KIPDA Area Development District

Regional Transportation Asset Review

11520 Commonwealth Drive
Louisville, KY 40299
502-266-6084
www.kipda.org

EFFECTIVE DATE: JUNE 30, 2025

THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET

TABLE OF CONTENTS

CHAPTER 1: INTRODUCTION

1.1 History

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

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 10 Metropolitan Planning Organizations (MPOs). 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

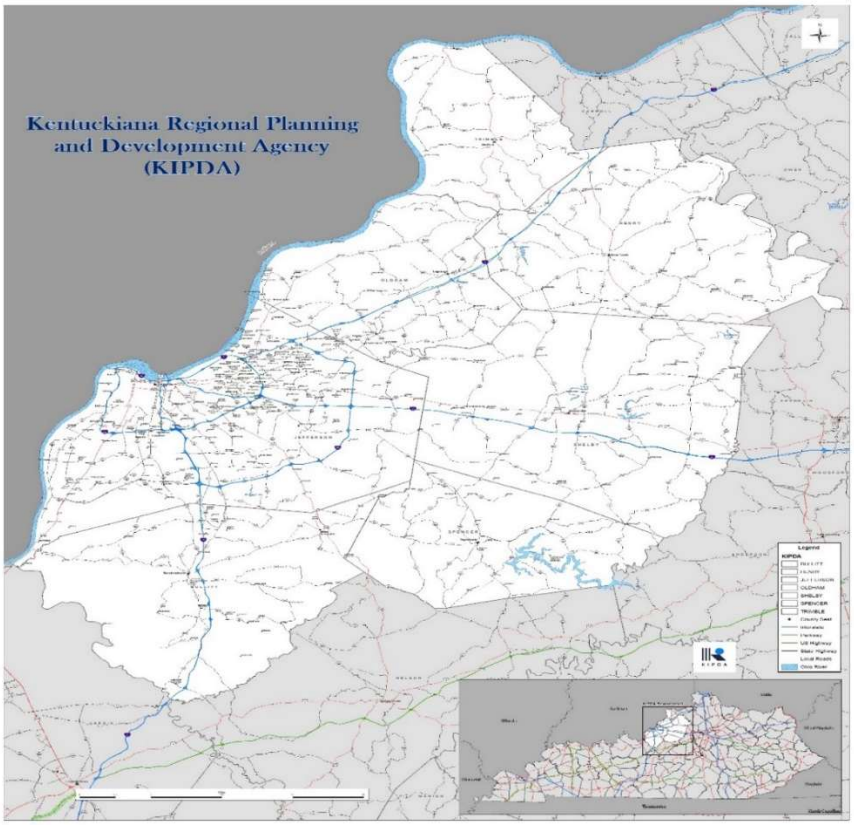
identified needs during the SHIFT process for possible inclusion into the KYTC Highway Plan.

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, in 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, rural, metropolitan and statewide levels. The creation of the ADDs pursuant to federal legislation established an effective link for the development of a comprehensive transportation program utilizing local, regional, and statewide agencies.

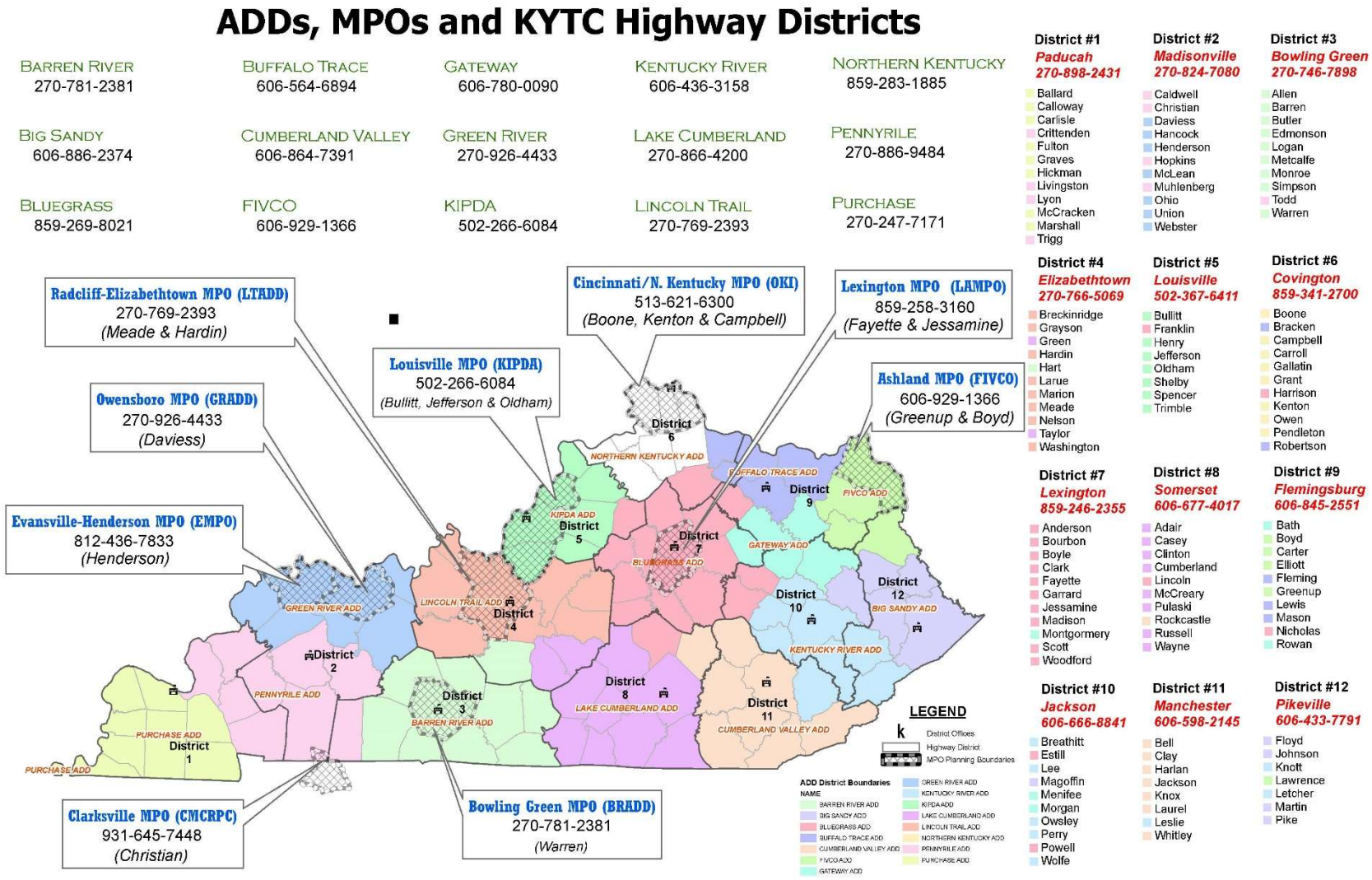
The ADD primarily conducts activities in support of transportation planning for the rural areas of the Commonwealth, and our MPO partners are responsible for activities in the nine urbanized areas. The ADDs are concerned with all modes of transportation including: air, water, rail, highway, transit, 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 our MPO and HDO partners.

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



1.3 Purpose of the Regional Transportation Asset Review

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 this Annual Work Program (AWP) is a specific set of resource documents identified for the Regional Transportation Asset Inventory (RTAR). The RTAR 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 RTAR is the "umbrella" that houses data collection components relevant to regional transportation. The RTAR 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 RTAR 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 CHAF 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 NEEDS THROUGH THE SHIFT PROCESS

2.1 Introduction

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

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

2.2 Continuous Highway Analysis Framework (CHAF)

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

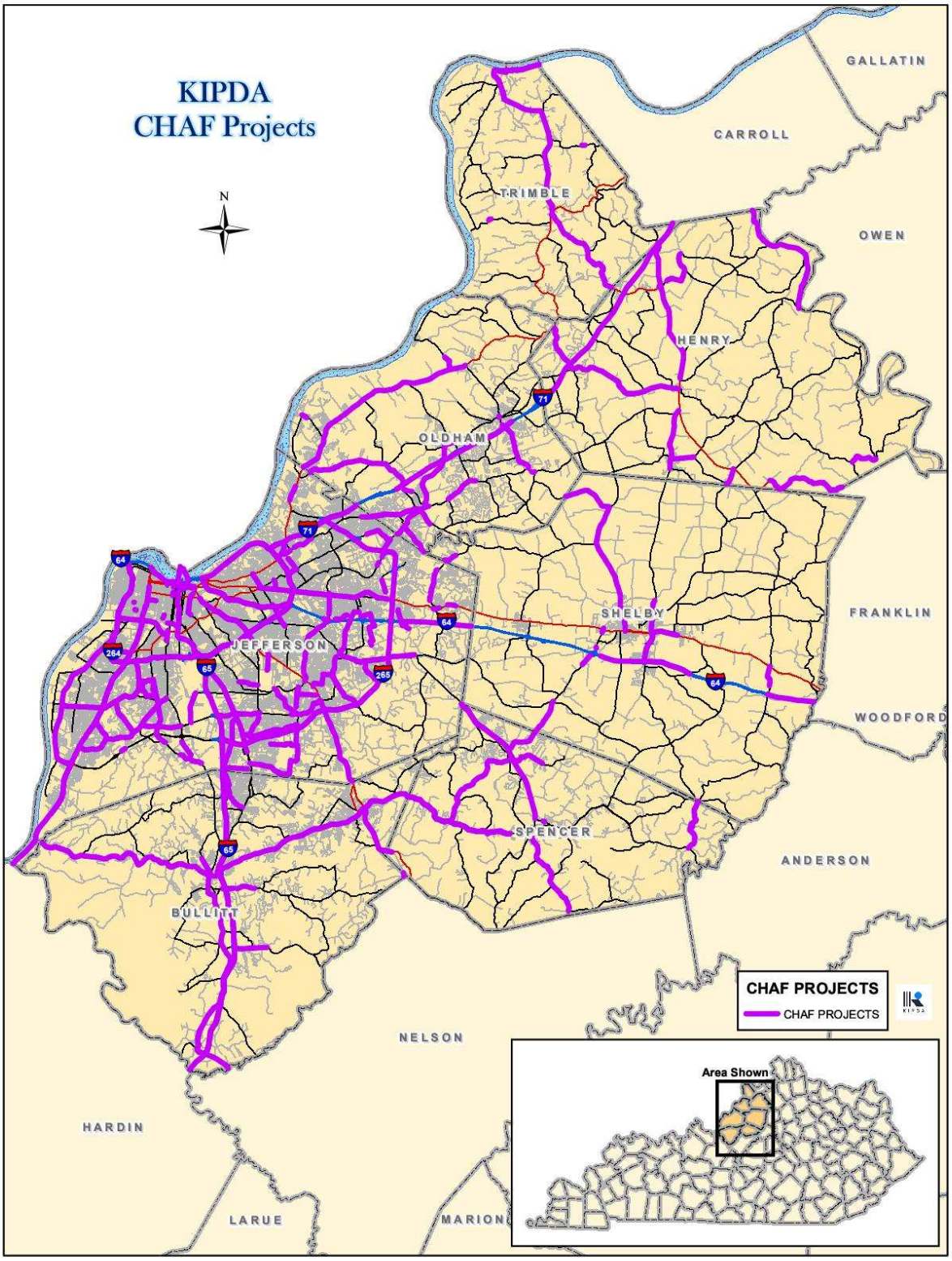
2.3 How SHIFT Works

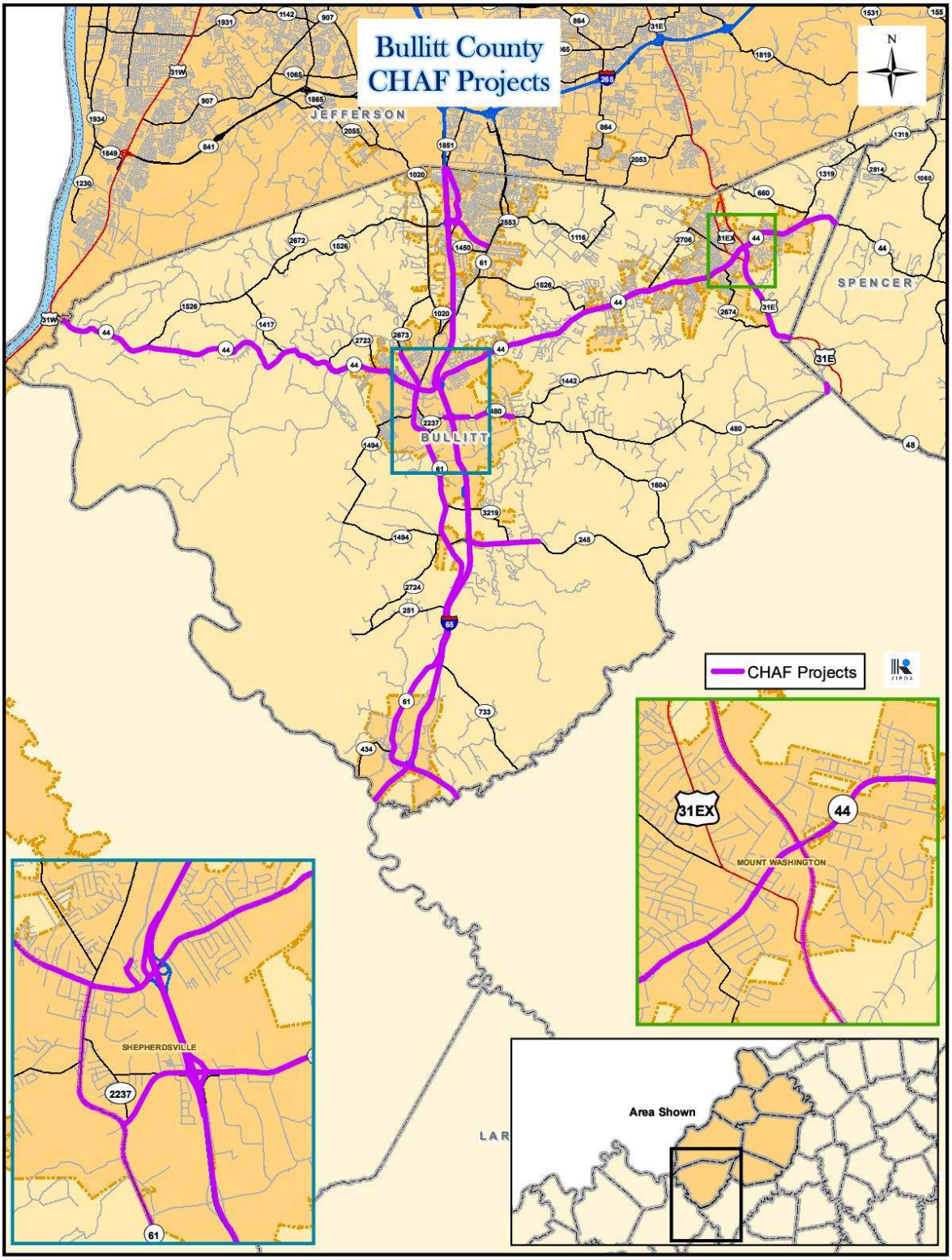
KYTC starts with a list of projects previously identified by state and local transportation leaders (Area Development Districts, Metropolitan Planning Organizations, and KYTC Highway Districts). These leaders may add or subtract projects at this stage. To move forward, projects must be “sponsored” by local transportation leaders. Each ADD, MPO, and Highway District are allocated a number of “sponsorships” based on both area lane miles and the local population served. After consulting with local elected officials, transportation leaders choose which projects

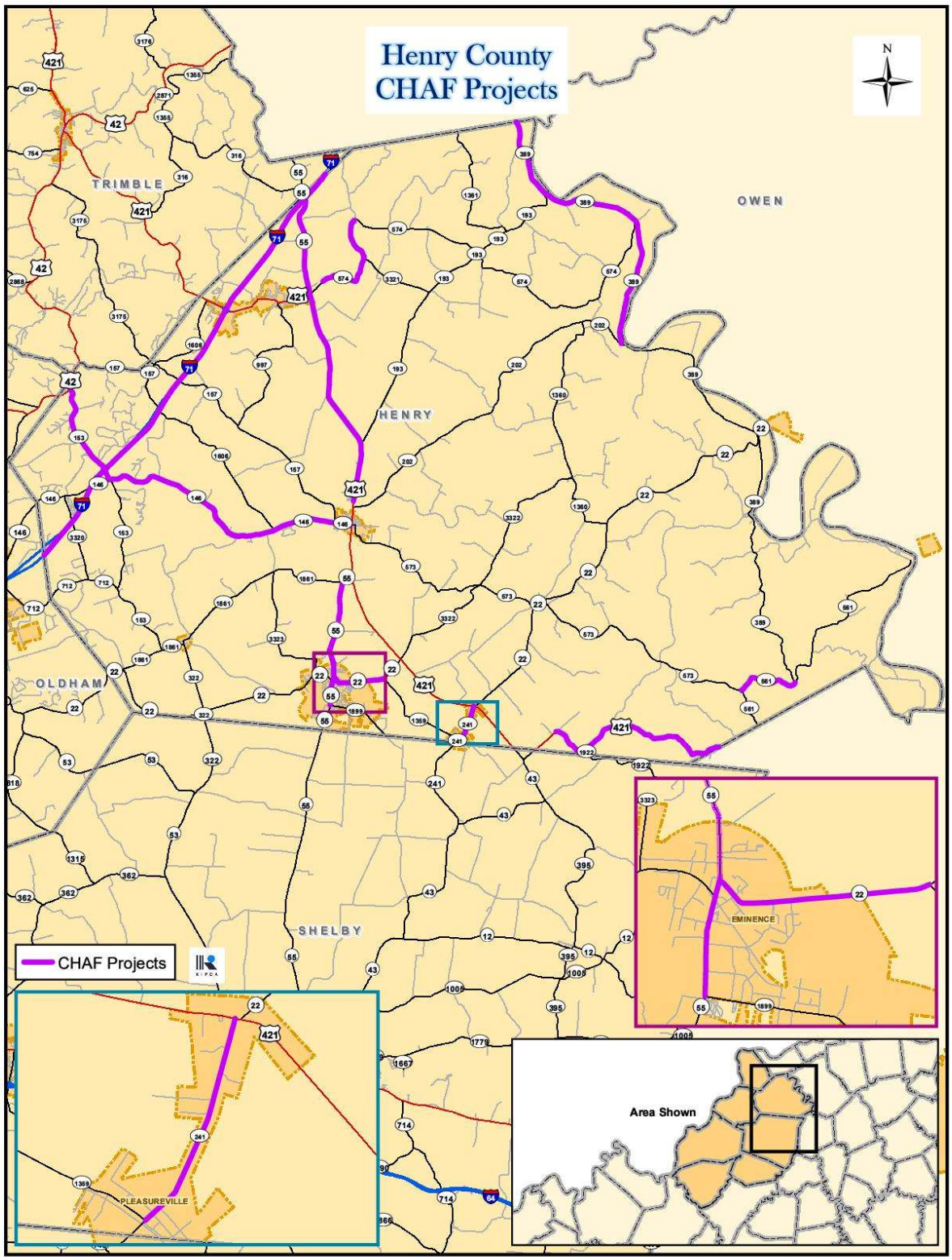
to sponsor. Each project is reviewed and scored in a two-step system: statewide and local. Statewide scoring is on a 0-to-100-point scale and local scoring is on a 0-to-80-point scale. Through a process known as “boosting”(discussed below), local projects can obtain a maximum score of 100. Both phases are scored using a combination of the seven key attributes: safety, congestion, asset management, economic growth, benefit/cost, resiliency, and non-motorized mobility. Projects of statewide significance (interstates, parkways, and other major connecting routes) are scored first. KYTC reviews the scores of the projects of statewide significance and selects projects for priority funding. The remaining statewide projects are considered during the next phase. Local transportation leaders take the lead role in prioritizing local priorities, which include highways and local roads as well as the remaining statewide projects. Using local insights, ADDs, MPOs, and Highway Districts may "boost" the scores for their top priority projects, adding 10 points to their base scores on the 0-to-80-point scale. Projects boosted by both the District and ADD/MPO receive an additional 20 points – a "turbo boost." After combining the project scores with the local boosts, projects in each KYTC District are prioritized for consideration in the next state highway plan. KYTC combines statewide and local priorities to help develop the Governor's Recommended State Highway Plan, which is presented to the General Assembly. During the legislative session, lawmakers fine-tune the plan based on additional information and funding availability. The result is the Enacted State Highway Plan, which includes two years of funded projects and spending priorities for the following four years.

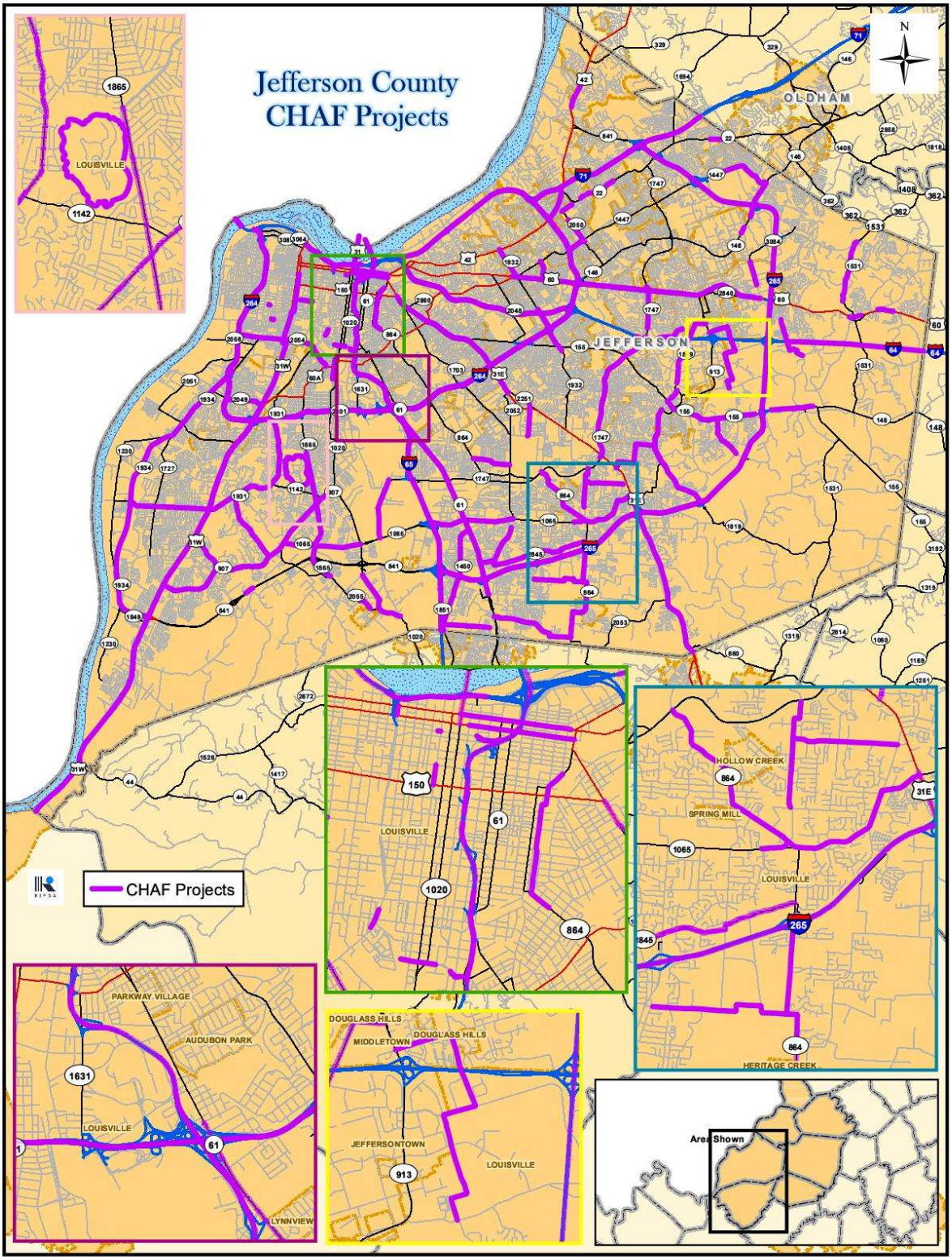
2.4 Maps of the CHAF Locations by County

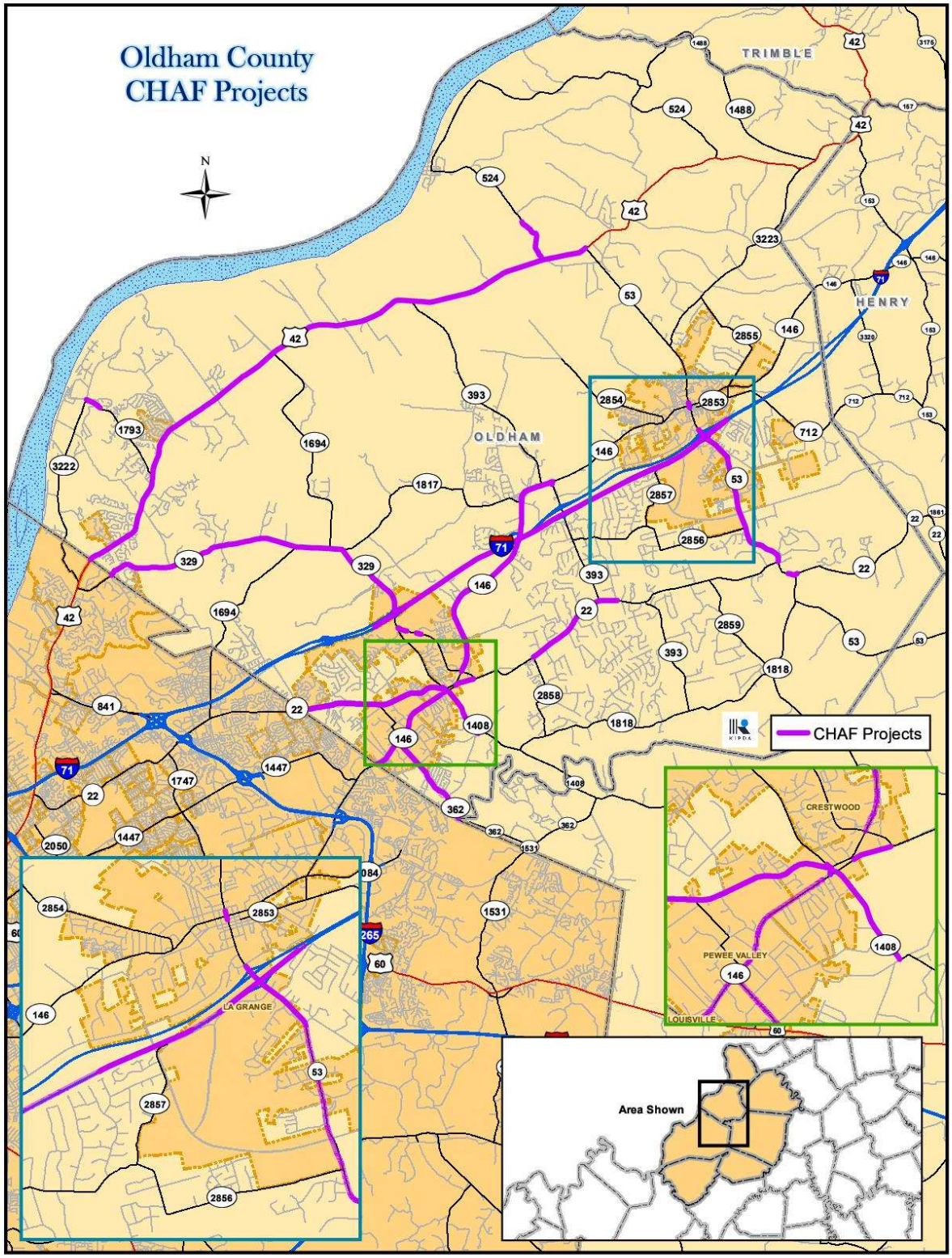
The following maps have been created to illustrate the active projects for the seven counties in the KIPDA region.

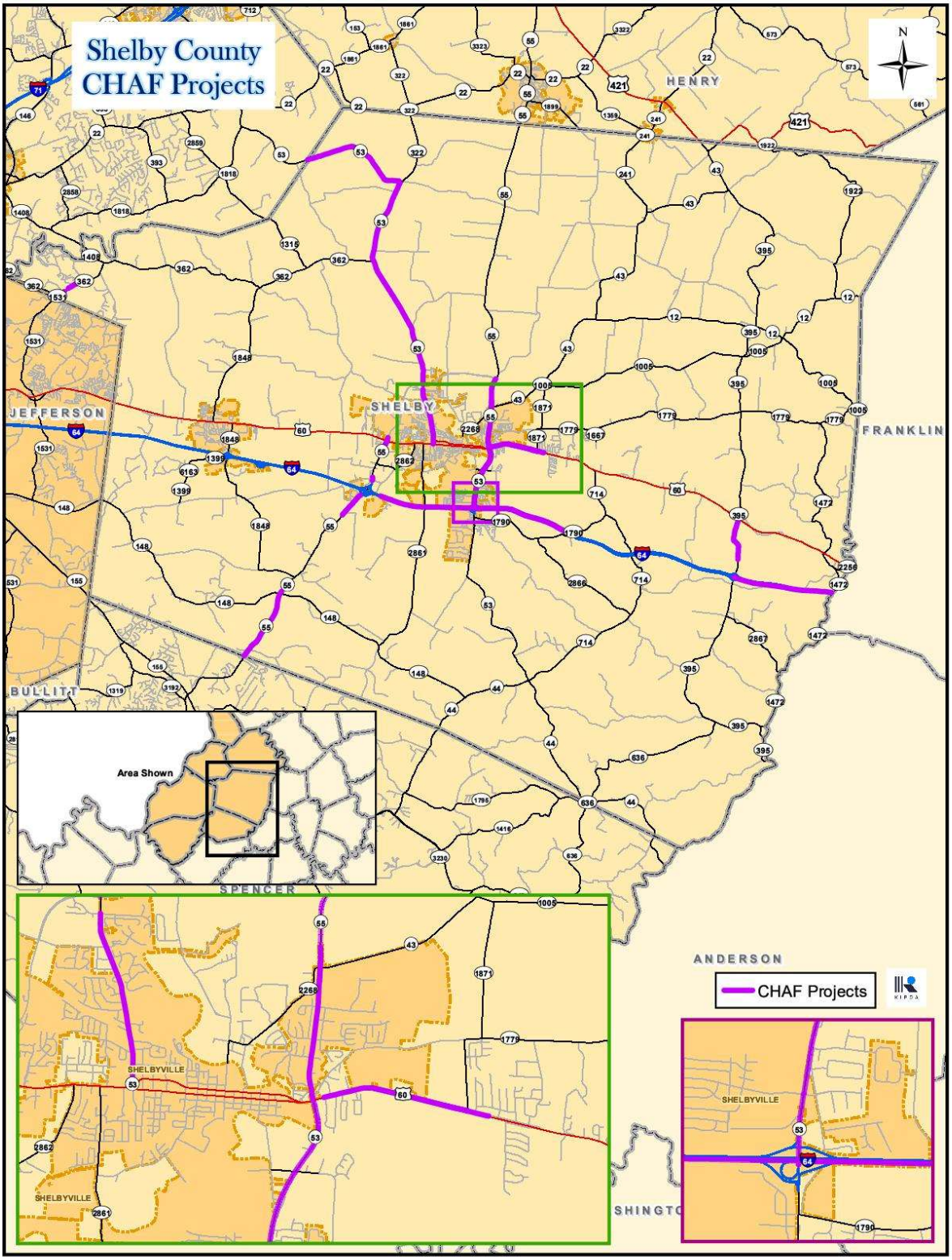

KIPDA
CHAF Projects
N
GALLATIN
CARROLL
TRIMBLE
OWEN
HENRY
OLDHAM
SHELBY
FRANKLIN
JEFFERSON
WOODFORD
SPENCER
ANDERSON
BULLITT
NELSON
HARDIN
LARUE
MARION
CHAF PROJECTS
CHAF PROJECTS
Area Shown

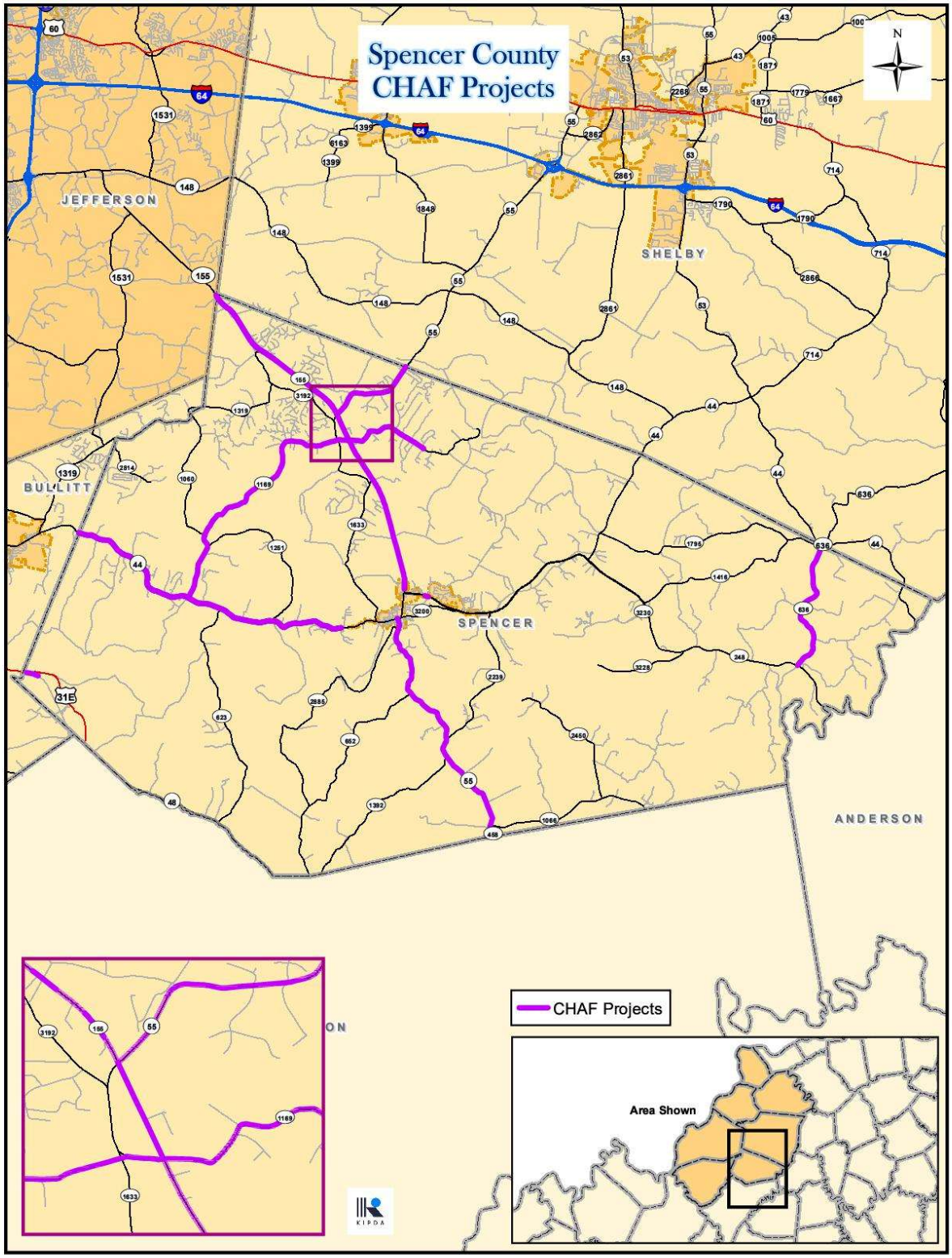

Bullitt County
CHAF Projects
JEFFERSON
SPENCER
BULLITT
CHAF Projects
31EX
44
MOUNT WASHINGTON
SHEPHERDSVILLE
2237
61
Area Shown
LAR

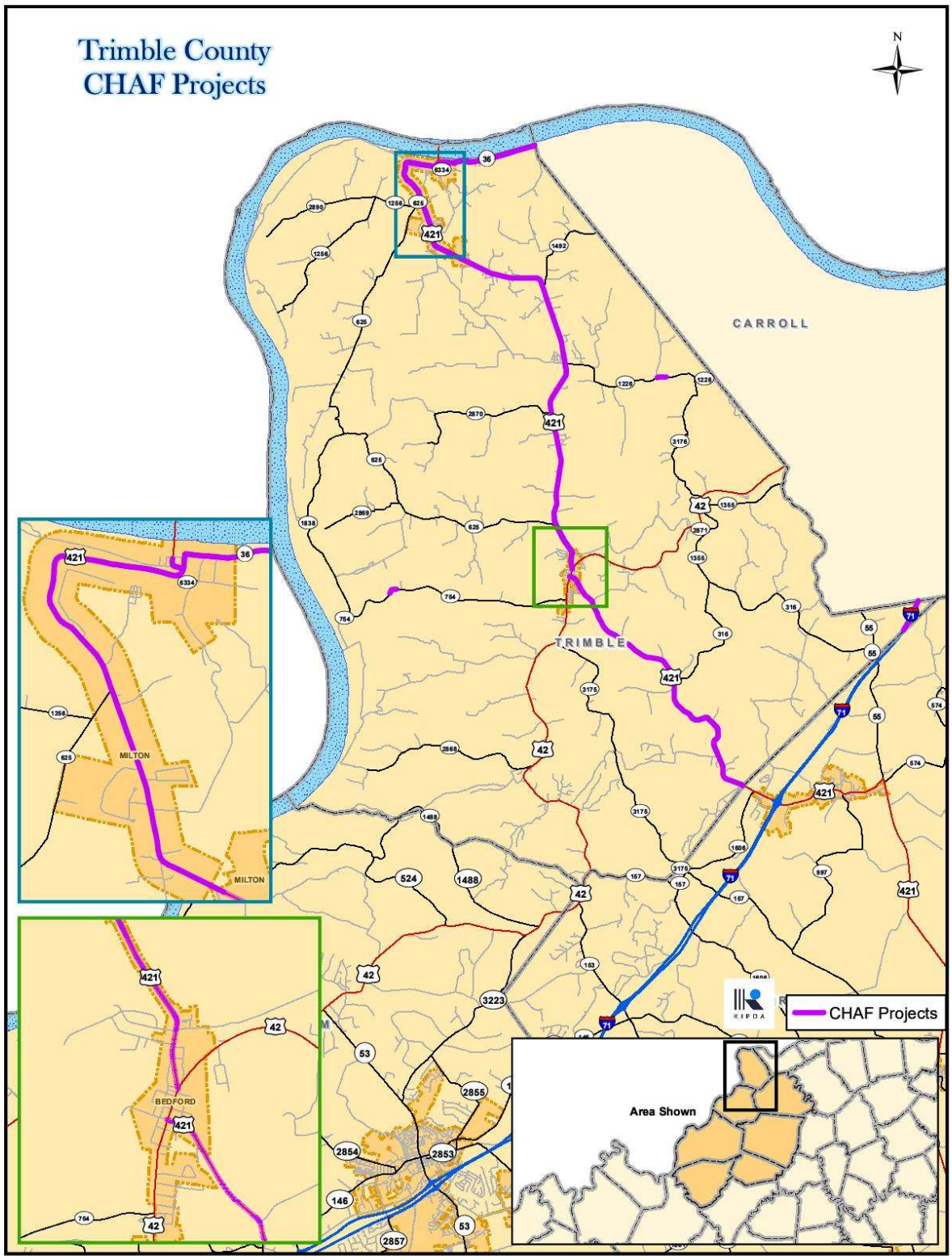

Henry County
CHAF Projects
N
TRIMBLE
OWEN
HENRY
OLDHAM
SHELBY
EMINENCE
PLEASUREVILLE
CHAF Projects
Area Shown


Jefferson County
CHAF Projects
N
OLDHAM
JEFFERSON
LOUISVILLE
CHAF Projects
HOLLOW CREEK
SPRING MILL
HERITAGE CREEK
PARKWAY VILLAGE
AUDUBON PARK
LYNNVIEW
DOUGLASS HILLS
MIDDLETOWN
JEFFERSONTOWN
Area Shown


Oldham County
CHAF Projects
N
TRIMBLE
HENRY
OLDHAM
LA GRANGE
CRESTWOOD
PEWEE VALLEY
LOUISVILLE
CHAF Projects
Area Shown


Shelby County
CHAF Projects
N
HENRY
JEFFERSON
SHELBY
FRANKLIN
BULLITT
SPENCER
ANDERSON
Area Shown
CHAF Projects
SHELBYVILLE
SHELBYVILLE
SHELBYVILLE


Spencer County
CHAF Projects
N
JEFFERSON
SHELBY
BULLITT
SPENCER
ANDERSON
CHAF Projects
Area Shown
KIPDA


Trimble County
CHAF Projects
N
CARROLL
TRIMBLE
MILTON
MILTON
BEDFORD
KIPDA
CHAF Projects
Area Shown

CHAPTER 3: MAJOR FREIGHT USERS/MAJOR TRAFFIC GENERATORS INVENTORY

3.1 Introduction

The Major Freight Users and Major Traffic Generators (MFU/MTG) is a listing of facilities or locations identified throughout the region known for generating high traffic volumes and significant freight movement. The list is very subjective and can be interpreted differently by the regional committee, local officials and other stakeholders for each county/region. Planners, through consultation with RTC and local officials in each county, determine the facilities for each area. Keeping the inventory current is necessary for helping promote the safe and efficient movement of people, goods, and services throughout the county, region, and state. The inventory is a valuable tool for analyzing transportation systems and data, identification and evaluation of needs in the region and the subsequent evaluation and prioritization of projects.

The inventory identifies land uses that create larger volumes or concentrations of traffic, major manufactures and distribution centers for truck and rail and intermodal facilities. Examples include schools, major shopping centers, parks and recreational facilities, hospitals, industrial parks, business parks or other major commercial areas, airports, riverports, and transit facilities. MFU/MTG 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 MFU/MTG and changes that have occurred such as the addition or closing of a MFU/ MTG. To facilitate this understanding, the ADD maintains an inventory of locations. This data can be made available to transportation planners, designers, the public, and local officials when making transportation decisions such as the highway prioritization process, or corridor improvement study, or development and calibration of traffic models.

The inventory is maintained as part of a Geographic Information System (GIS) and can be displayed on maps with existing traffic data such as traffic counts, adequacy ratings, unscheduled needs list, highway plan projects, safety data, etc. The KIPDA ADD has a current MFU/MTG inventory over 900 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.

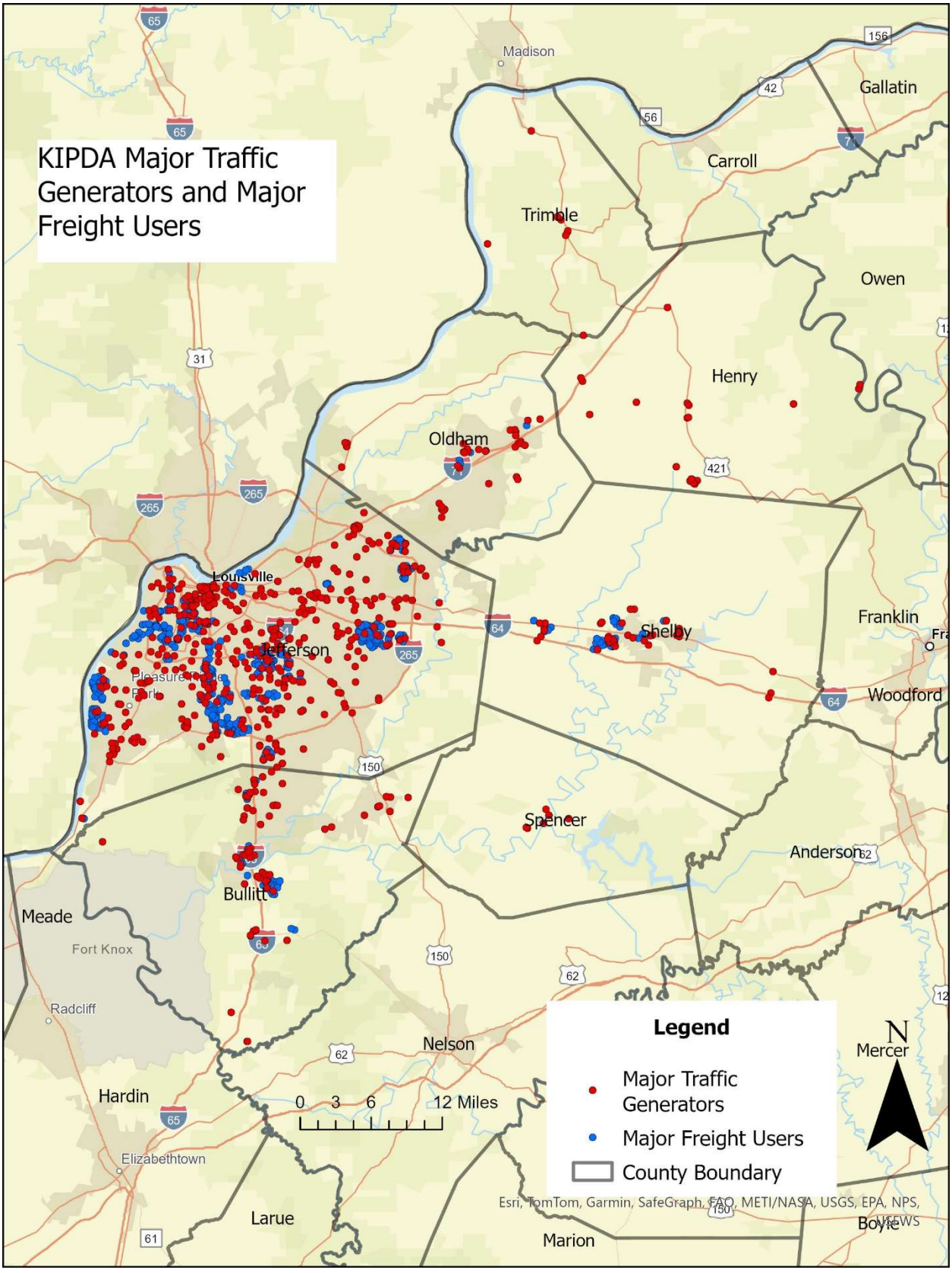
The maps located in section 3.2 illustrate the location of the current KIPDA MFU/MTG inventory. County maps, city maps and community maps are used where necessary to provide a visual tool of the inventory within the existing road network. Updates or other changes are submitted each year to the KYTC.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

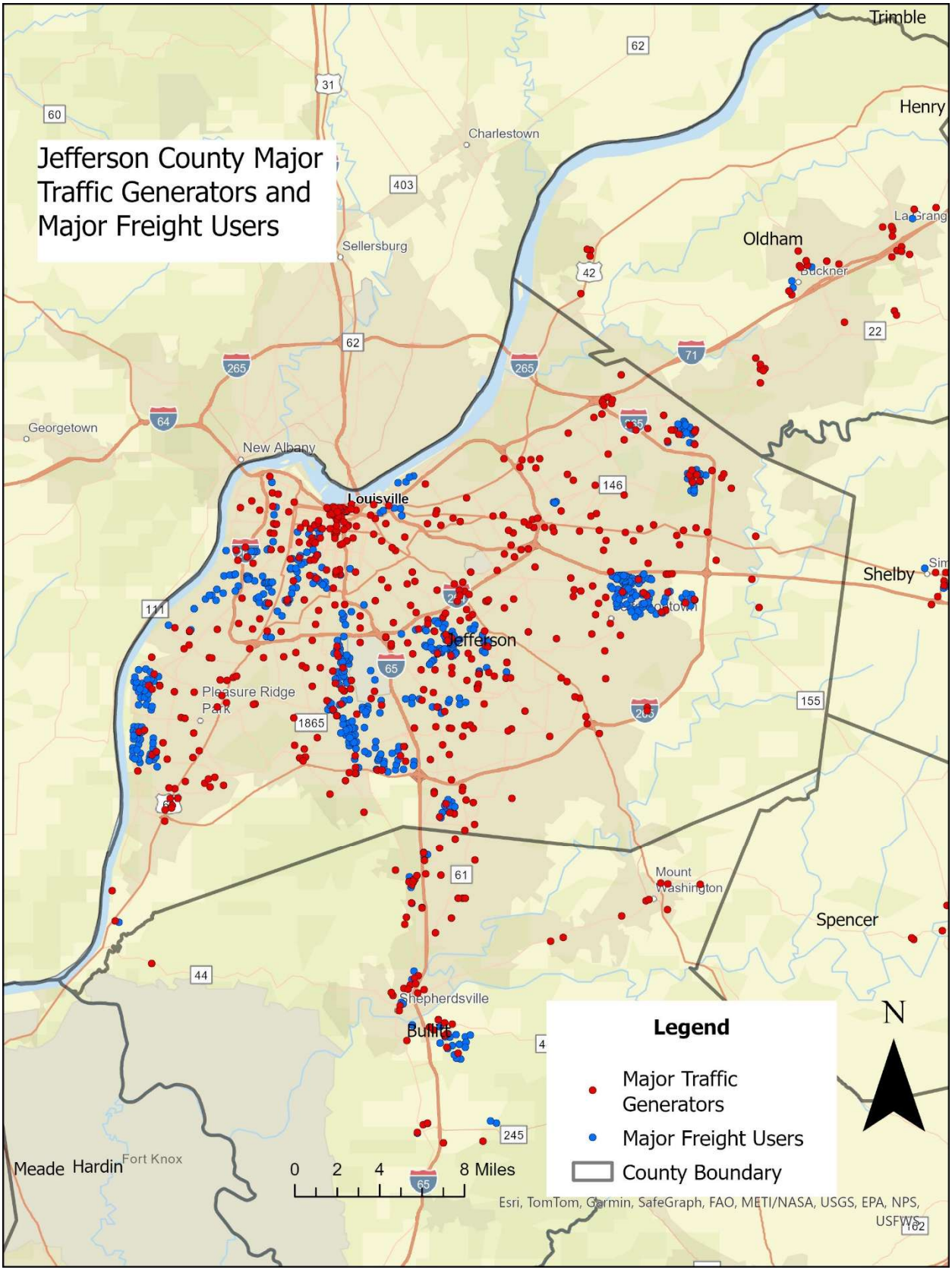
The KIPDA ADD annually reviews the MFU/MTG inventory along with other analytical traffic data provided by the KYTC. This review (as previously mentioned) ensures the accuracy of the inventory, but also serves as an evaluation of current highway conditions surrounding these

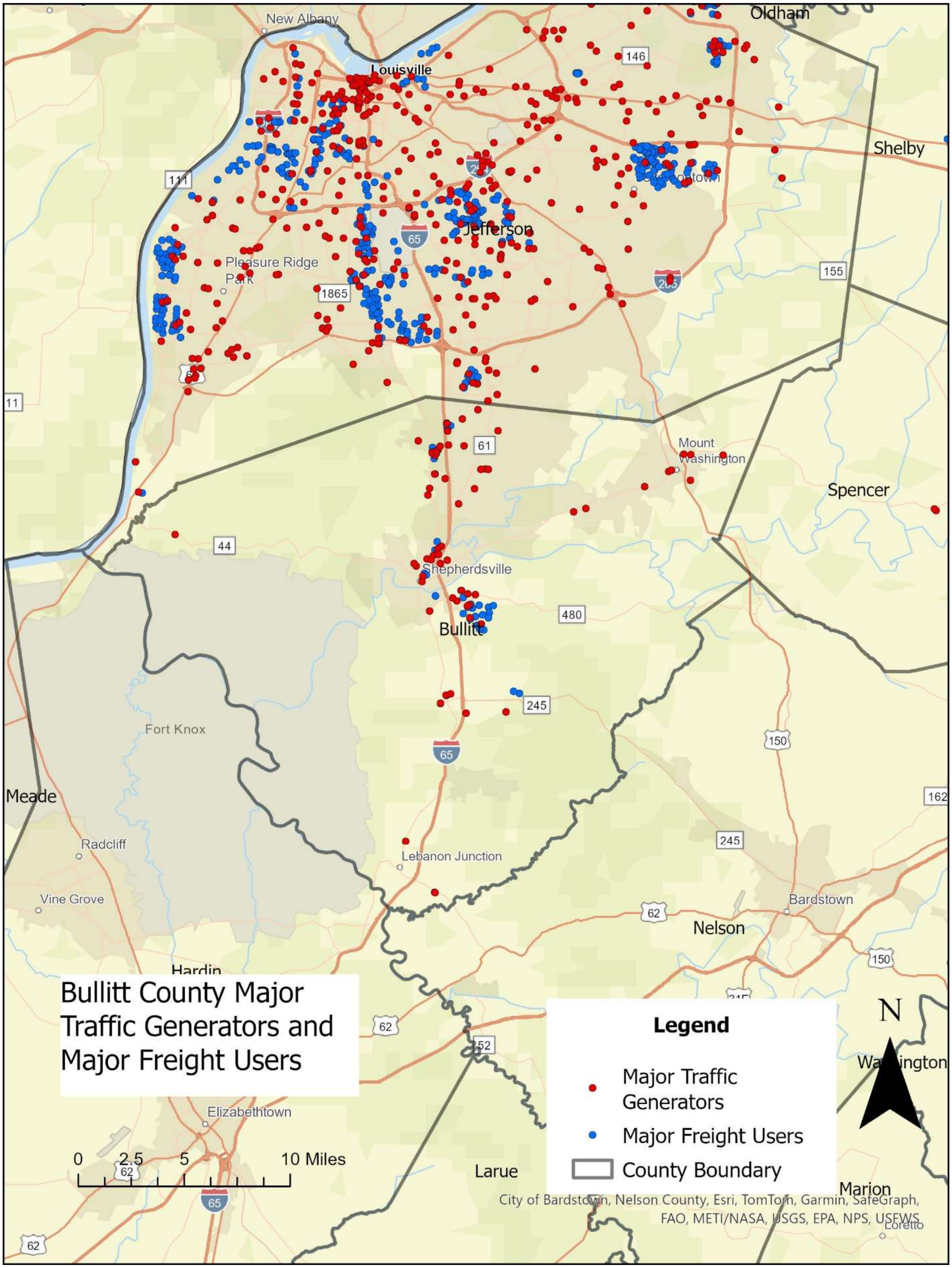
locations. This review can help determine if current identified needs accurately address issues or if those needs should be modified or deleted from the CHAF.

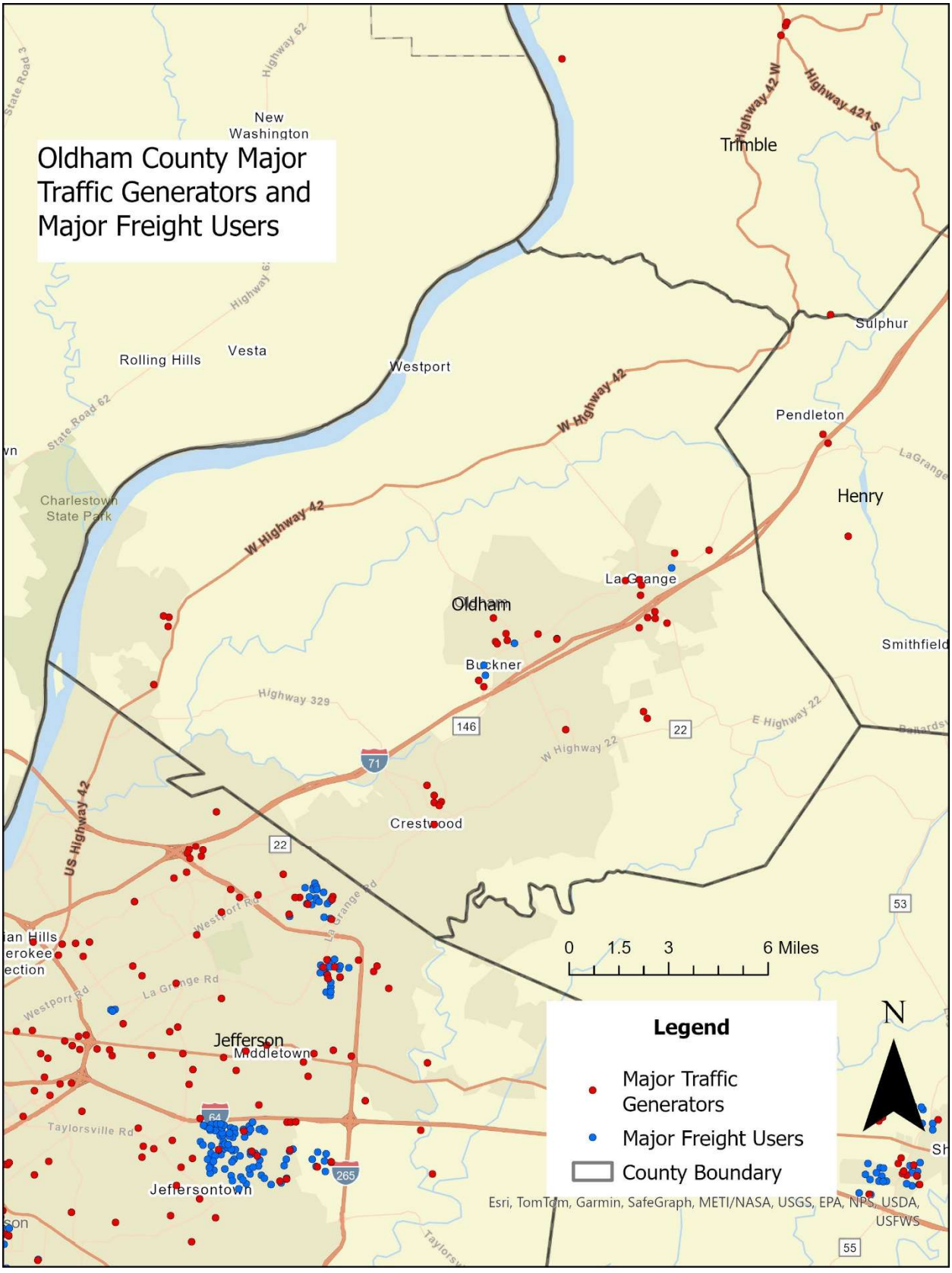
3.2 MFU/MTG Location Maps

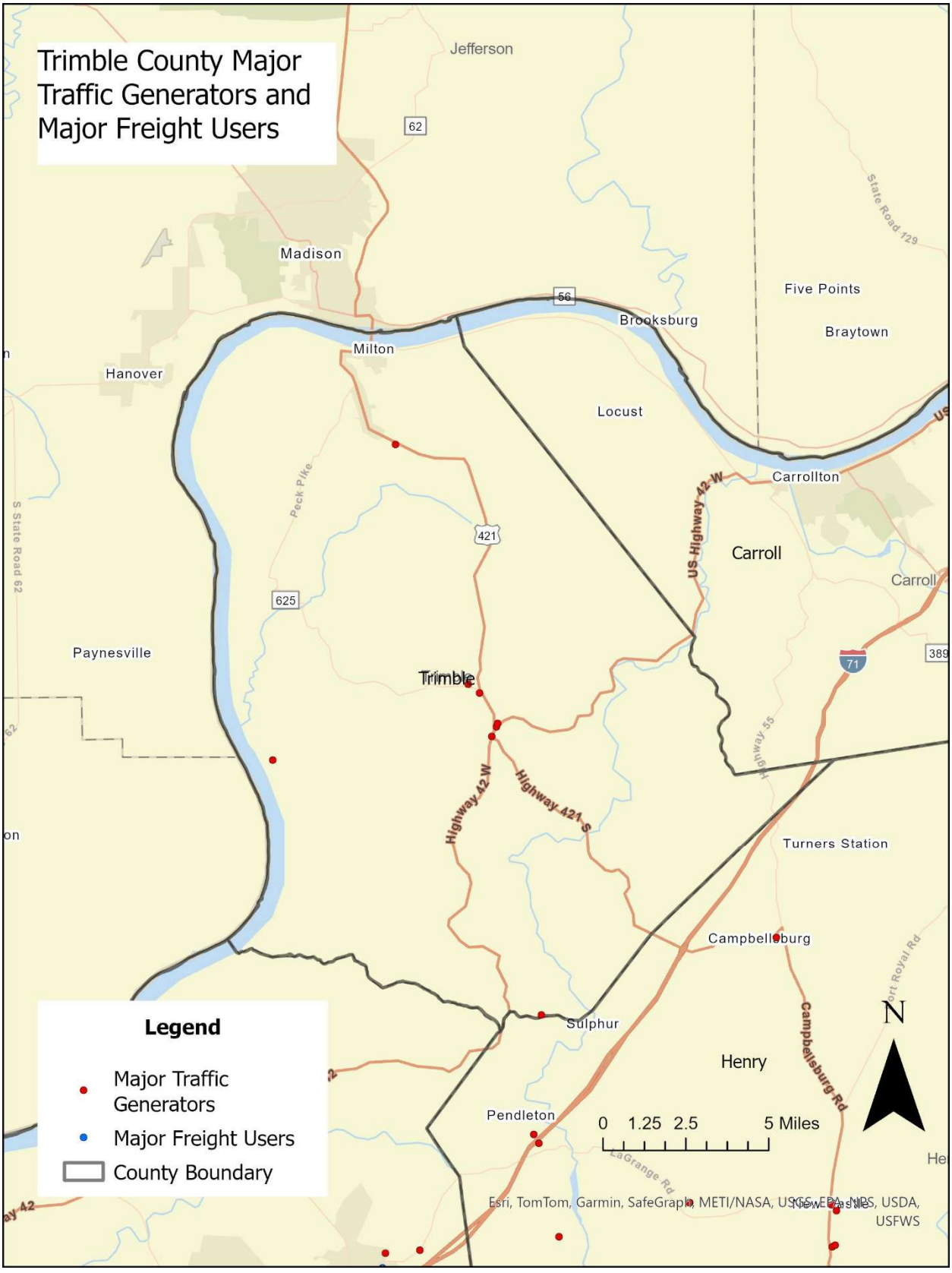
The Maps that follow have been created to illustrate the major traffic generator and major freight user inventory on regional and county level.

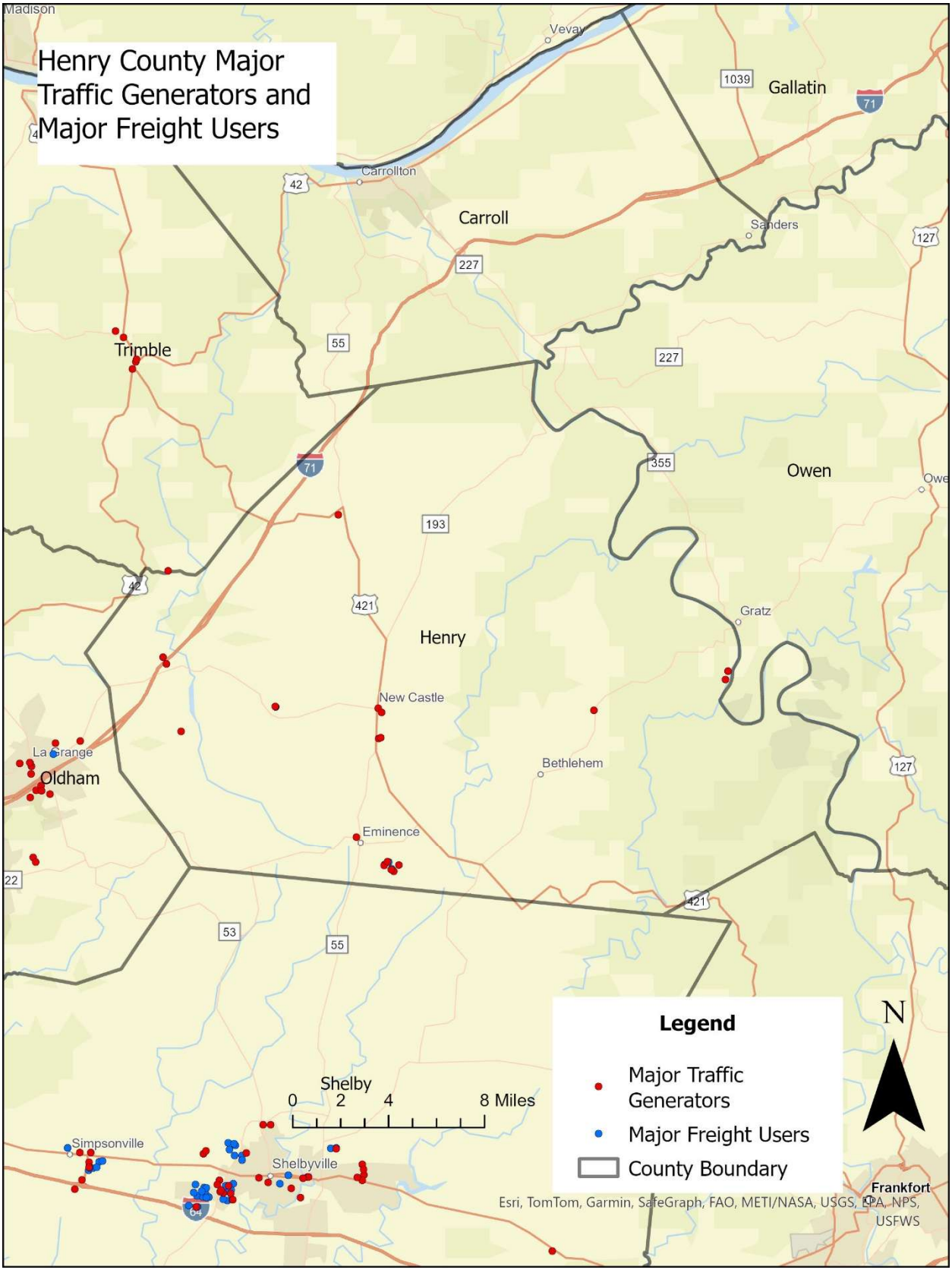

KIPDA Major Traffic Generators and Major Freight Users
Madison
Gallatin
Carroll
Trimble
Owen
Henry
Oldham
Louisville
Jefferson
Shelby
Franklin
Woodford
Spencer
Anderson
Bullitt
Meade
Fort Knox
Radcliff
Nelson
Hardin
Elizabethtown
Larue
Marion
Mercer
Boyle
0 3 6 12 Miles
Legend
Major Traffic Generators
Major Freight Users
County Boundary
N
Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

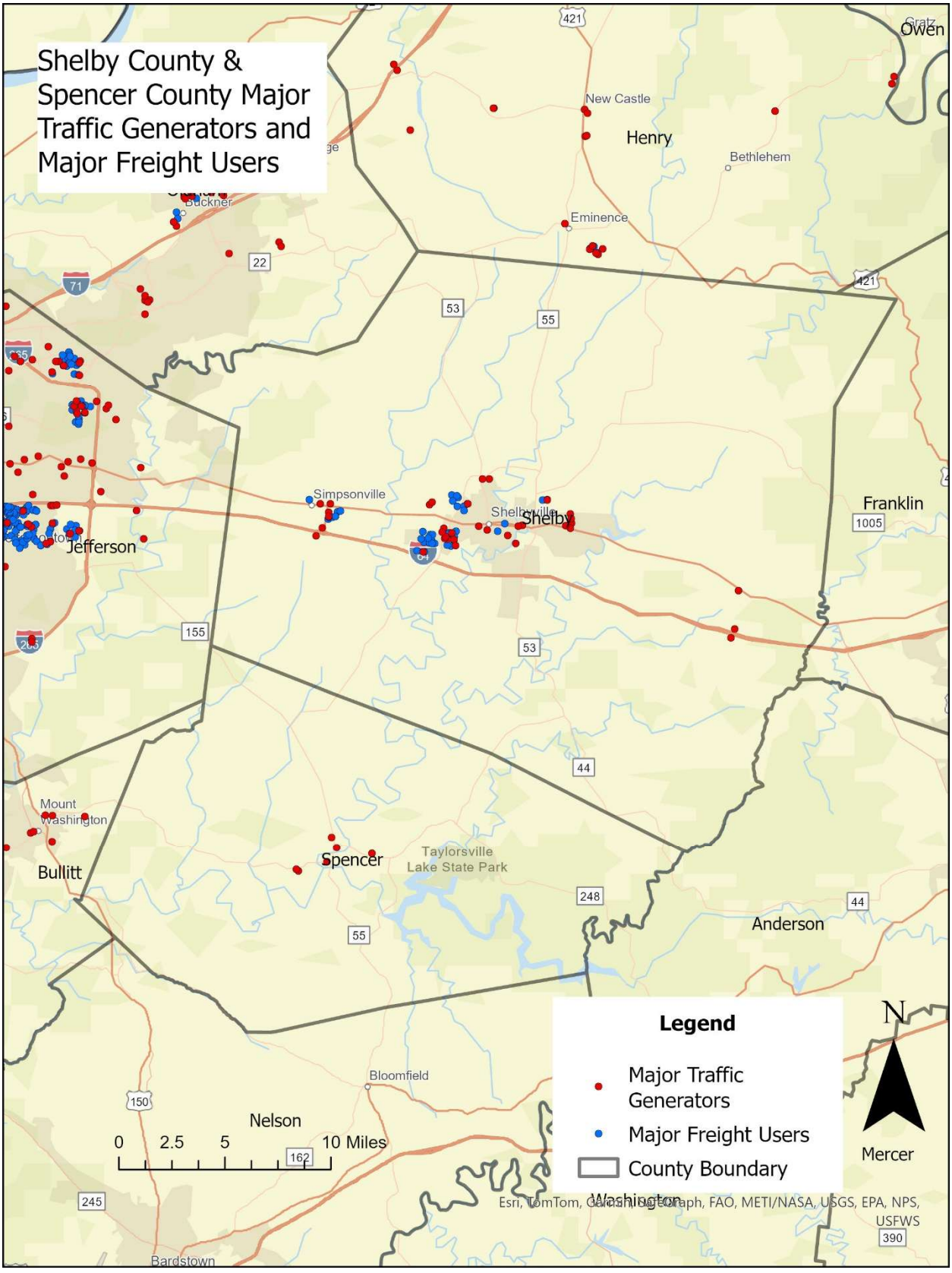

Jefferson County Major Traffic Generators and Major Freight Users
Trimble
Henry
Charlestown
Sellersburg
Oldham
Buckner
Georgetown
New Albany
Louisville
Shelby
Jefferson
Pleasure Ridge Park
Mount Washington
Spencer
Shepherdsville
Bullitt
Meade
Hardin
Fort Knox
0 2 4 8 Miles
Legend
Major Traffic Generators
Major Freight Users
County Boundary
N
Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS


Bullitt County Major Traffic Generators and Major Freight Users
Legend
Major Traffic Generators
Major Freight Users
County Boundary
0 2.5 5 10 Miles
N
City of Bardstown, Nelson County, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS
New Albany
Louisville
Oldham
Shelby
Jefferson
Pleasure Ridge Park
Mount Washington
Spencer
Shepherdsville
Bullitt
Fort Knox
Meade
Radcliff
Vine Grove
Hardin
Lebanon Junction
Bardstown
Nelson
Elizabethtown
Larue
Marion
Washington
Loretto


Oldham County Major Traffic Generators and Major Freight Users
New Washington
Trimble
Highway 42 W
Highway 421 S
Sulphur
Rolling Hills
Vesta
Westport
W Highway 42
Pendleton
Charlestown State Park
Henry
LaGrange
Oldham
Buckner
Smithfield
Highway 329
146
22
71
W Highway 22
E Highway 22
US Highway 42
Crestwood
53
0 1.5 3 6 Miles
N
Legend
Major Traffic Generators
Major Freight Users
County Boundary
Jefferson
Middletown
Taylorsville Rd
64
265
Jeffersontown
Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, USFWS
55


Trimble County Major Traffic Generators and Major Freight Users
Jefferson
62
Madison
56
Five Points
Brooksburg
Braytown
Milton
Hanover
Locust
Carrollton
421
Carroll
625
Paynesville
Trimble
71
Highway 42 W
Highway 421 S
Turners Station
Campbellsburg
Sulphur
Henry
Pendleton
Legend
Major Traffic Generators
Major Freight Users
County Boundary
0 1.25 2.5 5 Miles
N
Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, USFWS


Henry County Major Traffic Generators and Major Freight Users
Madison
Vevay
Gallatin
1039
71
Carrollton
42
Carroll
Sanders
127
227
55
Trimble
227
71
355
Owen
193
42
421
Henry
Gratz
New Castle
La Grange
Oldham
Bethlehem
127
Eminence
22
421
53
55
Shelby
0 2 4 8 Miles
Simpsonville
Shelbyville
64
Legend
Major Traffic Generators
Major Freight Users
County Boundary
N
Frankfort
Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS


Shelby County &
Spencer County Major
Traffic Generators and
Major Freight Users
Owen
New Castle
Henry
Bethlehem
Eminence
Buckner
Simpsonville
Shelbyville
Shelby
Franklin
Jefferson
Mount
Washington
Bullitt
Spencer
Taylorsville
Lake State Park
Anderson
Bloomfield
Nelson
Mercer
Bardstown
Legend
Major Traffic
Generators
Major Freight Users
County Boundary
0 2.5 5 10 Miles
N
Esri, TomTom, Garmin, OpenStreetMap, FAO, METI/NASA, USGS, EPA, NPS,
USFWS

CHAPTER 4: 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 Intermodal Connector listing for the 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 ,

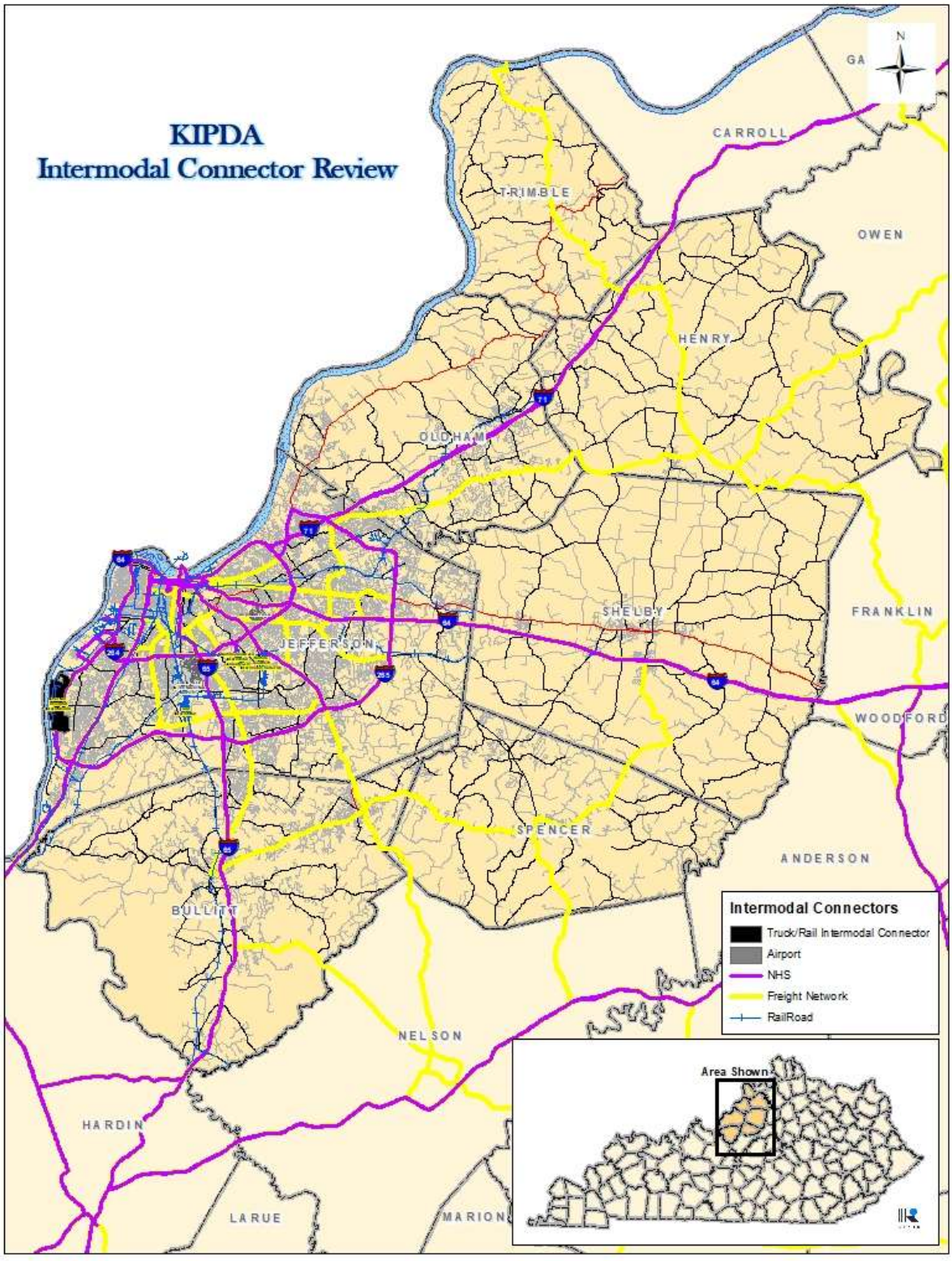
4. Connecting routes targeted by the State, MPO, or others for investment to address an existing, or anticipated, deficiency as a result of increased traffic.

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
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 Ln (Bishop to Facility)	1.3	KY9R

FACILITY	TYPE	CONNECTOR NO.	CONNECTOR DESCRIPTION	CONNECTOR LENGTH	FACILITY ID
CSX Intermodal Terminal Main Entrance	Truck/Rail Facility	1	KY-841 (Gene Snyder Freeway)/ KY-1020 interchange to CSX Intermodal Terminal Main Entrance (KY-1020)	1.113	KY29R

4.2 Map of Intermodal Connectors for the KIPDA region



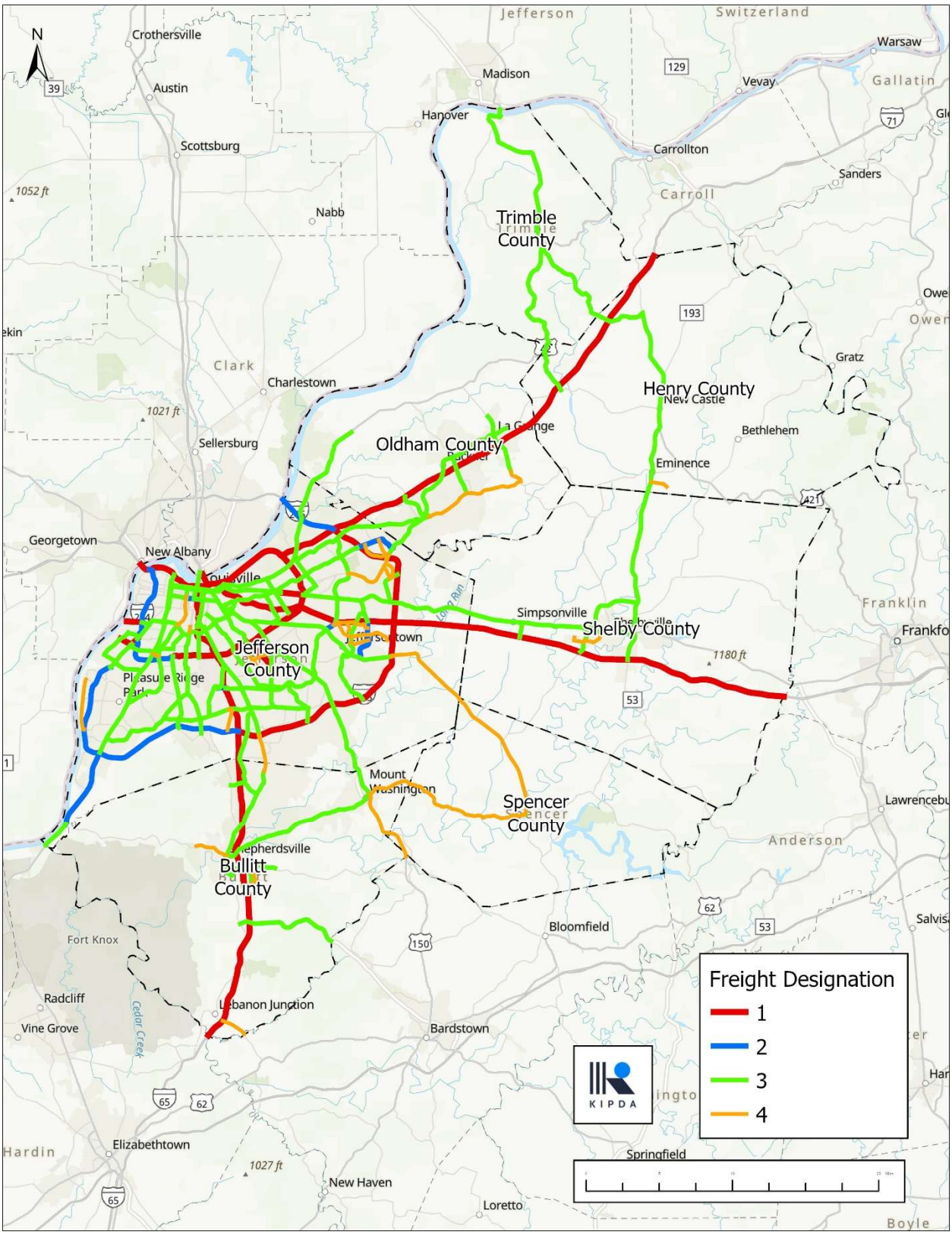
4.3 Kentucky Highway Freight Network (KHFN)

A key component for identifying criteria for the performance-based project selection process (also known as SHIFT) was the KYTC development of a state highway freight network that was representative of Kentucky's critical freight corridors. The creation of the KHFN provides the ability to identify and address freight system mobility issues that exist both presently and in the future. KYTC developed a 4-tier structure for the KHFN. The following criteria were used to develop the tier network:

- Tier 1-National Regional Significance
- Tier 2-Statewide Significance
- Tier 3-Statewide Regional Significance
- Tier 4-Local Access Significance

Each tier includes manual revisions necessary to ensure connectivity and limit to 50 miles between local KHFN access points. KYTC provides the ADD with a map of the KHFN that is used in conjunction with the NHS Intermodal Connector review along with the MFU/MTG review. The ADD utilizes the resource with the RTC to identify missing links between manufactures/distribution centers, the NHS and the KHFN. The input received from this review may be used as suggestion to KYTC for making changes to the KHFN and the KYTC list of intermodal connector needs.

4.4 Map of Kentucky Highway Freight Network



CHAPTER 5: TRUCK PARKING INVENTORY

5.1 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:

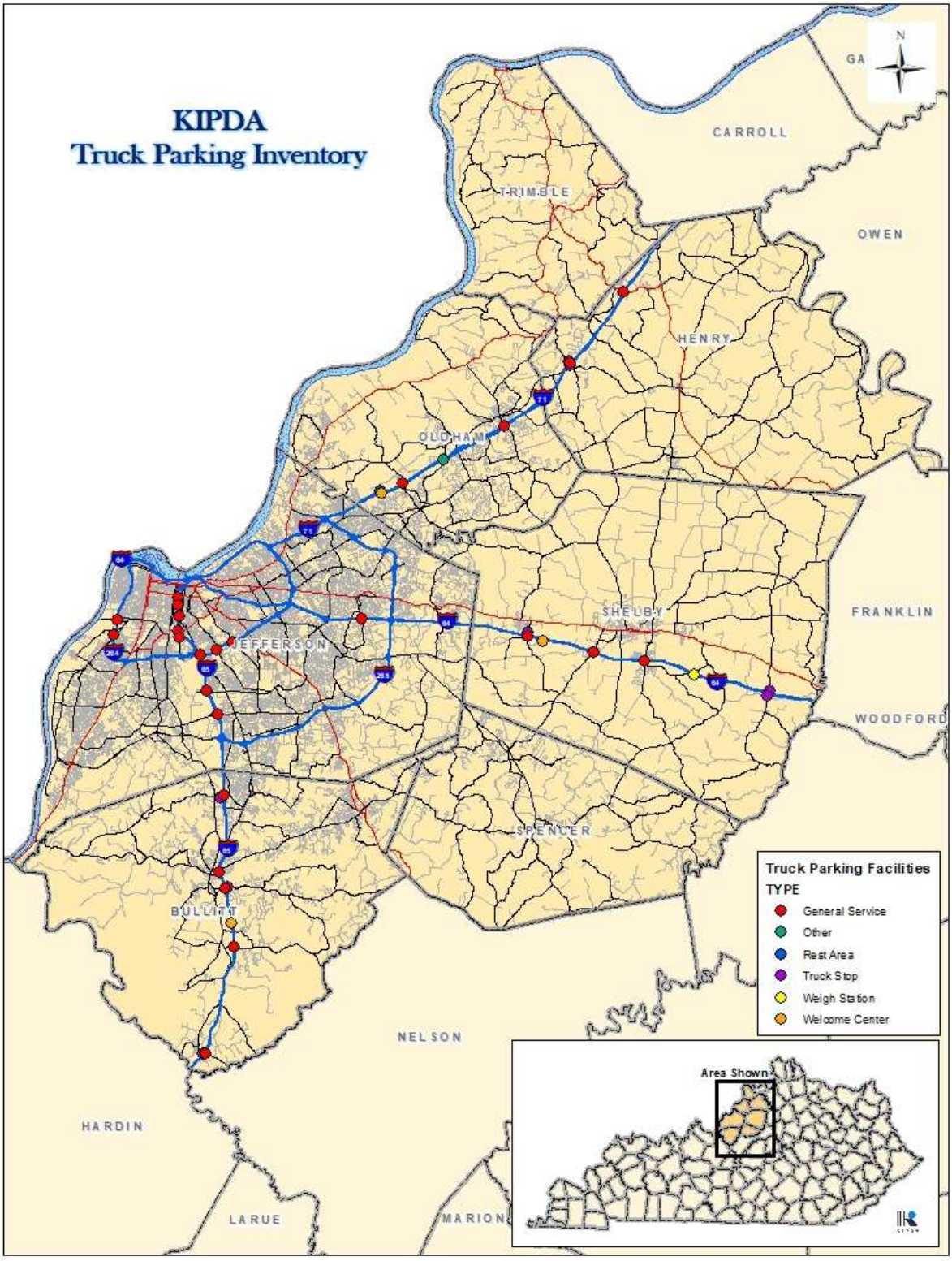
- Locations – Route and Milepoint and/or Landmarks
- Type of Facility – Rest Area, Weigh Station, Welcome Centers, Rest Havens, Commercial Parking Lots, etc.
- Facilities Available– Rest Rooms, Restaurants, Vending Machines
- Coordinates for latitude and longitude
- Parking Areas with greater than 20 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	Rest Area
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	Rest Area
I-64	Exit 28	Shelby	Pilot Travel Center 354	Truck Stop
I-64	Exit 29	Shelby	EB Welcome Center	Rest Area
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 43	Shelby	Speedway	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 Service
I-71	Exit 18	Oldham	Exit 18	General Service
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

Route	EXIT_MP	COUNTY	NAME	TYPE
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

5.2 Map of Truck Parking Inventory


KIPDA
Truck Parking Inventory
N
GA
CARROLL
TRIMBLE
OWEN
HENRY
OLDHAM
SHELBY
FRANKLIN
JEFFERSON
WOODFORD
SPENCER
BULLITT
NELSON
HARDIN
LARUE
MARION
Truck Parking Facilities
TYPE
General Service
Other
Rest Area
Truck Stop
Weigh Station
Welcome Center
Area Shown

CHAPTER 6: RAIL FREIGHT LOADING/UNLOADING FACILITIES

6.1 Introduction

The purpose of this inventory is to assist the KYTC in identification of rail facility locations, intermodal connectors and providing information for the statewide rail plan. This helps serve the KYTC goal of promoting the safe efficient movement of goods and services throughout the state. KYTC has GIS data on known railyards within in the state. The ADDs assisted in identification of these locations, creating this list in FY 10. In FY 17, KYTC developed from the rail yard inventory and other informational sources, a draft list of data and locations utilized as freight loading/unloading facilities. The data provided included all information available such as the name, location and function (e.g bulk transfer, container yard, classification yard) of the facility.

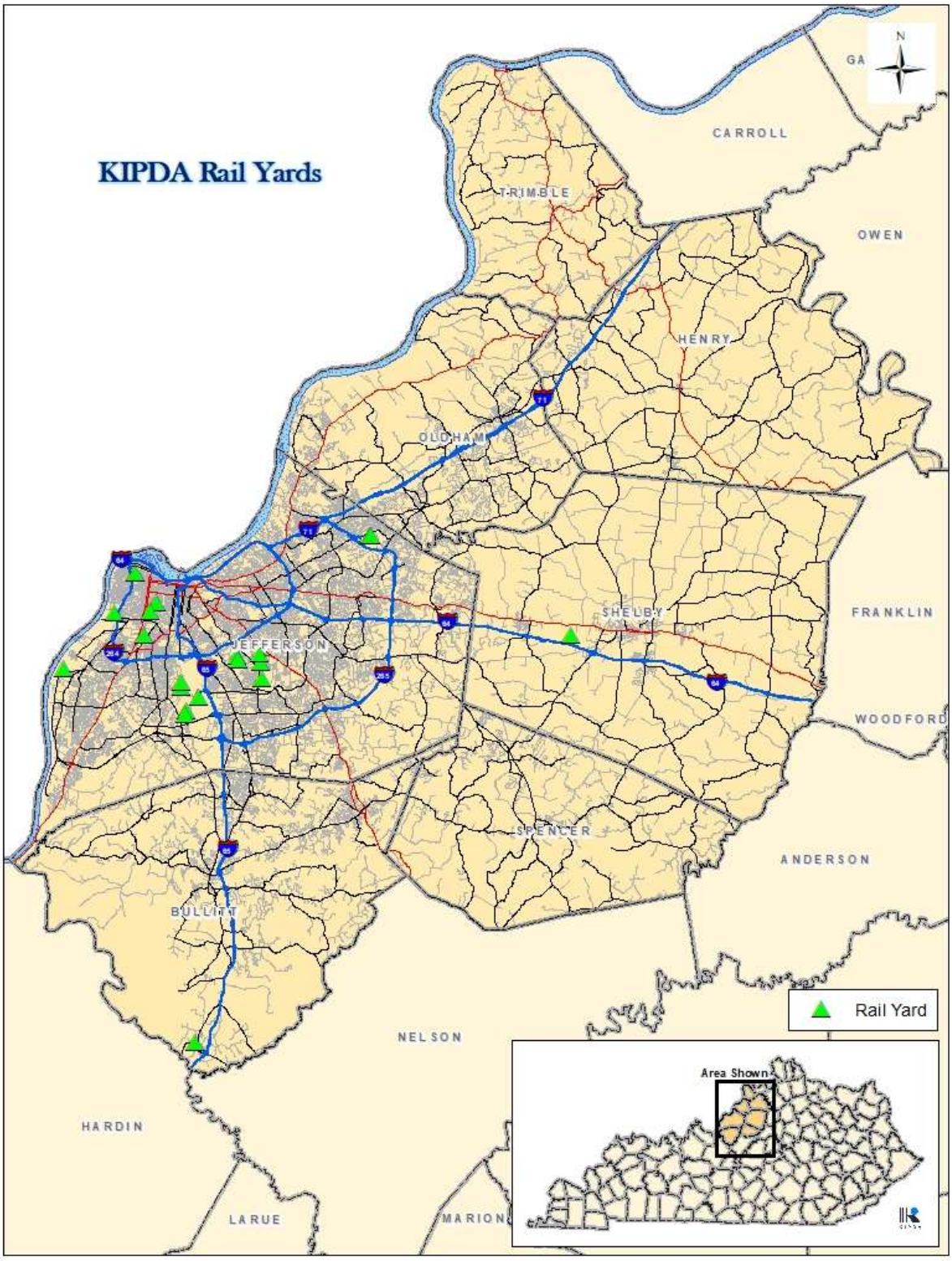
Each year the ADD reviews this listing for minor revisions. During this process, if facilities are discovered that are not identified or had a change in operation (new, expansion, closed) the ADD planner records the name, location, and updates the database and map providing the information to KYTC. At a minimum the facility name, county, lat/long, and comments section are provided to KYTC. The ADD should contact the yard master to find out what type of freight activity is occurring: transfer to other modes such as a river, rail or truck; transfer of grain, chemicals, fertilizer, coal, rock or other bulk materials; transfer or storage of containers from river, rail or truck; transfer or storage of motor vehicles for distribution across the country.

Contacts and local knowledge should be cultivated regarding the region's rail yards and updates submitted to KYTC on an as needed basis. During the course of business it may become necessary to contact local stakeholders and/or industry experts in order to garner local input on transportation issues or opportunities affecting the area. The 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.

6.2 Map of Rail Yard Locations



CHAPTER 7: BICYCLE AND 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.

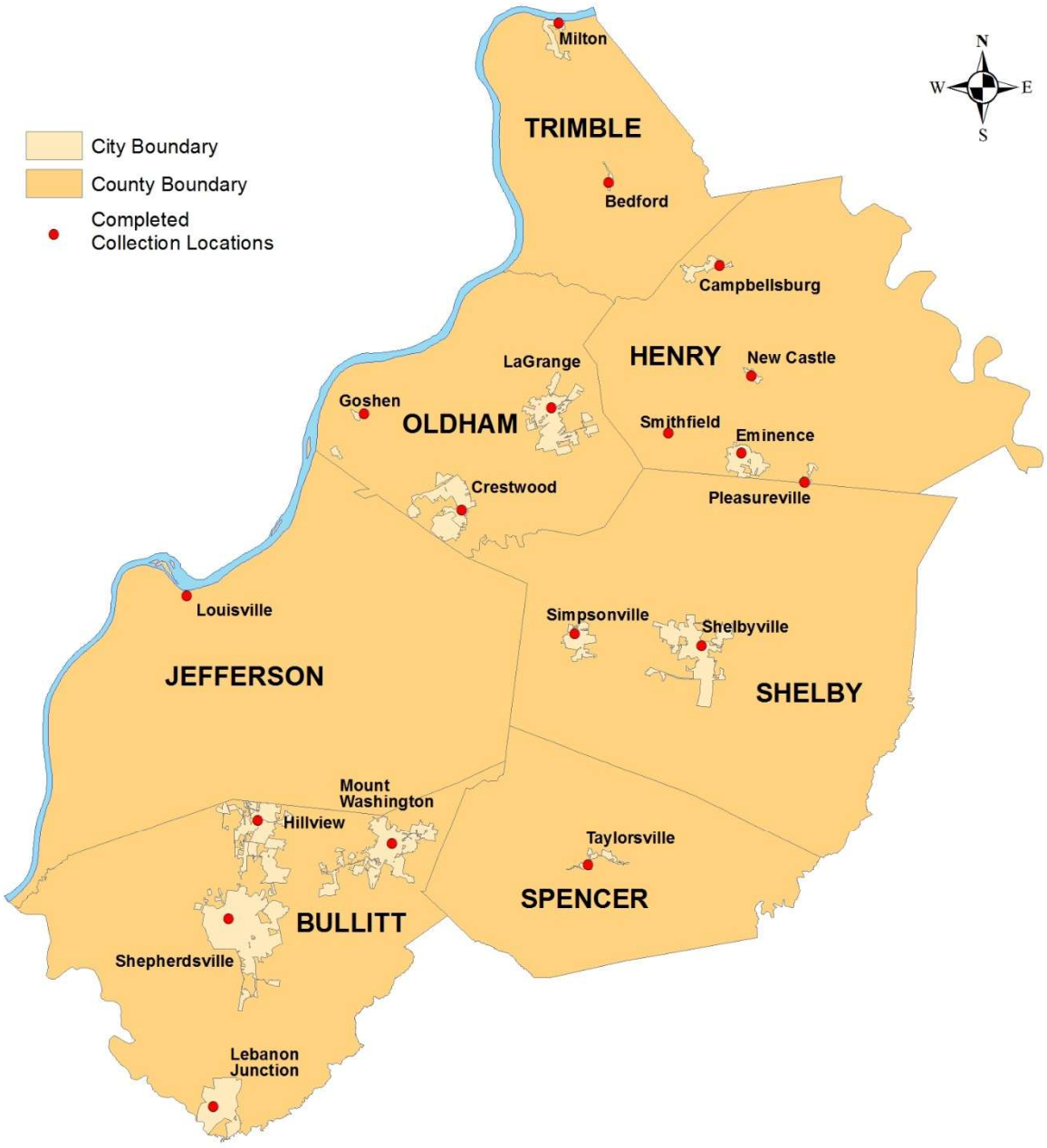
As transportation planner we are tasked to provide recommendations on the best ways to incorporate design, operational efficiency, and better management of our transportation network. In relationship to bicycle and pedestrian facilities; often time we don't have accurate (if any) data on where current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

7.2 Bicycle and Pedestrian Collection Map



CHAPTER 8: SCENIC BYWAYS INVENTORY

8.1 Introduction

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

There are three scenic byways located in the KIPDA region. The first scenic byway is located in the Louisville area on River Road in Jefferson County. The second and third byways are located in Oldham County on US 42.

8.2 Location Map

CHAPTER 9: PARK AND RIDE FACILITIES

9.1 Introduction

Park and ride facilities offer the opportunity for a driver to park their car at a designated site and continue their trip by carpool, mass transit, bicycle or walking. This can help reduce a driver's expenses such as fuel and parking fees while also reducing traffic and greenhouse gas emissions.

9.2 KYTC Facilities

Two park and ride facilities in the area are operated by the Kentucky Transportation Cabinet:

Kentucky Highway 55 at Gordon Lane, approximately one-quarter mile south of Interstate 64 near Shelbyville. (Exit 32)

US 421 (Main Street) on the northwestern side of its junction with Interstate 71 near Campbellsburg. (Exit 34)

9.2 TARC Facilities

Numerous facilities are partnered with the Transit Authority of River City (TARC) to offer park and ride in Jefferson County:

Bashford Manor Baptist Church, 1908 Bashford Manor Lane (Route #23)
Beechland Baptist Church, 4613 Greenwood Road (Routes #10 & #18)
Louisville Baptist Deaf Church, 5708 Preston Highway (Route #28)
Breckenridge Plaza, 3415 Breckenridge Lane (Route #23)
Calvary Baptist Church, 1368 S. 28th Street (Routes #19 & #99)
Dixie Manor Shopping Center, 6801 Dixie Highway (Route #10)
Fern Creek Methodist Church, 6727 Bardstown Road (Route #17)
Hurstbourne Baptist Church, 8800 Shelbyville Road (Route #31)
Iroquois Amphitheater, 1000 Amphitheater Road (Routes #4, #6 & #46)
Kroger Marketplace, 4915 Dixie Highway (Route #10)
Evangel Christian Church, 3728 Taylorsville Road (Route #40)
Middletown Station, 12975 Shelbyville Road (Route #31)
Nia Travel and Jobs Center, 2900 W. Broadway (Routes #19, #21, #23, #25, #73 & #99)
Okolona Church of Christ, 6105 Outer Loop (Route #43)
Park Place Mall, 9070 Dixie Highway (Routes #10 & #18)
Rolling Hills Shopping Center, 9212 Westport Rd (Routes #25 & #74)
Shively Heights Baptist Church, 2627 Crums Lane (Route #63)
Southland Terrace, 3985 7th Street Road (Routes #10, #18, #29 & #63)
Springs Station, 968 Breckenridge Lane (Routes #19 & #23)
Walmart – New Cut Market, 175 Outer Loop (Routes #4 & #6)

CHAPTER 10: TRANSPORTATION TERMS AND ACRONYMS

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

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

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

B

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

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

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

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

C

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

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

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

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.

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

E

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

F

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

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

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

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

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

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

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

K

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

L

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

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

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

M

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

R

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

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

S

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

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

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

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

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

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

Statewide Transportation Improvements Program (STIP)
A short term transportation planning document covering at least a three year period and updated at least every two years. STIPs are created in conjunction with MPOs and the MPO's TIP is incorporated into the state's STIP. The STIP includes a priority list of projects to be carried out in each of the three years. Projects included in the STIP must be consistent with the long term

transportation plan, must conform to regional air quality implementation plans, and must be financially constrained (achievable within existing or reasonably anticipated funding sources).

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

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

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

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

T

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

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

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

Transportation Improvement Program (TIP)
Transportation Improvement Program is a document prepared by the MPO. It contains a prioritized list of projects within the metropolitan area for the next four years. This document

identifies the projects for inclusion into the STIP. This document must be financially constrained and must be a direct subset of the area's Long-Range Transportation Plan.

U

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**.**