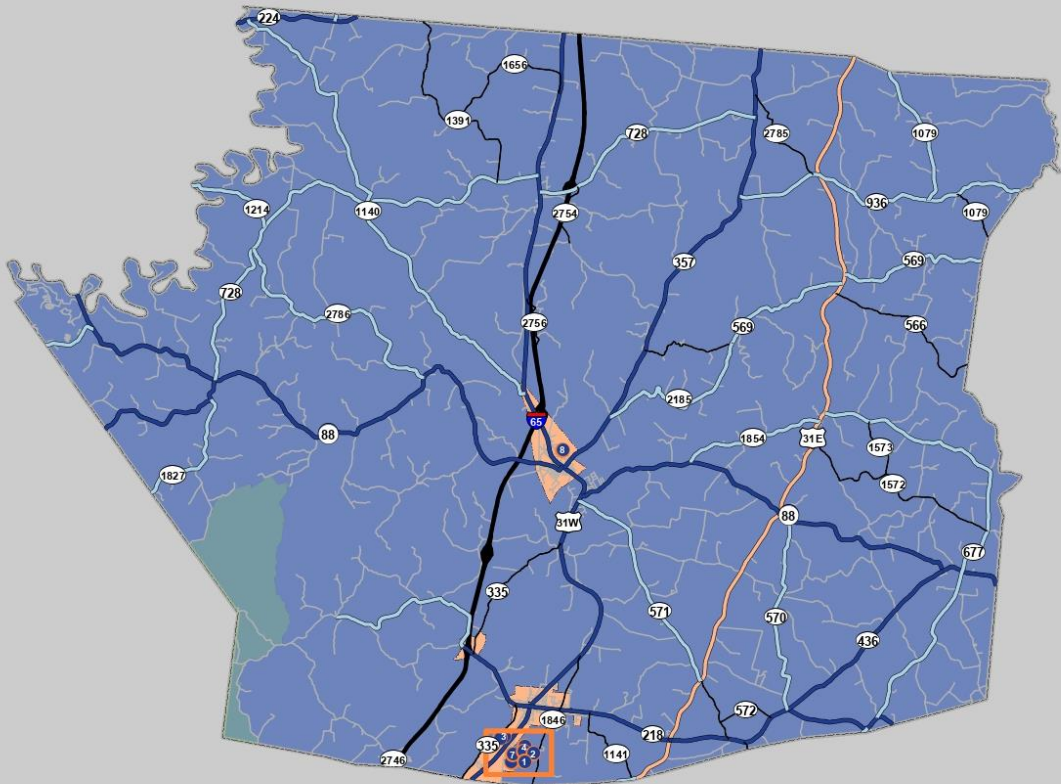


- Rural Interstate
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Rural Local
- City Boundary
- County Boundaries

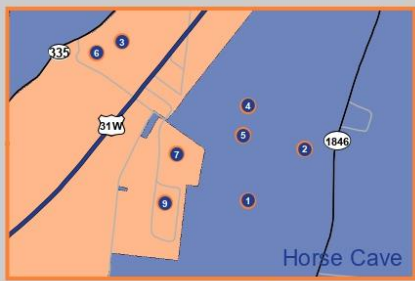


Major Freight Users

Hart County, Kentucky



ID	Site Name
1	Dart Container Building 3
2	Dart Container Building 4
3	Dart Container Corp of Kentucky
4	Dart Container Warehouse
5	Dart Container Warehouse 2
6	Kentucky Chrome Works LLC
7	Sister Schubert's Homemade Rolls Inc
8	SLI Warehouse and Distribution Center #3
9	T Marzetti Company



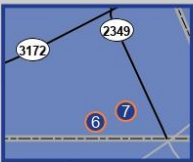
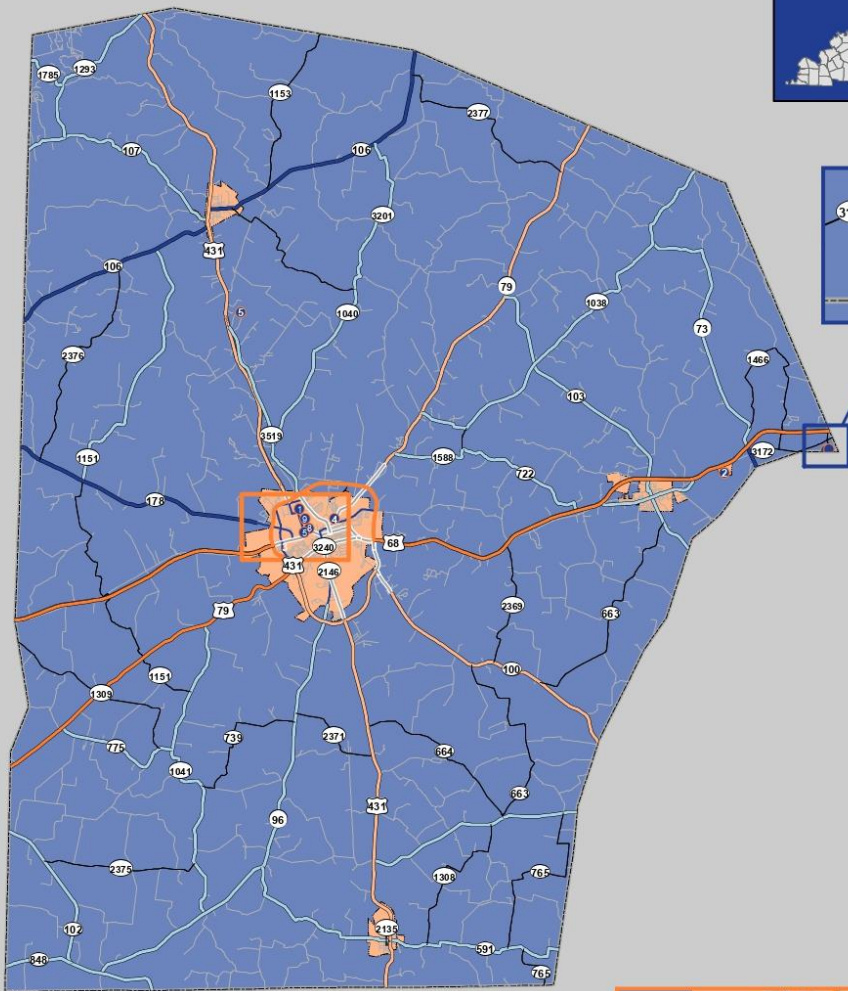
- Rural Interstate
- Rural Major Collector
- Rural Principal Arterial
- Rural Minor Collector
- Rural Minor Arterial
- Rural Local
- City Boundary
- County Boundaries



6/16/2025

Major Freight Users

Logan County, Kentucky



ID	Site Name
1	Carpenter Co
2	Champion Petfoods USA Inc
3	Jakes Fireworks Inc.
4	Logan Aluminum Inc
5	PAC Logistics & Warehousing, Inc.

ID	Site Name
6	Precision Strip Inc
7	RJ Corman Distribution Center
8	Russellville Engineered Castings
9	Ventra Plastics

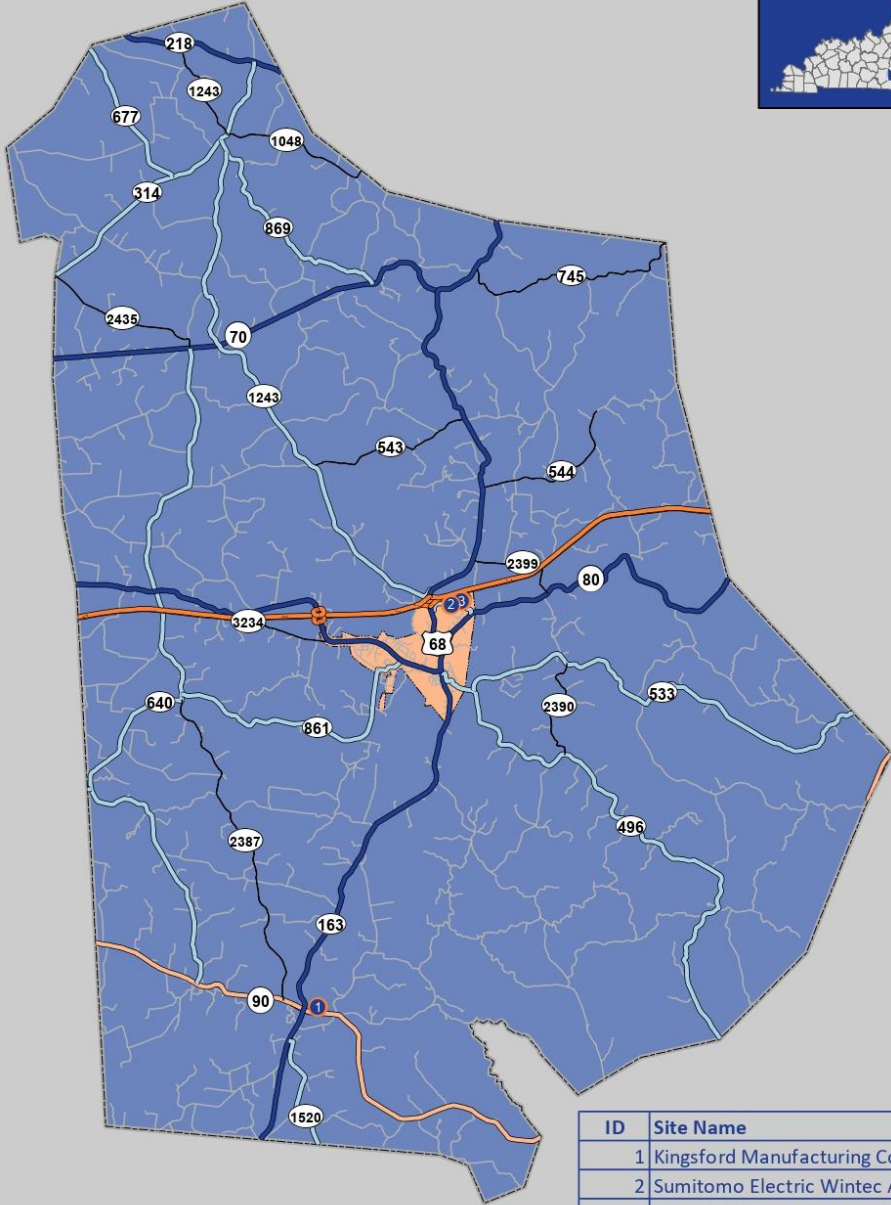
Rural Interstate	Rural Major Collector	Urban Principal Arterial	City Boundary
Rural Principal Arterial	Rural Minor Collector	Urban Minor Arterial Street	County Boundaries
Rural Minor Arterial	Rural Local	Urban Collector Street	



6/16/2025

Major Freight Users

Metcalfe County, Kentucky



ID	Site Name
1	Kingsford Manufacturing Co
2	Sumitomo Electric Wintec America
3	Sumitomo Electric Wiring Systems Inc

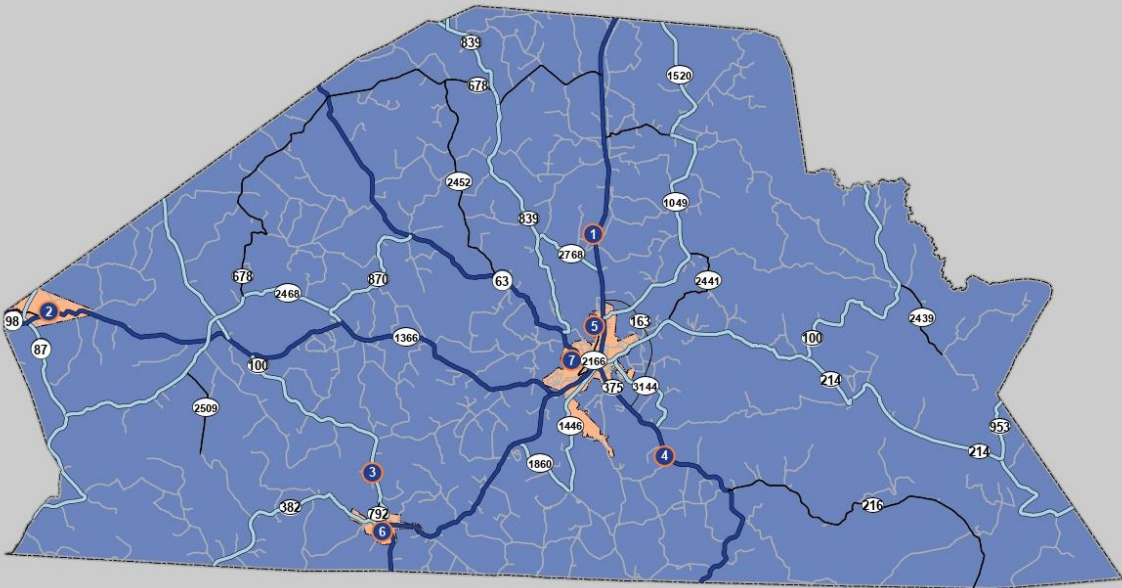
Rural Interstate
 Rural Major Collector
 Rural Principal Arterial
 Rural Minor Collector
 Rural Minor Arterial
 Rural Local
 City Boundary
 County Boundaries



6/16/2025

Major Freight Users

Monroe County, Kentucky



ID	Site Name
1	Anderson Forest Products Inc
2	APACE KY LLC
3	Gamaliel Shooting Supply Inc
4	Graham Pallet-A Millwood Inc Co

ID	Site Name
5	Roy Anderson Lumber Company Inc
6	Southern Kentucky Hardwood
7	Stephens Manufacturing Co

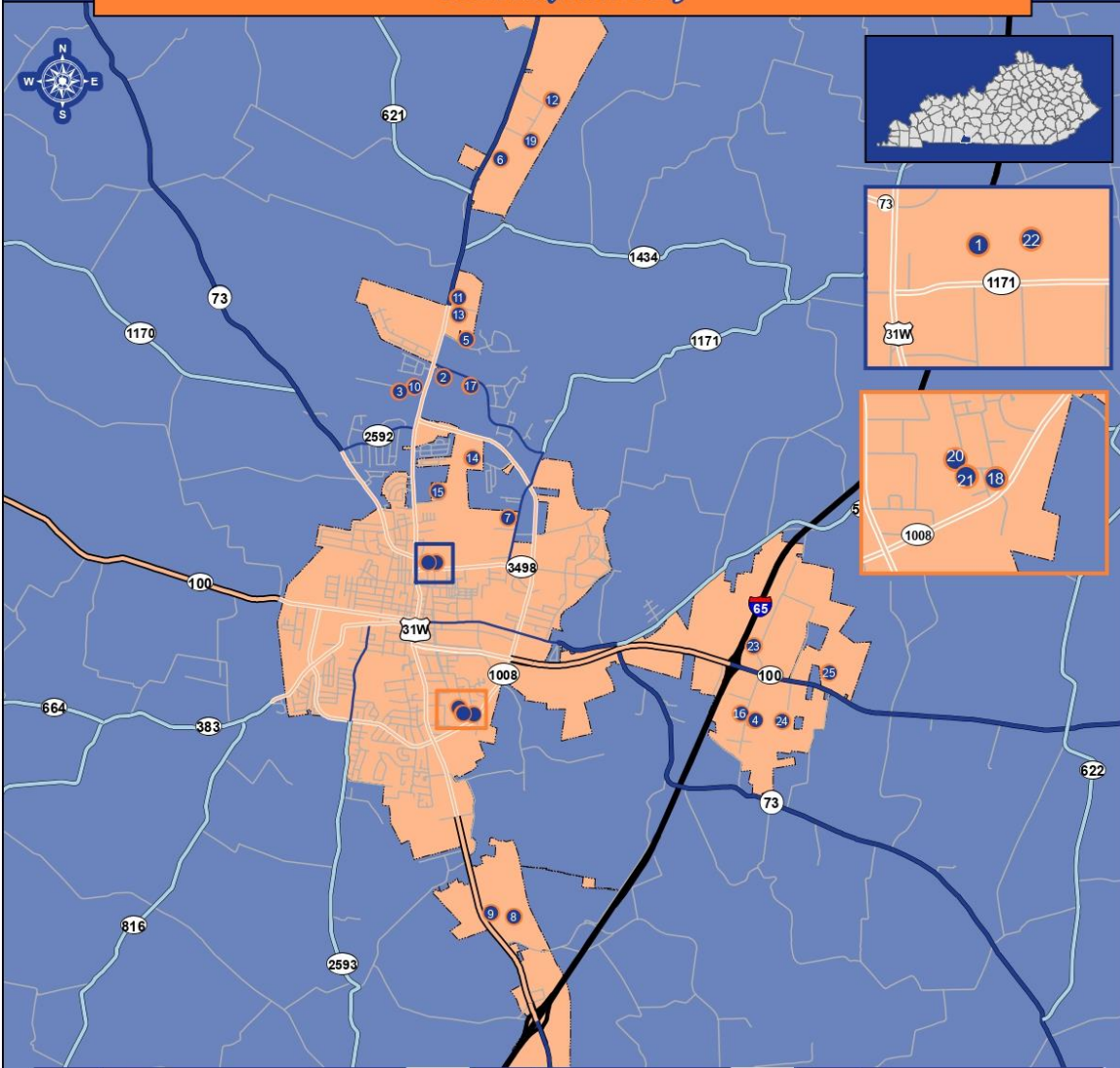


Rural Interstate	Rural Major Collector	City Boundary
Rural Principal Arterial	Rural Minor Collector	County Boundaries
Rural Minor Arterial	Rural Local	



6/16/2025

Major Freight Users Franklin, Kentucky



ID	Site Name	ID	Site Name	ID	Site Name
1	Averitt Express	10	Franklin Express Co Inc	19	RKW-North America
2	Berry Global Inc.	11	Franklin Precision Industry Inc	20	Silgan Plastics Corp
3	Berry Plastics	12	Fritz Winter	21	Silgan Plastics Corp
4	Bluegrass Supply Chain	13	GPM Brands	22	Smiley-Monroe
5	Caraustar Industries	14	Matalco Franklin	23	Sumitomo Electric Wiring Systems Inc
6	Carrier	15	Meritor LLC	24	Tractor Supply Company
7	Chemway Holdings LLC	16	New Mather Metals	25	Trader Joe's Distribution Center
8	Equity Group - Kentucky Division LLC	17	Packaging Unlimited		
9	Equity Group - Kentucky Division LLC (Hatchery)	18	PlastiCycle		

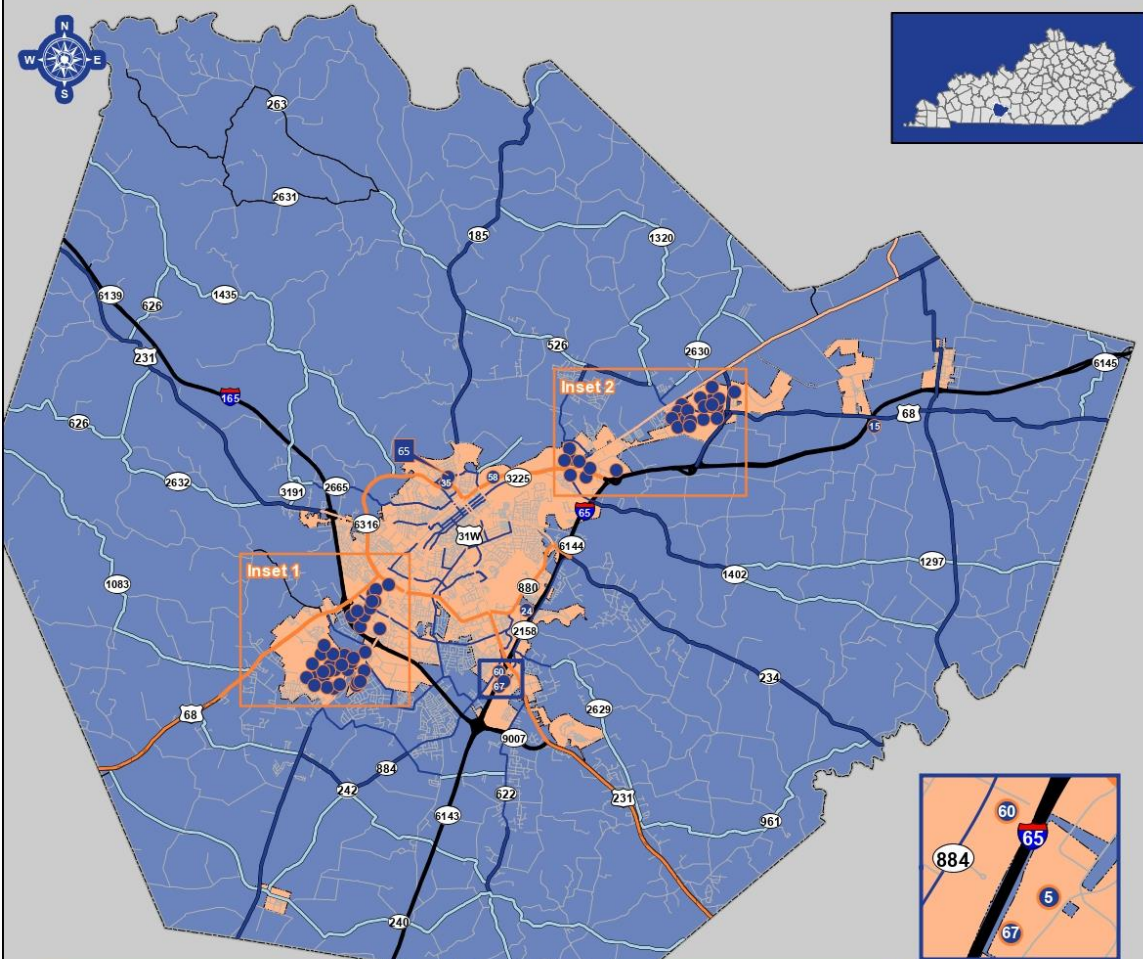
0 0.5 1 1.5 2 Miles

Rural Interstate	Rural Minor Collector	City Boundary
Rural Principal Arterial	Rural Local	County Boundaries
Rural Minor Arterial	Urban Minor Arterial Street	
Rural Major Collector	Urban Collector Street	

6/17/2025

Major Freight Users

Warren County, Kentucky



ID	Site Name
1	ABF Freight System Inc
2	AEP Industries
3	Alpla Inc
4	American Howa Kentucky Inc
5	Averitt Express
6	Bando USA Inc
7	Bendix Spicer Foundation Brake LLC
8	Berry Global Inc
9	Berry Global Inc
10	Bluegrass Living
11	Bluegrass Living
12	Bluegrass Supply Chain Services LLC
13	Bowling Green Metalforming LLC
14	Cannon Automotive Solutions-Bowling Green
15	Clark Distributing
16	Constellium Bowling Green LLC
17	Country Oven Bakery
18	Crown Cork & Seal Co
19	Dayton Freight

ID	Site Name
20	Dollar General Fresh Distribution Center
21	Essity
22	FedEx
23	FedEx Freight
24	Fruit of the Loom
25	General Motors Corp
26	Georgia Pacific Consumer Operations LLC
27	Georgia-Pacific
28	Graham Packaging Company LP
29	Henkel Corporation
30	Henkel Warehouse / Sun Products/DHS
31	Hennessy Industries Inc
32	Hill's Pet Nutrition Inc
33	Holley Performance Distribution Center
34	Holley Performance Products
35	Houchens Industries Inc
36	International Paper
37	Kapstone Container Corp
38	Knight Millwork & Components

ID	Site Name
39	Kiriu USA Corporation
40	Kobe Aluminum Automotive Products LLC
41	Kobelco Aluminum Products and Extrusions Inc (KPEX)
42	Lord Corp
43	MCC
44	Metalworks Recycle-Reload LLC
45	NHK of America Suspension Components Inc
46	OLD DOMINION FREIGHT LINE
47	Pan-Oston
48	Pan-Oston Distribution Center
49	Performance Foodservice
50	Precision Strip, Inc
51	Rhenus Automotive Operations, LLC
52	Saia LTL Freight
53	Scotty's Warehousing & Distribution
54	Sherwin Williams
55	Shiloh Industries Inc
56	Shop HQ
57	Solrac Corp

ID	Site Name
58	Southland Manufacturing Inc
59	Stupp Bridge Company
60	Three Springs Bottling Company, LLC
61	Topura America Fastener Inc
62	Toyota Material Handling Midsouth
63	Trace Die Cast Inc
64	Trace Die Cast Inc Building 2
65	UNKNOWN
66	UPS
67	UPS
68	US Warehousing
69	US Warehousing Building 2
70	US Warehousing Building 3
71	US Warehousing Inc
72	US Warehousing Inc Building 2
73	Woodcraft Industries Inc

0 1 2 3 4 Miles

- Rural Interstate
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Rural Local
- Urban Interstate
- Urban Freeways & Expressways
- Urban Principal Arterial
- Urban Minor Arterial Street
- Urban Collector Street
- Urban Local
- City Boundary
- County Boundaries

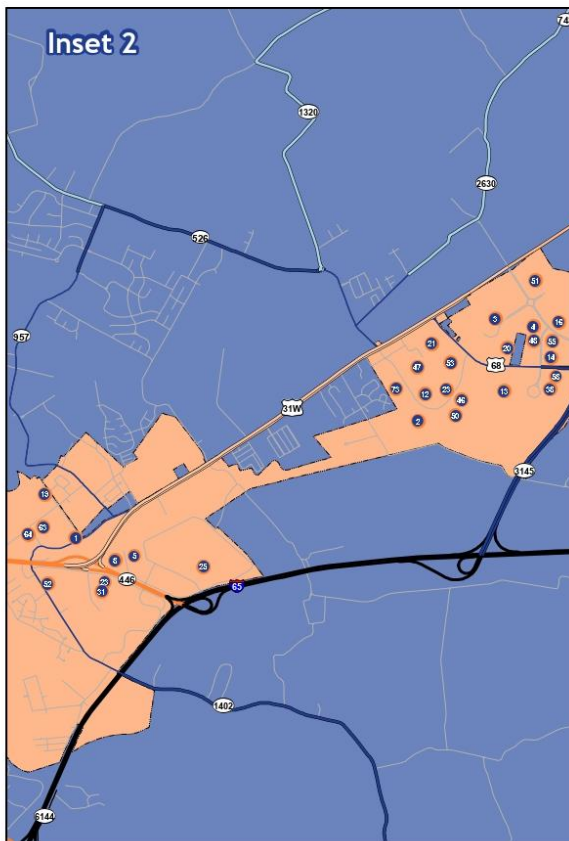
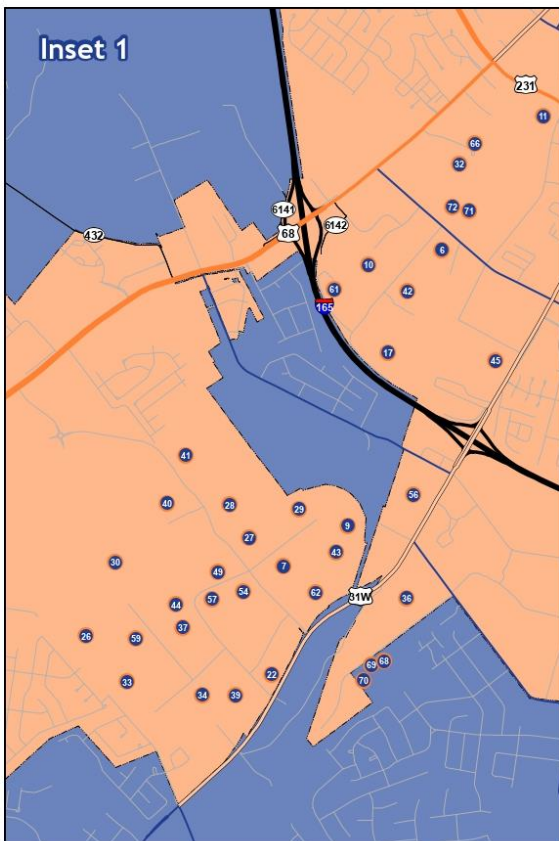
BARREN RIVER
6/17/2025

Major Freight Users Warren County, Kentucky

ID	Site Name
1	ABF Freight System Inc
2	AEP Industries
3	Alpla Inc
4	American Howa Kentucky Inc
5	Averitt Express
6	Bando USA Inc
7	Bendix Spicer Foundation Brake LLC
8	Berry Global Inc
9	Berry Global Inc.
10	Bluegrass Living
11	Bluegrass Living
12	Bluegrass Supply Chain Services LLC
13	Bowling Green Metalforming LLC
14	Cannon Automotive Solutions-Bowling Green
15	Clark Distributing
16	Constellium Bowling Green LLC
17	Country Oven Bakery
18	Crown Cork & Seal Co
19	Dayton Freight
20	Dollar General Fresh Distribution Center
21	Essity
22	FedEx
23	FedEx Freight
24	Fruit of the Loom
25	General Motors Corp

ID	Site Name
26	Georgia Pacific Consumer Operations LLC
27	Georgia-Pacific
28	Graham Packaging Company LP
29	Henkel Corporation
30	Henkel Warehouse/ Sun Products/DHS
31	Hennessy Industries Inc
32	Hill's Pet Nutrition Inc
33	Holley Performance Distribution Center
34	Holley Performance Products
35	Houchens Industries Inc
36	International Paper
37	Kapstone Container Corp
38	Knight Millwork & Components
39	Kiriu USA Corporation
40	Kobe Aluminum Automotive Products LLC
41	Kobelco Aluminum Products and Extrusions Inc (KPEX)
42	Lord Corp
43	MCC
44	Metalworks Recycle-Reload LLC
45	NHK of America Suspension Components Inc
46	OLD DOMINION FREIGHT LINE
47	Pan-Oston
48	Pan-Oston Distribution Center
49	Performance Foodservice
50	Precision Strip, Inc

ID	Site Name
51	Rhenus Automotive Operations, LLC
52	Sala LTL Freight
53	Scotty's Warehousing & Distribution
54	Sherwin Williams
55	Shiloh Industries Inc
56	Shop HQ
57	Solrac Corp
58	Southland Manufacturing Inc
59	Stupp Bridge Company
60	Three Springs Bottling Company, LLC
61	Topura America Fastener Inc
62	Toyota Material Handling Midsouth
63	Trace Die Cast Inc
64	Trace Die Cast Inc Building 2
65	UNKNOWN
66	UPS
67	UPS
68	US Warehousing
69	US Warehousing Building 2
70	US Warehousing Building 3
71	US Warehousing Inc
72	US Warehousing Inc Building 2
73	Woodcraft Industries Inc



CHAPTER 7: INTERMODAL CONNECTOR REVIEW

7.1 Introduction

BRADD annually reviews the region to identify any facilities that qualify as Intermodal Connectors. 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 throughfare such as an interstate highway. This information is used to generate suggestions of changes to the National Highway System Intermodal Connector Listings in conjunction with the Highway Performance Monitoring System (HPMS) submittal update. Status as an Intermodal Connector makes federal NHS funding eligible for designated roadway segments.

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. Please reference section 7.3 Primary Criteria and section 7.4 Secondary Criteria for more information on what qualifies as an intermodal connector under the respective criteria.

7.2 BRADD Intermodal Connectors

In 2025, the Barren River ADD reviewed the region for intermodal connectors in collaboration with KYTC. During this process, the last-mile connection between I-65 and the multimodal Kentucky TransPark in Bowling Green, Warren County was identified as a potential intermodal connector. This route connects the CSX rail line locations within the Kentucky TransPark to I-65 and the rest of the National Highway System.

BRADD and KYTC formally submitted this connector to the FHWA to be added to the National Highway System Intermodal Connector Listings. This submission was accepted and approved April 17th, 2025. This is the only Intermodal Connector identified within the BRADD region.

7.3 Primary Criteria

Commercial Aviation Airports

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

Ports

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

Truck/Rail

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

Pipelines

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

Amtrak

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

Intercity Bus

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

Public Transit

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

Ferries

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

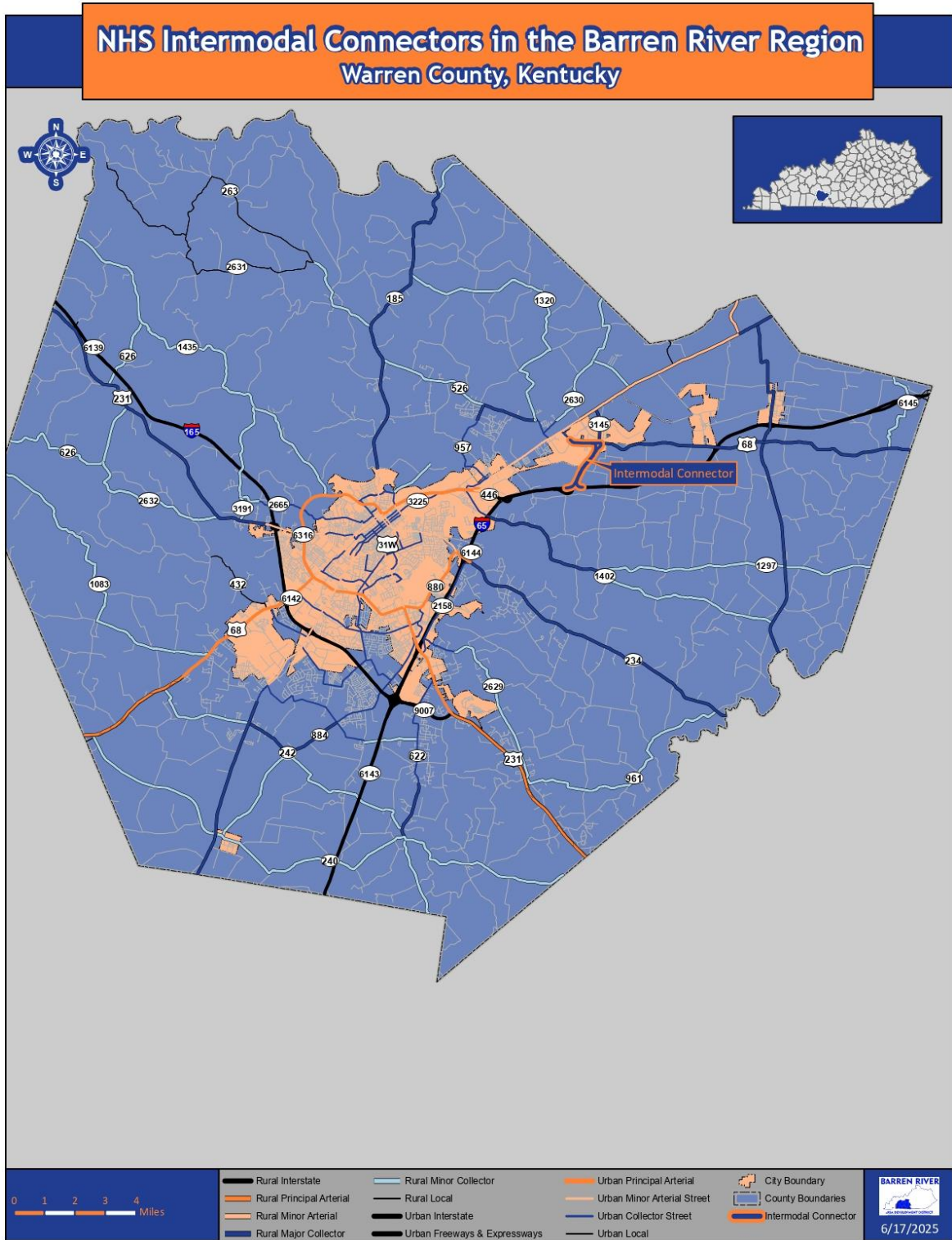
7.4 Secondary Criteria

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.

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.

7.5 Intermodal Connector Map



CHAPTER 8: BICYCLE AND PEDESTRIAN ASSETS INVENTORY

8.1 Introduction

BRADD maintains an inventory of Bicycle and Pedestrian Assets throughout the region. BRADD annually reviews the GIS Shapefile of the Inventory to evaluate if any new sidewalks, crosswalks, bicycle lanes, multi-use paths, and other assets have been created. This information may be used to develop a local bicycle and/or pedestrian plan, identify facilities to be considered during project planning, design, maintenance and operation of the roadway, as well as a city/county Transition Plan as required for the Americans with Disabilities Act.

The dataset includes the following:

- A. Sidewalks
- B. Crosswalks
- C. Multi-Use Paths
- D. Paved Areas Used as Sidewalks
- E. Separated Bike Paths
- F. Bike Lanes
- G. Recreational Trails

BRADD conducts a road-by-road review to assess the inventory along all roadways in the region. BRADD utilizes a combination of aerial and satellite imagery, including KYFromAbove, and, when necessary, in-person surveys of the location to evaluate the sites. BRADD collaborates with cities, counties, and other major organizations, such as Mammoth Cave National Park, that have GIS capabilities to share and review data. Significant attention is given to new residential and commercial developments and roadways with significant construction to identify possible new sidewalks and other infrastructure. Stakeholders and local officials are solicited for input at RTC meetings.

8.2 Bicycle and Pedestrian Assets Inventory Map

The Bicycle and Pedestrian Assets Inventory collected by BRADD is currently available on an interactive GIS map at the following link:

<https://bradd-ky.maps.arcgis.com/apps/instant/minimalist/index.html?appid=e71947ee66ca49db8230845ec007799d>.

CHAPTER 9: Kentucky Highway Freight Network

8.1 Introduction

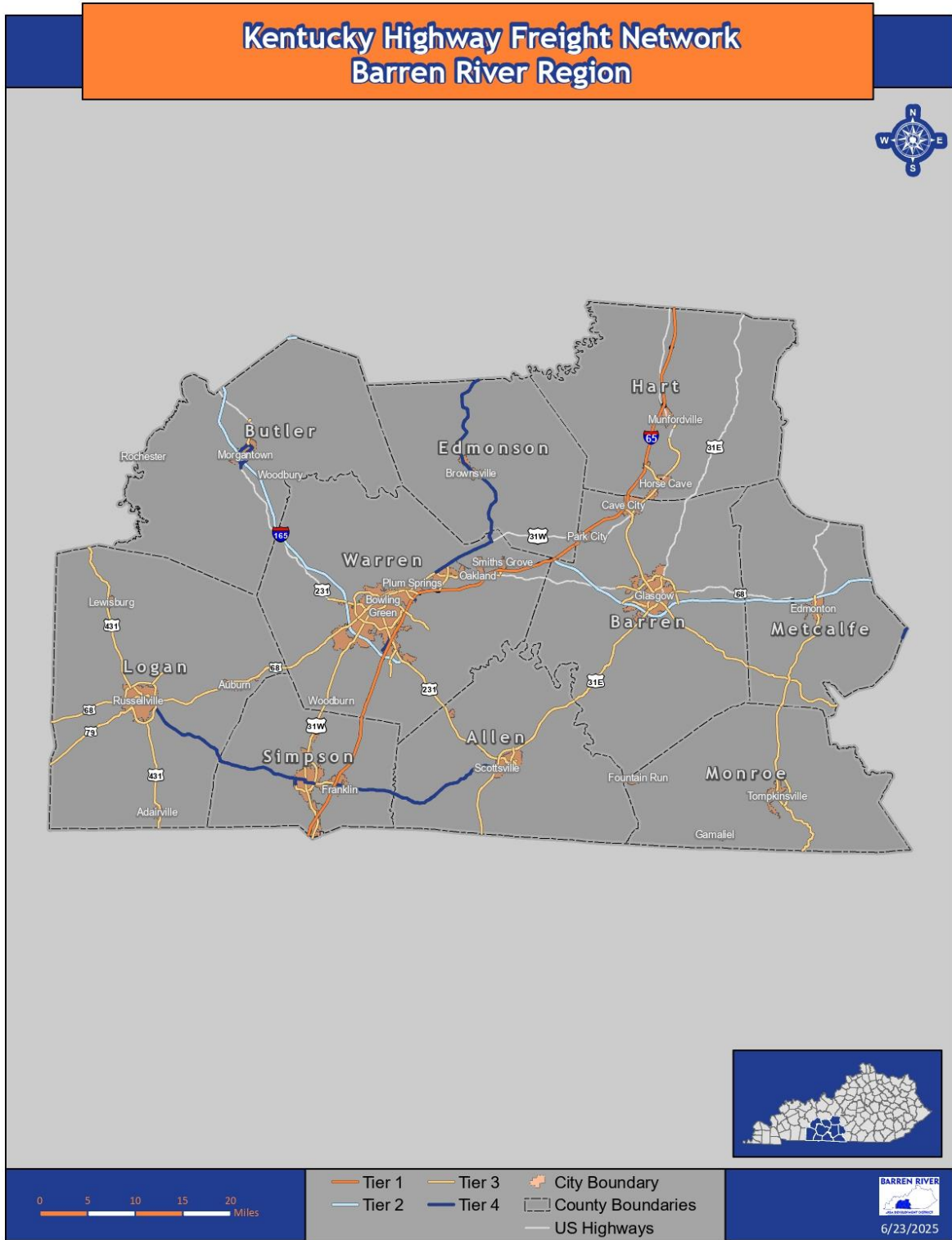
BRADD annually reviews the Kentucky Highway Freight Network (KHFN) to suggest possible changes. The KHFN was designated in 2015 as suggested by the FAST Act. The information will be used to update the KHFN network, as an input in the Strategic Highway Investment Formula for Tomorrow scoring system (SHIFT), as a resource for the National Highway Freight network, and for statewide freight analysis. Improvement of this network may increase mobility for freight, thereby supporting economic vitality.

The KHFN includes routes designated in one of four tiers. The criteria for each tier is the following:

- A. Tier 1
 - i. Route segments designated in 2014 by USDOT as the Primary Freight Network; or
 - ii. Average Daily Truck Traffic (AADTT) over 7,000.
- B. Tier 2
 - i. Route segments of remaining interstates and parkways; or
 - ii. AADTT between 4,000 and 7,000.
- C. Tier 3
 - i. Route segments with functional classification of Principal or Minor Arterial and most Collectors,; or
 - ii. AADTT between 500 and 4,000; or
 - iii. Regional connectivity.
- D. Tier 4
 - i. Route segments with AADTT less than 500; o

BRADD conducts a route-by-route review to assess the KHFN route segment locations and classifications in their area for accuracy of location, conformity to current criteria, and five-year planned freight activity. Routes that have experienced a significant increase or decrease in their AADTT, or are significantly important to the movement of freight in the region, may have their tier status adjusted.

8.2 Kentucky Highway Freight Network Map



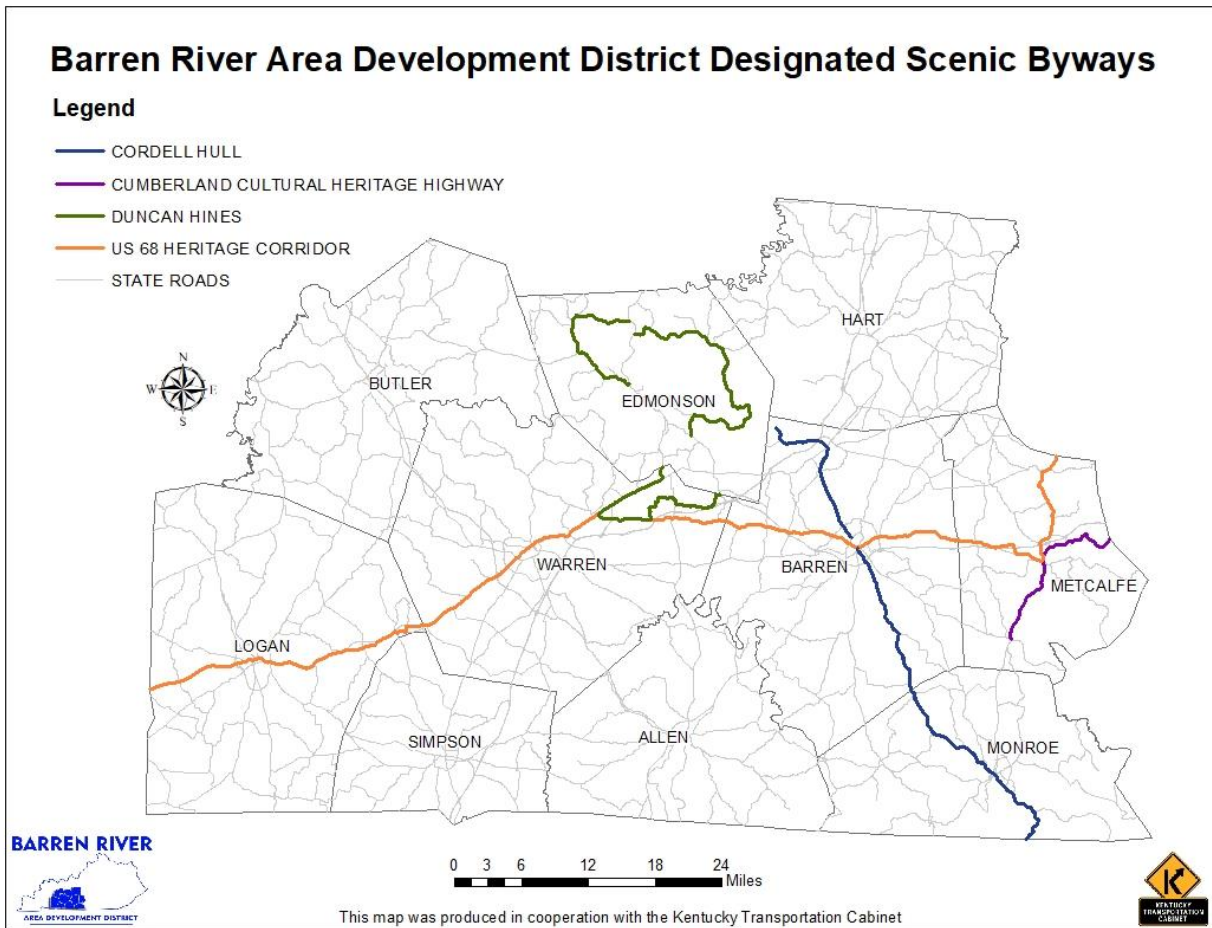
CHAPTER 10: SCENIC BYWAYS INVENTORY

10.1 Introduction

The ADD works with the Office of Local Programs Kentucky Scenic Byway Program to evaluate and collect data for all routes designated as scenic byways/highways. A scenic byway is considered to have roadsides or viewsheds with scenic, natural, cultural, historical, archaeological, and/or recreational value worthy of preservation, restoration, protection, and enhancement. Scenic highways are roads which meet the American Association of State Highway and Transportation Officials (AASHTO) guidelines for highways and are state maintained as part of the state Primary Road System. The Office of Local Programs coordinates the designation of roads as state Scenic Byways, or Highways.

The Cordell Hull is located in both Barren and Monroe County intersecting with the US 68 Heritage Corridor that is located in Logan, Warren, Barren, and Metcalfe counties. With the Duncan Hines byway located in both Edmonson and Warren County with the Cumberland Cultural Heritage Highway located in Metcalf County.

10.2 Scenic Byways Inventory Map



CHAPTER 11: PARK AND RIDE INVENTORY

11.1 Introduction

BRADD maintains an inventory of Park-and-Ride facilities throughout the region. BRADD annually reviews the GIS shapefile of the Inventory to evaluate whether any parking facilities have been created or removed. A park-and-ride facility is generally perceived as a location where people can park their personal vehicle and rideshare with one or numerous others through private transport. Typically, this change is from single-occupant vehicle, whether as a rider or a driver, to a transit vehicle, carpool, or vanpool.

The dataset includes the following attributes for a park-and-ride facility:

- A. District
- B. Route Unique
- C. Lighted
- D. Pool contact
- E. ADD
- F. Mile point
- G. Official Remarks
- H. County
- I. Total Parking Spaces available
- J. Owner Contact
- K. City
- L. Surface
- M. Type
- N. Owner Permission
 - a. Private owners of park-and-ride facilities are given discretion as to whether their facility is included in the inventory.
- O. Latitude
- P. Route
- Q. Striped
- R. Responsible for Maintenance
- S. Longitude

BRADD conducts a regional review to assess the inventory. Locations are checked to determine if there have been any changes to number of parking spaces available or to the facilities' operational status. Stakeholders and local officials are solicited for input at RTC meetings.

11.2 Park and Ride Inventory Map



CHAPTER 12: TRANSPORTATION TERMS AND ACRONYMS

12.1 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)

The Americans with Disabilities Act of 1990 is a federal law prohibiting discrimination against people with disabilities. It 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

This is 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)

Bicycle Lanes are 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)

Bicycle Routes are 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

Collectors are a roadway linking traffic on local roads to the arterial road network.

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

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 Federal Highway Administration is a division of the United States Department of Transportation responsible for funding highway policy and funding.

Federal Transit Administration (FTA)

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

Functional Classification

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

G

Geographic Information System (GIS)

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

H

Highway District Office (HDO)

Kentucky has twelve district highway offices located throughout the state.

Highway Information System (HIS)

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

I

Intermodal

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

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

ISTEA is a 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

The Long-Range Statewide Transportation Plan is 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 population of at least 50,000 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.

Moving Ahead for Progress in the 21st Century Act (MAP-21)

MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in the previous bills (ISTEA, TEA-21 & SAFETEA-LU).

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

Poverty Level

Poverty Level is 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 containing a 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 Ride-ability Index (RI)

This is 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 Areas are population centers 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)

The Six Year Highway Plan is 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)

The Statewide Transportation Improvements Program is 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)

The Strategic Highway Corridor Network is a federal highway designation of selected highways to be used for certain national emergencies.

System Classification/Functional Classification

This classification is 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

Traffic Volume is the number of vehicles passing a given point over a period of time.

Transportation Enhancement Funds (TE)

TE Funds are 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.