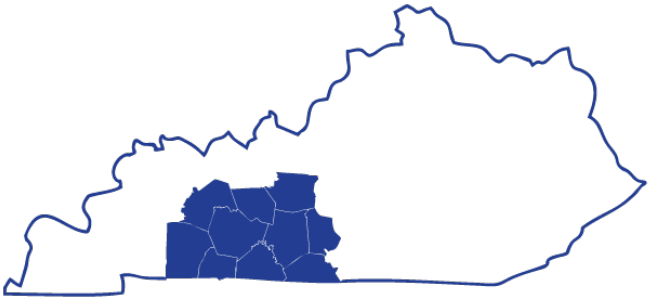
Barren River Area Development District

Regional Transportation Asset Inventory

Updated: June 2024

BARREN RIVER



AREA DEVELOPMENT DISTRICT

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KENTUCKY TRANSPORTATION CABINET

THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET

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CHAPTER 1: INTRODUCTION

1.1 History of Program

Kentucky has maintained a statewide transportation planning process since the 1970s through the 15 Area Development Districts (ADDs). In 1995 Kentucky expanded and formalized a public involvement process for the statewide transportation planning process in response to the directives of the Intermodal Transportation Efficiency Act of 1991 (ISTEA). ISTEA and its successor, The Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998, set the policy directions for more comprehensive public participation in federal and state transportation decision-making. 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 Pennyrile 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.

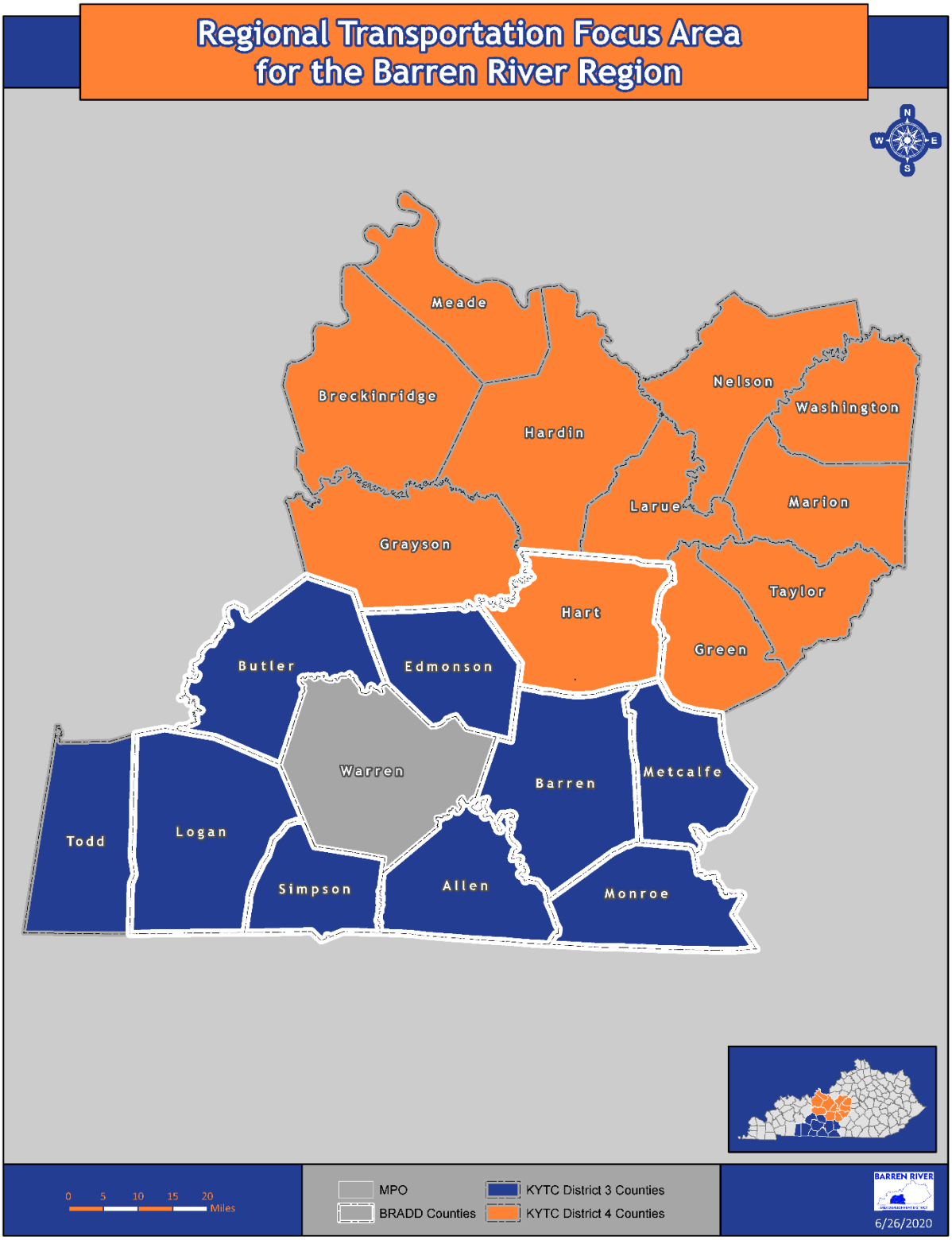
All ADDs are supported by federal, state, and local agencies and governed by a Board of Directors comprised of elected officials and citizen members. Serving as a link to form a true federal/state/local partnership, the role of the BRADD is to provide regional coordination, technical assistance to local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

2.1 Introduction

The development, review and ranking of the Continuous Highway Analysis Framework (CHAF) is a process that involves identification of transportation needs, based on local official and public input. The CHAF is used to document available data on each need, creating a useful resource for reviewing projects and considering local and regional priorities or rankings. Applicable information stored in the CHAF is used to create the KYTC Unscheduled Needs List (UNL). The project identification and evaluation process through the use of the CHAF is an on-going task that is coordinated with the respective HDO planner. 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 underserved populations.

The UNL is the unconstrained list of all potential needs or deficiencies identified or suggested for consideration for future additions to the KYTC Unscheduled Projects List (UPL). These potential projects represent qualitatively identified or perceived needs and / or deficiencies, which may not be supported with data, for which conceptual projects may have been developed but not been included in the prioritized UPL. The UPL is the prioritized list of potential projects for consideration in future versions of the KYTC Highway Plan. These projects represent identified needs with data supported deficiencies for which conceptual projects may have been developed, but for which there are no current funding commitments.

<u>Development, Evaluation & Maintenance</u>

Suggested needs that have been proposed or identified are reviewed for necessity through field visits, analysis of Adequacy Ratings and other data sources as provided by the KYTC for analytical purposes. If deemed appropriate, a CHAF entry shall be developed in partnership by the ADD and HDO planners. KYTC's Division of Planning (DOP) is consulted prior to final inclusion in the UNL. All information is housed in the KYTC Online CHAF 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 UNL 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 UNL items in relation to other identified needs or projects (UNL, UPL, and Highway Plan) 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 UNL. 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.

Prioritization

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. During the prioritization process, the ADD is also responsible for documenting the process and meetings involved in prioritization. The documentation is utilized as a record of the public involvement process utilized to prioritize and rank the UNL, including all efforts to educate/inform the RTC and the public and any methods used to build consensus for priorities and rankings. The ADD and the HDO will maintain a 'live' prioritization process in which the list of prioritized projects can be updated throughout the year.

The priorities and rankings that are developed by the ADD and HDO are reviewed by the KYTC. These needs / projects are considered in the development of the recommended Highway Plan provided to the governor and ultimately presented to the General Assembly for approval.

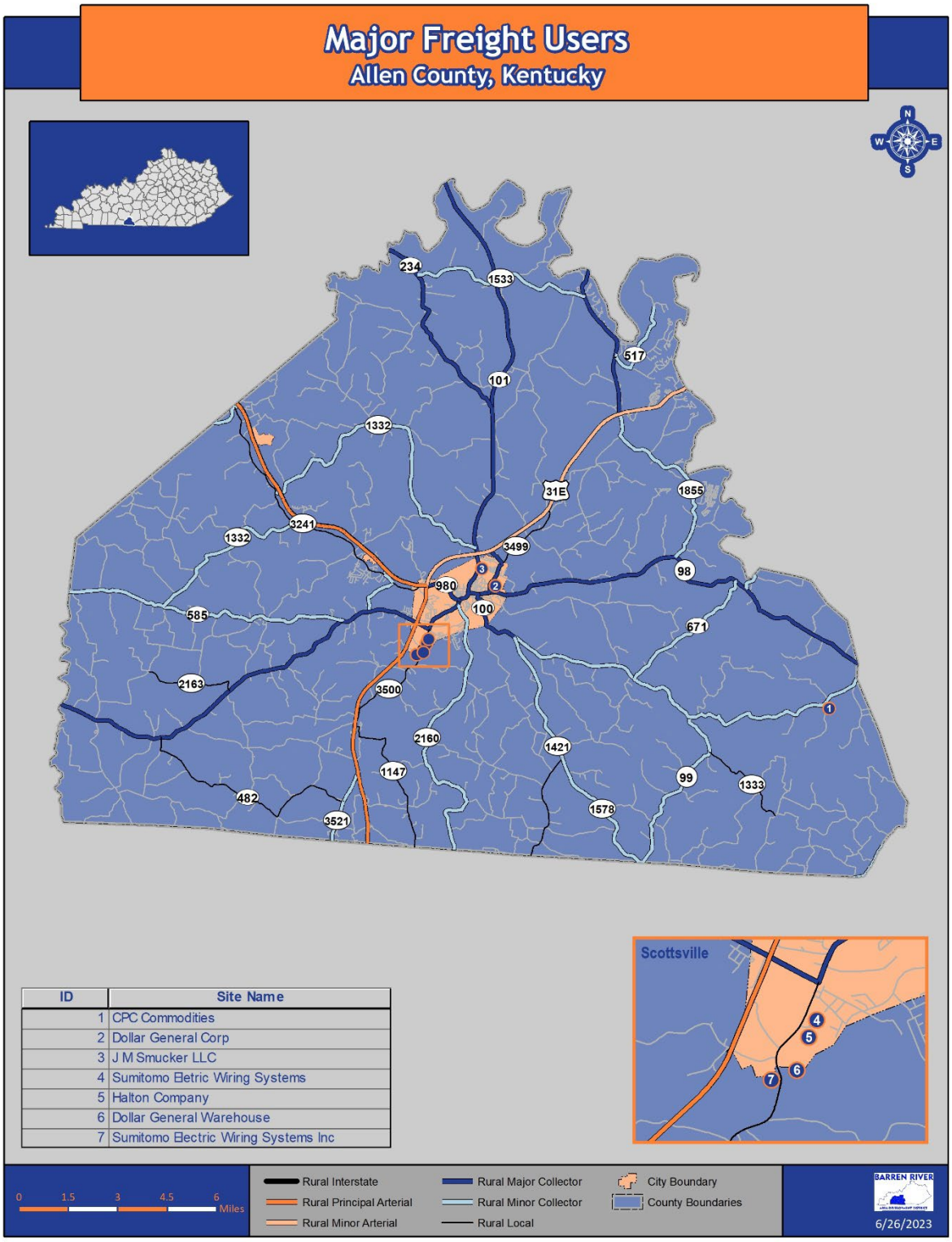
2.2 UNL Listing

The UNL is divided into two lists called the active list and inactive list. The active list will contain the needs that are followed and monitored closely and the list from which projects are prioritized and ranked. A need on the inactive list is one that historically had a low priority or no longer is considered a need. These needs are no longer monitored, but they are not deleted from the database in case the respective need once again becomes valid. It is possible, as needs change or new needs are identified, to move from the active list to the inactive list. Likewise, if determined to be a valid need, then there can be movement from the inactive list to the active list.

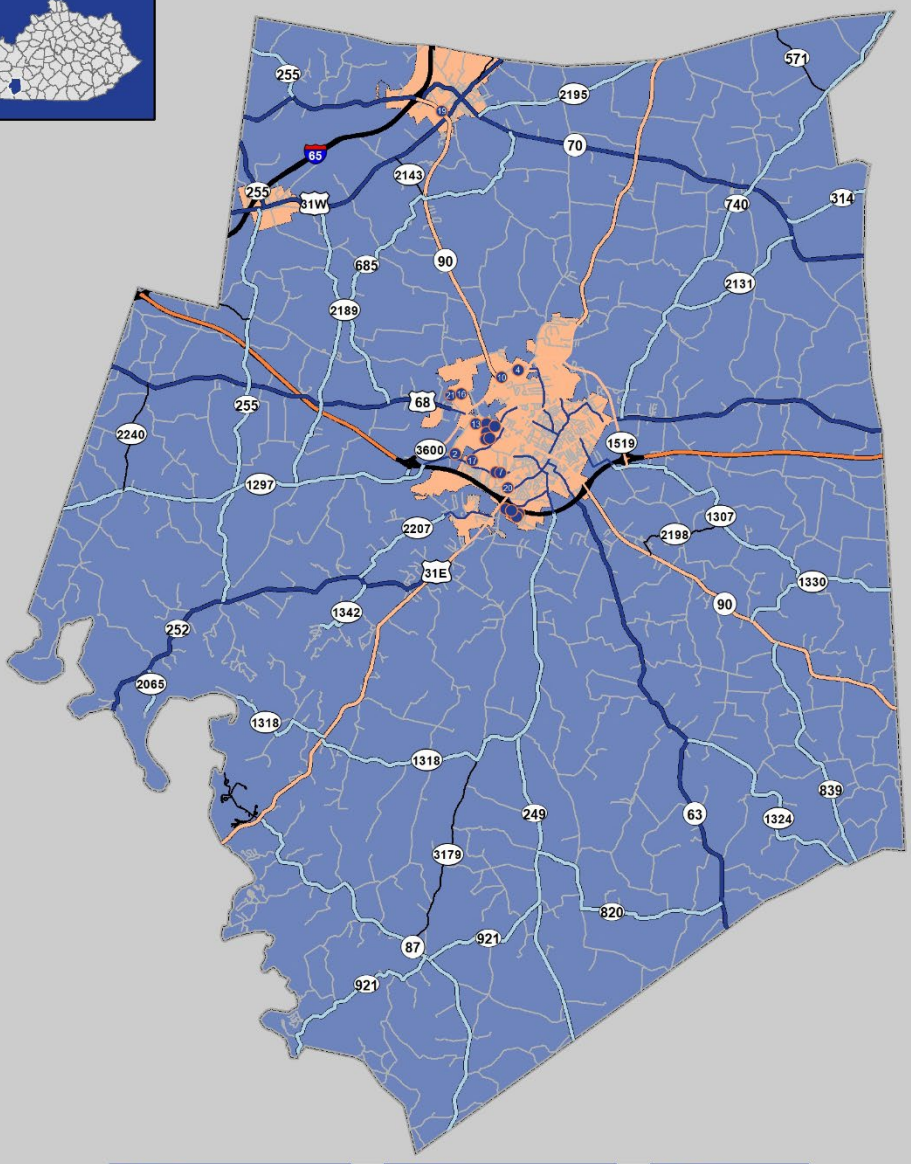
The following maps show, by county, the location of the identified needs on the active UNL for the Barren River ADD.

BRADD MFU Location Maps

The maps that follow have been created to illustrate the MFUI in each county.



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

ID	Site Name
8	Bluegrass Dairy and Foods
9	Brokering Solutions
10	CHUHATSU North America Inc.
11	Dana Incorporated
12	Federal-Mogul Motorparts
13	LSC Communications
14	Nemark USA

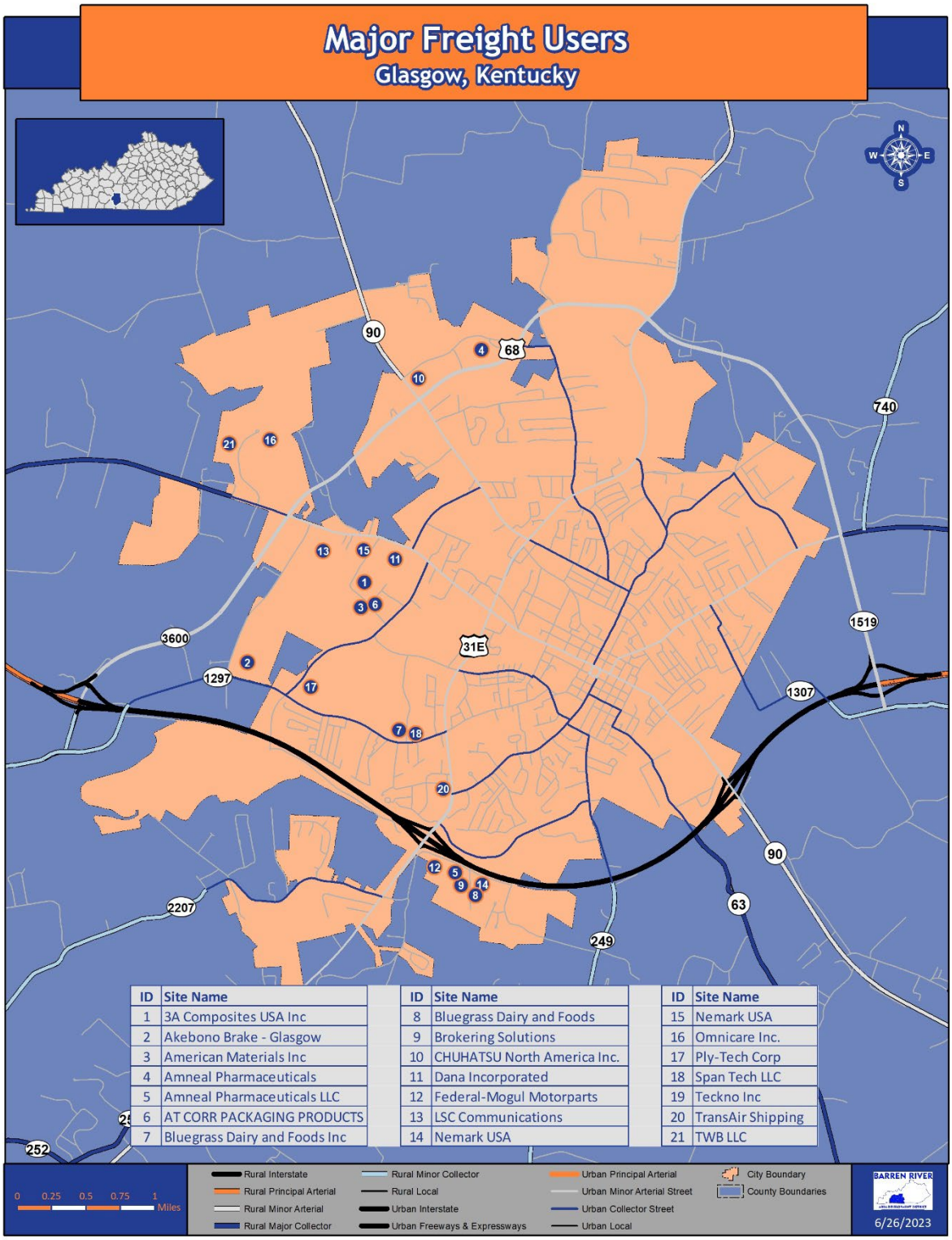
ID	Site Name
15	Nemark USA
16	Omnicare Inc.
17	Ply-Tech Corp
18	Span Tech LLC
19	Teckno Inc
20	TransAir Shipping
21	TWB LLC

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

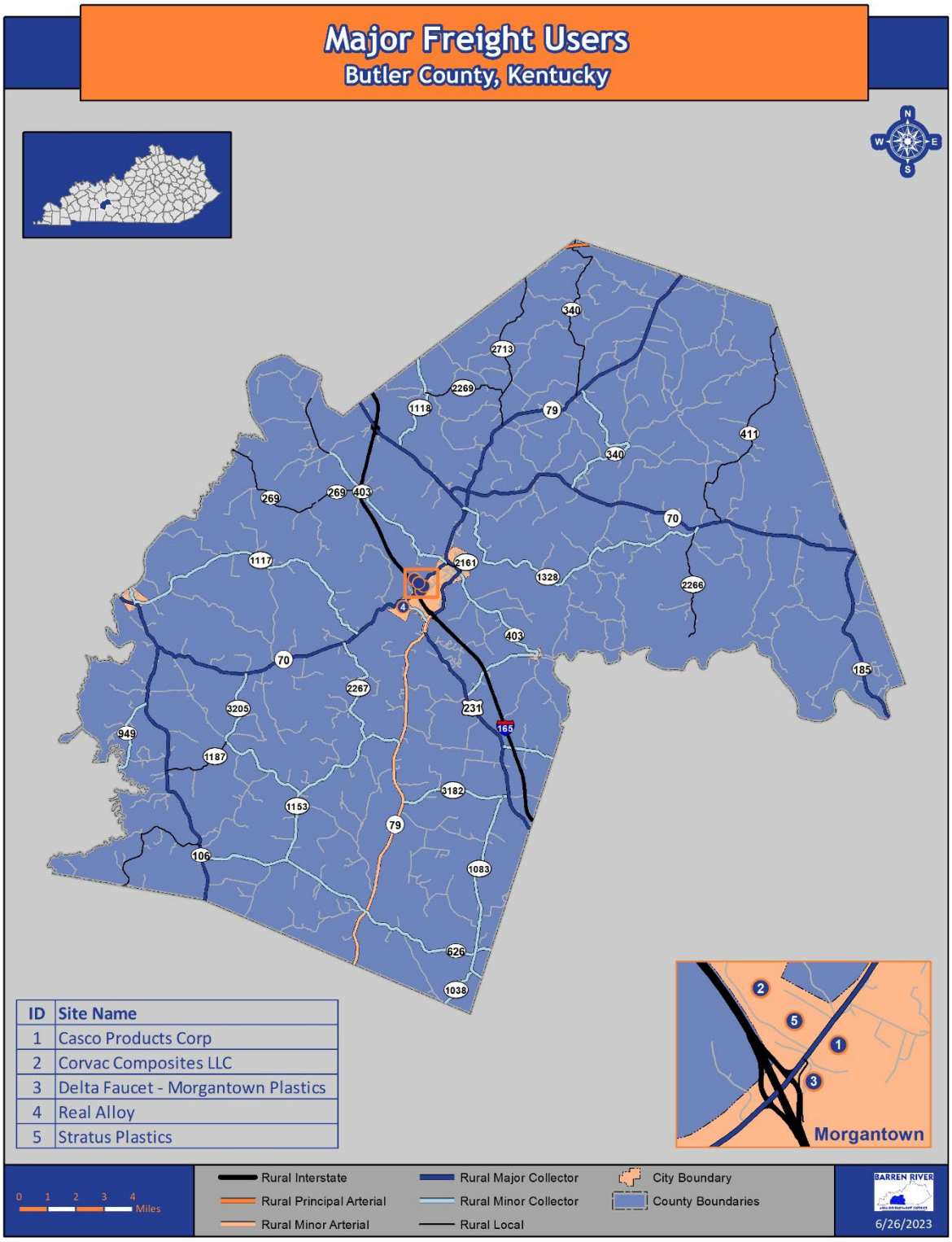
6/26/2023

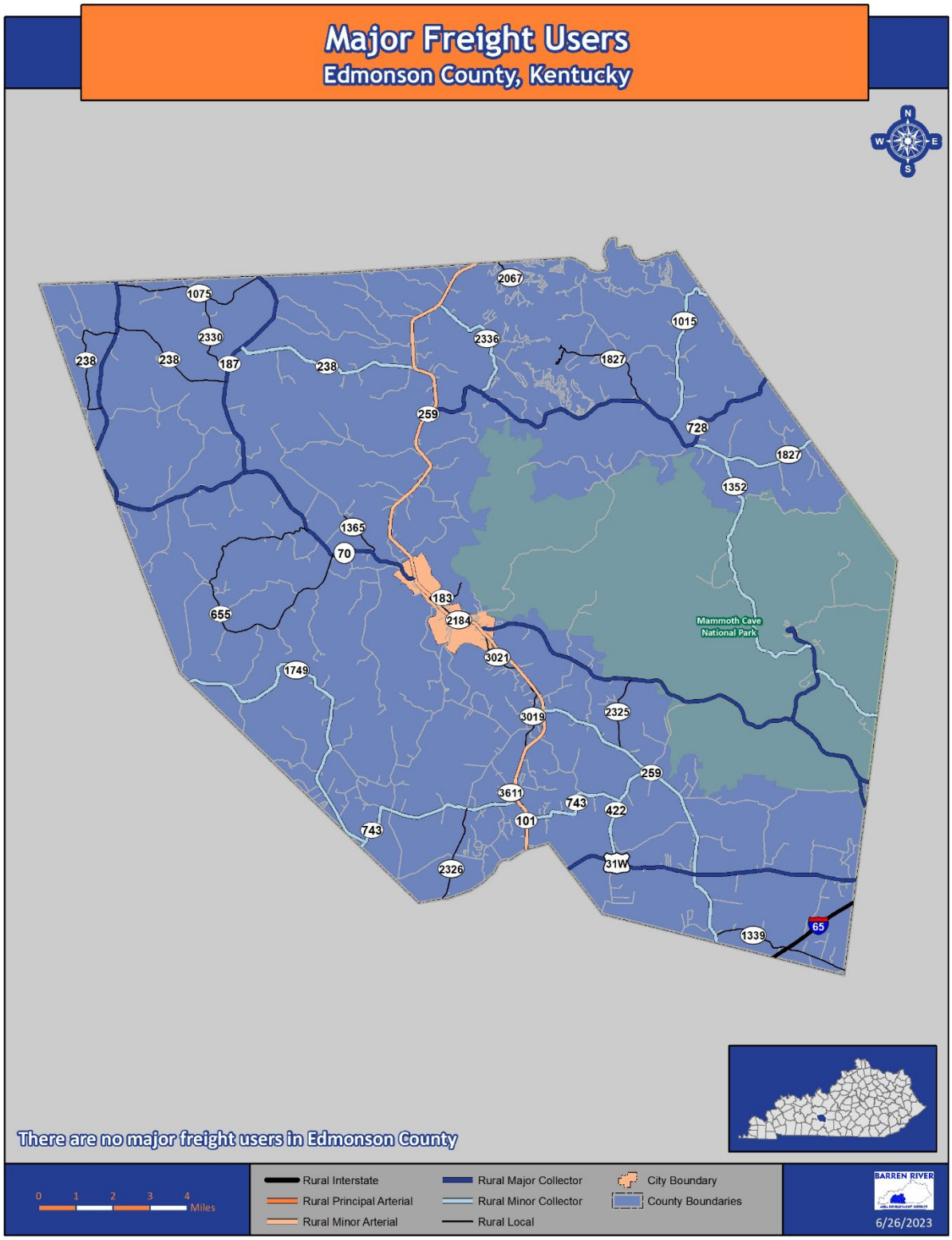


ID	Site Name
1	3A Composites USA Inc
2	Akebono Brake - Glasgow
3	American Materials Inc
4	Amneal Pharmaceuticals
5	Amneal Pharmaceuticals LLC
6	AT CORR PACKAGING PRODUCTS
7	Bluegrass Dairy and Foods Inc

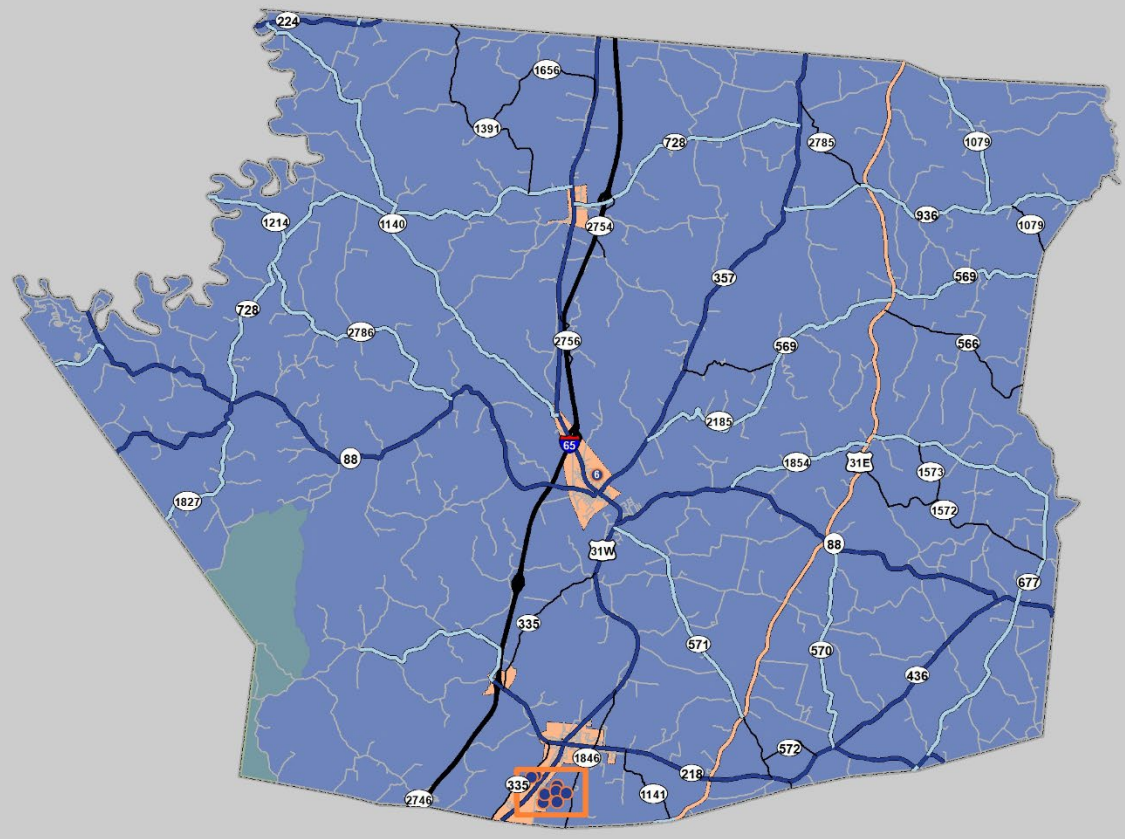
ID	Site Name
8	Bluegrass Dairy and Foods
9	Brokering Solutions
10	CHUHATSU North America Inc.
11	Dana Incorporated
12	Federal-Mogul Motorparts
13	LSC Communications
14	Nemark USA

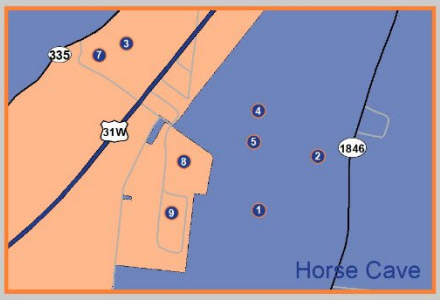
ID	Site Name
15	Nemark USA
16	Omnicare Inc.
17	Ply-Tech Corp
18	Span Tech LLC
19	Teckno Inc
20	TransAir Shipping
21	TWB LLC


Major Freight Users
Butler County, Kentucky
N
W
E
S
340
2713
2269
1118
79
411
340
269
269
403
70
1117
2161
1328
2266
4
403
70
2267
185
3205
231
165
949
1187
3182
1153
79
106
1083
626
1038
ID | Site Name
1 | Casco Products Corp
2 | Corvac Composites LLC
3 | Delta Faucet - Morgantown Plastics
4 | Real Alloy
5 | Stratus Plastics
Morgantown
0 1 2 3 4 Miles
Rural Interstate
Rural Principal Arterial
Rural Minor Arterial
Rural Major Collector
Rural Minor Collector
Rural Local
City Boundary
County Boundaries
BARREN RIVER
6/26/2023


Major Freight Users
Edmonson County, Kentucky
N
W
E
S
2067
1075
1015
2330
2336
238
238
187
238
1827
259
728
1827
1352
1365
70
183
655
2184
Mammoth Cave
National Park
3021
1749
3019
2325
259
3611
743
422
101
743
31W
2326
1339
65
There are no major freight users in Edmonson County
0 1 2 3 4
Miles
Rural Interstate
Rural Principal Arterial
Rural Minor Arterial
Rural Major Collector
Rural Minor Collector
Rural Local
City Boundary
County Boundaries
BARREN RIVER
6/26/2023

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

ID	Site Name
6	Hollander Sleep Products
7	Kentucky Chrome Works LLC
8	Sister Schubert's Homemade Rolls Inc
9	T Marzetti Company

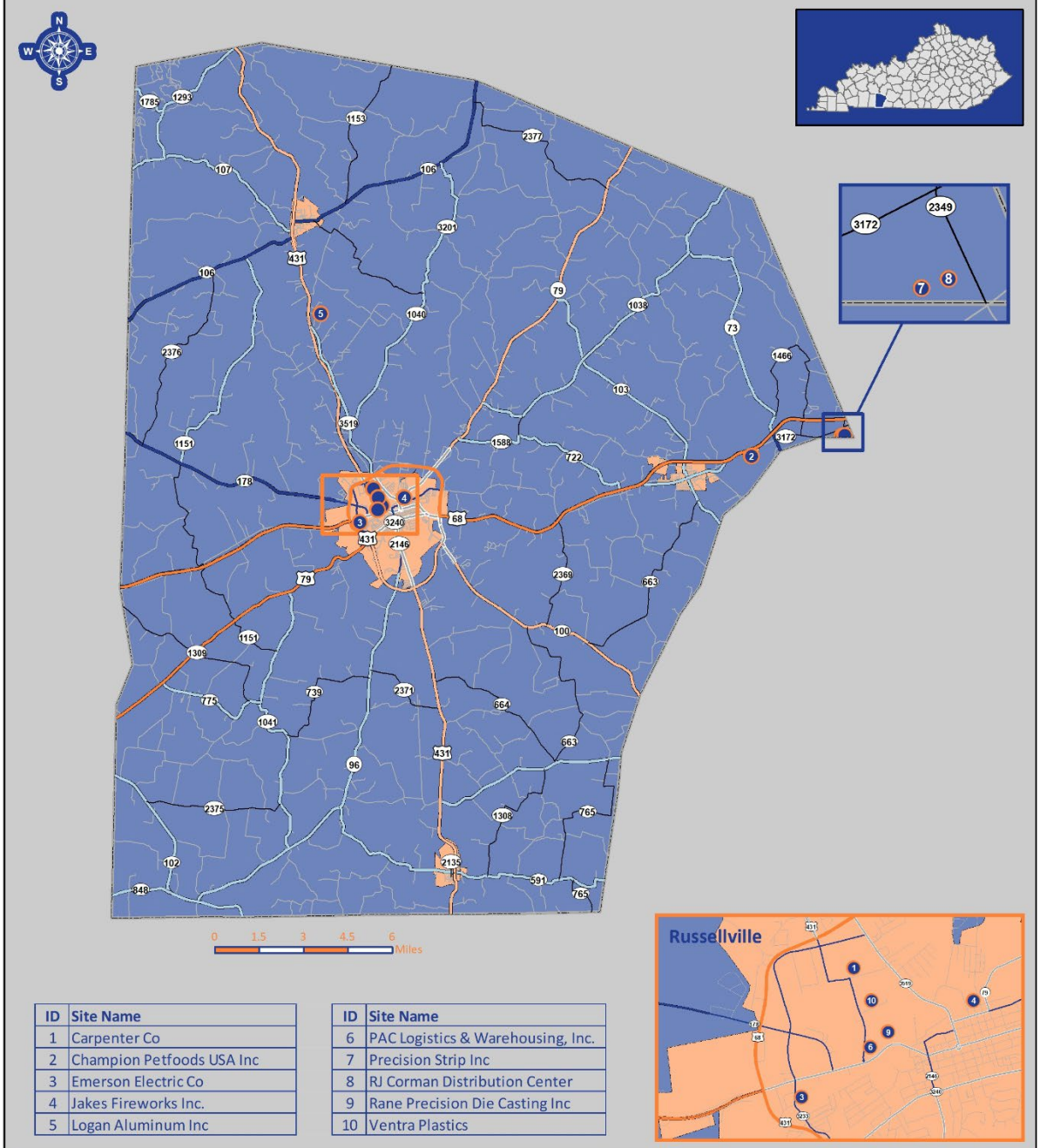
0 1.5 3 4.5 6 Miles

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

BARREN RIVER

6/26/2023

Major Freight Users
Logan County, Kentucky



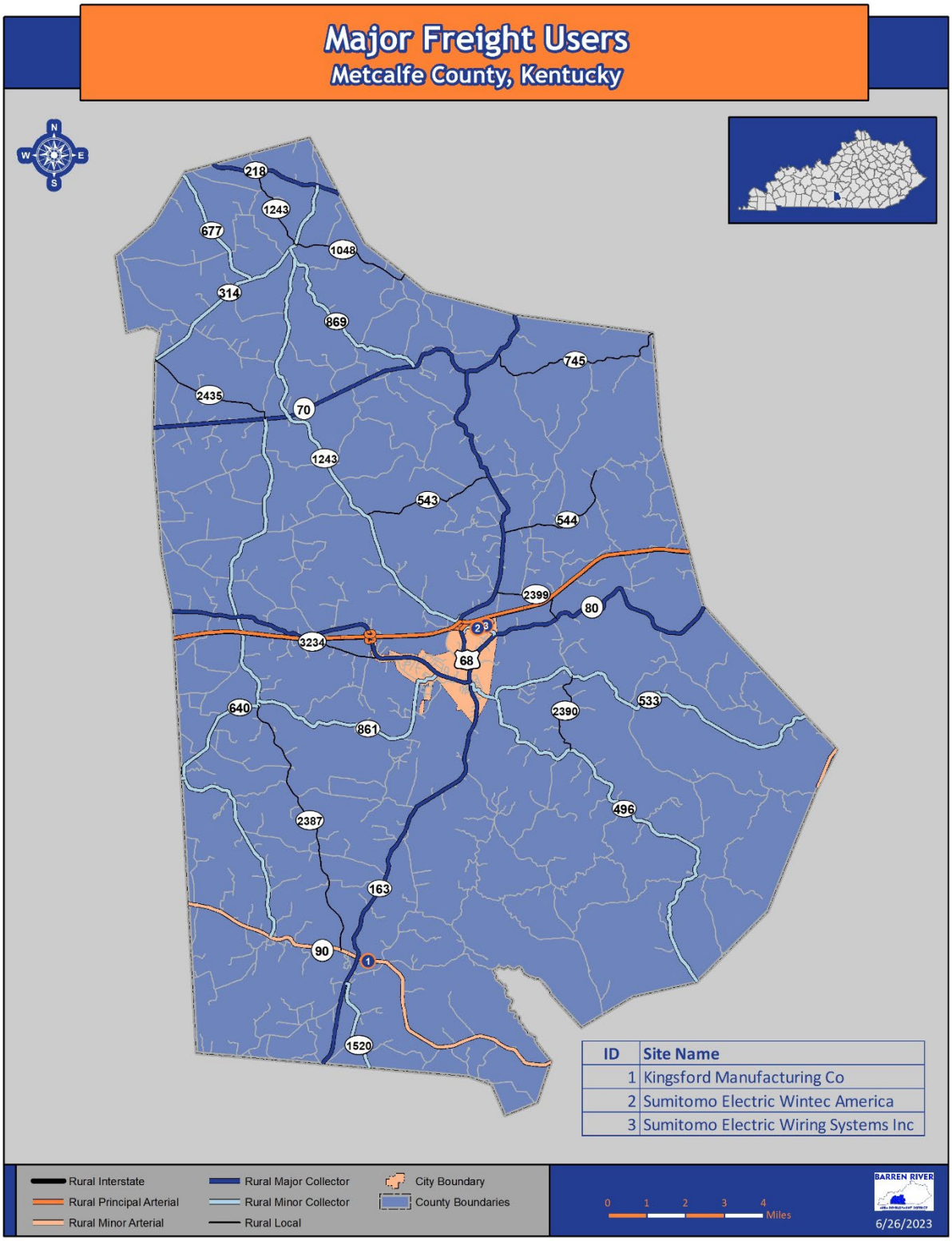
ID	Site Name
1	Carpenter Co
2	Champion Petfoods USA Inc
3	Emerson Electric Co
4	Jakes Fireworks Inc.
5	Logan Aluminum Inc

ID	Site Name
6	PAC Logistics & Warehousing, Inc.
7	Precision Strip Inc
8	RJ Corman Distribution Center
9	Rane Precision Die Casting Inc
10	Ventra Plastics

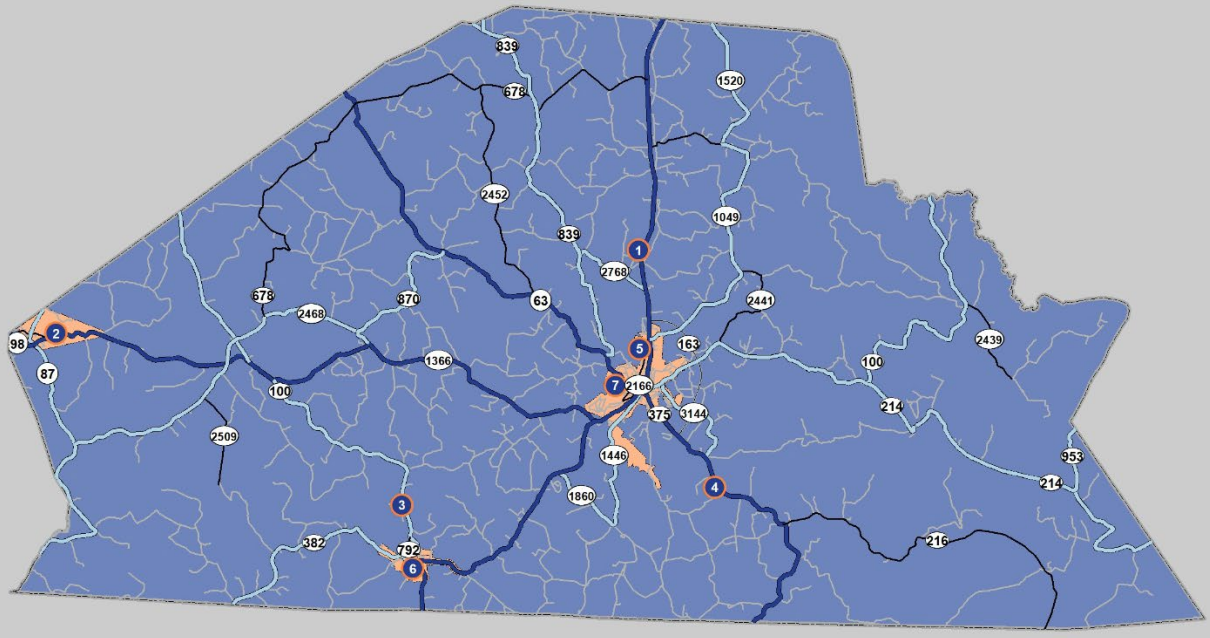
Rural Interstate
Rural Principal Arterial
Rural Minor Arterial
Rural Major Collector
Rural Minor Collector
Rural Local
Urban Principal Arterial
Urban Minor Arterial Street
Urban Collector Street
City Boundary
County Boundaries

BARREN RIVER

6/26/2023


Major Freight Users
Metcalfe County, Kentucky
N
W
E
S
218
1243
677
1048
314
869
745
2435
70
1243
543
544
2399
80
3234
68
640
861
2390
533
496
2387
163
90
1
1520
ID
Site Name
1 Kingsford Manufacturing Co
2 Sumitomo Electric Wintec America
3 Sumitomo Electric Wiring Systems Inc
Rural Interstate
Rural Principal Arterial
Rural Minor Arterial
Rural Major Collector
Rural Minor Collector
Rural Local
City Boundary
County Boundaries
0 1 2 3 4
Miles
BARREN RIVER
6/26/2023

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

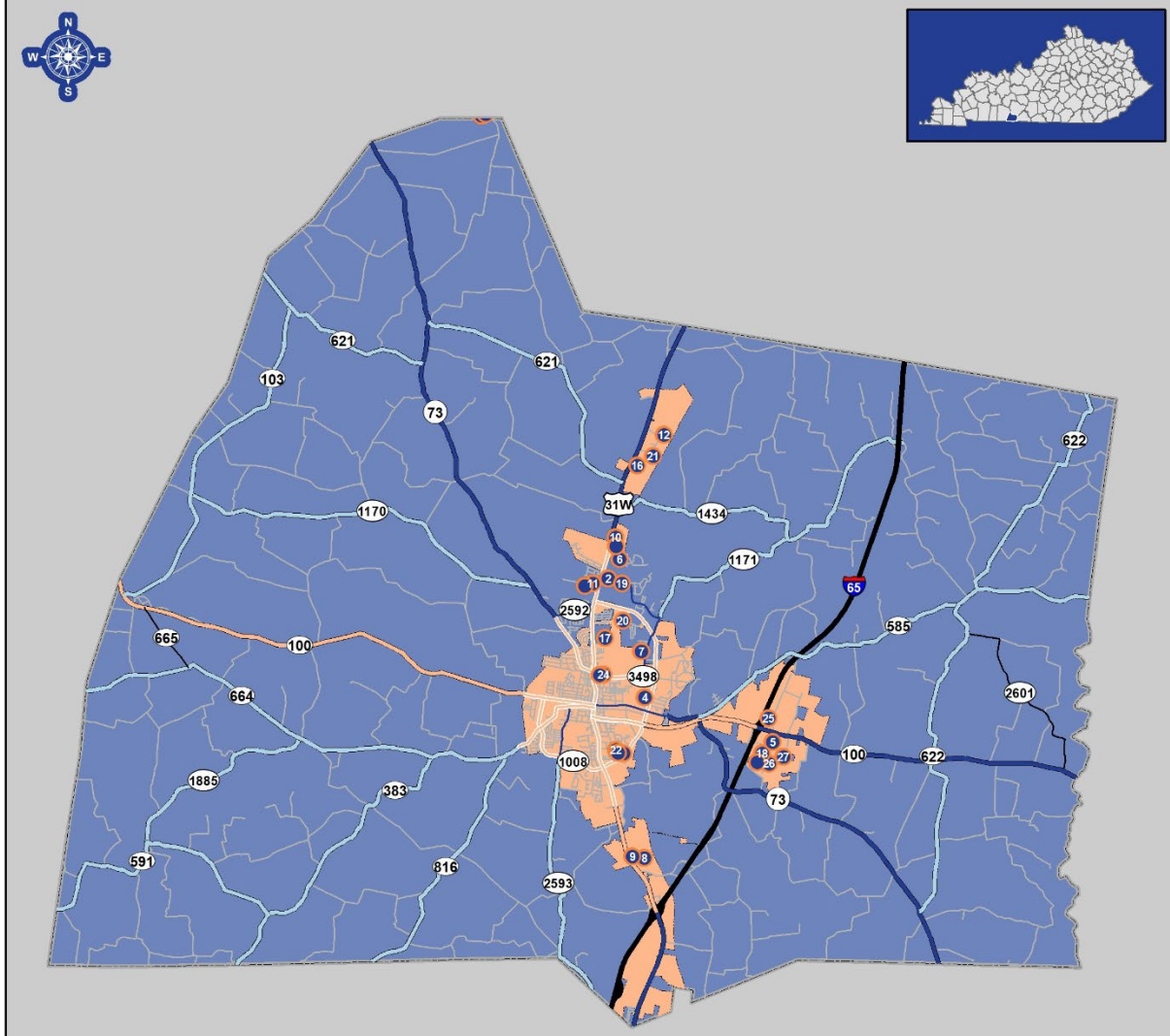
0 1 2 3 4 Miles

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

BARREN RIVER

6/26/2023

Major Freight Users
Simpson County, Kentucky



ID	Site Name
1	Averitt Express
2	Berry Global Inc.
3	Berry Plastics
4	Blu Pharmaceuticals
5	Camping World East Coast Distribution Center
6	Caraustar Industries
7	Chemway Holdings LLC
8	Equity Group- Kentucky Division LLC
9	Equity Group- Kentucky Division LLC (Hatchery)

ID	Site Name
10	Franklin Precision Industry Inc
11	Franklin Properties Distribution Company
12	Fritz Winter
13	Great Southern Tape, LLC
14	Harman International Industries Inc
15	Holley Performance Products
16	Luvata Franklin Inc
17	Meritor LLC
18	New Mather Metals

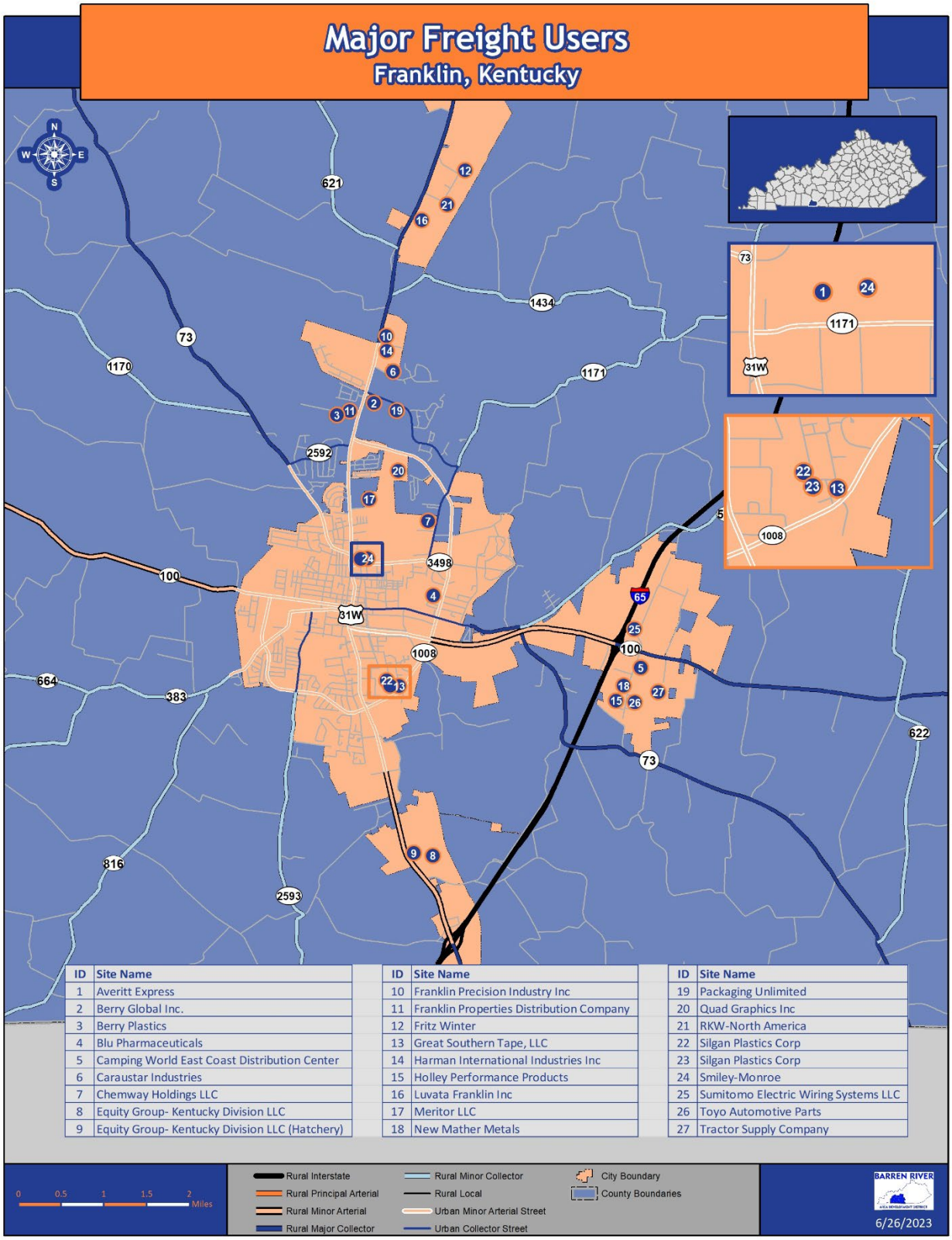
ID	Site Name
19	Packaging Unlimited
20	Quad Graphics Inc
21	RKW-North America
22	Silgan Plastics Corp
23	Silgan Plastics Corp
24	Smiley-Monroe
25	Sumitomo Electric Wiring Systems LLC
26	Toyo Automotive Parts
27	Tractor Supply Company

0 1 2 3 4 Miles

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

BARREN RIVER AREA DEVELOPMENT DISTRICT

6/26/2023



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1	Averitt Express
2	Berry Global Inc.
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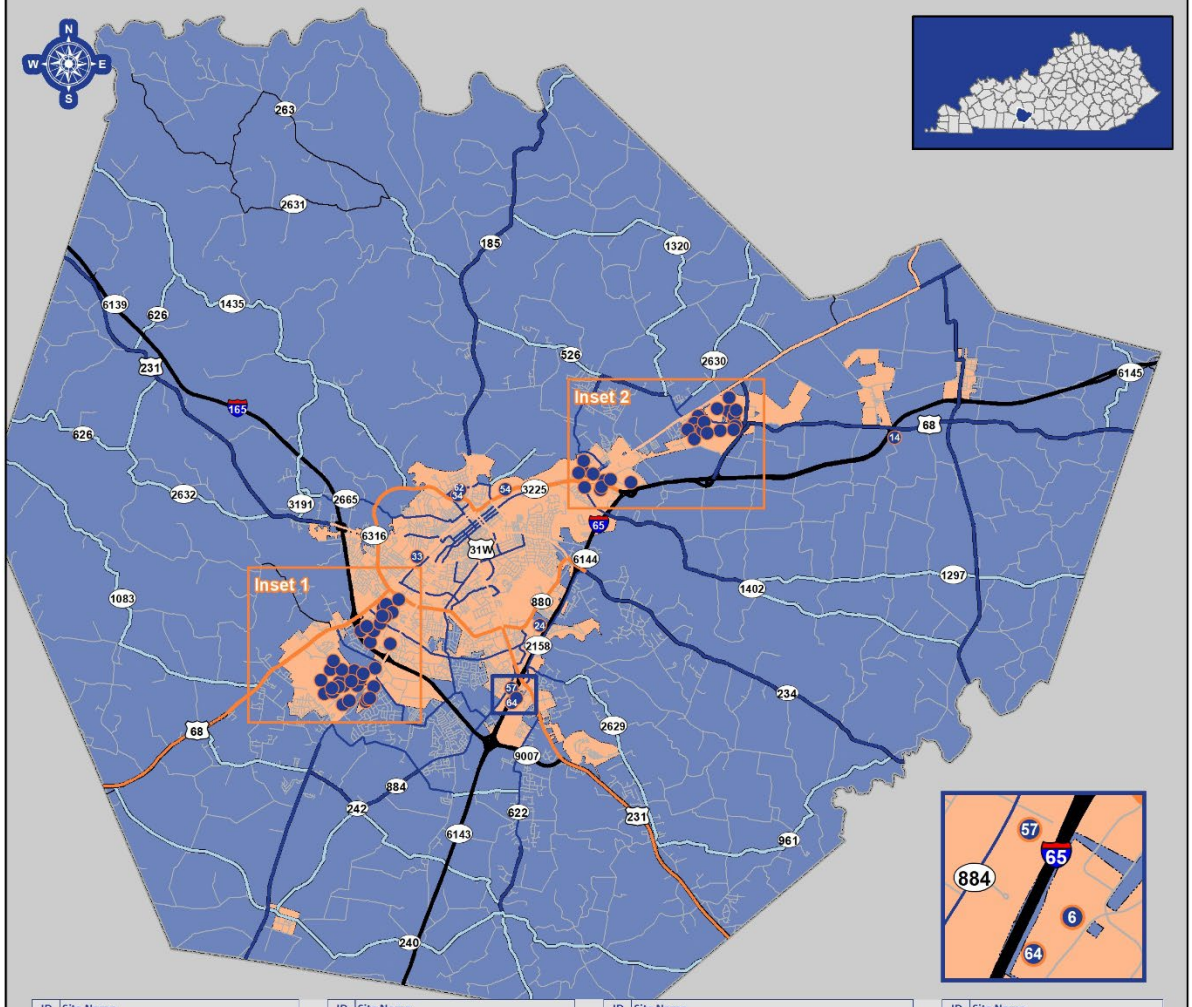
5	Camping World East Coast Distribution Center
6	Caraustar Industries
7	Chemway Holdings LLC
8	Equity Group- Kentucky Division LLC
9	Equity Group- Kentucky Division LLC (Hatchery)

ID	Site Name
10	Franklin Precision Industry Inc
11	Franklin Properties Distribution Company
12	Fritz Winter
13	Great Southern Tape, LLC
14	Harman International Industries Inc
15	Holley Performance Products
16	Luvata Franklin Inc
17	Meritor LLC
18	New Mather Metals

ID	Site Name
19	Packaging Unlimited
20	Quad Graphics Inc
21	RKW-North America
22	Silgan Plastics Corp
23	Silgan Plastics Corp
24	Smiley-Monroe
25	Sumitomo Electric Wiring Systems LLC
26	Toyo Automotive Parts
27	Tractor Supply Company

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	Android Industries
6	Averitt Express
7	Bando USA Inc
8	Bendix Spicer Foundation Brake LLC
9	Berry Global Inc
10	Berry Global Inc
11	Bluegrass SupplY Chain Services LLC
12	Bowling Green Metalforming LLC
13	Cannon Automotive Solutions-Bowling Green
14	Clark Distributing
15	Constellium Bowling Green LLC
16	Country Oven Bakery
17	Dayton Freight
18	Essity

ID	Site Name
19	EVINE
20	FedEx
21	FedEx Freight
22	Fort Dearborn Company
23	Fruit of the Loom
24	Fruit of the Loom
25	General Motors Corp
26	Georgia Pacific Consumer Operations LLC
27	Graham Packaging Company LP
28	Henkel
29	Henkel Corporation
30	Henkel Warehouse/Sun Products/DHS
31	Hennessy Industries Inc
32	Hill's Pet Nutrition Inc
33	Holley Performance Products
34	Houchens Industries Inc
35	International Paper
36	Kapstone Container Corp

ID	Site Name
37	Kight Millwork and Components
38	Kiriu USA Corporation
39	Kobe Aluminum Automotive Products LLC
40	Kobelco Aluminum Products and Extrusions Inc (KPEX)
41	Lord Corp
42	Metalworks Recycle-Reload LLC
43	NHK of America Suspension Components Inc
44	Old Dominion Freight Line
45	Pan-Oston
46	Procom Heating
47	Procom Heating, Inc
48	Reinhart Foodservice, LLC
49	Rhenus Automotive Operations, LLC
50	Scotty's Warehousing & Distribution
51	Sherwin Williams
52	Shiloh Industries Inc
53	Solrac Corp
54	Southland Manufacturing Inc

ID	Site Name
55	Stoody Co
56	Stupp Bridge Company
57	Three Springs Bottling Company, LLC
58	TMS Automotive LLC
59	Topura America Fastener Inc
60	Trace Die Cast Inc
61	Trace Die Cast Inc Building 2
62	Uknown
63	UPS
64	UPS
65	US Warehousing
66	US Warehousing Building 2
67	US Warehousing Building 3
68	US Warehousing Inc
69	US Warehousing Inc Building 2
70	Woodcraft Industries Inc
71	YRC Freight

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

6/26/2023

Major Freight Users
Warren County, Kentucky

ID	Site Name
1	ABF Freight System Inc
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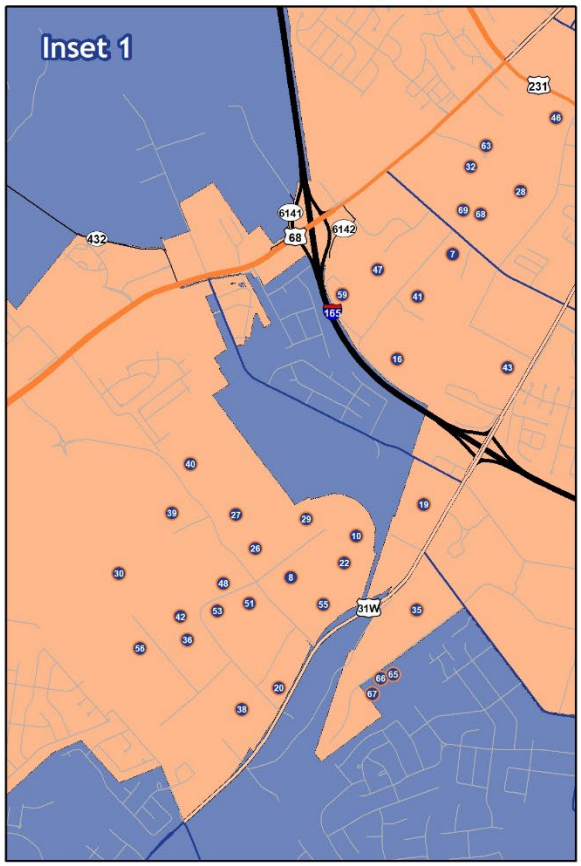
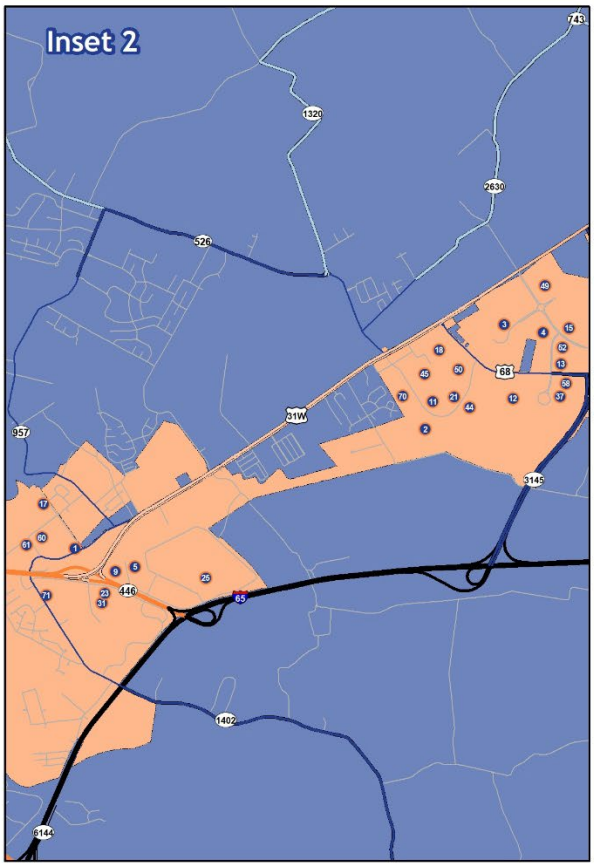
71	YRC Freight





CHAPTER 4: NHS INTERMODAL CONNECTOR REVIEW

4.1 Introduction

An Intermodal Connector is defined as a highway facility providing direct access for a freight generator, shipper or port terminal (rail or river) with a major transportation thoroughfare such as an interstate highway. Currently the FHWA has identified twenty facilities on the National Highway System (NHS) Intermodal Connector listing for Kentucky. Within the Purchase region only the Amtrak station in Fulton is currently on the statewide list. The PADD 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 PADD will also identify facilities that are not listed on the NHS Intermodal Connector Listing that meet FHWA criteria and recommend those be added to the base list. This information will be used to help identify projects to be recommended for Kentucky's Six Year Plan, the Statewide Long Range Plan, and the Unscheduled Needs List. Status as an Intermodal Connector produces viable possible funding option for designated roadway segments.

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

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

Primary Criteria

Commercial Aviation Airports

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

Ports

1. Terminals that handle more than 50,000 TEUs (a volumetric measure of containerized cargo which stands for twenty-foot equivalent units) per year, or other units measured that would convert to more than 100 trucks per day in each direction. (Trucks are defined as large single-unit trucks or combination vehicles handling freight.)

2. Bulk commodity terminals that handle more than 500,000 tons per year by highway or 100 trucks per day in each direction on the principal connecting route. (If no individual terminal handles this amount of freight, but a cluster of terminals in close proximity to each other does, then the cluster of terminals could be considered in meeting the criteria. In such cases, the connecting route might terminate at a point where the traffic to several terminals begins to separate.)
3. Passengers--terminals that handle more than 250,000 passengers per year or 1,000 passengers per day for at least 90 days during the year.

Truck/Rail

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

Pipelines

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

Amtrak

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

Intercity Bus

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

Public Transit

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

Ferries

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

2. Local--see public transit criteria above.

Secondary Criteria

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

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

Proximate Connections

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

BRADD Review and Suggestions

The existing base list of FHWA Official NHS IC Listing for Kentucky has been reviewed by the BRADD. Staff utilized knowledge of the area, reviewed the primary and secondary criteria for inclusion to the NHS IC listing and held discussions with the Barren River ADD Regional Transportation Committee (RTC). The Barren River ADD currently has no NHS Intermodal Connectors identified within the region. A review of primary and secondary criteria for NHS Intermodal Connectors was undertaken by the Barren River ADD. The review determined that no facilities within the BRADD meet standards for holding status as an NHS Intermodal Connector.

CHAPTER 5: TRUCK PARKING INVENTORY

5.1 Introduction

The BRADD maintains an inventory of existing truck parking resources for KYTC. This data allows the KYTC to apply for FHWA Truck Parking Grant Funds. These grant applications require information about available truck parking spaces and demand for said parking spaces.

Once a driver reaches 11 Hours of Service (HOS), they must stop their truck for a 10 hour period of rest. If a driver cannot find a place to park they end up driving over the HOS to get to the next parking area and risk fines if caught. This causes drivers to become very creative in where they park to get the mandatory rest. It can also create a safety issue for tired drivers.

Examples of places that drivers may attempt to use when faced with a lack of appropriate facilities:

- Business parking lots (often run off by security)
- Along shoulders of roads (which tears up shoulders)
- Along exit / entrance ramps (narrows the ramps for other drivers)

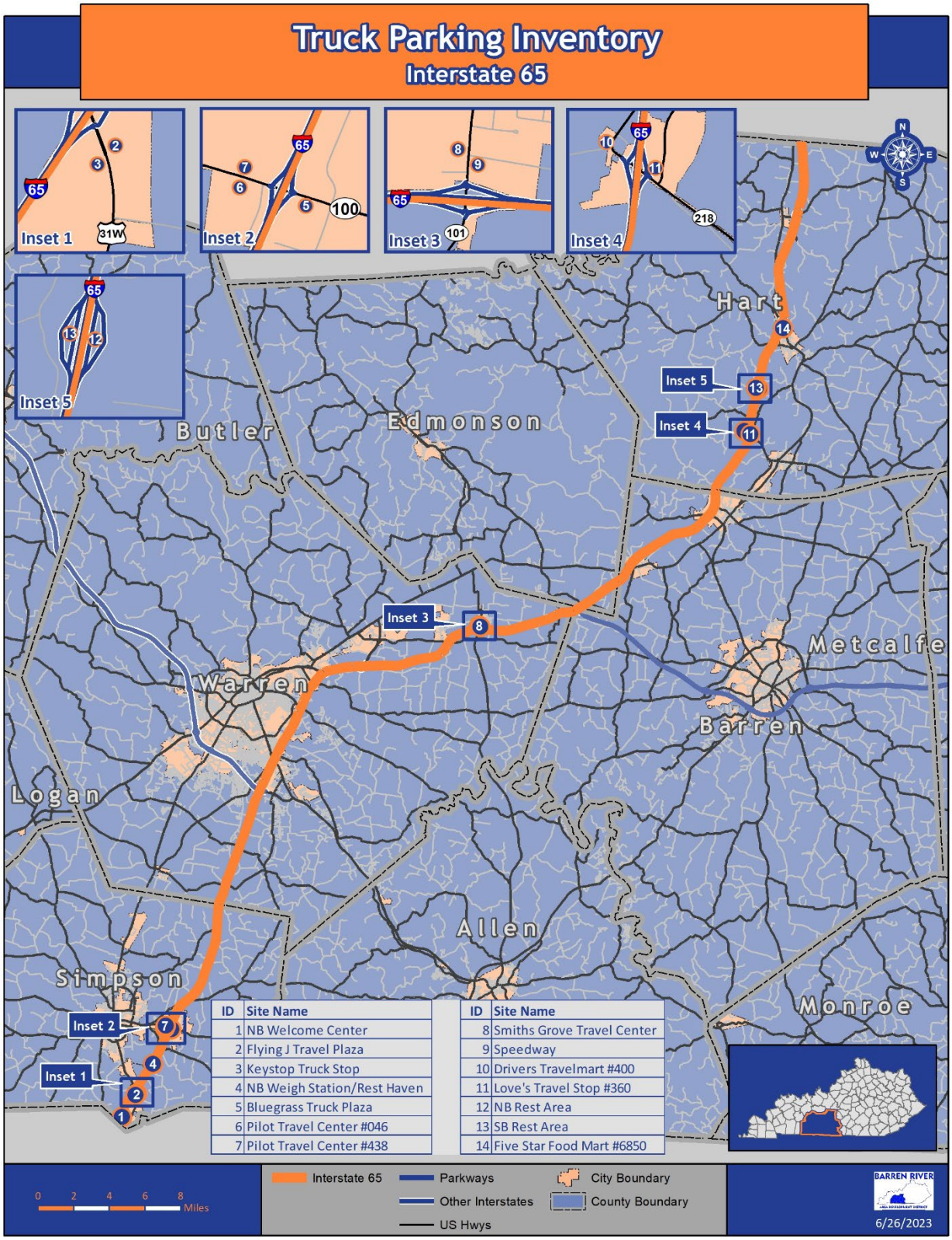
The BRADD conducts an Exit by Exit review to collect or confirm the inventory along Interstate 65, the William H. Natcher Parkway, and the Cumberland Parkway. Every attempt has been made to document if each exit would be considered appropriate or not appropriate for truck use. For example, the ADD inventory would seek to discourage trucks exiting into residential areas or those areas lacking truck access. If a location is acceptable, then available services (truck parking spaces, diesel fuel, lodging, vending, restaurants, pay telephones, public restrooms, and hospital within 10 miles of exit) are documented within one mile of the exit appropriate for trucks. The BRADD will also document areas where trucks are permitted to park overnight (along city streets, near interstates and parkways, and business parking lots).

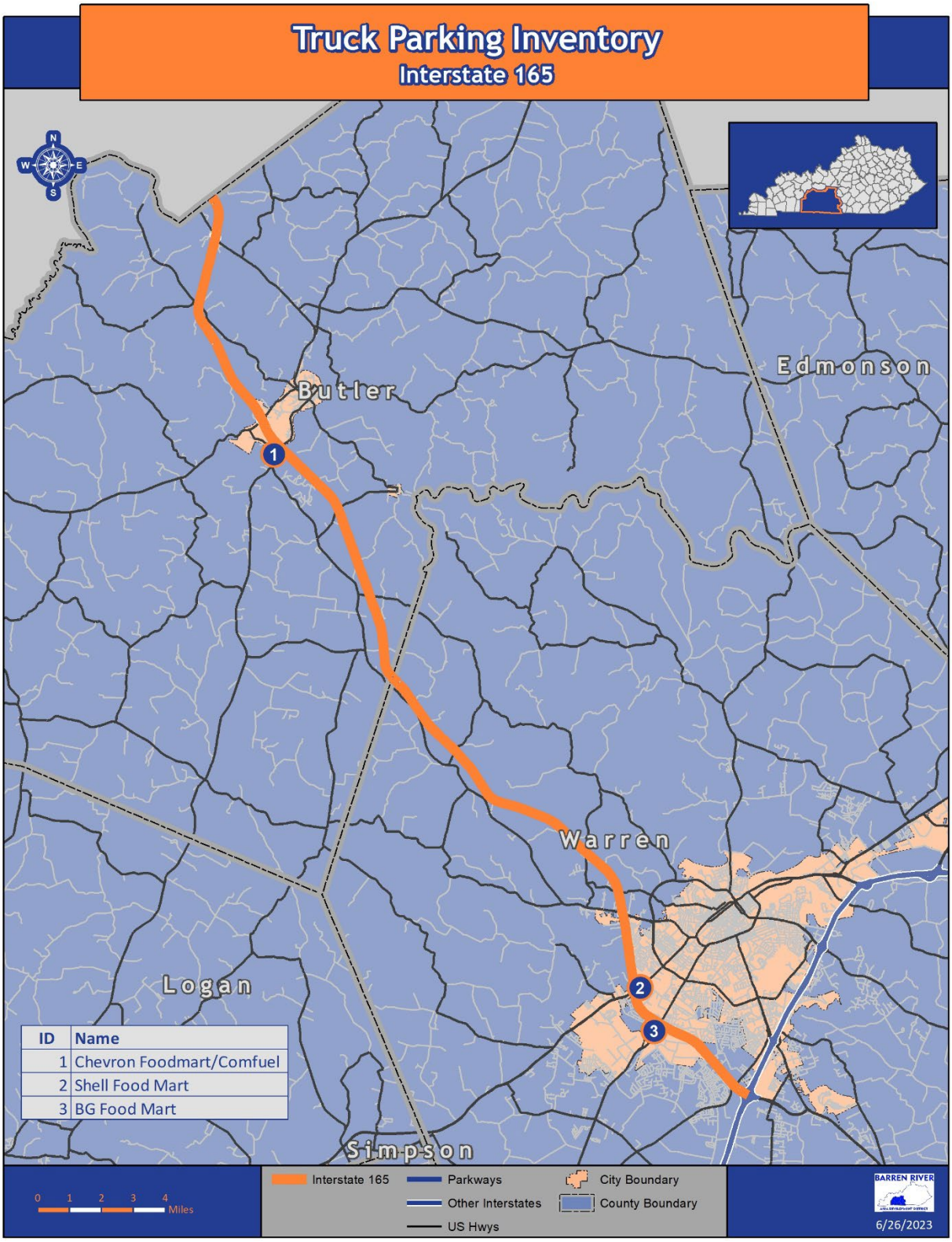
The exits are classified by the following types:

- Weigh Station, Rest Area or Welcome Center – **Weigh Station**-scales operated by Kentucky Vehicle Enforcement; may include parking spaces, vending, restrooms, etc. **Rest Area-**public rest area owned by KYTC; may include parking spaces, vending, restrooms, etc. **Welcome Center**-staffed by Kentucky Tourism Cabinet; may include parking spaces, vending, restrooms, etc.
- Truck Stop – privately owned facility that has fuel lanes, restrooms, convenience store, food, etc., and may have overnight parking
- General Service Exit – interstate or parkway exit that offers travel services to truckers, without overnight parking lots; truck parking may be available along nearby streets

The complete BRADD Truck Parking Inventory is available for review by request, and includes additional information concerning available facilities at each exit. The 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.


Truck Parking Inventory
Interstate 65
Inset 1
Inset 2
Inset 3
Inset 4
Inset 5
Butler
Edmonson
Hart
Warren
Metcalfe
Barren
Logan
Allen
Simpson
Monroe
ID | Site Name
1 NB Welcome Center
2 Flying J Travel Plaza
3 Keystop Truck Stop
4 NB Weigh Station/Rest Haven
5 Bluegrass Truck Plaza
6 Pilot Travel Center #046
7 Pilot Travel Center #438
8 Smiths Grove Travel Center
9 Speedway
10 Drivers Travelmart #400
11 Love's Travel Stop #360
12 NB Rest Area
13 SB Rest Area
14 Five Star Food Mart #6850
0 2 4 6 8 Miles
Interstate 65
Parkways
Other Interstates
US Hwys
City Boundary
County Boundary
BARREN RIVER
6/26/2023


Truck Parking Inventory
Interstate 165
N
W
E
S
Butler
Edmonson
Warren
Logan
Simpson
1
2
3
ID | Name
1 | Chevron Foodmart/Comfuel
2 | Shell Food Mart
3 | BG Food Mart
0 1 2 3 4 Miles
Interstate 165
Parkways
Other Interstates
US Hwys
City Boundary
County Boundary
BARREN RIVER
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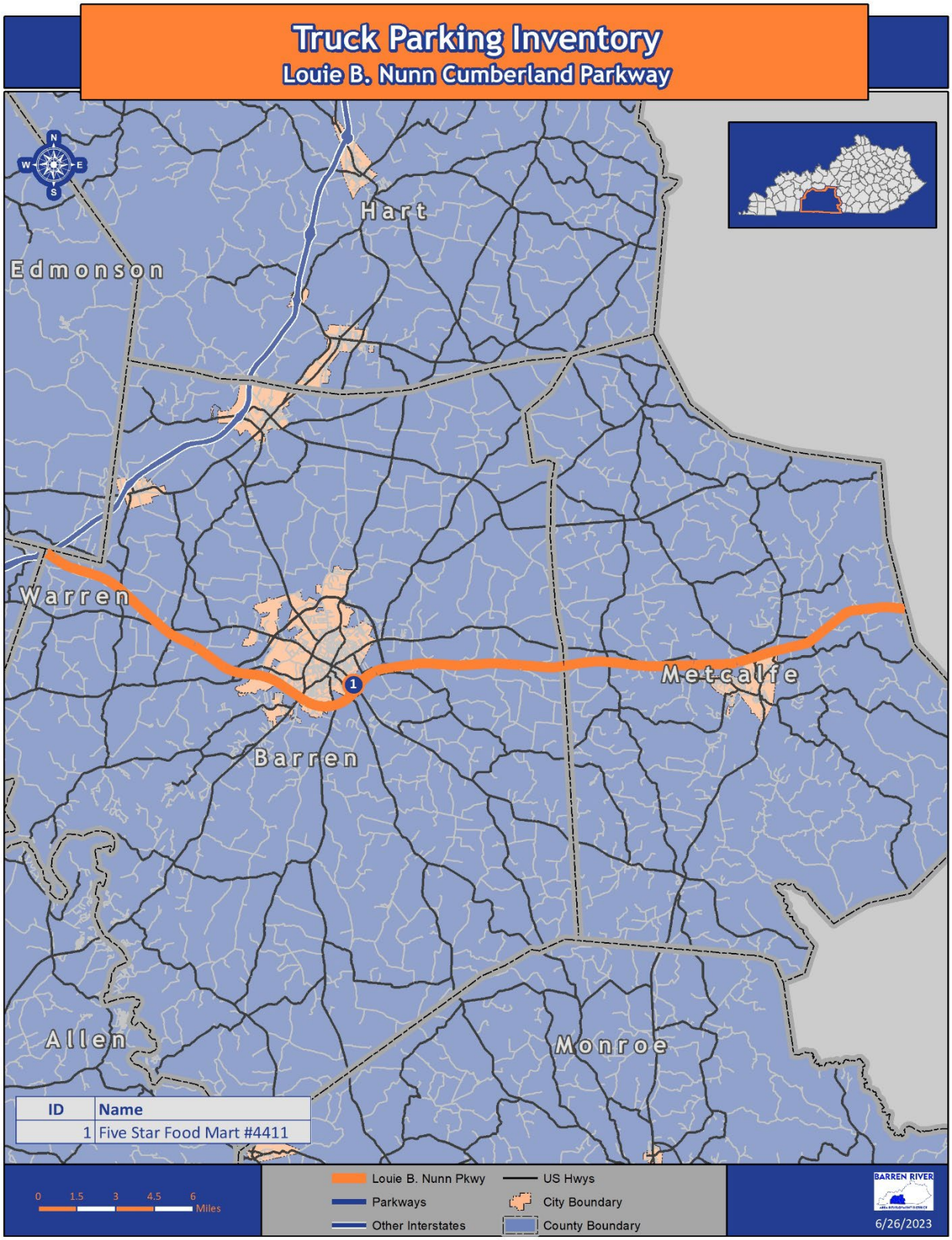

Truck Parking Inventory
Louie B. Nunn Cumberland Parkway
N
W
E
S
Hart
Edmonson
Warren
Barren
Metcalfe
Allen
Monroe
1
ID
Name
1
Five Star Food Mart #4411
0
1.5
3
4.5
6
Miles
Louie B. Nunn Pkwy
Parkways
Other Interstates
US Hwys
City Boundary
County Boundary
BARREN RIVER
6/26/2023

CHAPTER 6: LIST OF RAIL YARDS

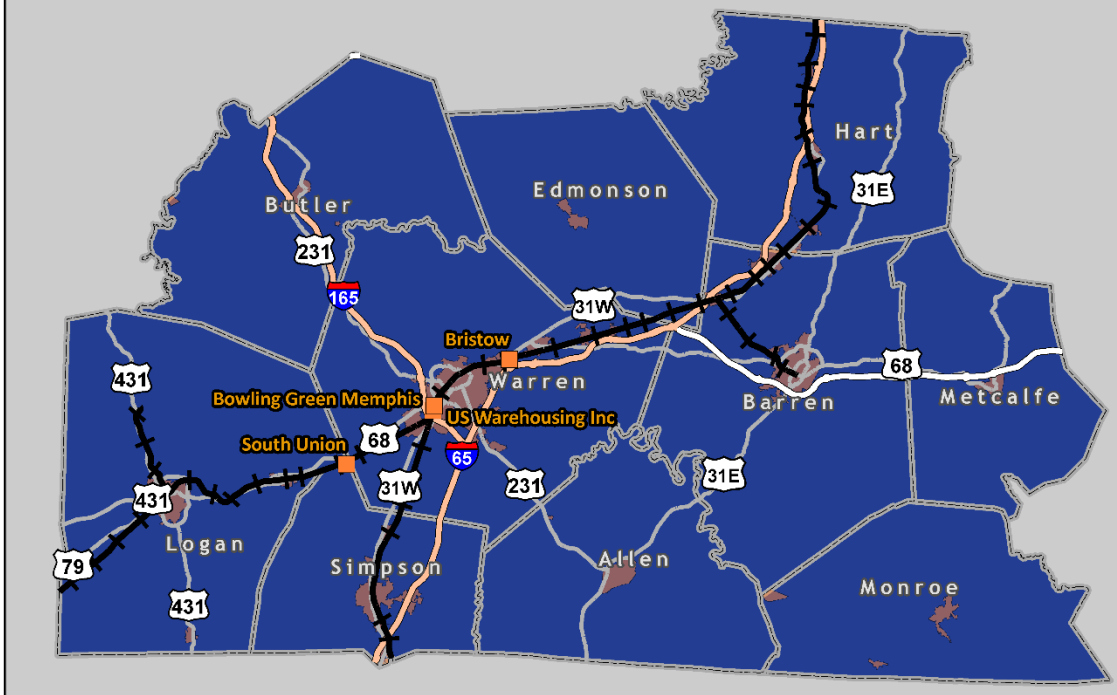
6.1 Introduction

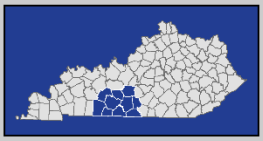
A list of rail yards showing active railroads including rail yard locations throughout the state was collected in FY10. Each year the ADD reviews this listing for minor revisions. During this process, if rail yards are discovered that are not identified, the ADD planner records the name and location and updates the list and map providing the information to KYTC. If during this process a rail yard is discovered to be no longer active, then the updated listing to KYTC will be noted as "not in use".

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 BRADD 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.

Presently, passenger rail does not exist in the BRADD area. Freight rail lines in the Barren River area are operated by both CSX and RJ Corman. CSX operates the Bowling Green-Memphis Junction yard in Warren County. This yard serves as the primary rail facility in the Barren River area. CSX holds contracts with several private yards within the area that are privately owned and serve individual industries.

Rail Yards in the Barren River Region





0 5 10 15 20 Miles

Active Rail
Rail Yards
Parkways
Interstate
US Hwys
City Boundary
County Boundaries

BARREN RIVER

6/26/2020

CHAPTER 7: BICYCLE PEDESTRIAN ASSETS

7.1 Introduction

The ADD works with identified communities to locate any existing bicycle or pedestrian assets or accommodations within the jurisdiction to develop spatial information accordingly. Accommodations or assets may include: location of sidewalks, crosswalks, bike lanes, etc.

As transportation planner we are tasked to provide recommendations on the best ways to incorporate design, operational efficiency, and better management of our transportation network. In relationship to bicycle and pedestrian facilities; often time we don't have accurate (if any) data on where current facilities are located. To better consider and recommend the inclusion of future facilities within ALL types of road work, we need to know where logical connections may be located. We need to know where current missing links may be located in a downtown sidewalk network. We need to identify opportunities for connections of bicycle facilities; both locally and regionally.

In 2014 the Cabinet partnered with the ADD agencies to begin the start of a more complete statewide bicycle and pedestrian GIS inventory database of all pedestrian and bicycling facilities/assets. These facilities include anything that the bike/ped public uses for non-motorized transportation in the city or community such as sidewalks, bike lanes, bike paths, or separated multi-use paths.

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

The bike ped plans and information collected by the ADD is currently available on an interactive map at https://www.arcgis.com/apps/dashboards/8c37590c4cfc4f6e99c339dd041ac4fa.

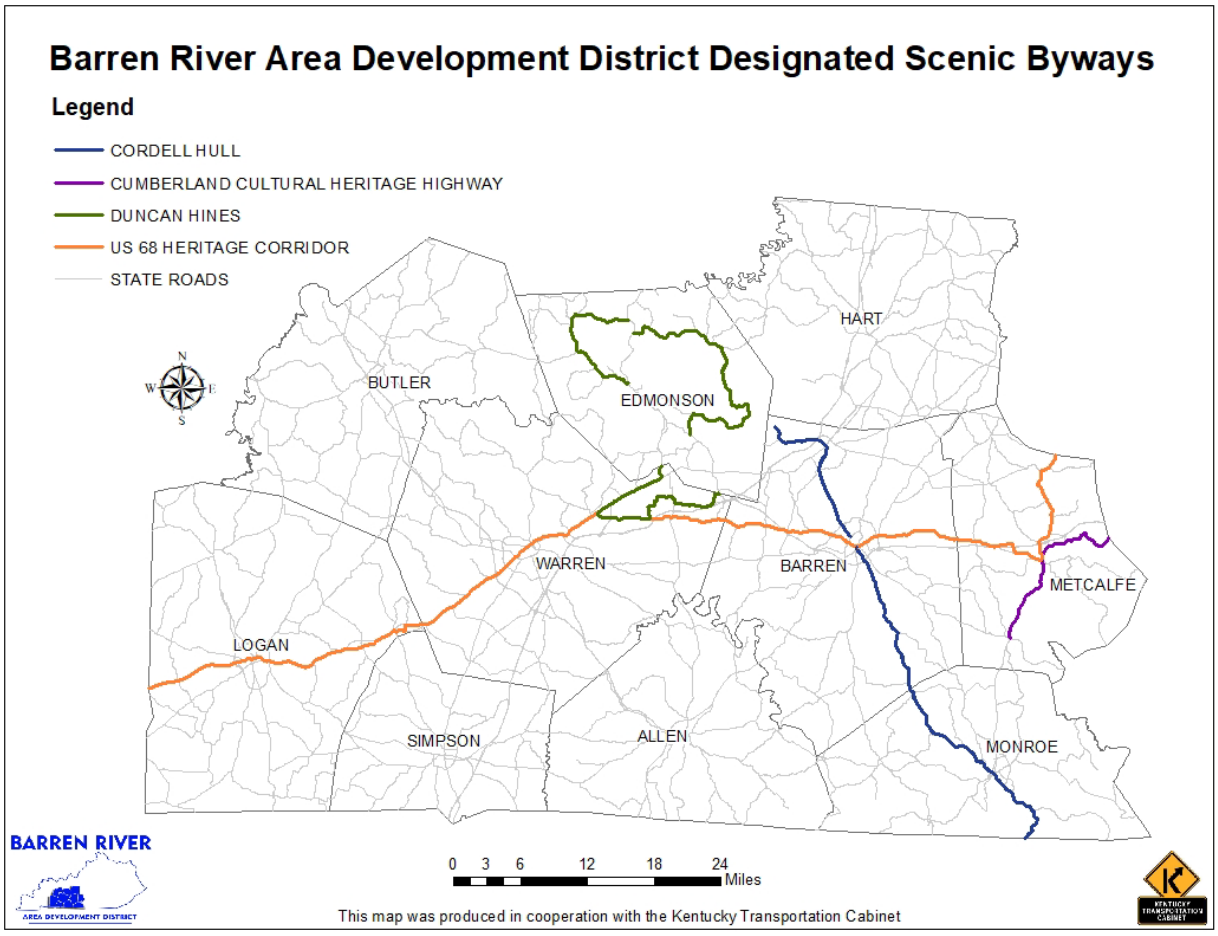
CHAPTER 8: SCENIC BYWAYS INVENTORY

8.1 Introduction

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

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 Metcalf counties. With the Duncan Hines byway located in both Edmonson and Warren County with the Cumberland Cultural Heritage Highway located in Metcalf County.

8.2 Location Map



CHAPTER 9: Park and Ride Inventory

9.1 Introduction

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 cabinet realizes that not all park -and ride facilities available are under its jurisdiction and control. If private owners of Park and Ride facilities want to be included or not, KYTC will leave that to private owners' discretion.

The inventory will be maintained as part of a Geographic Information System (GIS) and can be displayed on maps. This inventory will be updated every four years to ensure accuracy and the ADDs are encouraged to inform KYTC staff of changes that have occurred in their communities such as the closing or opening of a new facility.

9.2 Location Map


South Campus Park and Ride
Storey Ave/ Nashville Rd, Bowling Green, KY 42104
BUTLER
EDMONSON
WARREN
Park & Ride
BARREN
LOGAN
Bowling Green
SIMPSON
ALLEN
BELLEVUE AVE
ASHMOOR AVE
EMMETT AVE
Park & Ride
STOREY AVE
PRIVATE RD 5
PRIVATE RD 3 NC
PRIVATE RD 3
231
31W
N
W
E
S
0
200
400
600
800
Feet
BARREN RIVER

CHAPTER 10: TRANSPORTATION TERMS AND ACRONYMS

9.1 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 administrated. 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 it members MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research, a forum for transportation policy development and coalition building, and a variety of other services

B

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

Bicycle Lane (Bike Lane)
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

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 Federal Highway Administration is a division of the United Stated 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.