



Green River Area Development District

Regional Transportation Planning Program

FY 2026

Regional Transportation Asset Inventory

Annual Work Program Element 3



THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET

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CHAPTER 1: INTRODUCTION

1.1 History of the 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. The Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The FAST Act maintained a focus on safety, continued the established structure of the various highway-related programs, and focused on efforts to streamline project delivery. It also provided, for the first time, a dedicated source of federal dollars for freight projects. On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") was signed into law. The IIJA builds on previous legislation related to transportation planning, created more than a dozen new highway programs, and provides more opportunities for local governments and non-traditional entities to access funding.

There are critical components of each piece of legislation that require input at the early stages of the planning process from local government, communities, interest groups, regional governments, and citizens. Among the most essential provisions are the following:

- Federal reliance on the statewide transportation planning 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 (HDO), 15 ADDs, and 10 Metropolitan Planning Organizations (MPO). The ADDs and MPOs are responsible mainly for the analysis of data and transportation systems, identification and evaluation of needs in their planning area, the coordination of public input for the STIP, and the subsequent evaluation and prioritizing of identified needs during the Strategic Highway Investment Formula for Tomorrow (SHIFT) process for possible inclusion in the KYTC Enacted Highway Plan.

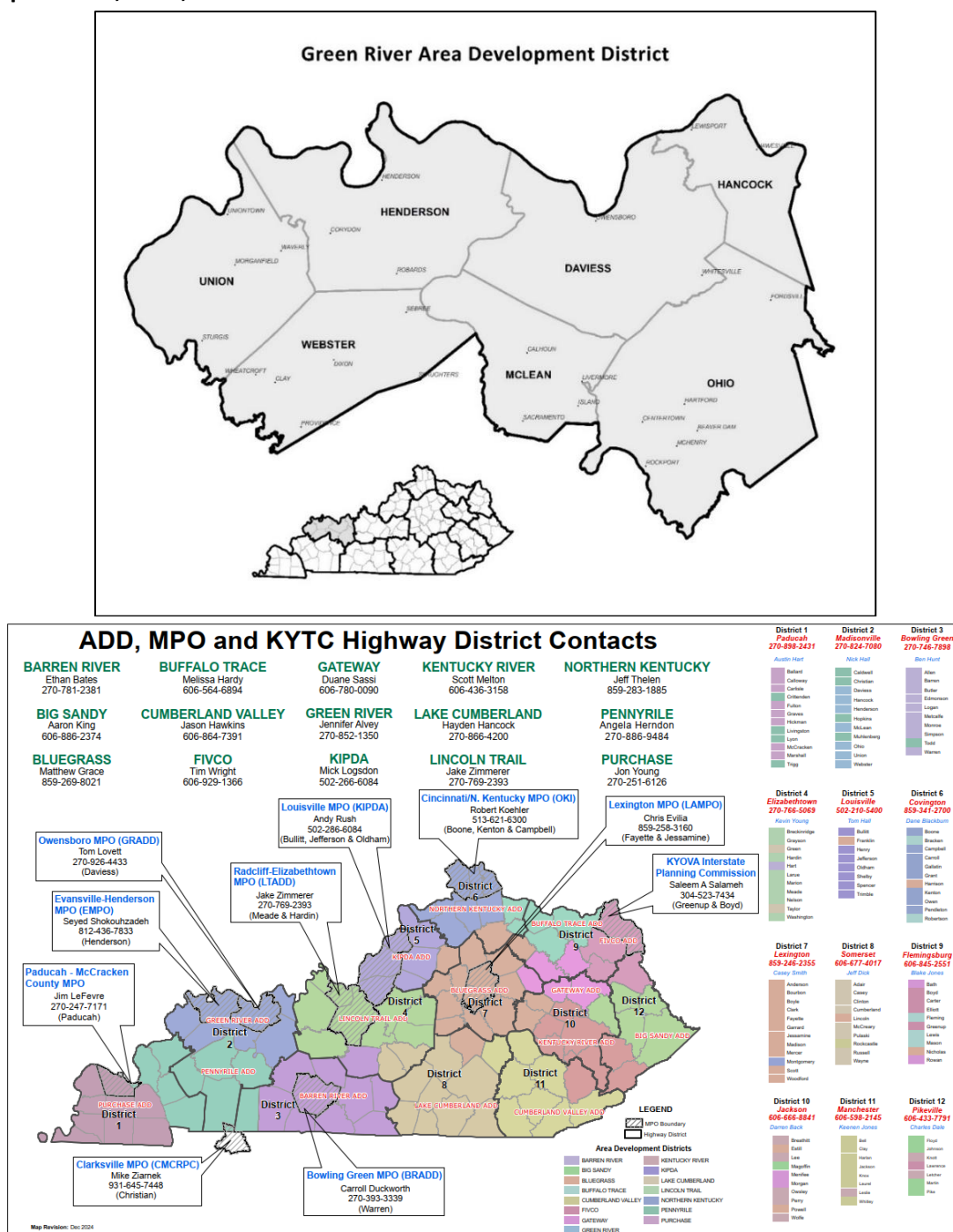
KYTC Policies and Procedures for the Regional Transportation Program outlines the policies and guidelines for the program within and in relation to the designated ADD of the Commonwealth of Kentucky. State Legislation was enacted in 1972 creating the ADDs by law in Chapter 147A of the Kentucky Revised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

established an effective link for the development of a comprehensive transportation program utilizing local, regional, and statewide agencies.

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

The Green River Area Development District (GRADD) is composed of the seven-county region of Daviess, Hancock, Henderson, McLean, Ohio, Union, and Webster in western Kentucky.

1.2 Maps of ADD, MPO, and HDO Boundaries



1.3 Purpose of the Regional Transportation Asset Inventory

The primary activity conducted by the GRADD Regional Transportation Program is to support the KYTC Statewide Transportation Planning process. KYTC provides an annual scope of work to define the regional transportation activities to be conducted by the GRADD to support KYTC. Included in the scope of work is a specific set of resource documents identified for the inventory of Regional Transportation Assets (RTA). The RTA 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 RTA is the “umbrella” that houses data collection components relevant to regional transportation. This document consists of an introduction for each component detailing the reason for it, location maps, and what recommendations (if any) can be construed from existing data and research. It is designed to be multimodal 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 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 RTA can be used as a means of generating better input from local officials and citizens concerning transportation issues and projects.

GRADD is responsible for the analysis of data, identification, and evaluation of needs in their region, and the subsequent evaluation and sponsoring/boosting of transportation projects for inclusion in the KYTC Enacted Highway Plan. GRADD’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
- Sponsor and boost projects
- Establish a public involvement process that will involve diverse interest groups in the statewide transportation planning process – involving all modes of transportation
- Coordinate with other planning activities in the region
- Complete the various tasks described in the annual scope of work

The role of the RTC is to provide input into this regional and statewide process. The committee is comprised of a diverse group of citizens, stakeholders, and elected officials who impact or are impacted by the transportation system. The committee works with GRADD in evaluating and prioritizing the needs pertaining to all modes of transportation.

Through cooperation with GRADD, the RTC, local officials, transportation providers and users, and the public, efforts are made to identify long-range or conceptual transportation needs resulting from GRADD’s efforts to assess the mobility and accessibility for the region. This identification process is considered an on-going activity with the GRADD RTC and the District 2 HDO following the continuous evaluation of the local and regional transportation systems.

CHAPTER 2: STRATEGIC HIGHWAY INVESTMENT FORMULA FOR TOMORROW (SHIFT)

2.1 Introduction

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

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

2.2 Continuous Highway Analysis Framework (CHAF)

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

2.3 How SHIFT Works

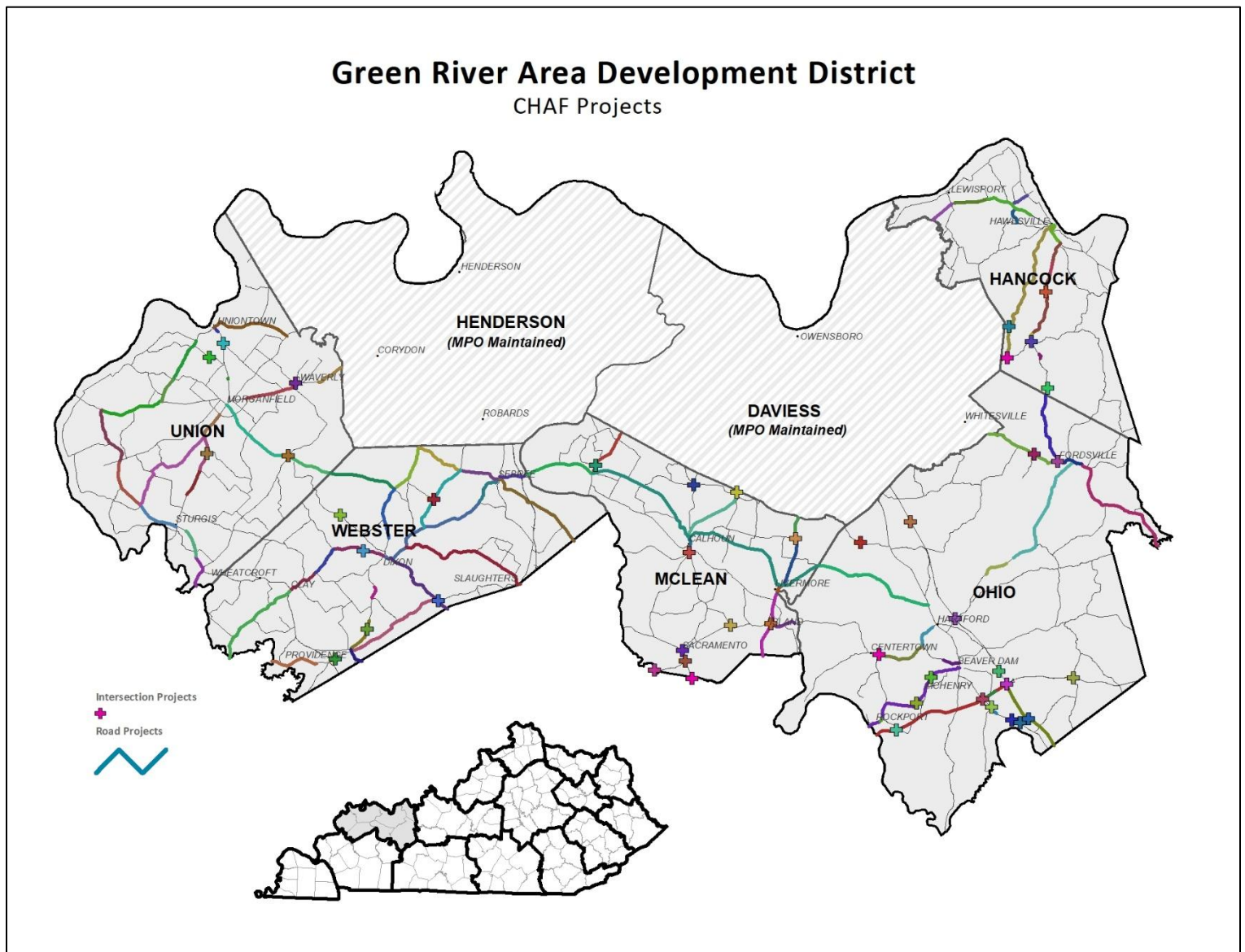
KYTC starts with a list of projects previously identified by state and local transportation leaders (Area Development Districts, Metropolitan Planning Organizations, and KYTC Highway Districts). These leaders may add or subtract projects at this stage. To move forward, projects must be sponsored by local transportation leaders. Each ADD, MPO, and Highway District are allocated a number of sponsorships based on both area lane miles and the local population served. After consulting with local elected officials, transportation leaders choose which projects to sponsor. Each project is reviewed and scored in a two-step system: statewide and local. Statewide scoring is on a 0-to-100-point scale and local scoring is on a 0-to-80-point scale. Through a process known as “boosting”, local projects can obtain a maximum score of 100. Both phases are scored using a combination of the seven key attributes: safety, congestion, asset management, economic growth, benefit/cost, resiliency, and non-motorized mobility.

Projects of statewide significance (interstates, parkways, and other major connecting routes) are scored first. KYTC reviews the scores of the projects of statewide significance and selects projects for priority funding. The remaining statewide projects are considered during the next phase. Local transportation leaders take the lead role in prioritizing local priorities, which include highways and local roads as well as

the remaining statewide projects. Using local insights, ADDs, MPOs, and Highway Districts may boost the scores for their top priority projects, adding 10 points to their base scores on the 0-to-80-point scale. Projects boosted by both the District and ADD/MPO receive an additional 20 points – a "turbo boost." After combining the project scores with the local boosts, projects in each KYTC District are prioritized for consideration in the next state highway plan. KYTC combines statewide and local priorities to help develop the Governor's Recommended State Highway Plan, which is presented to the General Assembly. During the legislative session, lawmakers fine-tune the plan based on additional information and funding availability. The result is the KYTC Enacted Highway Plan, which includes two years of funded projects and spending priorities for the following four years.

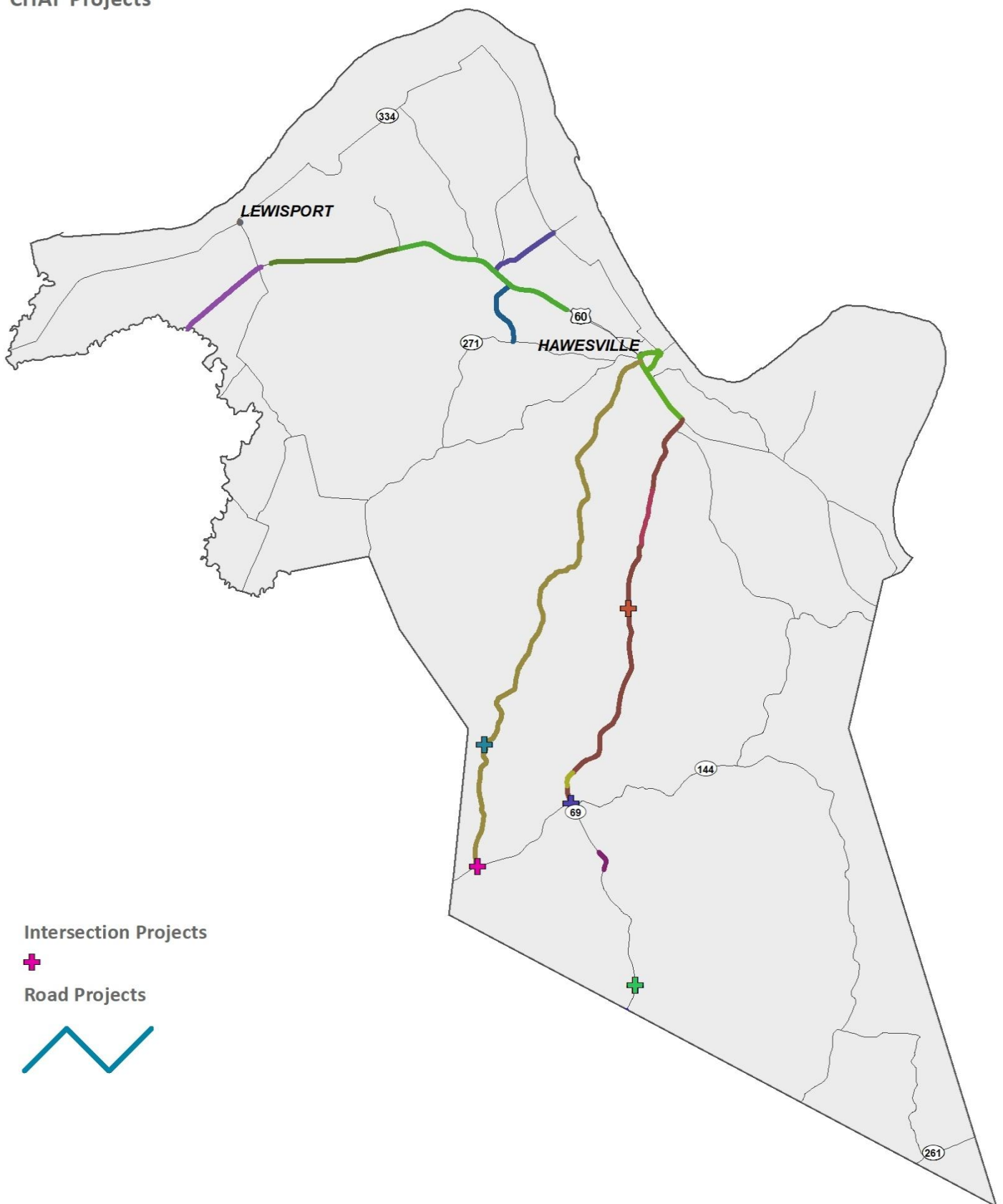
2.4 Maps of CHAF Projects

The RTC is responsible for guiding five of the GRADD counties through the SHIFT process: Hancock, McLean, Ohio, Union, and Webster. The other two counties in GRADD, Daviess and Henderson, are part of MPOs.



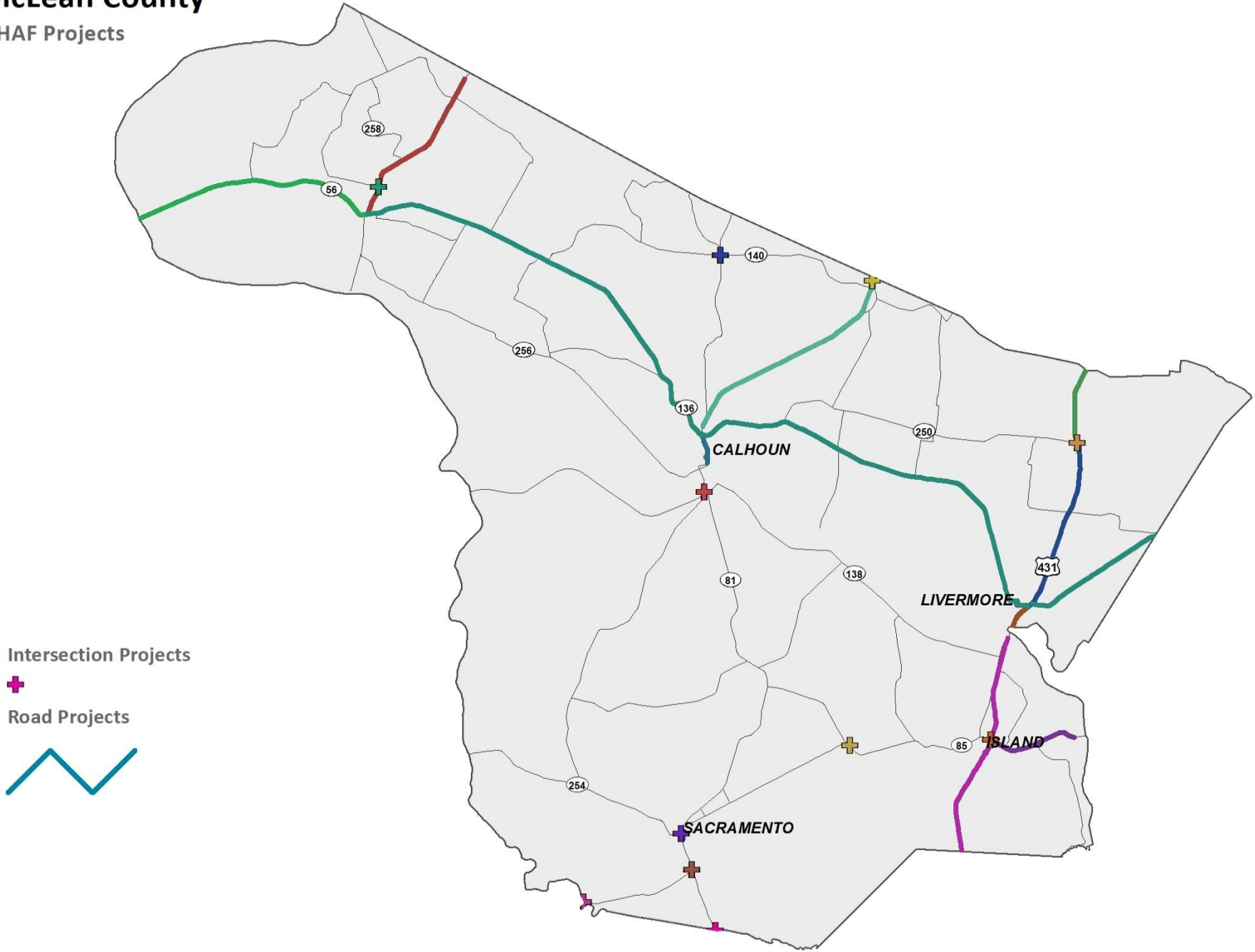
Hancock County

CHAF Projects



McLean County

CHAF Projects

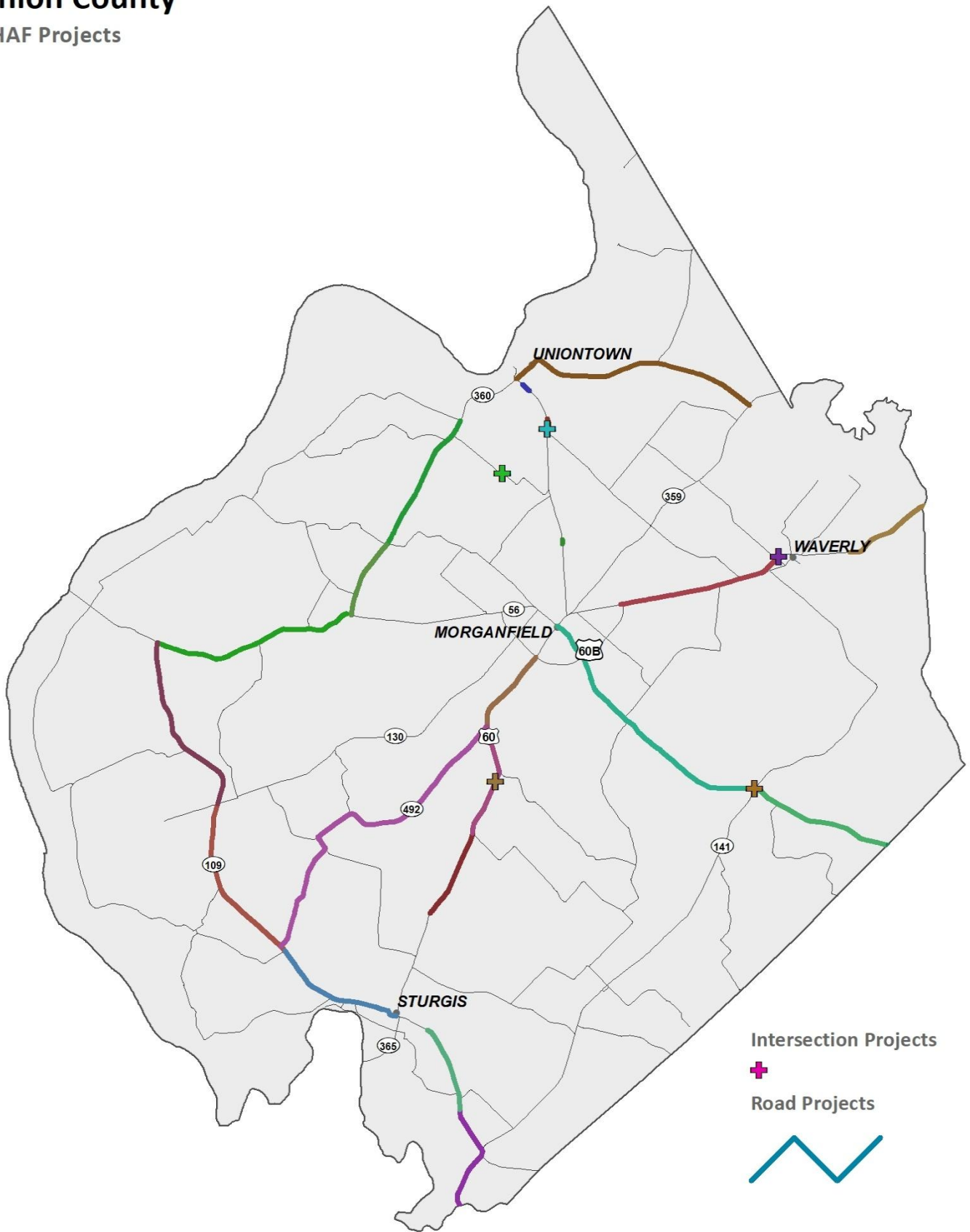


CHAF Projects



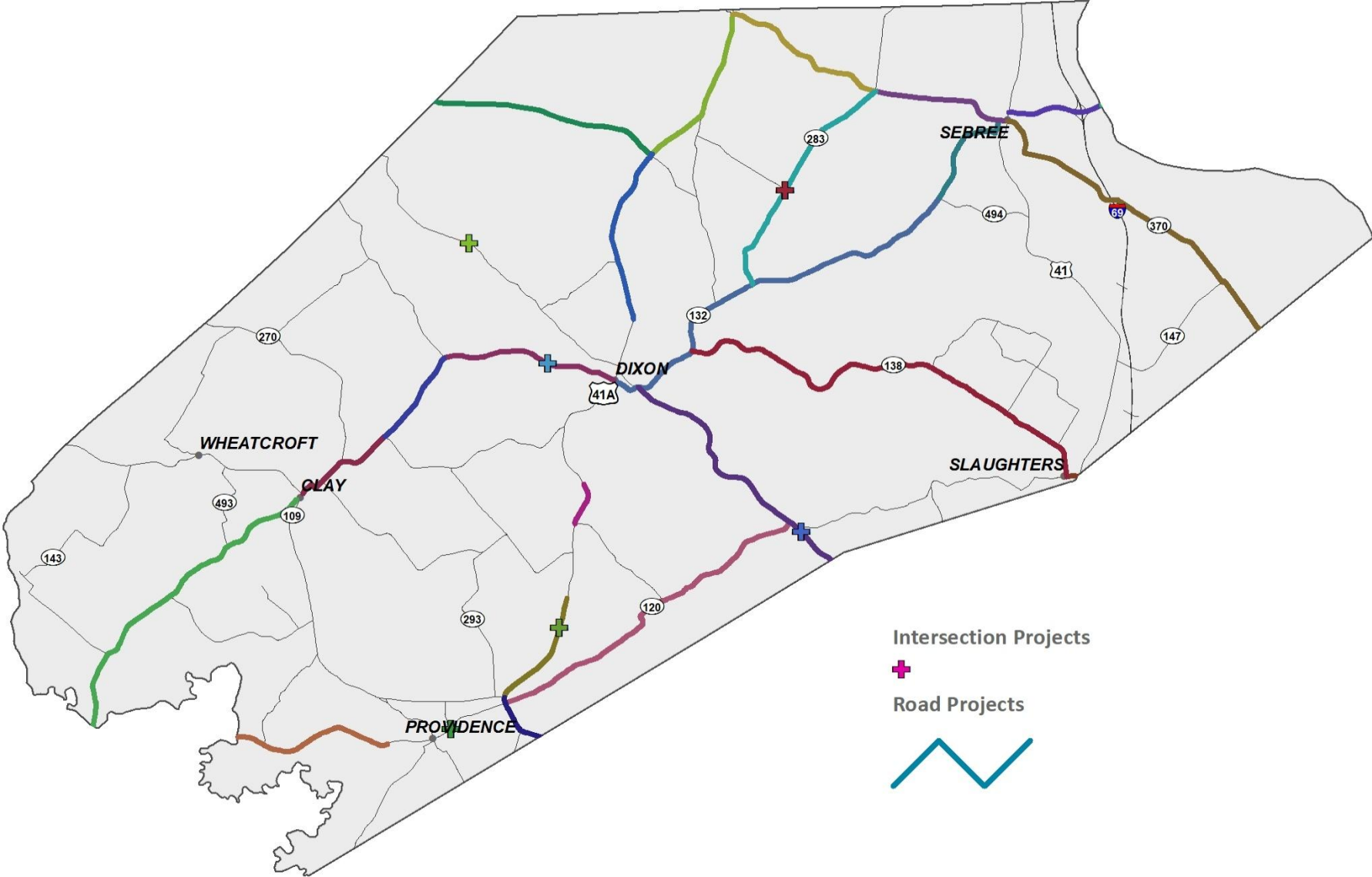
Union County

CHAF Projects



Webster County

CHAF Projects



CHAPTER 3: MAJOR FREIGHT USERS

3.1 Introduction

The Major Freight Users (MFU) inventory is a list of facilities 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, city, or region. Planners, through consultation with RTC and local officials, determine the facilities for each area. Keeping the inventory current is necessary to 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.

GRADD's inventory identifies more than 80 major manufacturers and distribution centers for truck, rail, and intermodal facilities. Major freight users have a profound impact on the operations of the surrounding road network.

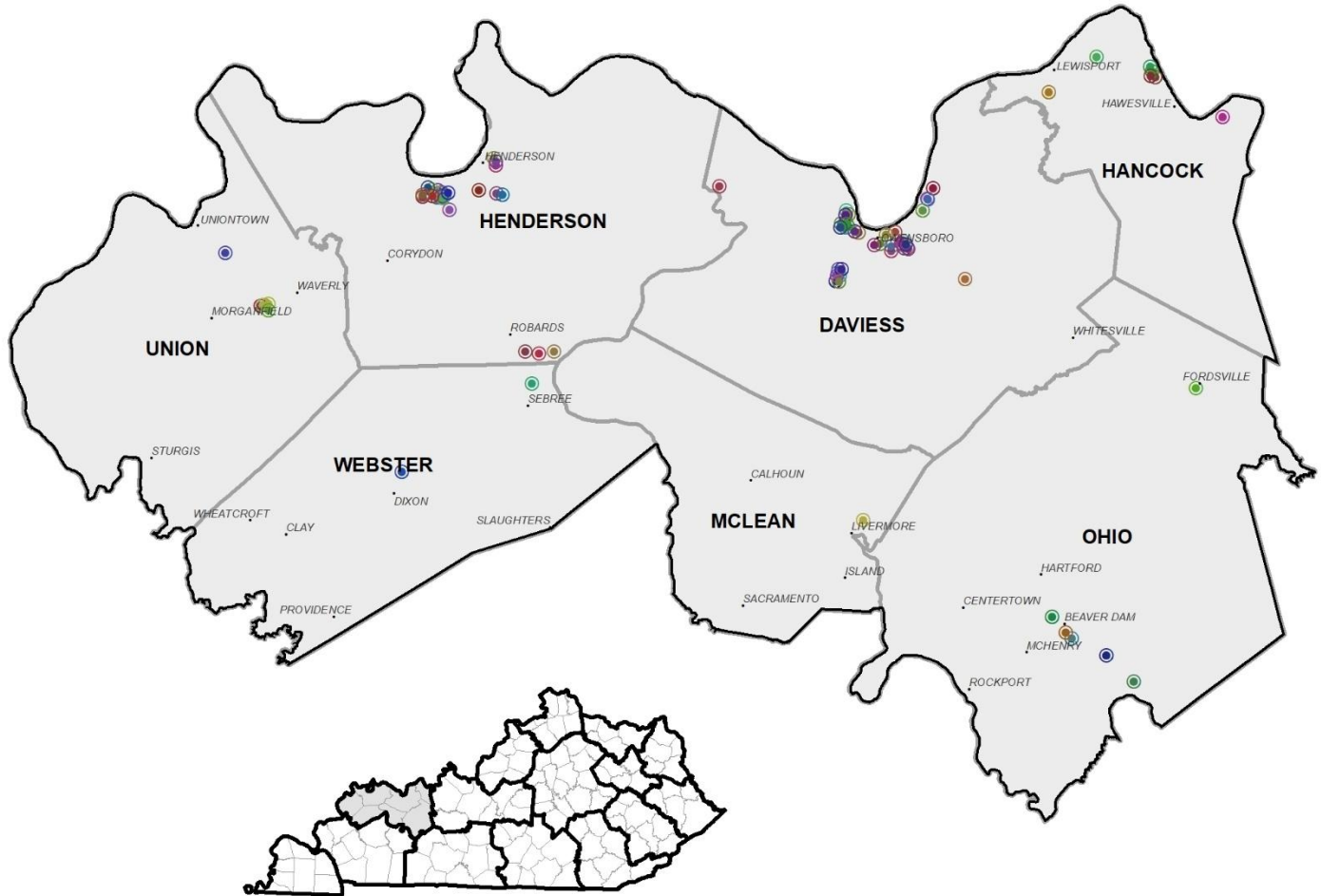
To understand traffic patterns and volumes in an area, it is important to know about existing freight users and changes that have occurred such as the addition or closing of a facility. To facilitate this understanding, the ADD maintains an inventory of locations. This data can be made available to transportation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

The inventory is maintained as part of a Geographic Information System (GIS) and can be displayed on maps with existing traffic data such as traffic counts, CHAF list, highway plan projects, safety data, etc. This inventory is reviewed yearly with the RTC to ensure accuracy and the RTC is encouraged to inform GRADD staff of changes that have occurred in their communities such as the closing or opening of a facility.

The maps in section 3.2 show current GRADD MFUs. County maps, city maps, and community maps are used where necessary to provide a visual tool of the inventory within the existing road network. GRADD annually reviews the MFU along with other analytical traffic data provided by 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 CHAF.

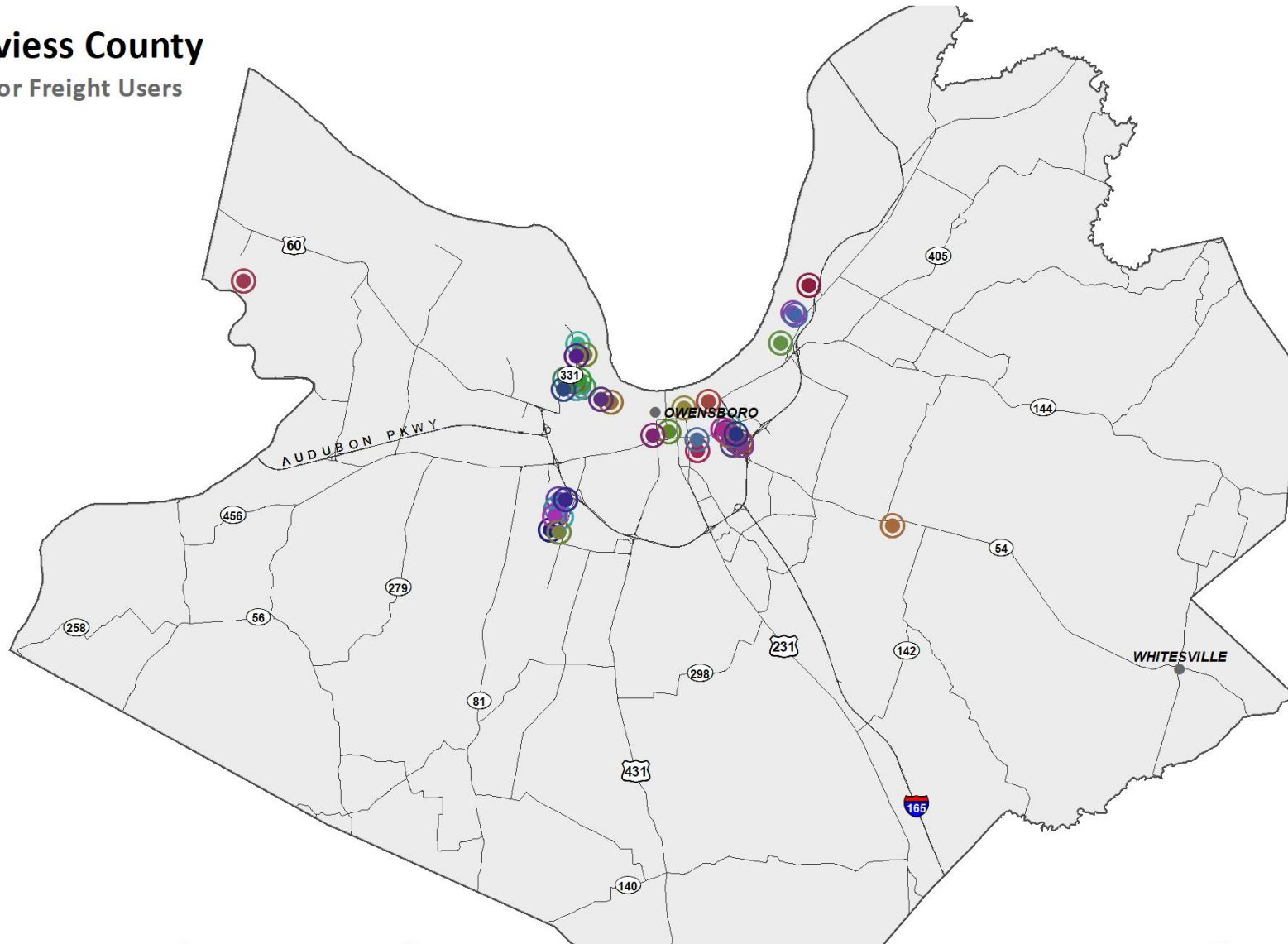
3.2 Maps of Major Freight Users

Green River Area Development District Major Freight Users



Daviess County

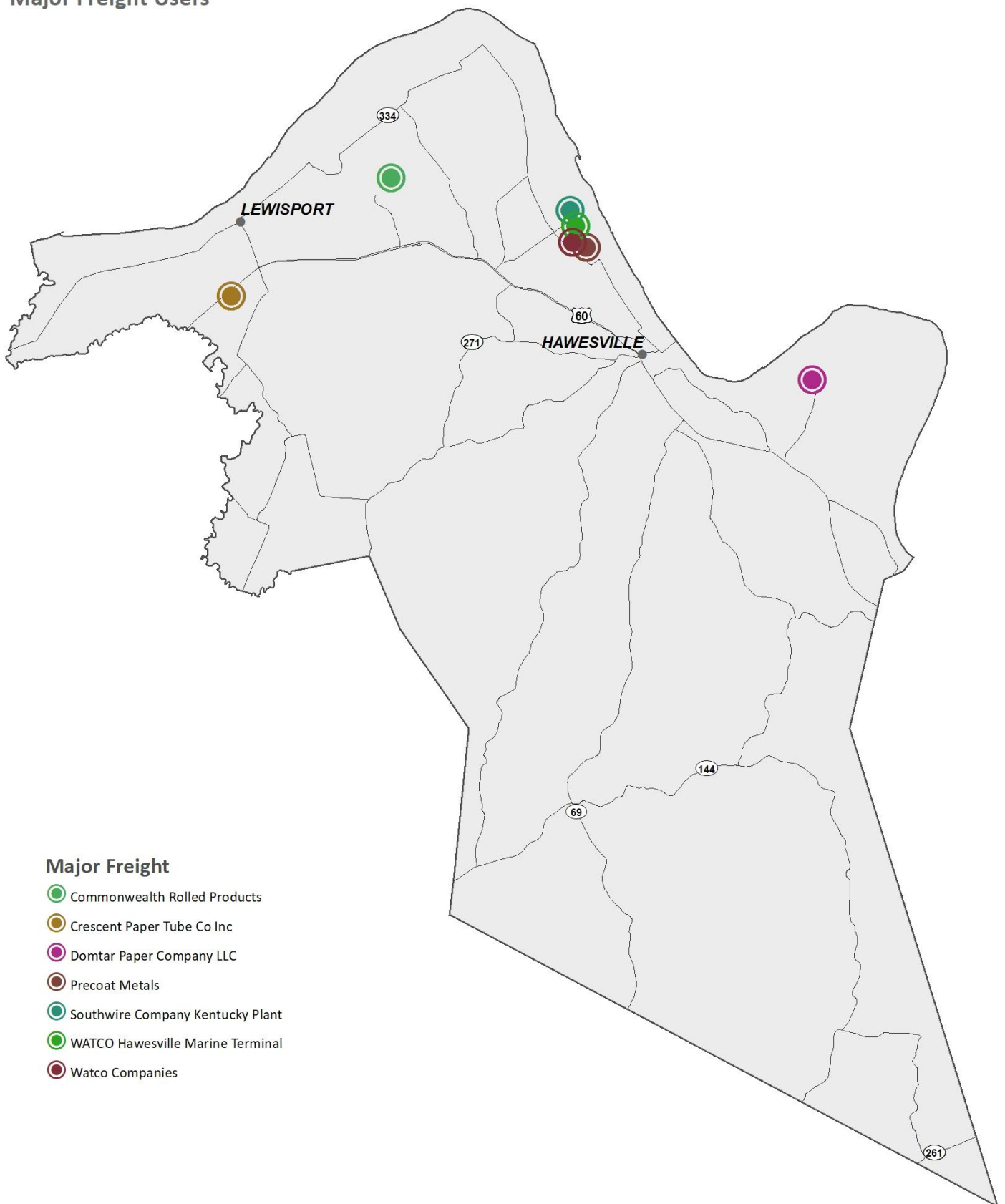
Major Freight Users



- Major Freight Users**
- Averitt Express
 - BFA Inc
 - BFA Inc Warehouse
 - Borchers Americas Inc
 - CRS One Source
 - Castlen Steel Terminals
 - Consolidated Mechanical Inc
 - Daramic LLC
 - Dart Polymers Inc
 - De Am-Ron Building Systems Inc
 - Domtar Paper Company LLC
 - Echo Lake Foods
 - Estes Express Line Inc
 - Glenmore Distillery
 - Green River Distilling Co
 - Helena Agri-Enterprises
 - Hickory Springs Manufacturing Co
 - Hines Precision
 - Hunter Douglas Inc
 - Kimberly-Clark Corporation
 - MPH Industries
 - Metalsa Structural Products Inc
 - Mizkan America Inc
 - Modern Welding Co of Owensboro
 - Omico Plastics Inc
 - Owensboro Grain Company
 - Owensboro Manufacturing LLC
 - Owensboro Riverport Authority
 - R+L Carriers
 - Riverside Transport Inc
 - Spartan Staffing
 - Specialty Foods Group Inc aka Field Packing Division
 - Sun Windows Inc
 - Swedish Match North America
 - Titan Fabricators
 - Toyotetsu Mid America LLC
 - UPS
 - UniFirst Corporation

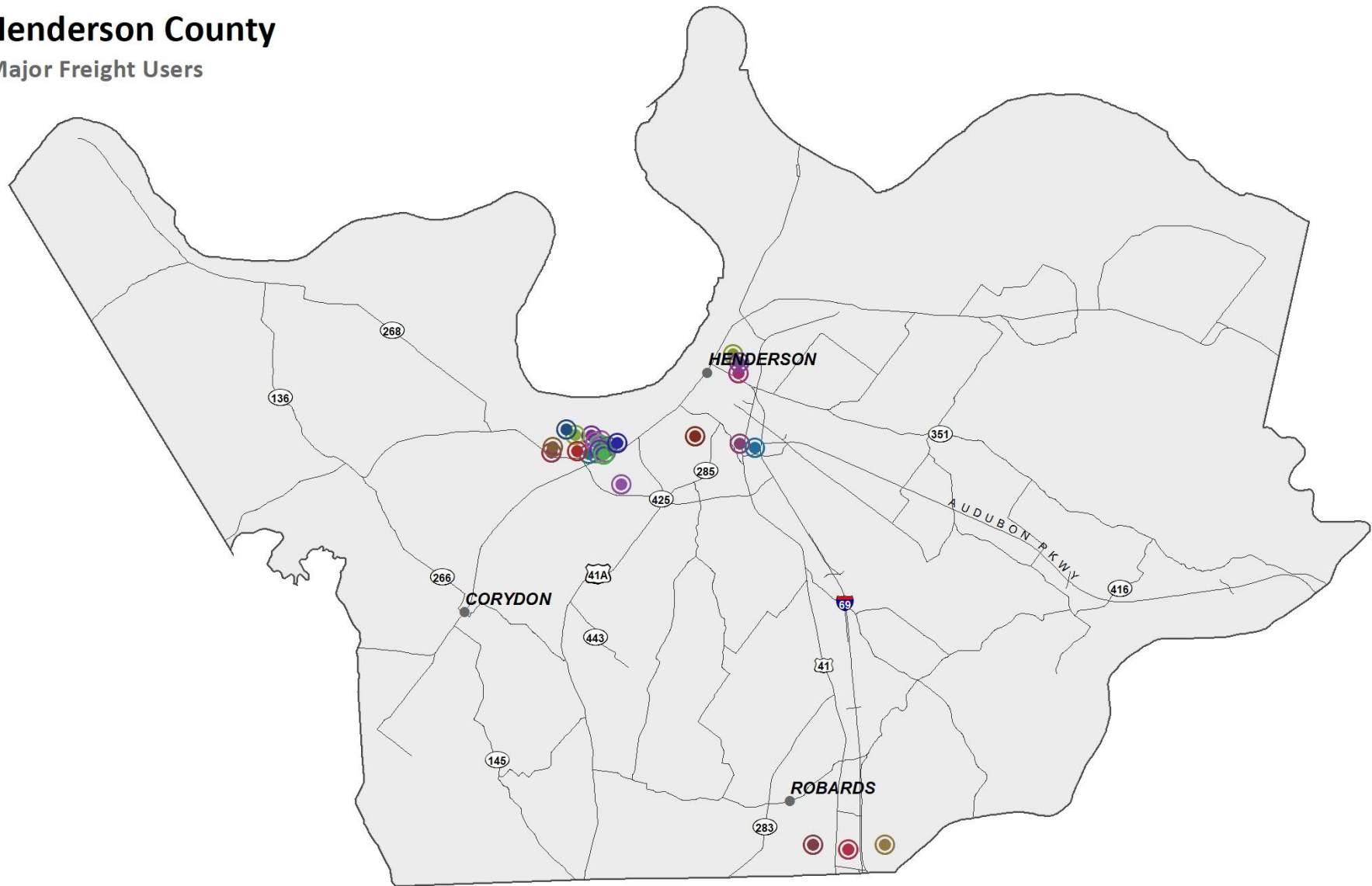
Hancock County

Major Freight Users



Henderson County

Major Freight Users



Major Freight

- | | | | |
|-------------------------------|--------------------------------------|------------------------------|--------------------------------|
| ● Accuride Corp | ● Columbia Sportswear Company | ● International Paper | ● Sonoco |
| ● Allstate Tower Inc | ● Cresline Plastic Pipe Co., Inc. | ● Pratt Industries | ● Sunspring America Inc |
| ● Audubon Metals LLC | ● Custom Resins Inc | ● Royster's Machine Shop LLC | ● Taubensee Steel & Wire Co |
| ● Brenntag Mid-South Inc | ● Dana Corporation | ● Scott Foam Technologies | ● Teknor Apex Co |
| ● Century Aluminum Sebree LLC | ● Gibbs Die Casting Corporation, Inc | ● Shamrock Technologies | ● Tyson Foods Inc |
| | ● Henderson County Riverport | ● Shamrock Technologies Inc | ● Warehouse Services - TJ Maxx |

McLean County

Major Freight Users

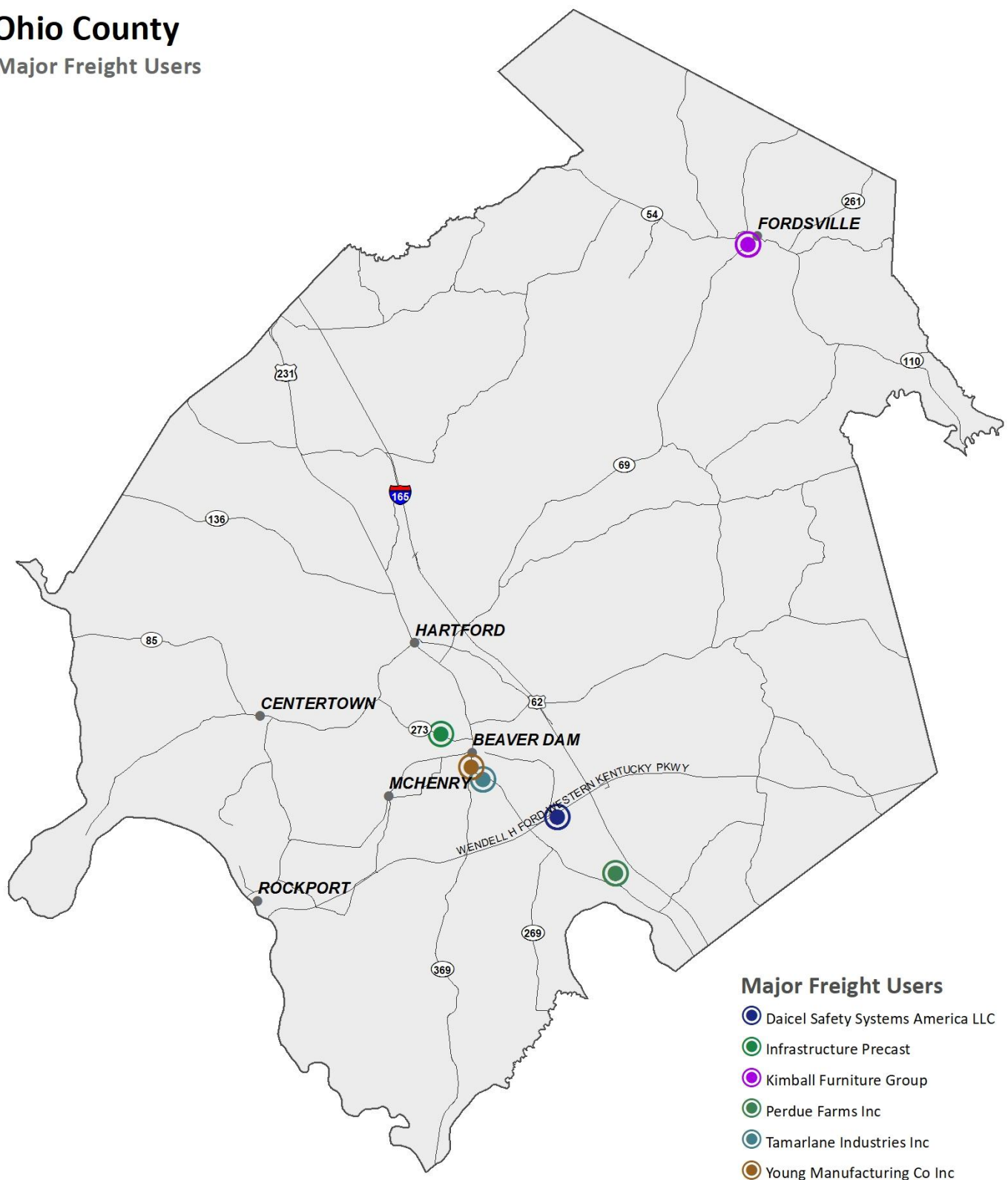
Major Freight Users

● A & S Fabricating Co



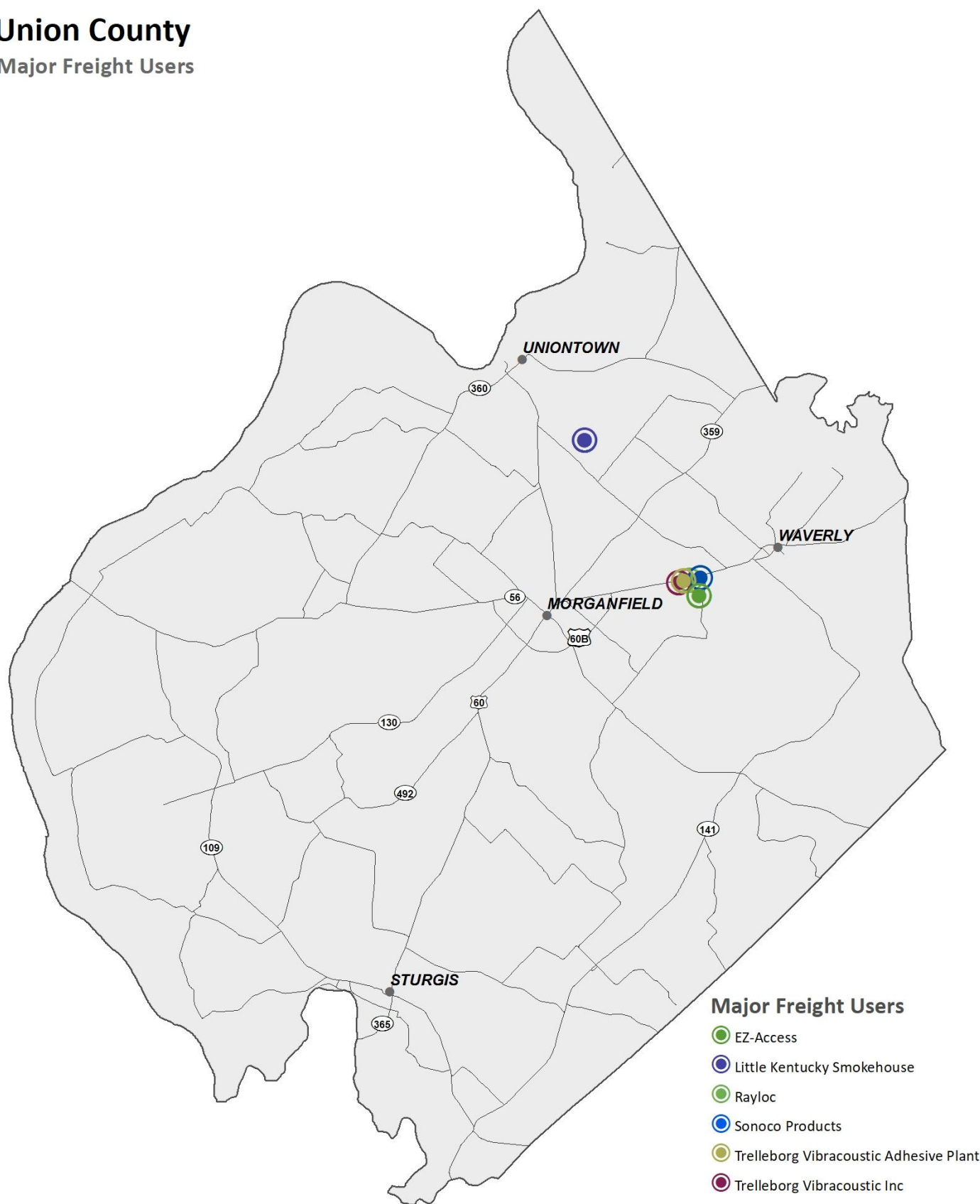
Ohio County

Major Freight Users



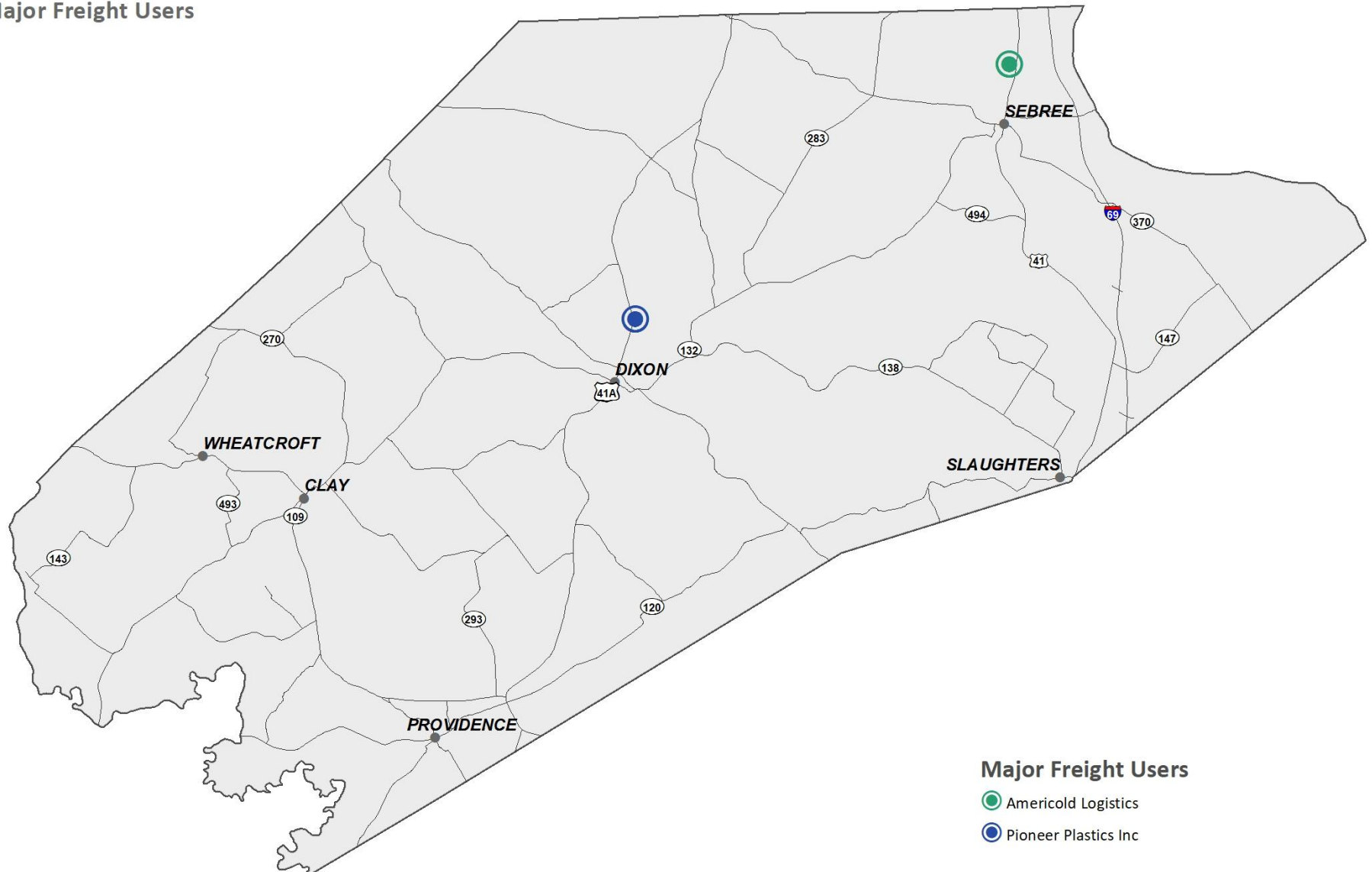
Union County

Major Freight Users



Webster County

Major Freight Users



CHAPTER 4: MAJOR TRAFFIC GENERATORS

4.1 Introduction

The Major Traffic Generators (MTGs) inventory consists of locations that, on average, create more than 100 trips per day. Examples of MTGs include schools, hospitals, shopping centers, recreational facilities, civic centers, libraries, and manufacturing plants. Major Traffic Generators differ from the Major Freight Users (MFUs) described in Chapter 3; MTGs generate a large amount of general vehicle traffic and MFUs specifically generate freight and truck traffic. Some MFUs are also MTGs (ex. a manufacturing plant with a large number of employees), but not always.

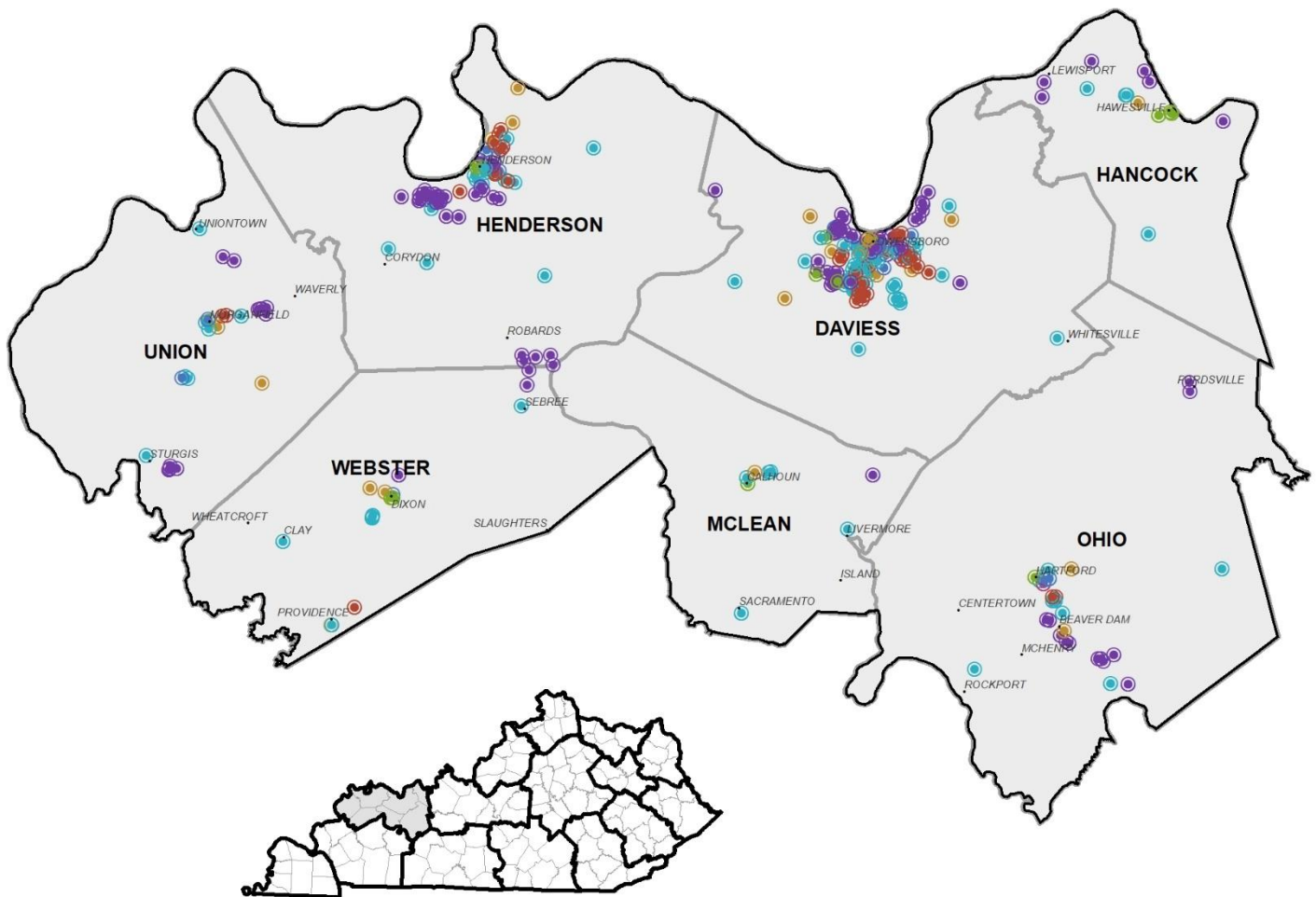
Because of the large amount of potential MTGs, the methodology employed to determine new or defunct MTGs consists of identifying if a location is one that would typically see a large number of visitors by categorizing it as one of the locations stated above, as well as the location's proximity to high traffic volume roadways. Keeping the inventory current is necessary for helping promote the safe and efficient movement of 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.

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

The maps in section 4.2 illustrate the approximately 300 MTG in the GRADD region. County maps, city maps, and community maps are used where necessary to provide a visual tool of the inventory within the existing road network. GRADD annually reviews the MTG inventory along with other analytical traffic data provided by 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 CHAF.

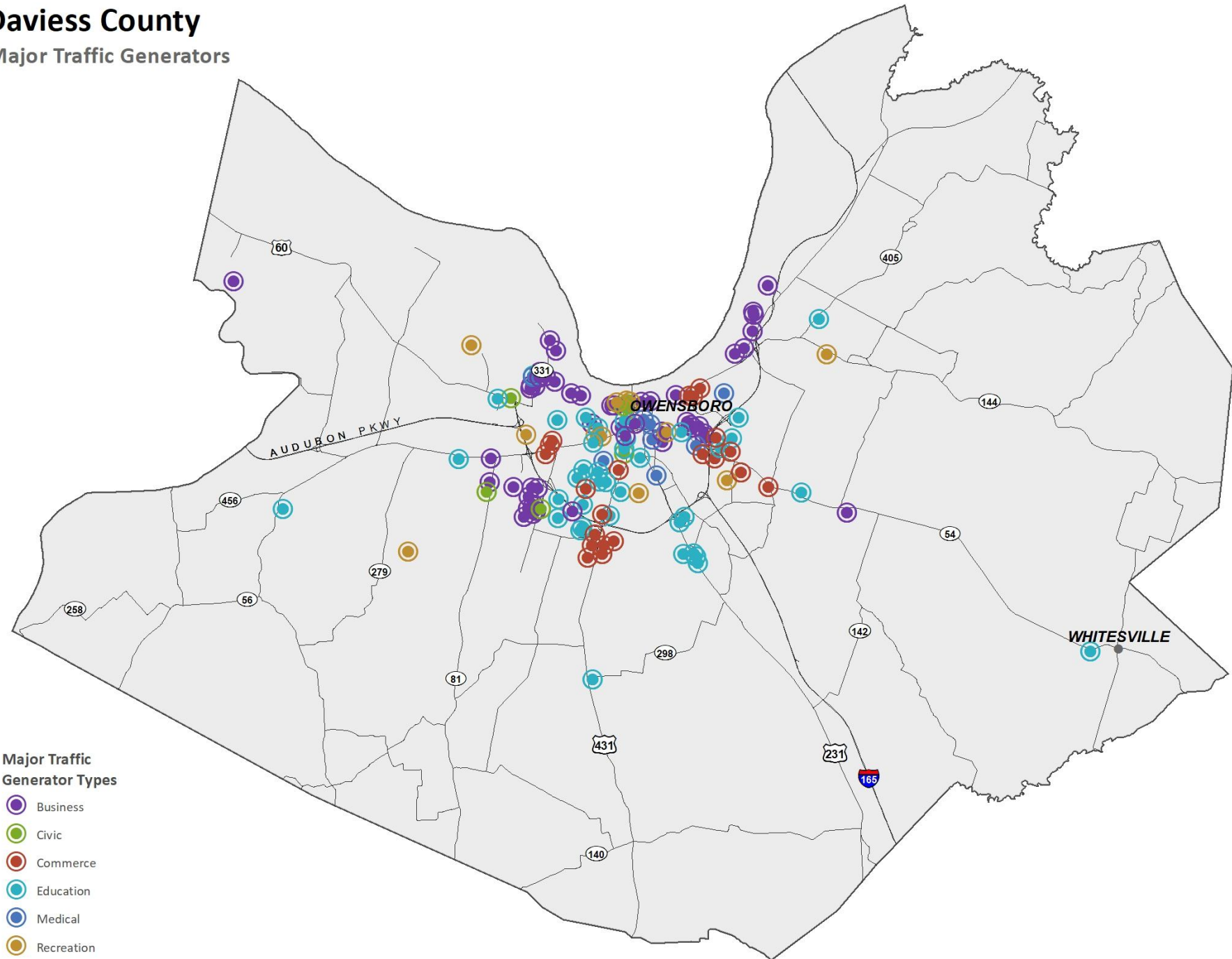
Green River Area Development District

Major Traffic Generators



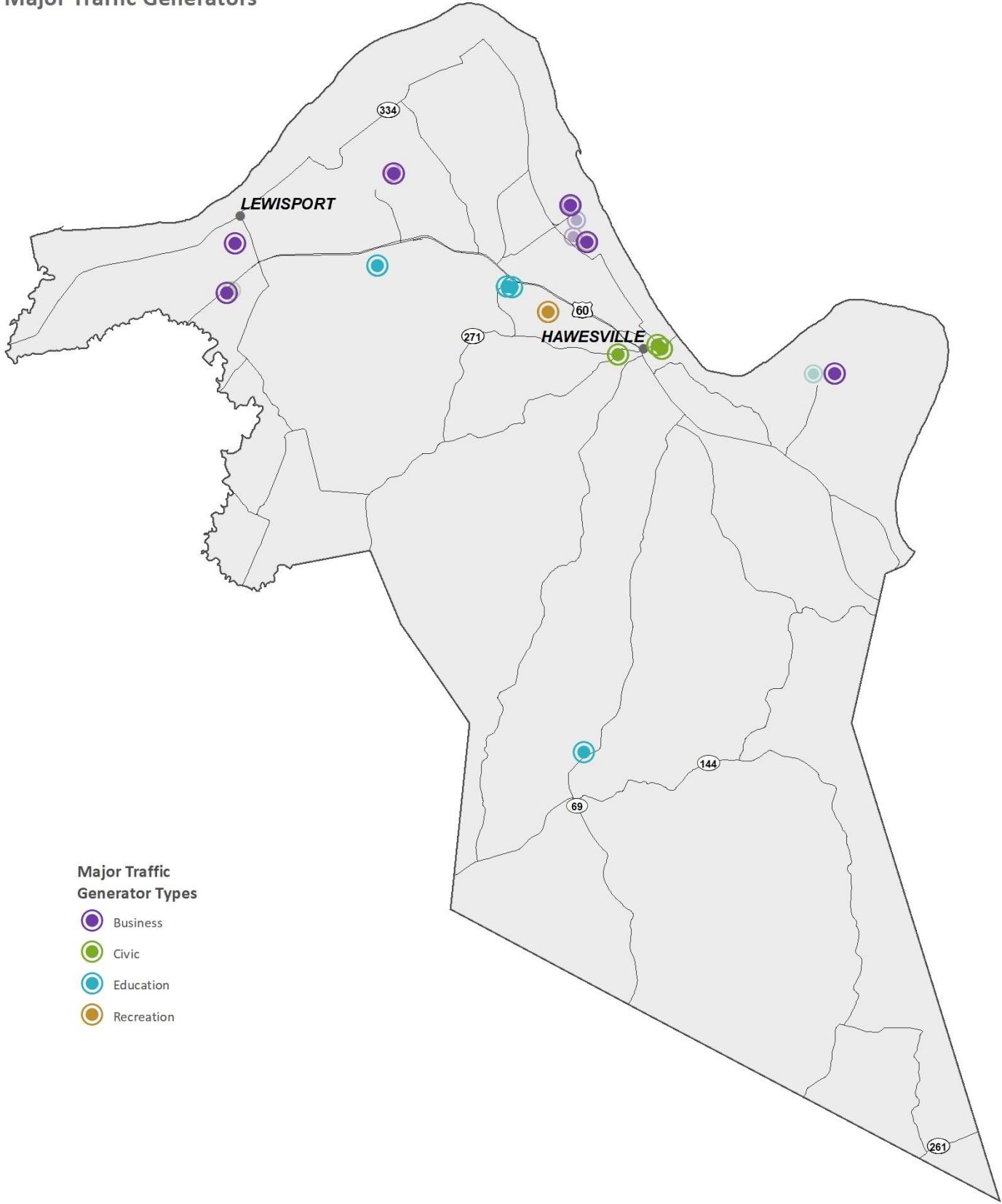
Daviess County

Major Traffic Generators



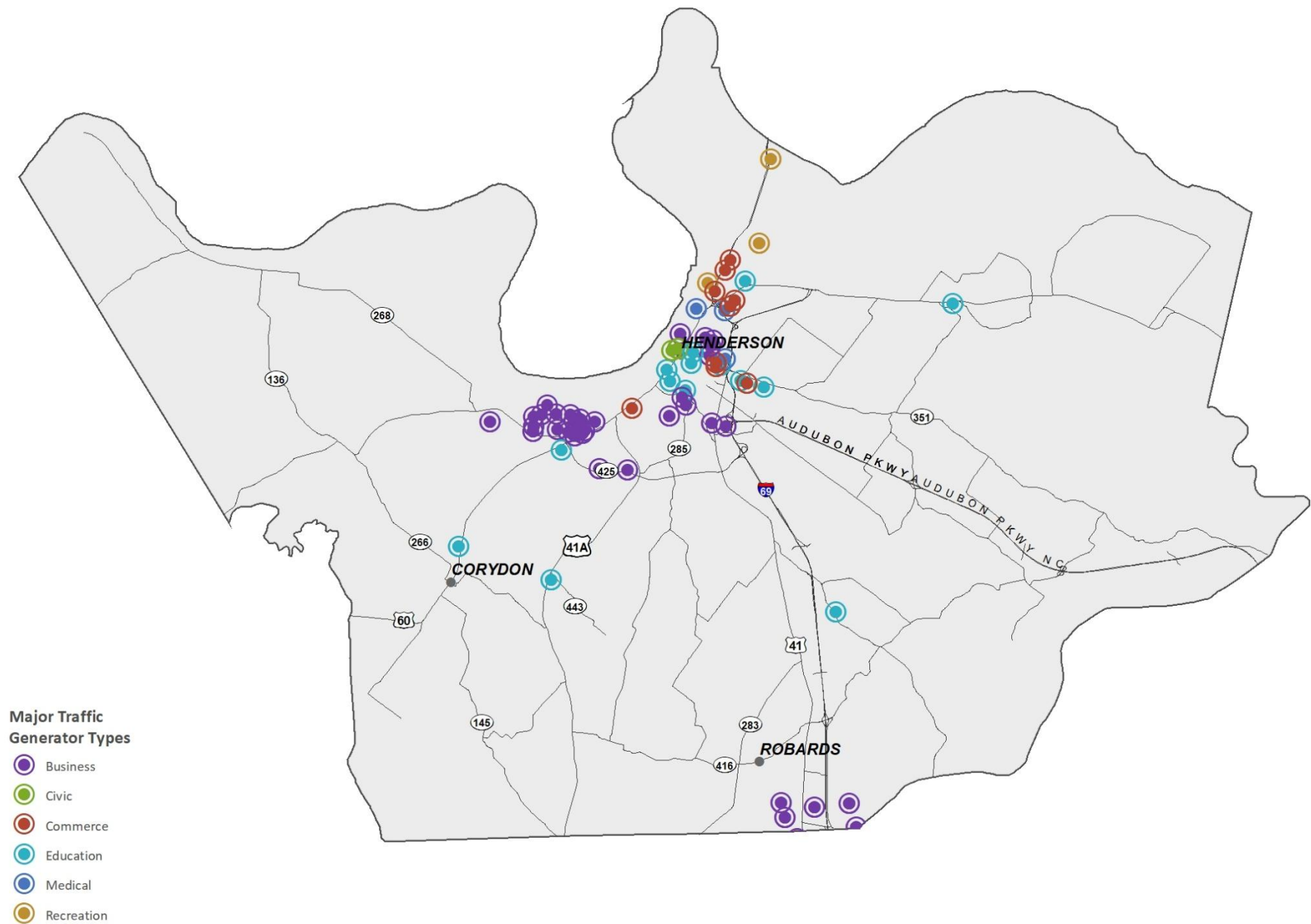
Hancock County

Major Traffic Generators



Henderson County

Major Traffic Generators



McLean County

Major Traffic Generators

Major Traffic Generator Types

- Business
- Civic
- Education
- Recreation

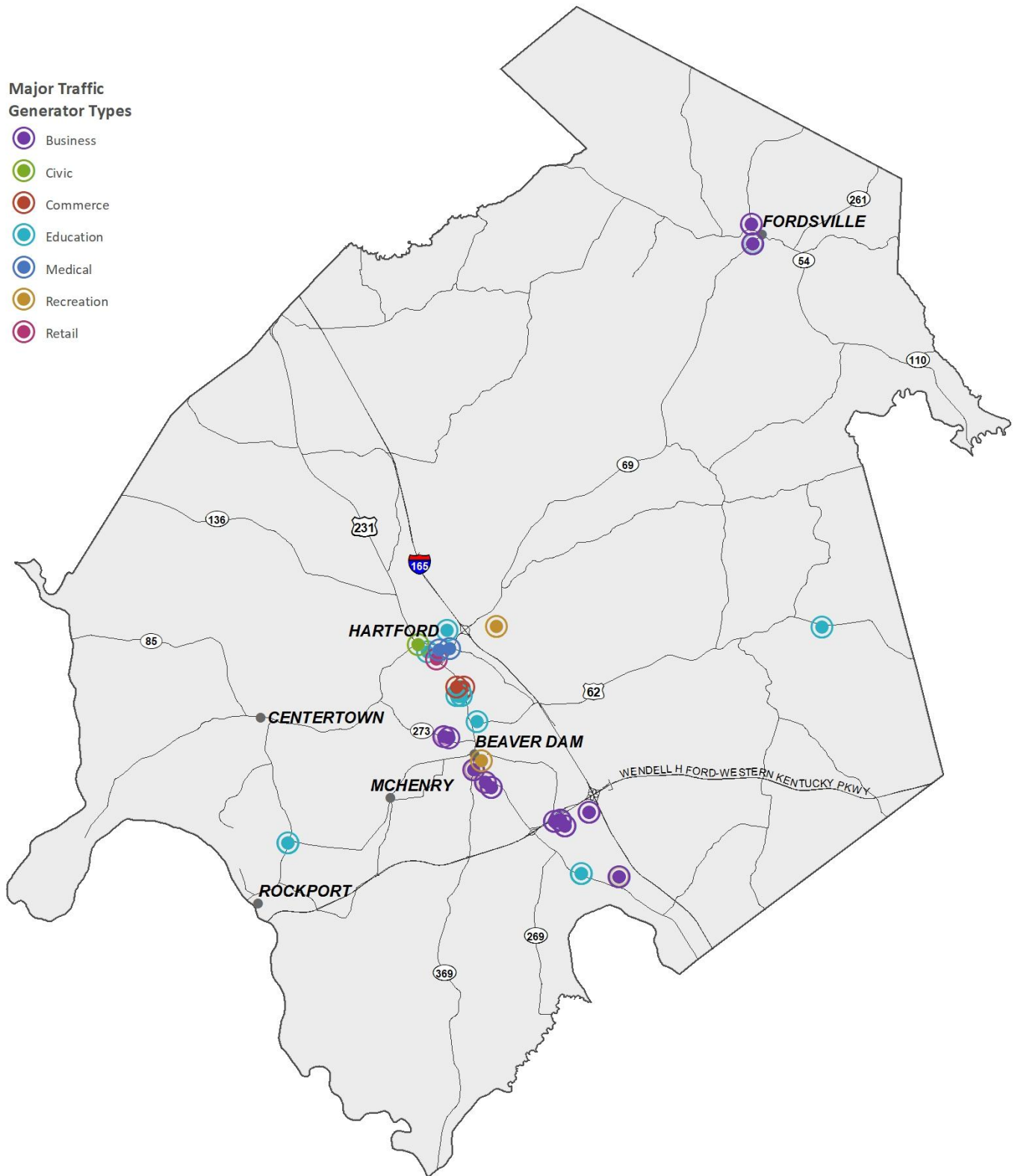


Ohio County

Major Traffic Generators

Major Traffic Generator Types

- Business
- Civic
- Commerce
- Education
- Medical
- Recreation
- Retail

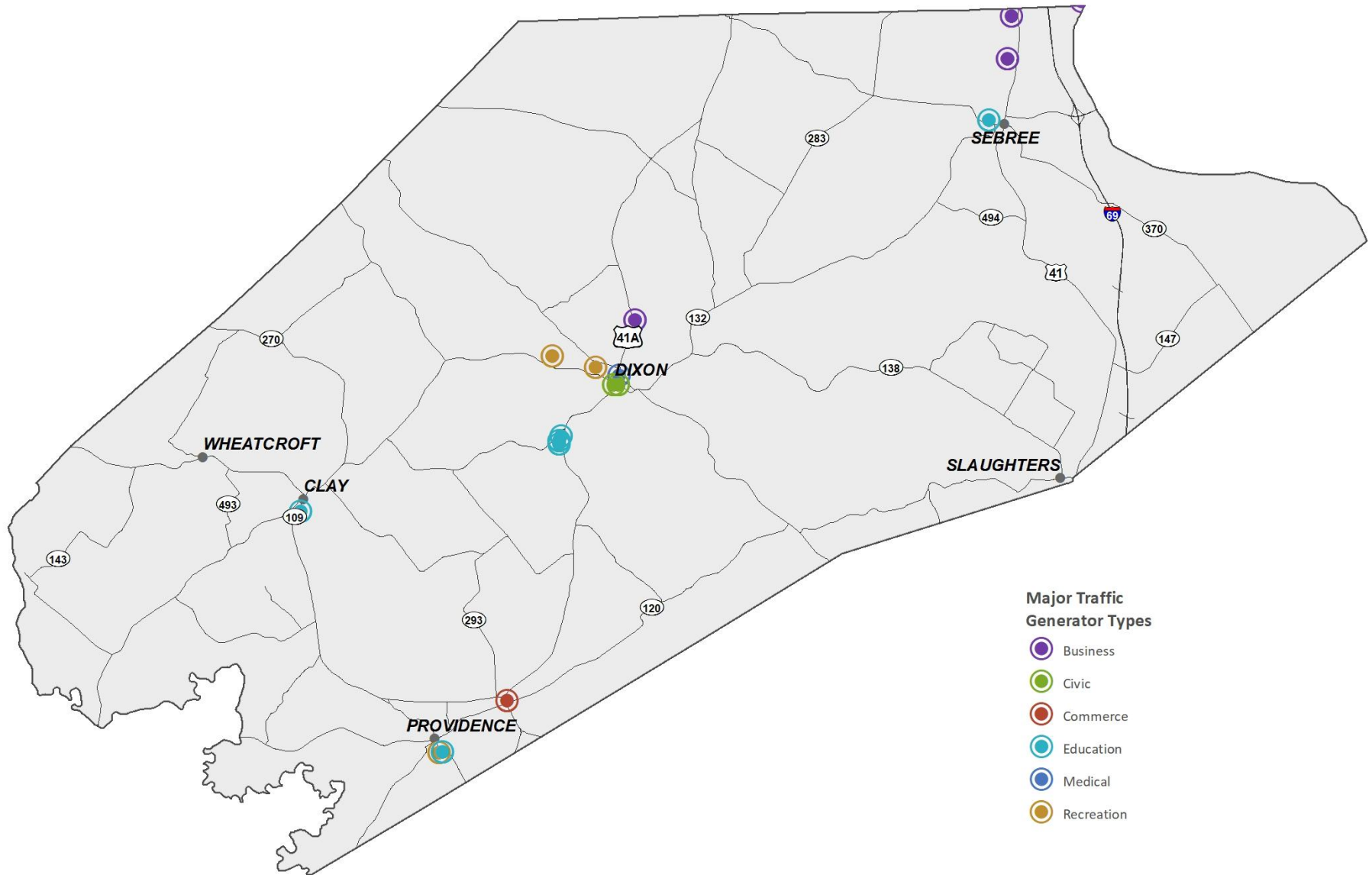


Major Traffic Generators



Webster County

Major Traffic Generators



CHAPTER 5: INTERMODAL CONNECTORS AND KENTUCKY HIGHWAY FREIGHT NETWORK

5.1 Introduction

An Intermodal Connector is 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. The Federal Highway Administration (FHWA) identifies facilities to include in the National Highway System (NHS) Intermodal Connector listing for Kentucky. GRADD will periodically review this list for changes, 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. GRADD 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 Highway Plan, the Statewide Long-Range Plan, and inclusion in the CHAF. Status as an Intermodal Connector produces viable 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. Because of this, Kentucky does not have many facilities listed, as we do not have many ports that could compare to (for example) 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.

5.2 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 close 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: 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.)

Intercity Bus: 100,000 passengers per year (boardings and deboardings)

Public Transit: 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

5.3 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.

5.4 Intermodal Connectors in GRADD

The GRADD region contains two intermodal connectors. Both connect to riverports along the Ohio River.

Facility	Type	Length	Description
Owensboro Riverport	Port Terminal	2 mi	From US-60 & KY-331 intersection to Riverport entrance
Henderson Riverport	Port Terminal	1.4 mi	From US-60 & KY-136 intersection to Riverport entrance

5.5 Kentucky Highway Freight Network

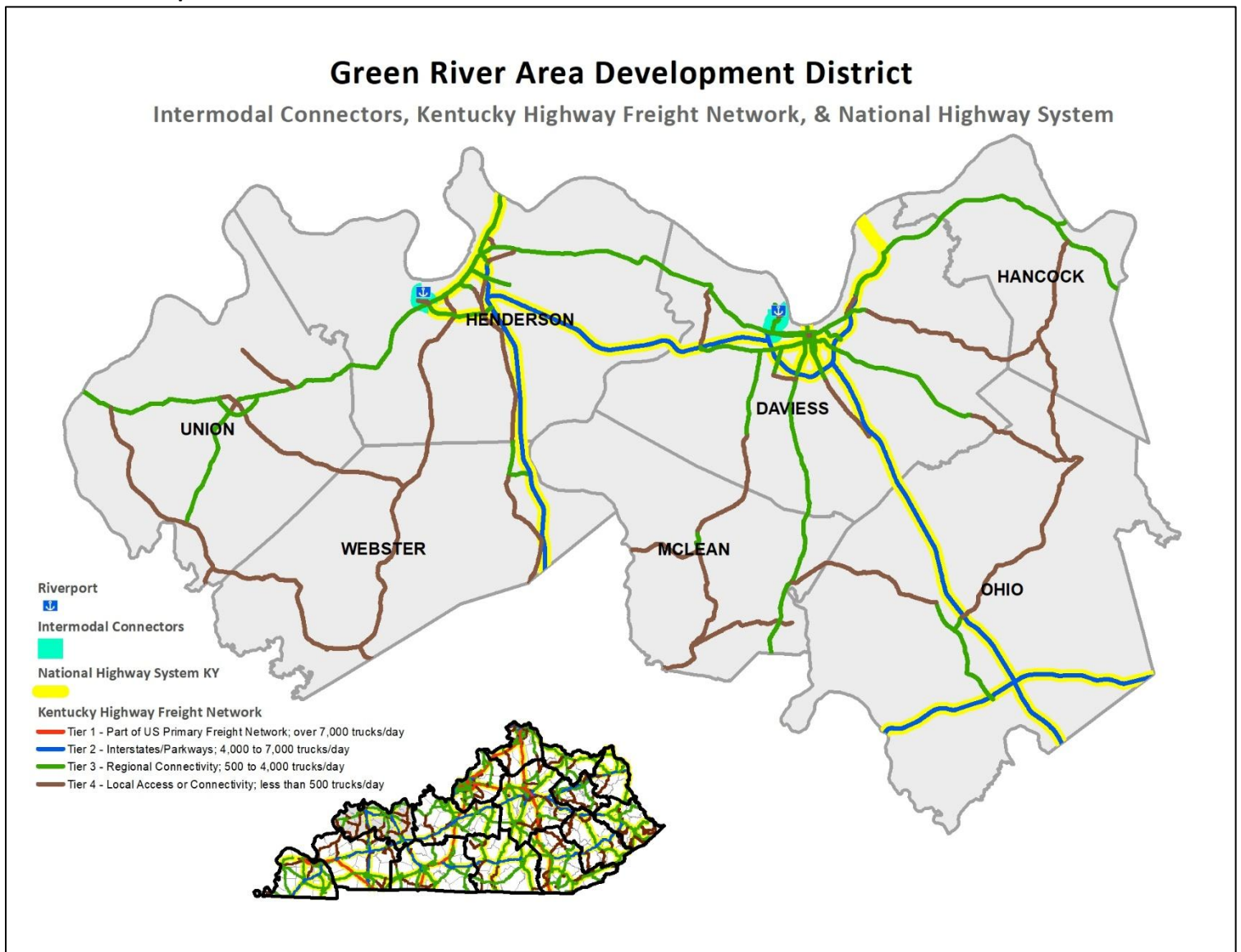
A key component for identifying criteria for the performance-based project selection process (also known as SHIFT) was KYTC's development of a Kentucky Highway Freight Network (KHFN) that is representative of Kentucky's critical freight corridors. The creation of the KHFN provides the ability to identify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

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

Each tier includes manual revisions necessary to ensure connectivity and limit to 50 miles between local KHFN access points. KYTC provides the ADD with a map of the KHFN that is used in conjunction with the NHS Intermodal Connector review along with the MFU review. The ADD asks the members of the RTC to identify missing links between manufacturers/distribution centers, the NHS, and the KHFN. The input

received from this review may be used as suggestions to KYTC for making changes to the KHFN and the KYTC list of intermodal connector needs.

5.6 Map of Intermodal Connectors and KHFN



CHAPTER 6: TRUCK PARKING FACILITIES

6.1 Introduction

GRADD maintains an inventory of existing truck parking resources for KYTC. The database is used to identify locations or facilities that may need to be improved to promote the safe and efficient movement of people, goods, and services. This data allows KYTC to apply for FHWA Truck Parking grant funds. Truck Parking Inventory information includes:

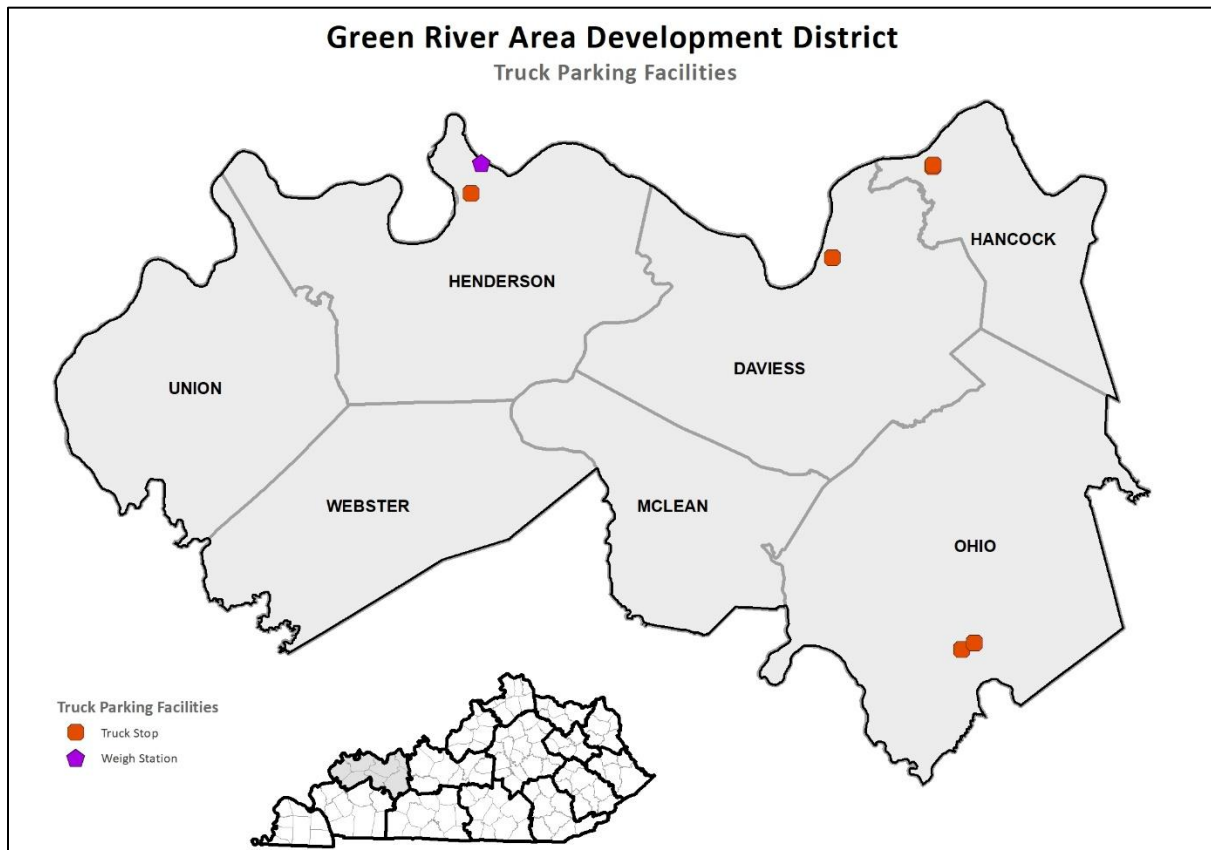
- Location: route, mile point, and GPS coordinates
- Facility Type: rest area, weigh station, welcome center, rest havens, commercial parking lot, etc
- Facilities Available (if known): restrooms, restaurants, showers etc
- Number of marked spaces

6.2 Truck Parking Facilities in GRADD

The GRADD region has seven truck parking facilities.

County	City	Route	Owner	Name	Type
Daviess	Owensboro	US-60	Private	Hawesway Truck Stop	Truck Stop
Hancock	Lewisport	US-60	Private	Hey Buddy Travel Center	Truck Stop
Hancock	Lewisport	US-60	Private	Jumpin' Jack's Truck Stop	Truck Stop
Henderson	Henderson	US-41	Private	Circle K	Truck Stop
Henderson	Henderson	US-41	Public	SB Weigh Station	Weigh Station
Ohio	Beaver Dam	WK Pkwy	Private	Huck's Service Plaza	Truck Stop
Ohio	Beaver Dam	WK Pkwy	Private	WK Auto/Truck Plaza	Truck Stop

6.3 Map of Truck Parking Facilities



CHAPTER 7: RAIL FREIGHT LOADING/UNLOADING FACILITIES

7.1 Introduction

The purpose of this inventory is to assist KYTC in identification of rail facility locations and provide information for the statewide rail plan. GRADD maintains this database to know where improvements to intermodal connections may be warranted, and to promote the safe and efficient movement of goods and services. The data provided includes information available such as the name, location, and function (e.g., bulk transfer, container yard, classification yard) of the facility.

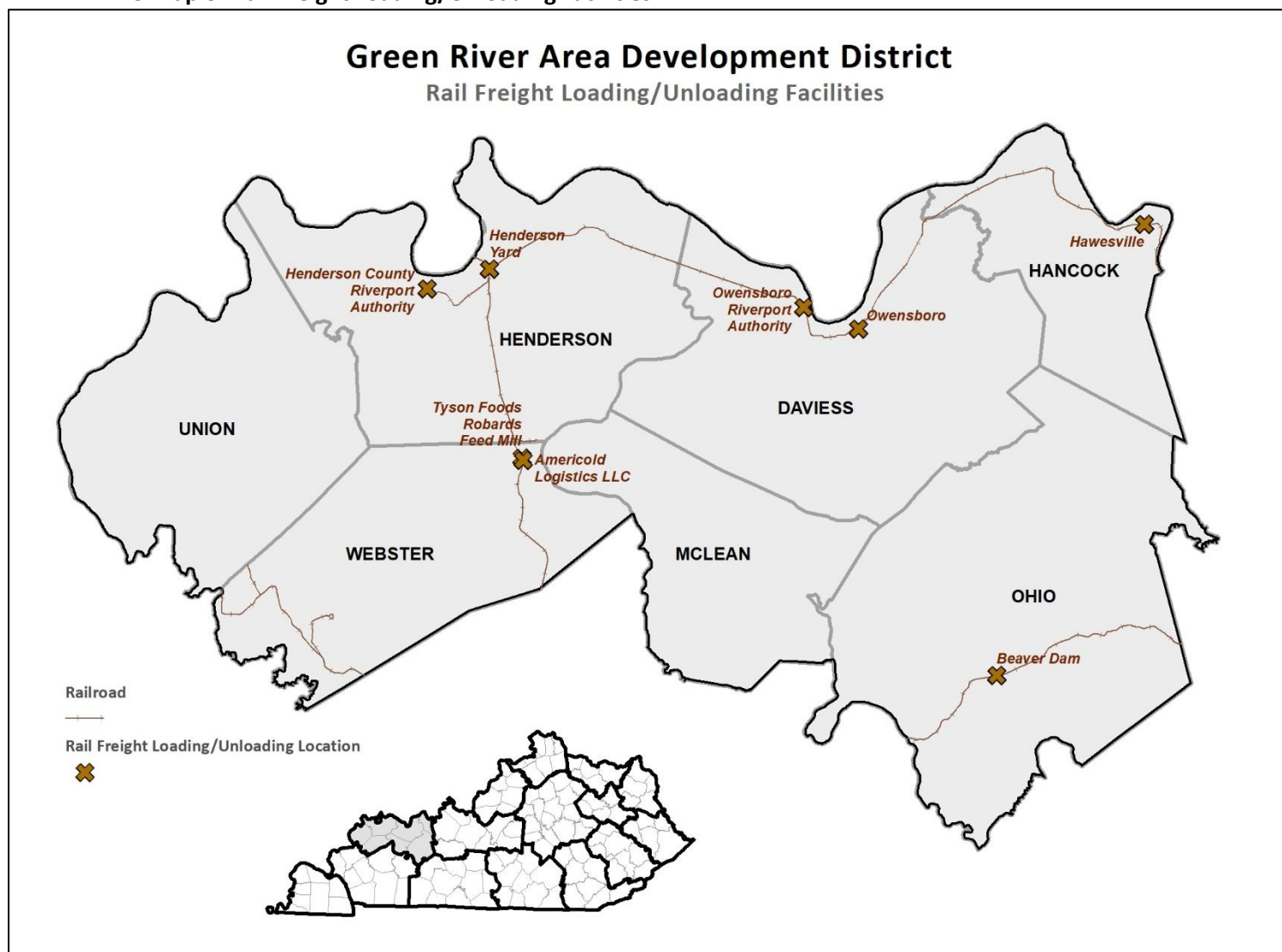
7.2 Rail Freight Loading/Unloading Facilities in GRADD

The GRADD region has eight major rail freight loading/unloading facilities.

County	Rail Facility
Daviess	Owensboro
Daviess	Owensboro Riverport
Hancock	Hawesville
Henderson	Henderson County Riverport

County	Rail Facility
Henderson	Henderson Yard
Ohio	Beaver Dam
Webster	Americold Logistics LLC
Webster	Tyson Foods Robards Feed Mill

7.3 Map of Rail Freight Loading/Unloading Facilities

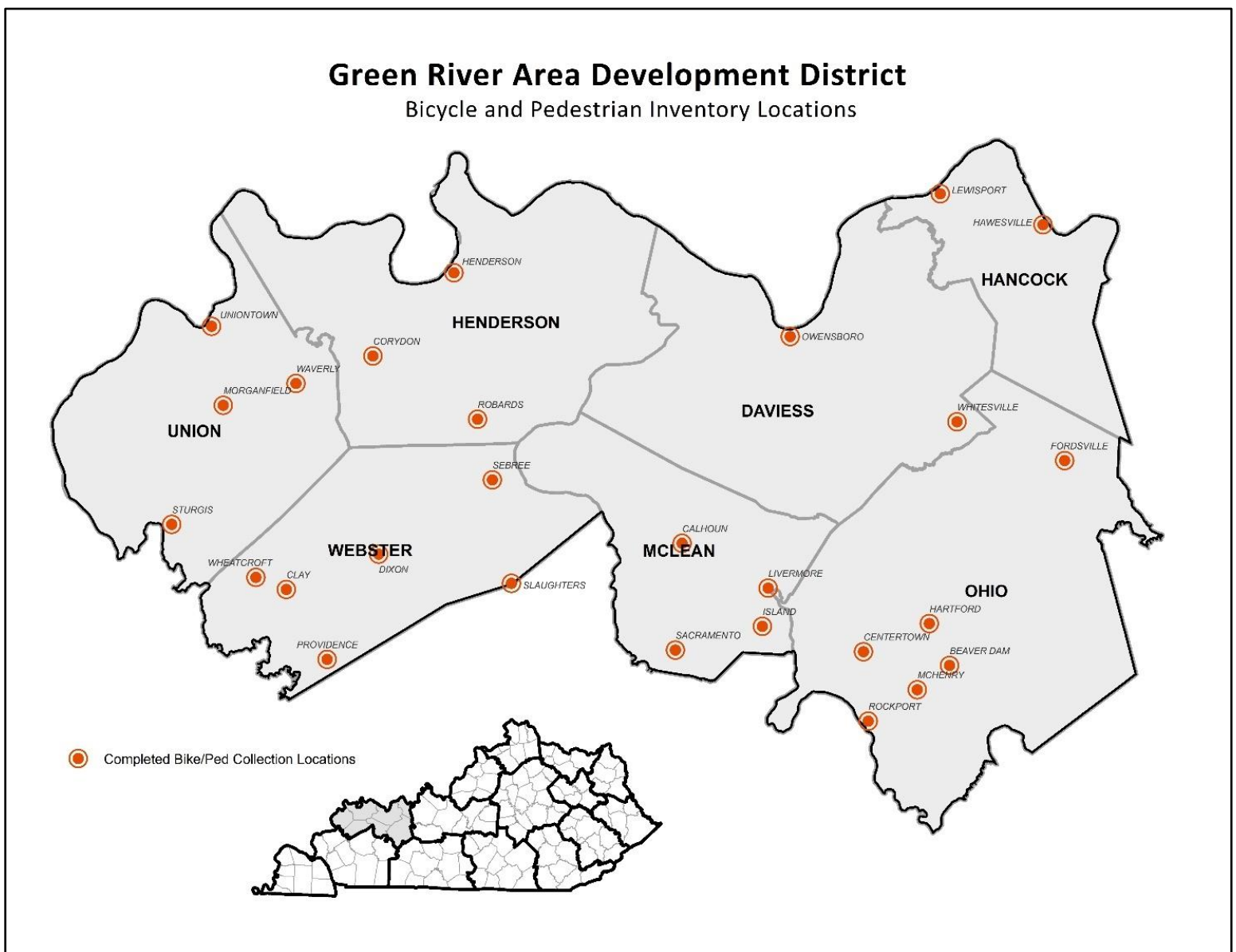


CHAPTER 8: BICYCLE AND PEDESTRIAN ASSETS

8.1 Introduction

GRADD works with identified communities to locate any existing bicycle or pedestrian assets or accommodations within the area to develop spatial information accordingly. KYTC partners with the ADDs to maintain a statewide bicycle and pedestrian GIS inventory database of all pedestrian and bicycling facilities and assets. These public facilities include anything that the bicyclists and pedestrians use for non-motorized transportation in the city or community such as sidewalks, bike lanes, bike paths, or separated multi-use paths. The objective is to better serve the non-motorized transportation needs of our public. Our common goals include providing a safer, more efficient, environmentally sound, and fiscally responsible complete transportation system that helps deliver better economic opportunities and enhances the quality of life of Kentuckians.

8.2 Map of Bicycle and Pedestrian Inventory Locations



CHAPTER 9: PARK-N-RIDE LOCATIONS

9.1 Introduction

At the direction of KYTC, GRADD maintains a database of park-n-ride locations in the region. A park-n-ride facility is generally perceived as a location where people can park their personal vehicle and rideshare with one or numerous others through private transport. Typically, this change is from a single-occupant vehicle, whether as a rider or a driver, to a transit vehicle, carpool, or vanpool.

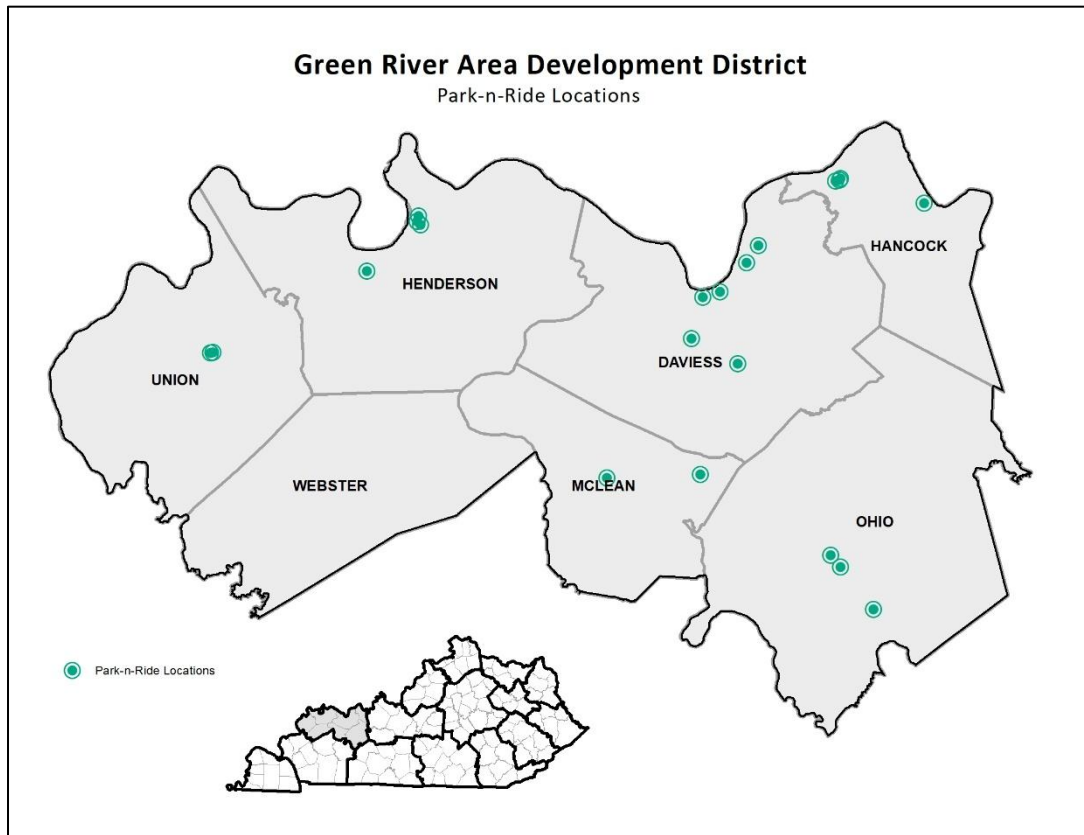
9.2 Park-n-Ride Locations in GRADD

The GRADD region has 21 park-n-ride locations.

County	Facility Name
Daviess	Hillbilly Convenience
Daviess	Masonville Baptist Church
Daviess	Hawesway Truck Plaza
Daviess	Kroger Grocery Store
Daviess	Settle Memorial Church
Daviess	Towne Square Mall - former
Hancock	Bill's IGA
Hancock	Hey Buddy Travel Center
Hancock	Jumpin' Jack's Truck Stop
Hancock	Lewisport Shopping Center
Henderson	Audubon Village Shopping Center

County	Facility Name
Henderson	Henderson Community College
Henderson	Old Orchard Shopping Center
Henderson	Wal-Mart
McLean	Buck Creek Baptist Church
McLean	Calhoun Baptist Church
Ohio	Huck's Service Plaza
Ohio	Wal-Mart
Ohio	Spinks Shopping Center
Union	Union County Shopping Center
Union	Wal-Mart

9.3 Map of Park-n-Ride Locations



APPENDIX A: TRANSPORTATION TERMS AND ACRONYMS

A

Adequacy Rating: 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): 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): An international organization that has been representing the transit industry for more than 100 years, since 1882. More than 90% 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, 7metropolitan 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): 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): An area 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.

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

Coal Haul: A route over which coal was 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): 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

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

F

Federal Highway Administration (FHWA): The division of the United States Department of Transportation is 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 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 12 district highway offices located throughout the state.

Highway Information System (HIS): 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 FY 1992-1997 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.

International Roughness Index (IRI): A measure of pavement roughness.

Infrastructure Investment and Jobs Act (IIJA): A Federal law that is also known as the “Bipartisan Infrastructure Law,” authorized funding over fiscal years 2022 through 2026 in new Federal investment in surface transportation and other infrastructure projects. The IIJA/BIL invested \$1.2 trillion in infrastructure across various sectors, including transportation, water, broadband, and energy. It aims to modernize and improve existing infrastructure while also investing in new programs and initiatives.

K

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

L

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

Local Roads: Roads which 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.

M

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

Metropolitan Transportation Plan (MTP): 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.

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): A measurement system used, along with county and route number, to identify the 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): Routes on the state maintained road system which have been specifically designated by KYTC and approved by FHWA for use by motor vehicles (trucks) with increased dimensions (e.g., 102 inches wide, 13-6" high, semi-trailers up to 53 feet long, trailers 28 feet long-not to exceed two (2) trailers per truck).

P

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

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

R

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

Right-of-Way (ROW): A priority path for the construction and operation of highways, light and heavy rail, railroads, etc. 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): Population centers of between 5,000 and 50,000 people.

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

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

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

Statewide Transportation Improvements Program (STIP): 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.

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): 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 Metropolitan Transportation Plan.

U

Urban Area (UA): The Census Bureau defines "urban" for the 1990 census as comprising all territory, population, and housing units in urbanized areas and in places of 2,500 or more persons outside urbanized areas. More specifically, "urban" consists of territory, persons, and housing units in

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

V

Volume to Service Flow Ratio (V/SF): 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 as V/C or Volume to Capacity ratio.