

Regional Transportation Asset Review

FY 21 AWP Work Element 3 – Regional Transportation Assets



"turning vision into reality..."

Prepared by the Regional Transportation Planning Office, Big Sandy Area Development District



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 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. Most recently the Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs, and continues efforts to streamline project delivery. It also provides, for the first time, a dedicated source of federal dollars for freight projects. 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:

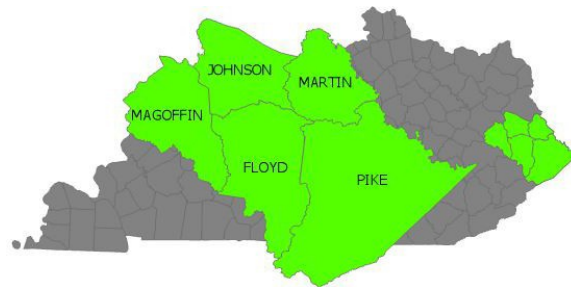
- Federal reliance on the statewide transportation process, established under ISTEA, as the primary mechanism for cooperative transportation decision making
- Coordination of statewide planning with metropolitan planning
- Opportunity for public involvement provided throughout the planning process
- 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 (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 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 while 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 Big Sandy Area Development District (BSADD) is composed of the following five counties eastern Kentucky: Floyd, Johnson, Magoffin, Martin and Pike.



Big Sandy Area Development District – Big Sandy Region.

1.2 Map of ADD, MPO, HDO Boundaries



Kentucky Area Development Districts/Highway Districts.

1.3 Purpose of the Regional Transportation Asset Review

The major activity conducted by the BSADD 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 BSADD to support the KYTC. Included in the scope of work is a specific set of resource documents identified for the Regional Transportation Asset Review (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 the component, 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 BSADD 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 BSADD's role in the statewide transportation planning process is to:

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

The role of RTC is to provide input into this regional and statewide process. The committee is comprised of a diverse group of interests that impact, or are impacted by, the transportation system. The committee will work with the BSADD in evaluating and prioritizing needs concerned with all modes of transportation.

Through cooperation with the BSADD, 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 BSADD's efforts to assess the mobility and accessibility for the region. This identification process is considered an on-going activity with the BSADD RTC and Highway District Offices 10 and 12, following the continuous evaluation of the local and regional transportation systems.

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

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.

Development, Evaluation and Maintenance

Suggested needs that have been proposed or identified are reviewed for necessity through field visits and analysis of available data sources as provided by the KYTC for analytical purposes. If deemed appropriate, a PIF shall be developed in partnership between 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 Continuous Highway Analysis Framework application (CHAF). The ADD and HDO are responsible for maintaining all information in the CHAF 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 CHAF application. The needs identified from this process are recorded in the UNL database until all project phases are advanced into the KYTC Highway Plan with full funding, are completed through other means, or are voted out for lack of RTC and HDO support. The highway plan is the KYTC's programming document submitted to and approved by the Kentucky General Assembly every two years.

The ADD reviews all UNL items in relation to other identified needs or projects and, if necessary, makes 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

In FY 2017 the KYTC introduced a new concept for prioritization of projects being considered for implementation into the proposed highway plan. A model was developed to create a more

data-driven, objective, and collaborative approach to selecting high priority projects. This model is called the Strategic Highway Investment Formula for Tomorrow (SHIFT). SHIFT uses quantitative data – measures such as crashes, fatalities, traffic volumes, delays, employment – to assess the benefits of planned projects and compare them to each other. Using the SHIFT formula (developed by transportation engineers) KYTC will score projects and share rankings with local transportation leaders (ADDs, MPOs, and HDOs). KYTC ranks projects with statewide importance and, through the local collaboration, priorities are set for regional projects.

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

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

2.2 UNL List

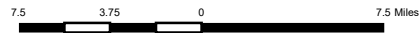
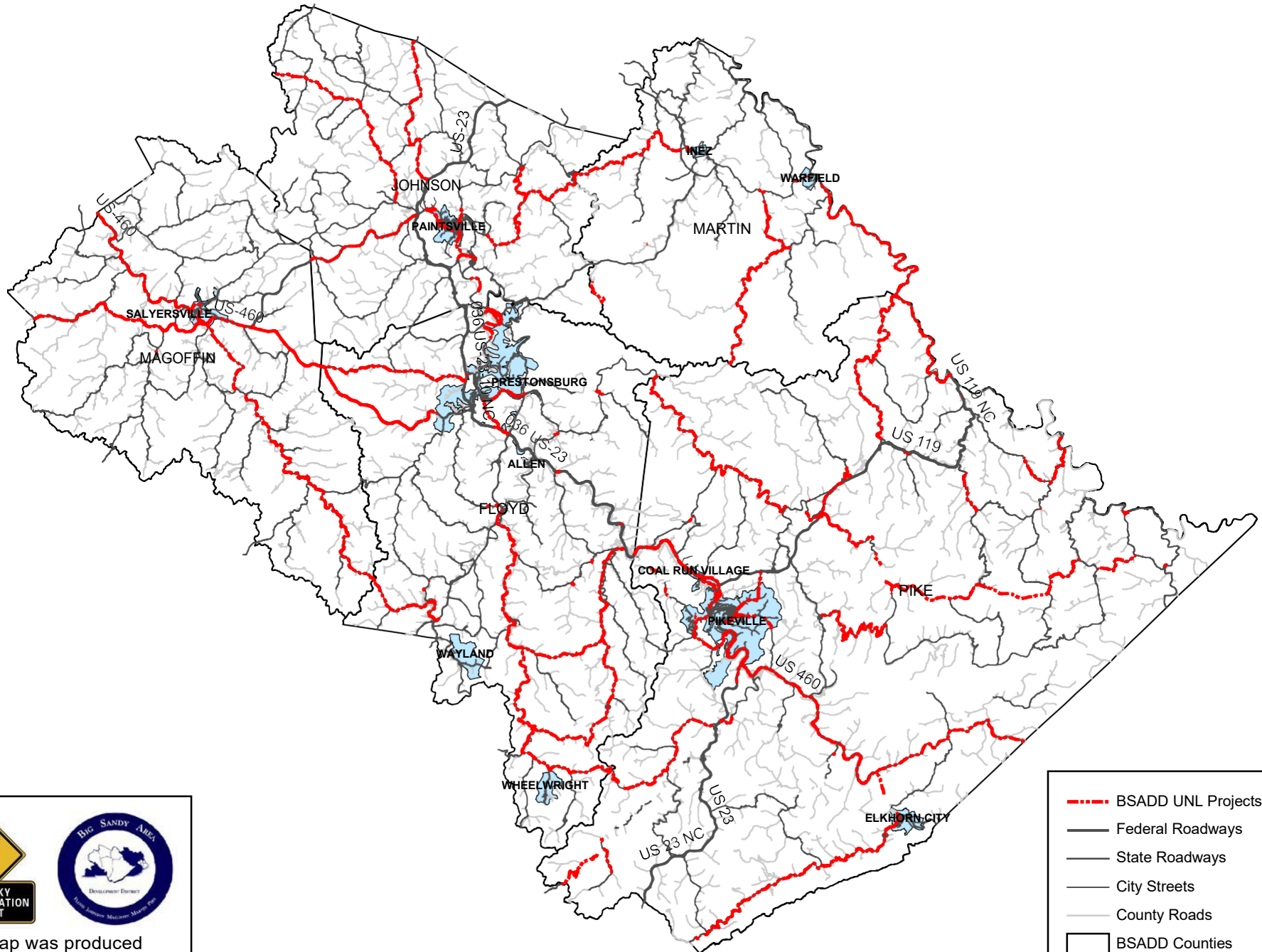
The UNL is the unconstrained list of all potential needs or deficiencies identified or suggested for consideration for future implementation. These projects represent identified needs that may or may not have data-supported deficiencies for which conceptual projects may have been developed, but for which there are no current funding commitments.

The 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 BSADD active UNL by county:

2.3 Maps of UNL Project Locations

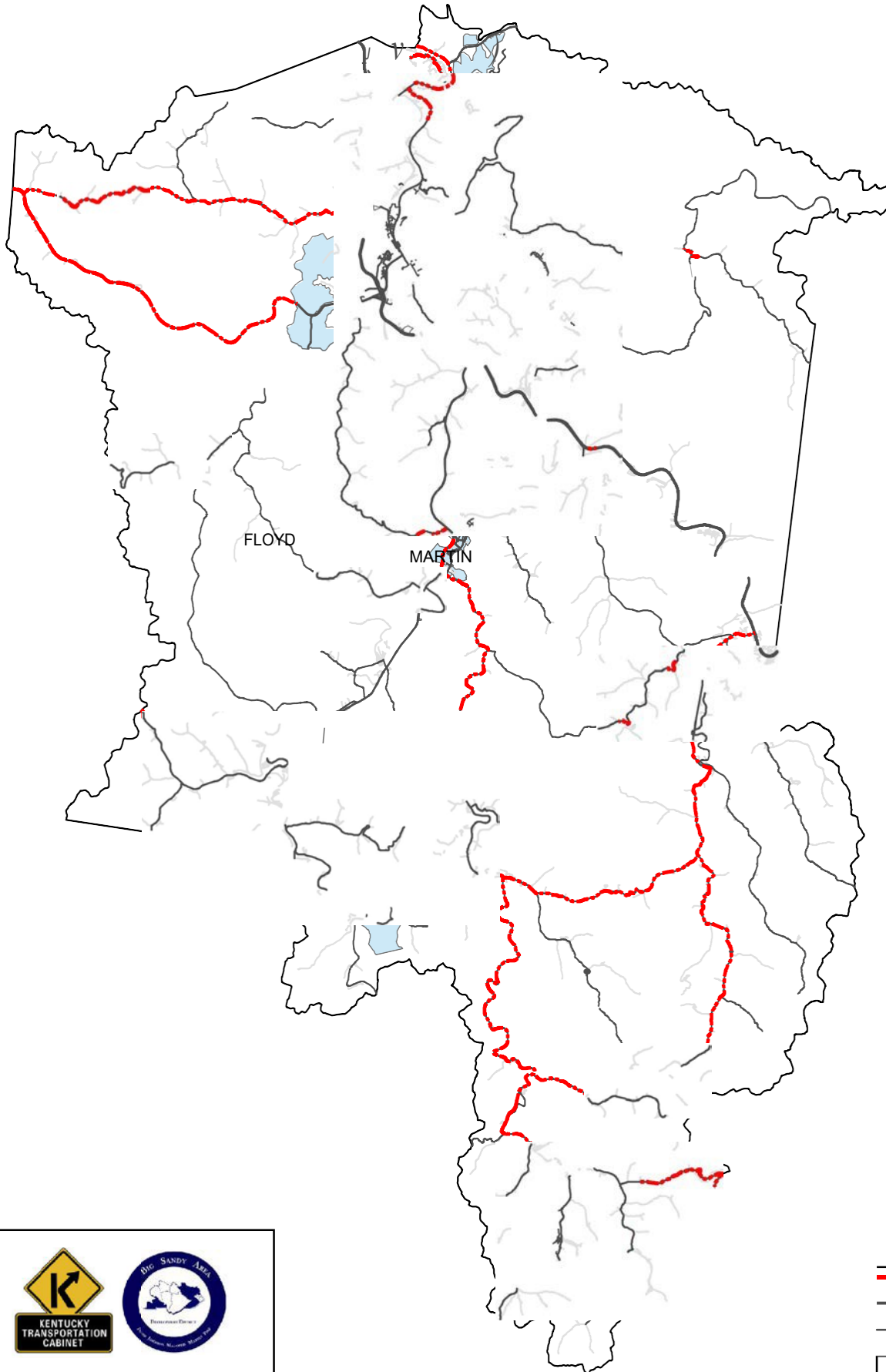
BSADD UNSCHEDULED NEEDS LIST PROJECT LOCATIONS



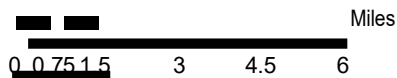
This map was produced in cooperation with the Kentucky Transportation Cabinet.

- BSADD UNL Projects
- Federal Roadways
- State Roadways
- City Streets
- County Roads
- BSADD Counties
- BSADD Cities

FLOYD COUNTY UNL PROJECT LOCATIONS

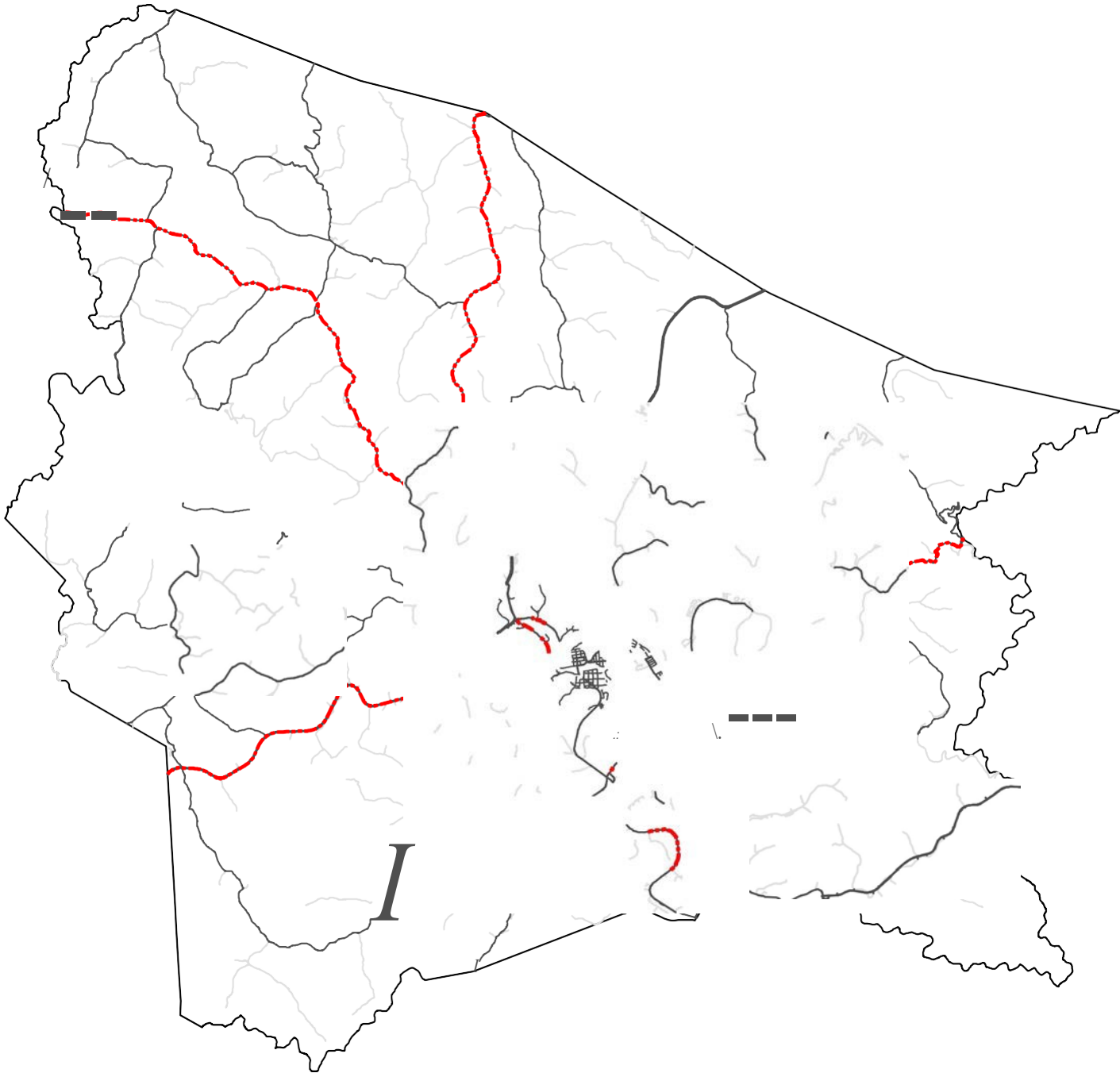


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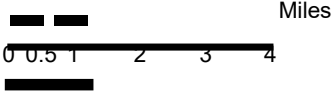
- Floyd UNL Project Locations
- Federal Roads
- State Roads
- City Streets
- County Roads
- Floyd County
- Floyd Cities

JOHNSON COUNTY UNL PROJECT LOCATIONS





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- Johnson UNL Project Locations
- Federal Roads
- State Roads
- City Streets
- County Roads
- Johnson County
- Johnson Cities

MAGOFFIN COUNTY UNL PROJECT LOCATIONS

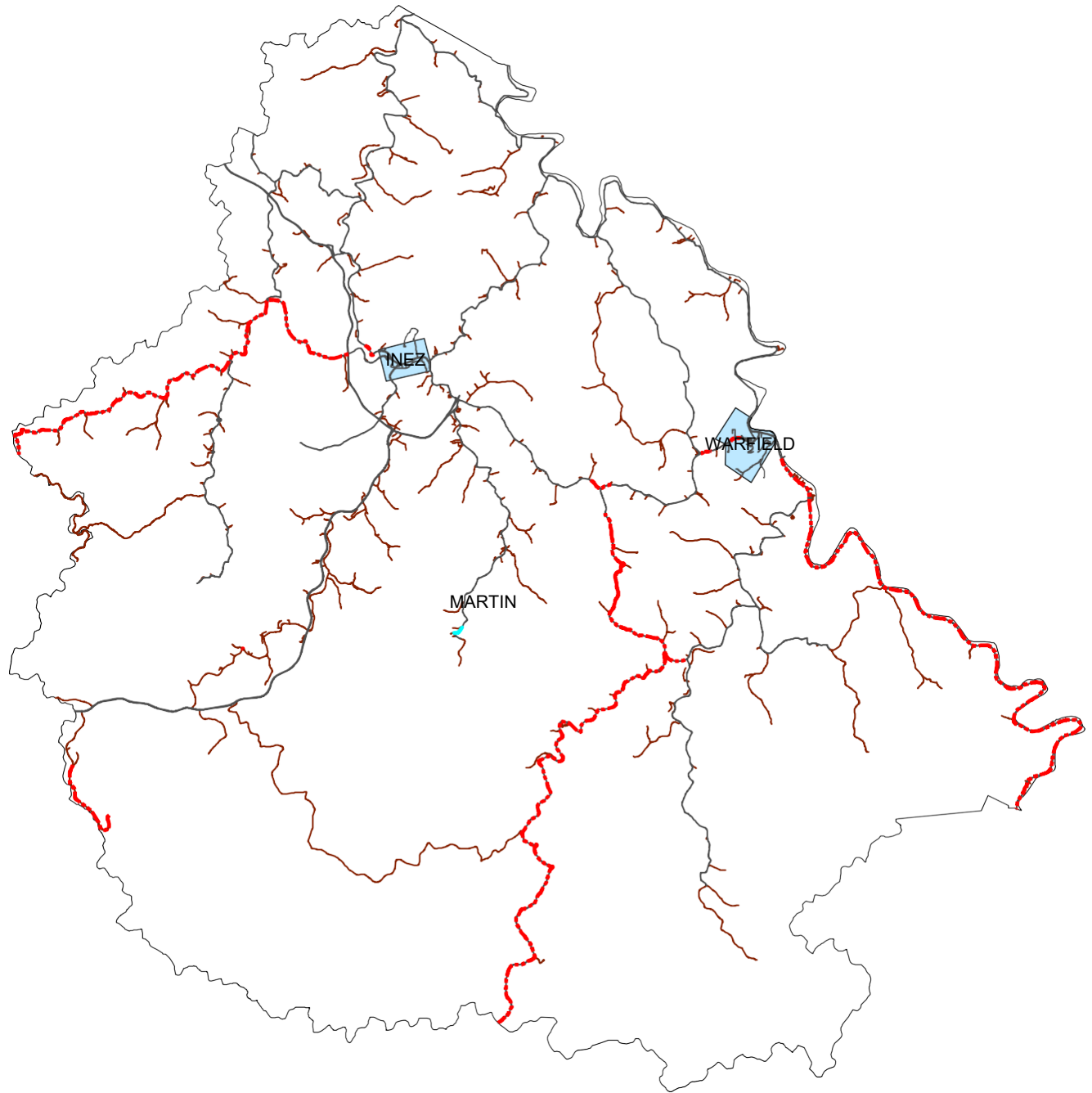


This map was produced
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0 0.75 1.5 3 4.5 6 Miles

- Magoffin UNL Project Locations
- Federal Roads
- State Roads
- City Streets
- County Roads
- Magoffin County
- Magoffin Cities

MARTIN COUNTY UNL PROJECT LOCATIONS

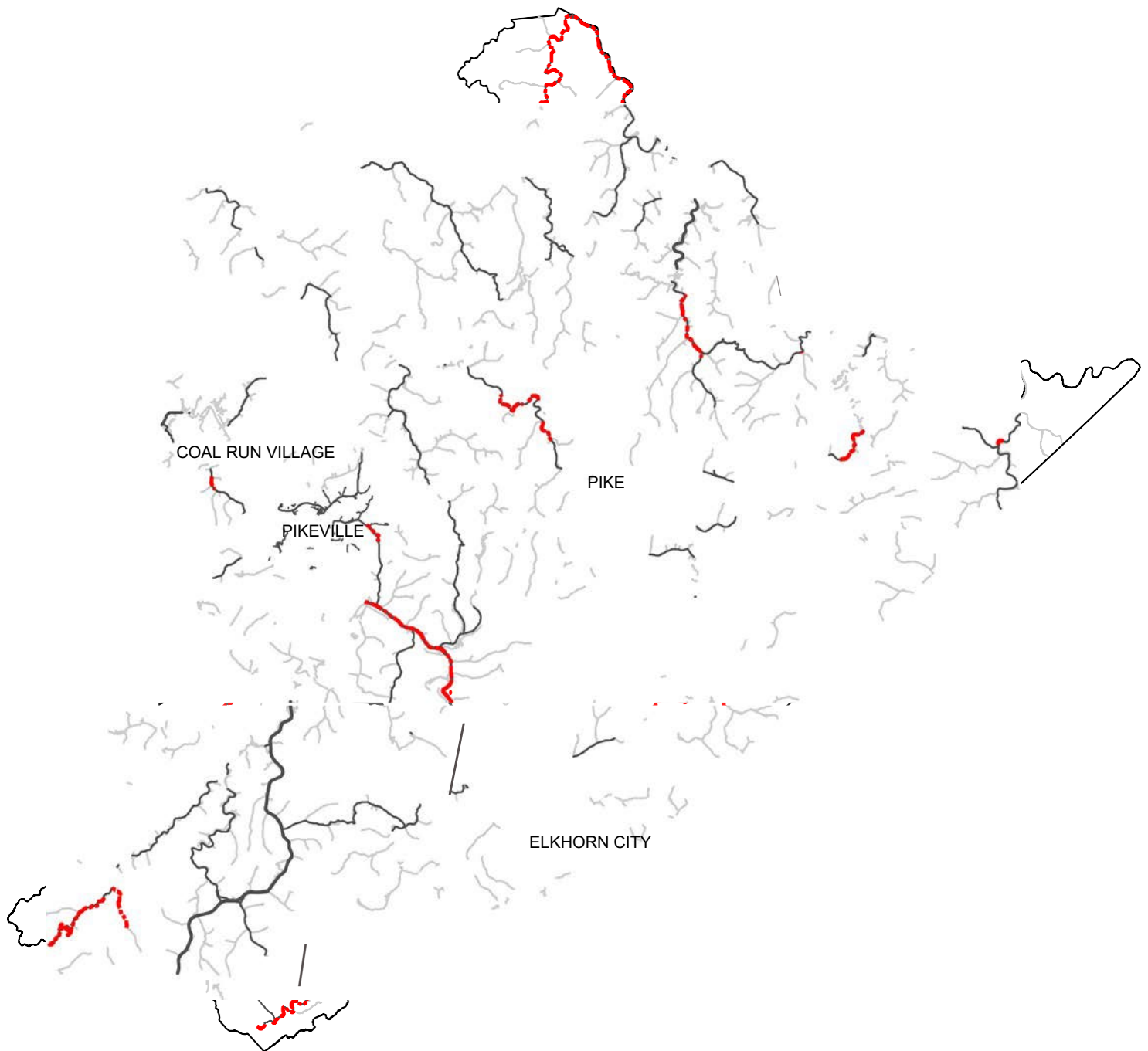


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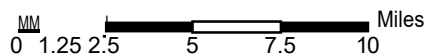
0 0.5 1 2 3 4 Miles

- Martin UNL Project Locations
- State Roads
- City Streets
- County Roads
- Martin County
- Martin Cities

PIKE COUNTY UNL PROJECT LOCATIONS



This map was produced in cooperation with the Kentucky Transportation Cabinet.



- Pike UNL Project Locations
- Federal Roads
- State Roads
- City Streets
- County Roads
- Pike County
- Pike Cities

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 facility. To facilitate this understanding, the ADD maintains this inventory of locations. This data can be made available to transportation planners, designers, members of the public, and local officials when making transportation decisions such as the highway prioritization process, or corridor improvement studies, or development and calibration of traffic models.

The inventory is maintained as part of a Geographic Information System (GIS) and can be displayed on maps with existing traffic data such as traffic counts, unscheduled needs list, highway plan projects, safety data, etc. The BSADD has a current MFU/MTG inventory with 98 locations identified throughout the region. These facilities are identified by one of the following types: distribution/manufacturing, 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 BSADD 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 BSADD 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 BSADD MFU/MTG, please contact the ADD.

The BSADD annually reviews the MTG inventory along with other analytical traffic data provided by the KYTC. This review ensures the accuracy of the inventory, but also serves as an evaluation of current highway conditions surrounding these locations. This review can help

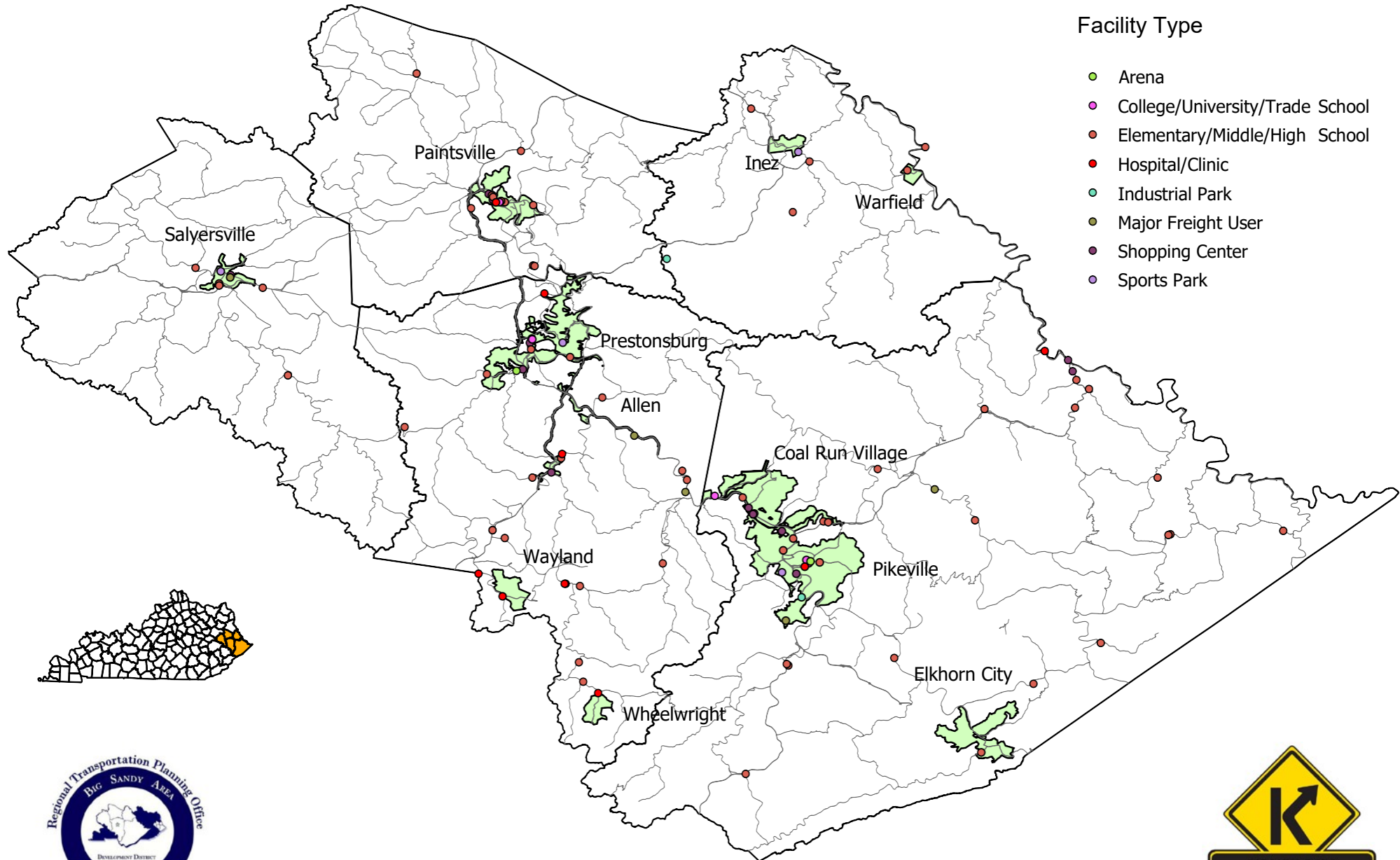
determine if current identified needs accurately address issues or if those needs should be modified or deleted from the UNL.

3.2 MFU/MTG Location Maps

The maps that follow have been created to illustrate the MTG inventory on regional, county, city or community level. Locations are color-coded and identified by type. For the purpose of this illustration the BSADD identifies the following types (with examples given) as; distribution/commercial (warehouse, manufacturing, distributors); major shopping center (shopping plaza, strip mall); medical (hospital or multiple doctor offices); parks & recreation (ballparks, sports arenas, music/arts arenas); and schools (elementary, high school, college).

BIG SANDY AREA DEVELOPMENT DISTRICT

MAJOR FREIGHT USERS & MAJOR TRAFFIC GENERATORS BY TYPE



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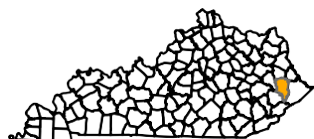
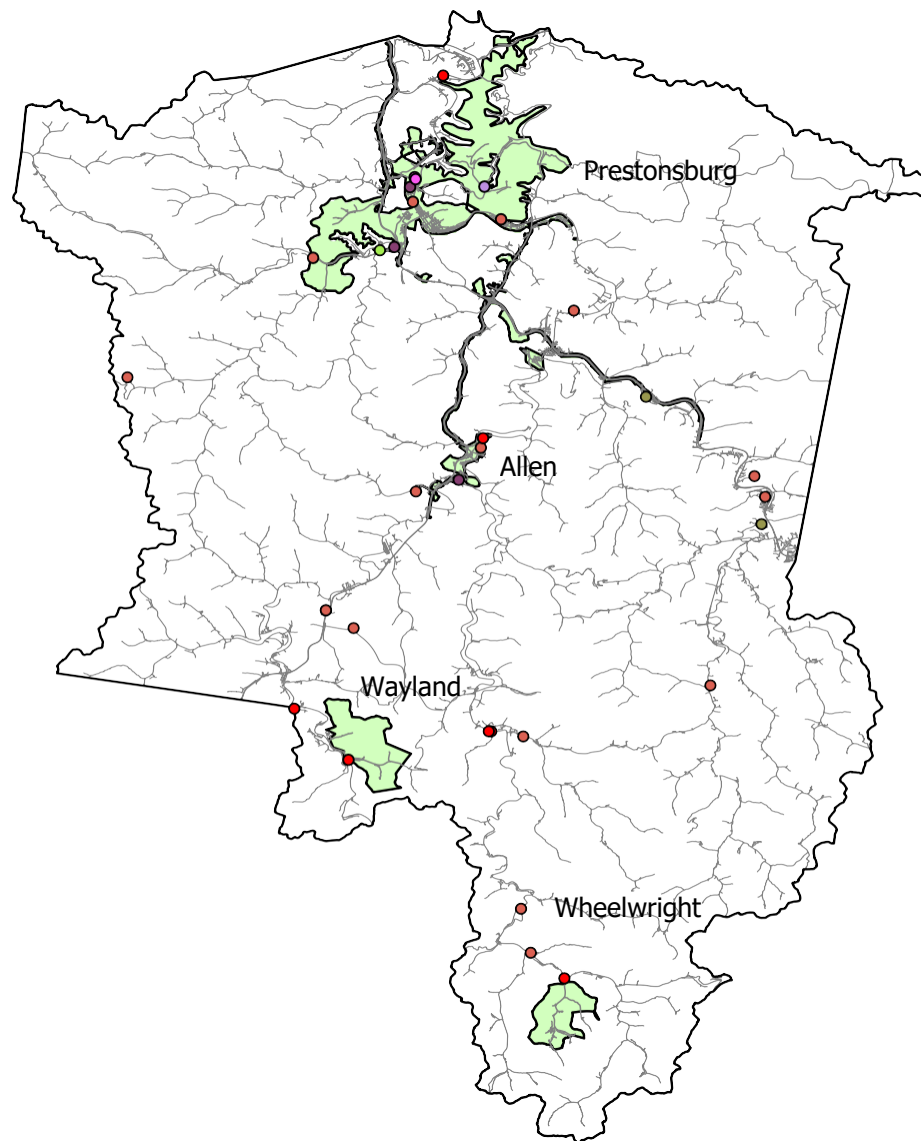


BIG SANDY AREA DEVELOPMENT DISTRICT- FLOYD COUNTY

MAJOR FREIGHT USERS & MAJOR TRAFFIC GENERATORS BY TYPE

Facility Type

- Arena
- College/University/Trade School
- Elementary/Middle/High School
- Hospital/Clinic
- Industrial Park
- Major Freight User
- Shopping Center
- Sports Park



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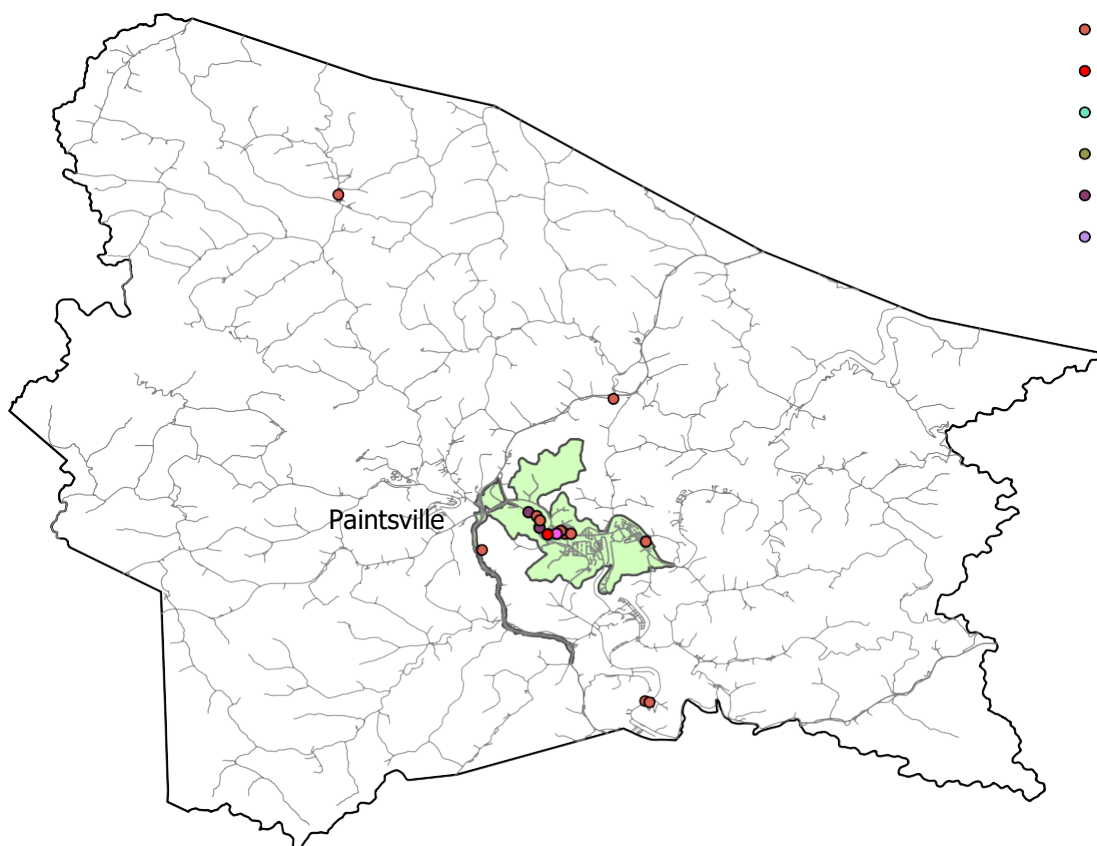


BIG SANDY AREA DEVELOPMENT DISTRICT- JOHNSON COUNTY

MAJOR FREIGHT USERS & MAJOR TRAFFIC GENERATORS BY TYPE

Facility Type

- Arena
- College/University/Trade School
- Elementary/Middle/High School
- Hospital/Clinic
- Industrial Park
- Major Freight User
- Shopping Center
- Sports Park



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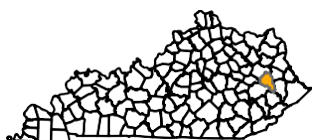
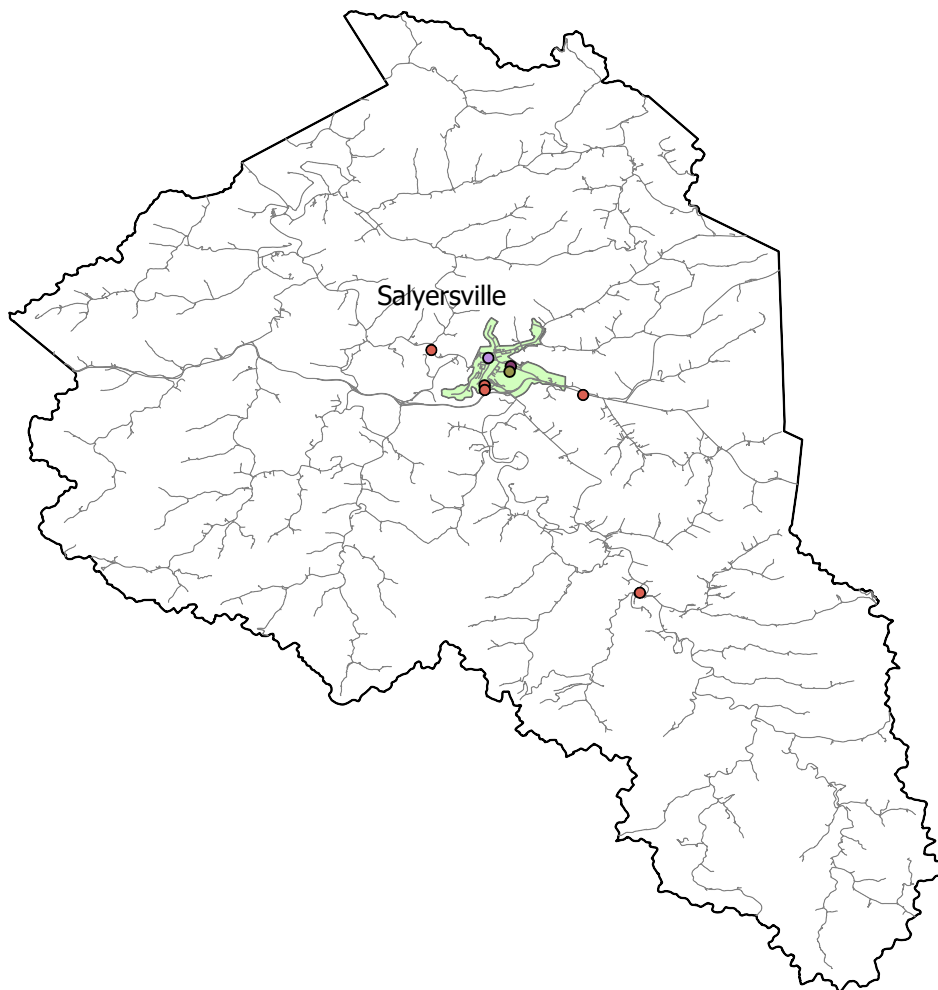


BIG SANDY AREA DEVELOPMENT DISTRICT- MAGOFFIN COUNTY

MAJOR FREIGHT USERS & MAJOR TRAFFIC GENERATORS BY TYPE

Facility Type

- Arena
- College/University/Trade School
- Elementary/Middle/High School
- Hospital/Clinic
- Industrial Park
- Major Freight User
- Shopping Center
- Sports Park
- BSADD Roads



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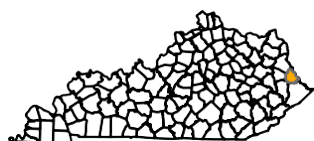
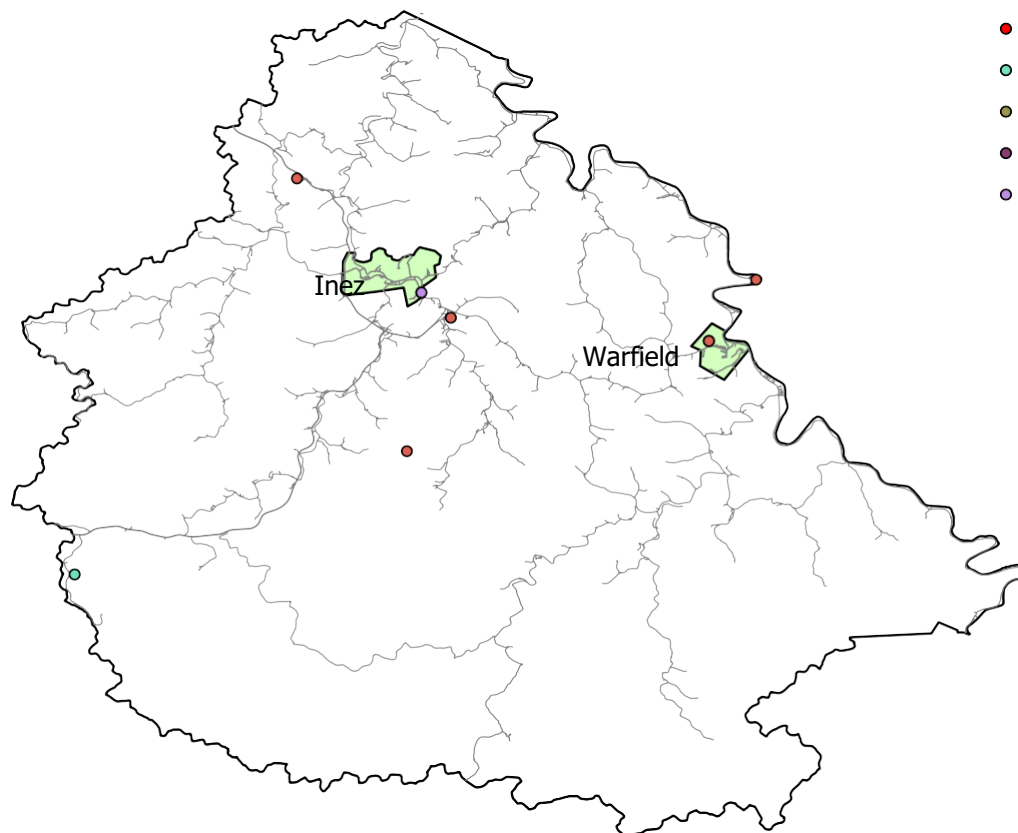


BIG SANDY AREA DEVELOPMENT DISTRICT- MARTIN COUNTY

MAJOR FREIGHT USERS & MAJOR TRAFFIC GENERATORS BY TYPE

Facility Type

- Arena
- College/University/Trade School
- Elementary/Middle/High School
- Hospital/Clinic
- Industrial Park
- Major Freight User
- Shopping Center
- Sports Park



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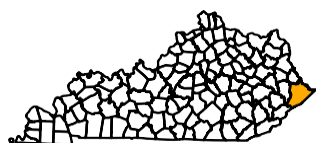
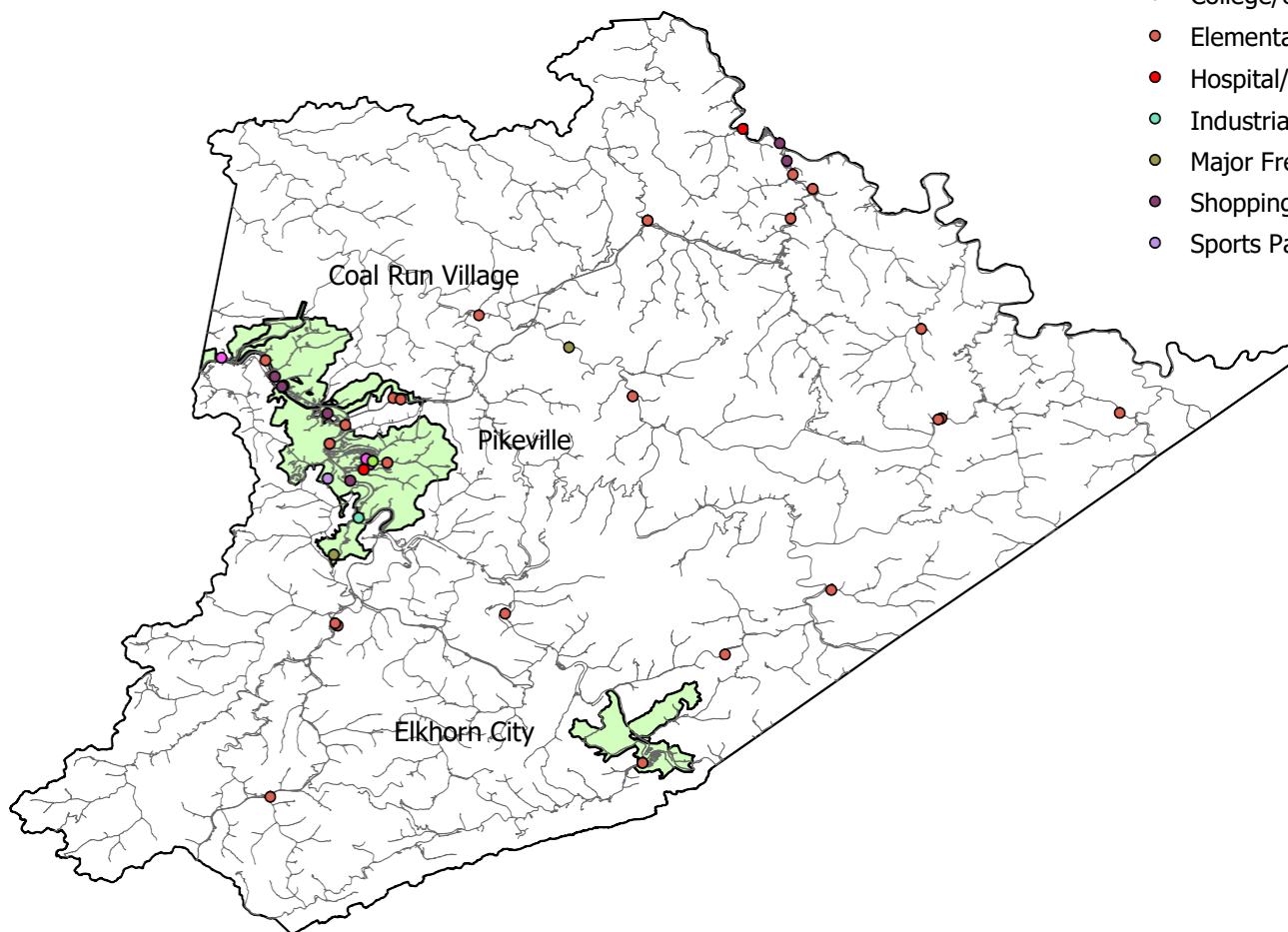


BIG SANDY AREA DEVELOPMENT DISTRICT- PIKE COUNTY

MAJOR FREIGHT USERS & MAJOR TRAFFIC GENERATORS BY TYPE

Facility Type

- Arena
- College/University/Trade School
- Elementary/Middle/High School
- Hospital/Clinic
- Industrial Park
- Major Freight User
- Shopping Center
- Sports Park



This map was produced in cooperation with the Kentucky Transportation Cabinet



CHAPTER 4: NHS INTERMODAL CONNECTOR REVIEW

4.1 Introduction

An *Intermodal Connector* is defined as a highway facility providing direct access for a freight generator, shipper or port terminal (rail or river) with a major transportation thoroughfare such as an interstate highway. Currently the FHWA has identified twenty facilities on the National Highway System (NHS) Intermodal Connector Listing for Kentucky. The Big Sandy region is home to four of those identified facilities. BSADD 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. BSADD 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. Identification as an Intermodal Connector produces viable potential funding options for designated roadway segments.

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

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

Primary Criteria

Commercial Aviation Airports

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

Ports

1. Terminals that handle more than 50,000 TEUs (a volumetric measure of containerized cargo which stands for twenty-foot equivalent units) per year, or other units measured that would convert to more than 100 trucks per day in each direction. (Trucks are defined as large single-unit trucks or combination vehicles handling freight.)
2. Bulk commodity terminals that handle more than 500,000 tons per year by highway or 100 trucks per day in each direction on the principal connecting route. (If no individual

terminal handles this amount of freight, but a cluster of terminals in close proximity to each other does, then the cluster of terminals could be considered in meeting the criteria. In such cases, the connecting route might terminate at a point where the traffic to several terminals begins to separate.)

3. Passengers--terminals that handle more than 250,000 passengers per year or 1,000 passengers per day for at least 90 days during the year.

Truck/Rail

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

Pipelines

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

Amtrak

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

Intercity Bus

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

Public Transit

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

Ferries

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

Secondary Criteria

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

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

Proximate Connections

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

BSADD Review and Suggestions

The existing base list of FHWA Official NHS IC Listing for Kentucky is reviewed annually by the BSADD for changes and updates. The initial major review and recommendations were conducted in Fiscal Year 2010 as part of the BSADD RTP Annual Work Program. The next major review will be conducted in Fiscal Year 2019. Suggestions and recommendations from that review will be provided to KYTC for possible changes, additions, and deletions.

4.2 Official NHS Intermodal Connector Listing

(BSADD Intermodal connectors in yellow)

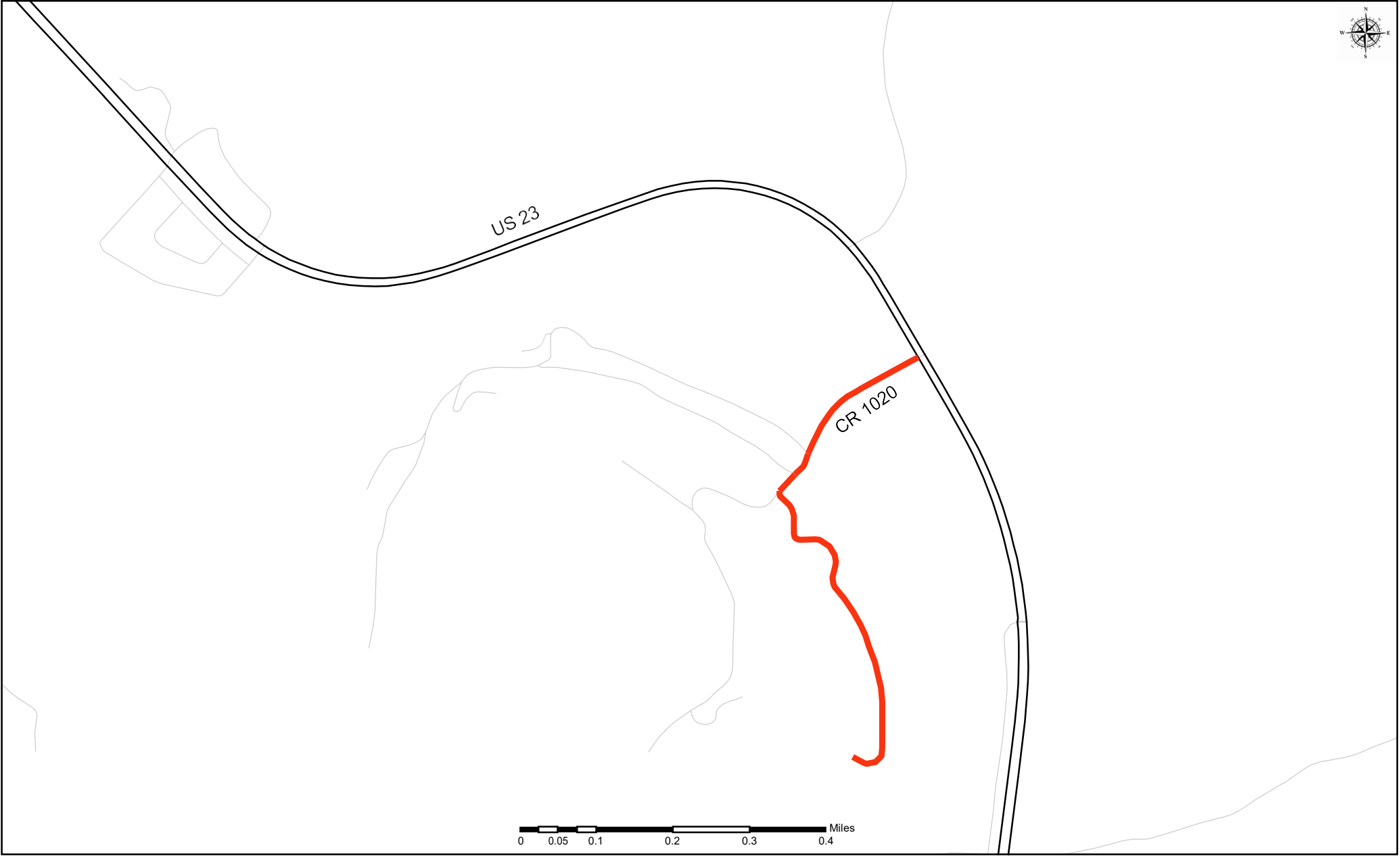
FACILITY	TYPE	CONNECTOR NO.	CONNECTOR DESCRIPTION	CONNECTOR LENGTH	FACILITY ID
Amtrak Station - Catlettsburg	AMTRAK Station	1	CS 2551 (15th St East in Ashland to Amtrak Station Entrance)	0.1	KY14S
Amtrak Station - Fulton	AMTRAK Station	1	US 51 (South limits of Purchase Pkwy Interchange to Newton Rd.), Newton Rd (US 51 to Terminal Entrance)	0.6	KY1S
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	Truck/Pipeline	1	Campground Rd	4.5	KY5L

Petroleum Pipeline	Terminal		(Cane Run to Ralph), Kramers Ln (Cane Run to Campground), Ralph ave (Cane Run to Campground Rd)		
Campground Rd Petroleum Port	Port Terminal	1	Same as 5L	0	KY23P
Cincinnati/N KY International Airport	Airport	1	KY 212 from I-275 S to the Airport Roadway System	1	KY10A
CCI Energy Sloanes Branch Terminal, LLC	Truck/Rail Facility	1	KY 1441 (US 460 to Clark Elkhorn Tipple #1 Ent), KY 1789 (US 460 to KY 1441)	1.2	KY22R
Golden Oak Mining CO.	Truck/Rail Facility	1	KY 7 (KY 15 to KY 931), KY 931 (KY 7 to Facility)	6.1	KY16R
Greyhound Bus Station - Louisville	Intercity Bus Terminal	1	FS 8829 (Roy Wilkens to Ali Blvd), FS 8806 (Ali Blvd to Facility)	0.8	KY7B
Ivel Coal Tipple	Truck/Rail Facility	1	County Rd 1020 - US 23 to Facility	0.1	KY20R
Lexington Bluegrass Field	Airport	1	FS 8550 - US 60 to Facility	0.2	KY13A
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
CCI Energy Sloans Branch Terminal, LLC	Truck/Rail Facility	1	KY 194 - US 119 to Facility	2.1	KY18R
Norfolk Southern Intermodal - Georgetown	Truck/Rail Facility	1	KY 620 - Facility to I-75 Interchange	0.8	KY11R
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
Owensboro Riverport	Port Terminal	1	KY 331 (US 60 to Harbor Rd), Harbor	2	KY3P

			Rd (KY 331 to Facility)		
Apex Energy/Cambrian Coal Corp. Tipple	Truck/Rail Facility	1	KY 80 from US 460 to Facility	2	KY21R
Truck to Barge Coal Dock Cluster, Boyd Cnty	Port Terminal	1	KY 757 from US 23 near Lockwood to 2.3 Miles North	2.3	KY15P

4.3 Maps of Intermodal Connectors for BSADD

FLOYD COUNTY INTERMODAL CONNECTOR - CR 1020 TO US 23



Floyd County Intermodal Connector - CR 1020 to US 23

US 23

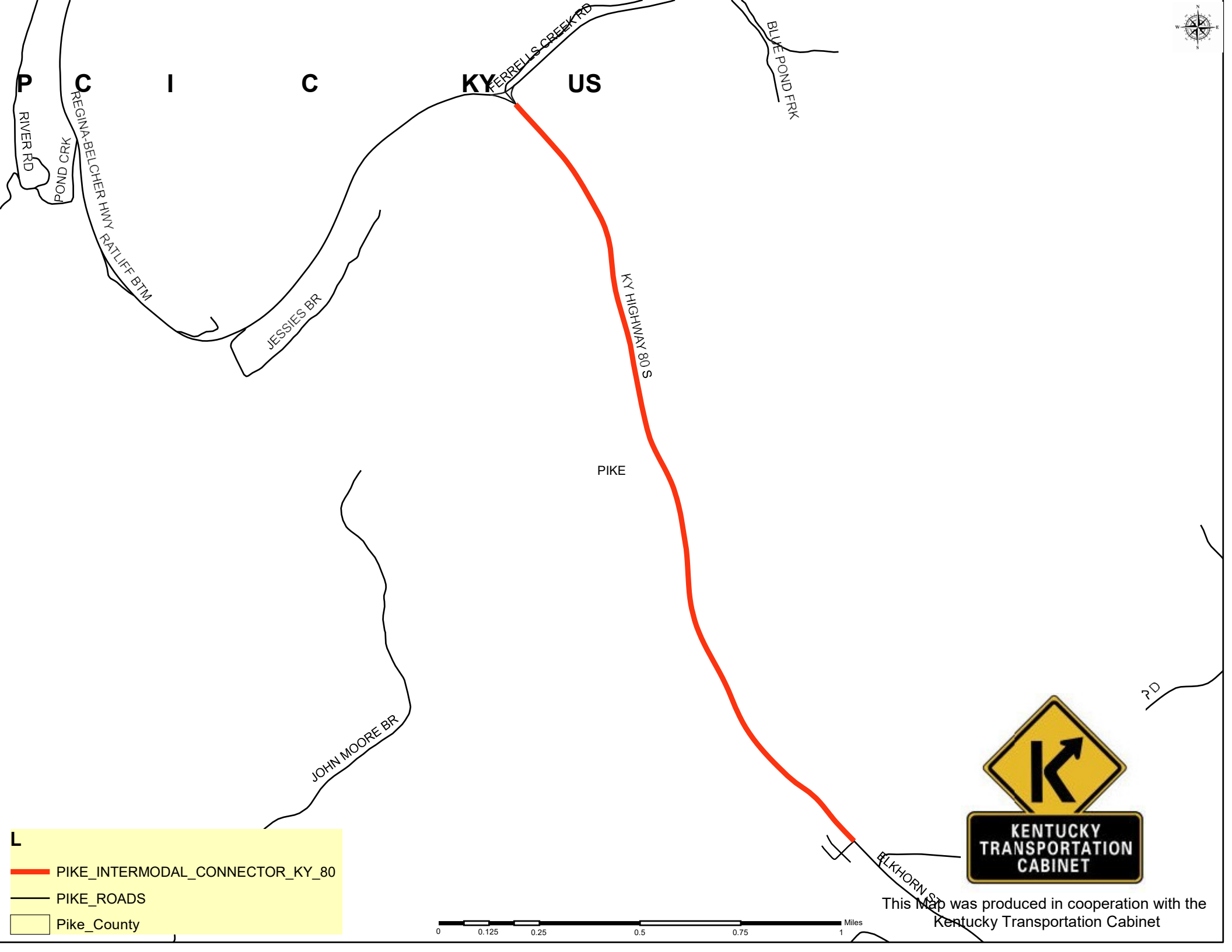
This map was produced
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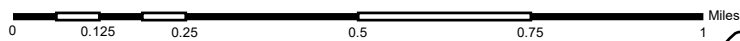


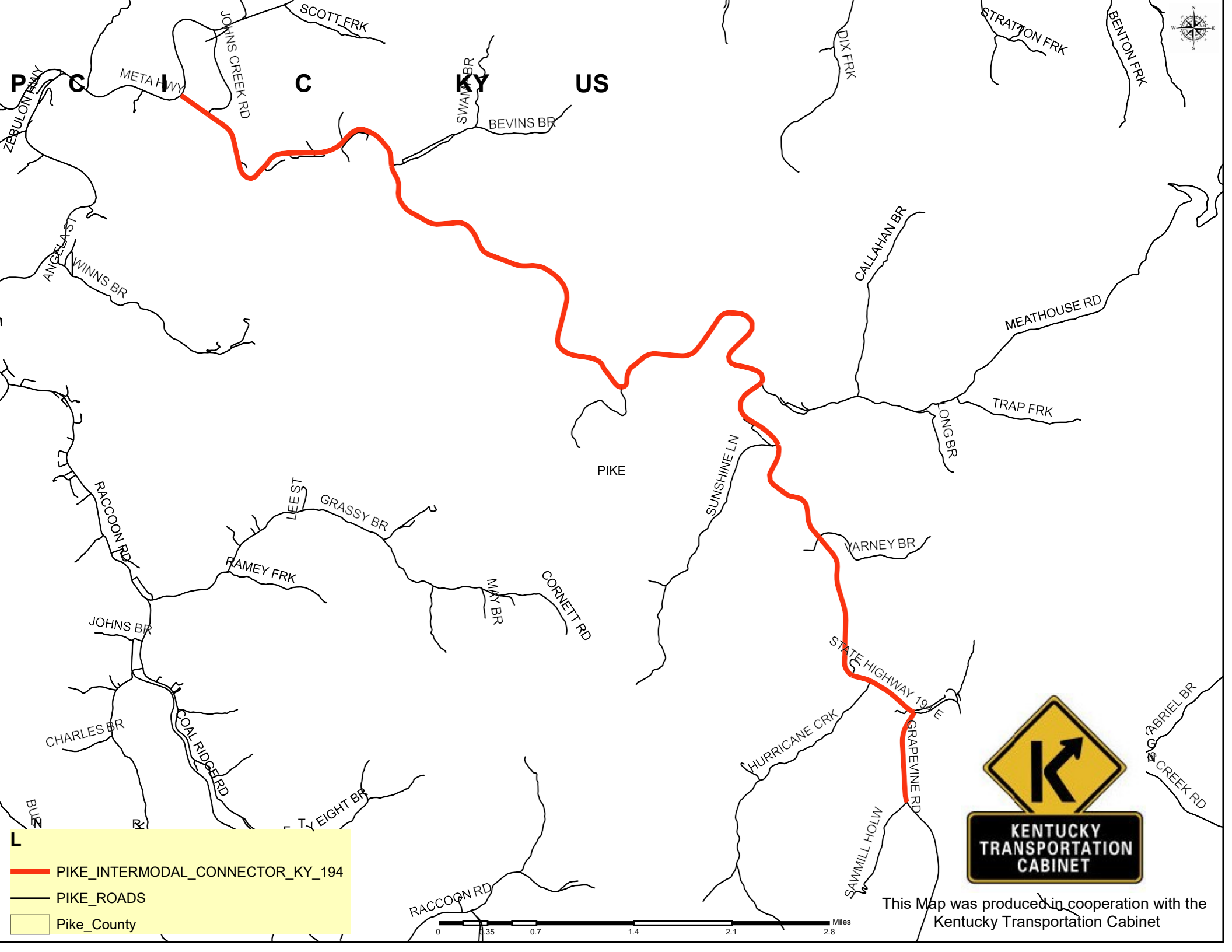
FLOYD COUNTY
KENTUCKY



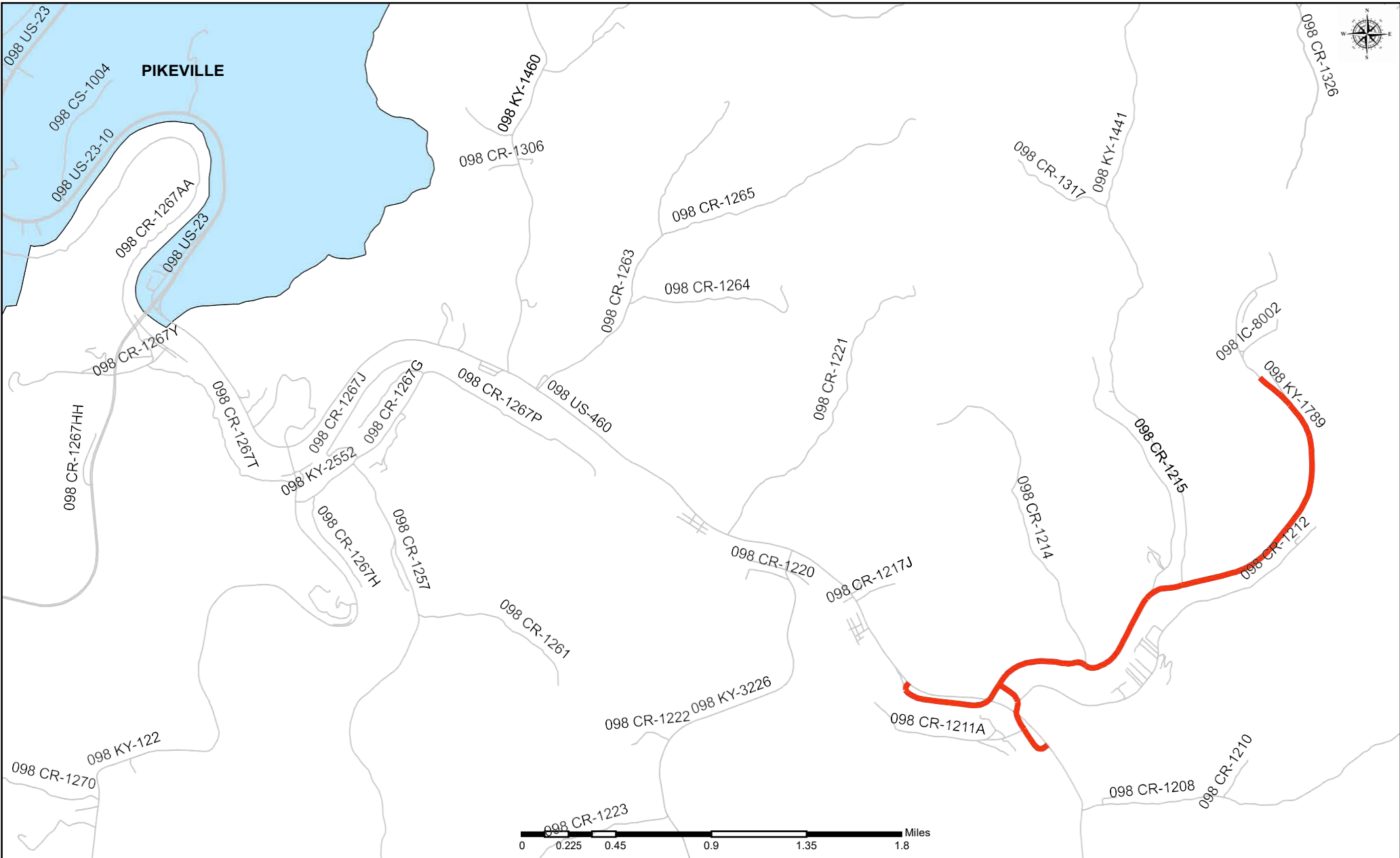
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- PIKE_INTERMODAL_CONNECTOR_KY_80
- PIKE_ROADS
- Pike_County





PIKE COUNTY INTERMODAL CONNECTOR - KY 1789/KY 1441 TO US 460



-  Pike Intermodal Connector - KY 1789/KY 1441 to US 460
 Pike Roads
 Pikeville City Limits

This map was produced
in cooperation with the
Kentucky Transportation Cabinet.



CHAPTER 5: TRUCK PARKING INVENTORY

5.1 Introduction

The purpose of this task is to maintain an inventory of existing Truck Parking facilities and locations within one mile of Kentucky interstates and parkways. The information will be used to develop an idea of where we may need to improve those facilities in order to promote the safe and efficient movement of people, goods, and services.

Truck Parking Inventory Includes:

- Truck Parking Facility Locations – Route and Milepoint and/or Landmarks
- Type of Facility – Rest Area, Weigh Station, Welcome Centers, Rest Havens, Commercial Parking Lots, etc.
- Resources Available at Facility (if known) – Diesel Fuel, Rest Rooms, Restaurants, Vending Machines, Showers, etc.
- Geographic Coordinates of the facility entrance closest to the interstate or parkway.
- Maximum number of trucks each facility can accommodate will be estimated by ADD Planners with assistance as needed by the Division of Planning, Multimodal Branch and included in the inventory, including unmarked spaces.

With the expansion of the Mountain Parkway, the BSADD Region no longer contains any truck parking facilities meeting the Inventory definition. Previously, there was one facility in Magoffin County on the Mountain Parkway at the Gifford Road exit (old toll booth facility). BSADD staff will continually monitor construction of the Mountain Parkway and update the Inventory when new truck parking facilities become available.

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 and intermodal connectors and to provide information for the statewide rail plan. This helps serve the KYTC goal of promoting the safe and efficient movement of goods and services throughout the state. KYTC has GIS data on known railyards within in the state. The ADDs assisted in identification of these locations, creating this list in FY10. In FY17, KYTC developed from the rail yard inventory and other informational sources, a draft list of data and locations utilized as freight loading / unloading facilities. The data provided included all information available such as the name, location, and function (e.g. bulk transfer, container yard, classification yard) of the facility.

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

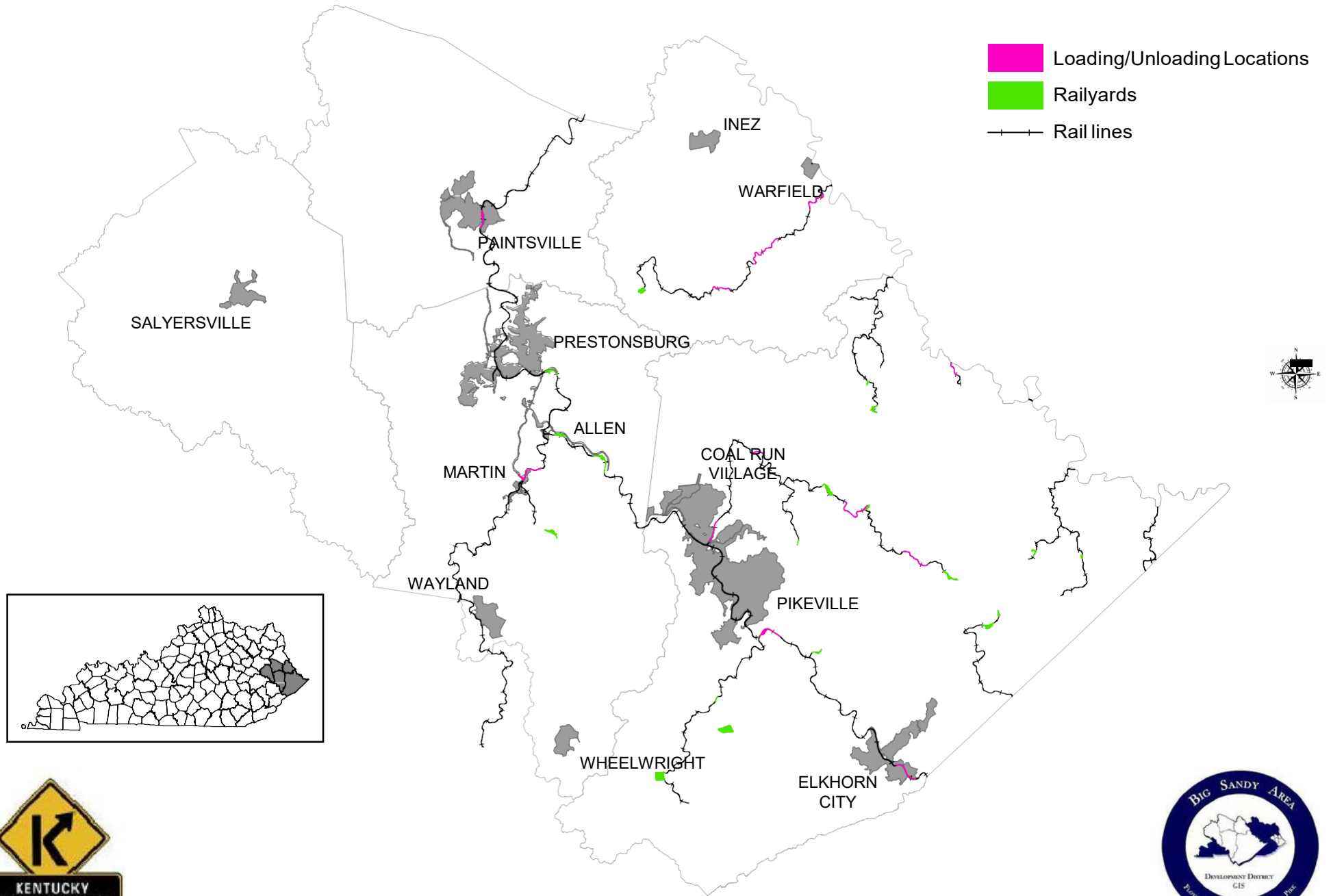
There are 18 rail yards currently in operation in the Big Sandy Region. These yards are operated by Norfolk and Southern (NS) and CSX. CSX operates the most yards in the region with eleven active yards: 4 near Kimper, 2 near Pikeville, and 1 each in or around Elkhorn City, Martin, Prestonsburg, Paintsville and Shelbiana. NS operates four yards; 1 in South Williamson and 3 in Martin County.

The rail yard locations are illustrated in the map in section 6.2. More information can be obtained by contacting the BSADD transportation planner.

6.2 Map of Rail Freight Loading/Unloading Facility Locations

Updated June, 2021

RAIL FREIGHT LOADING/UNLOADING LOCATIONS



This map was produced in cooperation with the Kentucky Transportation Cabinet.



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 planners 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, oftentimes we do not 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 KYTC partnered with the ADD agencies to begin development of a more complete statewide bicycle and pedestrian GIS inventory database of all pedestrian and bicycling facilities/assets. These facilities include anything that the bike/ped public uses for non-motorized transportation in the city or community such as sidewalks, bike lanes, bike paths, or separated multi-use paths.

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

The bike/ped plans and information collected by the ADD is currently available on an interactive map at <http://maps.kytc.ky.gov/photolog/?config=BikePedPlan>.

7.2 Map of Collected Bicycle and Pedestrian Facility Locations

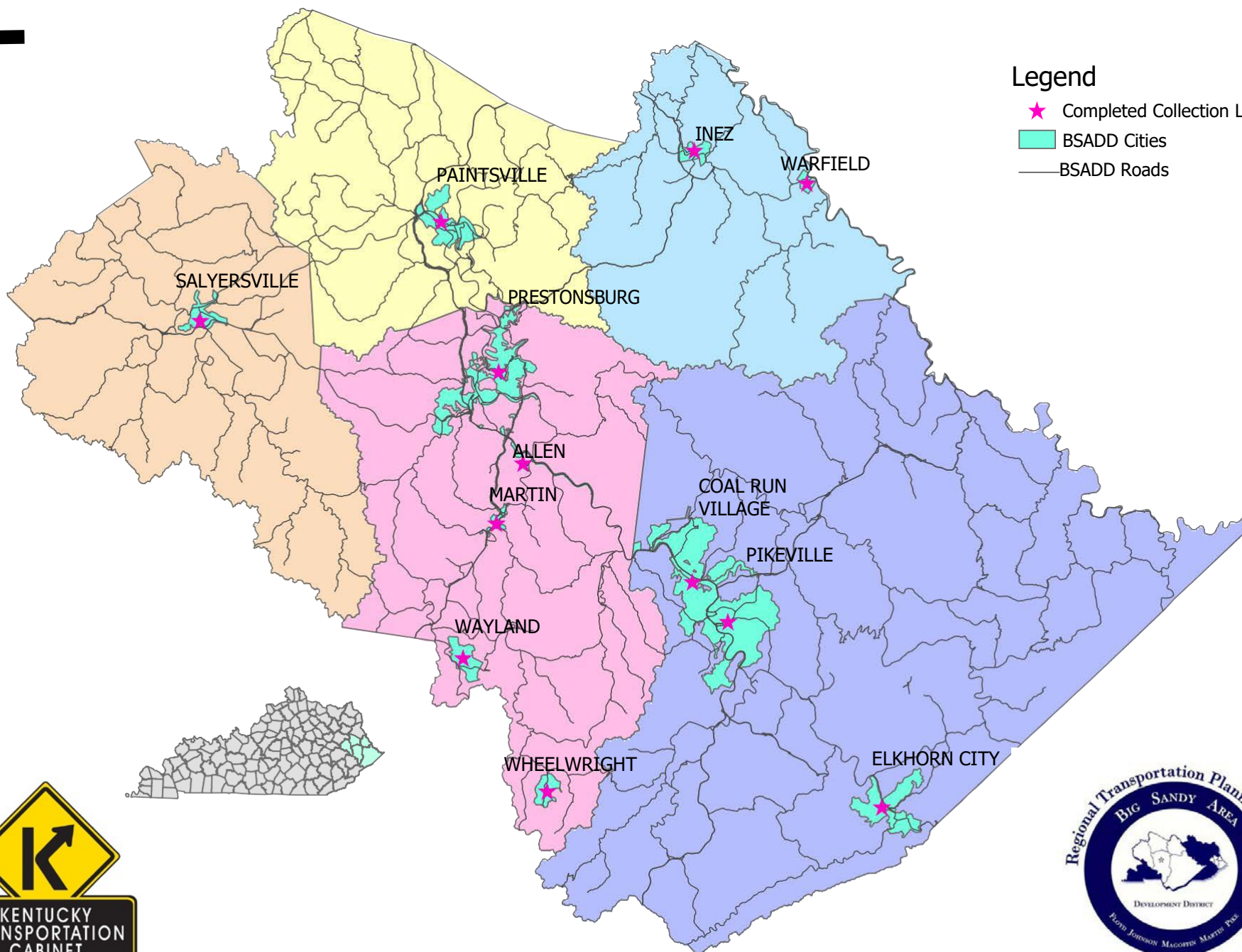


BIG SANDY AREA DEVELOPMENT DISTRICT

BICYCLE AND PEDESTRIAN FACILITIES

Legend

- ★ Completed Collection Locations
- BSADD Cities
- BSADD Roads



This map was produced in cooperation with the Kentucky Transportation Cabinet



"turning vision into reality..."

CHAPTER 8: TRANSPORTATION TERMS AND ACRONYMS

8.1 Glossary of Terms and Acronyms

The following glossary has been created as a reference tool for some of the more commonly used transportation terms and acronyms.

Transportation Terms and Acronyms

A

Adequacy Rating

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

American Association of State Highway and Transportation Officials (AASHTO)

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

American Public Transit Association (APTA)

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

Americans with Disabilities Act of 1990 (ADA)

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

Area Development District (ADD)

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

Arterial

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

Association of Metropolitan Planning Organizations (AMPO)

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

B

Bicycle Facilities/Amenities

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

Bicycle Lane (Bike Lane)

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

Bicycle Route (Bike Route)

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

Bikeway

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

C

Census Defined Urbanized Area (UZA)

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

Coal Haul

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

Collector

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

Continuous Highway Analysis Framework (CHAF)

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

Critical Crash Rate Factor (CRF)

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

E

Environmental Justice (EJ)

Environmental Justice; a term used to encapsulate the requirements of federal Executive Order 12898 which state, in part, that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health

or environmental effects of its programs, policies, and activities on minority populations and low income populations“ and hence to ensure equal environmental protection to all groups potentially impacted by a transportation development project.

Extended Weight

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

E

Federal Highway Administration (FHWA)

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

Federal Transit Administration (FTA)

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

Fixing America's Surface Transportation Act (FAST Act)

Enacted in December 2015 as Public Law 114-94, the FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs managed by FHWA, continues efforts to streamline project delivery, and, for the first time, provides a dedicated source of federal dollars for freight projects.

Functional Classification

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

G

Geographic Information System (GIS)

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

H

Highway District Office (HDO)

Kentucky has twelve district highway offices located throughout the state.

Highway Information System (HIS)

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

I

Intermodal

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

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

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

International Roughness Index (IRI)

International Roughness Index is a measure of pavement roughness.

K**Kentucky Transportation Cabinet (KYTC)**

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

L**Level of Service (LOS)**

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

Local Roads

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

Long-Range Statewide Transportation Plan

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

M**Metropolitan Planning Organization (MPO)**

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

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.

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).

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 are: 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; and, 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.

I

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.