Purchase Area Development District

Regional Transportation Asset Inventory

1002 Medical Drive
P.O. Box 588
Mayfield, Kentucky 42066
270-247-7171
270-251-6110 (fax)
www.purchaseadd.org

THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>CHAPTER</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Introduction</td>
<td>1-1</td>
</tr>
<tr>
<td>1.1 History of Program</td>
<td>1-1</td>
</tr>
<tr>
<td>1.2 Map of ADD, HDO, MPO Boundaries</td>
<td>1-3</td>
</tr>
<tr>
<td>1.3 Purpose of Regional Transportation Asset Inventory</td>
<td>1-4</td>
</tr>
<tr>
<td>2. Development, Review and Ranking of Project Identification Forms</td>
<td>2-1</td>
</tr>
<tr>
<td>2.1 Introduction</td>
<td>2-1</td>
</tr>
<tr>
<td>2.2 UNL Listing</td>
<td>2-2</td>
</tr>
<tr>
<td>2.3 Maps of UNL Locations</td>
<td>2-3</td>
</tr>
<tr>
<td>3. Adequacy Ratings</td>
<td>3-1</td>
</tr>
<tr>
<td>3.1 Introduction</td>
<td>3-1</td>
</tr>
<tr>
<td>3.2 Maps of Adequacy Ratings by Percentile</td>
<td>3-2</td>
</tr>
<tr>
<td>4. Major Traffic Generators</td>
<td>4-1</td>
</tr>
<tr>
<td>4.1 Introduction</td>
<td>4-1</td>
</tr>
<tr>
<td>4.2 Maps of MTG Locations by Type</td>
<td>4-2</td>
</tr>
<tr>
<td>5. Major Freight Users Inventory</td>
<td>5-1</td>
</tr>
<tr>
<td>5.1 Introduction</td>
<td>5-1</td>
</tr>
<tr>
<td>5.2 Map of MFUI Locations with KFFN</td>
<td>5-3</td>
</tr>
<tr>
<td>6. Intermodal Connector Review</td>
<td>6-1</td>
</tr>
<tr>
<td>6.1 Introduction</td>
<td>6-1</td>
</tr>
<tr>
<td>6.2 Map of NHS with Major Intermodal Terminals</td>
<td>6-5</td>
</tr>
<tr>
<td>7. Truck Parking Inventory</td>
<td>7-1</td>
</tr>
<tr>
<td>7.1 Introduction</td>
<td>7-1</td>
</tr>
<tr>
<td>7.2 Map of Truck Parking Facilities by Type</td>
<td>7-2</td>
</tr>
<tr>
<td>8. List of Rail Yards</td>
<td>8-1</td>
</tr>
<tr>
<td>8.1 Introduction</td>
<td>8-1</td>
</tr>
<tr>
<td>8.2 Map of Rail Yard Locations</td>
<td>8-2</td>
</tr>
<tr>
<td>9. Bicycle Pedestrian Assets</td>
<td>9-1</td>
</tr>
<tr>
<td>9.1 Introduction</td>
<td>9-1</td>
</tr>
<tr>
<td>9.2 Map of Completed Collections Locations</td>
<td>9-2</td>
</tr>
<tr>
<td>10. Transportation Terms and Acronyms</td>
<td>10-1</td>
</tr>
<tr>
<td>10.1 Glossary of Commonly used terms</td>
<td>10-1</td>
</tr>
</tbody>
</table>
CHAPTER 2: DEVELOPMENT, REVIEW AND RANKING OF PROJECT IDENTIFICATION FORM

2.1 Introduction

The development, review and ranking of the Project Identification Forms (PIFs) is a process that involves identification of transportation needs, based on local official and public input. The PIF is used to document available data on each need creating a useful resource for reviewing projects and considering local and regional priorities or rankings. Applicable information stored in the PIFs is used to create the KYTC Unscheduled Needs List (UNL). The project identification and evaluation process through the use of the PIF is an ongoing task that is coordinated with the respective HDO planner. This statewide transportation planning identification, prioritization and ranking process complies with federal reauthorization and legislation requirements to inform, solicit input from and consult with transportation users, publicly elected officials, and representatives from all transportation modes and underserved populations.

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

Development, Evaluation & Maintenance

Suggested needs that have been proposed or identified are reviewed for necessity through field visits, analysis of Adequacy Ratings and other data sources as provided by the KYTC for analytical purposes. If deemed appropriate, a PIF shall be developed in partnership by the ADD and HDO planners. KYTC’s Division of Planning (DOP) is consulted prior to final inclusion in the UNL. All information is housed in the KYTC Online PIF application. The ADD and HDO are responsible for maintaining all information in the application. Additionally, the ADD and HDO are responsible for the quality, clarity, and completeness of needs specific to their boundaries. DOP coordinates and oversees the PIF application. The needs identified from this process are recorded in the UNL database until all project phases are advanced into the KYTC Six-Year Highway Plan with full funding, are completed through other means, or are voted out for lack of RTC and HDO support. The highway plan is the KYTC’s programming document submitted to and approved by the Kentucky General Assembly every two years.

The ADD reviews all UNL items in relation to other identified needs or projects (UNL, UPL, and Highway Plan) and if necessary, make revisions to project descriptions, termini, mile-points, or other information as may be required. Special attention is given to adequately describing the issue to be addressed in the project description, citing the available data to help document the need. Projects which are not data driven, do not appear to have a definite purpose or need and a history of low priorities are considered for removal from the active UNL. If a fully documented
need cannot be determined, the ADD in conjunction with the HDO and with concurrence of the RTC can recommend the need be moved to “Inactive” status.

Prioritization

The guidelines and schedule for the prioritization and ranking process are established by the DOP. Generally needs are prioritized on a local (respective county/city), regional (ADD), HDO and state (DOP) level. The ADD is responsible for obtaining the local and regional priorities. The ADD maintains a live continuous prioritization of UNL items at each RTC meeting. Upon proposal of a newly identified issue or need the RTC reviews the issue / need and determines whether the newly identified issue supplants the previously identified issues rankings. If needed the rankings may be adjusted accordingly. 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 and rank the UNL, including all efforts to educate/inform the RTC and the public and any methods used to build consensus for priorities and rankings.

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

2.2 UNL List

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 PADD active UNL by county:
Purchase Area Development District
Unscheduled Needs List

This map was produced in cooperation with the Kentucky Transportation Cabinet.
This map was produced in cooperation with the Kentucky Transportation Cabinet.
This map was produced in cooperation with the Kentucky Transportation Cabinet
City of Paducah
(McCracken County)
Unscheduled Needs List

This map was produced in cooperation with the Kentucky Transportation Cabinet.
This map was produced in cooperation with the Kentucky Transportation Cabinet
CHAPTER 3: ADEQUACY RATINGS

3.1 Introduction

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

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

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

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

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

The KYTC September 2014 adequacy ratings provide adequacy rating scores and percentile ratings for 326 highway sections in the PADD. In the evaluation of the regional network the percentile ratings were divided into four ranges; 0 – 25.00, 25.01 – 50.00, 50.01 – 75.00, 75.01 – 100. The breakdown for each range is highlighted in the following table:
<table>
<thead>
<tr>
<th>Percentile Range</th>
<th>Number of Sections</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00 – 25.00</td>
<td>77</td>
<td>24%</td>
</tr>
<tr>
<td>25.01 – 50.00</td>
<td>86</td>
<td>26%</td>
</tr>
<tr>
<td>50.01 – 75.00</td>
<td>73</td>
<td>22%</td>
</tr>
<tr>
<td>75.01 – 100</td>
<td>90</td>
<td>28%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>326</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

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

Potential projects proposed as a result of this review are investigated by the PADD to determine if a need exist. This initial proposal is reviewed for necessity through field visits, dissection of the adequacy ratings and other data sources as provided by the KYTC for analytical purposes. If deemed a necessity, a PIF is developed in partnership with the PADD and HDO. The KYTC Central Office is consulted prior to final inclusion in the UNL.

### 3.2 Adequacy Rating Maps by Percentile Range

![Adequacy Rating Maps](image-url)

This map was produced in cooperation with the Kentucky Transportation Cabinet.
Ballard County
Adequacy Rating Percentile

Adequacy Ratings
Percentile
0.00 - 25.00
25.01 - 50.00
50.01 - 75.00
75.01 - 100

This map was produced in cooperation with the Kentucky Transportation Cabinet.
City of Murray
(Calloway County)
Adequacy Rating Percentile

This map was produced in cooperation with the Kentucky Transportation Cabinet
This map was produced in cooperation with the Kentucky Transportation Cabinet
Graves County
Adequacy Rating Percentile

Adequacy Ratings Percentile
- Yellow: 0.00 - 25.00
- Red: 25.01 - 50.00
- Blue: 50.01 - 75.00
- Green: 75.01 - 100

This map was produced in cooperation with the Kentucky Transportation Cabinet
City of Mayfield
(Graves County)
Adequacy Rating Percentile

Adequacy Ratings Percentile
- 0.00 - 25.00
- 25.01 - 50.00
- 50.01 - 75.00
- 75.01 - 100

This map was produced in cooperation with the Kentucky Transportation Cabinet
City of Paducah
(McCracken County)
Adequacy Rating Percentile

Adequacy Ratings
Percentile
0.00 - 25.00
25.01 - 50.00
50.01 - 75.00
75.01 - 100

This map was produced in cooperation with the Kentucky Transportation Cabinet
Marshall County
Adequacy Rating Percentile

Adequacy Ratings
Percentile
- 0.00 - 25.00
- 25.01 - 50.00
- 50.01 - 75.00
- 75.01 - 100

This map was produced in cooperation with the Kentucky Transportation Cabinet
CHAPTER 4: MAJOR TRAFFIC GENERATORS

4.1 Introduction

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

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

The inventory is maintained as part of a Geographic Information System (GIS) and can be displayed on maps with existing traffic data such as traffic counts, adequacy ratings, unscheduled needs list, highway plan projects, safety data, etc. The PADD has a current MTG inventory with 194 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 PADD staff of changes that have occurred in their communities such as the closing or opening of a new facility.

The maps located in section 4.2 illustrate the location of the current PADD 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 PADD MTGs, please contact the ADD.

The PADD annually reviews the 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 UNL.

4.2 Major Traffic Generator 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 PADD identifies the following types (with examples given) as commercial (business offices or parks), distribution (warehouse, soft drink or beer distributors), freight (grain facility, trucking companies, FedEx, UPS), industry (industrial parks, manufacturing), intermodal (airport, riverport), major shopping center (mall, strip mall), medical (hospital or multiple doctor offices), parks & recreation (state park, sports arenas), and schools (high school, college).
Purchase Area Development District
Major Traffic Generators

This map was produced in cooperation with the Kentucky Transportation Cabinet.
Ballard County
Major Traffic Generators by Type

This map was produced in cooperation with the Kentucky Transportation Cabinet
Calloway County
Major Traffic Generators by Type

TYPE
- DISTRIBUTION
- FREIGHT
- INDUSTRY
- INTERMODAL
- MAJOR SHOPPING CENTER
- MEDICAL
- PARKS & RECREATION
- SCHOOL

This map was produced in cooperation with the Kentucky Transportation Cabinet
Calloway County
City of Murray
Major Traffic Generators by Type

This map was produced in cooperation with the Kentucky Transportation Cabinet.
Carlisle County
Major Traffic Generators by Type

This map was produced in cooperation with the Kentucky Transportation Cabinet
Graves County

Major Traffic Generators by Type

This map was produced in cooperation with the Kentucky Transportation Cabinet
Graves County
City of Mayfield
Major Traffic Generators by Type

This map was produced in cooperation with the Kentucky Transportation Cabinet
This map was produced in cooperation with the Kentucky Transportation Cabinet.
McCracken County
Major Traffic Generators by Type

TYPE
- COMMERCIAL
- DISTRIBUTION
- FREIGHT
- INDUSTRY
- INTERMODAL
- MAJOR SHOPPING CENTER
- MEDICAL
- PARKS & RECREATION
- SCHOOL

This map was produced in cooperation with the Kentucky Transportation Cabinet.
McCracken County
City of Paducah
Major Traffic Generators by Type

TYPE
- COMMERCIAL
- DISTRIBUTION
- FREIGHT
- INDUSTRY
- INTERMODAL
- MAJOR SHOPPING CENTER
- PARKS & RECREATION
- SCHOOL

Downtown

Southside

This map was produced in cooperation with the Kentucky Transportation Cabinet
McCracken County

Major Traffic Generators by Type

TYPE
- COMMERCIAL
- DISTRIBUTION
- FREIGHT
- INDUSTRY
- INTERMODAL
- MAJOR
- SHOPPING CENTER
- SCHOOL

West McCracken

Mall Area

This map was produced in cooperation with the Kentucky Transportation Cabinet
5.1 Introduction

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

The initial MFUI was collected in FY10 by reviewing a basic inventory provided by the KYTC that included the following based on compiled data from the Kentucky Economic Development Cabinet. This data is reviewed annually by the PADD and updates are submitted to the KYTC. There are currently 61 facilities identified in the PADD MFUI.

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

In addition, the KYTC also provides the PADD with a map of the Kentucky Freight Focus Network (KFFN) for use in conjunction with the MFUI. This network was created using the identified National Highway System (NHS) routes in the state as the basis and adding other routes to make a complete network. The KFFN was formed to focus limited state resources on the most significant transportation facilities and to eliminate bottlenecks that impede safe, efficient, and reliable transportation. The network includes public riverports, navigable waterways with public riverports, airports, highways, rail, and intermodal connectors. The PADD RTC reviews the KFFN to identify any routes that could be suggested to KYTC for addition or removal from the KFFN.

The following are comments that have been received from the MFUI stakeholders as part of the maintenance of this inventory. Some of these comments are already identified with projects on the current UNL and KYTC Highway Plan and others are in the process of being submitted for inclusion to the UNL.

**Ballard County**
- KY 286 – narrow roads with no shoulders between Wickliffe and Paducah
- US 51 – narrow roads with no shoulders between Wickliffe and Fulton

**Calloway County**
- US 68 / KY 80 – need new bridges over KY Lake and Lake Barkley

**Fulton County**
- KY 1099 / KY 125 – improve turning radius at intersection for better truck access
• NTN – there is currently no recognized federal or state designated truck route from Fulton to Hickman

Hickman County
• US 51 – sight distance issues when exiting the plant from KY 1301
• US 51 – improve turning radius at intersection with Clayton Street in Clinton for better truck access

Marshall County
• Limitation of coal trucks of 76,000 lbs GVW; some areas of KY have designated coal roads with much higher limitations
• KY 1523 – coal trains occasional delay deliveries at intersections with the rail road crossings

In review of the existing KFFN network, staff has utilized knowledge of the area, held discussions with the RTC in committee meetings and relied on information obtained from the MFUI to make suggested changes to the KYTC. The following tables identify the suggested changes to the KFFN as recommended by the PADD and PADD RTC. Table 1 identifies routes being recommended for removal and Table 2 identifies routes being recommended for addition to the current network.

Table 1 = Removal

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>BMP</th>
<th>DESCRIPTION</th>
<th>EMP</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>018 KY 121</td>
<td>14.075</td>
<td>US 641</td>
<td>24.156</td>
<td>GRAVES CO LINE</td>
</tr>
<tr>
<td>042 KY 121</td>
<td>0.000</td>
<td>CALLOWAY CO LINE</td>
<td>5.499</td>
<td>KY 80</td>
</tr>
<tr>
<td>038 KY 94</td>
<td>0.000</td>
<td>TENNESSEE STATE LINE</td>
<td>10.0290</td>
<td>KY 1099</td>
</tr>
<tr>
<td>038 KY 94</td>
<td>11.875</td>
<td>WASHINGTON STREET</td>
<td>29.115</td>
<td>US 51</td>
</tr>
</tbody>
</table>

The KY 121 route is being suggested for removal due to the recent completion of the four lane highway KY 80 between Murray and Mayfield.

The KY 94 route is being suggested for removal due to the weight classification for trucks being limited to an “AA” rating (62,000 lbs GVW). This existing route also directs truck traffic through the city streets of Hickman. This should be avoided due to limited turning radius at certain intersections.

Table 2 = Additions

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>BMP</th>
<th>DESCRIPTION</th>
<th>EMP</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>018 KY 80</td>
<td>0.000</td>
<td>GRAVES CO LINE</td>
<td>10.204</td>
<td>US 641</td>
</tr>
<tr>
<td>042 KY 80</td>
<td>14.781</td>
<td>KY 121</td>
<td>19.854</td>
<td>CALLOWAY CO LINE</td>
</tr>
<tr>
<td>038 KY 1648</td>
<td>0.808</td>
<td>KY 166 / US 45</td>
<td>1.008</td>
<td>US 51</td>
</tr>
<tr>
<td>038 KY 166</td>
<td>0.000</td>
<td>KY 125</td>
<td>13.279</td>
<td>KY 1648</td>
</tr>
<tr>
<td>038 KY 125</td>
<td>0.000</td>
<td>TENNESSEE STATE LINE</td>
<td>5.386</td>
<td>KY 1099</td>
</tr>
<tr>
<td>038 KY 1099</td>
<td>2.269</td>
<td>KY 125</td>
<td>2.966</td>
<td>KY 94</td>
</tr>
<tr>
<td>079 KY 1523</td>
<td>0.000</td>
<td>US 62</td>
<td>7.165</td>
<td>KY 282</td>
</tr>
<tr>
<td>079 KY 282</td>
<td>0.000</td>
<td>KY 95</td>
<td>1.772</td>
<td>KY 1523</td>
</tr>
<tr>
<td>079 KY 95</td>
<td>4.079</td>
<td>US 62</td>
<td>7.282</td>
<td>KY 1523</td>
</tr>
<tr>
<td>079 US 62</td>
<td>5.218</td>
<td>KY 1523</td>
<td>12.145</td>
<td>LIVINGSTON CO LINE</td>
</tr>
</tbody>
</table>
KY 80 is being suggested as an addition to replace KY 121 between Murray and Mayfield. This would replace a two lane route with a four lane route.

KY 1648 / KY 166 / KY 125 / KY 1099 are being suggested as an addition to replace the KY 94 route in Fulton County, with routes that are rated “AAA” (80,000 lbs GVW). These routes also connect the system to the Hickman-Fulton County Riverport.

KY 1523 / KY 282 / KY 95 are being suggested as an addition because these routes loop through the heart of the Calvert City Industrial Park, serving the many industries in that area that are considered major freight users.

US 62 is being suggested because it was recently added to the state’s coal haul network and is utilized by industries in Calvert City to move material to their facilities from the terminal in Livingston County.

5.2 Map of Major Freight User Facilities Identified with the KFFN
CHAPTER 6: INTERMODAL CONNECTOR REVIEW

6.1 Introduction

An Intermodal Connector is defined as a highway facility providing direct access for a freight generator, shipper or port terminal (rail or river) with a major transportation thoroughfare such as an interstate highway. Currently the FHWA has identified twenty facilities on the National Highway System (NHS) Intermodal Connector listing for Kentucky. Within the Purchase region only the Amtrak station in Fulton is currently on the statewide list. The PADD periodically will review this listing for obvious changes in the region including facilities that have ceased operations or no longer meet FHWA criteria for listing and recommend the facility to be removed from the base list. The PADD will also identify facilities that are not listed on the NHS Intermodal Connector Listing that meet FHWA criteria and recommend those be added to the base list. This information will be used to help identify projects to be recommended for Kentucky’s Six Year Plan, the Statewide Long Range Plan, and the Unscheduled Needs List. Status as an Intermodal Connector produces viable possible funding option for designated roadway segments.

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

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

Primary Criteria

Commercial Aviation Airports

1. Passengers--scheduled commercial service with more than 250,000 annual enplanements.

2. Cargo--100 trucks per day in each direction on the principal connecting route, or 100,000 tons per year arriving or departing by highway mode.

Ports

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

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

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

**Truck/Rail**

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

**Pipelines**

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

**Amtrak**

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

**Intercity Bus**

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

**Public Transit**

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

**Ferries**

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

2. Local--see public transit criteria above.

**Secondary Criteria**

Any of the following criteria could be used to justify an NHS connection to an intermodal terminal where there is a significant highway interface:
1. Intermodal terminals that handle more than 20 percent of passenger or freight volumes by mode within a State;

2. Intermodal terminals identified either in the Intermodal Management System or the State and metropolitan transportation plans as a major facility;

3. Significant investment in, or expansion of, an intermodal terminal; or

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

**Proximate Connections**

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

**PADD Review and Suggestions**

The existing base list of FHWA Official NHS IC Listing for Kentucky has been reviewed by the PADD. Staff utilized knowledge of the area, reviewed the primary and secondary criteria for inclusion to the NHS IC listing and held discussions with the Purchase ADD Regional Transportation Committee (RTC). The Amtrak station in Fulton is the only facility identified under the FHWA primary criteria. The PADD and RTC Committee agree that this facility should remain on the list. The committee suggested that certain facilities in the region could qualify for inclusion to the NHS IC listing under the secondary criteria because they are considered to be major regional assets to the Purchase. Given that the 2010 recommendations are still under review by the Cabinet and there have been no other suggestions / recommendations occur for 2011, the FY11 recommendations will be the same as the 2010 recommendations.

The following facilities have been suggested for consideration of inclusion to the NHS IC listing based on the FHWA secondary criteria for major regional assets:

- Barkley Regional Airport
- Paducah-McCracken County Riverport
- Hickman-Fulton County Riverport
- Wickliffe-Ballard County Riverport

The following list identifies each facility with the suggested connection and length to the NHS.

**Barkley Regional Airport**

1. US 60 to KY 305
2. KY 305 to facility entrance

Length to NHS: 0.791 miles
Paducah-McCracken County Riverport

1. I-24 (Exit 11) to KY 1154
2. KY 1154 to US 60X
3. US 60X to CS 1018 (South 4th Street)
4. CS 1018 (South 4th Street) to facility entrance

Length to NHS: 4.650 miles

Hickman-Fulton County Riverport

1. Purchase Parkway (Exit 1) to US 51
2. US 51 to KY 1648
3. KY 1648 to KY 166
4. KY 166 to KY 125
5. KY 125 to KY 1099
6. KY 1099 to KY 94
7. KY 94 to facility entrance

Length to NHS: 20.592 miles

Wickliffe-Ballard County Riverport

1. US 51 / US 60 / US 62 to CS 1017 (Court Street)
2. CS 1017 (Court Street) to facility entrance

Length to NHS: 0.535 miles
6.2 Map of Intermodal Connectors

Purchase Area Development District
National Highway System
With Major Intermodal Terminals

This map was produced in cooperation with the Kentucky Transportation Cabinet.
CHAPTER 7: TRUCK PARKING INVENTORY

7.1 Introduction

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

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

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

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

The PADD conducts an Exit by Exit review to collect or confirm the inventory along Interstate 24 and the Julian Carroll Purchase Parkway (includes rest area, weigh stations and welcome centers). Every attempt has been made to document if each exit would be considered appropriate or not appropriate for truck use (do not want to exit trucks into a residential area or areas lacking truck access). If location is acceptable, then available services (truck parking spaces, diesel fuel, lodging, vending, restaurants, pay telephones, public restrooms, and hospital within 10 miles of exit) are documented within one mile of the exit appropriate for trucks. The PADD will also document areas where trucks are permitted to park overnight (along city streets, near interstates and parkways, and business parking lots).

There are 18 exits along I-24 (6) and Julian Carroll Purchase Parkway (11) that are included in the region inventory. The exits are classified by the following types:

- Other – no services or not truck friendly
- Weigh station – scales operated by Kentucky Vehicle Enforcement; may include parking spaces, vending, restrooms, etc.
- Rest Area – public rest area owned by KYTC; may include parking spaces, vending, restrooms, etc.
- Welcome Center – staffed by Kentucky Tourism Cabinet; may include parking spaces, vending, restrooms, etc.
- Truck Stop – privately owned facility that has fuel lanes, restrooms, convenience store, food, etc., and may have overnight parking
- Parking Lot – facility with few if any structures or services; specifically designed just for overnight truck parking and may have portable or permanent restrooms
- General Service Exit – interstate or parkway exit that offers travel services to truckers, without overnight parking lots; truck parking may be available along nearby streets

7- 1
7.2 Map of Truck Parking Facilities by Type
CHAPTER 8: LIST OF RAIL YARDS

8.1 Introduction

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

Contacts and local knowledge should be cultivated regarding the region’s rail yards and updates submitted to KYTC on an as needed basis. During the course of business it may become necessary to contact local stakeholders and/or industry experts in order to garner local input on transportation issues or opportunities affecting the area. The PADD 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 12 railyards currently in operation in the Purchase. These yards are operated by Paducah and Louisville Railway (PAL), Canadian National (CN) and the United States Government (USG). PAL operates the most yards in the region with seven active yards: five in Calvert City and two in Paducah. CN operates two yards; one located in Fulton and the other in Wickliffe. The USG operates the remaining three rail yards for the Tennessee Valley Authority (TVA) Shawnee Fossil Plant located in McCracken County just west of Paducah.
8.2 Map of Rail Yard Locations

Purchase Area Development District
Rail Yard Locations

---

This map was produced in cooperation with the Kentucky Transportation Cabinet.
CHAPTER 9: BICYCLE PEDESTRIAN ASSETS

9.1 Introduction

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

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

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

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

The bike ped plans and information collected by the ADD is currently available on an interactive map at [http://maps.kytc.ky.gov/photolog/?config=BikePedPlan](http://maps.kytc.ky.gov/photolog/?config=BikePedPlan).
Cities completed listing FY started and date accepted into the KYTC Highway Information System:

FY14
- Wickliffe (May 2014)
- Mayfield (May 2014)

FY15
- Clinton (September 2014)
- Benton (December 2014)
- Fulton (July 2015)

FY16
- Hickman (August 2015)
- Murray (December 2015)
- Hazel (December 2015)
- Paducah
CHAPTER 10: TRANSPORTATION TERMS AND ACRONYMS

10.1 Glossary of Terms and Acronyms

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

A

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

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

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

Americans with Disabilities Act of 1990 (ADA)
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.
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.

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.

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.

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.

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.

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.

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

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
This document is a federally required long-range transportation plan that is a minimum twenty year period. 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.
Moving Ahead for Progress in the 21st Century Act (MAP-21)
The federal transportation reauthorization legislation, enacted July 6, 2012 as Public Law 112-141. MAP-21 creates a streamlined, performance based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

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

Metropolitan Statistical Area (MSA)
An area defined by the Office of Management and Budget as a Federal statistical standard. An area qualifies for recognition as an MSA if it includes a city 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.

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).

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

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

**Project Identification Form (PIF)**
An identification form developed by KYTC Division of Planning for all transportation projects that contains problem statement, project description, specific geometric and analytical data, cost estimates, and assumptions for the project. The form is prepared when the transportation need is first noted and the information is entered into the Unscheduled Project List database and is updated periodically. Maps and pictures for the project may also be attached.

**R**

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

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

**S**

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

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

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

**Small Urban Area (SUA)**
Small Urban Area; population centers of between 5,000 and 50,000 persons.
State Implementation Plan (SIP)
A plan mandated by the CAA and developed by each state that contains procedures to monitor, control, maintain, and enforce compliance with National Ambient Air Quality Standards (NAAQS).

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

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

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

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

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

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.

Unscheduled Needs List (UNL)
The unconstrained list of all potential needs or deficiencies identified or suggested for

consideration for future additions to the KYTC Unscheduled Projects List (UPL). These

potential projects represent qualitatively identified or perceived needs and / or deficiencies,

which may not be supported with data, for which conceptual projects may have been developed

but not included in the prioritized UPL.

Unscheduled Project List (UPL)
The prioritized list of potential projects used for consideration in future versions of the KYTC

Highway Plan. These projects represent identified needs with data supported deficiencies for

which conceptual projects may have been developed, but for which there are no current funding

commitments.

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.

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.
1002 Medical Drive
P.O. Box 588
Mayfield, Kentucky 42066
270-247-7171
270-251-6110 (fax)
www.purchaseadd.org

THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET