

KIPDA Area Development District

Regional Transportation Asset Inventory



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EFFECTIVE JUNE 30, 2015



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. Most recently the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. SAFETEA-LU addresses challenges such as improving safety and reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. Most recently the Moving Ahead for Progress in the 21st Century Act (MAP 21) passed in 2012. 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). These Congressional acts authorize all on-going federal-aid transportation programs. 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 Six-Year Highway Plan.

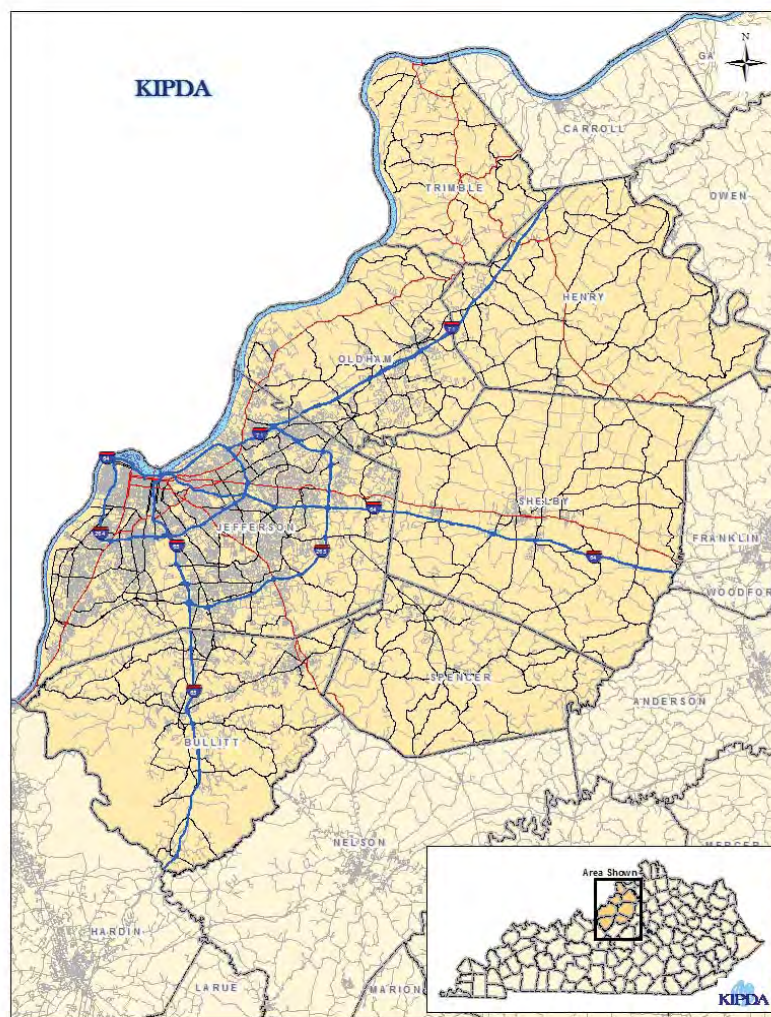
KYTC Policies and Procedures for the Regional Transportation Program outlines the policies and guidelines for the program within and in relation to the designated ADD of the Commonwealth of Kentucky. State Legislation was enacted in 1972 creating the ADDs by law in Chapter 147A of the Kentucky Revised Statutes (KRS). The KYTC has historically administered major comprehensive transportation programs at the urban, metropolitan, and statewide levels. The

creation of the ADD pursuant to federal legislation established an effective link for the development of a comprehensive transportation program utilizing local, regional, and statewide agencies.

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

The KIPDA Area Development District (KIPDA ADD) is composed of a seven county region in central Kentucky.

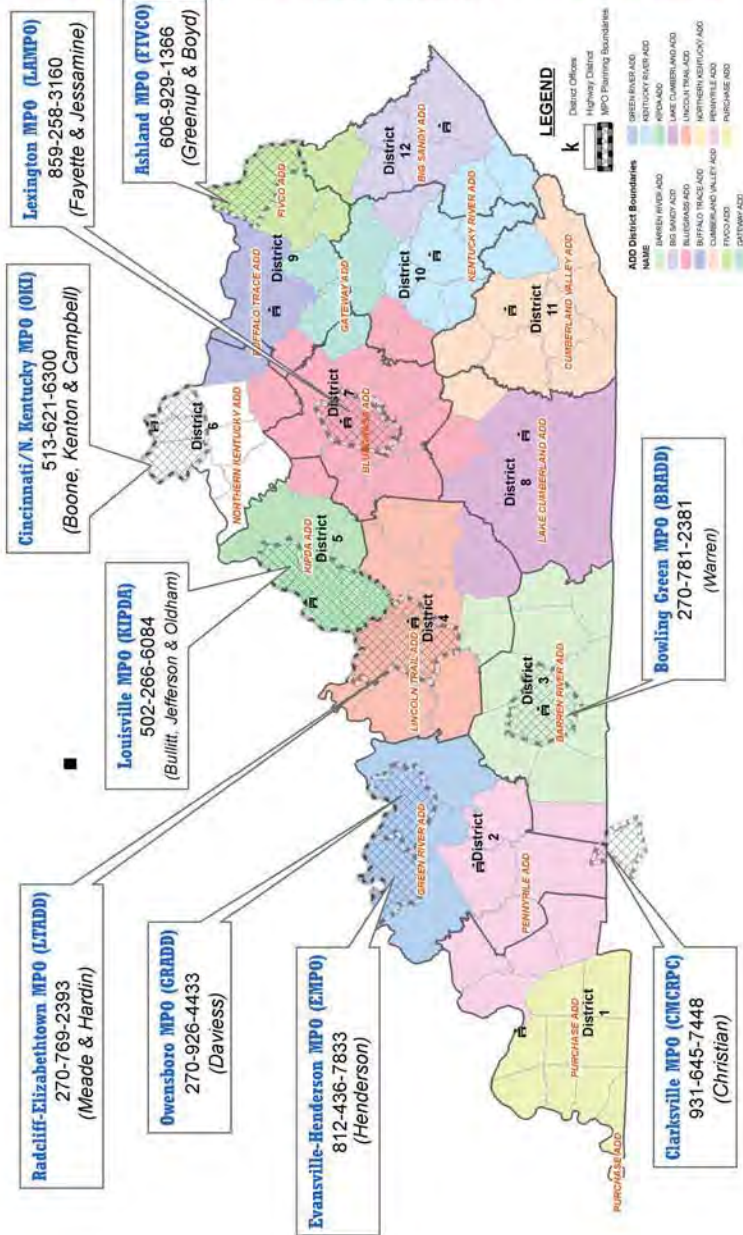
KIPDA Area Development District



1.2 Map of ADD, MPO, HDO Boundaries

ADDs, MPOs and KYTC Highway Districts

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



District #1 Paducah 270-898-2431	District #2 Madisonville 270-824-7080	District #3 Bowling Green 270-746-7898
Ballard Callaway Carlisle Crittenden Fulton Graves Hickman Livingston Lyon McCracken Marshall Trigg	Caldwell Christian Davis Hancock Henderson Hopkins McLean Muhlenberg Ohio Union Webster	Allen Barren Butler Edmonson Logan Metcalfe Monroe Simpson Todd Warren
District #4 Elizabethtown 270-766-5069	District #5 Louisville 502-367-6411	District #6 Covington 859-341-2700
Breckinridge Green Hardin Hart Larue Marion Meade Nelson Taylor Washington	Bullitt Franklin Henry Jefferson Oldham Shelby Spencer Trimble	Boone Bracken Campbell Carroll Gallatin Grant Harrison Kenton Owen Pendleton Robertson
District #7 Lexington 859-246-2355	District #8 Somerset 606-677-4017	District #9 Flemingsburg 606-845-2551
Anderson Bourbon Boyle Clark Fayette Garrard Jessamine Madison Montgomery Scott Woodford	Adair Casey Clinton Cumberland Lincoln McCreary Pulaski Rockcastle Russell Wayne	Bath Boyd Carter Elliott Fleming Greenup Lewis Mason Nicholas Rowan
District #10 Jackson 606-666-8841	District #11 Manchester 606-598-2145	District #12 Pikeville 606-433-7791
Breathitt Estill Lee Magoffin Menifee Morgan Owsley Perry Powell Wolfe	Bell Clay Hartman Jackson Knox Laurel Leslie Whitley	Floyd Johnson Knott Lawrence Letcher Martin Pike

1.3 Purpose of the Regional Transportation Asset Inventory

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

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

The KIPDA ADD is responsible mainly for the analysis of data, identification and evaluation of needs in their region, and the subsequent evaluation and prioritization/ranking of projects in the UNL for possible inclusion in the KYTC Six-Year Highway Plan. The KIPDA ADD role in the statewide transportation planning process is to:

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

The role of RTC is to provide input into this regional and statewide process. The committee is comprised of a diverse group of interest that impact or are impacted by the transportation system.

The committee will work with the KIPDA in evaluating and prioritizing needs concerned with all modes of transportation.

Through cooperation with the KIPDA, 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 KIPDA's efforts to assess the mobility and accessibility for the region. This identification process is considered an on-going activity with the KIPDA ADD RTC and the District 5 HDO following the continuous evaluation of the local and regional transportation systems.

CHAPTER 2: DEVELOPMENT, REVIEW AND RANKING OF PROJECT IDENTIFICATION FORM

2.1 Introduction

The development, review and ranking of the Project Identification Forms (PIFs) is a process that involves identification of transportation needs, based on local official and public input. The PIF 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 PIFs is used to create the KYTC Unscheduled Needs List (UNL). The project identification and evaluation process through the use of the PIF 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 Six-Year 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.

Development, Evaluation & Maintenance

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 PIF 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 PIF application. The ADD and HDO are responsible for maintaining all information in the application. Additionally, the ADD and HDO are responsible for the quality, clarity, and completeness of needs specific to their boundaries. DOP coordinates and oversees the PIF application. The needs identified from this process are recorded in the UNL database until all project phases are advanced into the KYTC Six-Year 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.

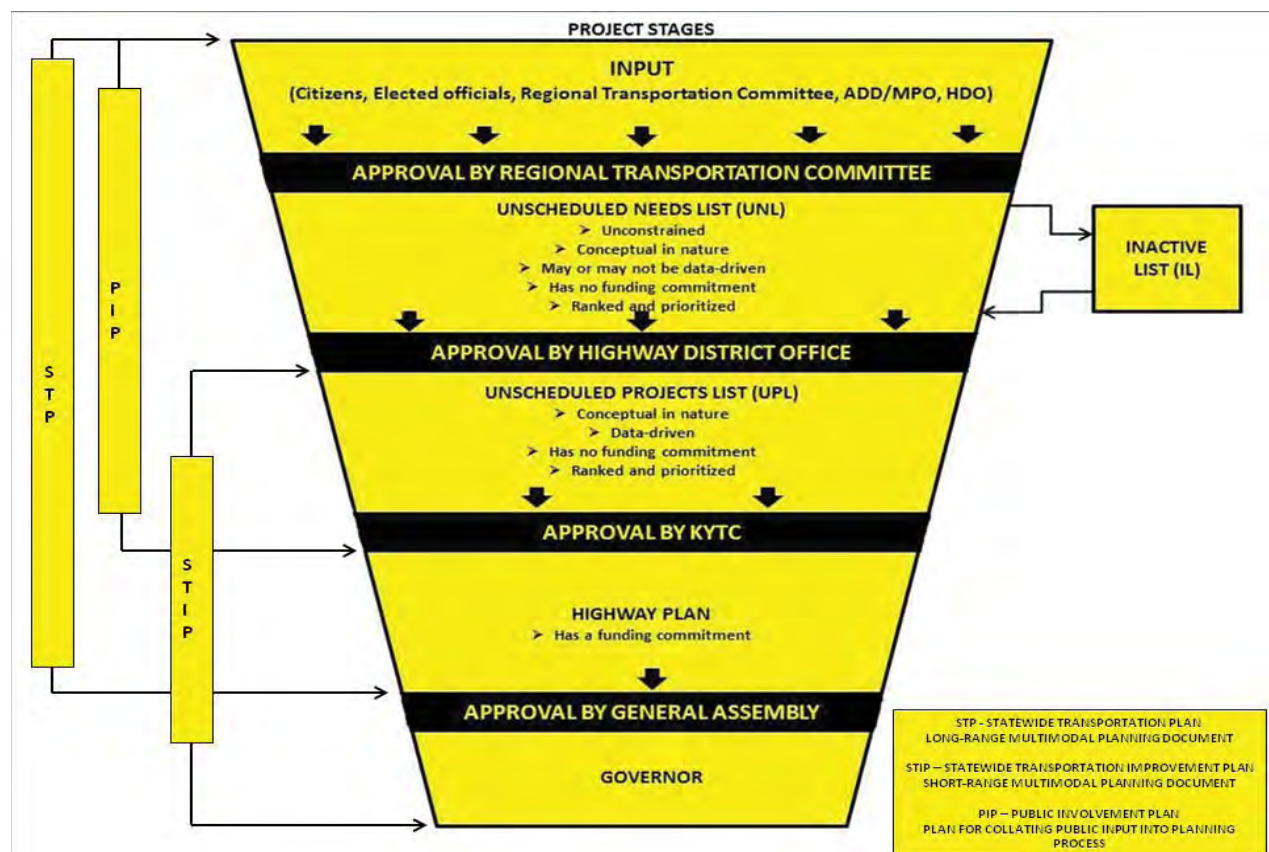
The ADD reviews all UNL items in relation to other identified needs or projects (UNL, UPL, Highway Plan) and if necessary, make revisions to project descriptions, termini, mile-points, or other information as may be required. Special attention is given to adequately describing the issue to be addressed 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. Before each prioritization cycle the ADD provides the KYTC with a plan for obtaining the priorities. This outlines the process the ADD will follow to collect input and the local and regional priorities. This plan is included as part of the documentation report required by the KYTC at the conclusion of the priority process. 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 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 Six-Year Highway Plan provided to the governor and ultimately presented to the General Assembly for approval. Listed below is a chart of the different stages a project goes through the process.



2.2 UNL Listing

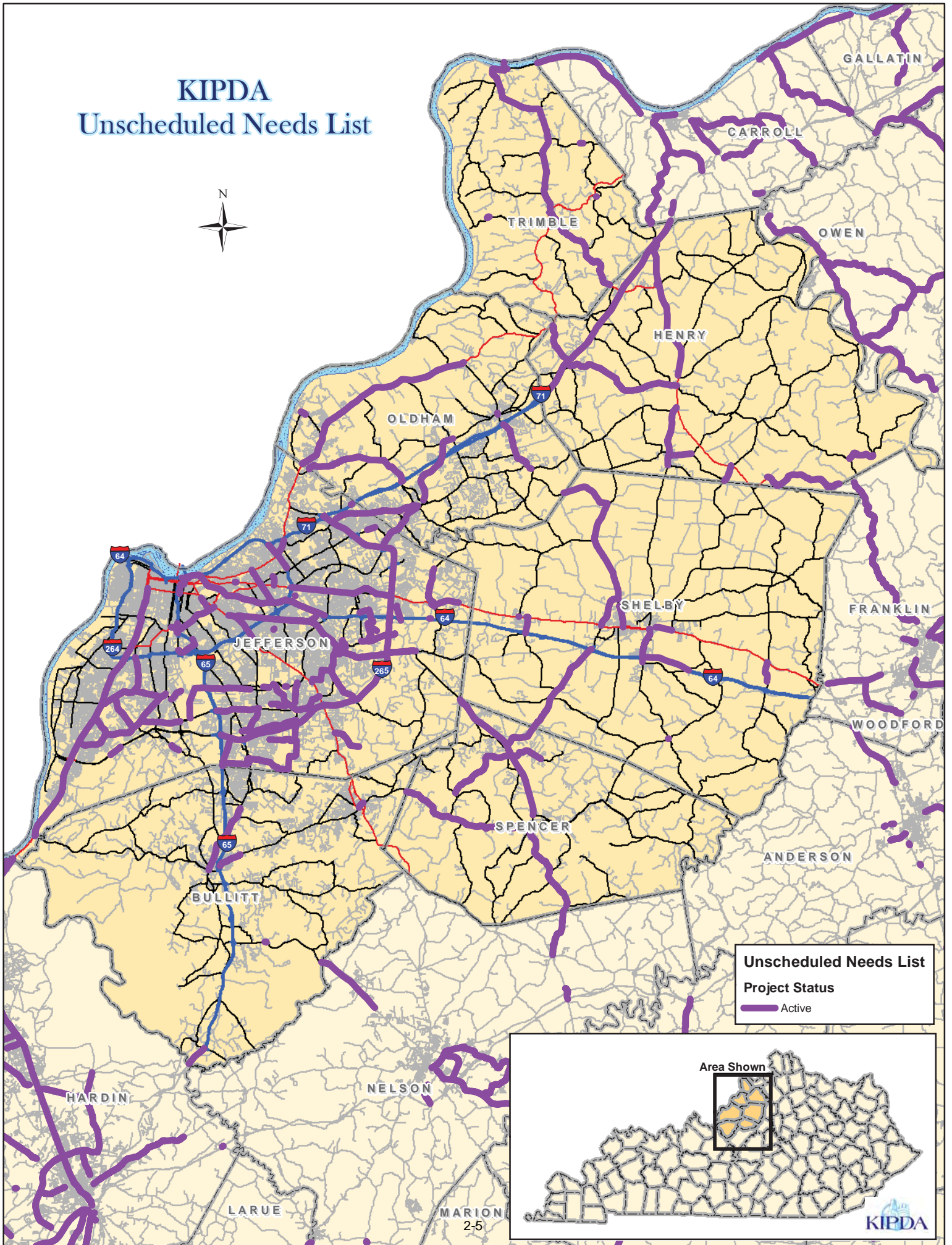
The UNL is divided into two lists called the active list and inactive list. The active list will contain the needs that are followed and monitored closely and the list from which projects are prioritized and ranked. A need on the inactive list is one that historically had a low priority or no longer 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 the location of the needs identified on the KIPDA ADD active UNL by county:

2.3 Maps of the UNL Locations by County

The following maps have been created to illustrate the active projects for the seven counties in the KIPDA region.

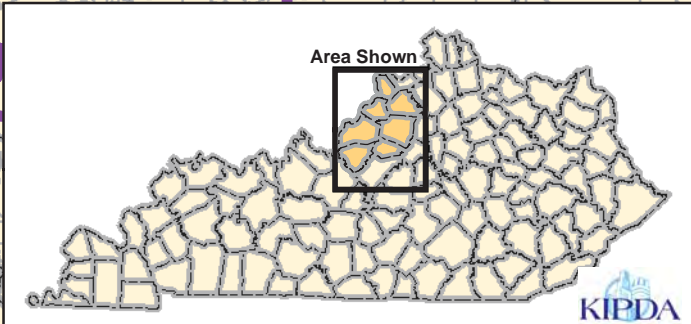
KIPDA Unscheduled Needs List



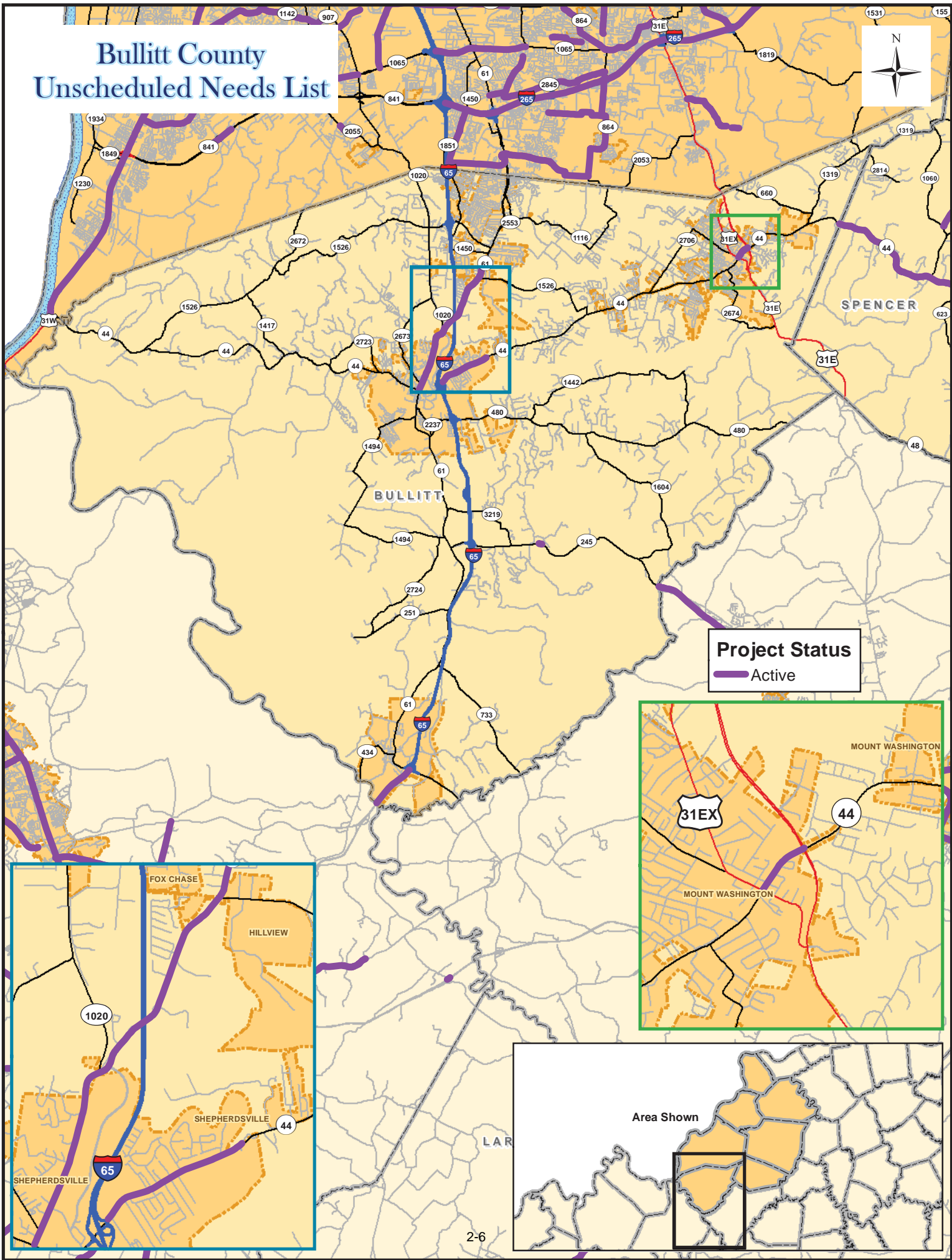
Unscheduled Needs List

Project Status

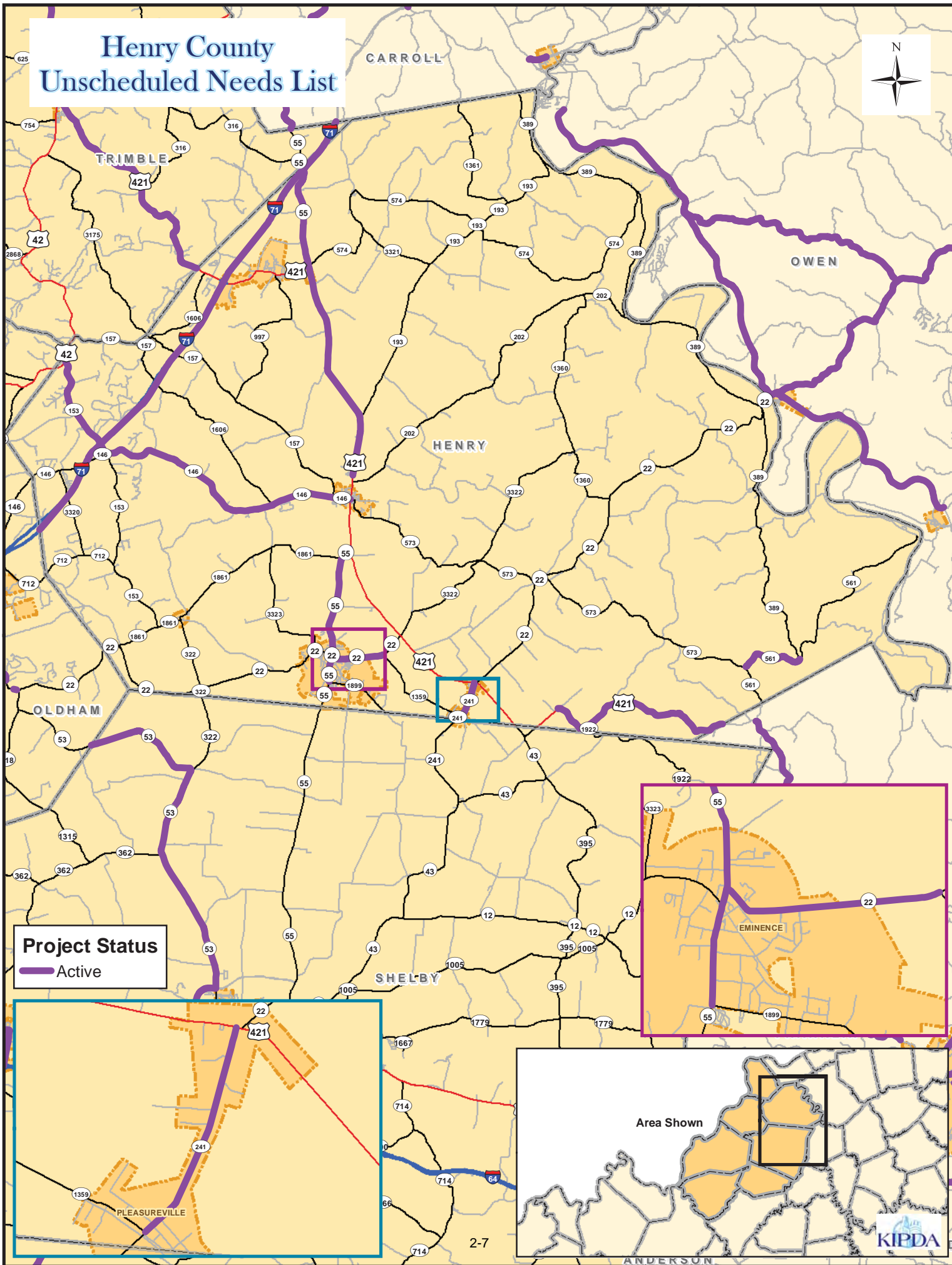
Active

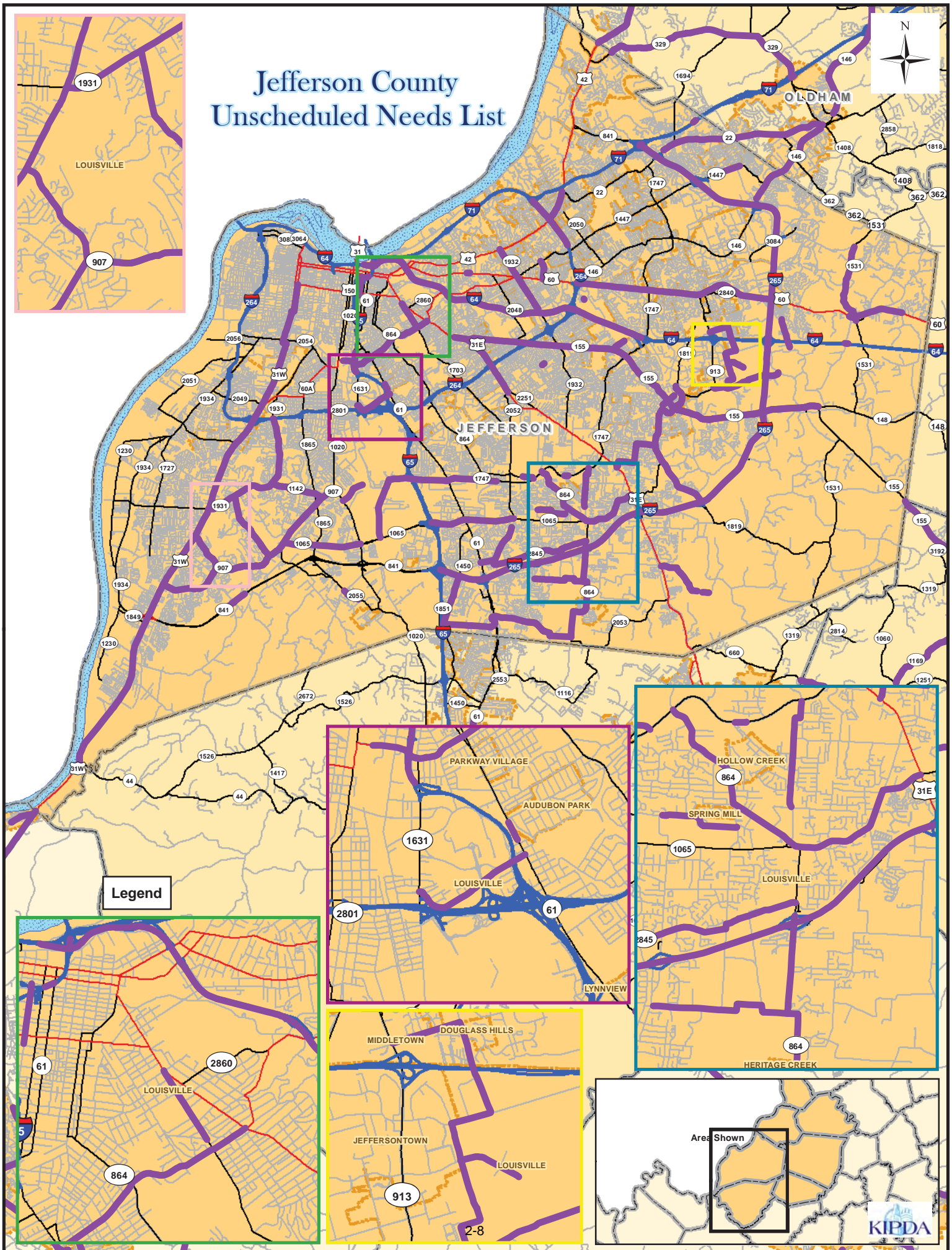


Bullitt County Unscheduled Needs List



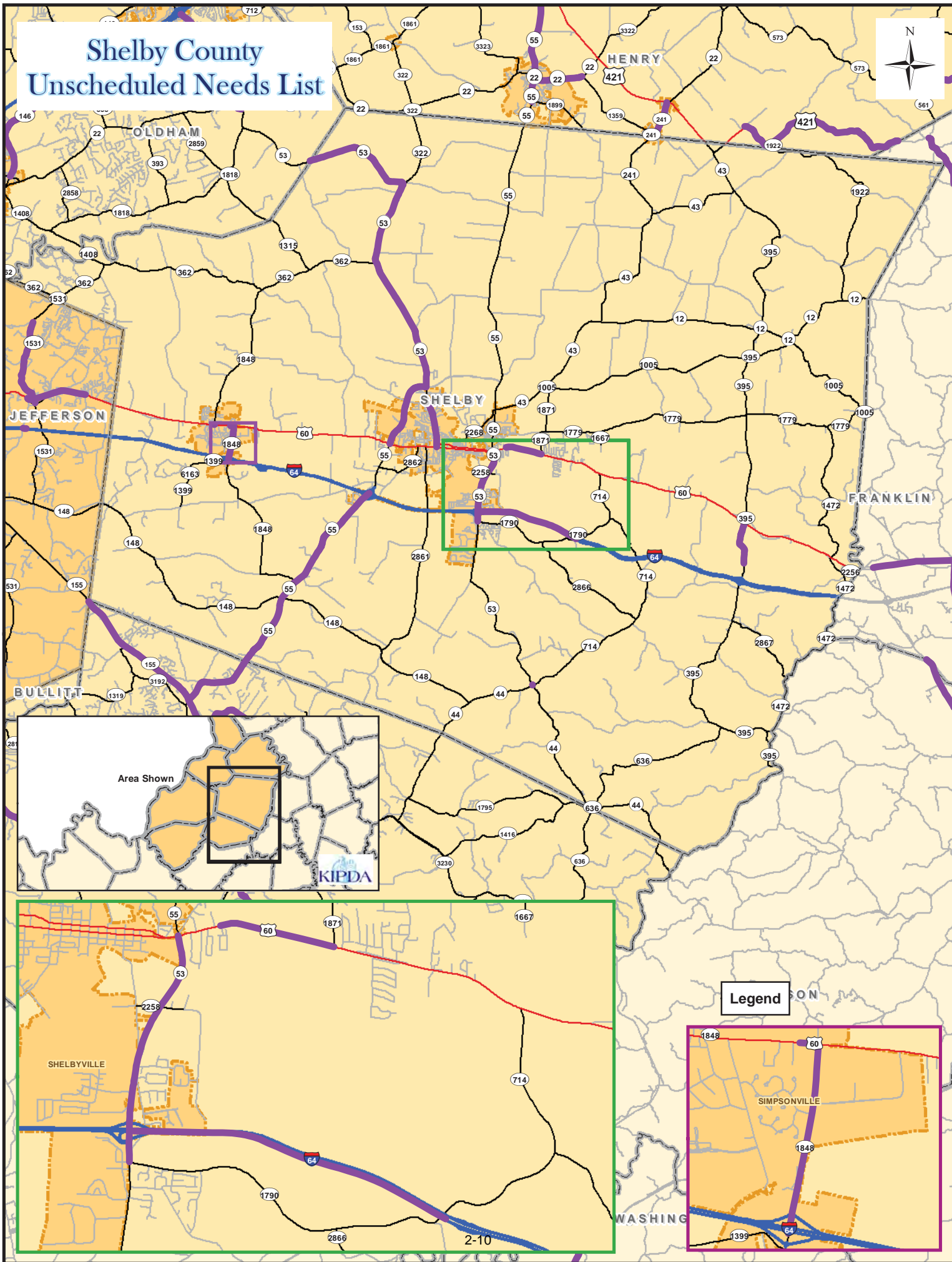
Henry County Unscheduled Needs List



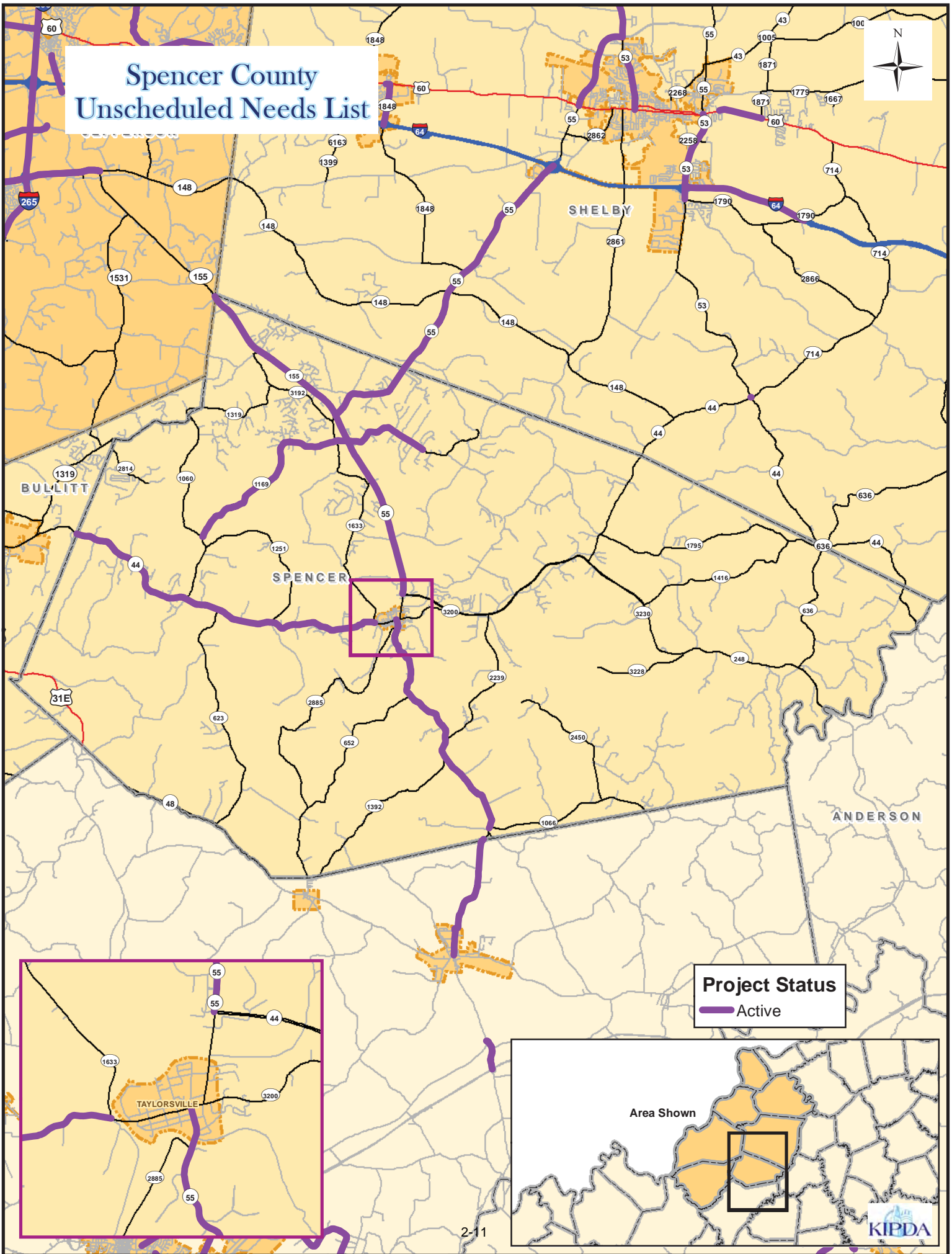




Shelby County Unscheduled Needs List



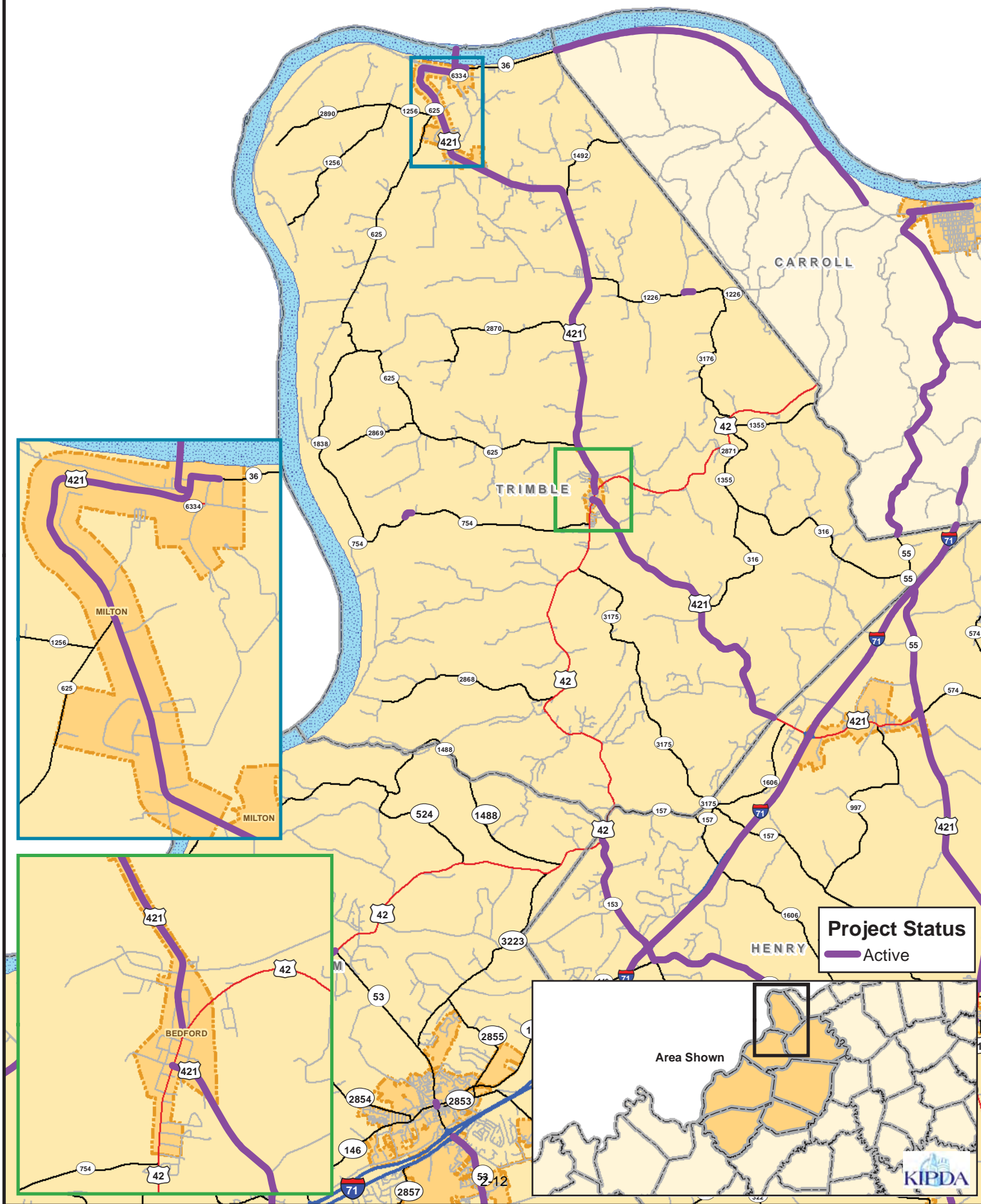
Spencer County Unscheduled Needs List



Project Status
— Active

Area Shown

Trimble County Unscheduled Needs List



CHAPTER 3: ADEQUACY RATINGS

3.1 Introduction

The KYTC provides adequacy ratings for a subset of the state highway system on a yearly basis to the ADD. The purpose of this effort is to provide an objective consistent approach to evaluating the general condition of the selected highways. Adequacy ratings should be considered a starting point for base analysis and not as a final report on condition, safety, or functionality of said highway. Any measured section of highway with characteristics found to be deficient as determined by criteria set by the KYTC, shall be researched and discussed with Highway District Office planning staff to determine if there is a sufficient need for further research and or inclusion in the UNL.

The adequacy rating is comprised of three elements or indices: condition, safety, and service. The score of these components provide an overall quantitative measure of adequacy. The composite index (adequacy rating) is the sum of the three component indices with a maximum of 100 points. A road in perfect condition is scored 100, with actual scores ranging from 0 to 100. While a perfect score for any type of road – rural or urban, interstate, arterial, or collector – is always a 100, the various categories can carry different weights depending on the functional class and rural or urban location. To help measure roadway conditions, a percentile is used for adequacy rating composite scores in each of the rated highway functional classifications. The percentile can be used as a measure of a particular roadway section's condition compared to other roadway sections of the same classification statewide.

Functional classification is the process in which streets and highways are ranked according to the character of service they provide. Basic to the development of any logical highway system is the recognition that a road does not by itself serve traffic needs. Travel involves the movement through a network of inter-related roads and streets. The movement must be channeled through an efficient hierarchical system that progresses from a lower classification handling short, locally oriented trips to higher classifications that connect regional and inter-regional traffic generators, handling longer trips. The KYTC recognizes four levels of service and two localities, rural and urban.

The Rural Principal Arterial System is comprised of the Interstates, Other Principal Arterials, Minor Arterials, Major Collector Roads, Minor Collector Roads and Local Roads. The Urban Principal Arterial System is comprised of Interstates, Other Principal Arterials, Minor Arterial Streets, Collector Streets, and Local Streets. Currently KYTC does not have available adequacy ratings on the rural minor collectors, local roads and urban local streets.

For more information on KYTC Adequacy Ratings, please refer to the Kentucky Transportation Center Research Report KTC-02-30/SPR-256-01-1F Kentucky Highway Rating System.

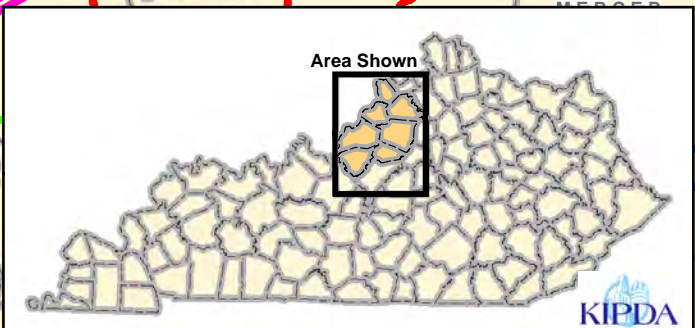
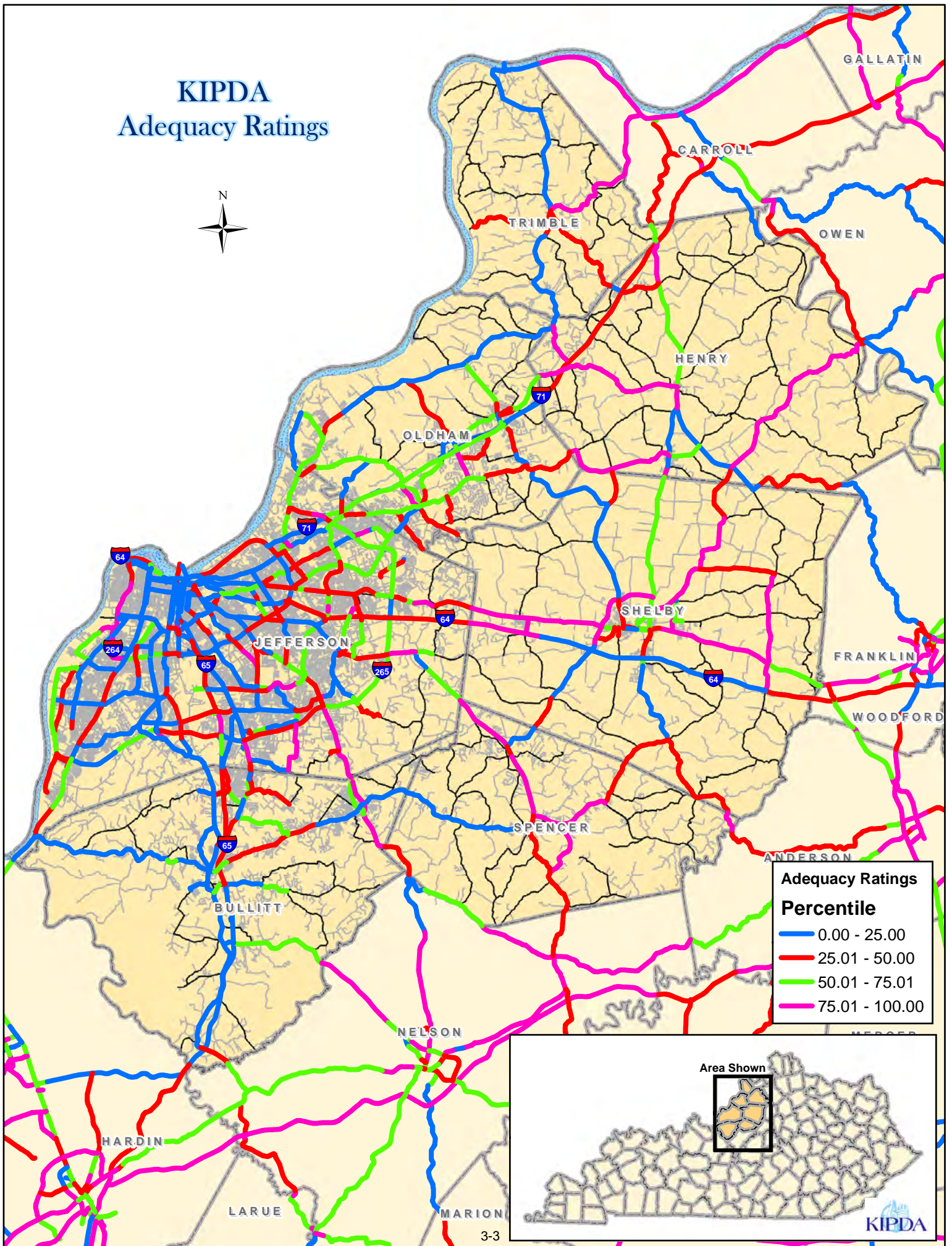
The KYTC December 2011 adequacy ratings provide adequacy rating scores and percentile ratings for 570 highway sections in the KIPDA ADD. In the evaluation of the regional network the percentile ratings were divided into four ranges; 0.15 – 25.00, 25.01 – 50.00, 50.01 – 75.00, 75.01 – 100. The breakdown for each range is highlighted in the following table:

Percentile Range	Number of Sections	Percentage
0.15 – 25.00	163	29%
25.01 – 50.00	175	31%
50.01 – 75.00	136	24%
75.01 – 100	96	17%
	570	100%

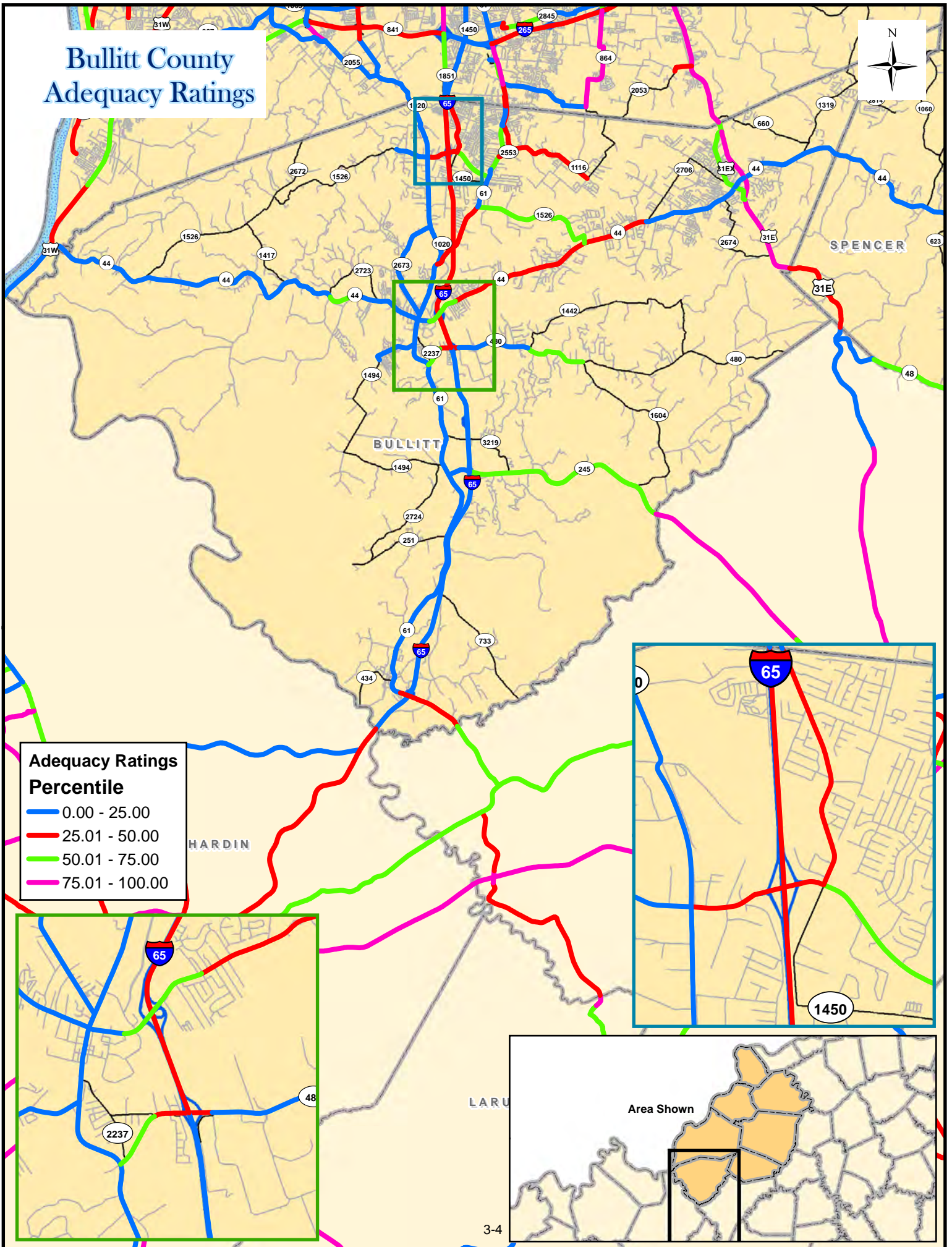
This information along with a set of color coded maps (a variation of these maps are found in section 3.2) were provided to the RTC for their review and evaluation to determine if needs should be identified or if current needs should be modified or removed from the active UNL list.

3.2 Adequacy Rating Maps by Percentile Range

KIPDA Adequacy Ratings



Bullitt County Adequacy Ratings



Adequacy Ratings Percentile

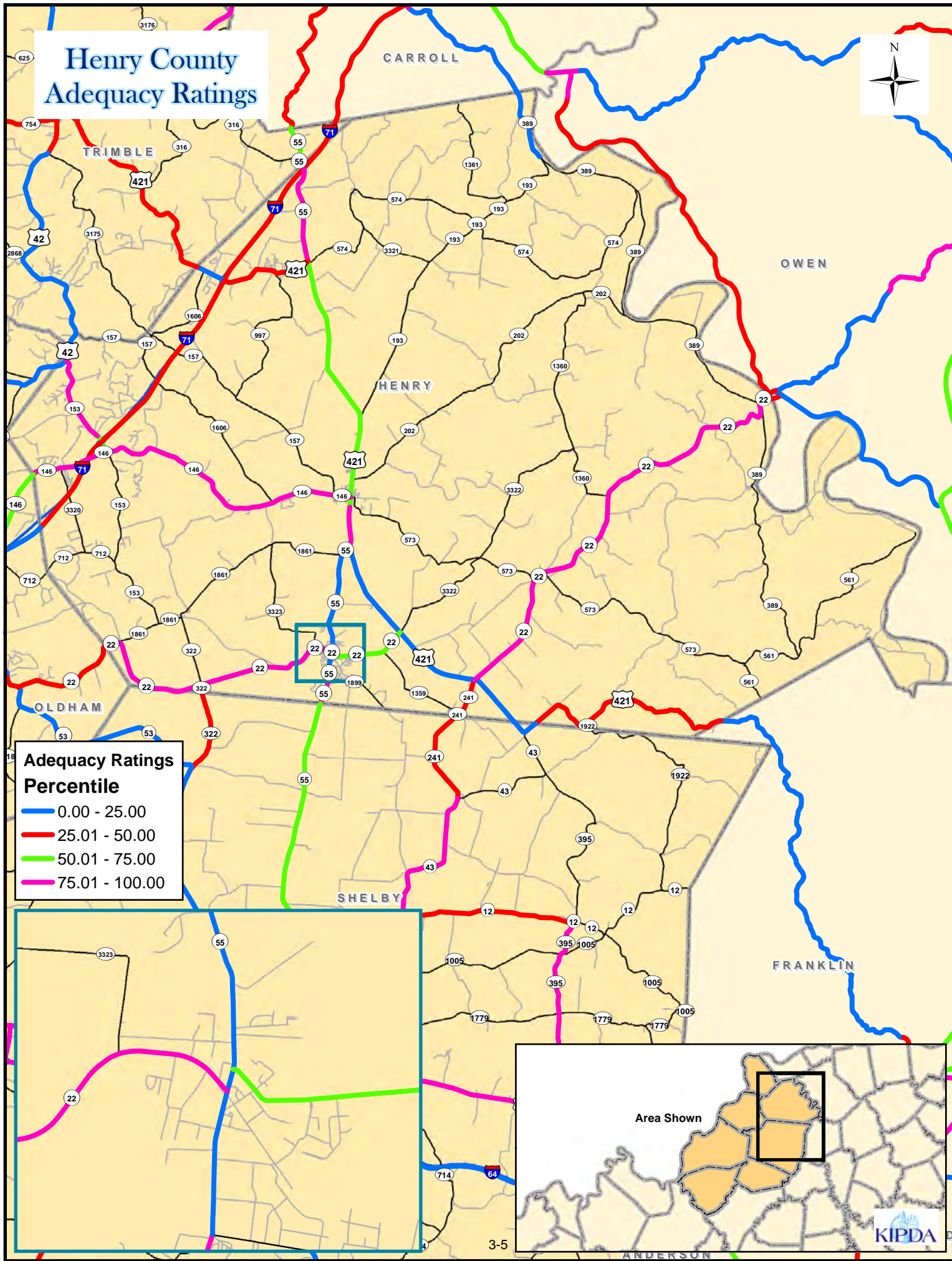
- 0.00 - 25.00
- 25.01 - 50.00
- 50.01 - 75.00
- 75.01 - 100.00

Henry County Adequacy Ratings



Adequacy Ratings Percentile

- 0.00 - 25.00
- 25.01 - 50.00
- 50.01 - 75.00
- 75.01 - 100.00

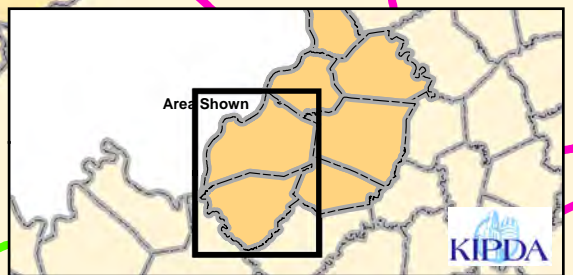
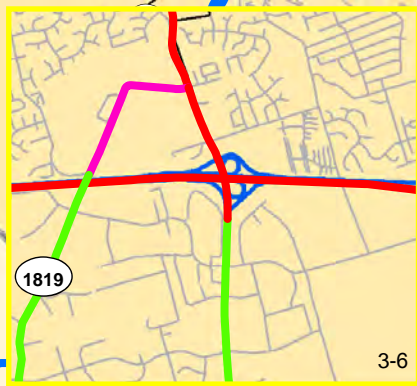
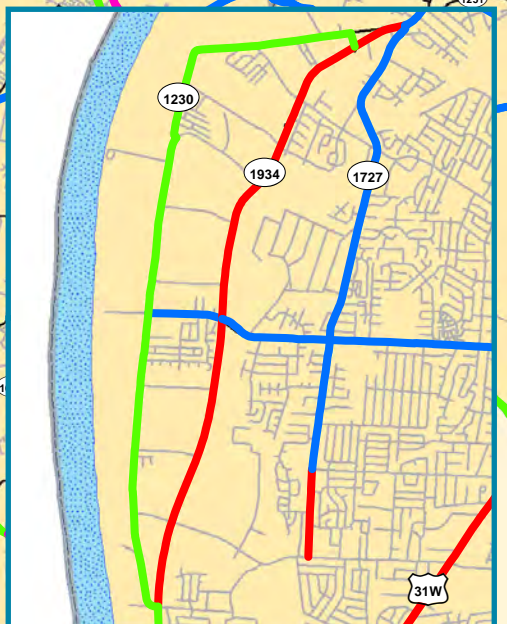
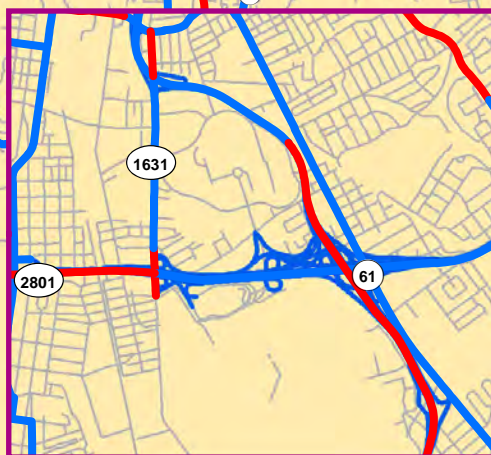
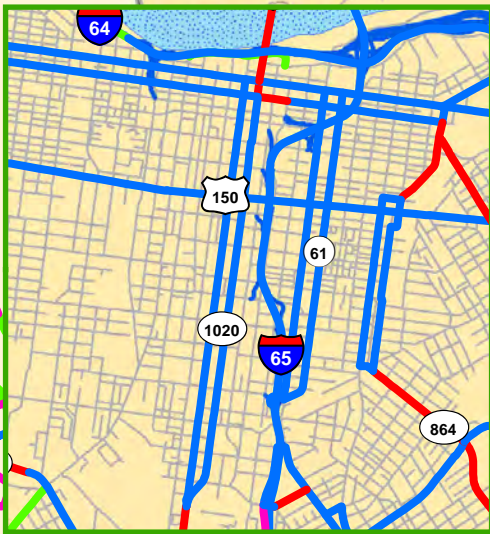
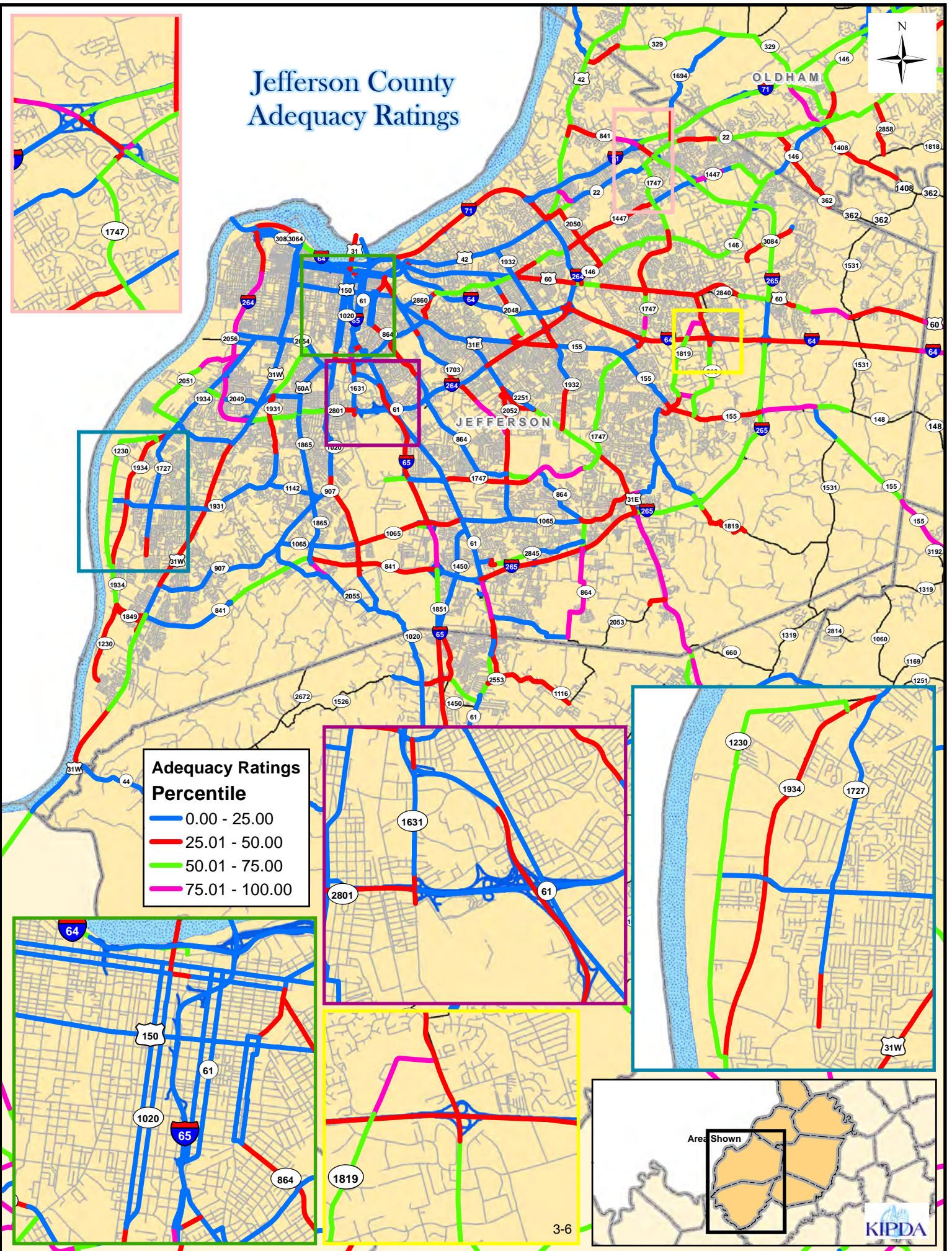


Jefferson County Adequacy Ratings

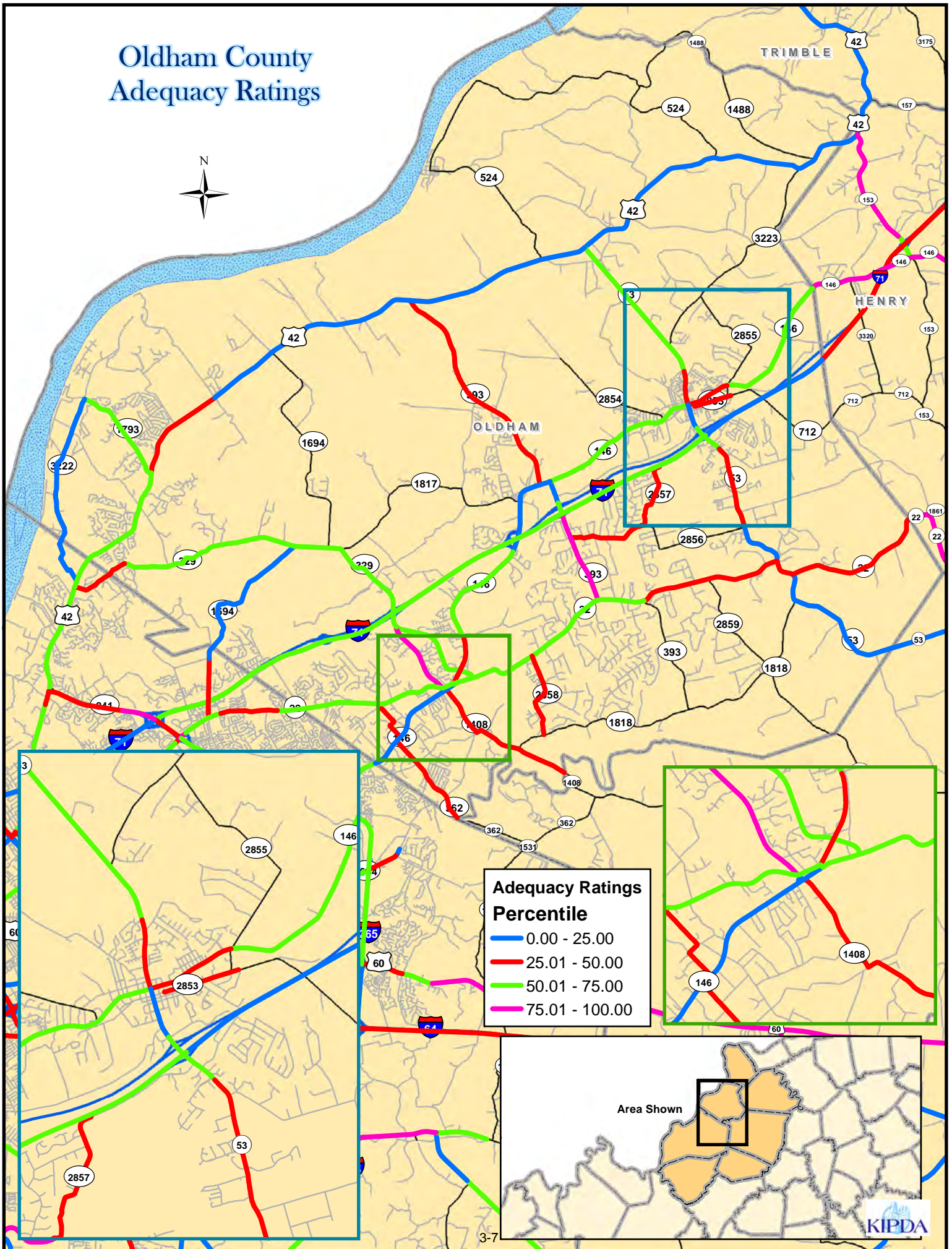


Adequacy Ratings Percentile

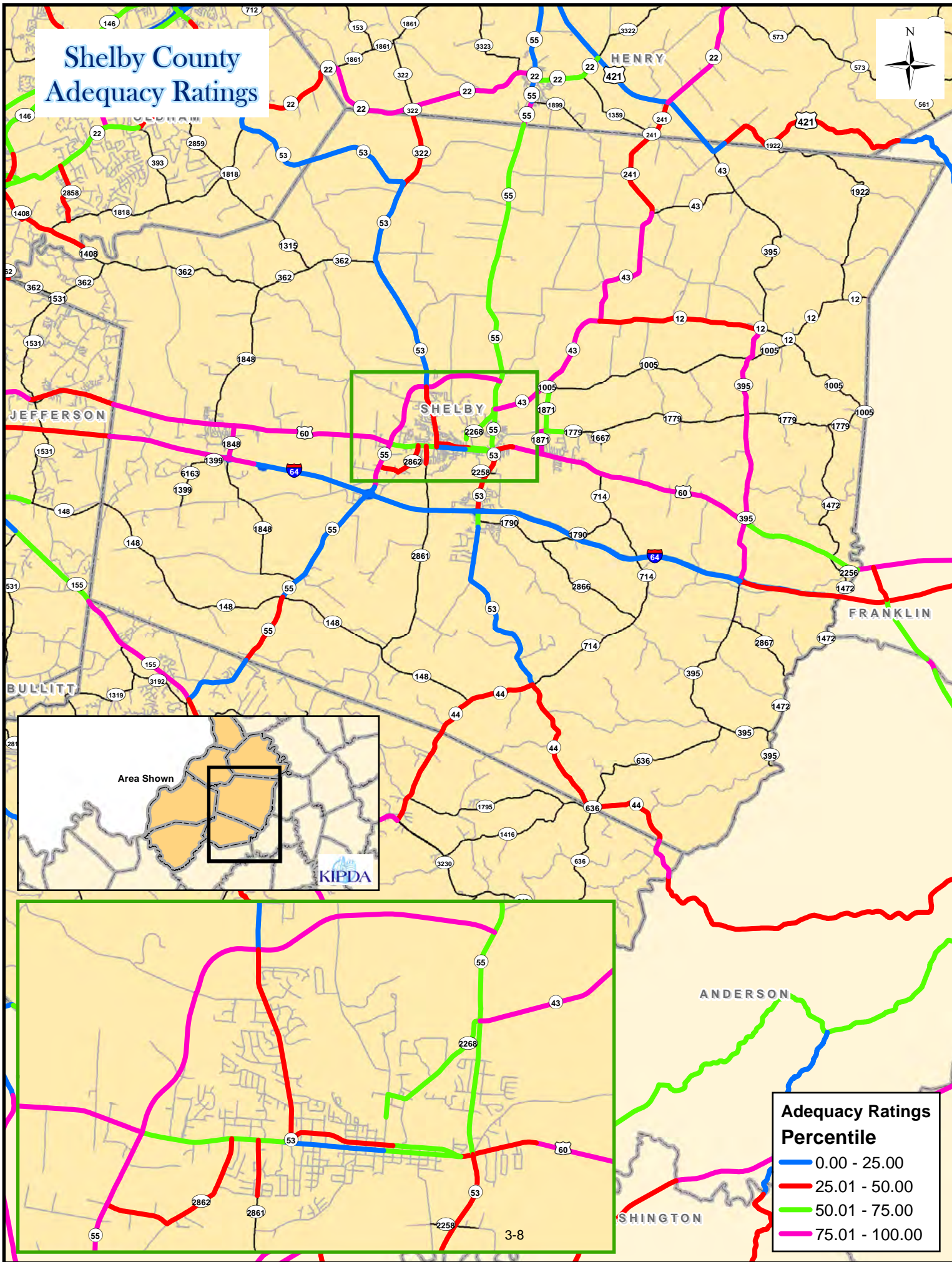
Blue	0.00 - 25.00
Red	25.01 - 50.00
Green	50.01 - 75.00
Pink	75.01 - 100.00



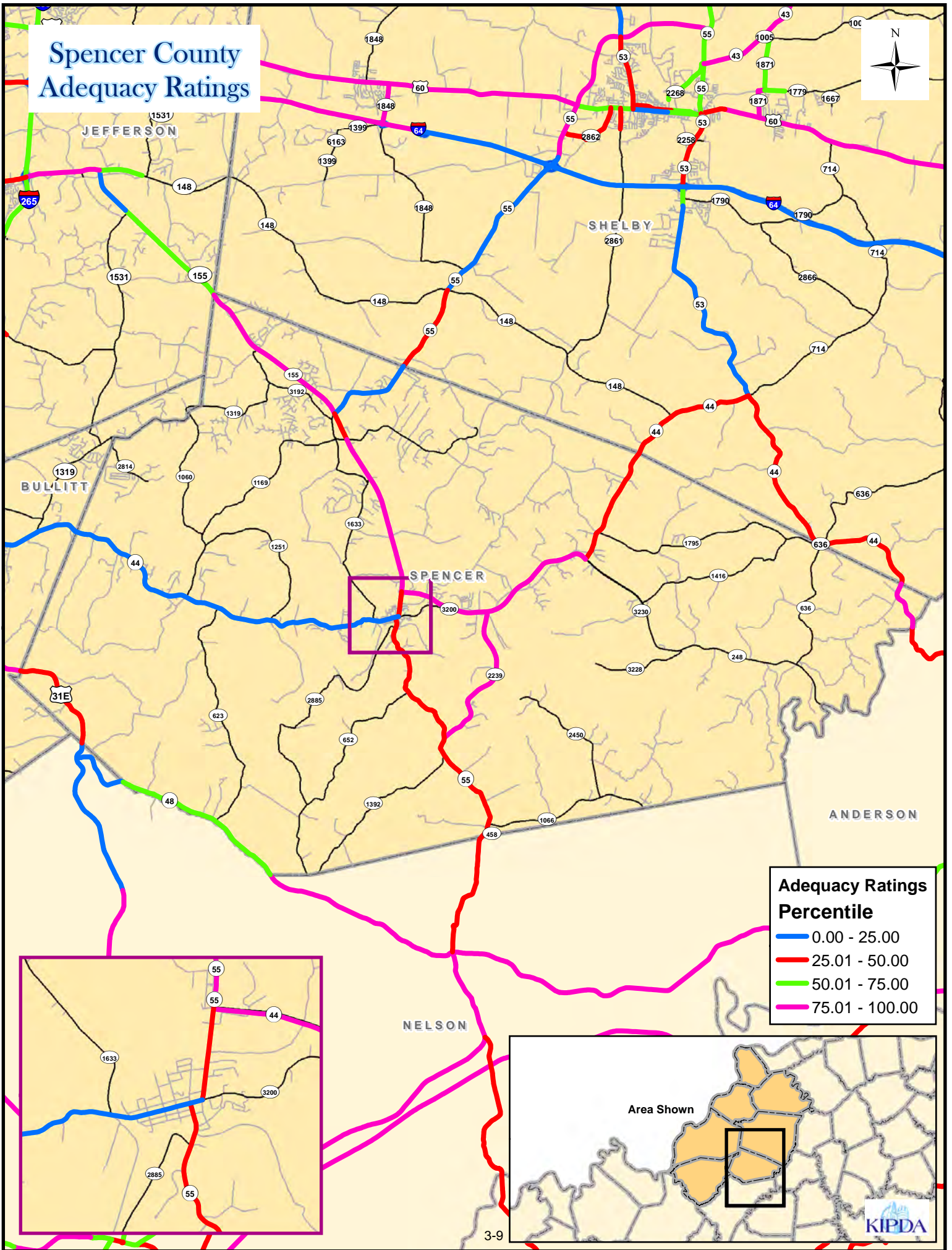
Oldham County Adequacy Ratings



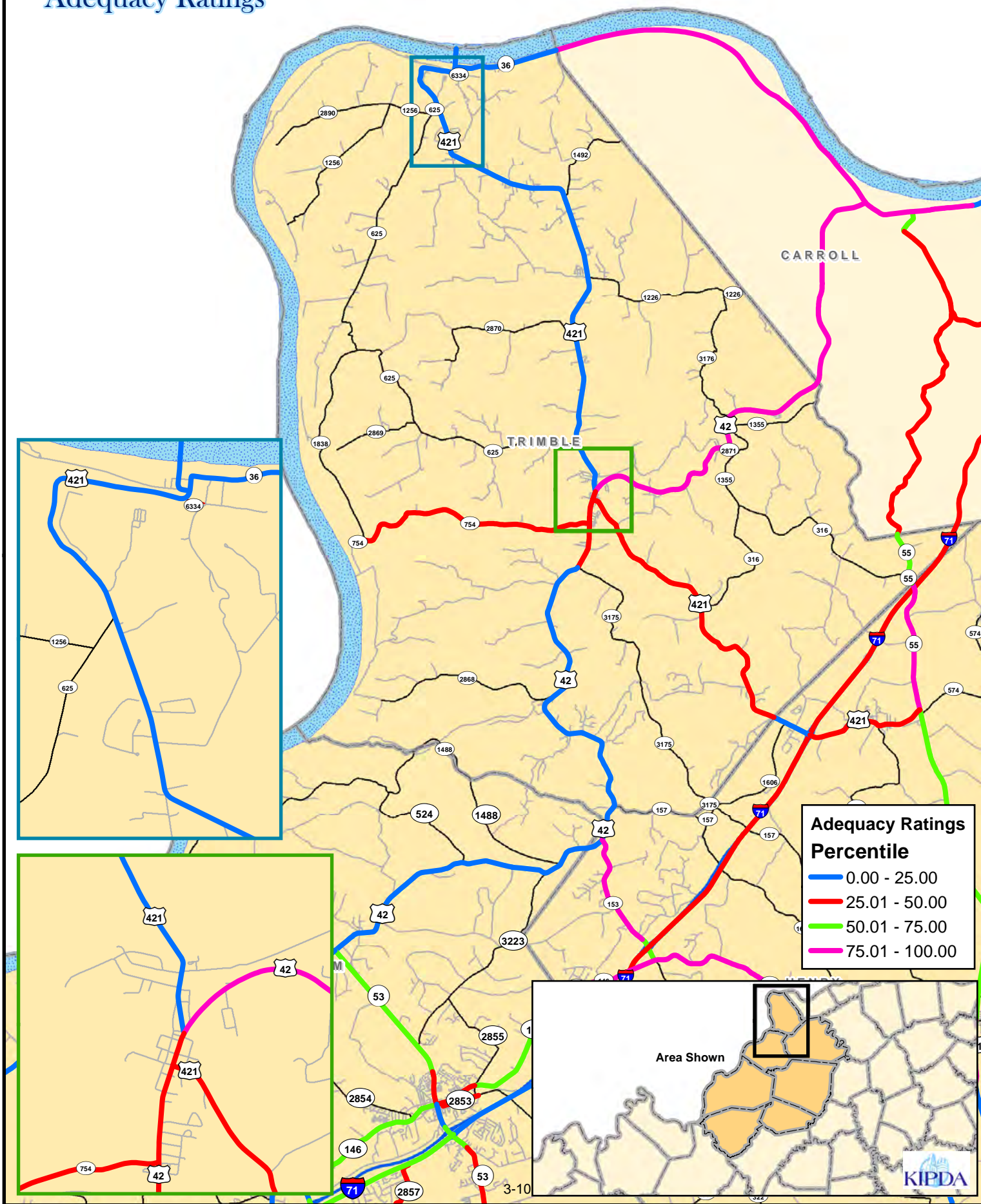
Shelby County Adequacy Ratings



Spencer County Adequacy Ratings



Trimble County Adequacy Ratings



CHAPTER 4: MAJOR TRAFFIC GENERATORS

4.1 Introduction

Major Traffic Generators (MTGs) are those land uses that create larger volumes or concentrations of traffic. Examples include schools, major shopping centers, parks and recreational facilities, hospitals, industrial parks, business parks or other major commercial areas, distribution centers, and multimodal facilities. MTGs can have a profound impact on the operations of the surrounding road network.

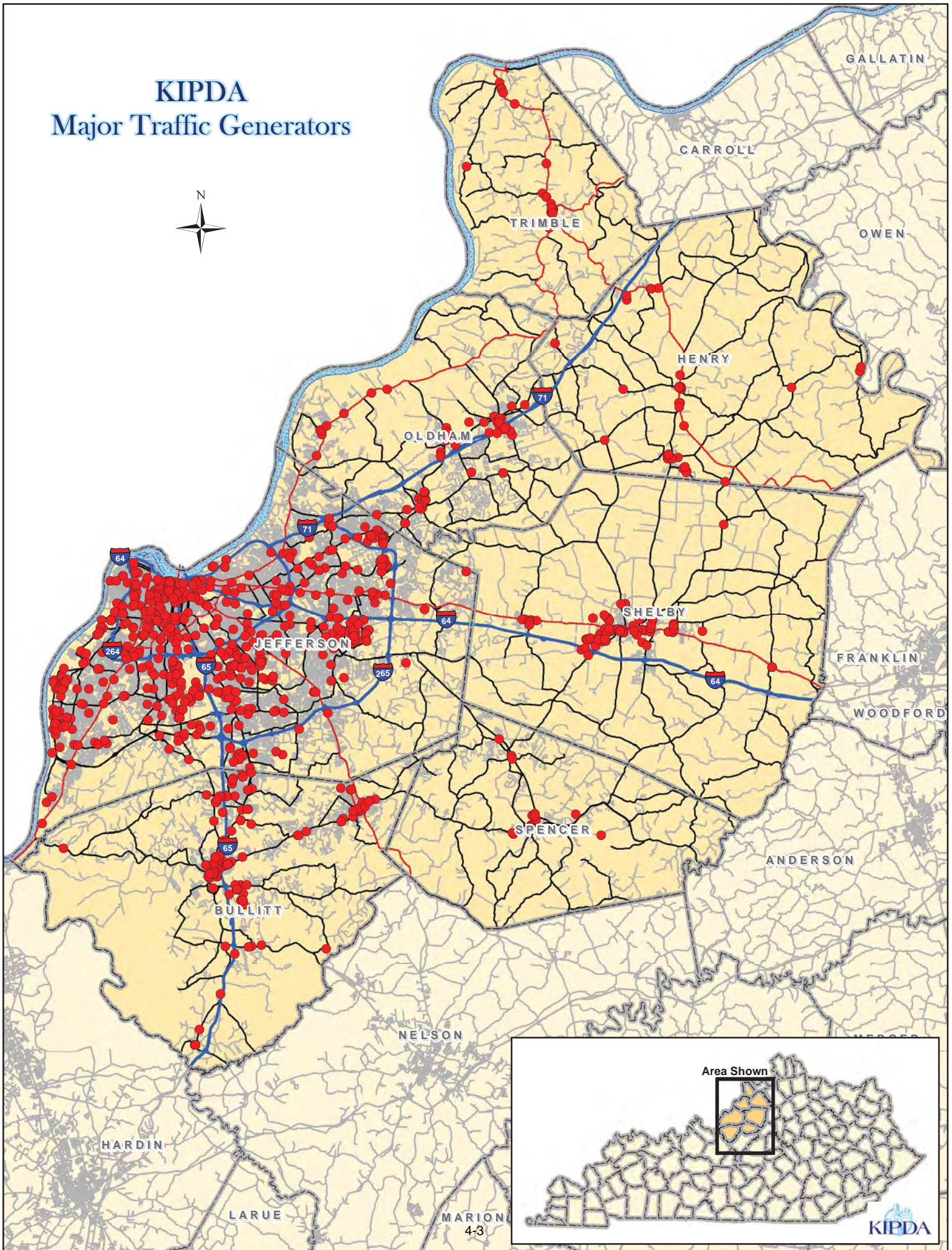
In order to understand traffic patterns and volumes in an area, it is important to know about existing MTGs and changes that have occurred such as the addition or closing of a MTG. To facilitate this understanding, the ADD maintains an inventory of MTG locations. This data can be made available to transportation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

The inventory is maintained as part of a Geographic Information System (GIS) and can be displayed on maps with existing traffic data such as traffic counts, adequacy ratings, unscheduled needs list, highway plan projects, safety data, etc. The KIPDA ADD has a current MTG inventory with 950 locations identified throughout the region. These facilities are identified by one of the following types: commercial, distribution, freight, industry, intermodal, major shopping center, medical, parks & recreation, and school. This inventory is reviewed yearly with the RTC to ensure accuracy and the RTC is encouraged to inform KIPDA staff of changes that have occurred in their communities such as the closing or opening of a new facility.

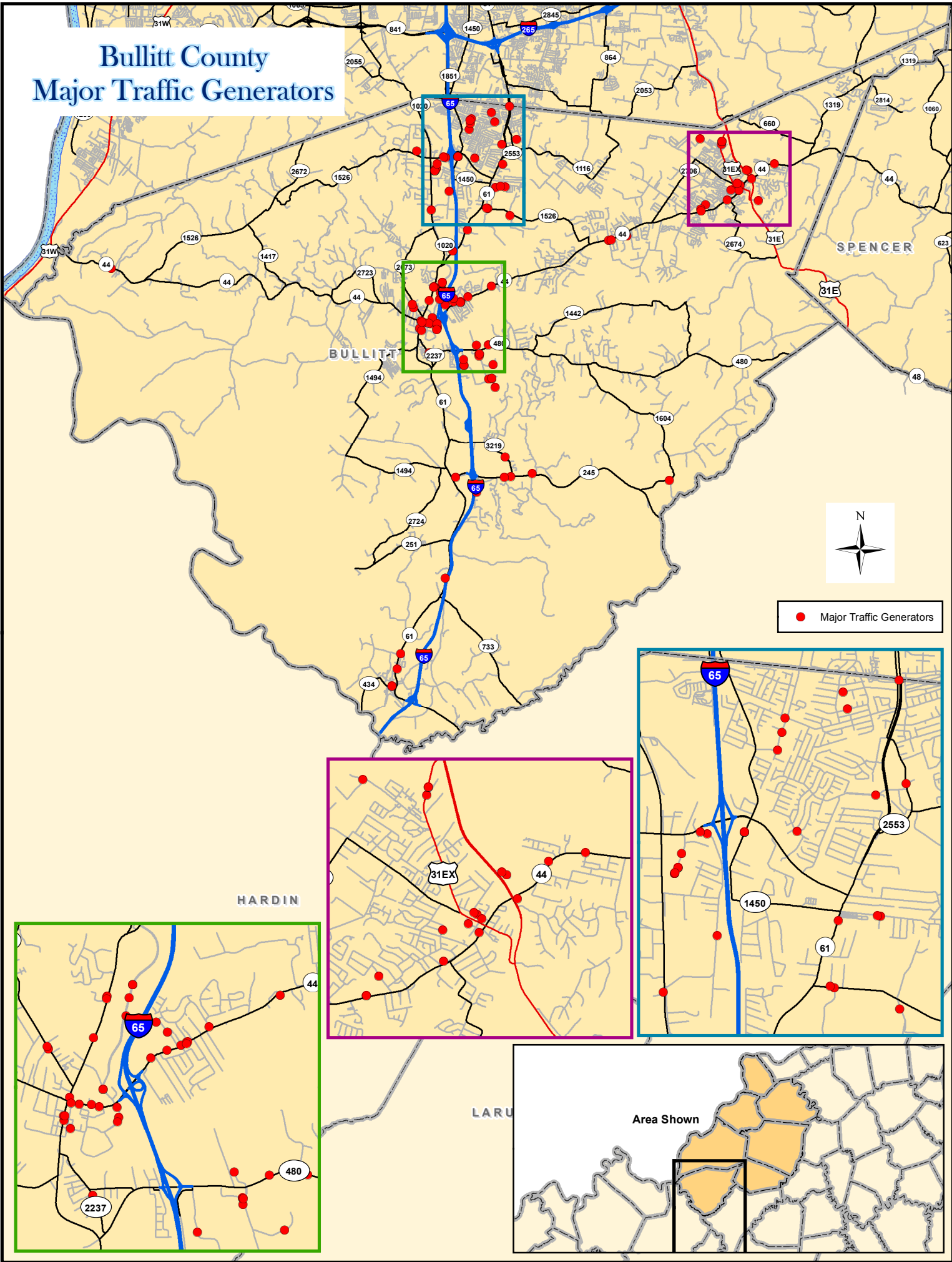
The maps located in section 4.2 illustrate the location of the current KIPDA MTG inventory. County maps, city maps and community maps are used where necessary to provide a visual tool of the inventory within the existing road network. Updates or other changes are submitted each year to the KYTC. For more information on the KIPDA ADD MTGs, please contact the KIPDA ADD Transportation Planner.

4.2 Major Traffic Generator Location Maps

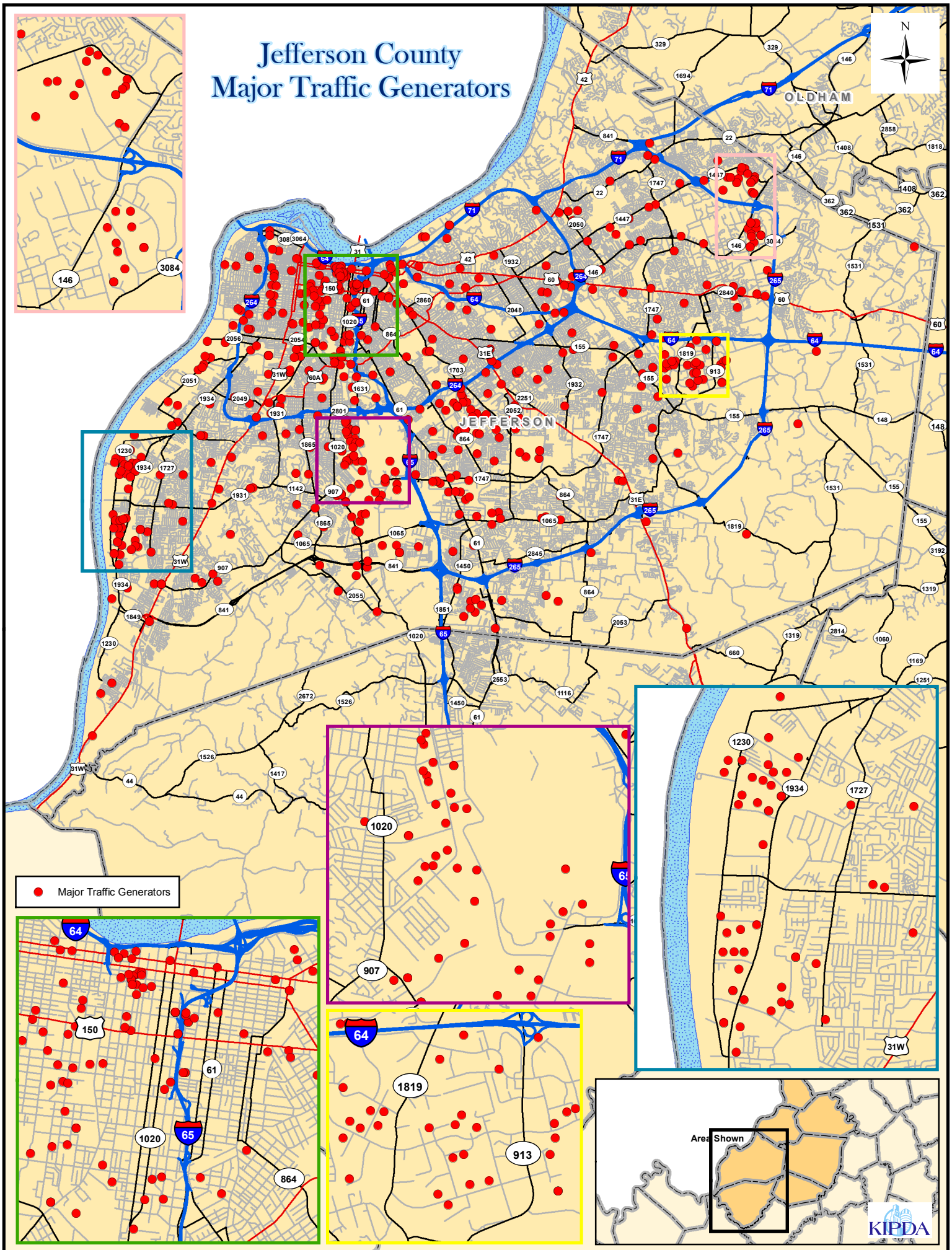
KIPDA Major Traffic Generators



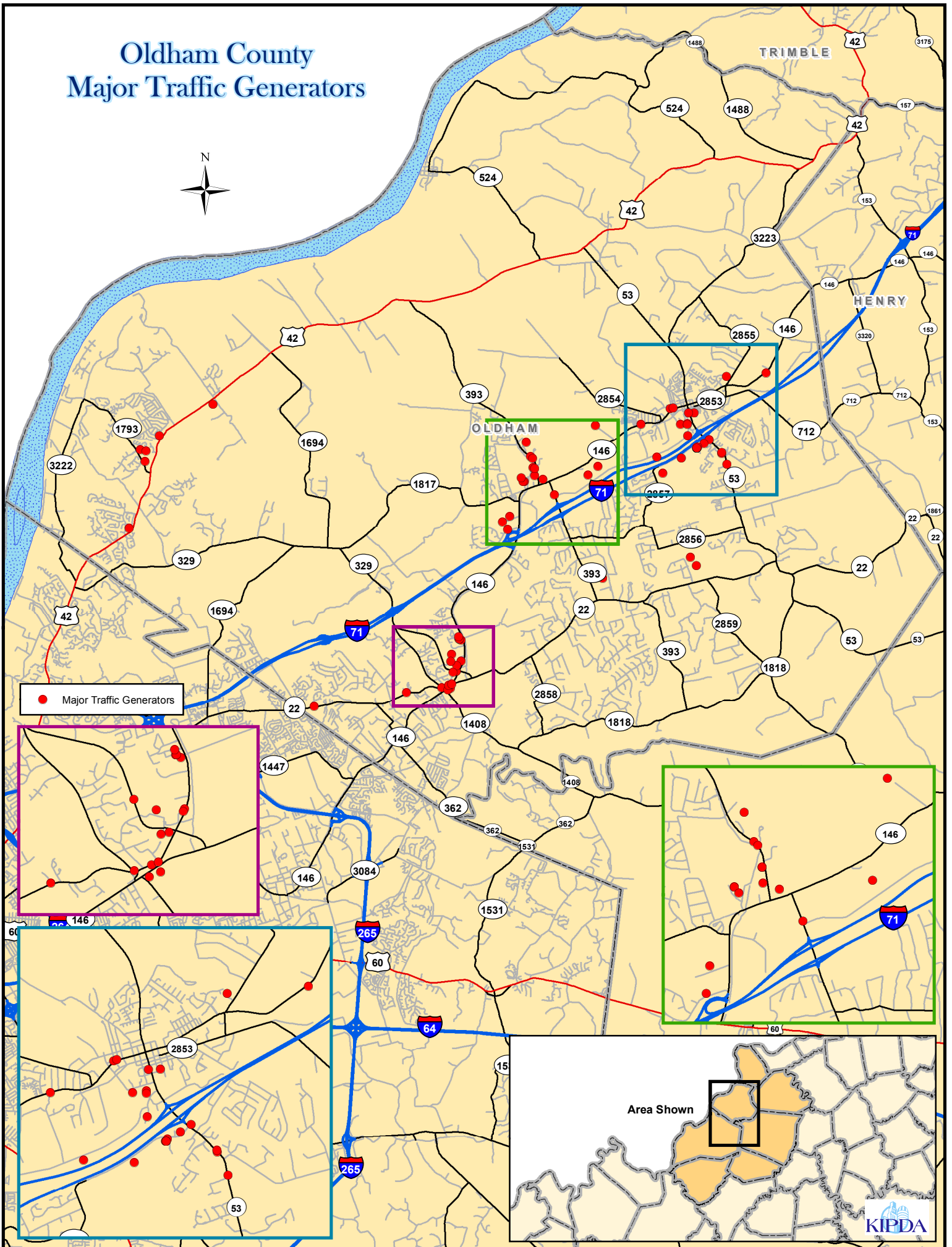
Bullitt County Major Traffic Generators



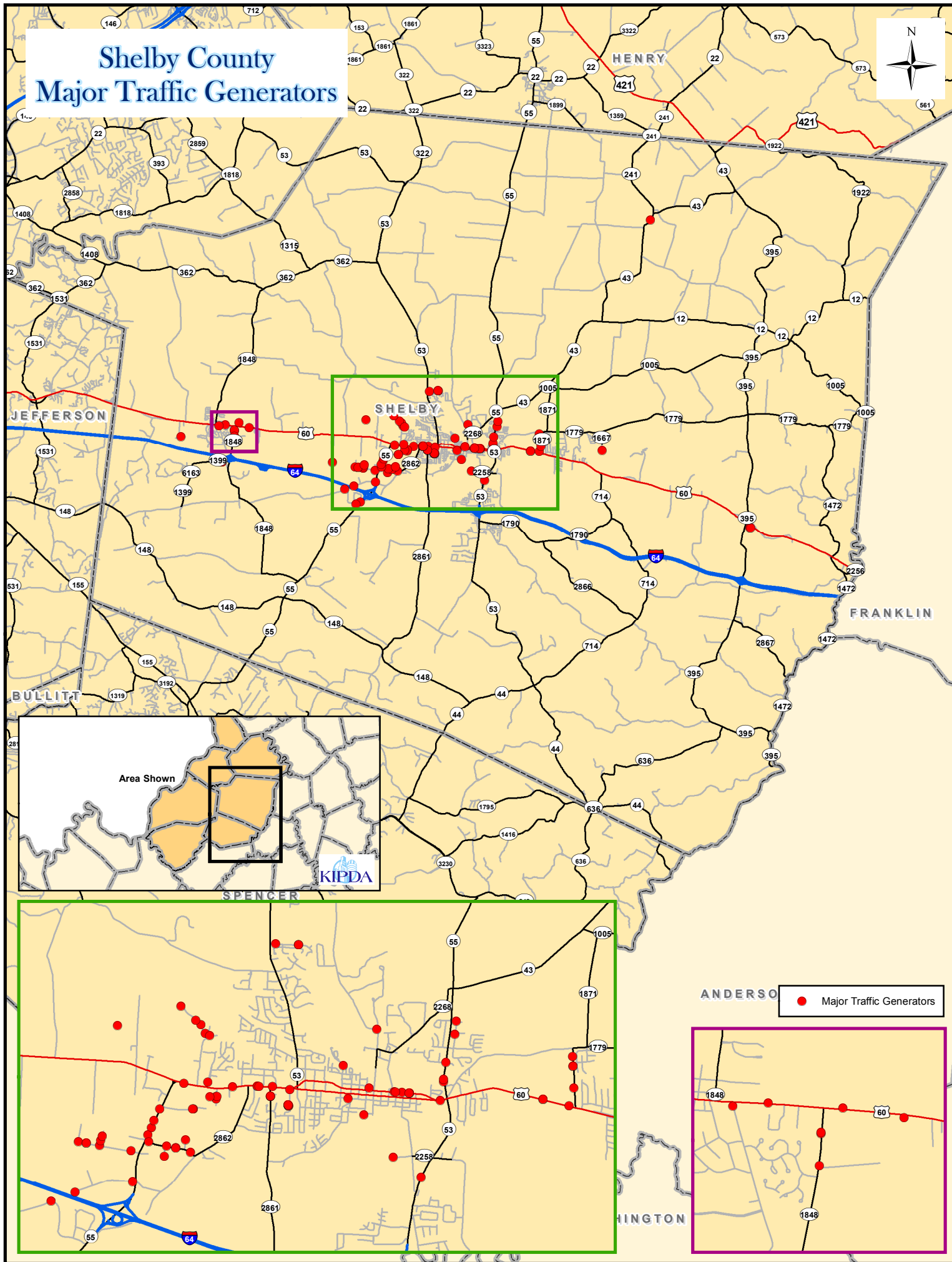




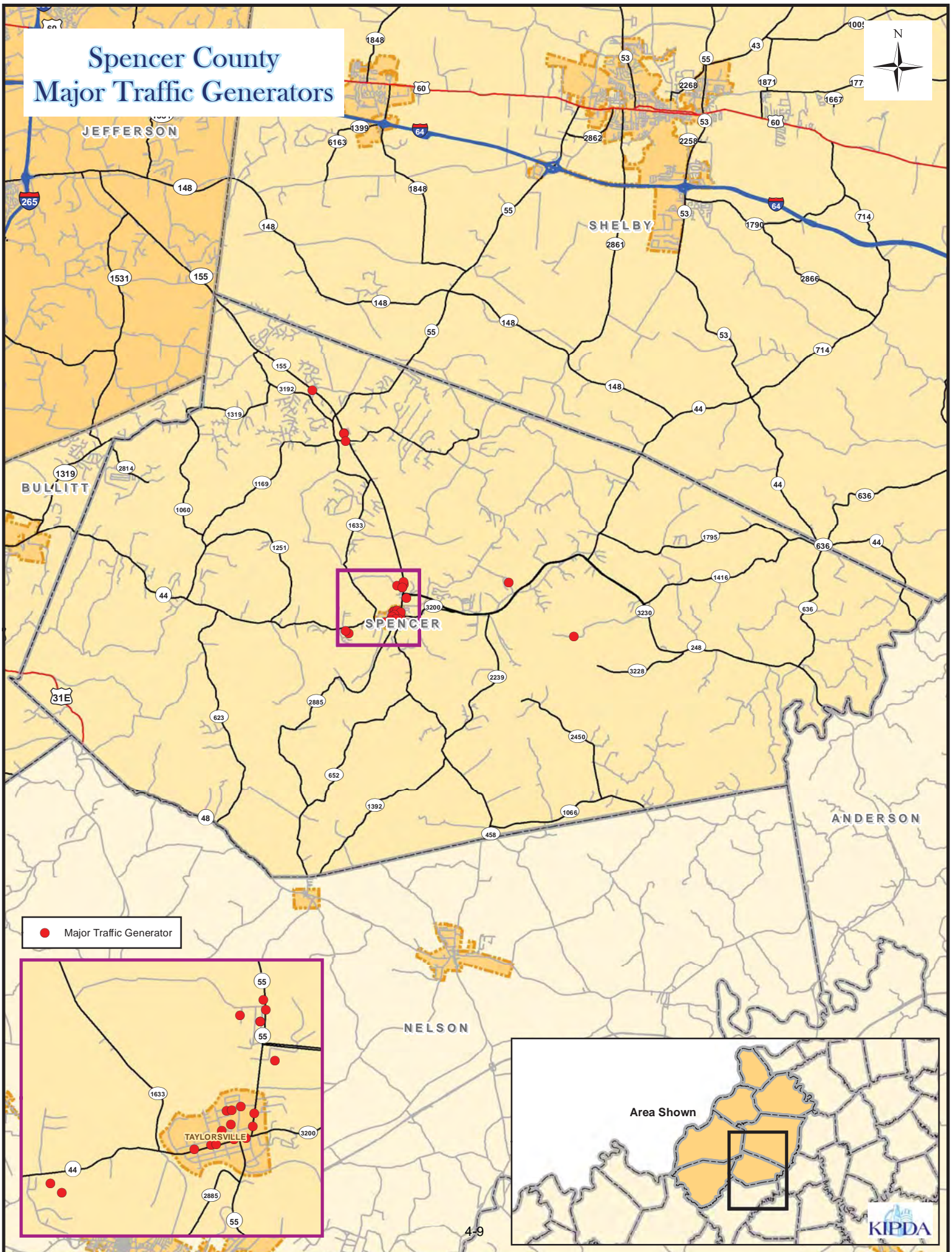
Oldham County Major Traffic Generators

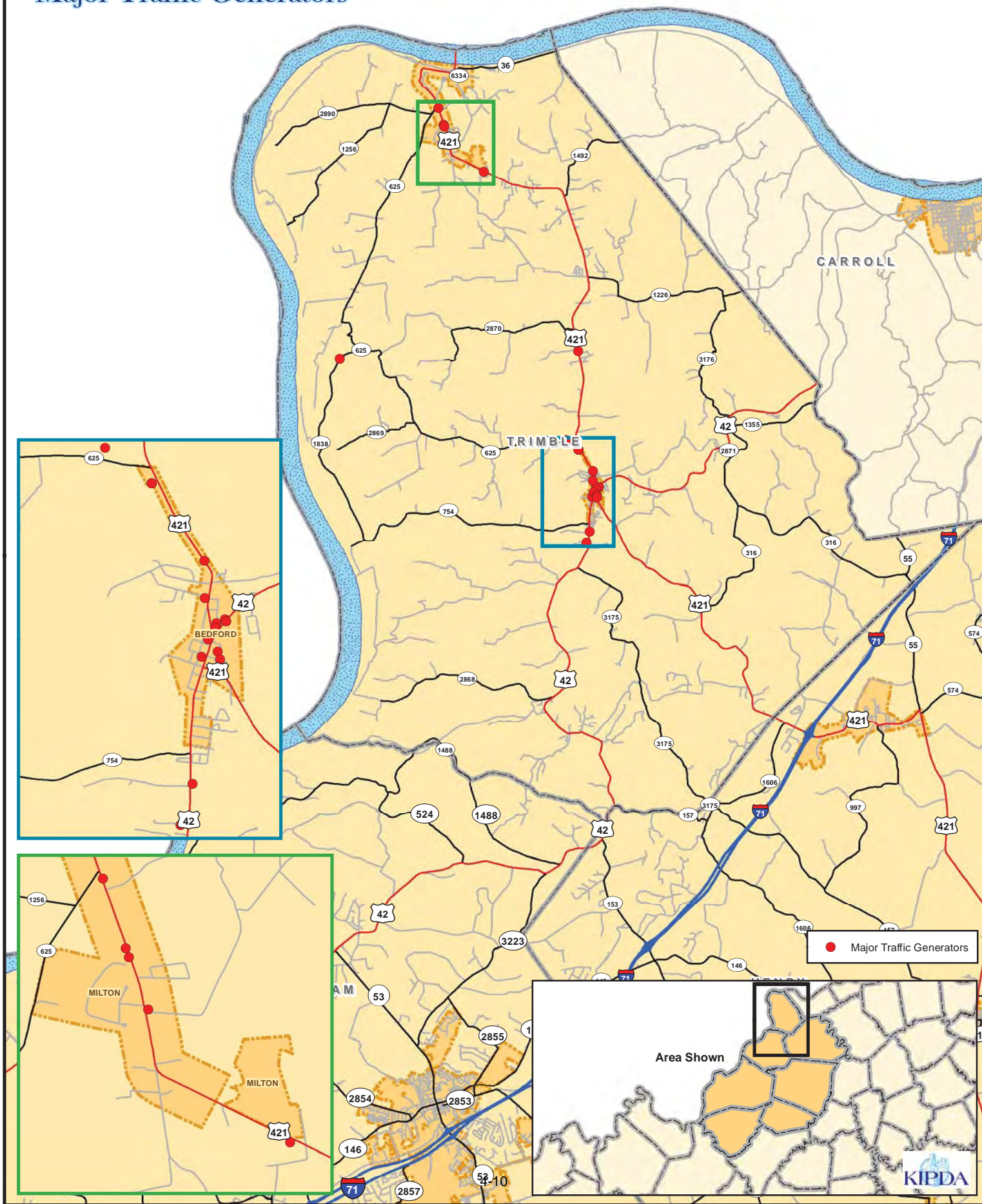


Area Shown



Spencer County Major Traffic Generators





CHAPTER 5: MAJOR FREIGHT USERS INVENTORY

5.1 Introduction

The Major Freight Users Inventory (MFUI) is a listing of major manufacturers (greater than 100 employees) and distribution centers for truck and rail located in the region. It is important to maintain this inventory using information obtained to develop ideas for improvements needed to intermodal facilities in order to promote the safe and efficient movement of people, goods and services. It is necessary to contact area stakeholders and industry experts in order to garner local input on transportation issues or opportunities affecting the region.

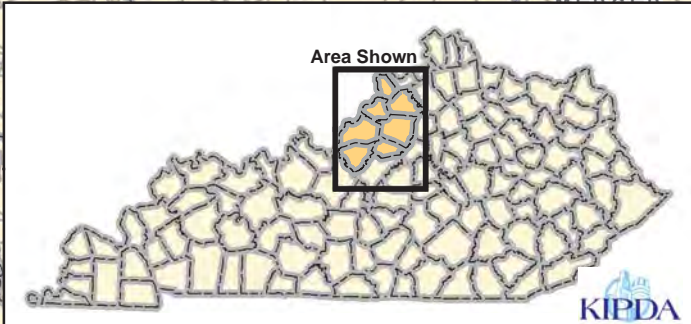
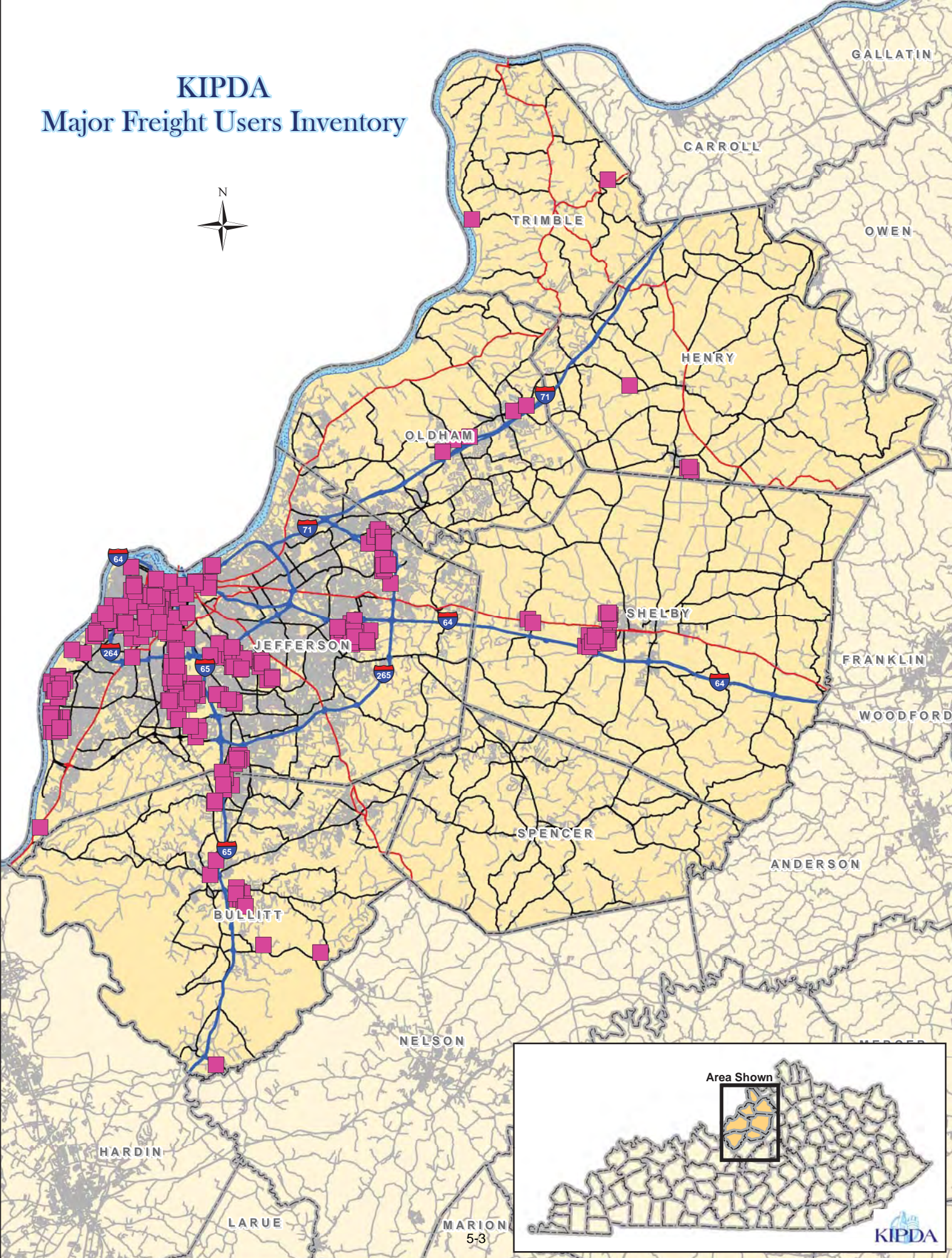
The initial MFUI was collected in FY10 by reviewing a basic inventory provided by the KYTC that included the following based on compiled data from the Kentucky Economic Development Cabinet. This data is reviewed annually by the KIPDA ADD and updates are submitted to the KYTC. There are currently 294 facilities identified in the KIPDA ADD.

- Current listing of facilities
- Intermodal connector needs
- Contact information
- Number of truck bays
- Average number of trucks daily
- Feet of rail siding
- Average number of rail cars

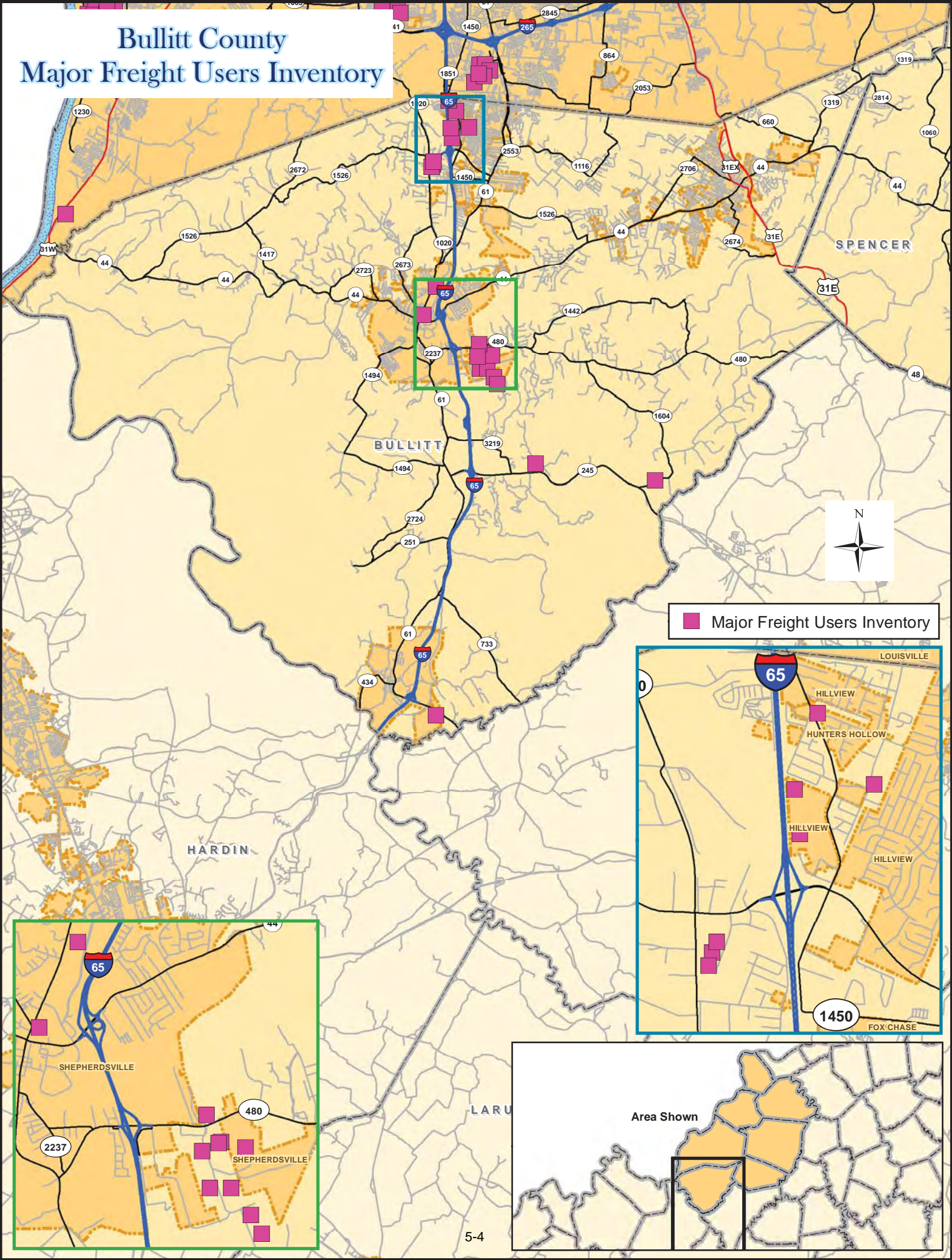
In summary the purpose of this task is to maintain an inventory of existing Major Freight Users in the area. The information will be used to develop an idea of where we may need to improve those intermodal facilities in order to promote the safe and efficient movement of people, goods and services.

5.2 Map of Major Freight User Facilities Identified for the KIPDA

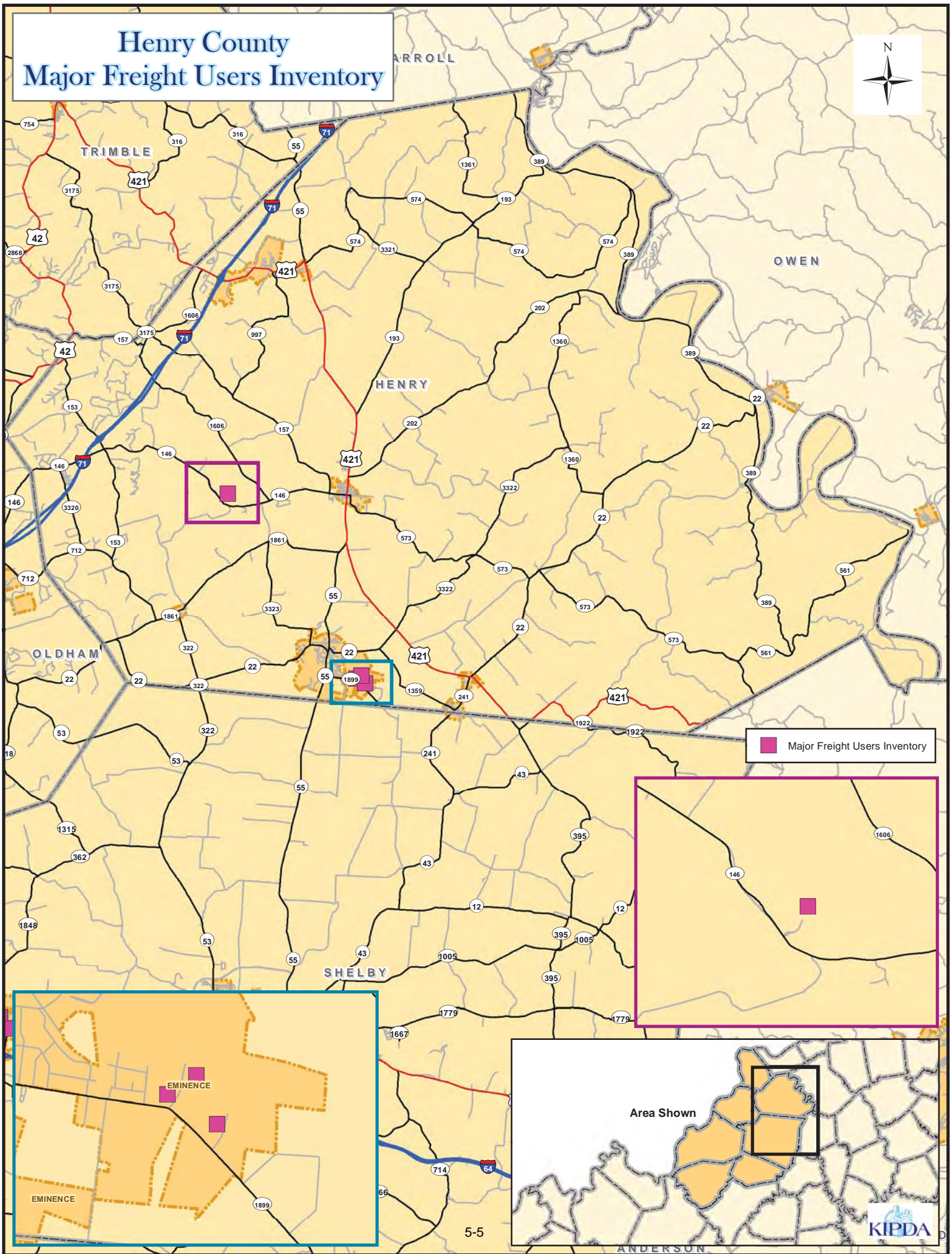
KIPDA Major Freight Users Inventory



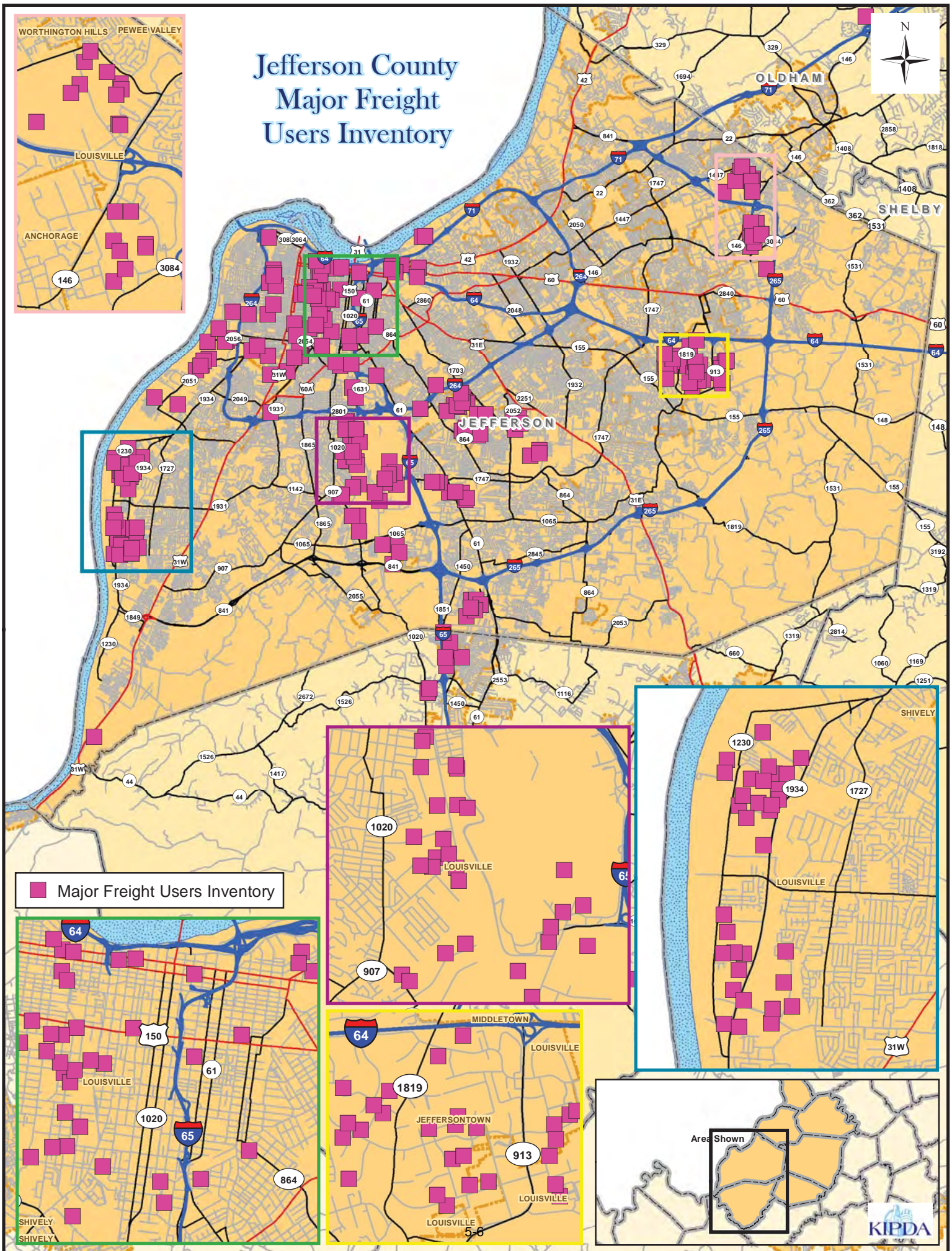
Bullitt County Major Freight Users Inventory



Henry County Major Freight Users Inventory

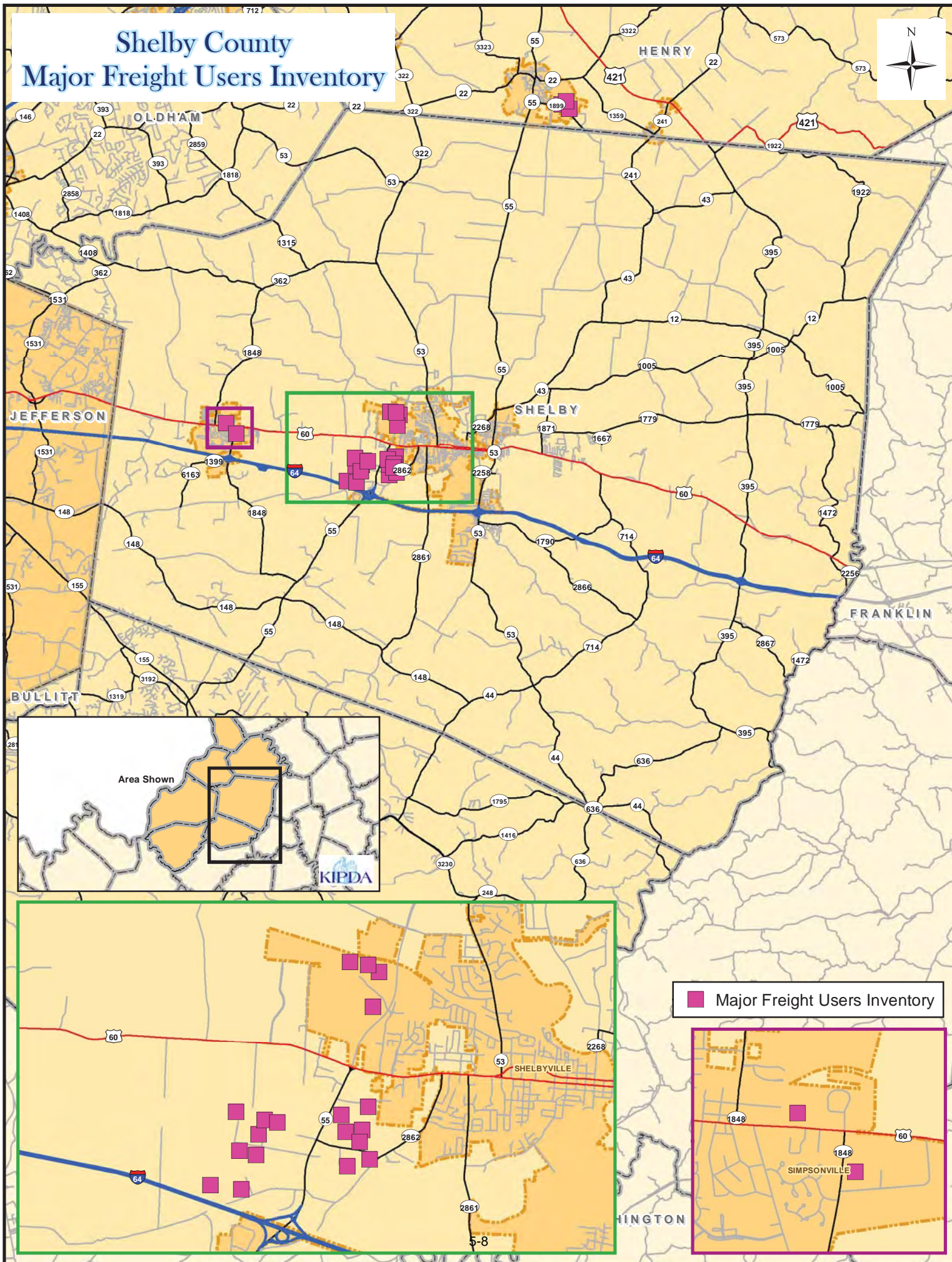


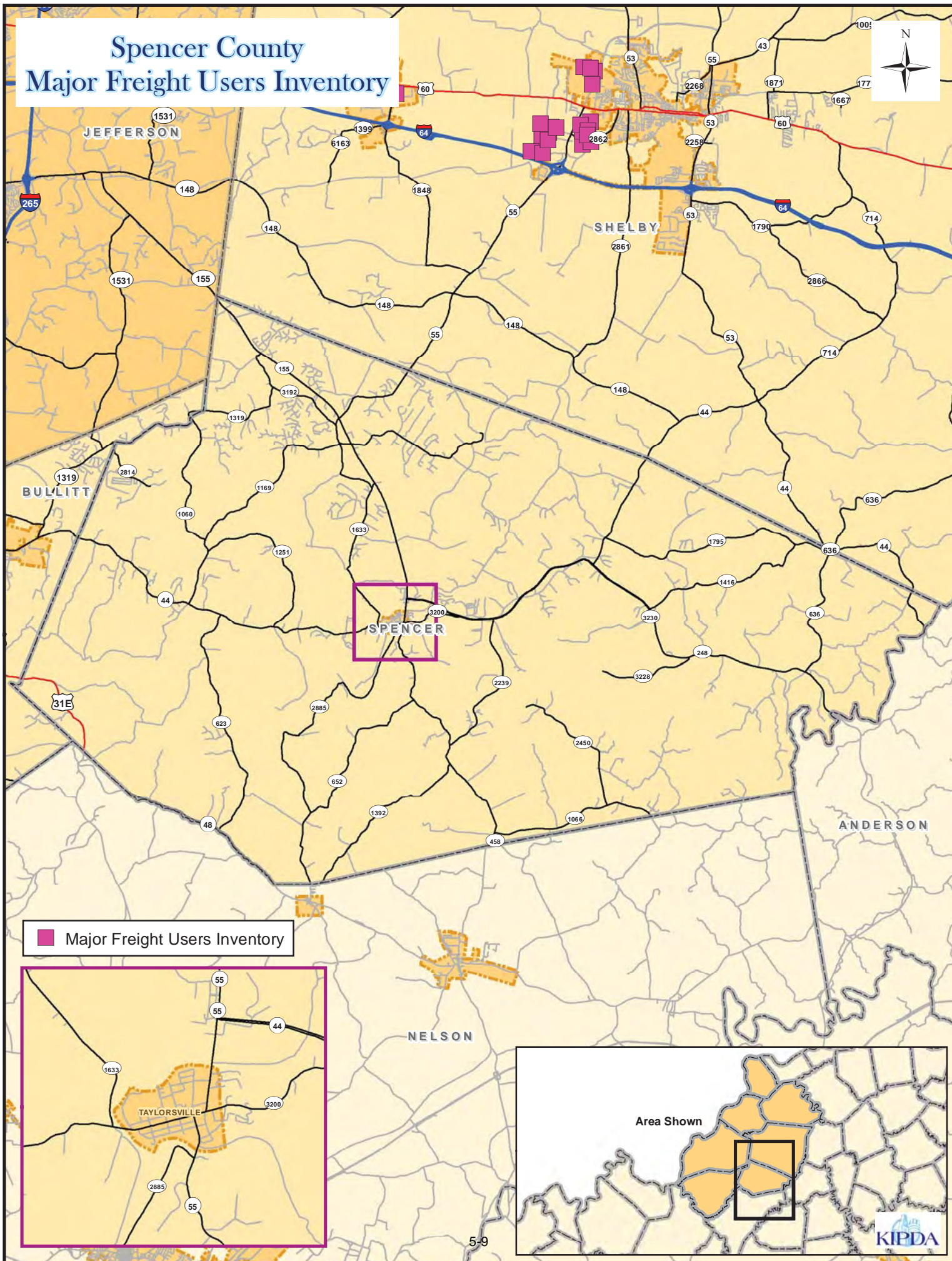
A map of the Louisville, Kentucky area showing the locations of 15 nursing homes. The map is oriented with North at the top. Major roads are shown as black lines, including US-42 (labeled 146) and KY-3084. The Mississippi River is shown as a blue line flowing from the top right towards the bottom. The city of Louisville is labeled in the center. Surrounding areas are labeled: Worthington Hills to the north, Pewee Valley to the northeast, and Anchorage to the southwest. Fifteen pink squares represent the locations of nursing homes, clustered primarily in the northern and central parts of the map, with a few scattered in the south.



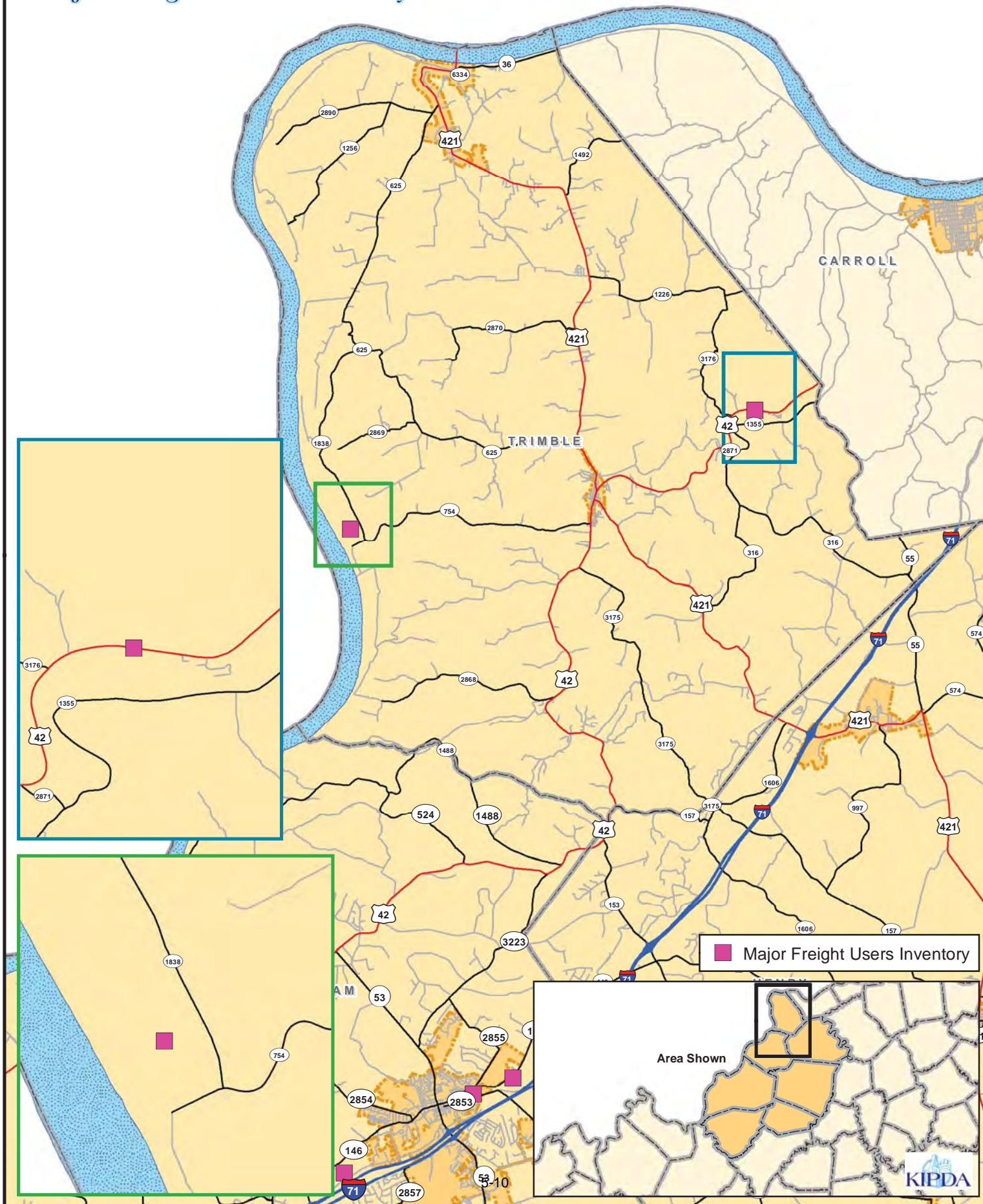
Oldham County Major Freight Users Inventory







Trimble County Major Freight Users Inventory



CHAPTER 6: INTERMODAL CONNECTOR REVIEW

6.1 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. KIPDA ADD periodically reviews the FHWA Official National Highway System (NHS) Intermodal Connector Listing for Kentucky for obvious changes to the listing 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. KIPDA ADD also identifies 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 Projects List.

Kentucky Freight Focus Network (KFFN) was also formed to focus limited state resources on the most significant transportation facilities and to eliminate bottlenecks that impede safe, efficient, and reliable transportation. Kentucky's Freight Focus Network includes public riverports, navigable waterways with public riverports, airports, highways, rail, and intermodal connectors.

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.

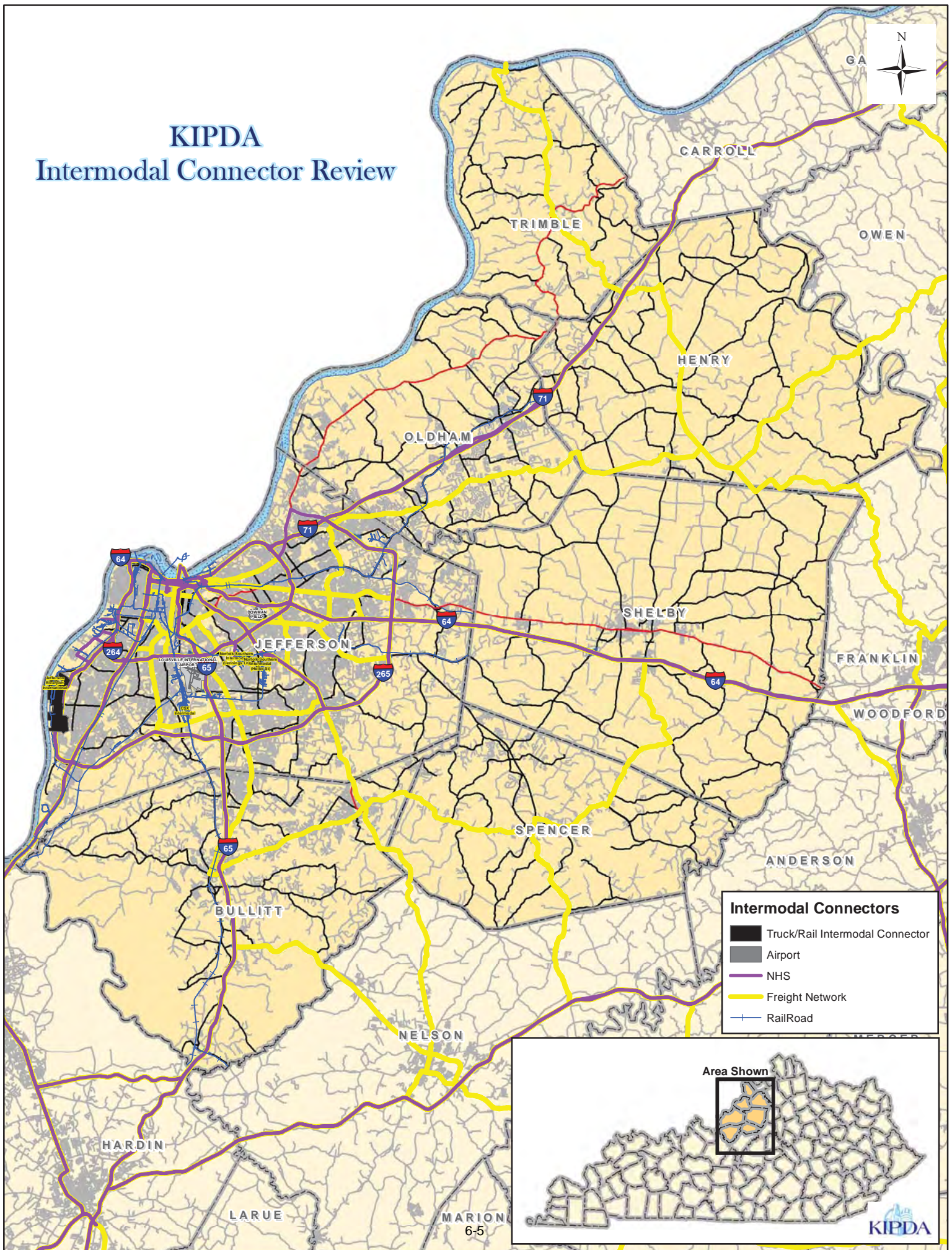
Official NHS Intermodal Connector Listing for the KIPDA ADD region

FACILITY	TYPE	CONNECTOR NO.	CONNECTOR DESCRIPTION	CONNECTOR LENGTH	FACILITY ID
Bells Lane Petroleum/Chemical Pipeline	Truck/Pipeline Terminal	1	KY 2056 from I-264 W to the Louisville-Ohio river Floodwall	1.1	KY6L
Bells Lane Petroleum/Chemical Port	Port Terminal	1	KY 2056 - Louisville-Ohio Floodwall to I-264- Same as KY 6L	0	KY24P
Campground Rd Petroleum Pipeline	Truck/Pipeline Terminal	1	Campground Rd (Cane Run to Ralph), Kramers Ln (Cane Run to Campground), Ralph ave (Cane Run to Campground Rd)	4.5	KY5L
Campground Rd Petroleum Port	Port Terminal	1	Same as 5L	0	KY23P
Greyhound Bus Station - Louisville	Intercity Bus Terminal	1	FS 8829 (Roy Wilkens to Ali Blvd), FS 8806 (Ali Blvd to Facility)	0.8	KY7B
Louisville International Airport	Airport	1	Grade Ln (I-264 to UPS Feeder Truck Entrance), FS 8879 (I-264 to Facility)	1.1	KY8A
Louisville/Ashland Oil/Chevron Dist. Center	Truck/Pipeline Terminal	1	KY 1681 - KY 4 Interchange to Facility	0.3	KY12L
Norfolk Southern Intermodal - Louisville	Truck/Rail Facility	1	Newburg Rd (I-264 to Bishop), Bishop Ln (Newburg to Jennings), Jennings	1.3	KY9R

			Ln (Bishop to Facility)		
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6.2 Map of Intermodal Connectors for the KIPDA region

KIPDA Intermodal Connector Review



CHAPTER 7: TRUCK PARKING INVENTORY

7.1 Introduction

The KIPDA ADD maintains an inventory of existing Truck Parking resources in the KIPDA ADD region. This information below will be used to develop an idea of where we may need to improve those facilities in order to promote the safe and efficient movement of people, goods and services.

Truck Parking Inventory Includes:

- Locations – Route and Milepoint and/or Landmarks
- Type of Facility – Rest Area, Weigh Station, Welcome Centers, Rest Havens, Commercial Parking Lots, etc.
- Facilities Available– Rest Rooms, Restaurants, Vending Machines
- Coordinates for latitude and longitude
- Parking Areas with greater than 20 spaces available

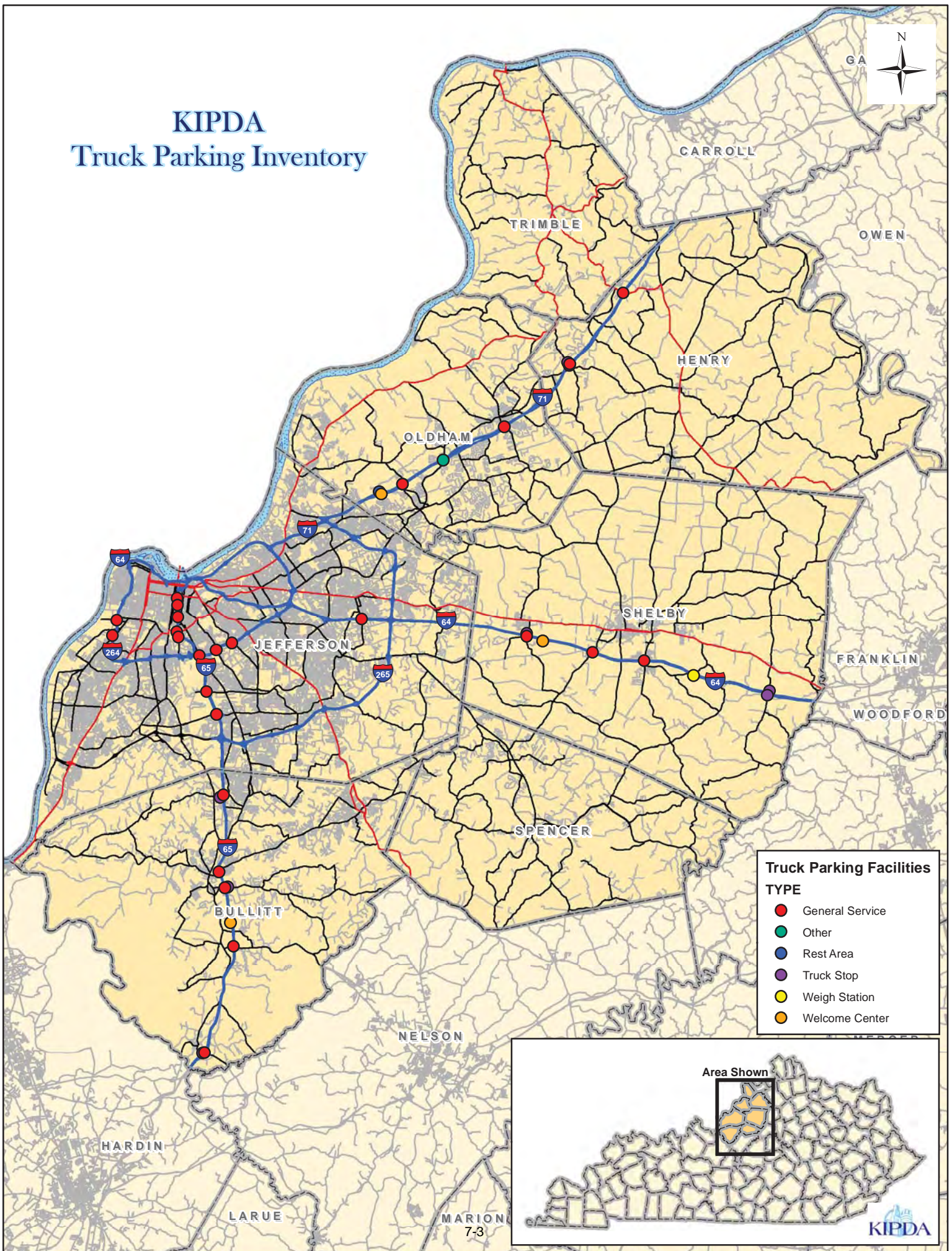
Listed below are the Truck Parking Facilities in the KIPDA region

Route	EXIT_MP	COUNTY	NAME	TYPE
I-65	Exit 121	Bullitt	Pilot Travel Center 356	Truck Stop
I-65	Exit 116	Bullitt	Love's Travel Center 238	Truck Stop
I-65	Exit 113	Bullitt	SB Welcome Center	Welcome Center
I-65	Exit 105	Bullitt	Pilot Travel Center 399	Truck Stop
I-71	Exit 28	Henry	Pilot Travel Center 440	Truck Stop
I-71	Exit 28	Henry	Pilot Travel Center 050	Truck Stop
I-71	Exit 13	Oldham	SB Rest Area	Rest Area
I-71	Exit 13	Oldham	NB Rest Area	Welcome Center
I-64	Exit 28	Shelby	Pilot Travel Center 354	Truck Stop
I-64	Exit 29	Shelby	EB Welcome Center	Welcome Center
I-64	Exit 38	Shelby	EB Weigh Station	Weigh Station
I-64	Exit 43	Shelby	Flying J Travel Center	Truck Stop
I-64	Exit 43	Shelby	Love's Travel Center	Truck Stop
I-65	Exit 112	Bullitt	Exit 112	Truck Stop
I-64	Exit 32	Shelby	Exit 32	General Service
I-64	Exit 28	Shelby	Exit 28	General Service
I-71	Exit 17	Oldham	Exit 17	General Services
I-71	Exit 18	Oldham		No Services
I-71	Exit 22	Oldham	Exit 22	General Service
I-71	Exit 28	Henry	Exit 28	General Service
I-71	Exit 34	Henry	Exit 34	General Service
I-65	Exit 105	Bullitt	Exit 105	General Service
I-65	Exit 112	Bullitt	Exit 112	General Service
I-65	Exit 116	Bullitt	Exit 116	General Service

I-65	Exit 117	Bullitt	Exit 117	General Service
I-65	Exit 121	Bullitt	Exit 121	General Service
I-71	Exit 14	Oldham	Exit 14	General Service
I-64	Exit 35	Shelby	Exit 35	General Service

7.2 Map of Truck Parking Inventory

KIPDA Truck Parking Inventory



CHAPTER 8: LIST OF RAIL YARDS

8.1 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”.

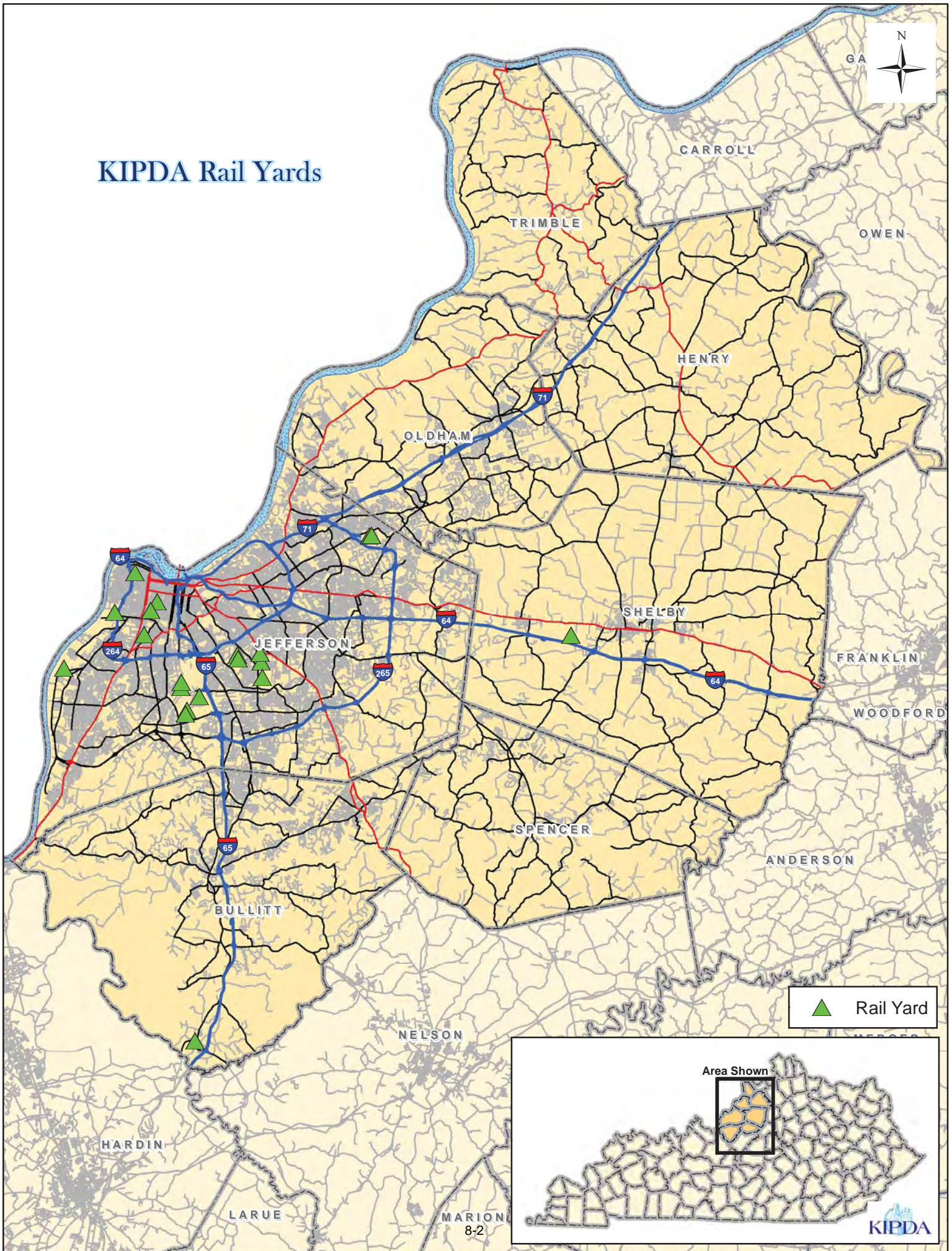
Contacts and local knowledge should be cultivated regarding the region’s rail yards and updates submitted to KYTC on an as needed basis. During the course of business it may become necessary to contact local stakeholders and/or industry experts in order to garner local input on transportation issues or opportunities affecting the area. The KIPDA ADD maintains this list of rail yards in order to know where improvements to intermodal connections may be warranted in order to promote the safe and efficient movement of goods and services.

There are currently 19 railyards in operation in the KIPDA region. These railyards are operated by Paducah and Louisville Railway (PAL), Norfolk Southern (NS) and CSX.

The rail yard locations are illustrated in the map in section 8.2. More information can be obtained by contacting the KIPDA transportation planner.

8.2 Map of Rail Yard Locations

KIPDA Rail Yards



▲ Rail Yard

Area Shown

CHAPTER 9: TRANSPORTATION TERMS AND ACRONYMS

9.1 Glossary of Terms and Acronyms

A

Adequacy Rating

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

American Association of State Highway and Transportation Officials (AASHTO)

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

American Public Transit Association (APTA)

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

Americans with Disabilities Act of 1990 (ADA)

A federal law prohibiting discrimination against people with disabilities. Requires public entities and public accommodations to provide accessible accommodations for people with disabilities.

Area Development District (ADD)

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

Arterial

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

Association of Metropolitan Planning Organizations (AMPO)

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

B

Bicycle Facilities/Amenities

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

Bicycle Lane (Bike Lane)

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

Bicycle Route (Bike Route)

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

Bikeway

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

C

Census Defined Urbanized Area (UZA)

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

Coal Haul

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

Collector

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

Critical Crash Rate Factor (CRF)

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

E

Environmental Justice (EJ)

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

Extended Weight

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

F

Federal Highway Administration (FHWA)

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

Federal Transit Administration (FTA)

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

Functional Classification

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

G

Geographic Information System (GIS)

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

H

Highway District Office (HDO)

Kentucky has twelve district highway offices located throughout the state.

Highway Information System (HIS)

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

I

Intermodal

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

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

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

International Roughness Index (IRI)

International Roughness Index is a measure of pavement roughness.

K

Kentucky Transportation Cabinet (KYTC)

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

L

Level of Service (LOS)

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

Local Roads

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

Long-Range Statewide Transportation Plan

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

M

Metropolitan Planning Organization (MPO)

The organizational entity designated by law with responsibility for developing transportation plans and programs for urbanized areas of 50,000 or more in population. MPOs are established by agreement of the Governor (or Governors) and units of local government which together represent 75% of the affected population of an urbanized area. KIPDA is the MPO for the Louisville area, which includes Clark and Floyd Counties in Indiana and Jefferson, Bullitt, and Oldham Counties in Kentucky.

Metropolitan Statistical Area (MSA)

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

Mile Point (MP)

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

N

National Highway (NHS)

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

National Truck Network (NN)

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

P

Pedestrian

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

Poverty Level

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

Project Identification Form (PIF)

An identification form developed by KYTC Division of Planning for all transportation projects that contains problem statement, project description, specific geometric and analytical data, cost estimates, and assumptions for the project. The form is prepared when the transportation need is

first noted and the information is entered into the Unscheduled Project List database and is updated periodically. Maps and pictures for the project may also be attached.

R

Pavement Rideability Index (RI)

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

Right-of-Way (ROW)

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

S

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

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

Scenic Byways

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

Shared Use Path

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

Small Urban Area (SUA)

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

State Implementation Plan (SIP)

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

Six Year Highway Plan (SYP)

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

Statewide Transportation Improvements Program (STIP)

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

Strategic Highway Corridor Network (STRAHNET)

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

System Classification/Functional Classification

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

Surface Transportation Program (STP)

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

T**Traffic Volume**

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

Transportation Enhancement Funds (TE)

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

Transportation Equity Act of the 21st Century (TEA-21)

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

Transportation Improvement Program (TIP)

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

U**Unscheduled Project List (UPL)**

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

Urban Area (UA)

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

V**Volume to Service Flow Ratio (V/SF)**

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